

CATEGORICAL EXCLUSION LEVEL 1 FORM

GENERAL PROJECT INFORMATION

Road No./County:

United States (US) 24 / Wabash County

Designation Number(s):

2000025

**Project
Description/Termini:**Intersection Improvement Project / US 24 at Wabash Street, approximately
1.15 miles east of State Road (SR) 15☒CE Level 1 documentation for
exempted projectsAdditional Information
to CE Level 1**Approval:**Stewart Michels02/10/2025

INDOT DE/ESD Signature and Date

Release for Public Involvement:AG7/5/24

INDOT DE/ESD Initials and Date

Certification of Public involvement:Matthew Jania1/2/2025

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer:Madeline MettlerFebruary 7, 2025

Signature and Date

CE Preparer:Susan Harrington, HNTB Corporation

Name and Organization

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GENERAL PROJECT INFORMATION, DESCRIPTION, AND DESIGN INFORMATION

Purpose and Need:

Need: The need for the project is due to the high number of crashes occurring between high-speed vehicles on US 24 and lower-speed vehicles coming from Wabash Street. There were 16 total crashes from 2016 to 2019. The table below shows the number and type of crashes that occurred. Over one-third of the crashes resulted in an incapacitating injury or death, and over one-third of the crashes involved right-angle collisions. The main attribute to these right-angle crashes was failure to yield to the right-of-way or disregarding signage (Appendix I, pages 6-7). There are 42 conflict points present in the existing intersection. Conflict points are locations within the intersection with potential for accidents to occur.

The Index of Crash Frequency (ICF) and Index of Crash Cost (ICC) were 2.43 and 2.13 as calculated by the RoadHAT (Road Hazard Analysis Tool). These indices indicate whether the frequency or severity of crashes, respectively, are higher than would be expected based on the traffic volumes and facility characteristics, with an ICF and ICC of 0 being average and anything over 0 is more than expected. An ICF of 2 or higher may be considered a high crash location.

Crash Data			
Crash Data for US 24 and N. Wabash (2016-2019)			
Severity		Type	
Crash with no Injury/Property Damage Only (PDO)	7	Left Turn	3
Non-Incapacitating Injury	3	Right Angle	7
Fatal and Incapacitating Injury	6	Rear End	1
		Ran off Road	4
		Spatial Decision Support System (SDSS)/Pedestrian-Vehicle Crashes	1
TOTALS	16	TOTALS	16

Purpose: The purpose of this project is to improve safety, by reducing the number of traffic conflict points and occurrences of right-angle crashes resulting in fatality and or injury, and reduce fatal and incapacitating injuries by 25% in 10 years.

Project Description (Preferred Alternative):

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) intend to proceed with a project involving the intersection of US 24 and Wabash Street.

Location

This project is located at the intersection of US 24 and Wabash Street, approximately 1.15 miles east of SR 15, in the City of Wabash in Wabash County. More specifically, this project is located in Section 35, Township 28 North, Range 6 East and in Section 2, Township 27 North, Range 6 East in Noble Township (Appendix B, page 2).

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Existing Conditions

The intersection of US 24 and Wabash Street is unsignalized, with free-flowing traffic on US 24 and stop controls on the southeast/northwest approaches. This section of US 24 is a four-lane principal arterial with a posted speed limit of 55 miles per hour. The eastbound approach has two 12-foot travel lanes and dedicated left and right-turn lanes and is separated from the westbound lanes by a grass median that varies between approximately 20-30 feet within the project area. The westbound approach has two 12-foot travel lanes and dedicated left-turn and right-turn lanes. Wabash Street is a two-lane minor arterial south of US 24 that transitions to the major collector 150 W (Division Road) north of US 24. Wabash Street has a posted speed limit of 30 miles per hour (Appendix I, page 4).

Existing US 24 is approximately 24 feet wide through the project limits with a 4-foot paved shoulder on the left and a 10-foot paved shoulder on the right. Existing Wabash Street is approximately 20 feet wide through the project limits with a 1-foot aggregate shoulder.

Surrounding land use is agriculture, residential, and commercial.

A crash study of this location dated December 31, 2019, analyzed crash data from 2016-2019 (Appendix I, pages 66-74). According to the Abbreviated Engineer's Report dated February 4, 2022 (Appendix I, pages 6-7), during the four-year period studied in the 2019 report, there were 16 total crashes, and the Index of Crash Frequency (ICF) Index of Crash Cost (ICC) were 2.43 and 2.13, respectively. These indices indicate whether the frequency or severity of crashes, respectively, are higher than would be expected based on the traffic volumes and facility characteristics, with an ICF and ICC of 0 being average and anything over 0 is more than expected. Right-angle and left-turn crashes were noted as the primary safety concern at the intersection. Eleven of the 16 crashes were right-angle crashes and vehicles ran off road. These right-angle crashes between high-speed vehicles on US 24 and lower speed vehicles coming from the minor road often result in personal injury. Most of these right-angle crashes were attributable to failure to yield to the right-of-way or disregarding signage (see Crash Data in the Purpose and Need section and Appendix I, pages 5-6).

Preferred Alternative

The proposed project will construct a reduced conflict intersection (RCI) by reconstructing the median island so that it restricts left turn and through traffic movements from Wabash Street but allows left turns from US 24. Left turn lanes will be extended along US 24 with U-turn access points located approximately 800 feet east and west of the main intersection. Mountable curbs will be utilized in the median to allow emergency vehicles traveling through the intersection to turn left onto US 24. The existing left turn lanes will be closed by installing pavement markings, and the right turn lanes will be extended to accommodate turning movements from trucks utilizing the U-turn. Lighting will be installed at the U-turn access points. An existing 12-inch corrugated metal pipe (CMP) (Str. No. 103 on Appendix B, page 40) located beneath the westbound lanes of US 24, east of the intersection with Wabash Street will be

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replaced in the same location with a 15-inch pipe. Two additional new 15-inch pipes will be constructed at the U-turn locations to facilitate drainage within the median by carrying water from the median to the outside ditches (Str. No. 101 on Appendix B, page 40 and Str. No. 104 on Appendix B, page 41).

As a result of comments received at the public hearing, INDOT updated the design of the turning radius of the northwest quadrant of US 24 and LaSalle Road to accommodate large farm equipment. This includes the milling and resurfacing of the existing pavement and the addition of up to 12 feet of pavement at the north radius of the intersection of US 24 and LaSalle Road. Additionally, one pipe will be extended, and one pipe will be replaced with a longer pipe for drainage purposes. CLV-82584 which is an existing 15-inch pipe under LaSalle Road will be extended a total of 13 feet and riprap protection will be added at the inlet and outlet. An unnamed pipe which is an 18-inch 45-foot-long pipe draining the west side of LaSalle Road to the US 24 drainage ditch will be replaced with Structure No. 2 an 18-inch 60-foot-long pipe to accommodate the additional pavement.

Project construction plans are located in Appendix B, pages 20-59.

The preferred alternative will result in approximately 0.049 acre of permanent impacts and 0.001 acre of temporary for construction of the RCI, grading activities, and construction access. Additionally, approximately 3.25 acres of terrestrial habitat disturbance is anticipated for construction of the project. No permanent or temporary right-of-way will be required for this project.

Every effort to avoid, minimize, and/or mitigate project impacts have been made. The overall environmental impacts of the project will be reduced by minimizing the construction footprint of the project, installing temporary erosion control measures around the construction limits, revegetating bare areas after project completion, and directing temporary lighting away from suitable habitat during the active season. Impact avoidance is not practical, as the wetland impacts and habitat disturbance is necessary in order to construct the intersection and address the purpose and need of the project. Project impacts are not expected to require mitigation.

Maintenance of Traffic (MOT)

Traffic will be maintained in four phases and will utilize lane closures while the project is constructed. Through traffic on US 24 will be open at all times during construction. The intersection with Wabash Street will be closed during the final phase of construction and turning movements will be limited during construction of the center of the intersection. No official detours will be provided for loss of turning movements during construction (Appendix B, pages 24-39). Additional information can be found in the MOT During Construction section of this document.

Logical Termini/Independent Utility

The logical termini are approximately 1,034 feet west and 980 feet east of the center of the existing intersection, with the total length of the project being 2,014 feet (Appendix B, pages 40-41). The termini are considered logical as they provide a sufficient area the intersection improvement project and

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	<p>construction access and are of sufficient length to address environmental matters on a broad scope.</p> <p>The project has independent utility because it will provide a fully functional intersection without any additional transportation improvements beyond the project limits. The preferred alternative of constructing an RCI at US 24 and Wabash Street will meet the purpose and need of the project to improve safety, by reducing the number of traffic conflict points and occurrences of right-angle crashes resulting in fatality and or injury, and reduce fatal and incapacitating injuries by 25% in 10 years.</p>
Other Alternatives Considered:	<p><u>No Build Alternative</u></p> <p>The No Build alternative would make no physical changes to the existing intersection. This alternative would have no effect on environmental resources. Without improvements, the crash index at this intersection would likely increase to the level of the “high crash” designation and the risk of injury or fatality at this intersection would remain. The No-Build alternative was not selected because it fails to meet the purpose and need of the project.</p> <p><u>Median U-Turn without Direct Lefts (Appendix I, pages 7 and 23)</u></p> <p>The intersection would remove the existing median pavement and replace with a grass median restricting left turn and through movements from Wabash Street. The left turn lanes would be extended along US 24 with U-turn access points located approximately 800’ from the main intersection. The existing left turn lanes in advance of the required functional length would be closed by installing pavement markings. The right turn lanes would be extended to accommodate truck turning movements utilizing the U-turn. This alternative would meet the purpose and need of the project but was eliminated from further consideration due to concerns from local officials regarding emergency vehicle access.</p> <p><u>Median U-Turn with Direct Lefts (Appendix I, pages 7 and 24)</u></p> <p>This alternative would reconstruct the left turn lanes from US 24 to Wabash Street with a median island restricting left turn and through movements from Wabash Street. Additional left turn lanes would be constructed along US 24 with U-turn access points located approximately 800 feet from the main intersection. The right turn lanes would be extended to accommodate truck turning movements utilizing the U-turn. This alternative would meet the purpose and need of the project but was eliminated from further consideration due to concerns from local officials regarding emergency vehicle access.</p> <p><u>Signalized Intersection (Appendix I, page 7)</u></p> <p>This alternative would reconfigure the existing two-way controlled intersection to a signalized intersection. Although this alternative would meet the purpose and need of the project, a traffic signal is not warranted for the current levels of traffic. Therefore, this alternative was eliminated from further consideration.</p> <p><u>Roundabout Intersection (Appendix I, page 8)</u></p> <p>This alternative would construct a roundabout. Although this alternative would meet the purpose and need of the project, roundabout intersections are not recommended on high speed divided multi-lanes roadways. With US 24 classified as a principal arterial, on the National Truck Network, and having signalized intersections within one mile of Wabash Street, introducing a</p>

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	roundabout at this intersection could create unacceptable delay or speed inconsistencies on US 24. Therefore, it was eliminated from further consideration.		
Funding Source(s):	<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> Local <input type="checkbox"/> Other
Project Sponsor:	INDOT		
Estimated Cost:	\$9,084,797.00 (Includes Des. # 2001847, 2000025)	Project Length:	0.37 mile
Public Involvement:	No:		Yes: X
<p>Notice of Entry letters were not necessary for this project because all proposed work will take place within the existing right-of-way.</p> <p>A public information meeting (PIM) was held for the project on March 28, 2023, at the Honeywell Center in Legacy Hall, 275 W. Market Street, Wabash, IN 46992. A legal notice was published in <i>The Paper of Wabash</i> on March 13, 2023, and March 20, 2023, and sent to adjacent landowners, locally elected officials, and was distributed via INDOT's email listserv (Appendix G, pages 1-8). The PIM was an open house format where participants viewed project information and spoke with INDOT and HNTB representatives about the project (Appendix G, pages 9-16). Approximately 13 people attended the PIM (Appendix G, pages 19-20). Three comments were received at the meeting, and an additional comment was submitted via email (Appendix G, pages 21-25). Comments included concerns about disrupting Wabash Street as a north/south corridor, appreciation of the project's addressing safety issues, concerns for safety vehicles being able to navigate the intersection, and preference for a traffic light.</p> <p>Due to the level of public interest in the project, INDOT determined that the project does meet the minimum requirements described in the current <i>Indiana Department Transportation (INDOT) Project Development Public Involvement Procedures Manual</i>, which require the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. However, in lieu of offering an opportunity to request a public hearing, INDOT opted to hold a public hearing to receive public comment. The hearing was advertised by a postcard that was distributed via US mail (Appendix G, pages 31-36), and a legal notice of public hearing (Appendix G, pages 27-28) that was published in the <i>Plain Dealer</i> on October 10, 17, and 24, 2024 (Appendix G, pages 29-30). Notice of the hearing was also posted on INDOT social media accounts. The meeting was held on October 29, 2024, at the Honeywell Center, with a public open house beginning at 5:30 p.m., immediately followed by a public hearing at 6 p.m.</p> <p>A total of 37 people signed in at the hearing (Appendix G, pages 68-72). The open house session provided an opportunity for the public to view the project design, maintenance of traffic, schedule, and environmental impacts at various meeting board stations and discuss the project with the project team. A formal presentation (Appendix G, pages 37-48) was also given, as well as a public comment session (Appendix G, pages 64-67). Additional comments were accepted from October 10, 2024, through November 12, 2024. Nine verbal comments were received during the comment session at the hearing, one written comment was received at the hearing, and 14 email comments were received. Questions and comments received were varied and included concerns regarding project need, roadway access for large vehicles, safety, cost, traffic speed, mobility, and emergency vehicle response times. A summary of all comments and corresponding responses is provided in Appendix G, pages 95-99. The project website (https://www.in.gov/indot/about-indot/central-office/welcome-to-the-fort-wayne-district/us-24-at-wabash-</p>			

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[st.-intersection-improvement-project/](#)) includes information on the public hearing, including the presentation.

As a result of public input the design for the intersection of west bound US 24 and north or east bound LaSalle Street was changed to better accommodate large farm equipment making the turn from US 24 onto LaSalle Street.

The formal public involvement activities required for the NEPA process have been completed.

Right-of-Way:	No: X	Yes:
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Existing right-of-way in this section of US 24 extends approximately 45 feet northwest of the US 24 eastbound and southeast of the US 24 westbound center lines. The existing right-of-way consists of maintained turf grass. The existing right-of-way for Wabash Street extends approximately 33 feet west and east of the center line. This project will occur within existing right-of-way. No permanent or temporary right-of-way will be required for this project.

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.

Maintenance of Traffic (MOT) During Construction:	No:	Yes: X
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Traffic will be maintained during five phases of construction (Appendix B, pages 24-39). The first phase will involve installation of advanced warning signs, removal of existing pavement markings and installation of temporary pavement markings, and shoulder strengthening. The second phase will construct the outflow section of the drainage relays and construct the right turn lanes while the existing intersection remains open to traffic. The third phase will construct the inflow section of the drainage relays and will construct the median left turn lanes and U-turns with the existing intersection open to traffic. The fourth phase will require closure of the intersection to construct pavement in the median for the westbound turn lane. The fifth phase will construct a mill and overlay, and placement of all final pavement markings. All through traffic and turning movements will be open at all times during 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.

Bridge(s) and/or Small Structure(s) (include structure number(s)):	No:	Yes: X
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No bridges are located within the project area. The following non-historic small structures are present within the project area:

- CLV-97957, an existing 12-inch CMP located beneath the westbound lanes of US 24, east of the intersection with Wabash Street, will be replaced in the same location with a 15-inch CMP, and riprap will be placed at the outlet. It conveys roadside ditch and stormwater from the median to the north side of US 24.
- CLV-82584 is a 15-inch round plastic liner culvert on the north side of US 24 that conveys the roadside ditch and stormwater under Wabash Street. This culvert will be extended a total of 13 feet and riprap protection will be added at the inlet and outlet.
- CLV-82583 is a 13-inch by 16-inch oval metal culvert on the south side of US 24 that conveys the roadside ditch and stormwater under Wabash Street. This culvert will be left in place.
- An existing 18-inch CMP that conveys roadside ditch and stormwater under LaSalle Road will be replaced with an 18-inch 60-foot-long pipe.

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Additionally, two additional new 15-inch pipes will be constructed at the U-turn locations to facilitate drainage within the median by carrying water from the median to the outside ditches (Str. No. 101 on Appendix B, page 40 and Str. No. 104 on Appendix B, page 41).

IDENTIFICATION AND EVALUATION OF IMPACTS

Early Coordination:

Early coordination letters were sent on January 31, 2022, and May 27, 2022, and October 24, 2022 (Appendix C, pages 1-3).

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix</u>
US Department of Housing and Urban Development	January 31, 2022	No Response Received	N/A
Federal Highway Administration	January 31, 2022	No Response Received	N/A
US Army Corps of Engineers	January 31, 2022	No Response Received	N/A
Indiana Department of Environmental Management, Groundwater Section	January 31, 2022	February 11, 2022	Appendix C, pages 8-9
Indiana Department of Natural Resources (IDNR), Division of Fish and Wildlife	October 24, 2022	November 22, 2022	Appendix C, page 12
Indiana Department of Environmental Management, Wetlands and Stormwater	January 31, 2022	No Response Received	N/A
Indiana Department of Transportation Fort Wayne District Environmental	January 31, 2022	No Response Received	N/A
Wabash County MS4 Coordinator	January 31, 2022	No Response Received	N/A
Wabash County Council	January 31, 2022	No Response Received	N/A
Wabash County Board of Commissioners	January 31, 2022	No Response Received	N/A
Wabash County Surveyor	January 31, 2022	No Response Received	N/A
Wabash County Sheriff	January 31, 2022	No Response Received	N/A
Wabash County Highway Department	January 31, 2022	No Response Received	N/A
Wabash County Area Plan Commission	January 31, 2022	No Response Received	N/A
Wabash County Emergency Management	January 31, 2022	No Response Received	N/A
Wabash City Schools	January 31, 2022	No Response Received	N/A
City of Wabash Fire Department	January 31, 2022	February 15, 2022	Appendix C, pages 4-5

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City of Wabash Police Department	January 31, 2022	No Response Received	N/A
City of Wabash, Mayor's Office	January 31, 2022	February 2, 2022	Appendix C, pages 6-7
City of Wabash Parks and Recreation	January 31, 2022	No Response Received	N/A
Church of Christ at Wabash	January 31, 2022	No Response Received	N/A
Parkview Wabash Hospital	January 31, 2022	No Response Received	N/A
Heartland Career Center	January 31, 2022	No Response Received	N/A
Indiana Geological and Water Survey (IGWS), via Web form	May 27, 2022	May 27, 2022	Appendix C, pages 10-11

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

Streams, Rivers, and Other Jurisdictional Features Impacted:	No: X	Yes:
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Based on the desktop review, the aerial map of the project area, and the Red Flag Investigation (RFI) report (Appendix E, pages 1-10) there are three streams, rivers, watercourse, or other jurisdictional features within the 0.5-mile search radius. There are no streams, rivers, watercourse, or other jurisdictional features within or adjacent to the project area, which was confirmed by the site visits on March 17, 2022, and June 1, 2022, by HNTB. Therefore, no impacts are expected.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on September 22, 2022. Please refer to Appendix F, pages 1-20 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that no streams were present within the investigated area.

Open Water Feature(s):	No: X	Yes:
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Based on the desktop review, the aerial map of the project area (Appendix B, page 2, and the RFI report (Appendix E, pages 1-10) there is one lake within the 0.5-mile search radius. There are no open water features within or adjacent to the project area, which was confirmed by the site visits on March 17, 2022, and June 1, 2022, by HNTB. Therefore, no impacts are expected.

Wetlands:	No:	Yes: X
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Based on the desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 1-10), there are five wetlands within the 0.5-mile search radius. There were no wetland features mapped within or adjacent to the project area. During the site visits on March 17, 2022, and June 1, 2022, by HNTB, that number was updated to three.

A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on September 22, 2022. Please refer to Appendix F, pages 1-20 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that three wetland

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features were present within the investigated area; due to the lack of hydrologic connectivity these features are likely not jurisdictional, however, INDOT is requesting USACE assume jurisdiction of the wetlands. (Appendix F, page 9). USACE makes all final determinations regarding jurisdiction.

Wetland 1

Wetland 1 is a palustrine, emergent, temporarily flooded (PEM1A) wetland according to the classifications defined by Cowardin et al. (1979). Wetland 1 is 0.012 acre in size. This wetland developed as a result of roadside drainage and stormwater ponding in the northwest quadrant of the intersection of US 24 and Wabash Street intersection. Wetland 1 is likely a non-jurisdictional feature under the current Waters of the U.S. criteria due to its lack of direct hydrologic connectivity to any jurisdictional resources. Construction of the project and grading activities will permanently impact Wetland 1 in its entirety (0.012 acre).

Wetland 2

Wetland 2 is a palustrine, emergent, temporarily flooded (PEM1A) wetland according to the classifications defined by Cowardin et al. (1979). Wetland 2 is 0.037 acre in size. This wetland developed as a result of roadside drainage and stormwater ponding in the northeast quadrant of the intersection of US 24 and Wabash Street intersection. Wetland 2 is likely a non-jurisdictional feature under the current Waters of the U.S. criteria due to its lack of direct hydrologic connectivity to any jurisdictional resources. Construction of the project and grading activities will permanently impact Wetland 2 in its entirety (0.037 acre).

Wetland 3

Wetland 3 is a palustrine, emergent, temporarily flooded (PEM1A) wetland according to the classifications defined by Cowardin et al. (1979). Wetland 3 is 0.013 acre in size. This wetland developed as a result of roadside drainage and stormwater ponding in the southwest quadrant of the intersection of US 24 and Wabash Street intersection. Wetland 3 is likely a non-jurisdictional feature under the current Waters of the U.S. criteria due to its lack of direct hydrologic connectivity to any jurisdictional resources. Construction of the project and grading activities will temporarily impact 0.001 acre of Wetland 3.

Combined impacts to the three wetlands will be 0.049 acre of permanent impacts and 0.001 acre of temporary for construction of the RCI, grading activities, and construction access. These impacts are not expected to reach threshold levels that would require mitigation. Avoidance of the wetlands or minimization of impacts to the wetlands is not feasible due to the location of the wetlands in the ditch in relation to the work that is required to reconstruct the intersection, including replacement of culverts and ditch regrading.

Terrestrial Habitat:	No:	Yes: X
Based on a desktop review, site visits on March 17, 2022, and June 1, 2022, by HNTB, and the aerial map of the project area (Appendix B, page 2), there is mowed and maintained right-of-way within the project area, including typical roadside grasses, such as tall fescue (<i>Schedonorus arundinaceus</i>) and Kentucky bluegrass (<i>Poa pratensis</i>). No tree clearing is required for the project. Approximately 3.25 acres of terrestrial habitat disturbance is anticipated for the project due to construction of the intersection and drainage improvements. The construction area footprint has been minimized to the extent possible. Terrestrial habitat disturbance will not require mitigation, and avoidance and minimization of impacts were not possible due to the location of the intersection to be reconstructed.		
<u>Early Coordination</u>		
IDNR-DFW responded on November 22, 2022, with recommendations pertaining to revegetation of disturbed areas and erosion and sediment control within the project area (Appendix C, page 12).		
All applicable recommendations are included in the Environmental Commitments section of this CE		

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document.		
Protected Species:	No:	Yes: X
<p>Based on a desktop review and the RFI report (Appendix E, pages 1-10), approved by INDOT on September 15, 2022, the IDNR Wabash County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated November 22, 2022 (Appendix C, page 12), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on January 18, 2022, and no endangered bat species were found within 0.5 mile of the project area.</p> <p>Project information was submitted through the US Fish and Wildlife Service's (USFWS's) Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 13-27). The project is within range of the federally endangered Indiana bat (<i>Myotis sodalis</i>) and northern long-eared bat (NLEB) (<i>Myotis septentrionalis</i>). (Note that on March 22, 2022, the USFWS published in the Federal Register their determination to uplist the NLEB from threatened to endangered.) No additional protected species were generated in the IPaC species list other than the Indiana bat and NLEB. The Monarch Butterfly (<i>Danaus plexipus</i>) was included in the species list as a candidate species. No further coordination with the USFWS is necessary.</p> <p>The project qualifies for the <i>Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)</i>, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. Culvert inspections occurred on June 1, 2022, and no signs of bats or birds were found using the structures (Appendix C, pages 39-42). An effect determination key was completed on December 6, 2022, and based on the responses provided, the project was found to "May Affect, but not Likely to Adversely Affect" the Indiana bat and/or the NLEB (Appendix C, pages 28-38). INDOT reviewed and verified the effect finding on February 09, 2023, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) regarding temporary and permanent lighting and making workers aware of the commitments associated with the project are included as firm commitments in the <i>Environmental Commitments</i> section of this document.</p> <p>USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after June 1, 2024, 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. This firm commitment is included in the Environmental Commitments of this document.</p> <p>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.</p>		
Geological and Mineral Resources:	No: X	Yes:
<p>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 <i>Protection of Karst Features during Project Development and Construction</i>. According to the topo map of the project area (Appendix B, page 3), the RFI report (Appendix E, pages 1-10), there are no karst features identified within or adjacent to the project area. In the early coordination response dated May 27, 2022, the IGWS did not indicate that karst</p>		

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features exist in the project area. The response indicated that there is a moderate liquefaction potential, 1% annual flood hazard, high potential for bedrock resource, low potential for sand and gravel resource, and petroleum exploration wells located within 0.5 mile of the project area (Appendix C, pages 10-11). These features will not be impacted by the project because there are no petroleum exploration wells located within the project area. According to the RFI, the nearest petroleum well is located 0.1 mile northwest of the project area (Appendix E, page 3). The response from IGWS was communicated to the designer on December 5, 2022. No impacts are expected.

Drinking Water Resources:	No: X	Yes:
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Sole Source Aquifer (SSA)

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

Wellhead Protection Area and Source Water

In an early coordination letter response dated February 11, 2022, IDEM stated the project is not located within a Wellhead Protection Area or Source Water Area (Appendix C, pages 8-9). No impacts are expected.

Water Wells

The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on February 27, 2023, by HNTB. Two wells are mapped adjacent to this project. The features will not be affected because they are located outside of the construction limits. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Urban Area Boundary

Based on a desktop review of IDEM's Municipal Separate Storm Sewer System (MS4) website (<https://www.in.gov/idem/stormwater/municipal-separate-storm-sewer-systems-ms4/>) by HNTB on February 27, 2023, this project is not located in an Urban Area Boundary. No impacts are expected.

Public Water System

Based on a desktop review, site visits on March 17, 2022, and June 1, 2022, by HNTB, and the aerial map of the project area (Appendix B, page 2), no public water systems were identified. Therefore, no impacts are expected.

Floodplains:	No: X	Yes:
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The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<https://www.in.gov/dnr/water/surface-water/indiana-floodplain-mapping/indiana-floodplain-information-portal/>) was accessed on November 10, 2022, by HNTB. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, pages 10 and 21). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

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Farmland:	No: X	Yes:
<p>Based on a desktop review, a site visit on March 17, 2022, and June 1, 2022, by HNTB, and the aerial map of the project area (Appendix B, page 2), there is farmland as defined by the Farmland Protection Policy Act adjacent to the project. The project will not convert any farmland, because no additional right-of-way will be acquired. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.</p>		
Cultural Resources:	No: X	Yes:
<p>On June 6, 2022, INDOT Cultural Resources Office (CRO) determined that this project falls within the guidelines of Category A, Types 2, 4, 6 and Category B, Type 3 under the Minor Projects Programmatic Agreement (MPPA). On January 18, 2023, INDOT CRO reviewed additional project information and determined that the project also falls under MPPA Category A, Type 3, Category B, Type 2, and Category B, Type 3. On October 12, 2023, INDOT CRO reviewed additional project information and determined that the project also falls under MPPA Category B, Type 9. On January 17, 2025, INDOT CRO reviewed additional project information and determined that the project still falls under the MPPA categories listed above (Appendix D, pages 1-8).</p> <ul style="list-style-type: none">• A-2: All work within interchanges and within medians of divided highways in previously disturbed soils.• A-3: Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soils.• A-4: Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.• B-2: Installation of new lighting, signals, signage, and other traffic control devices under the following conditions: Condition A(i): Work occurs in previously disturbed soils; and Condition B: Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.• B-3: Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration, and deceleration lanes) and shoulder widening under the following conditions: Condition A(i): Work occurs in previously disturbed soils; and Condition B: Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.• B-9: Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the following conditions: Condition A(i): Work occurs in previously disturbed soils; and Condition B(ii): Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource and the subject structure exhibits no wood, stone, or brick structures or parts therein. <p>No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.</p>		
Section 4(f) and Section 6(f) Resources:	No: X	Yes:
<p>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.</p>		

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Based on a desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 1-10), there are three potential 4(f) resources located within the 0.5-mile search radius. According to additional research, there is one potential Section 4(f) resource within or adjacent to the project area. The planned Hoosier Heartland Riverwalk Trail to Morrett Sports Park Trail is located within the project area. An early coordination letter was sent to the Wabash Parks and Recreation Department on January 31, 2022. No response was received. Site visits on March 17, 2022, and June 1, 2022, by HNTB, confirmed that there is no existing trail within the project area. Therefore, no use is expected.

Section 6(f)

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 eight properties in Wabash County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

Air Quality:

No: X

Yes:

This Fiscal Year (FY) 2022-2026 Statewide Transportation Improvement Program (STIP) is listed based on the lead DES number in the contract. The lead DES number for this contract is 2001847. The FY 2022-2026 STIP includes DES number 2000025 by reference with the contract number 43285 (Appendix H, page 1).

This project is located in Wabash County, which is currently in attainment for all criteria pollutants according to the IDEM Office of Air Quality (https://www.in.gov/idem/sips/files/nonattainment_county_list.pdf). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

Community Impacts:

No: X

Yes:

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. This project will have no relocations and will require no additional permanent right-of-way; therefore, an EJ analysis is not required per the current INDOT Categorical Exclusion Manual.

Per the Fairs and Festivals website (<https://indianafestivals.org/>), accessed on February 27, 2023, there are several regularly scheduled festivals and events in Wabash, Indiana. Festivals include various craft shows and expositions, including events at the Wabash County Fairgrounds, approximately 2.5 miles from the project area. The MOT plan may cause minor delays or inconveniences to those travelling to these events. The selected contractor will implement the MOT in accordance with the current Indiana Design Manual (IDM) and INDOT Standard Specifications.

Public Facilities and Services (e.g. schools, emergency services):

No:

Yes: X

Based on a desktop review, the aerial map of the project area (Appendix B, page 2), and the RFI report (Appendix E, pages 1-10), there are two religious facilities, one hospital, one school, one recreational

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facility, and three trail segments located within the 0.5 mile of the project. There are three public facilities, Church of Christ Wabash, Parkview Wabash Hospital, and the planned Hoosier Heartland Riverwalk Trail to Morrett Sports Park Trail within or adjacent to the project area. That number was confirmed by the site visits on March 17, 2022, and June 1, 2022, by HNTB. Early coordination letters were sent to Church of Christ Wabash, Parkview Wabash Hospital, and the City of Wabash Parks and Recreation Department on January 31, 2022. No responses were received. MOT for the project will not require a full road closure and access will be maintained to all facilities during construction. Therefore, no impacts are expected.

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.

Early Coordination

Early Coordination Letters were sent to the Wabash Fire Department and the Mayor of Wabash. The response letter from the Wabash Fire Department, dated February 15, 2022, expressed concerns regarding potential hindrance and time delay that an RCI intersection could pose to ambulances and fire response vehicles. Parkview Hospital is located near this intersection, and Wabash Street is a direct route of travel to several public facilities and businesses (Appendix C, pages 4-5). The Mayor of Wabash's response letter, dated February 2, 2022, also expressed concerns regarding emergency response vehicles using the intersection, as well as crash data for non-state highway intersections. The Mayor's letter suggested that other alternatives should be considered before construction of an RCI (Appendix C, pages 6-7). The project team has been in contact with City of Wabash officials, and in response to their concerns, the design of the RCI has been modified to allow for the left turns of emergency vehicles.

Hazardous Materials and Regulated Substances:	No: X	Yes:
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Based on a review of GIS and available public records, the RFI was completed on June 14th, 2022, by HNTB and INDOT SAM provided their concurrence on June 22, 2022 (Appendix E, pages 1-10). Two Resource Conservation and Recovery (RCRA) Generator/Treatment Storage and Disposal (TSD) facilities and four National Pollutant Discharge Elimination System (NPDES) facilities are located within 0.5 mile of the project area. None of the hazmat sites identified will impact the project. Further investigation for hazardous material concerns is not required at this time.

Permits:	No:	Yes: X
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A 404 Nationwide Permit (NWP) and a 401 Water Quality Certification (WQC) will be required due to wetland impacts associated with the project. An IDEM Construction Stormwater General Permit (CSGP) will also be required due to the disturbance of greater than 0.99 acre of land.

Applicable recommendations provided by USFWS and IDNR-DFW 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.

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ENVIRONMENTAL COMMITMENTS:

Firm:

- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT 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) General AMM 1. Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 4) Lighting AMM 1. Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 5) Lighting AMM 2. When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
- 6) USFWS Bridge/Structure Assessments are only valid for two years. If construction will begin after June 1, 2024, 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)

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APPENDIX A: INDOT SUPPORTING DOCUMENTATION

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations⁶	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁷)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁸
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁹
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ¹⁰
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹¹
Approval Level <ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA 	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

⁷ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁸ Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower-level CE.

⁹ Potential for causing a disproportionately high and adverse impact.

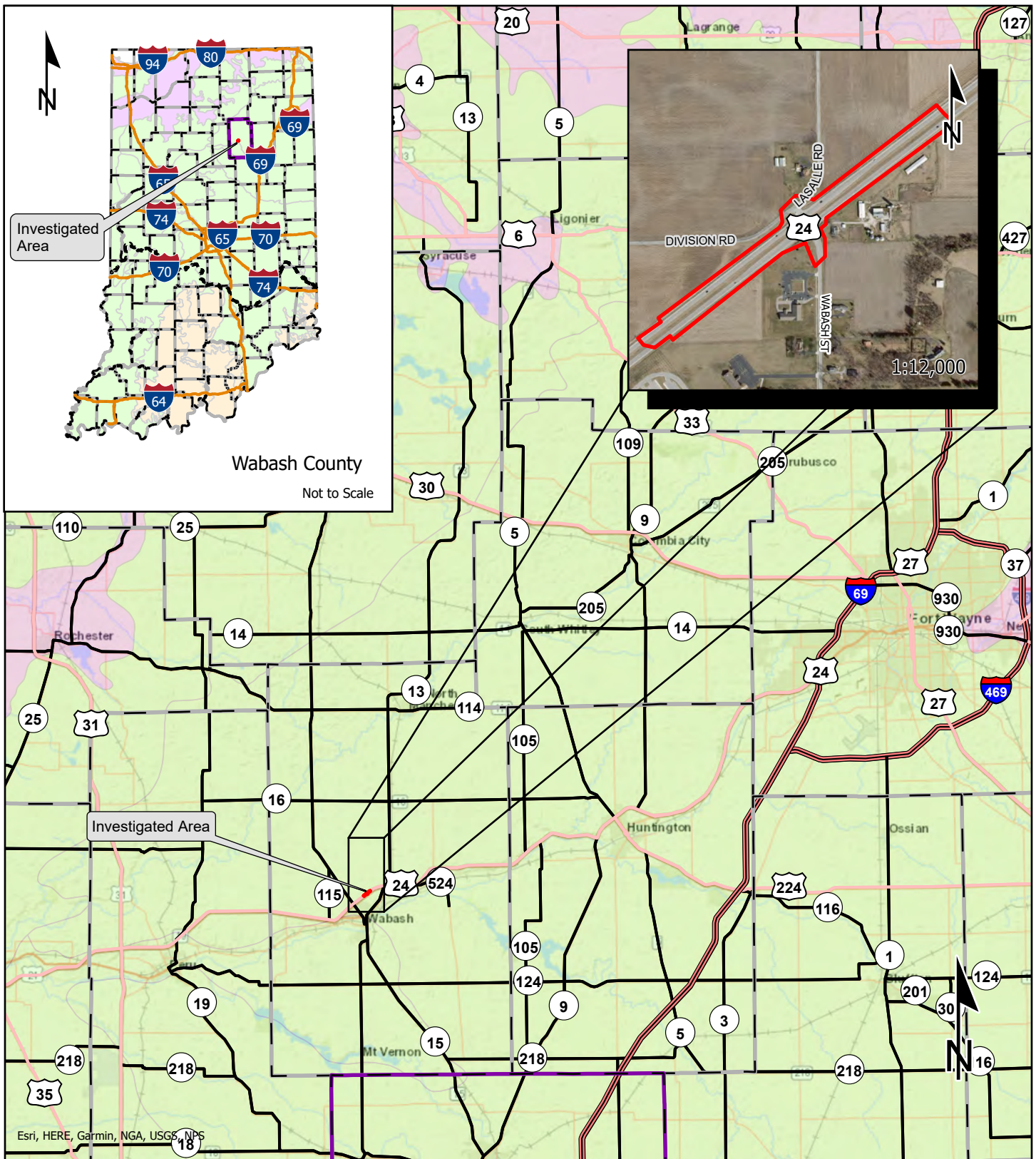
¹⁰ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

¹¹ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

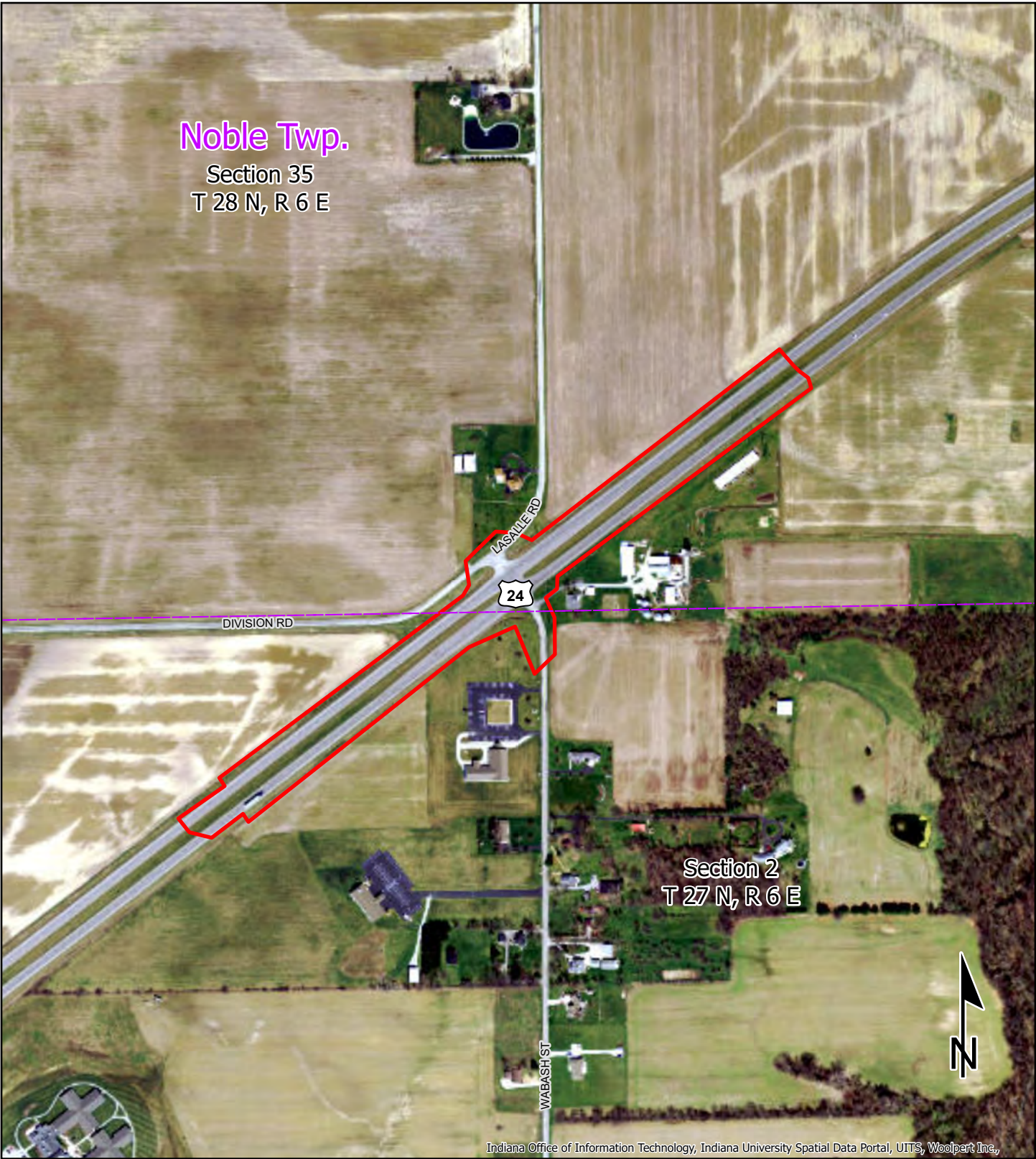
* Includes the threatened/endangered species critical habitat

Note: Substantial public or agency controversy may require a higher-level NEPA document.

APPENDIX B: GRAPHICS



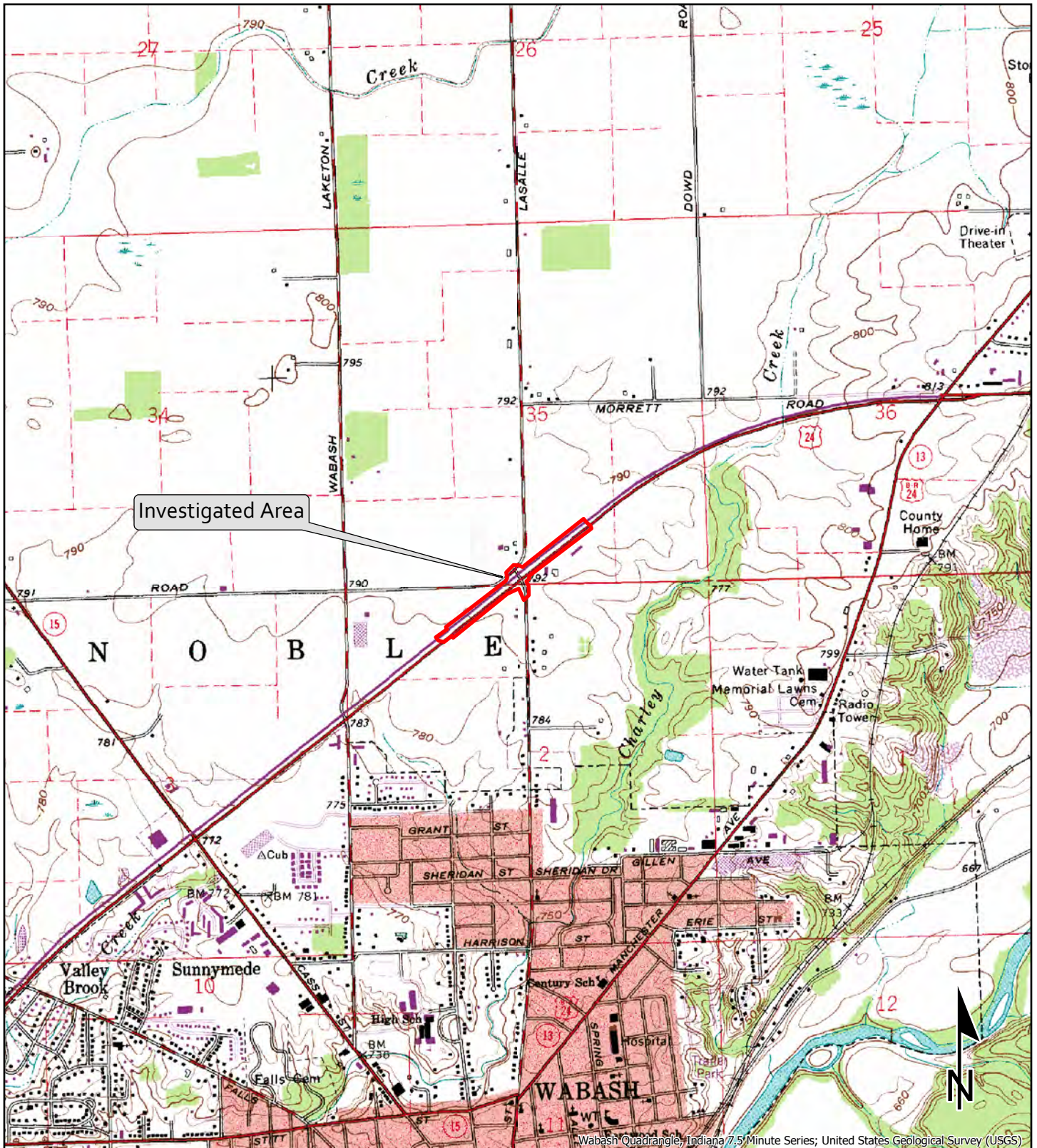
Investigated Area Wabash County County Boundaries	NRCS Land Resource Regions Northeast and Northcentral Midwest Eastern Mountains and Piedmont	Project Location Map US 24 at Wabash Street Intersection Improvement Wabash County, Indiana	
0 4.5 9 Miles		Des. No. 2000025 1 inch = 9 miles	 Graphics created by HNTB Corporation (2022)



<div><div></div> Project Area</div> <div><div></div> PLSS Section Boundary</div>	Project Aerial Map US 24 at Wabash Street Intersection Improvement Wabash County, Indiana	
	Des. No. 2000025	HNTB Graphics created by HNTB Corporation (2022)
	1 inch = 500 ft	

0250500

Feet



USGS (1:24,000 scale) Topographic Map

US 24 at Wabash Street
Intersection Improvement
Wabash County, Indiana

Des. No. 2000025

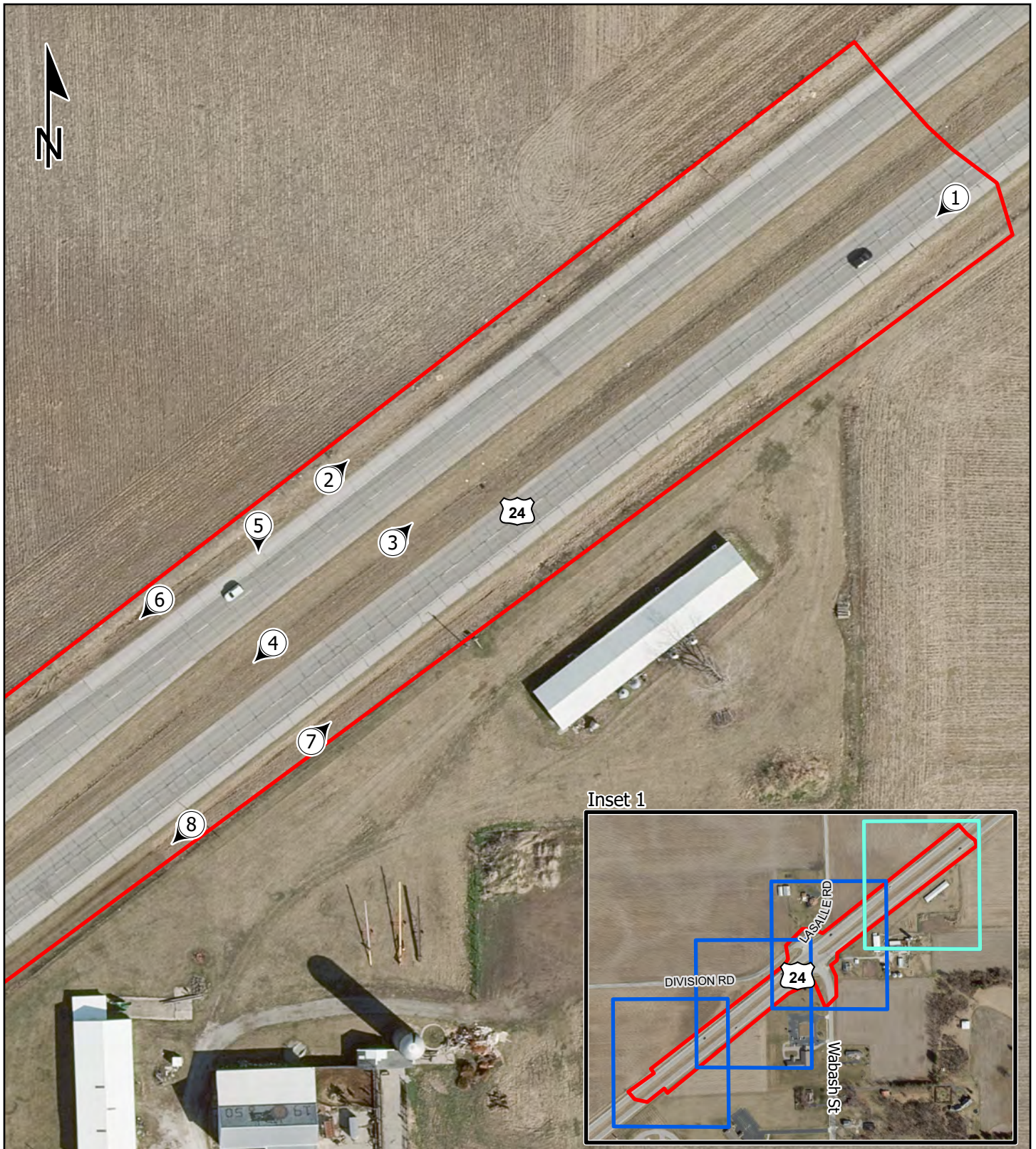
1 inch = 2,000 ft








HNTB

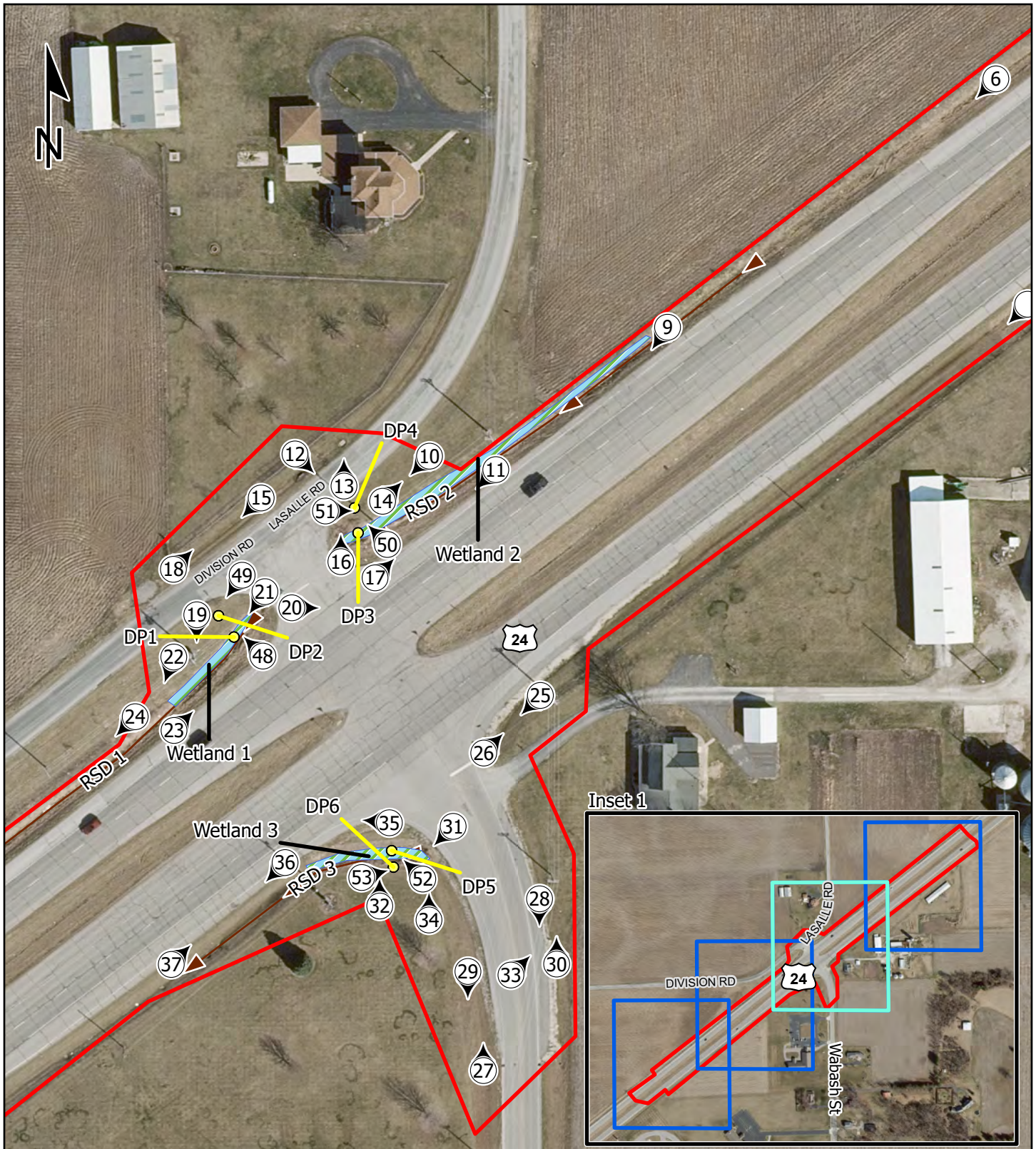
Graphics created by HNTB Corporation (2022)

 Investigated Area

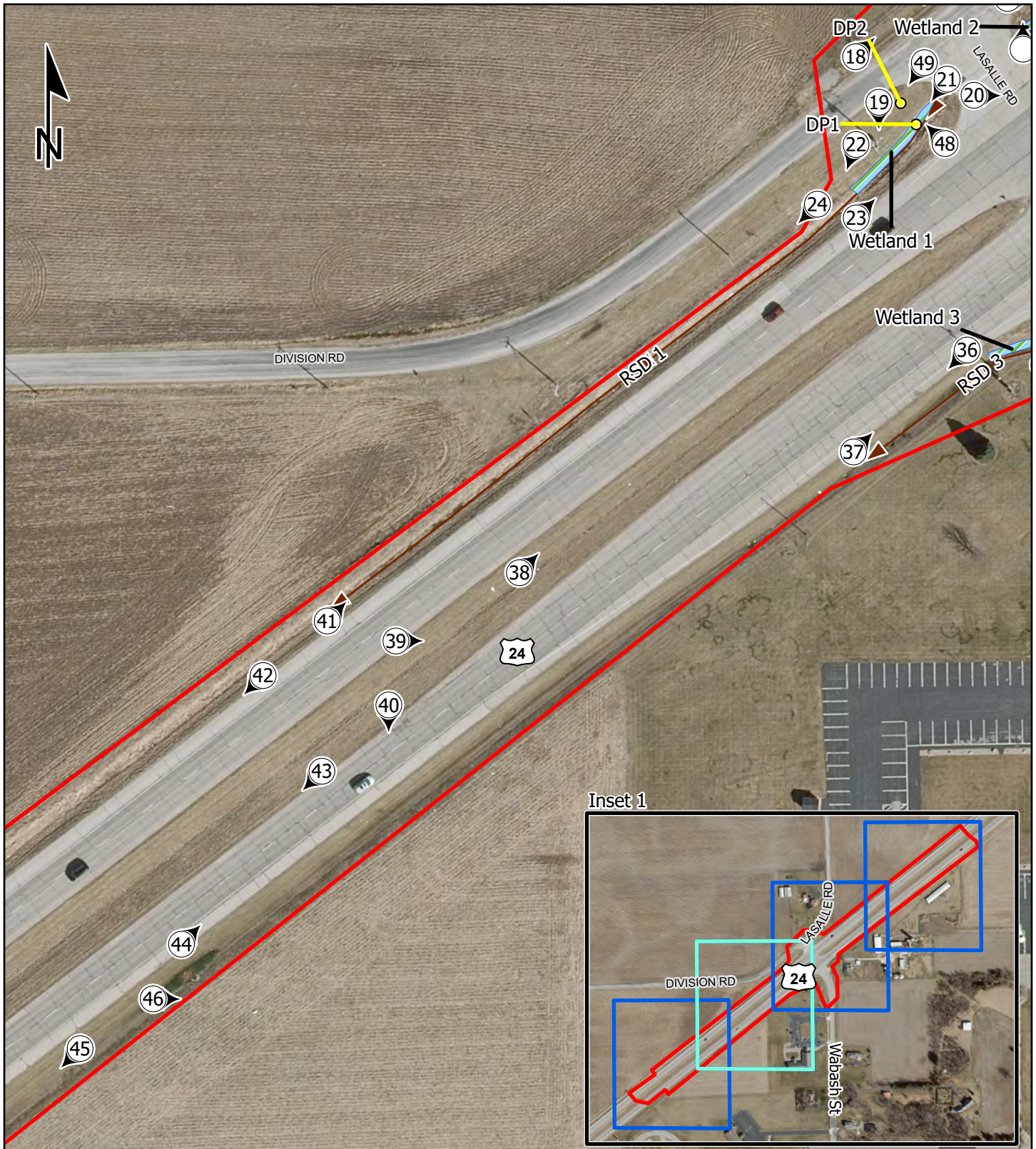
0 2,000
Feet



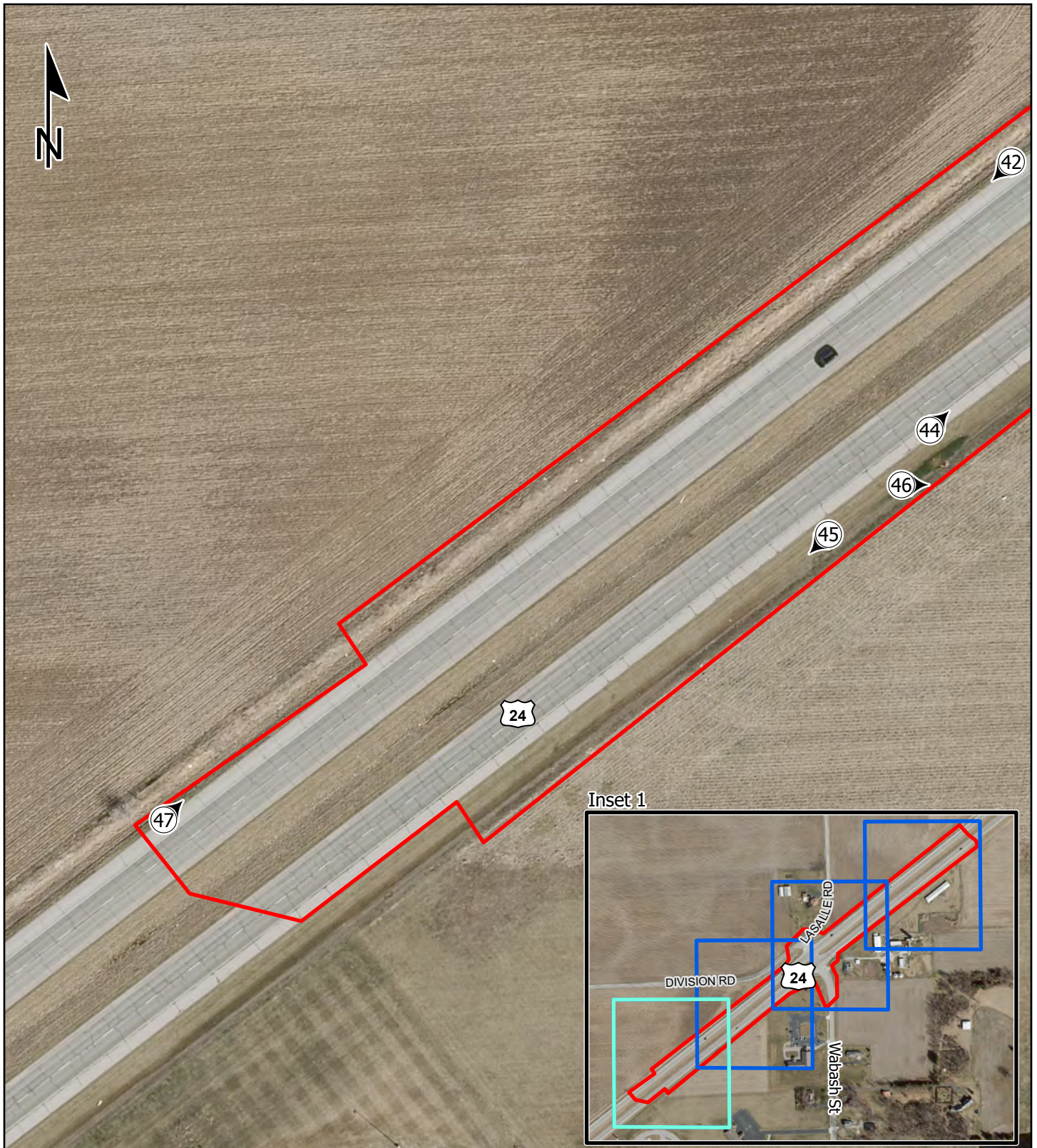
<div><div> Investigated Area</div><div> Data Point</div><div> Roadside Ditch</div><div> Delineated Wetland</div><div> Photo Location</div><div><div>050100</div><div></div><div>Feet</div></div></div>	<div><div>Photo Location Map</div><div>US 24 at Wabash Street Intersection Improvement Wabash County, Indiana</div></div>
	<div><div>Des. No. 2000025</div><div>1 inch = 100 ft</div></div>
	<div><div></div><div>Graphics created by HNTB Corporation (2022)</div></div>



<div> <div> Investigated Area</div> <div>● Data Point</div> <div>—▶ Roadside Ditch</div> <div> Delineated Wetland</div> <div> Photo Location</div> <div style="text-align: center;"> <div>0 50 100</div> <div>— Feet</div> </div> </div>	<div> <div> Photo Location Map US 24 at Wabash Street Intersection Improvement Wabash County, Indiana </div> <div> <div>Des. No. 2000025</div> <div>1 inch = 100 ft</div> </div> <div> <div> HNTB Graphics created by HNTB Corporation (2022) </div> </div> </div> <div data-kind="ghost"></div>
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<div> <div> Investigated Area</div> <div>● Data Point</div> <div>—▶ Roadside Ditch</div> <div> Delineated Wetland</div> <div> Photo Location</div> <div style="text-align: right;"> <div>0 50 100</div> <div> Feet</div> </div> </div>	<div> <div>Photo Location Map</div> <div>US 24 at Wabash Street</div> <div>Intersection Improvement</div> <div>Wabash County, Indiana</div> </div>	
	<div>Des. No. 2000025</div> <div>1 inch = 100 ft</div>	<div> <div>HNTB</div> <div>Graphics created by HNTB Corporation (2022)</div> </div>



<div> <div> Investigated Area </div> <div> Data Point </div> <div> Roadside Ditch </div> <div> Delineated Wetland </div> <div> Photo Location </div> <div> <div>050100</div> <div>Feet</div> </div> </div>	<div> <div> Photo Location Map US 24 at Wabash Street Intersection Improvement Wabash County, Indiana </div> <div> <div>Des. No. 2000025</div> <div>1 inch = 100 ft</div> </div> <div> <div> </div> <div>Graphics created by HNTB Corporation (2022)</div> </div> </div> <div data-kind="ghost"></div>
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1. Looking southwest along the southside of US 24



2. Looking northeast along the north side of US 24



3. Looking northeast along the center median of US 24



4. Looking southwest along the center median of US 24



Photo Taken: 3/17/2022

5. Looking south at roof on 1950s barn from the north side of US 24



Photo Taken: 3/17/2022

6. Looking southwest along the north side of US 24



Photo Taken: 3/17/2022

7. Looking northeast along the south side of US 24



Photo Taken: 3/17/2022

8. Looking southwest along the south side of US 24



9. Looking southwest at RSD 2 and Wetland 2 along the north side of US 24



10. Looking southwest at US 24 and 150 W intersection, note RSD 2 and Wetland 2



11. Looking southwest at RSD 2 and Wetland 2 along the north side of US 24



12. Looking southeast at culvert inlet under the north side of 150 W



Photo Taken: 3/17/2022

13. Looking north towards residential property from the south side of 150 W



Photo Taken: 3/17/2022

14. Looking northeast along the north side of US 24, note RSD 2 and Wetland 2



Photo Taken: 3/17/2022

15. Looking southwest along the north side of 150 W



Photo Taken: 3/17/2022

16. Looking north towards culvert under the south side of 150 W, note Wetland 2



17. Looking northeast at RSD 2 and Wetland 2 along the north side of US 24



18. Looking northeast along the north side of 150 W



19. Looking south at Church of Christ from the north side of US 24



20. Looking east towards farmstead in the northeast quadrant of US 24, along the north side of US 24



21. Looking southwest along RSD 1 and Wetland 1 along the northwest side of US 24



22. Looking southwest at RSD 1 and Wetland 1 along the northwest side of US 24



23. Looking northeast at RSD 1 and Wetland 1 along the northeast side of US 24

Des. No. 2000025



24. Looking southwest at RSD 1 along the northwest side of US 24



Photo Taken: 3/17/2022

25. Looking southwest toward intersection in the southeast quadrant of Wabash and US 24



Photo Taken: 3/17/2022

26. Looking northeast along the south side of US 24



Photo Taken: 3/17/2022

27. Looking north along the west side of Wabash Road note drainage structure

Des. No. 2000025



Photo Taken: 3/17/2022

28. Looking south along the east side of Wabash Street



Photo Taken: 3/17/2022

29. Looking south along the west side of Wabash St



Photo Taken: 3/17/2022

30. Looking north along east side of Wabash Street



Photo Taken: 3/17/2022

31. Looking southwest at RSD 3 and Wetland 3 along the east side of Wabash Street

Des. No. 2000025



Photo Taken: 3/17/2022

32. Looking north toward Wabash St and US 24 intersection note culvert outlet under the west side of Wabash Street



Photo Taken: 3/17/2022

33. Looking northeast towards farm site at along the west side of Wabash Street



Photo Taken: 6/1/2022

34. Looking north at RSD 3 and Wetland 3 in the southwest quadrant of the US 24 and Wabash Street intersection



Photo Taken: 6/1/2022

35. Looking west at RSD 3 and Wetland 3 from the southwest quadrant of the intersection

Des. No. 2000025



Photo Taken: 3/17/2022

36. Looking southwest at RSD 3 along the south side of US 24



Photo Taken: 3/17/2022

37. Looking northeast toward US 24 and Wabash Street intersection, note RSD 3



Photo Taken: 3/17/2022

38. Is looking northeast along US 24 median



Photo Taken: 3/17/2022

39. Looking southeast towards Church of Christ from the north side of US 24



Photo Taken: 3/17/2022

40. Looking south towards Parkview hospital from the US 24 median



Photo Taken: 3/17/2022

41. Looking northeast at RSD 1 along the north side of US 24



Photo Taken: 3/17/2022

42. Looking southwest along the north side of US 24



Photo Taken: 3/17/2022

43. Looking southwest along the US 24 median



Photo Taken: 3/17/2022

44. Looking northeast along the south side of US 24



Photo Taken: 3/17/2022

45. Looking southwest along the south side of US 24



Photo Taken: 3/17/2022

46. Looking east at culvert under farm field along the south side of US 24



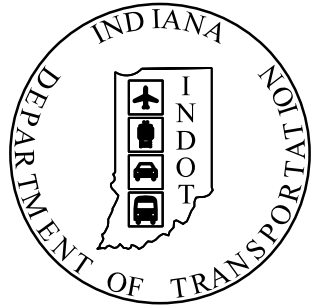
Photo Taken: 6/1/2022

47. Looking northeast along the north side of US 24

PROJECT	DESIGNATION
2000025	2000025
CONTRACT	
R-43285	

KIN PROJECT INFORMATION		
DESIGNATION	PROJECT DESCRIPTION	
	ROAD	
2001847	U.S. 24 HMA OVERLAY FROM S.R. 115 TO S.R. 13	LEAD DES.
2000025	INTERSECTION IMPROVEMENTS U.S. 24 AT WABASH STREET	

INDIANA DEPARTMENT OF TRANSPORTATION



ROAD PLANS

U.S. 24 INTERSECTION IMPROVEMENT

ROUTE: U.S. 24 FROM: RP 94+92 TO: RP 95+42

PROJECT NO.

P.E. 2000025
CONST. 2000025

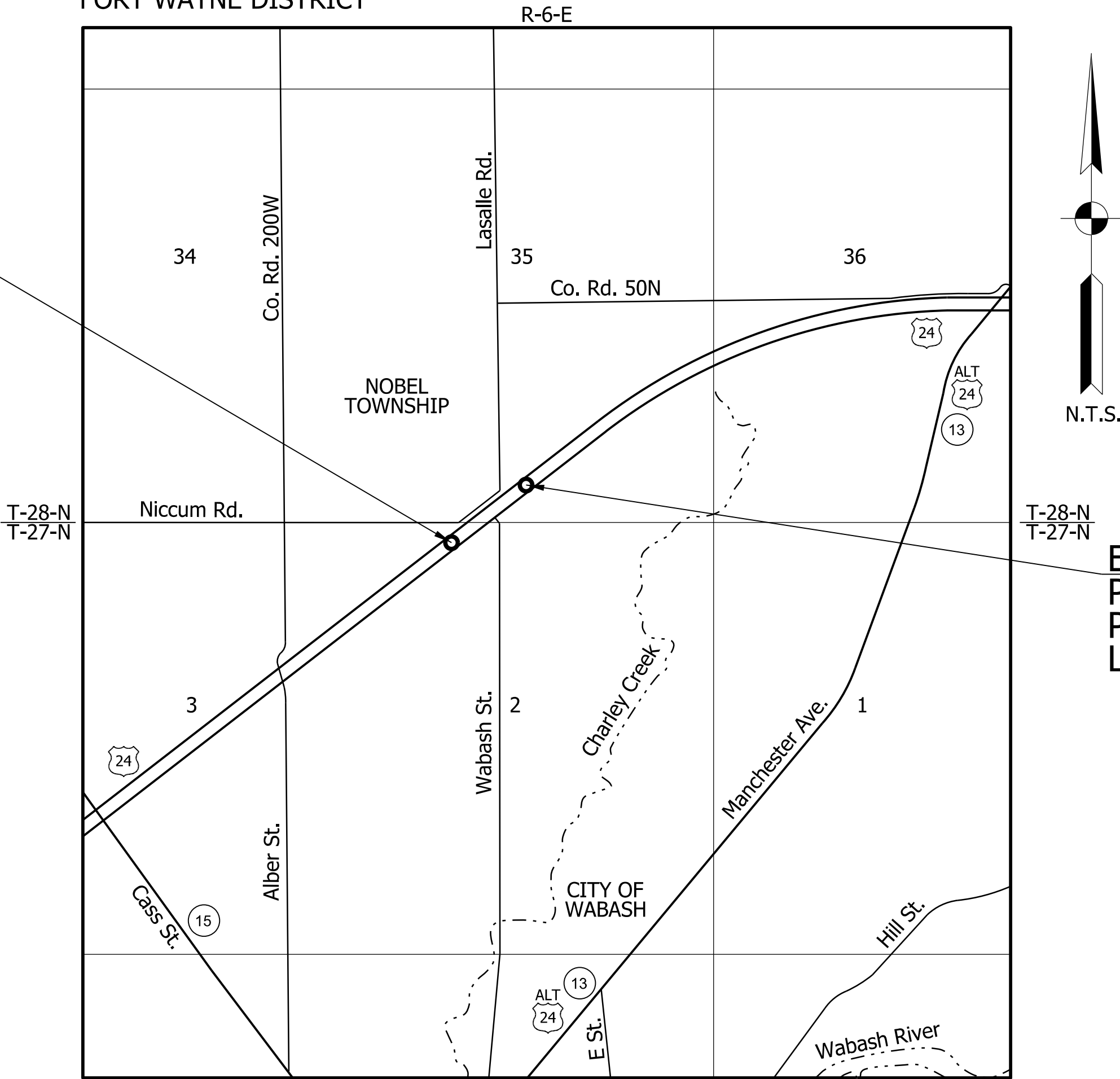
PROJECT DESCRIPTION

INTERSECTION IMPROVEMENTS AND ROADWAY MODIFICATIONS ON U.S. 24 AT N. WABASH STREET LOCATED APPROXIMATELY 1.15 MILES EAST OF S.R. 15 IN SECTION 2 & 35, NOBLE TOWNSHIP, WABASH COUNTY, INDIANA. FORT WAYNE DISTRICT

NOTE TO REVIEWER:
See Correspondence memo for supplemental information on design decisions

BEGIN PROJECT
PROJECT NO. 2000025
P.O.T. STA. 142+06.00
LINE "A"

STAGE 3 PLANS
DECEMBER 13, 2024



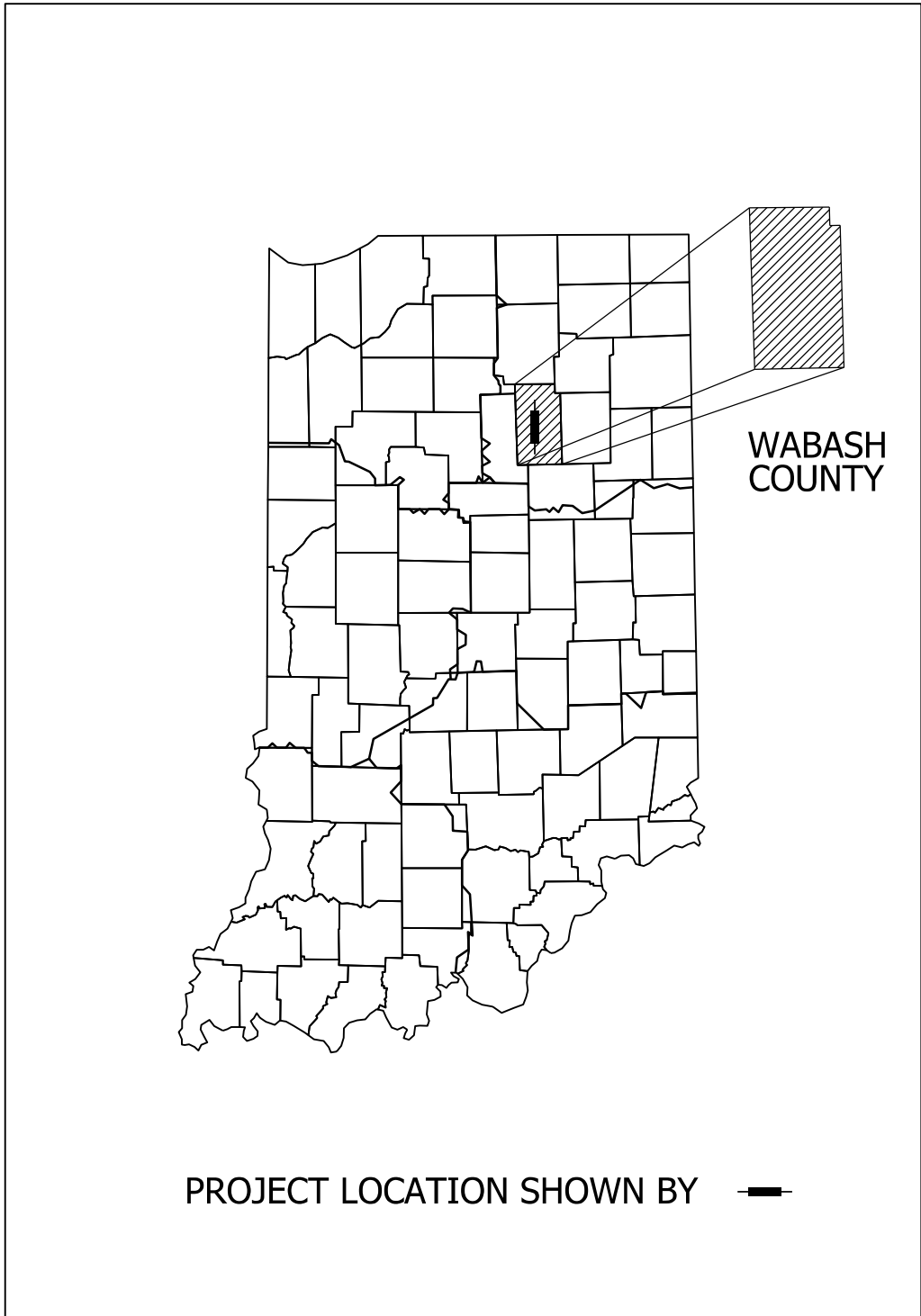
LOCATION MAP
NOBLE TOWNSHIP,
WABASH COUNTY

TRAFFIC DATA U.S. 24		
A.A.D.T.	(2025)	11,441 VPD
A.A.D.T.	(2046)	13,632 VPD
D.H.V	(2046)	1,166
DIRECTIONAL DISTRIBUTION		49.74%
TRUCKS		20.37% of A.A.D.T 13.76% of D.H.V.

DESIGN DATA U.S. 24	
DESIGN SPEED	55 MPH
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	ARTERIAL
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	FULL

TRAFFIC DATA N WABASH ST.		
A.A.D.T.	(2025)	1,213 VPD
A.A.D.T.	(2046)	1,829 VPD
D.H.V	(2046)	98
DIRECTIONAL DISTRIBUTION		59.94%
TRUCKS		11.00% of A.A.D.T 7.00% of D.H.V.

DESIGN DATA N. WABASH ST.	
DESIGN SPEED	30 MPH
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	COLLECTOR
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	FULL



LATITUDE: 40°49'31"N LONGITUDE: 85°49'13" W

GROSS LENGTH:	0.37 MI.
NET LENGTH:	0.37 MI.
MAX. GRADE:	0.22%

HYDROLOGIC UNIT CODE: 05120101150050

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



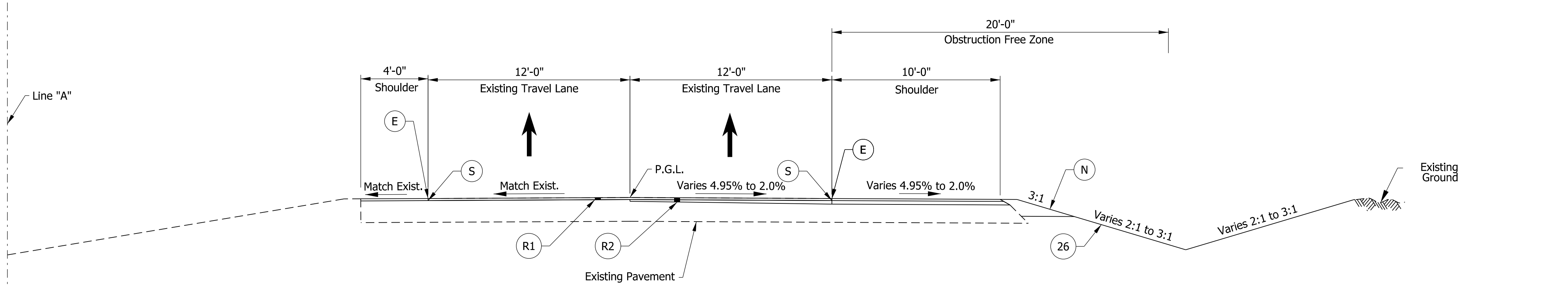
HNTB CORPORATION
THE HNTB COMPANIES
INFRASTRUCTURE SOLUTIONS
111 MONUMENT CIRCLE
SUITE 1200
INDIANAPOLIS, IN 46204

DRAFT
NOT FOR CONSTRUCTION

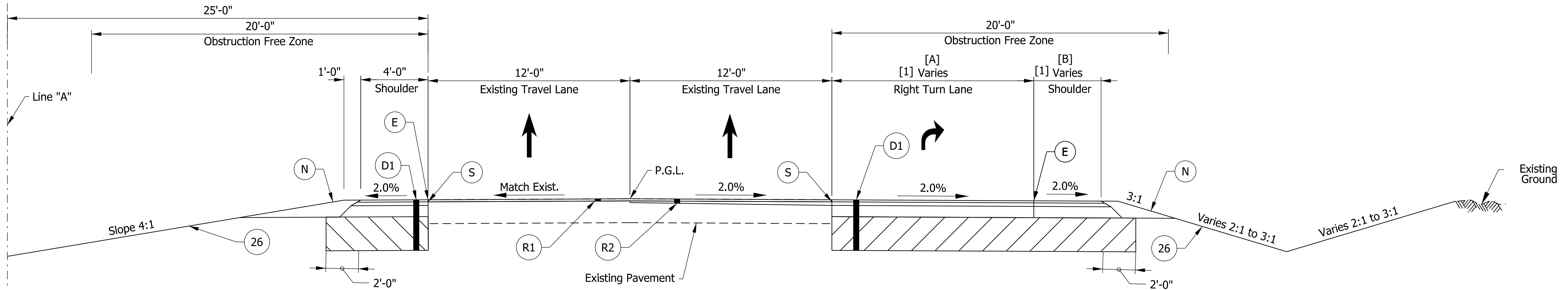
PLANS
PREPARED BY: HNTB INDIANA, INC. (317) 636-4682
PHONE NUMBER
CERTIFIED BY: _____ DATE
APPROVED FOR LETTING: _____ DATE
INDIANA DEPARTMENT OF TRANSPORTATION

DESIGNATION	
2000025	
SURVEY BOOK	SHEETS TI-01
ELECTRONIC	1 of 71
CONTRACT	PROJECT
R-43285	2000025

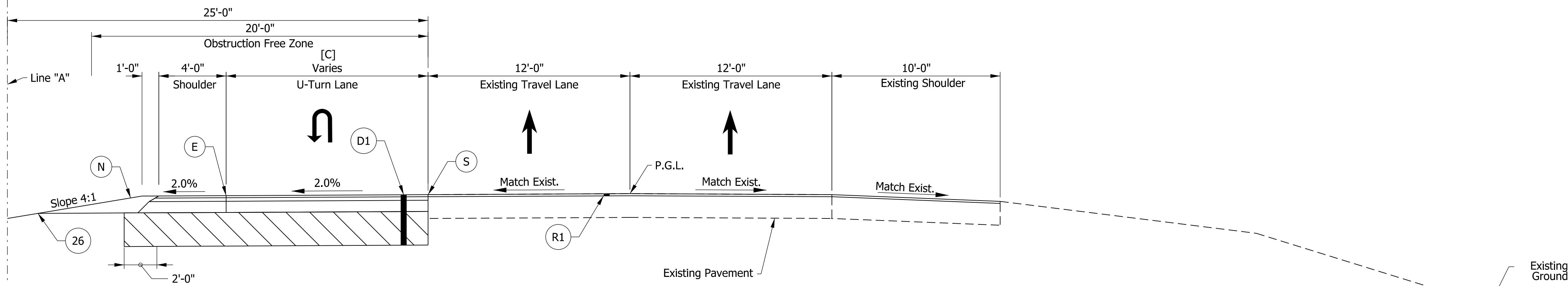
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TYPICAL SECTION U.S. 24 EASTBOUND SLOPE CORRECTION
STA. 142+06.00 RT. "A" TO STA. 142+81.00 RT. "A"



TYPICAL SECTION U.S. 24 EASTBOUND RIGHT TURN
STA. 142+81.00 RT. "A" TO STA. 150+76.11 RT. "A"



TYPICAL SECTION U.S. 24 EASTBOUND U-TURN
STA. 153+33.50 RT. "A" TO STA. 160+98.00 RT. "A"

Notes:

- Varies from 0'-0" at Sta. 143+02.00 "A" to 17'-0" at 144+43.67 "A"
[A] Width is 17'-0" at Sta. 144+43.67 "A" to 145+08.67 "A"
Varies from 17'-0" at Sta. 145+08.67 "A" to 12'-0" at Sta. 145+58.67 "A"
Width is 12'-0" at Sta. 145+58.67 "A" to 149+62.00 "A"
- Width is 10'-0" at Sta. 142+81.00 "A" to 143+02.00 "A"
[B] Varies from 10'-0" at Sta. 143+02.00 "A" to 4'-0" at 143+51.76 "A"
Width is 4'-0" at Sta. 143+51.76 "A" to 149+62.00 "A"
- Varies from 0'-0" at Sta. 153+33.50 "A" to 12'-0" at 154+33.50 "A"
[C] Width is 12'-0" at Sta. 154+33.50 "A" to 160+08.00 "A"
Width is 0'-0" at Sta. 160+08.00 "A" to 160+98.00 "A"
- [1] Match Existing Turn Lane and Shoulder at STA. 149+62.00

Legend

- (D1) 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 220#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 660#/Syd. QC/QA-HMA, 4, 64, Base, 25.0 mm on 7.5 in. Compacted Aggregate, No. 53, on Subgrade Treatment Type 1C
- (R1) 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on Milling, Asphalt, 2 in.
- (R2) 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on Variable Depth 220#/Syd. Min. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on Milling, Asphalt, 4 in.
- (E) Milled HMA Corrugations, Conventional (See Note 1)
- (N) Compacted Aggregate, No. 53
- (S) Saw Cut (No Direct Pay)
- (26) Seed Mixture, R

Notes

1. Milled HMA Corrugations, Conventional shall be installed per Std. Dwg. E 606-SHCG-02.
2. See Sheet TS-03 for HMA Safety Edge Detail.

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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: _____ LMC		DRAWN: _____ MJS			
CHECKED: _____ CMT		CHECKED: _____ LMC			

INDIANA
DEPARTMENT OF TRANSPORTATION

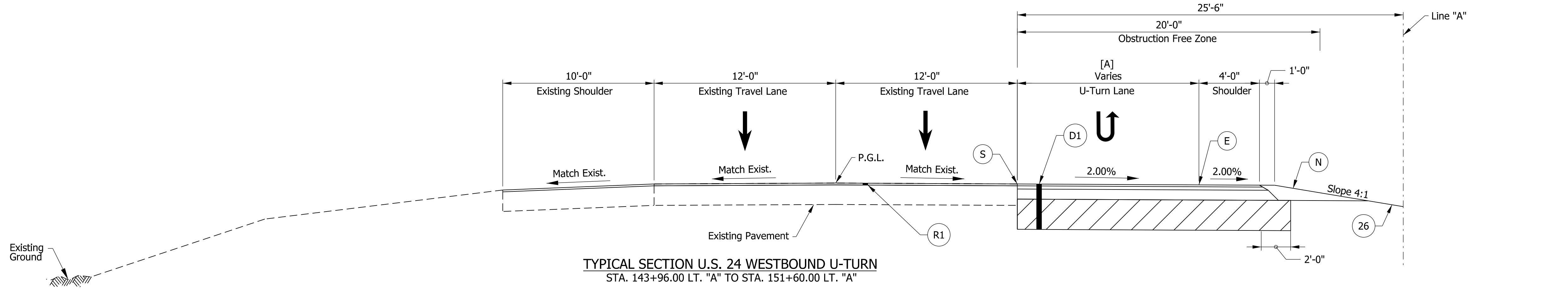
TYPICAL SECTIONS

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VERTICAL SCALE		DESIGNATION	
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SURVEY BOOK		SHEETS TS-01	
ELECTRONIC		3 of 71	
CONTRACT		PROJECT	
R-43285		2000025	

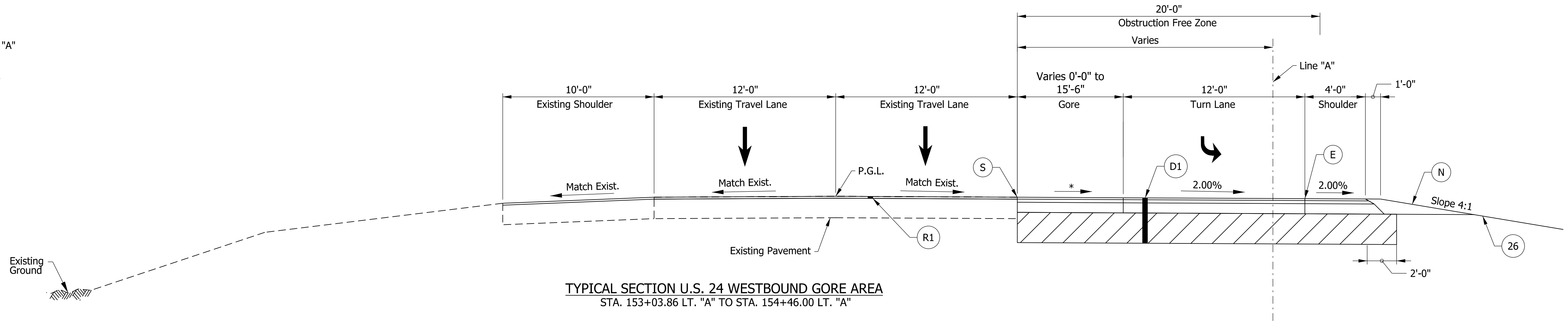
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Notes:

- Width is 0'-0" at Sta. 143+96.00 "A" to 144+84.97 "A"
[A] Width is 12'-0" at Sta. 144+84.97 "A" to 150+60.00 "A"
Varies from 12'-0" at Sta. 150+60.00 "A" to 0'-0" at 151+60.00 "A"
Width is 4'-0" at Sta. 155+25.00 "A" to 161+41.24 "A"
[B] Varies from 4'-0" at Sta. 161+41.24 "A" to 10'-0" at Sta. 161+91.00 "A"
Width is 10'-0" at Sta. 161+91.00 "A" to 162+12.00 "A"
Width is 12'-0" at Sta. 155+25.00 "A" to 159+34.33 "A"
[C] Varies from 12'-0" at Sta. 159+34.33 "A" to 17'-0" at 159+84.33 "A"
Width is 17'-0" at Sta. 159+84.33 "A" to 160+49.33 "A"
Varies from 17'-0" at Sta. 160+49.33 "A" to 0'-0" at 161+91.00 "A"
[D] Width is 12'-0" at Sta. 154+46.00 "A" to 158+55.00 "A"
Varies from 12'-0" at Sta. 158+55.00 "A" to 0'-0" at 159+55.00 "A"
[1] Match Existing Turn Lane and Shoulder at STA. 155+25.00



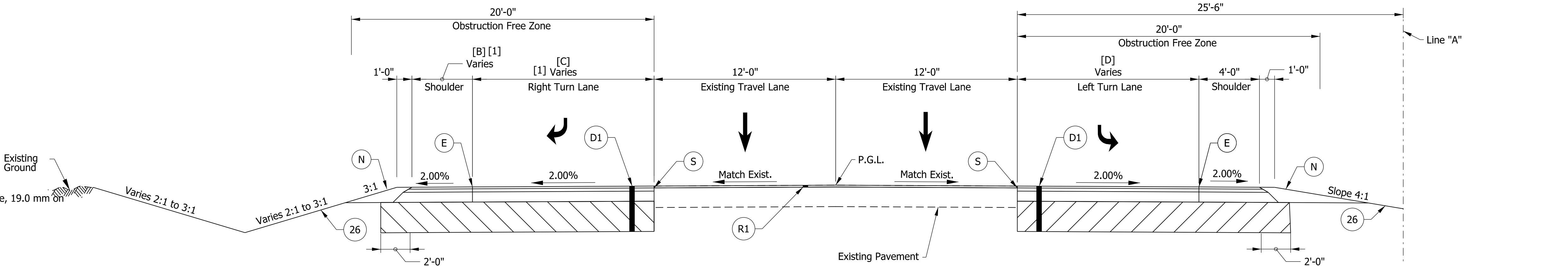
TYPICAL SECTION U.S. 24 WESTBOUND U-TURN
STA. 143+96.00 LT. "A" TO STA. 151+60.00 LT. "A"



TYPICAL SECTION U.S. 24 WESTBOUND GORE AREA
STA. 153+03.86 LT. "A" TO STA. 154+46.00 LT. "A"

Legend

- D1 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 220#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 660#/Syd. QC/QA-HMA, 4, 64, Base, 25.0 mm on 7.5 in. Compacted Aggregate, No. 53, on Subgrade Treatment Type IC
R1 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on Milling, Asphalt, 2 in.
R2 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on Variable Depth 220#/Syd. Min. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on Milling, Asphalt, 4 in.
E Milled HMA Corrugations, Conventional (See Note 1)
N Compacted Aggregate, No. 53
S Saw Cut (No Direct Pay)
26 Seed Mixture, R
* Cross Slope Varies. See Spot Elevation Details for Additional Information.



TYPICAL SECTION U.S. 24 WESTBOUND
STA. 154+46.00 LT. "A" TO STA. 162+12.00 LT. "A"

Notes

1. Milled HMA Corrugations, Conventional shall be installed per Std. Dwg. E 606-SHCG-02.
2. See Sheet TS-03 for HMA Safety Edge Detail.

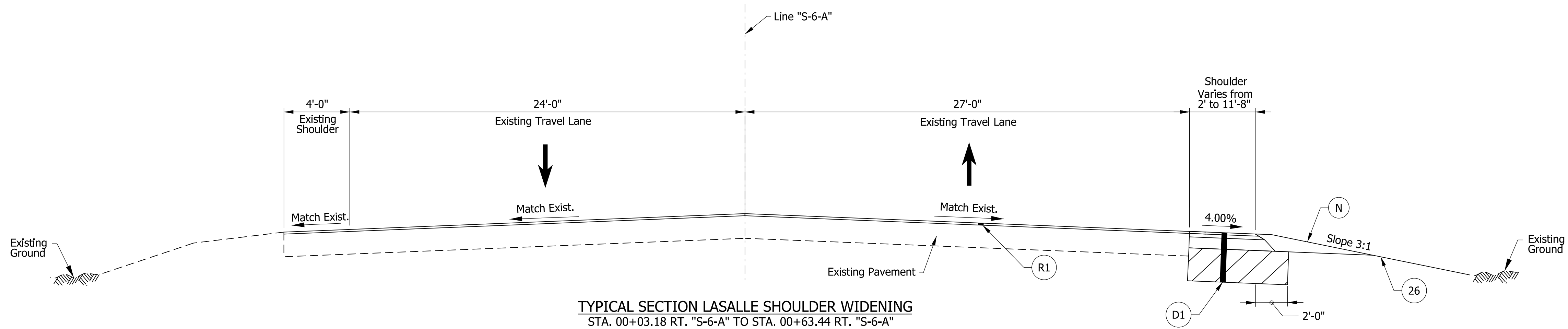
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

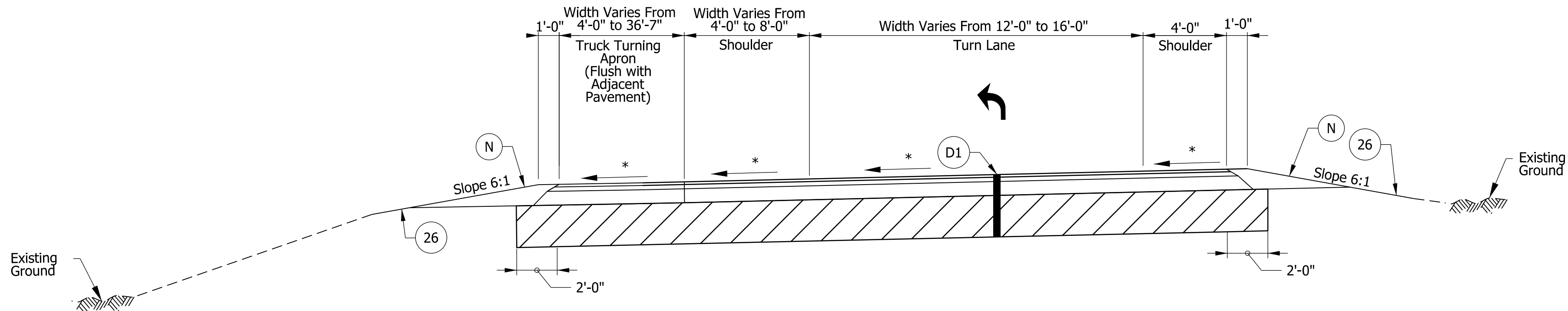
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

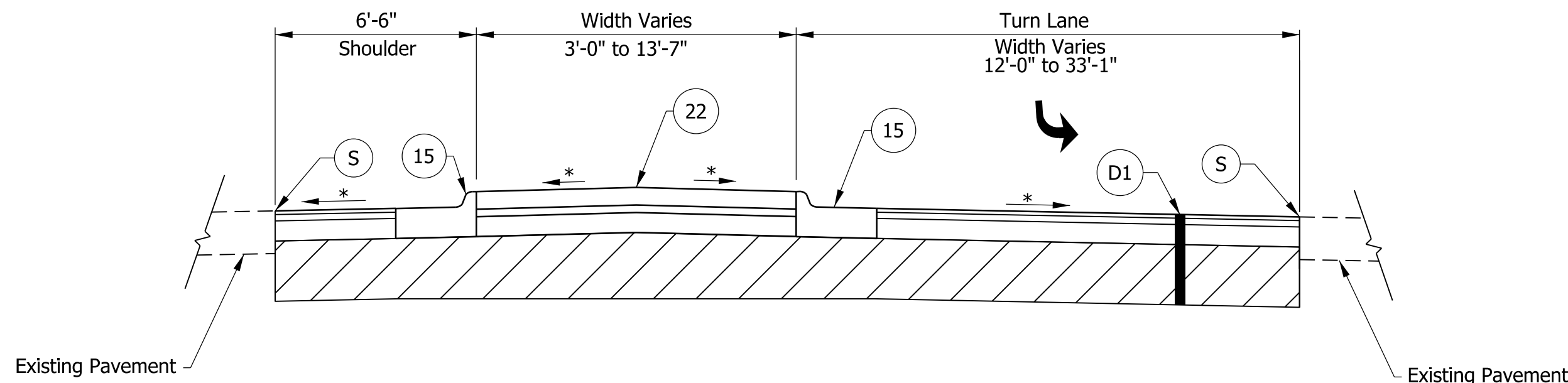
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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS TS-02
ELECTRONIC	4 of 71
CONTRACT	PROJECT
R-43285	2000025



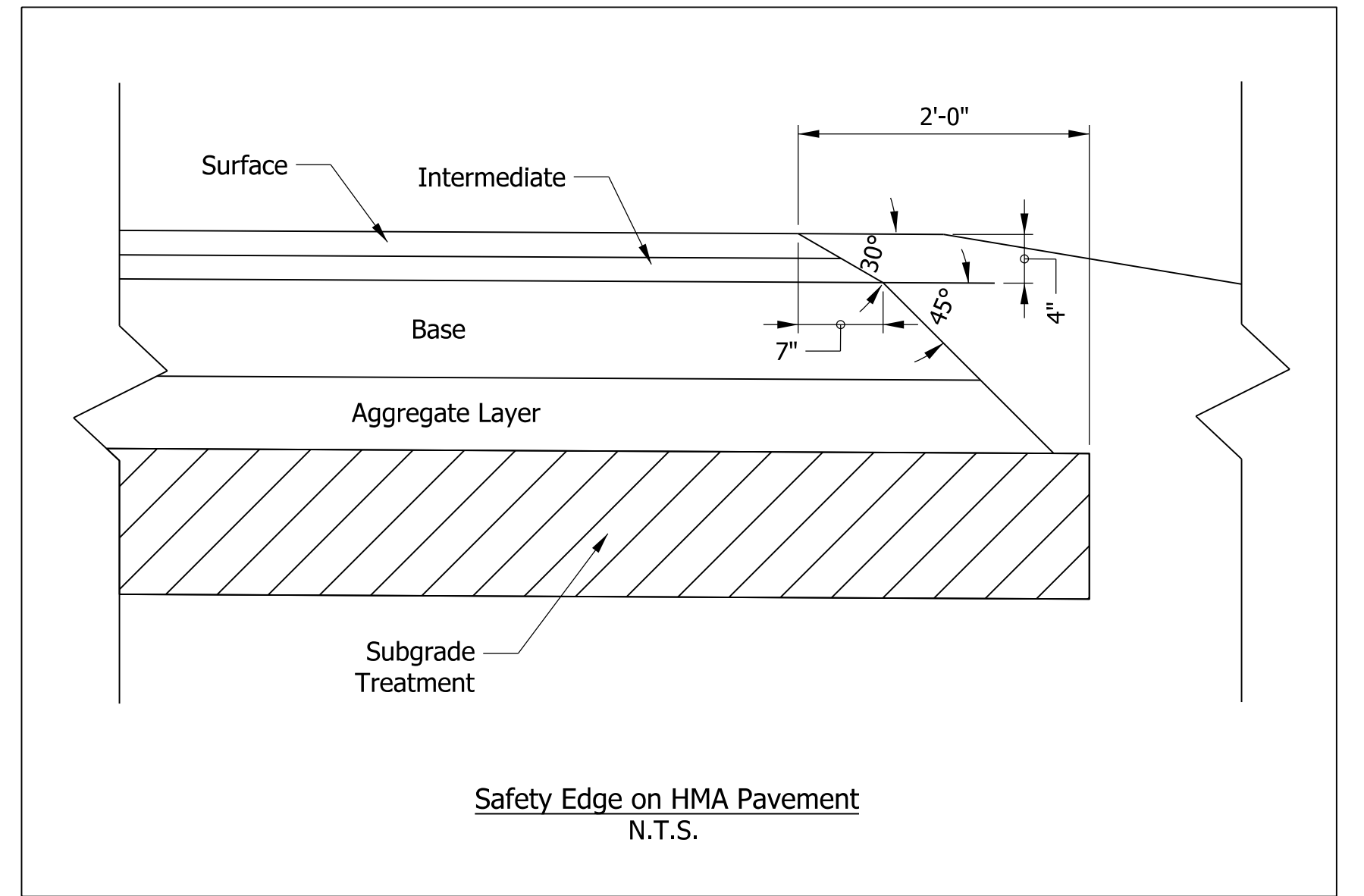
TYPICAL SECTION LASALLE SHOULDER WIDENING
STA. 00+03.18 RT. "S-6-A" TO STA. 00+63.44 RT. "S-6-A"



TYPICAL SECTION LEFT TURN LANE (THRU ROADWAY MEDIAN)
STA. 144+24.22 RT. "A" TO STA. 144+84.97 LT. "A"
STA. 160+08.00 RT. "A" TO STA. 160+69.33 LT. "A"



TYPICAL SECTION U.S. 24 LEFT TURN LANE (AT INTERSECTION)
STA. 150+76.11 RT. "A" TO STA. 153+33.50 RT. "A"
STA. 151+60.00 LT. "A" TO STA. 154+46.00 LT. "A"



Legend

- (D1) 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 220#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 660#/Syd. QC/QA-HMA, 4, 64, Base, 25.0 mm on 7.5 In. Compacted Aggregate, No. 53, on Subgrade Treatment Type 1C
- (R1) 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on Milling, Asphalt, 2 In.
- (R2) 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on Variable Depth 220#/Syd. Min. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on Milling, Asphalt, 4 In.
- (E) Milled HMA Corrugations, Conventional (See Note 1)
- (N) Compacted Aggregate, No. 53
- (S) Saw Cut (No Direct Pay)
- (15) Curb and Gutter, B, Concrete (Sloping) (See Std. Dwg. E-605-CCCG-01)
- (22) Center Curb, D, Concrete, on Subbase for PCCP (See Std. Dwg. E-605-CNCC-03)
- (26) Seed Mixture, R
- * Cross Slope Varies. See Spot Elevation Details for Additional Information.

Notes

1. Milled HMA Corrugations, Conventional shall be installed per Std. Dwg. E 606-SHCG-02.

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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1/4"=1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000025
SURVEY BOOK	SHEETS TS-03
ELECTRONIC	5 of 71
CONTRACT	PROJECT
R-43285	2000025

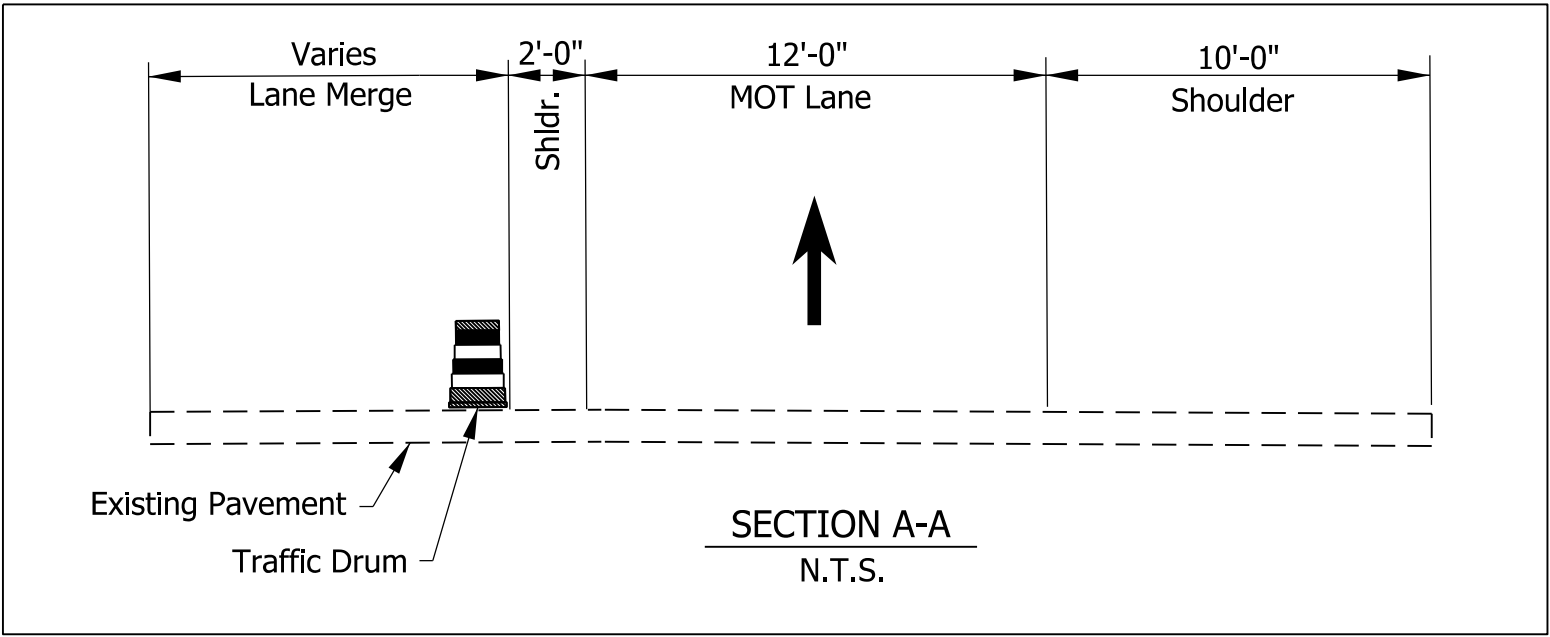
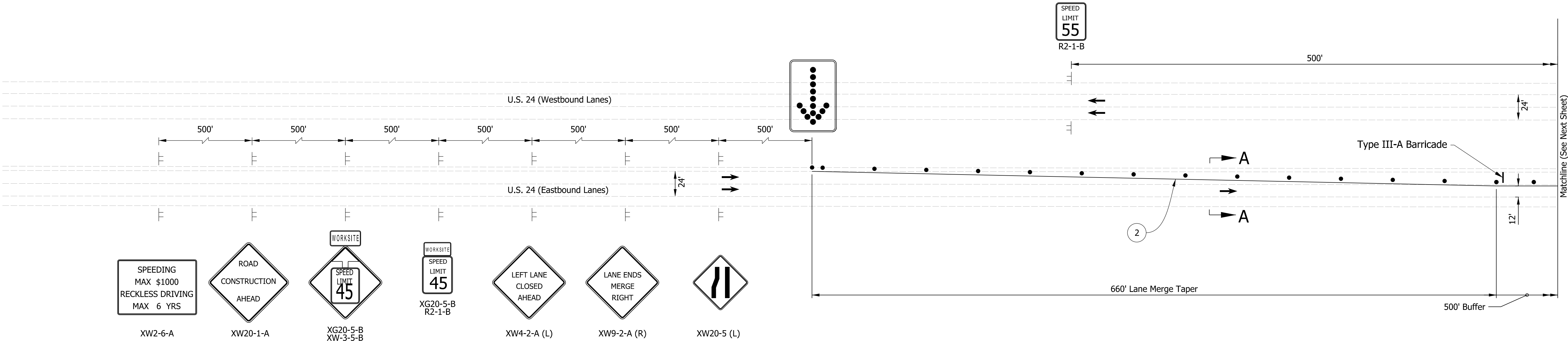
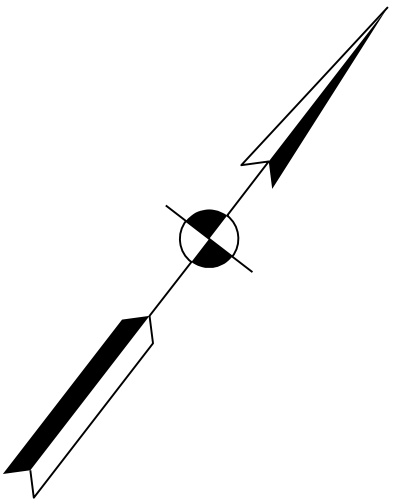
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PHASE 1 CONSTRUCTION ACTIVITIES

- 1. Install Advanced Warning Signs.
- 2. Remove Existing Pavement Markings and Install Temporary Pavement Markings.
- 3. Construct Shoulder Strengthening for NB US 24 and SB US 24 Median Shoulders.

Construction Design Speed: 55 MPH
Construction Clear Zone: 23'-0"

MAINTENANCE OF TRAFFIC PHASE 1 QUANTITIES		
ITEM	UNIT	QUANTITY
HMA FOR TEMPORARY PAVEMENT, TYPE D	TON	1,166
CONSTRUCTION SIGN, A	EACH	30
CONSTRUCTION SIGN, B	EACH	4
TEMPORARY WORKSITE SPEED LIMIT SIGN ASSEMBLY	EACH	8
FLASHING ARROW SIGN	DAY	20
BARRICADE, III-A	LFT	48
TEMPORARY PAVEMENT MARKING, REMOVABLE, 6IN	LFT	7,521
LINE, REMOVE	LFT	16,968



Maintenance Of Traffic Legend	
	Construction Area
	Standard Drum
	Direction Of Traffic
	Barricade, III-A (12 LFT)
	Construction Sign, A or B

- 1 Temporary Pavement Marking, Removable, 6 in. (White)
- 2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
- EAT Energy Absorbing Terminal, CZ, TL-3
- Temporary Traffic Barrier, Type II
- Flashing Arrow Board

Temporary Pavement Consisting of:
165 lbs/syd HMA Surface, Type D, on
275 lbs/syd HMA Intermediate, Type D, on
660 lbs/syd HMA Base, Type D, on
Subgrade Treatment, Type IC

Previously Constructed Area

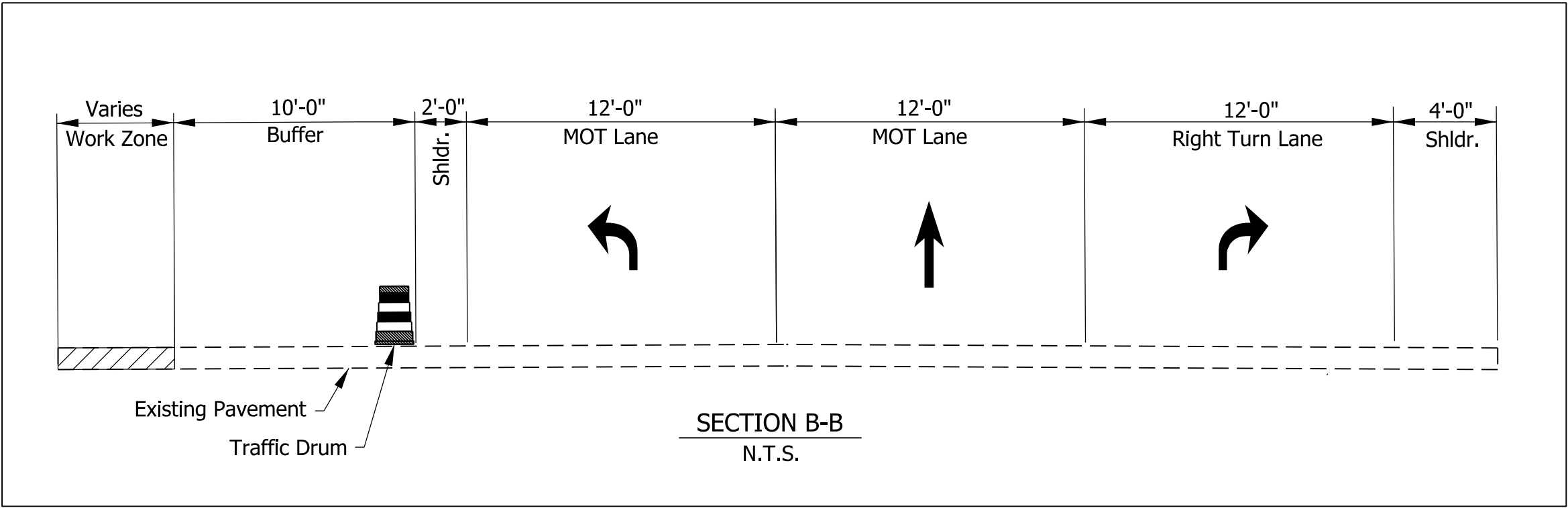
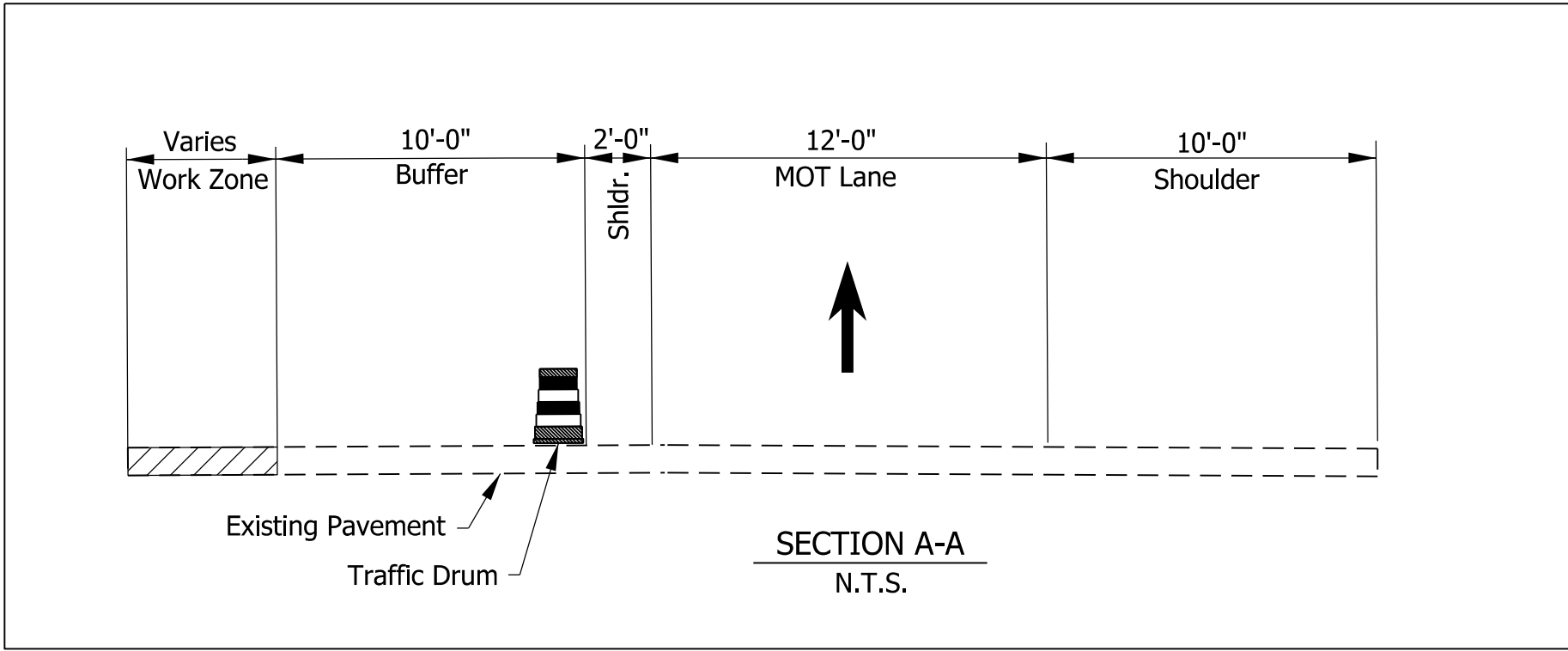
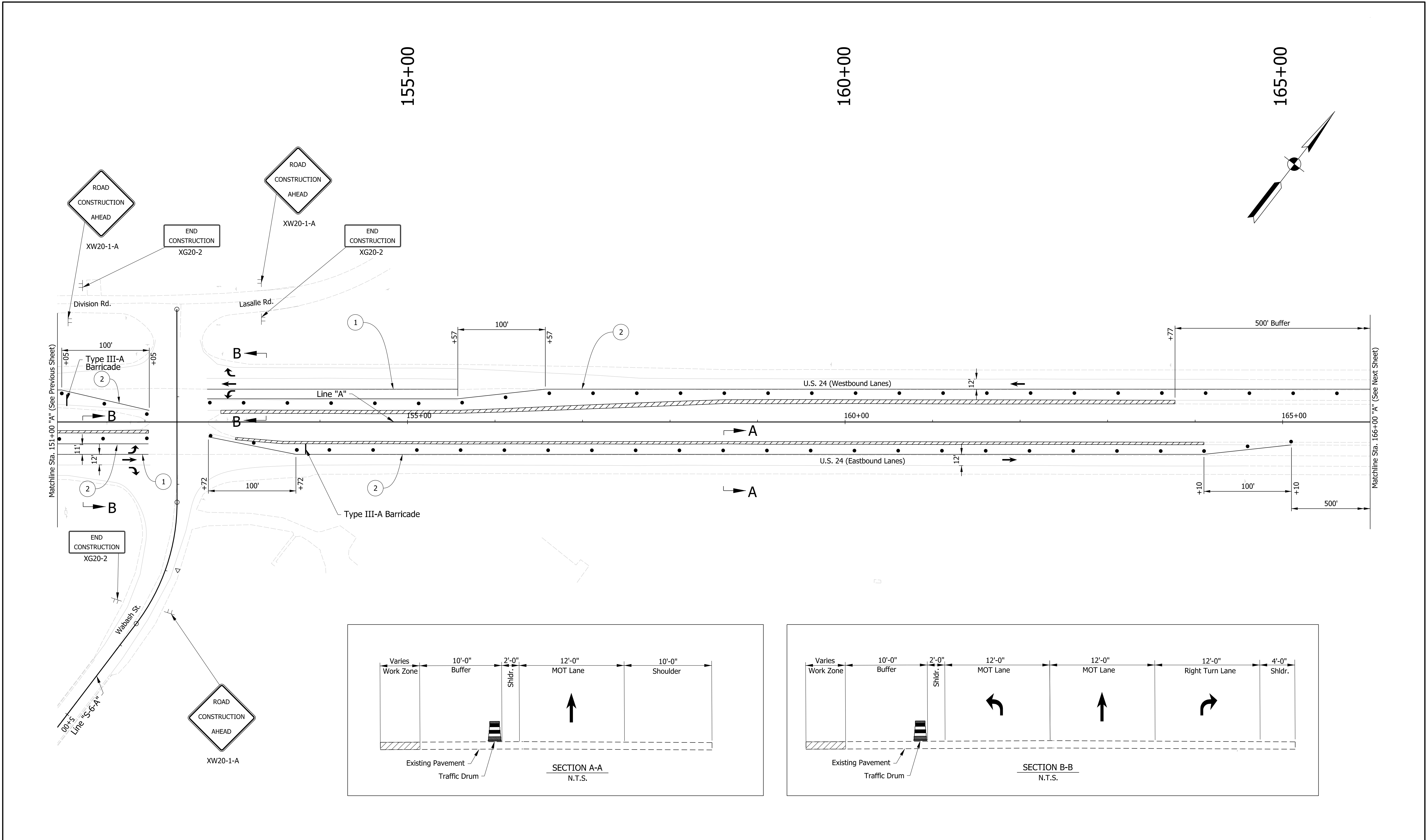
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 1	

HORIZONTAL SCALE		BRIDGE FILE	
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VERTICAL SCALE		DESIGNATION	
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SURVEY BOOK		SHEETS	
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CONTRACT		PROJECT	
R-43285		2000025	

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Maintenance Of Traffic Legend

- Construction Area
- Standard Drum
- Direction Of Traffic
- Barricade, III-A (12 LFT)
- Construction Sign, A or B

- 1 Temporary Pavement Marking, Removable, 6 in. (White)
- 2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
- EAT Energy Absorbing Terminal, CZ, TL-3
- Temporary Traffic Barrier, Type II
- Flashing Arrow Board

- Temporary Pavement Consisting of:
165 lbs/syd HMA Surface, Type D, on
275 lbs/syd HMA Intermediate, Type D, on
660 lbs/syd HMA Base, Type D, on
Subgrade Treatment, Type IC
- Previously Constructed Area

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 1

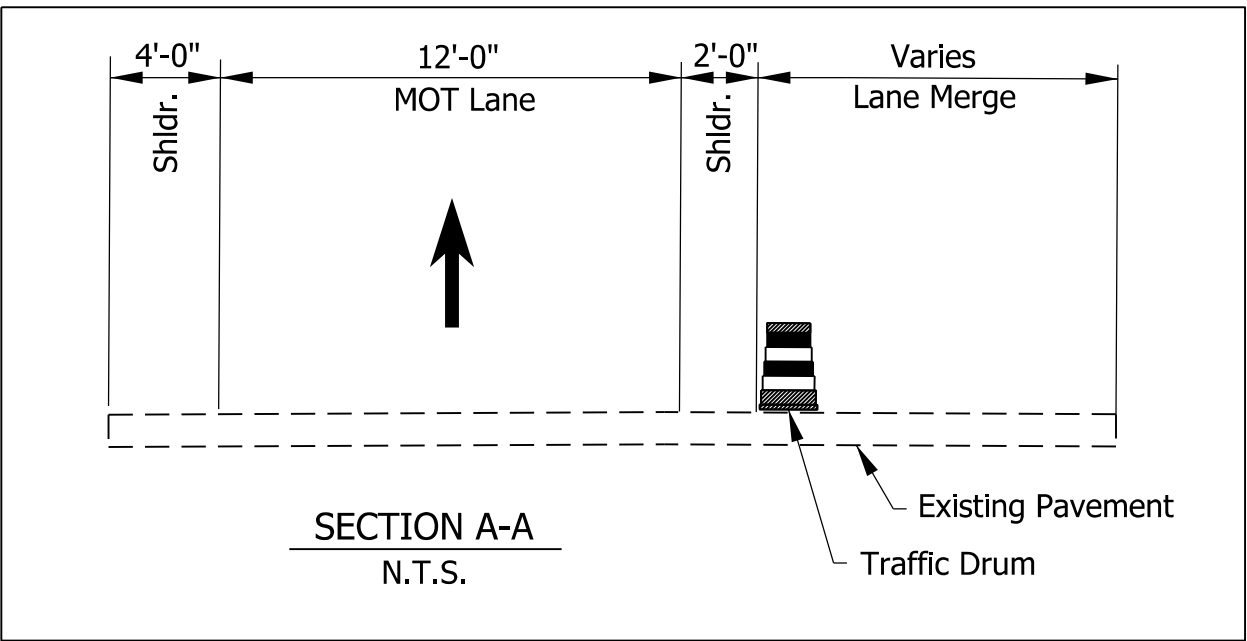
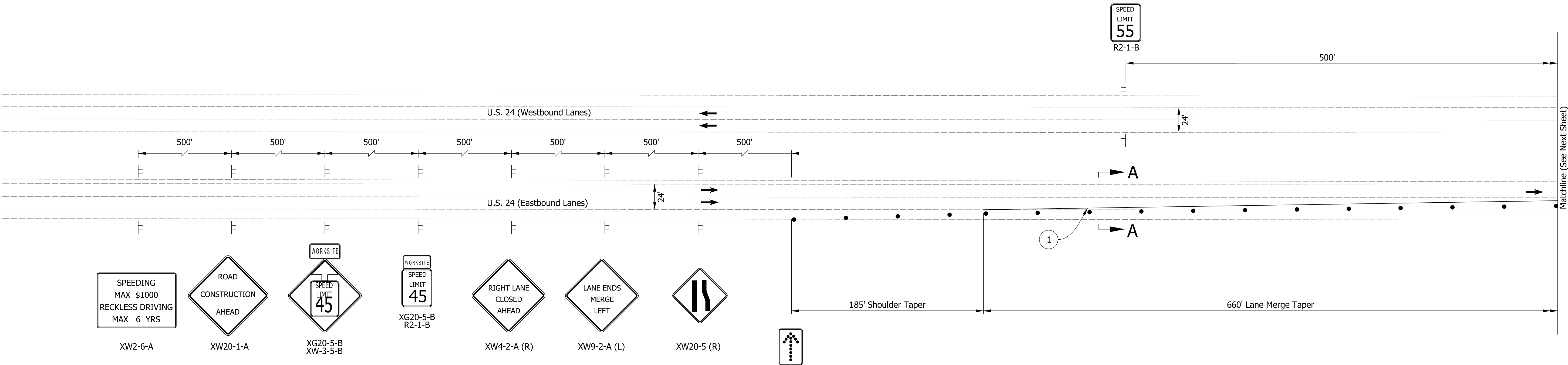
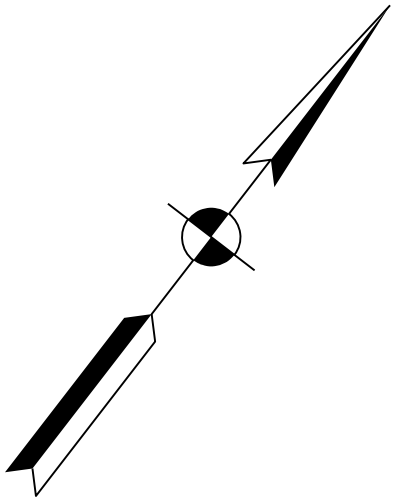
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VERTICAL SCALE	DESIGNATION	
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SURVEY BOOK	SHEETS	MOT-03
ELECTRONIC	8 of	71
CONTRACT	PROJECT	
R-43285	2000025	

PHASE 2 CONSTRUCTION ACTIVITIES

- 1. Install Advanced Warning Signs.
- 2. Remove Existing Pavement Markings and Install Temporary Pavement Markings.
- 3. Construct Outflow Section of Drainage Relays.
- 4. Construct US 24 EB & WB Right Turn Lane to N Wabash Street.
- 5. Construct Shoulder Strengthening for EB US 24 and WB US 24 Outside Shoulders.

Construction Design Speed: 55 MPH
Construction Clear Zone: 23'-0"

MAINTENANCE OF TRAFFIC PHASE 2 QUANTITIES		
ITEM	UNIT	QUANTITY
HMA FOR TEMPORARY PAVEMENT, TYPE D	TON	1129
CONSTRUCTION SIGN, A	EACH	30
CONSTRUCTION SIGN, B	EACH	4
TEMPORARY WORKSITE SPEED LIMIT SIGN ASSEMBLY	EACH	8
FLASHING ARROW SIGN	DAY	60
BARRICADE, III-A	LFT	36
TEMPORARY PAVEMENT MARKING, REMOVABLE, 6IN	LFT	11,803
ENERGY ABSORBING TERMINAL, CZ, TL-3	EACH	4
TEMPORARY TRAFFIC BARRIER, TYPE 2	LFT	2,084



Maintenance Of Traffic Legend

- Construction Area
- Standard Drum
- Direction Of Traffic
- Barricade, III-A (12 LFT)
- Construction Sign, A or B

- 1 Temporary Pavement Marking, Removable, 6 in. (White)
- 2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
- EAT Energy Absorbing Terminal, CZ, TL-3
- Temporary Traffic Barrier, Type II
- Flashing Arrow Board

- Temporary Pavement Consisting of:
 - 165 lbs/syd HMA Surface, Type D, on
 - 275 lbs/syd HMA Intermediate, Type D, on
 - 660 lbs/syd HMA Base, Type D, on
 - Subgrade Treatment, Type IC
- Previously Constructed Area

DRAFT
NOT FOR CONSTRUCTION

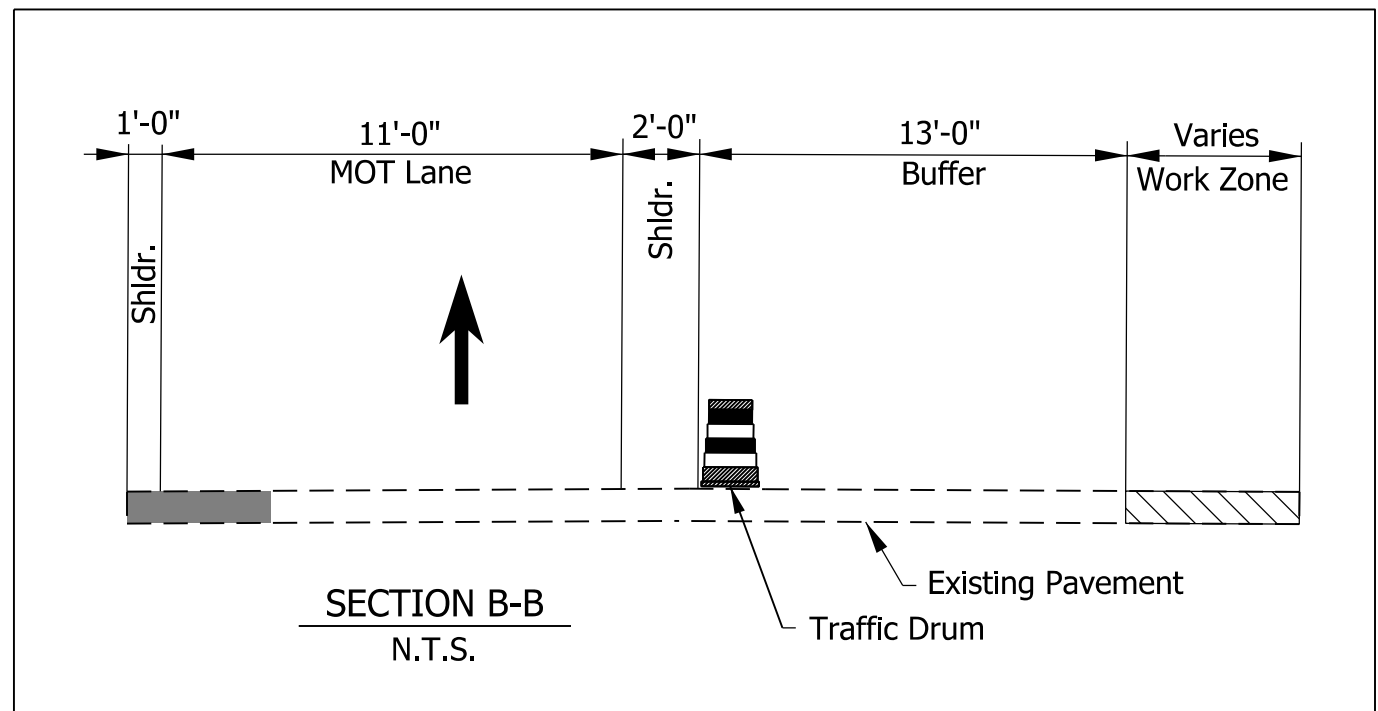
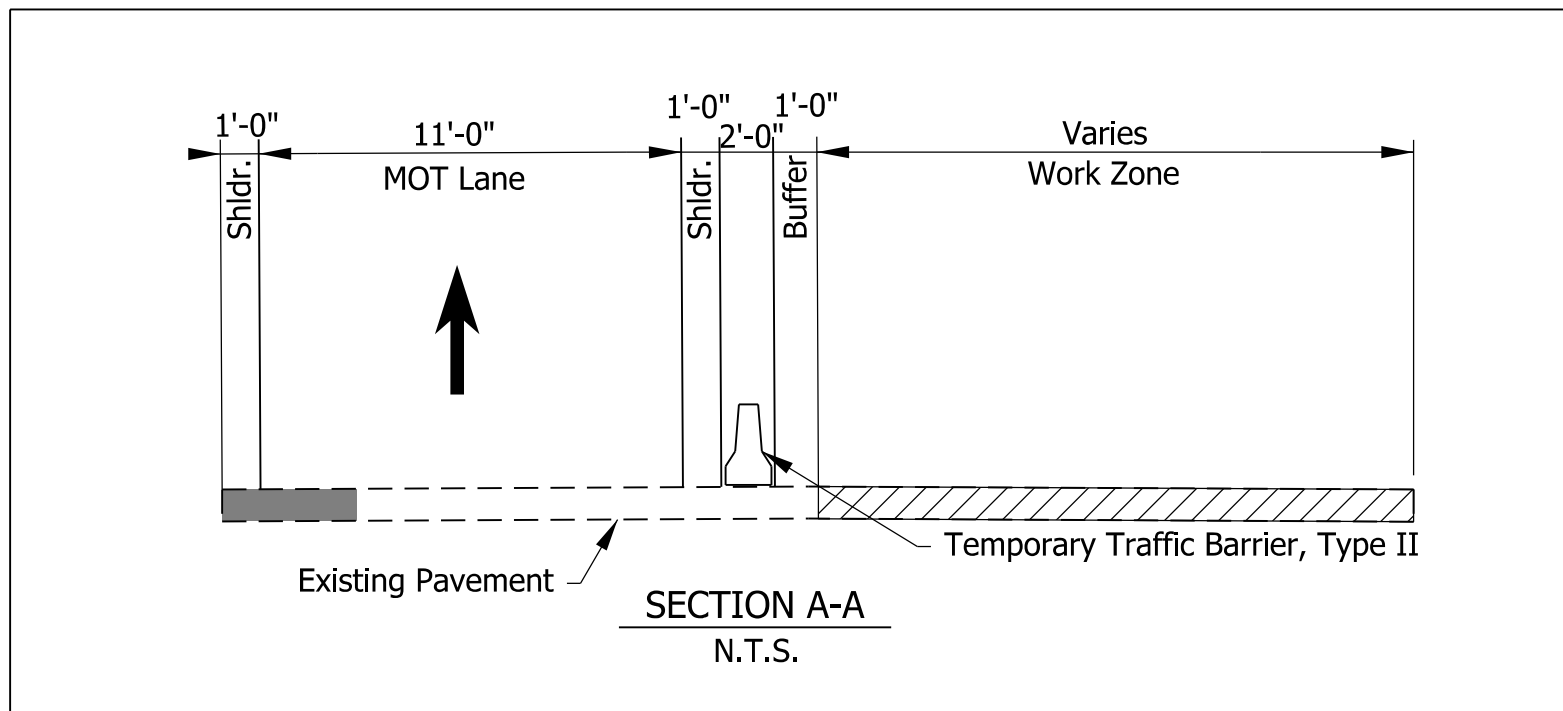
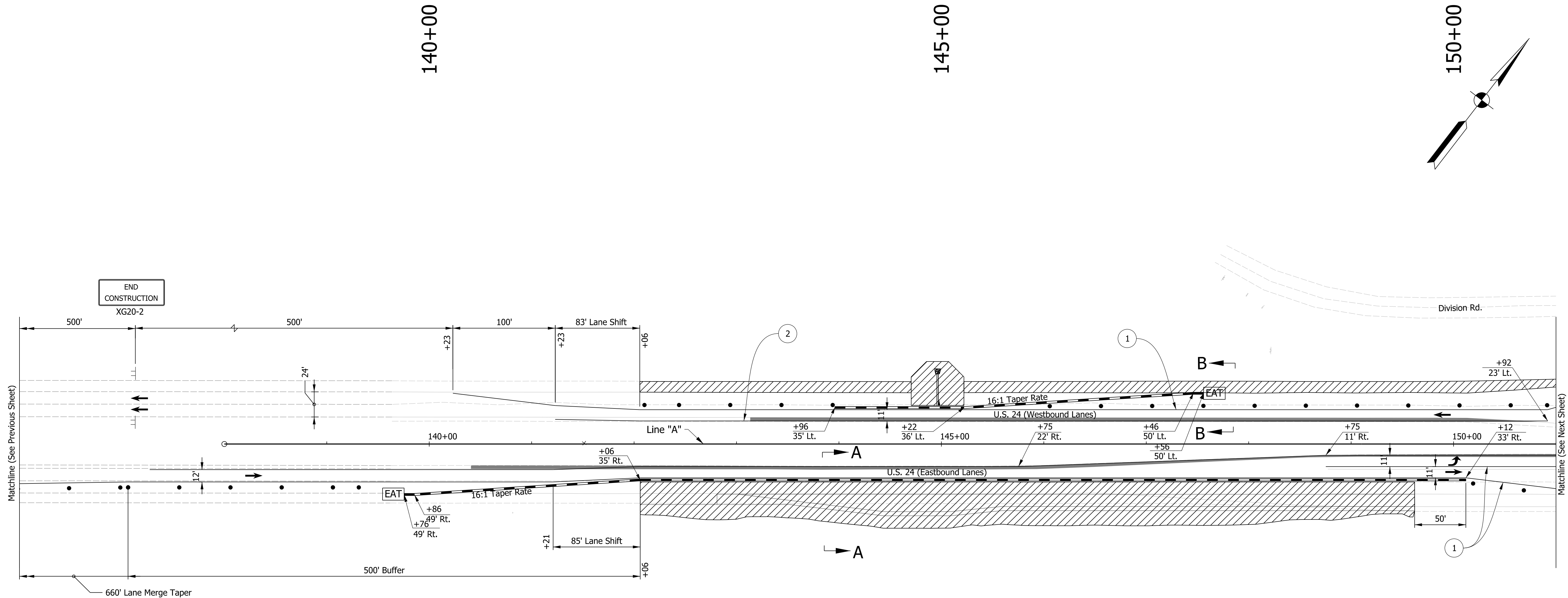
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DESIGNED: _____ LMC		DRAWN: _____ MJS			
CHECKED: _____ CMT		CHECKED: _____ LMC			

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE		BRIDGE FILE	
1"=50'		N/A	
VERTICAL SCALE		DESIGNATION	
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CONTRACT		PROJECT	
R-43285		2000025	

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Maintenance Of Traffic Legend

- Construction Area
- Standard Drum
- Direction Of Traffic
- Barricade, III-A (12 LFT)
- Construction Sign, A or B

- 1 Temporary Pavement Marking, Removable, 6 in. (White)
- 2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
- EAT Energy Absorbing Terminal, CZ, TL-3
- Temporary Traffic Barrier, Type II
- Flashing Arrow Board

- Temporary Pavement Consisting of:
165 lbs/syd HMA Surface, Type D, on
275 lbs/syd HMA Intermediate, Type D, on
660 lbs/syd HMA Base, Type D, on
Subgrade Treatment, Type IC
- Previously Constructed Area

DRAFT
NOT FOR CONSTRUCTION

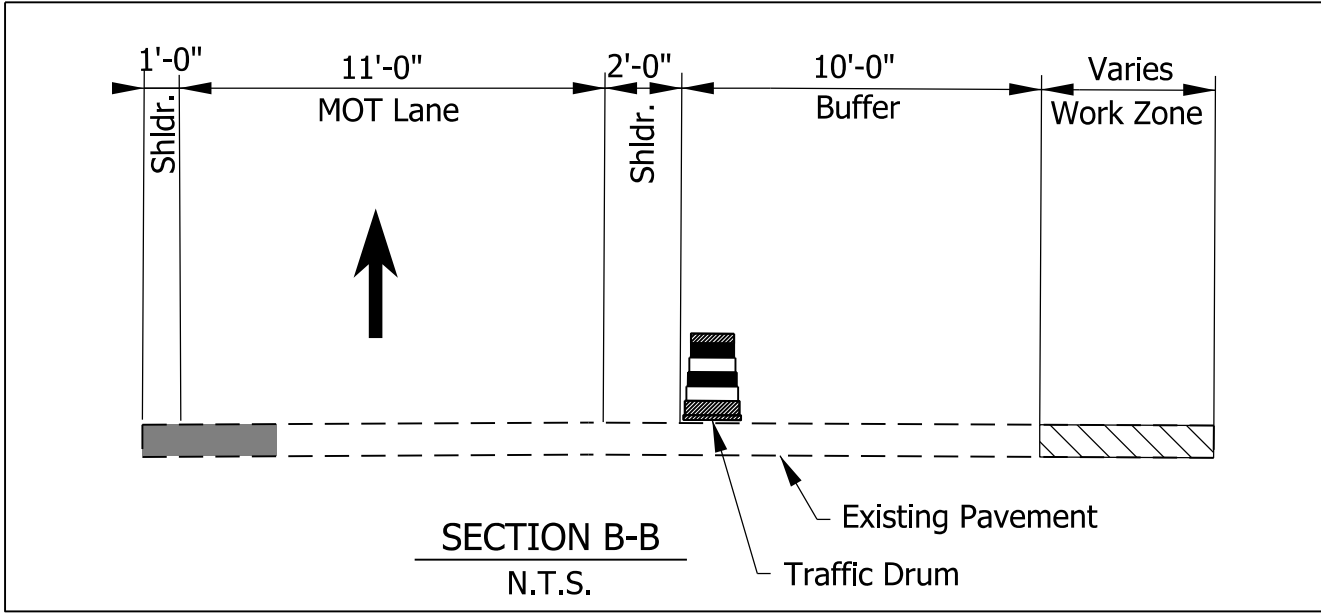
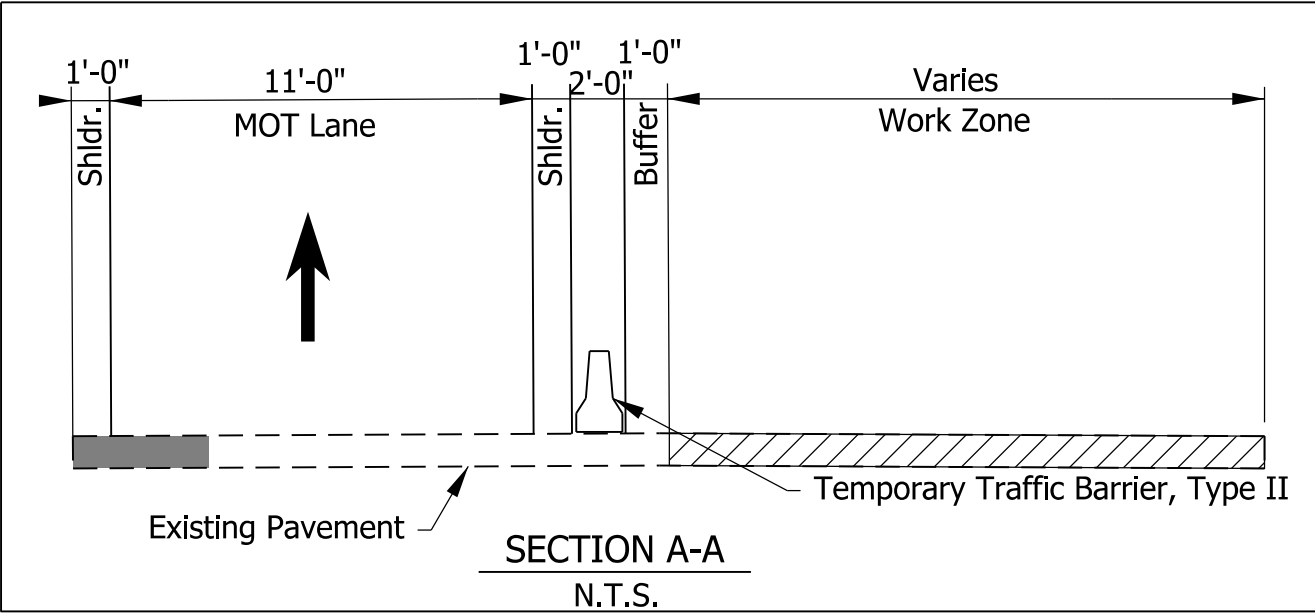
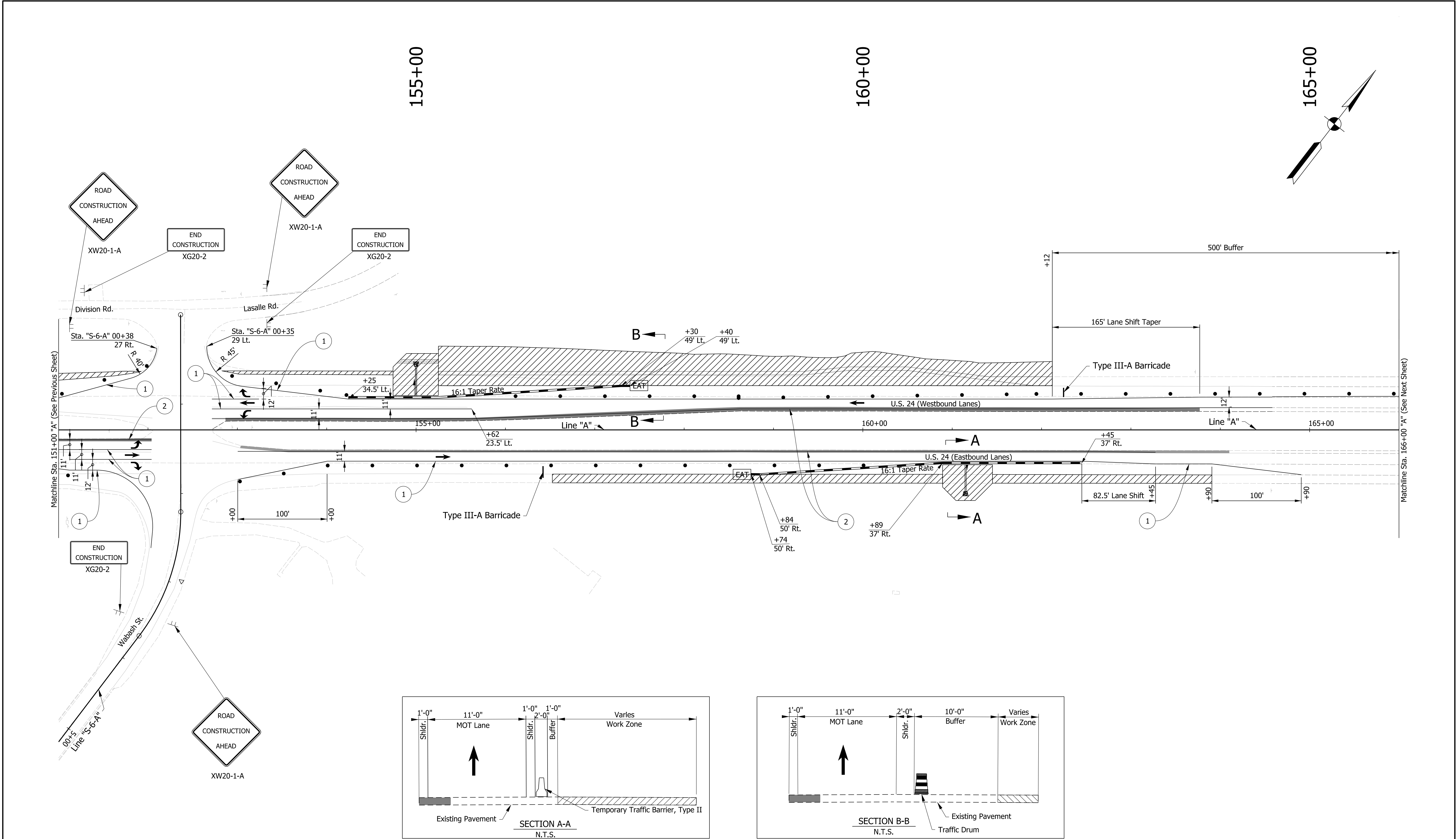
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DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE	
1"=50'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	2000025	
SURVEY BOOK	SHEETS	MOT-06
ELECTRONIC	11 of	71
CONTRACT	PROJECT	
R-43285	2000025	

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Maintenance Of Traffic Legend

- Construction Area
- Standard Drum
- Direction Of Traffic
- Barricade, III-A (12 LFT)
- Construction Sign, A or B

- 1 Temporary Pavement Marking, Removable, 6 in. (White)
- 2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
- EAT Energy Absorbing Terminal, CZ, TL-3
- Temporary Traffic Barrier, Type II
- Flashing Arrow Board

- Temporary Pavement Consisting of:
165 lbs/syd HMA Surface, Type D, on
275 lbs/syd HMA Intermediate, Type D, on
660 lbs/syd HMA Base, Type D, on
Subgrade Treatment, Type IC
- Previously Constructed Area

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NOT FOR CONSTRUCTION

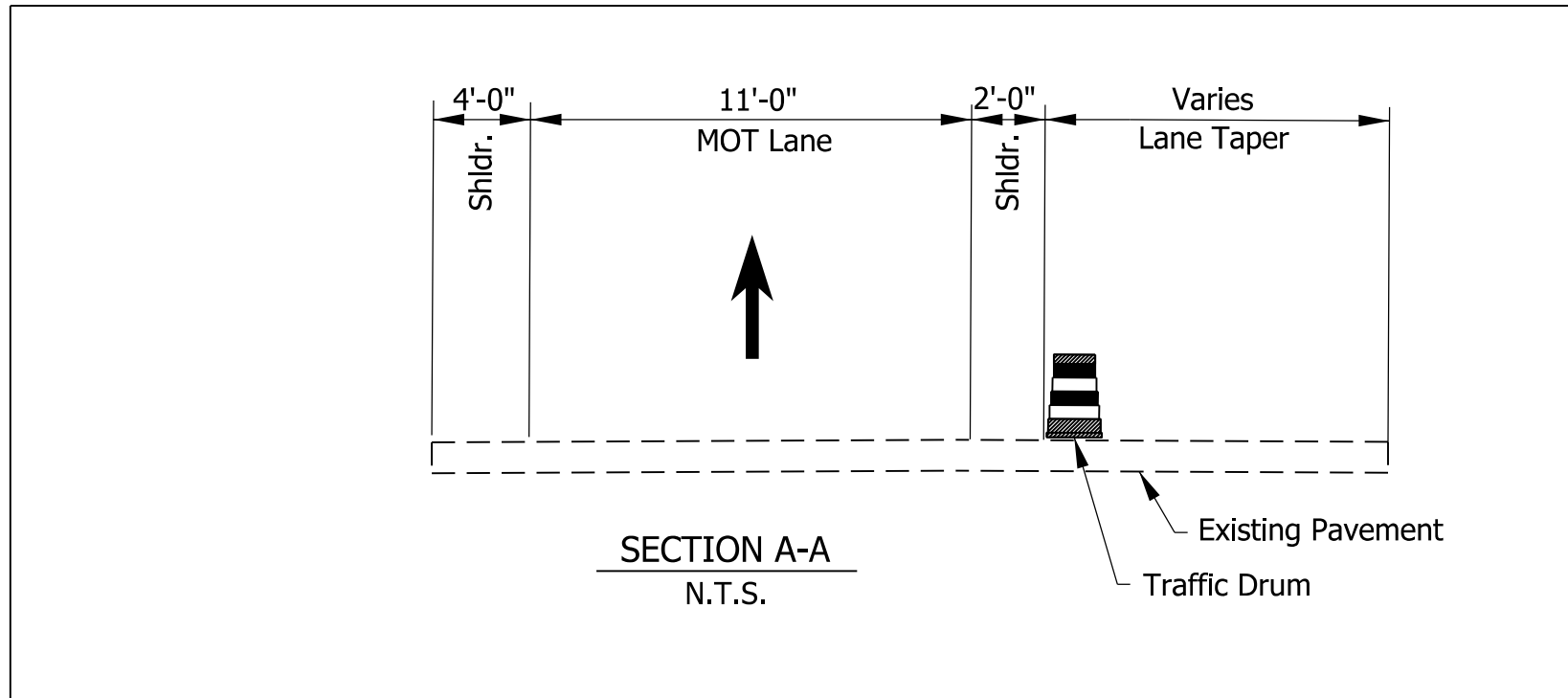
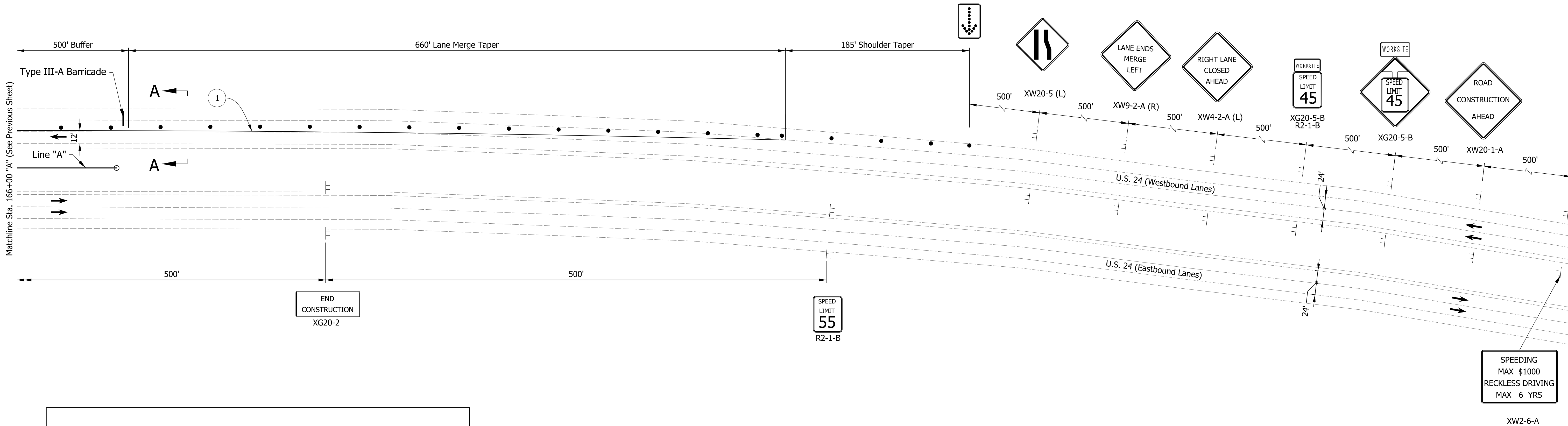
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DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000025
SURVEY BOOK	SHEETS MOT-07
ELECTRONIC	12 of 71
CONTRACT	PROJECT
R-43285	2000025

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Maintenance Of Traffic Legend

- Construction Area
- Standard Drum
- Direction Of Traffic
- Barricade, III-A (12 LFT)
- Construction Sign, A or B

- 1 Temporary Pavement Marking, Removable, 6 in. (White)
- 2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
- EAT Energy Absorbing Terminal, CZ, TL-3
- Temporary Traffic Barrier, Type II
- Flashing Arrow Board

- Temporary Pavement Consisting of:
165 lbs/syd HMA Surface, Type D, on
275 lbs/syd HMA Intermediate, Type D, on
660 lbs/syd HMA Base, Type D, on
Subgrade Treatment, Type IC
- Previously Constructed Area

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC PHASE 2

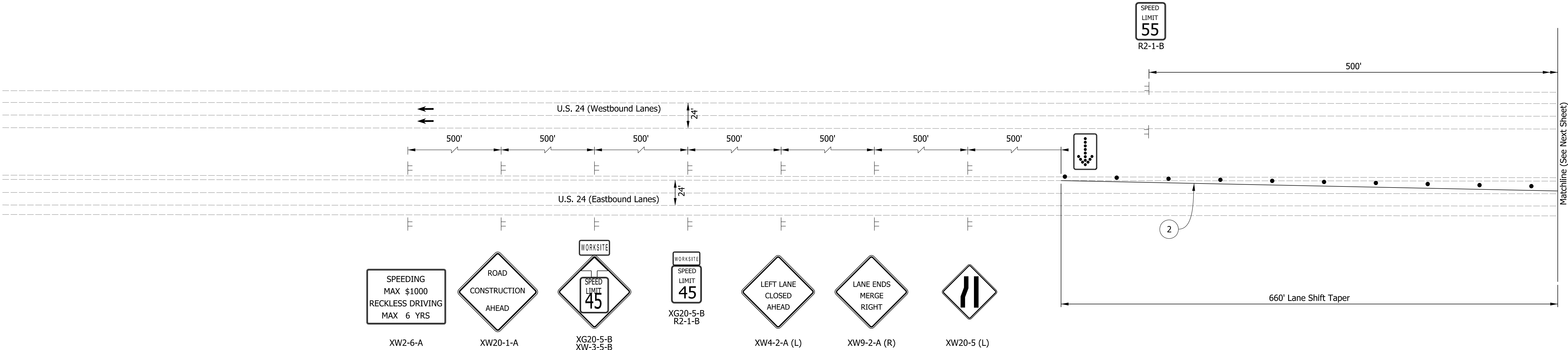
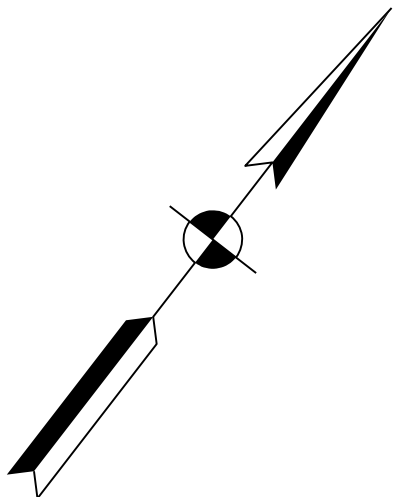
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VERTICAL SCALE N/A	DESIGNATION 2000025
SURVEY BOOK ELECTRONIC	SHEETS 13 of 71
CONTRACT R-43285	MOT-08 PROJECT 2000025

PHASE 3 CONSTRUCTION ACTIVITIES

- 1. Install Advanced Warning Signs.
- 2. Remove Existing Pavement Markings and Install Temporary Pavement Markings.
- 3. Construct Inflow Section of Drainage Relays.
- 4. Construct US 24 EB & WB Median U-Turn Lane.
- 5. Construct US 24 EB & WB Median Shoulders.

Construction Design Speed: 55 MPH
Construction Clear Zone: 23'-0"

MAINTENANCE OF TRAFFIC PHASE 3 QUANTITIES		
ITEM	UNIT	QUANTITY
CONSTRUCTION SIGN, A	EACH	30
CONSTRUCTION SIGN, B	EACH	4
TEMPORARY WORKSITE SPEED LIMIT SIGN ASSEMBLY	EACH	8
FLASHING ARROW SIGN	DAY	60
BARRICADE, III-A	LFT	24
TEMPORARY PAVEMENT MARKING, REMOVABLE, 6IN	LFT	11,542
ENERGY ABSORBING TERMINAL, CZ, TL-3	EACH	3
TEMPORARY TRAFFIC BARRIER, TYPE 2	LFT	1,042



Maintenance Of Traffic Legend	
	Construction Area
	Standard Drum
	Direction Of Traffic
	Barricade, III-A (12 LFT)
	Construction Sign, A or B

1	Temporary Pavement Marking, Removable, 6 in. (White)
2	Temporary Pavement Marking, Removable, 6 in. (Yellow)
EAT	Energy Absorbing Terminal, CZ, TL-3
	Temporary Traffic Barrier, Type II
	Flashing Arrow Board

	Temporary Pavement Consisting of: 165 lbs/syd HMA Surface, Type D, on 275 lbs/syd HMA Intermediate, Type D, on 660 lbs/syd HMA Base, Type D, on Subgrade Treatment, Type IC
	Previously Constructed Area

DRAFT
NOT FOR CONSTRUCTION

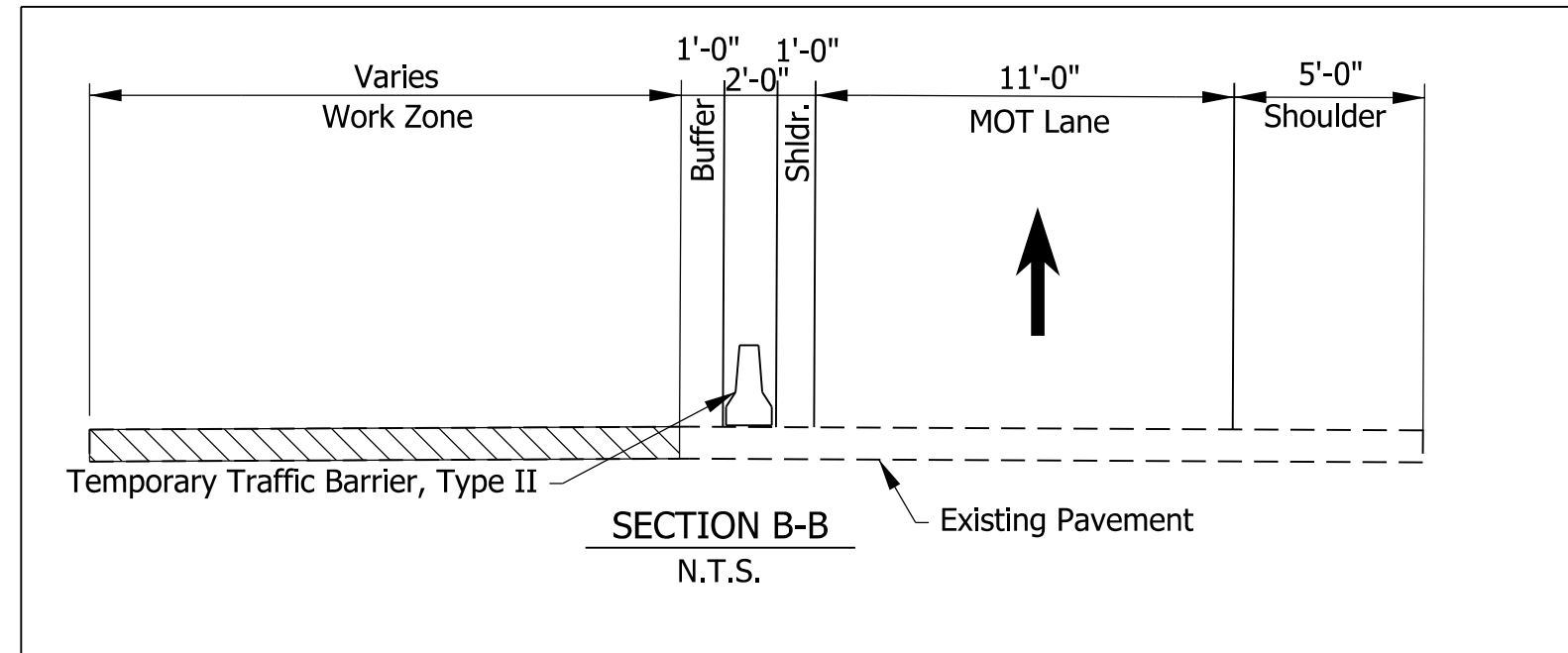
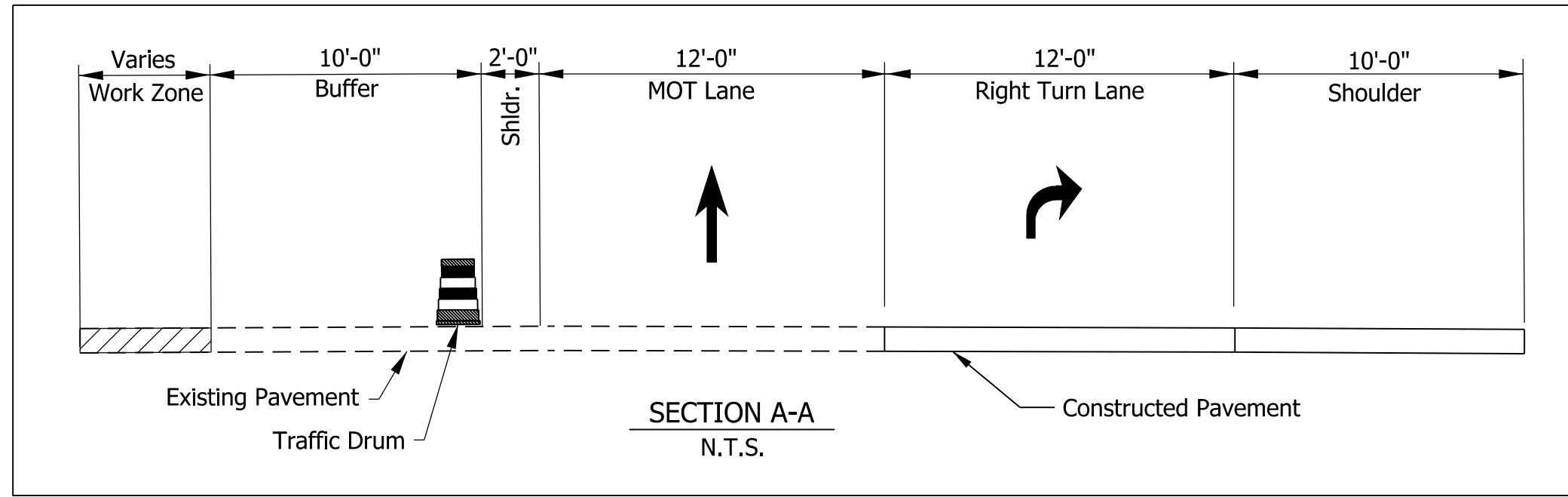
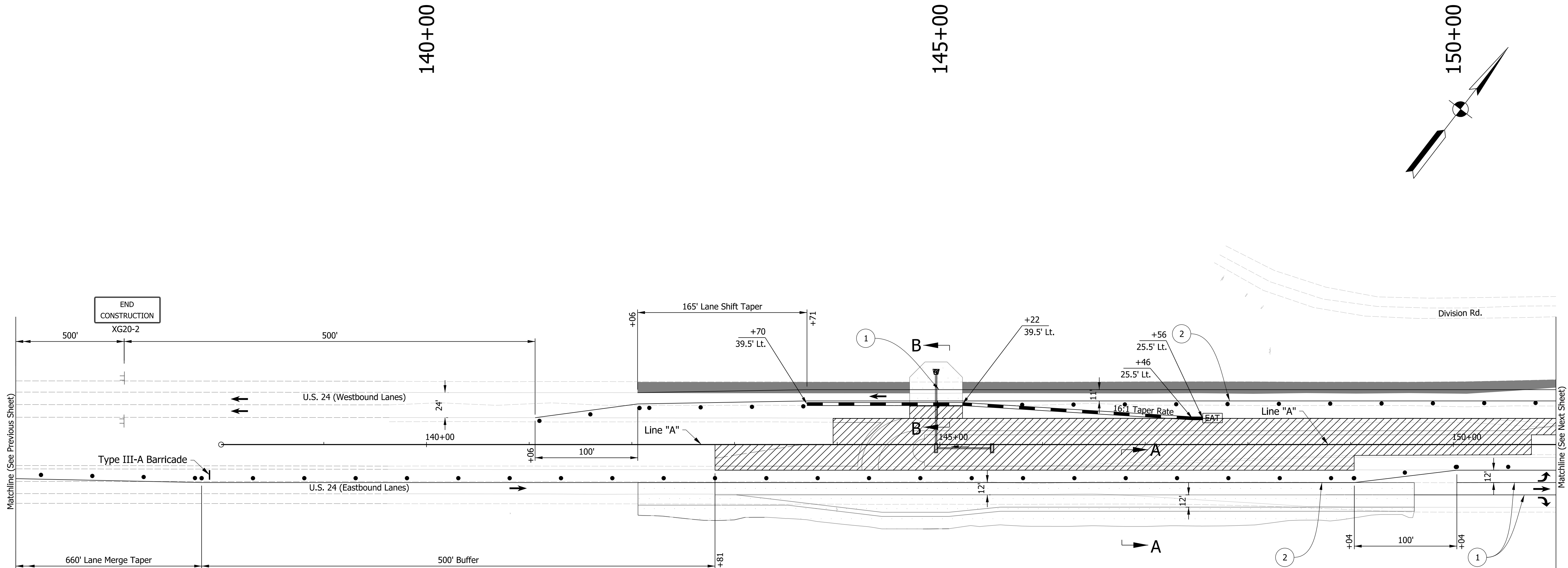
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 3	

HORIZONTAL SCALE	BRIDGE FILE	
1"=50'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	2000025	
SURVEY BOOK	SHEETS	MOT-09
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CONTRACT	PROJECT	
R-43285	2000025	

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Maintenance Of Traffic Legend

- Construction Area
- Standard Drum
- Direction Of Traffic
- Barricade, III-A (12 LFT)
- Construction Sign, A or B

- 1 Temporary Pavement Marking, Removable, 6 in. (White)
- 2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
- EAT Energy Absorbing Terminal, CZ, TL-3
- Temporary Traffic Barrier, Type II
- Flashing Arrow Board

- Temporary Pavement Consisting of:
165 lbs/syd HMA Surface, Type D, on
275 lbs/syd HMA Intermediate, Type D, on
660 lbs/syd HMA Base, Type D, on
Subgrade Treatment, Type IC
- Previously Constructed Area

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 3

HORIZONTAL SCALE	BRIDGE FILE	
1"=50'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	2000025	
SURVEY BOOK	SHEETS	MOT-10
ELECTRONIC	15 of	71
CONTRACT	PROJECT	
R-43285	2000025	

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Maintenance Of Traffic Legend

Construction Area
Standard Drum
Direction Of Traffic
Barricade, III-A (12 LFT)
Construction Sign, A or B

1 Temporary Pavement Marking, Removable, 6 in. (White)
2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
EAT Energy Absorbing Terminal, CZ, TL-3
Temporary Traffic Barrier, Type II
Flashing Arrow Board

Temporary Pavement Consisting of:
165 lbs/syd HMA Surface, Type D, on
275 lbs/syd HMA Intermediate, Type D, on
660 lbs/syd HMA Base, Type D, on
Subgrade Treatment, Type IC
Previously Constructed Area

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED
FOR APPROVAL

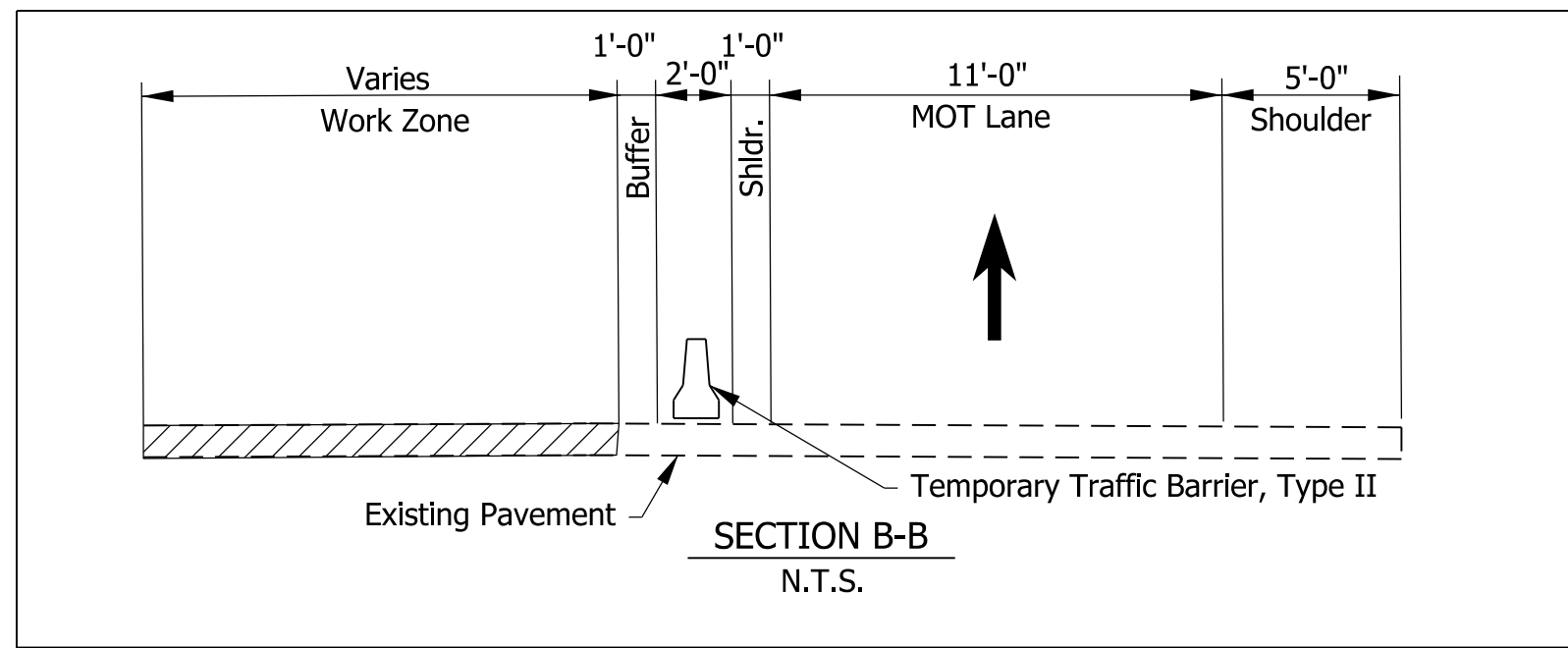
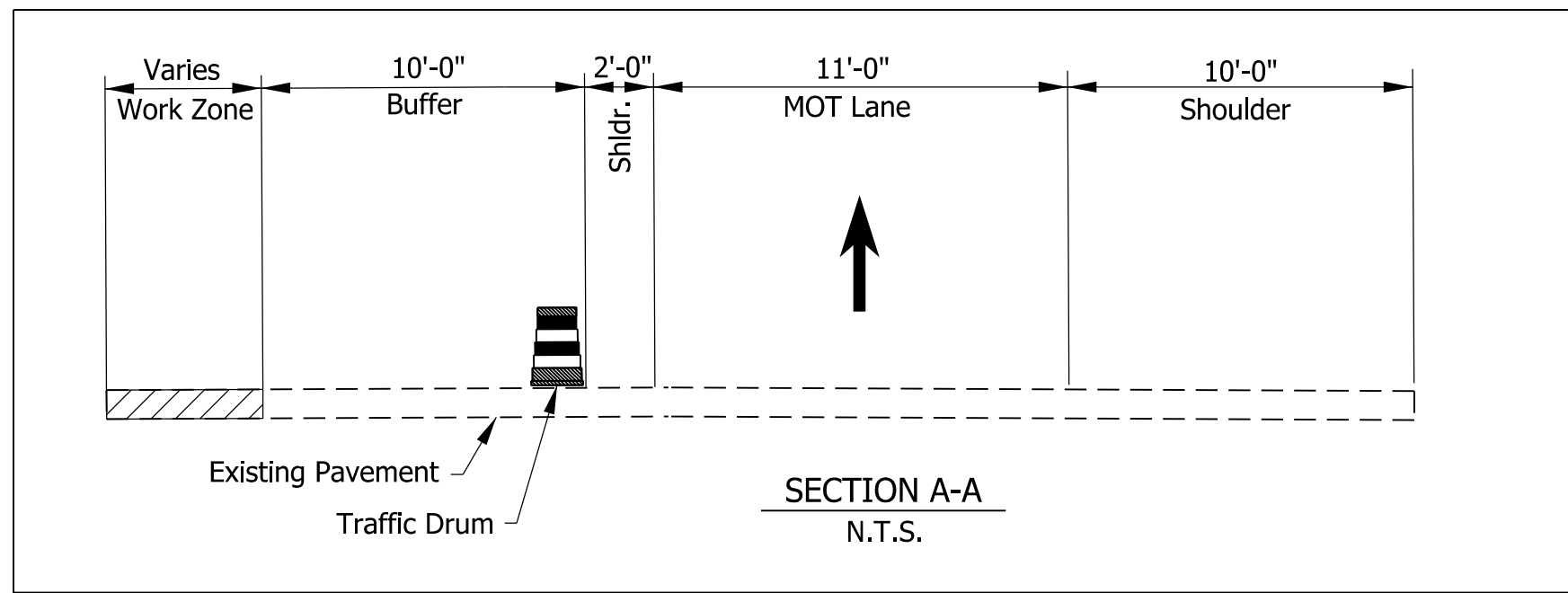
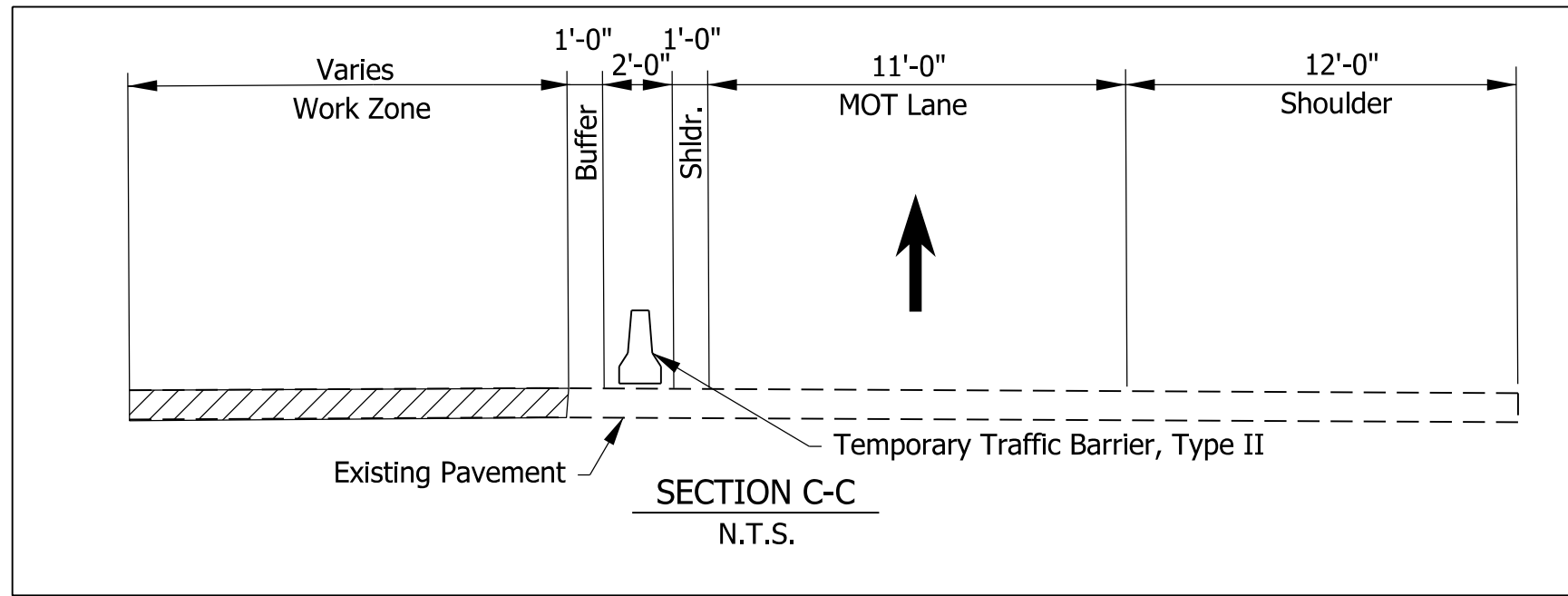
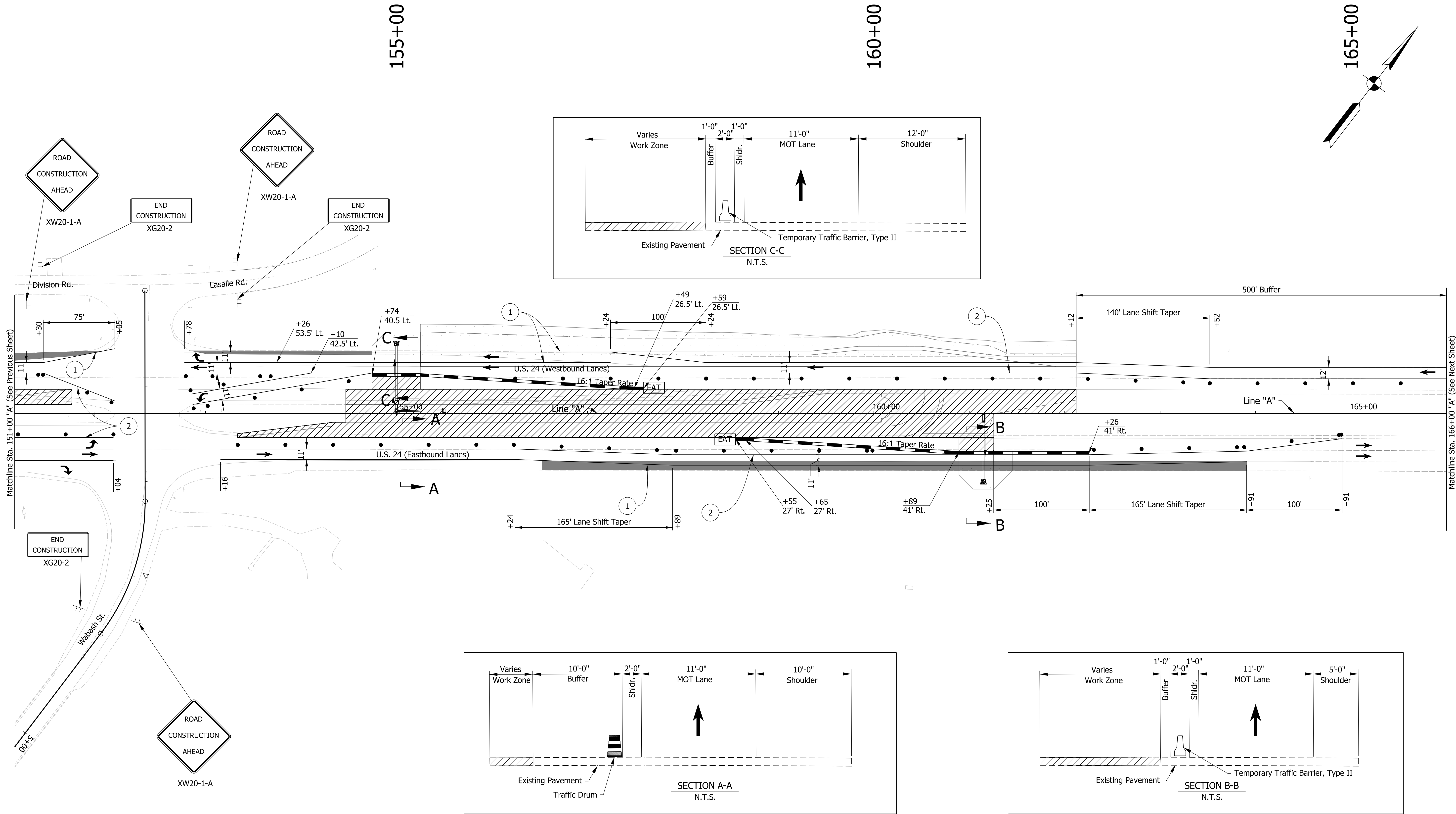
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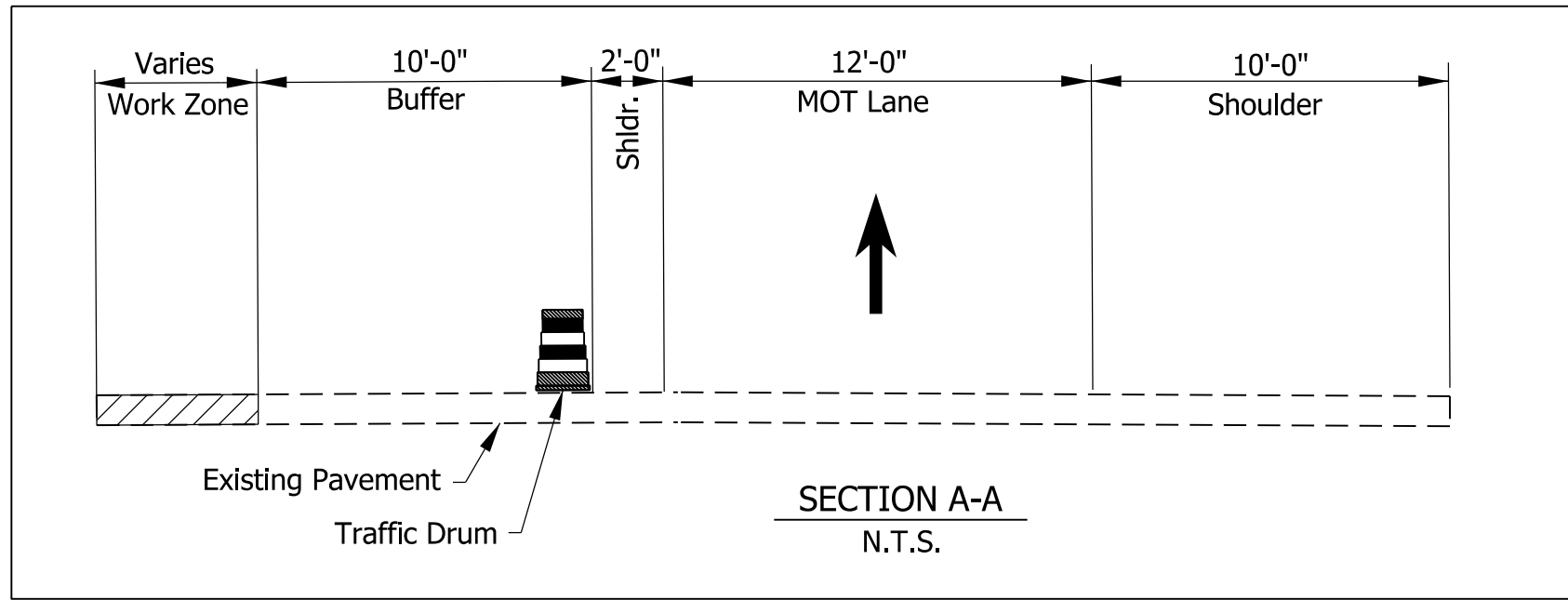
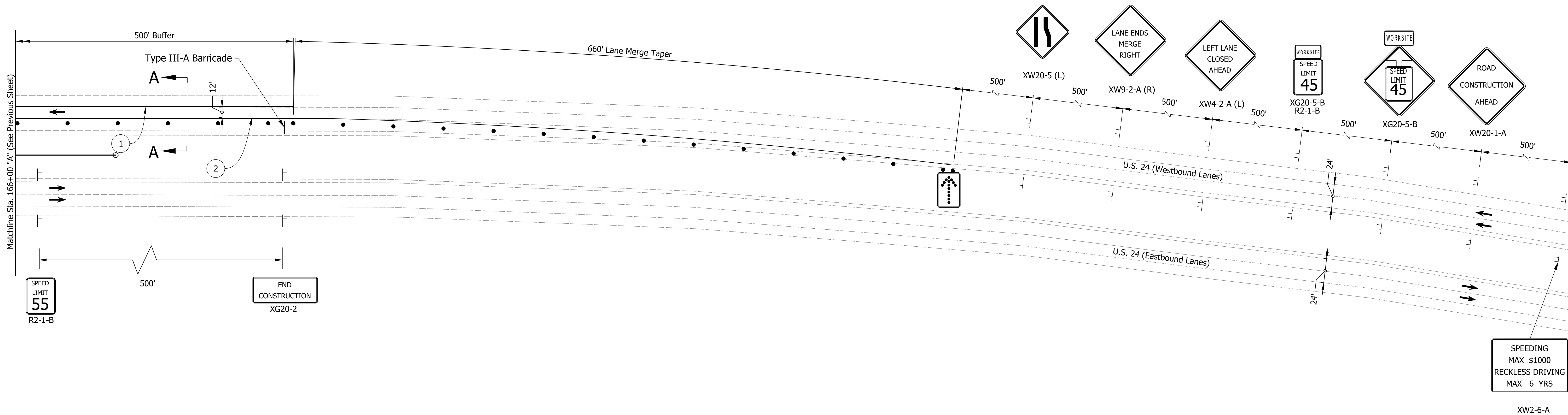
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 3

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000025
SURVEY BOOK	SHEETS MOT-11
ELECTRONIC	16 of 71
CONTRACT	PROJECT
R-43285	2000025



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Maintenance Of Traffic Legend

- Construction Area
- Standard Drum
- Direction Of Traffic
- Barricade, III-A (12 LFT)
- Construction Sign, A or B

- 1 Temporary Pavement Marking, Removable, 6 in. (White)
- 2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
- EAT Energy Absorbing Terminal, CZ, TL-3
- Temporary Traffic Barrier, Type II
- Flashing Arrow Board

- Temporary Pavement Consisting of:
165 lbs/syd HMA Surface, Type D, on
275 lbs/syd HMA Intermediate, Type D, on
660 lbs/syd HMA Base, Type D, on
Subgrade Treatment, Type IC
- Previously Constructed Area

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 3

HORIZONTAL SCALE	BRIDGE FILE	
1"=50'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	2000025	
SURVEY BOOK	SHEETS	MOT-12
ELECTRONIC	17 of	71
CONTRACT	PROJECT	
R-43285	2000025	

PHASE 4 CONSTRUCTION ACTIVITIES

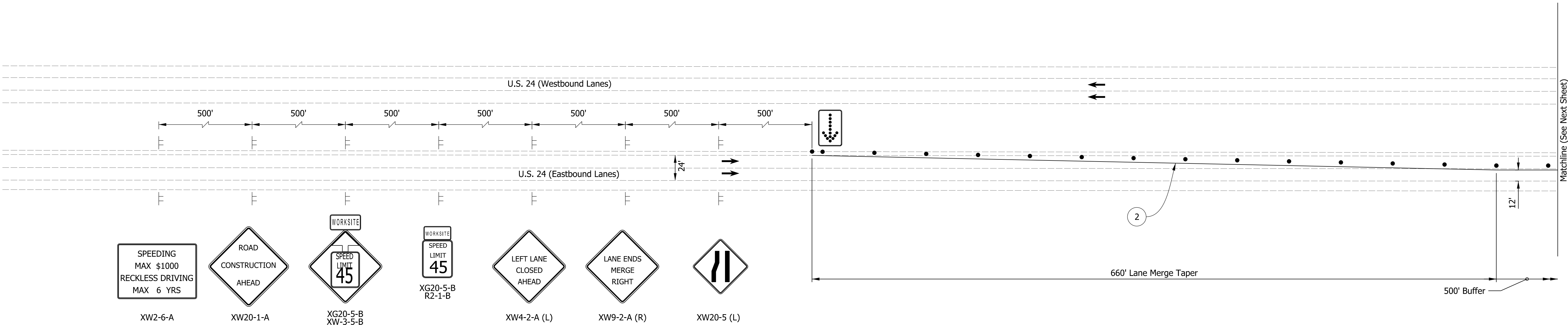
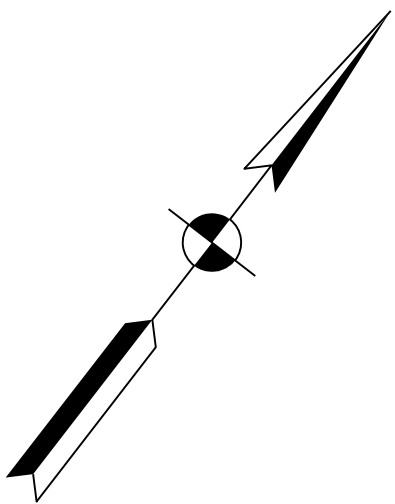
- 1. Install Advanced Warning Signs.
- 2. Construct Pavement in Median for WB Left Turn.

Construction Design Speed: 55 MPH
Construction Clear Zone: 23'-0"

PHASE 5 CONSTRUCTION ACTIVITIES

- 1. Mill and Resurface Existing Pavement and Approaches Along US 24, Wabash Street, and LaSalle/Niccum Rd.
- 2. Construct LaSalle Road Widening using PCMS and intermediate-term duration closure of LaSalle Road and US24 Right Turn. (See Sequencing on MOT-15)
- 3. Install Permanent Pavement Markings Along Resurfaced Pavement.

MAINTENANCE OF TRAFFIC PHASE 4 QUANTITIES		
ITEM	UNIT	QUANTITY
CONSTRUCTION SIGN, A	EACH	30
CONSTRUCTION SIGN, B	EACH	4
TEMPORARY WORKSITE SPEED LIMIT ASSEMBLY	EACH	8
FLASHING ARROW SIGN	DAY	60
BARRICADE, III-A	LFT	228
TEMPORARY PAVEMENT MARKING, REMOVABLE, 6IN	LFT	12,865



Maintenance Of Traffic Legend

- Construction Area
- Standard Drum
- Direction Of Traffic
- Barricade, III-A (12 LFT)
- Construction Sign, A or B

- 1 Temporary Pavement Marking, Removable, 6 in. (White)
- 2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
- EAT Energy Absorbing Terminal, CZ, TL-3
- Temporary Traffic Barrier, Type II
- Flashing Arrow Board

- Temporary Pavement Consisting of:
165 lbs/syd HMA Surface, Type D, on
275 lbs/syd HMA Intermediate, Type D, on
660 lbs/syd HMA Base, Type D, on
Subgrade Treatment, Type IC
- Previously Constructed Area

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NOT FOR CONSTRUCTION

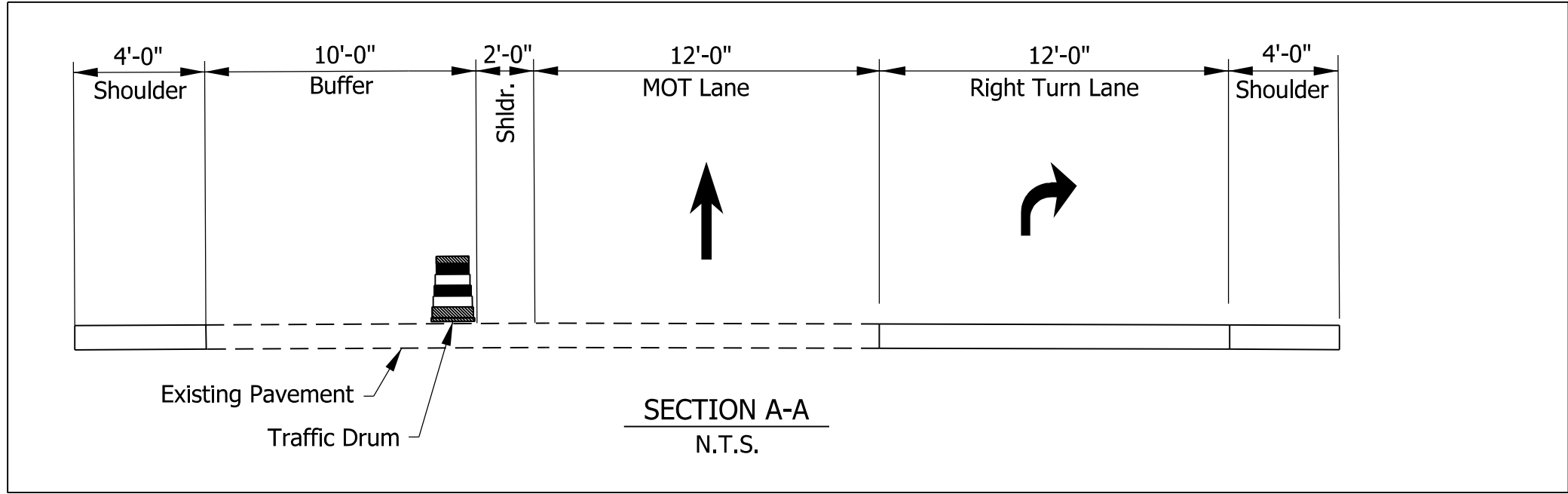
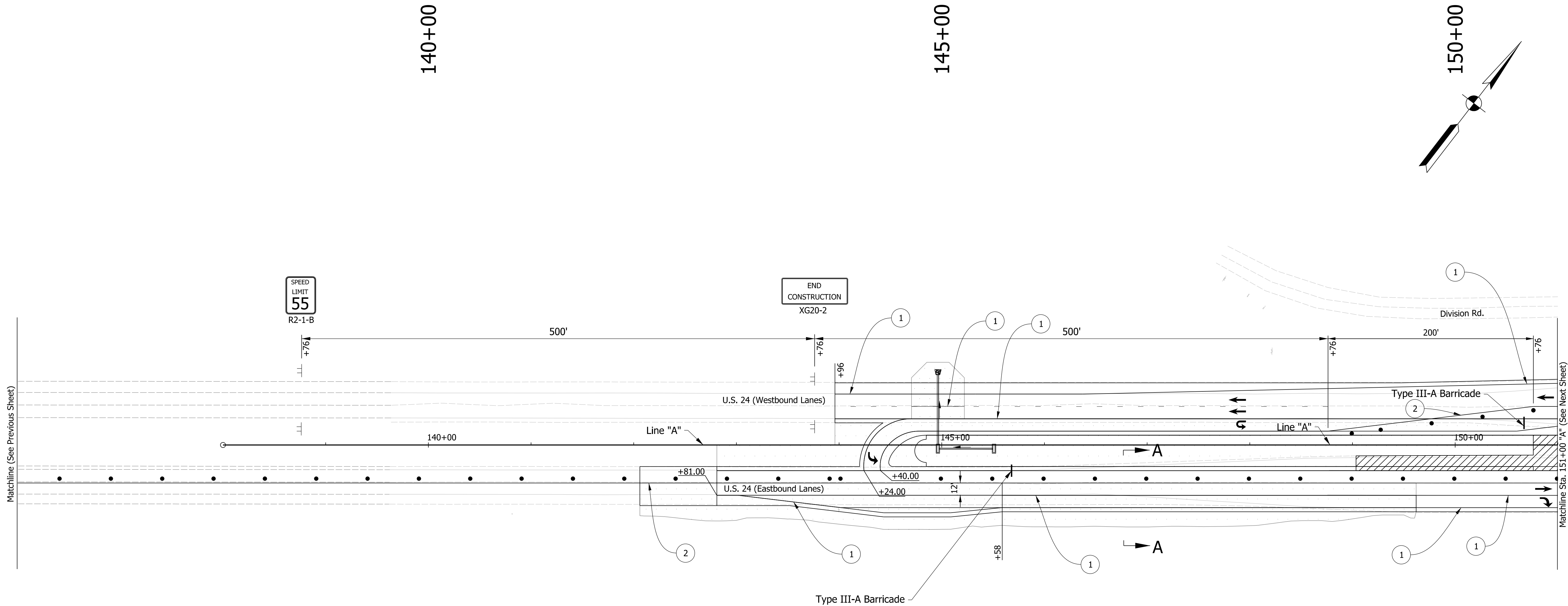
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DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 4

HORIZONTAL SCALE	BRIDGE FILE	
1"=50'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	2000025	
SURVEY BOOK	SHEETS	MOT-13
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CONTRACT	PROJECT	
R-43285	2000025	

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Maintenance Of Traffic Legend

- Construction Area
- Standard Drum
- Direction Of Traffic
- Barricade, III-A (12 LFT)
- Construction Sign, A or B

- 1 Temporary Pavement Marking, Removable, 6 in. (White)
- 2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
- EAT Energy Absorbing Terminal, CZ, TL-3
- Temporary Traffic Barrier, Type II
- Flashing Arrow Board

- Temporary Pavement Consisting of:
165 lbs/syd HMA Surface, Type D, on
275 lbs/syd HMA Intermediate, Type D, on
660 lbs/syd HMA Base, Type D, on
Subgrade Treatment, Type IC
- Previously Constructed Area

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 4

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000025
SURVEY BOOK	SHEETS MOT-14
ELECTRONIC	19 of 71
CONTRACT	PROJECT
R-43285	2000025

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Maintenance Of Traffic Legend

Construction Area
Standard Drum
Direction Of Traffic
Barricade, III-A (12 LFT)
Construction Sign, A or B

1 Temporary Pavement Marking, Removable, 6 in. (White)
2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
EAT Energy Absorbing Terminal, CZ, TL-3
Temporary Traffic Barrier, Type II
Flashing Arrow Board

Temporary Pavement Consisting of:
165 lbs/syd HMA Surface, Type D, on
275 lbs/syd HMA Intermediate, Type D, on
660 lbs/syd HMA Base, Type D, on
Subgrade Treatment, Type IC
Previously Constructed Area

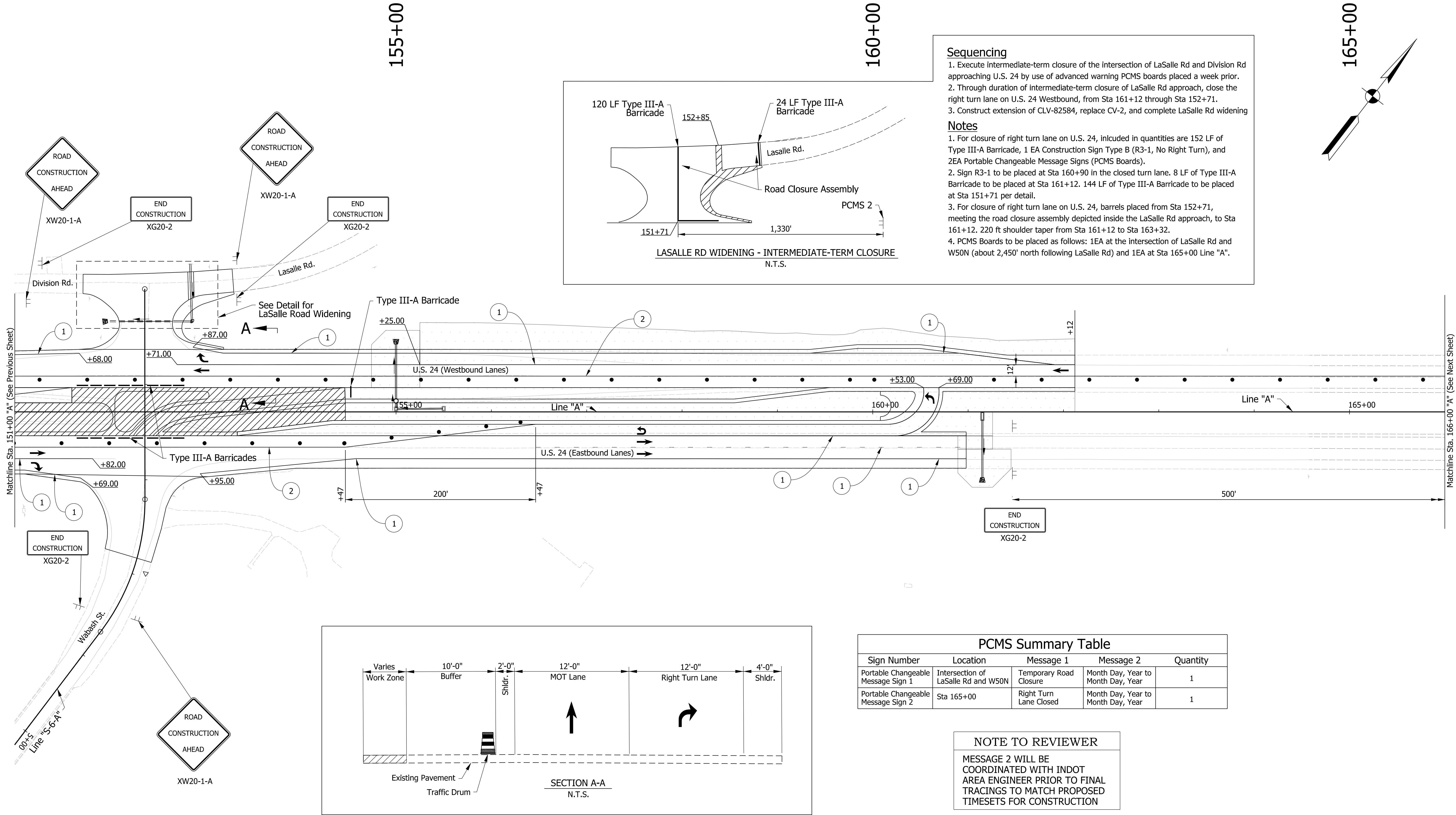
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____
DESIGN ENGINEER _____ DATE _____
DESIGNED: _____ LMC DRAWN: _____ MJS
CHECKED: _____ CMT CHECKED: _____ LMC

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE 4

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000025
SURVEY BOOK	SHEETS MOT-15
ELECTRONIC	20 of 71
CONTRACT	PROJECT
R-43285	2000025



Sequencing

1. Execute intermediate-term closure of the intersection of LaSalle Rd and Division Rd approaching U.S. 24 by use of advanced warning PCMS boards placed a week prior.
2. Through duration of intermediate-term closure of LaSalle Rd approach, close the right turn lane on U.S. 24 Westbound, from Sta 161+12 through Sta 152+71.
3. Construct extension of CLV-82584, replace CV-2, and complete LaSalle Rd widening

Notes

1. For closure of right turn lane on U.S. 24, included in quantities are 152 LF of Type III-A Barricade, 1 EA Construction Sign Type B (R3-1, No Right Turn), and 2EA Portable Changeable Message Signs (PCMS Boards).
2. Sign R3-1 to be placed at Sta 160+90 in the closed turn lane. 8 LF of Type III-A Barricade to be placed at Sta 161+12. 144 LF of Type III-A Barricade to be placed at Sta 151+71 per detail.
3. For closure of right turn lane on U.S. 24, barrels placed from Sta 152+71, meeting the road closure assembly depicted inside the LaSalle Rd approach, to Sta 161+12. 220 ft shoulder taper from Sta 161+12 to Sta 163+32.
4. PCMS Boards to be placed as follows: 1EA at the intersection of LaSalle Rd and W50N (about 2,450' north following LaSalle Rd) and 1EA at Sta 165+00 Line "A".

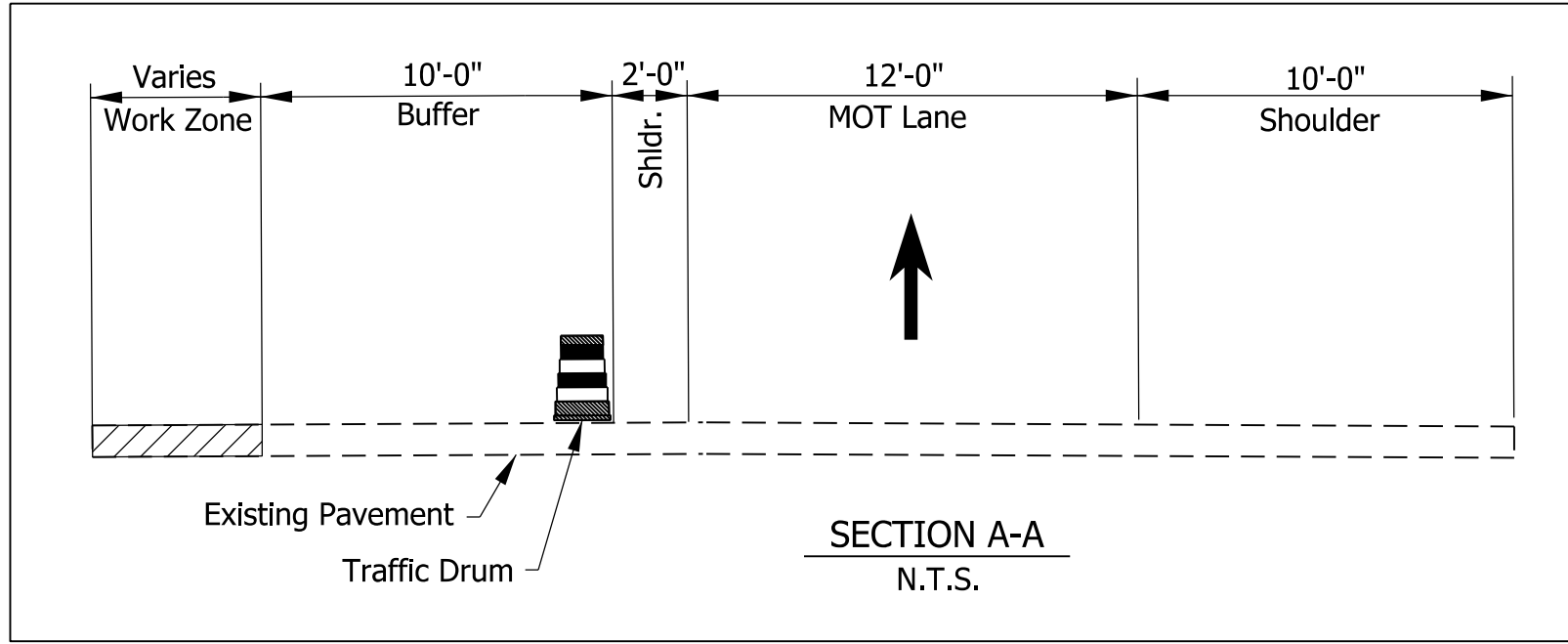
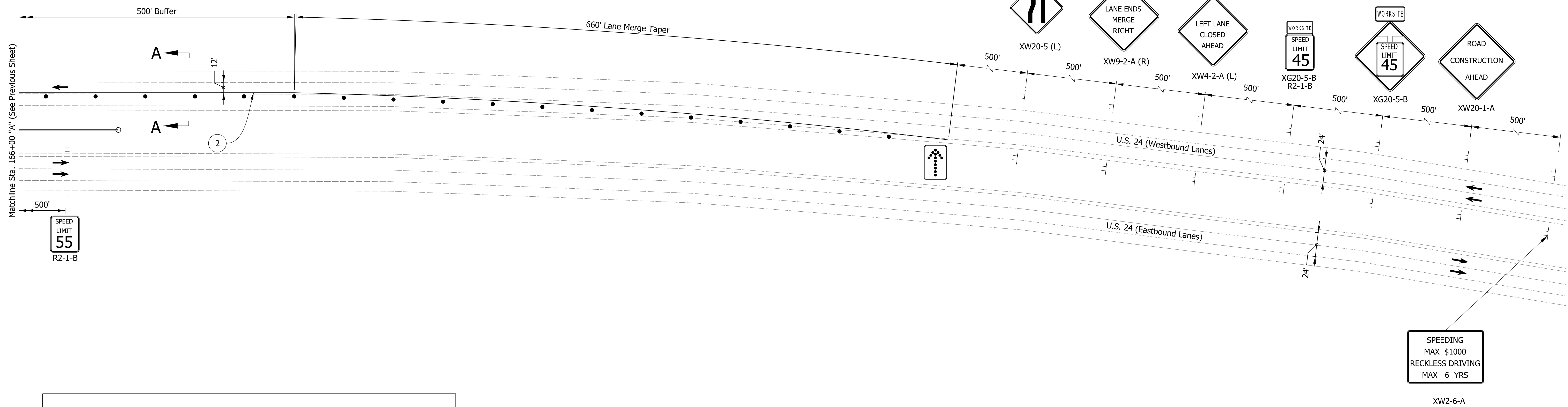
PCMS Summary Table

Sign Number	Location	Message 1	Message 2	Quantity
Portable Changeable Message Sign 1	Intersection of LaSalle Rd and W50N	Temporary Road Closure	Month Day, Year to Month Day, Year	1
Portable Changeable Message Sign 2	Sta 165+00	Right Turn Lane Closed	Month Day, Year to Month Day, Year	1

NOTE TO REVIEWER

MESSAGE 2 WILL BE COORDINATED WITH INDOT AREA ENGINEER PRIOR TO FINAL TRACINGS TO MATCH PROPOSED TIMESETS FOR CONSTRUCTION

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Maintenance Of Traffic Legend

- Construction Area
- Standard Drum
- Direction Of Traffic
- Barricade, III-A (12 LFT)
- Construction Sign, A or B

- 1 Temporary Pavement Marking, Removable, 6 in. (White)
- 2 Temporary Pavement Marking, Removable, 6 in. (Yellow)
- EAT Energy Absorbing Terminal, CZ, TL-3
- Temporary Traffic Barrier, Type II
- Flashing Arrow Board

- Temporary Pavement Consisting of:
165 lbs/syd HMA Surface, Type D, on
275 lbs/syd HMA Intermediate, Type D, on
660 lbs/syd HMA Base, Type D, on
Subgrade Treatment, Type IC
- Previously Constructed Area

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LMC	DRAWN: MJS	
CHECKED: CMT	CHECKED: LMC	

INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC PHASE 4

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	2000025
SURVEY BOOK	SHEETS MOT-16
ELECTRONIC	21 of 71
CONTRACT	PROJECT
R-43285	2000025

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Note:
Topo Notes for this Sheet are described from Line "A".

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NOT FOR CONSTRUCTION

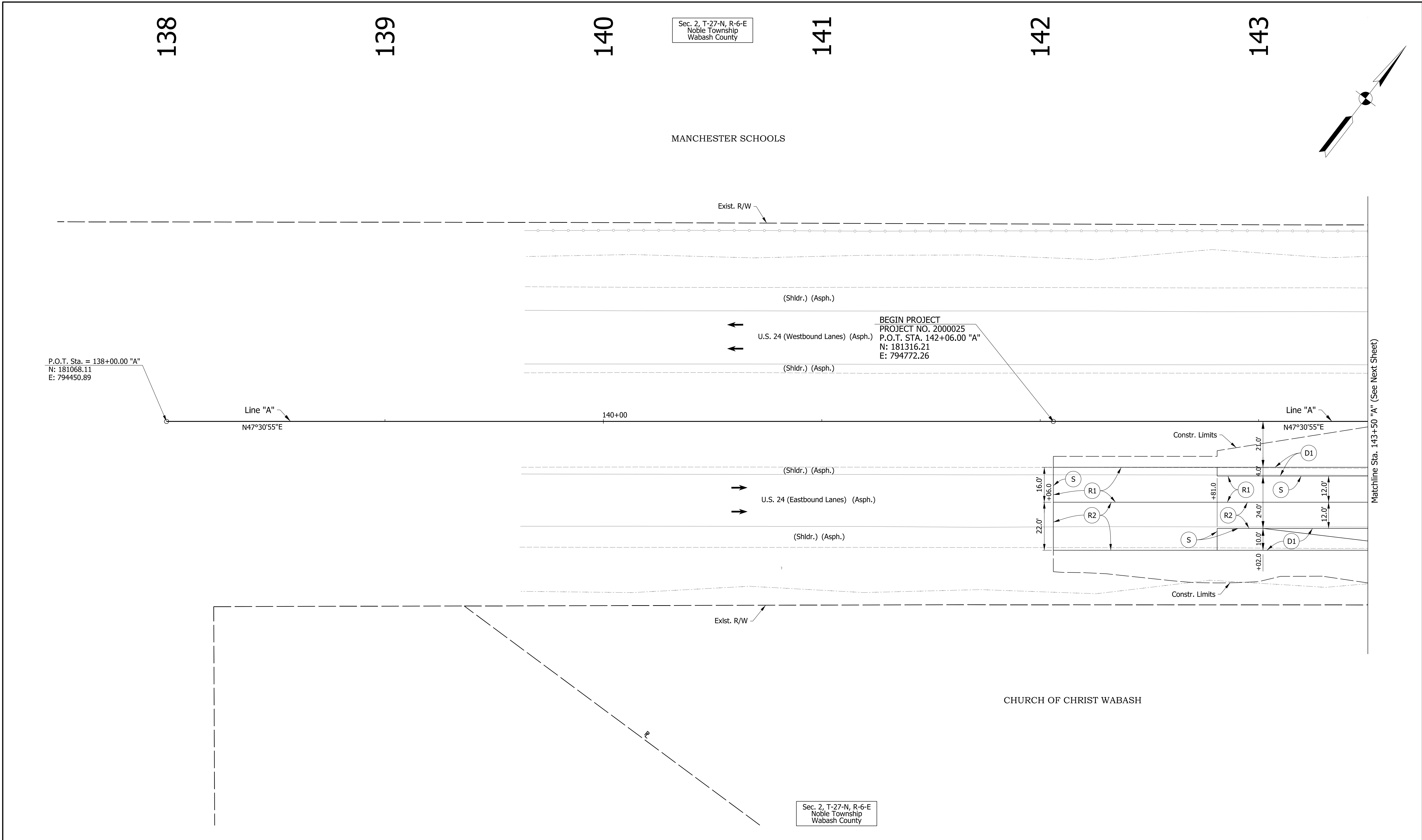
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DESIGNED: _____ LMC	DRAWN: _____ MJS		
CHECKED: _____ CMT	CHECKED: _____ LMC		

INDIANA
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
LINE "A"

HORIZONTAL SCALE		BRIDGE FILE	
1"=50'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		2000025	
SURVEY BOOK		SHEETS PLN-02	
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CONTRACT		PROJECT	
R-43285		2000025	

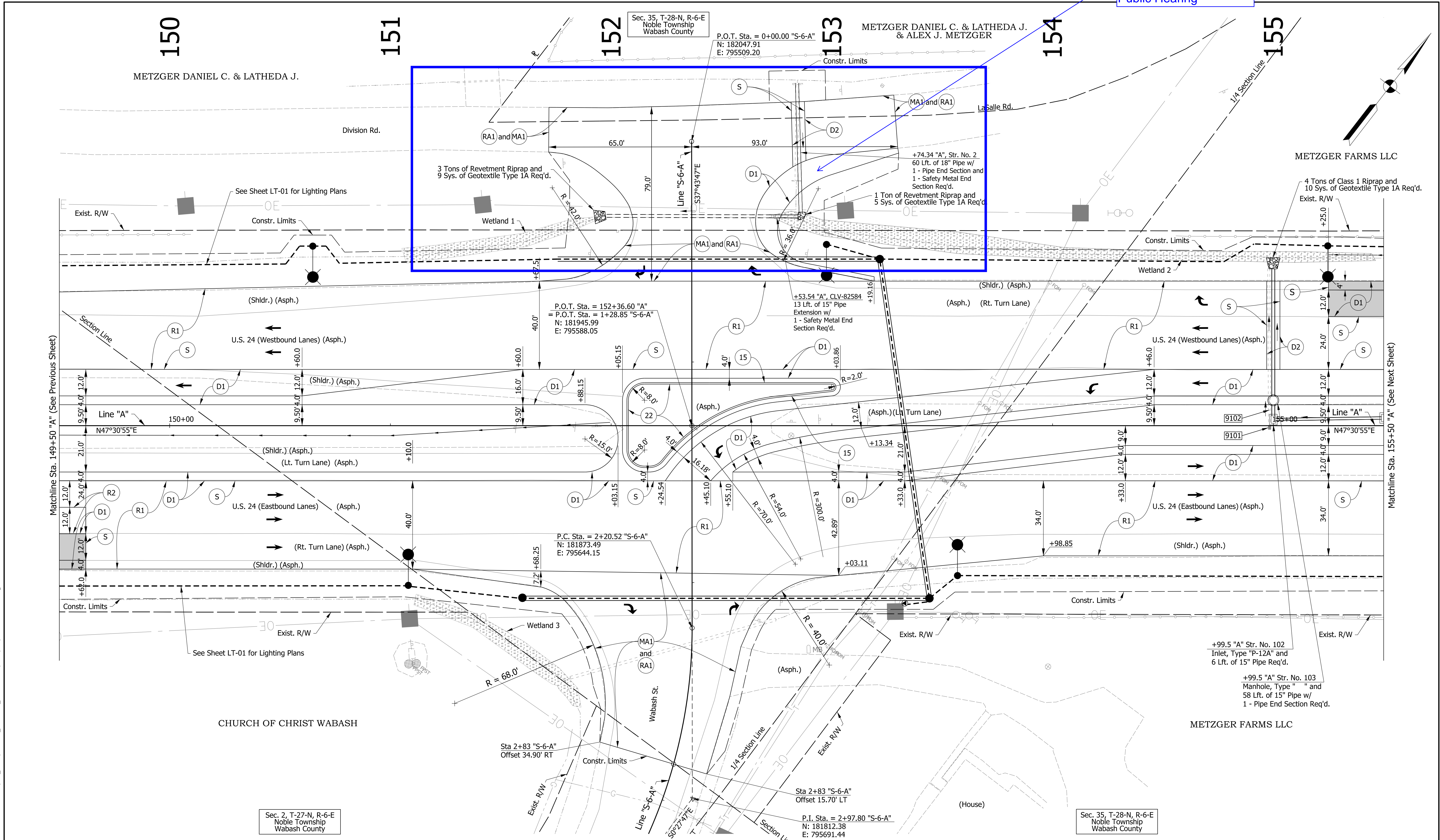
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<div><div><div><div><div><div></div><div>D1</div></div><div>220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 220#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 660#/Syd. QC/QA-HMA, 4, 64, Base, 25.0 mm on 7.5 in. Compacted Aggregate, No. 53, on Subgrade Treatment Type IC</div></div><div><div><div></div><div>D2</div></div><div>HMA for Structure Installation, Type D, consisting of 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 220#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 660#/Syd. QC/QA-HMA, 4, 64, Base, 25.0 mm on 7.5 in. Compacted Aggregate, No. 53, on Subgrade Treatment Type IC</div></div><div><div><div></div><div>R1</div></div><div>220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on Milling, Asphalt, 2 in.</div></div><div><div><div></div><div>R2</div></div><div>220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on Variable Depth 220#/Syd. Min. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on Milling, Asphalt, 4 in.</div></div></div><div><div><div></div><div>15</div></div><div>Curb and Gutter, Combined B, Modified</div></div><div><div><div></div><div>22</div></div><div>Center Curb, D, Concrete</div></div><div><div><div></div><div>MA1</div></div><div>Milling, Approach 2 in.</div></div><div><div><div></div><div>RA1</div></div><div>HMA for Approaches, 2 in.</div></div><div><div><div></div><div>S</div></div><div>Saw Cut (No Direct Pay)</div></div></div><div><div><div></div><div>XXXX</div></div><div>Existing Structure to be Removed (See Removal Structure Data Table)</div></div><div><div><div></div><div>→</div></div><div>Traffic Direction Arrow</div></div></div>			<div><div><div></div><div>DRAFT</div><div>NOT FOR CONSTRUCTION</div></div><div><div>RECOMMENDED FOR APPROVAL</div><div>DESIGN ENGINEER</div><div>DATE</div></div><div><div>DESIGNED: LMC</div><div>DRAWN: MJS</div></div><div><div>CHECKED: CMT</div><div>CHECKED: LMC</div></div></div>		<div><div>INDIANA DEPARTMENT OF TRANSPORTATION</div><div>CONSTRUCTION DETAILS</div></div>		<table><tr><td>HORIZONTAL SCALE</td><td>BRIDGE FILE</td></tr><tr><td>1"=20'</td><td>N/A</td></tr><tr><td>VERTICAL SCALE</td><td>DESIGNATION</td></tr><tr><td>N/A</td><td>2000025</td></tr><tr><td>SURVEY BOOK</td><td>SHEETS CD-01</td></tr><tr><td>ELECTRONIC</td><td>26 of 71</td></tr><tr><td>CONTRACT</td><td>PROJECT</td></tr><tr><td>R-43285</td><td>2000025</td></tr></table>	HORIZONTAL SCALE	BRIDGE FILE	1"=20'	N/A	VERTICAL SCALE	DESIGNATION	N/A	2000025	SURVEY BOOK	SHEETS CD-01	ELECTRONIC	26 of 71	CONTRACT	PROJECT	R-43285	2000025
HORIZONTAL SCALE	BRIDGE FILE																						
1"=20'	N/A																						
VERTICAL SCALE	DESIGNATION																						
N/A	2000025																						
SURVEY BOOK	SHEETS CD-01																						
ELECTRONIC	26 of 71																						
CONTRACT	PROJECT																						
R-43285	2000025																						



Changes in design since
Public Hearing



- 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 220#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 660#/Syd. QC/QA-HMA, 4, 64, Base, 25.0 mm on 7.5 In. Compacted Aggregate, No. 53, on Subgrade Treatment Type IC
- 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on Milling, Asphalt, 2 in.
- 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on Variable Depth 220#/Syd. Min. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on Milling, Asphalt, 4 in.

- HMA for Structure Installation, Type D, consisting of 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 220#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 660#/Syd. QC/QA-HMA, 4, 64, Base, 25.0 mm on 7.5 In. Compacted Aggregate, No. 53, on Subgrade Treatment Type IC
- Curb and Gutter, Combined B, Modified
- Traffic Direction Arrow

- Pavement Removal
- Existing Structure to be Removed (See Removal Structure Data Table)
- MA1 Milling, Approach 2 in.
- RA1 HMA for Approaches, 2 in.
- Center Curb, D, Concrete
- S Saw Cut (No Direct Pay)

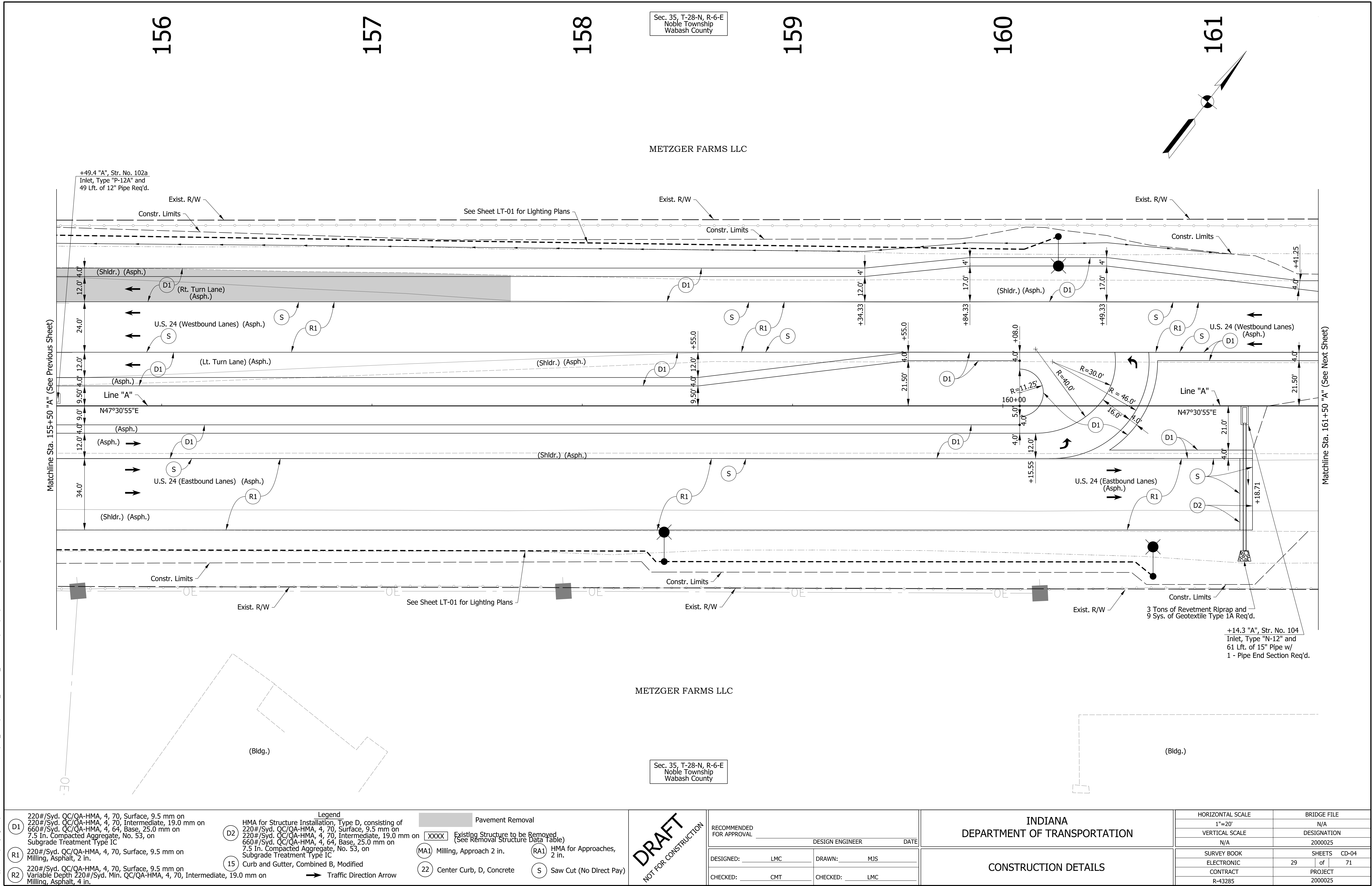
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	
DESIGNED: LMC	DRAWN: MJS
CHECKED: CMT	CHECKED: LMC

INDIANA DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION DETAILS	

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		2000025	
SURVEY BOOK		SHEETS	
ELECTRONIC		28 of 71	
CONTRACT		PROJECT	
R-43285		2000025	

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file: \\indw00\289\projects\79749 indot-1 intersections\040_us24@wabash_median_L_des2000025\cad\cds\79749-rd-s-cd01.dgn



(D1)	220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 220#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 660#/Syd. QC/QA-HMA, 4, 64, Base, 25.0 mm on 7.5 In. Compacted Aggregate, No. 53, on Subgrade Treatment Type IC	(D2)	HMA for Structure Installation, Type D, consisting of 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on 220#/Syd. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on 660#/Syd. QC/QA-HMA, 4, 64, Base, 25.0 mm on 7.5 In. Compacted Aggregate, No. 53, on Subgrade Treatment Type IC	XXXX	Pavement Removal		
			Existing Structure to be Removed (See Removal Structure Data Table)				
(R1)	220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on Milling, Asphalt, 2 in.	(15)	Curb and Gutter, Combined B, Modified	(MA1)	Milling, Approach 2 in.	(RA1)	HMA for Approaches, 2 in.
(R2)	220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on Variable Depth 220#/Syd. Min. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on Milling, Asphalt, 4 in.			(22)	Center Curb, D, Concrete	(S)	Saw Cut (No Direct Pay)
			➔ Traffic Direction Arrow				

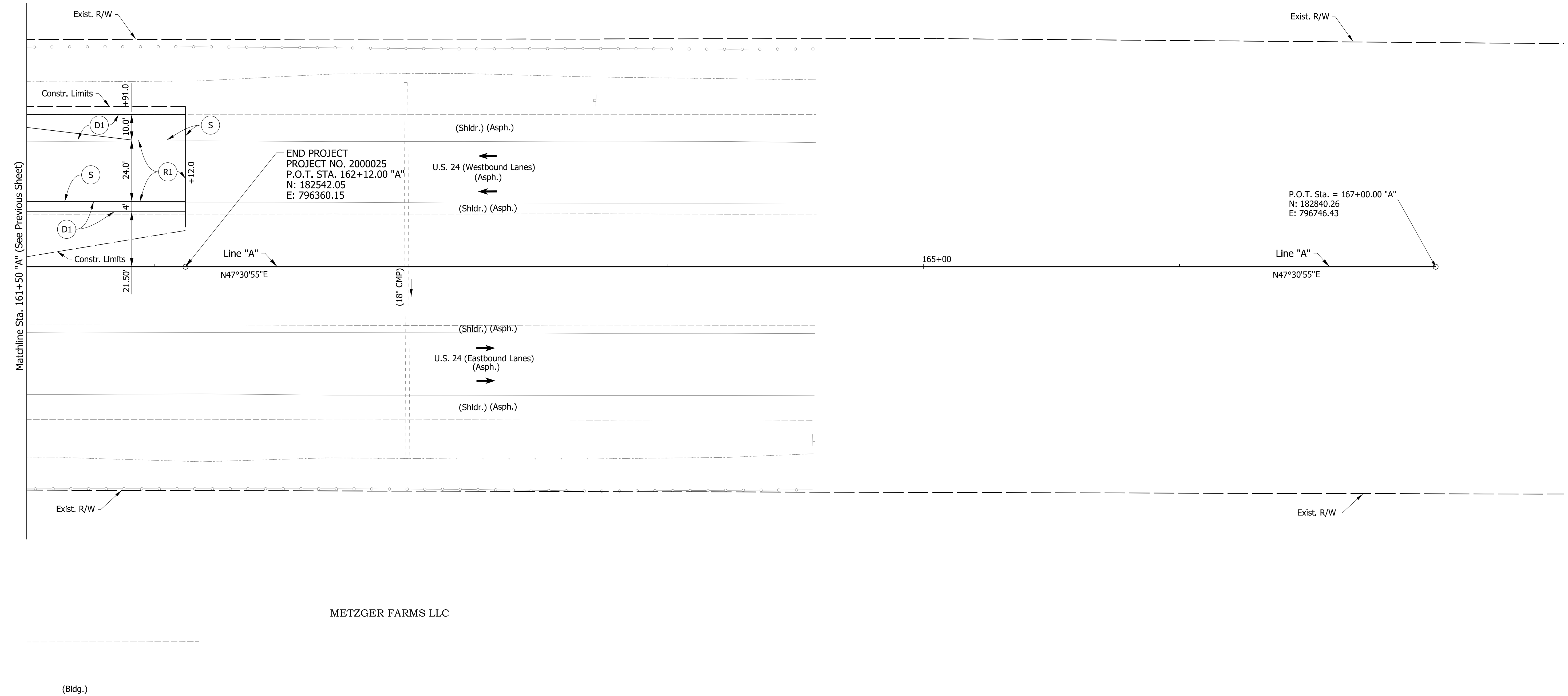
DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED: LMC		DRAWN: MJS			
CHECKED: CMT		CHECKED: LMC			

INDIANA DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION DETAILS	

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		2000025	
SURVEY BOOK		SHEETS	
ELECTRONIC		CD-04	
CONTRACT		PROJECT	
R-43285		2000025	

Sec. 35, T-28-N, R-6-E
Noble Township
Wabash County



METZGER FARMS LLC

P.O.T. Sta. = 167+00.00 "A"
N: 182840.26
E: 796746.43

(18" CMP)

(Shldr.) (Asph.)

Exist. R/W

(Bldg.)

Pavement Removal

MA1 Milling, Approach 2 in.

22 Center Curb, D, Concrete

RA1 HMA for Approaches,
2 in.

(S) Saw Cut (No Direct P.

(15) Curb and Gutter, Combined B, Modified

➔ Traffic Direction Arrow

(R1) 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on
Milling Asphalt 2 in.

R2 220#/Syd. QC/QA-HMA, 4, 70, Surface, 9.5 mm on
Variable Depth 220#/Syd. Min. QC/QA-HMA, 4, 70, Intermediate, 19.0 mm on
Milling, Asphalt, 4 in.

RECOMMENDED
FOR APPROVAL

DESIGN ENGINEER _____ DATE _____

DESIGNED: LMC

DRAWN: MJS

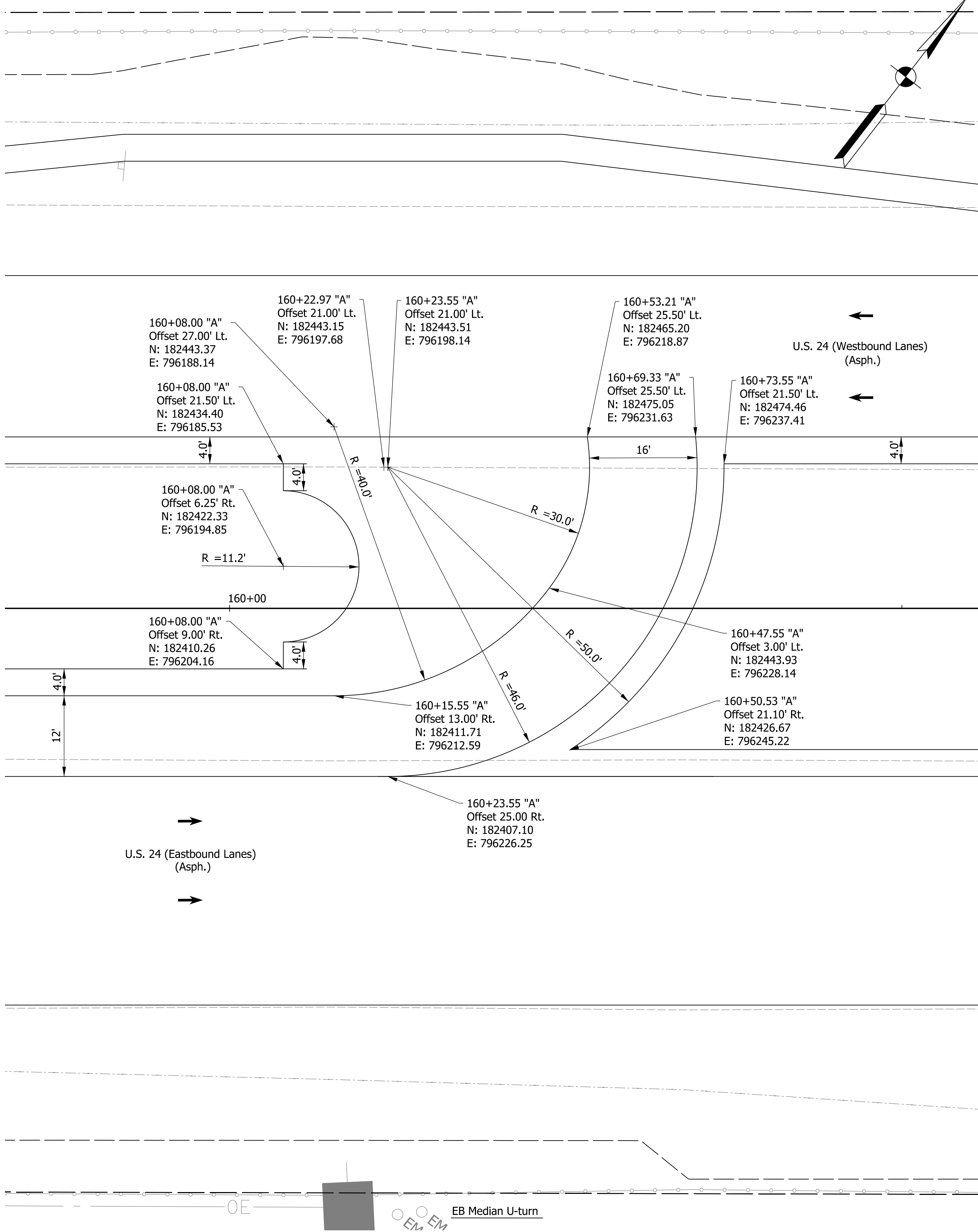
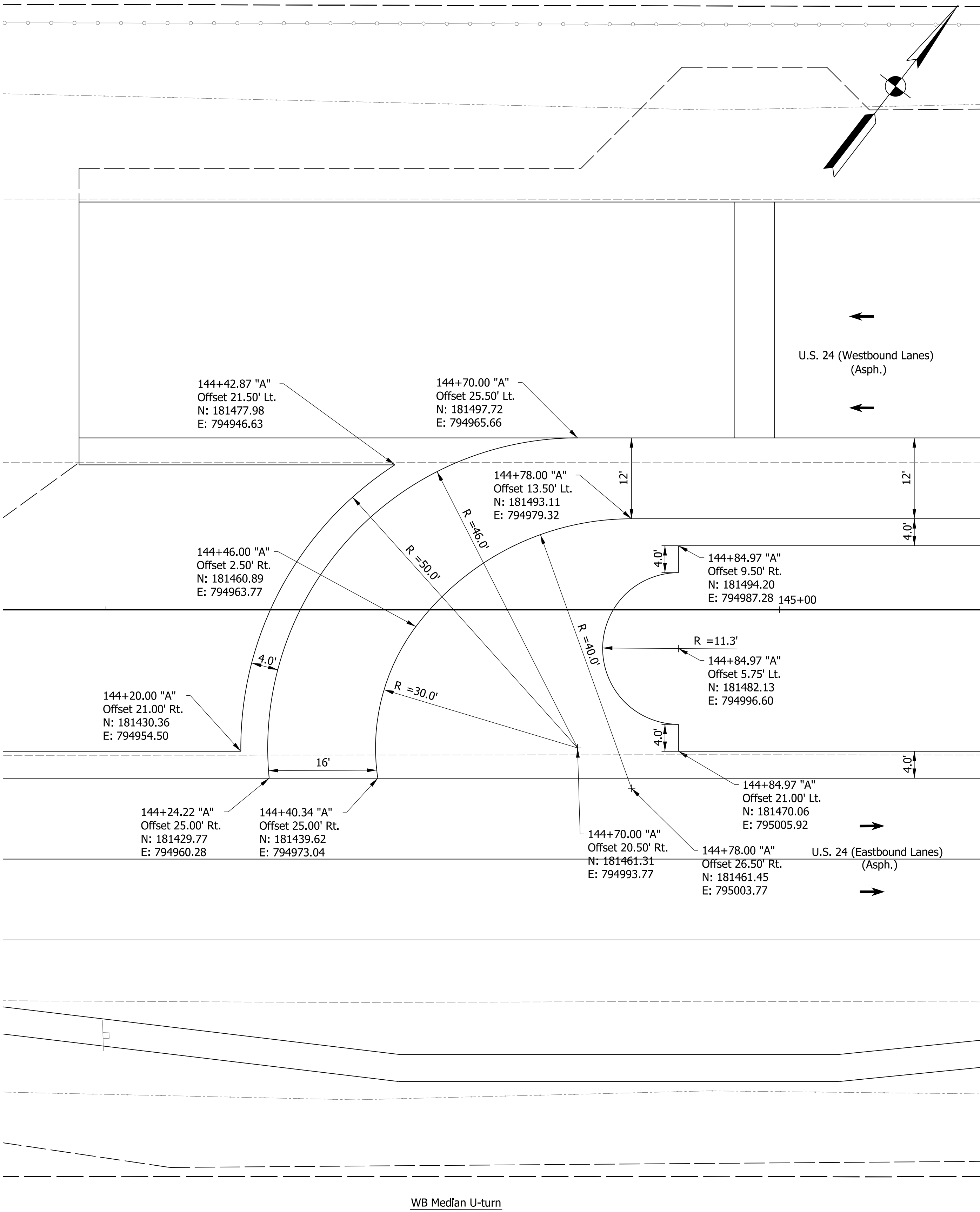
CHECKED: CMT

CHECKED: LMC

CONSTRUCTION DETAILS

HORIZONTAL SCALE		BRIDGE FILE	
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VERTICAL SCALE		DESIGNATION	
N/A		2000025	
SURVEY BOOK		SHEETS CD-05	
ELECTRONIC	30	of	71
CONTRACT		PROJECT	
R-43285		2000025	

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Note:
1. All stations referenced from Line "A" unless otherwise noted.

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NOT FOR CONSTRUCTION

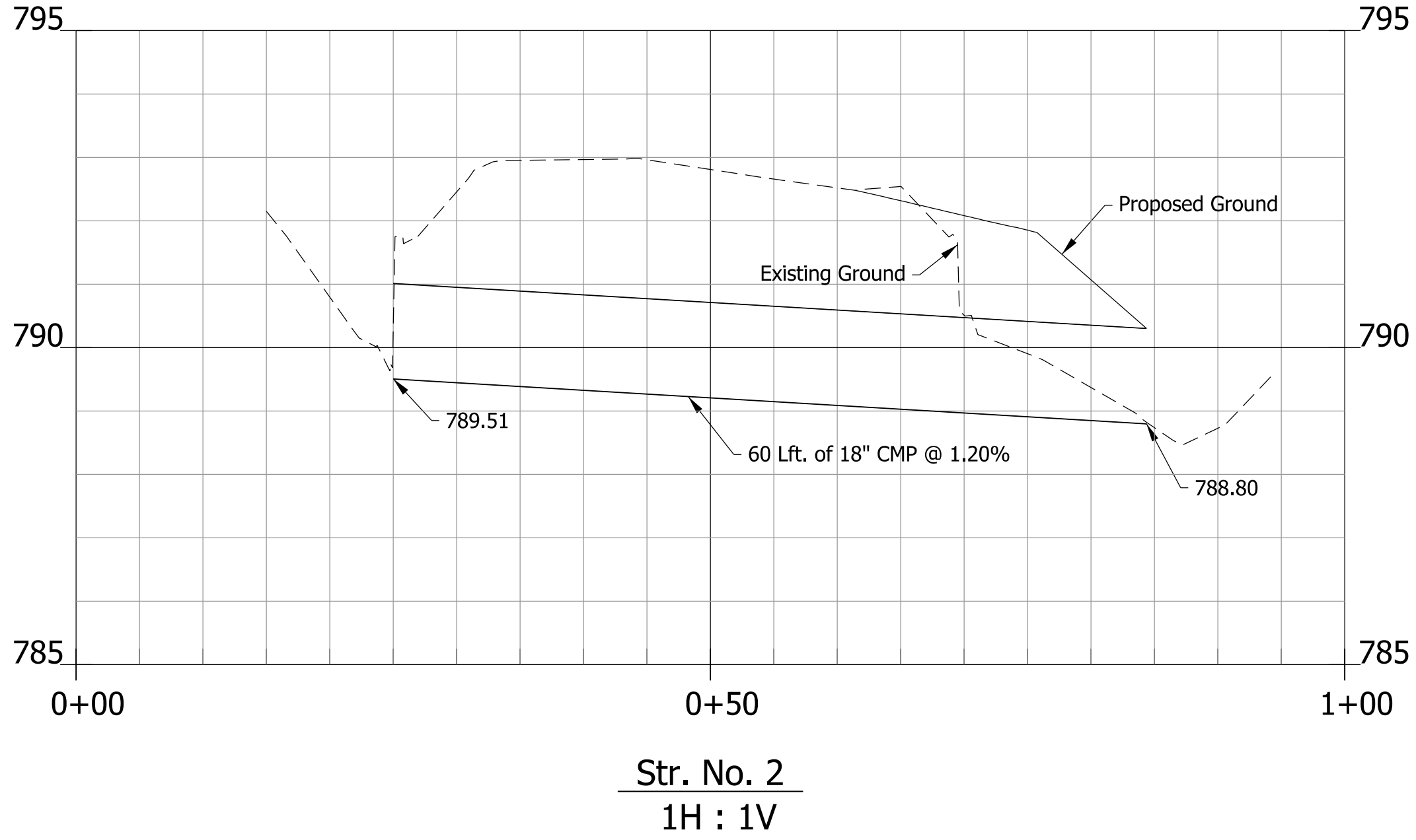
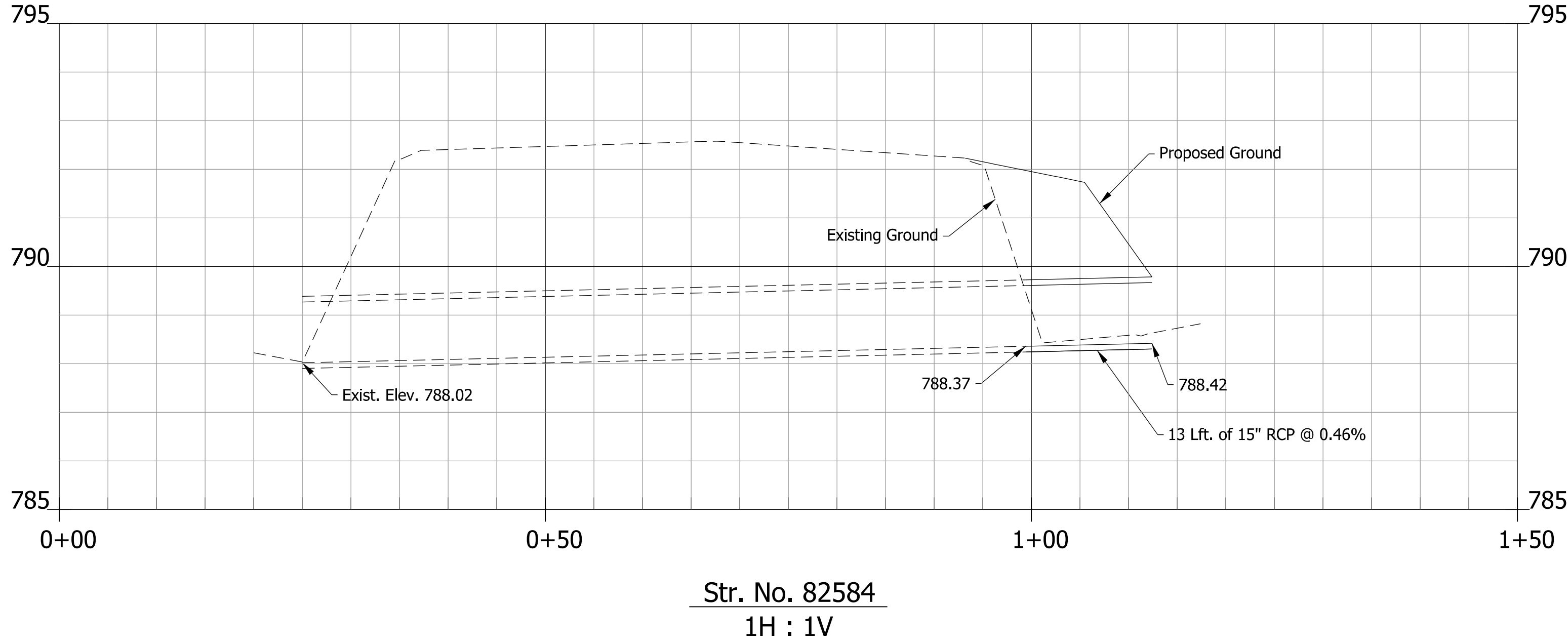
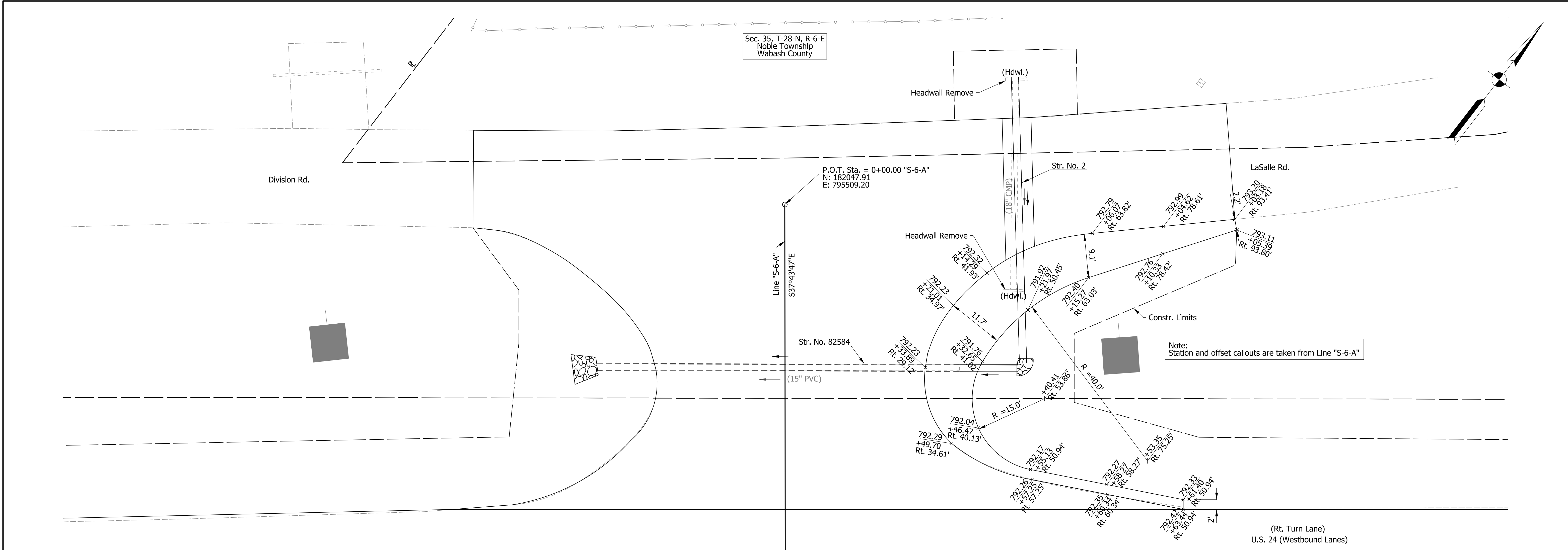
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CHECKED:	CMT	CHECKED:	LMC

INDIANA
DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS
LINE "A"

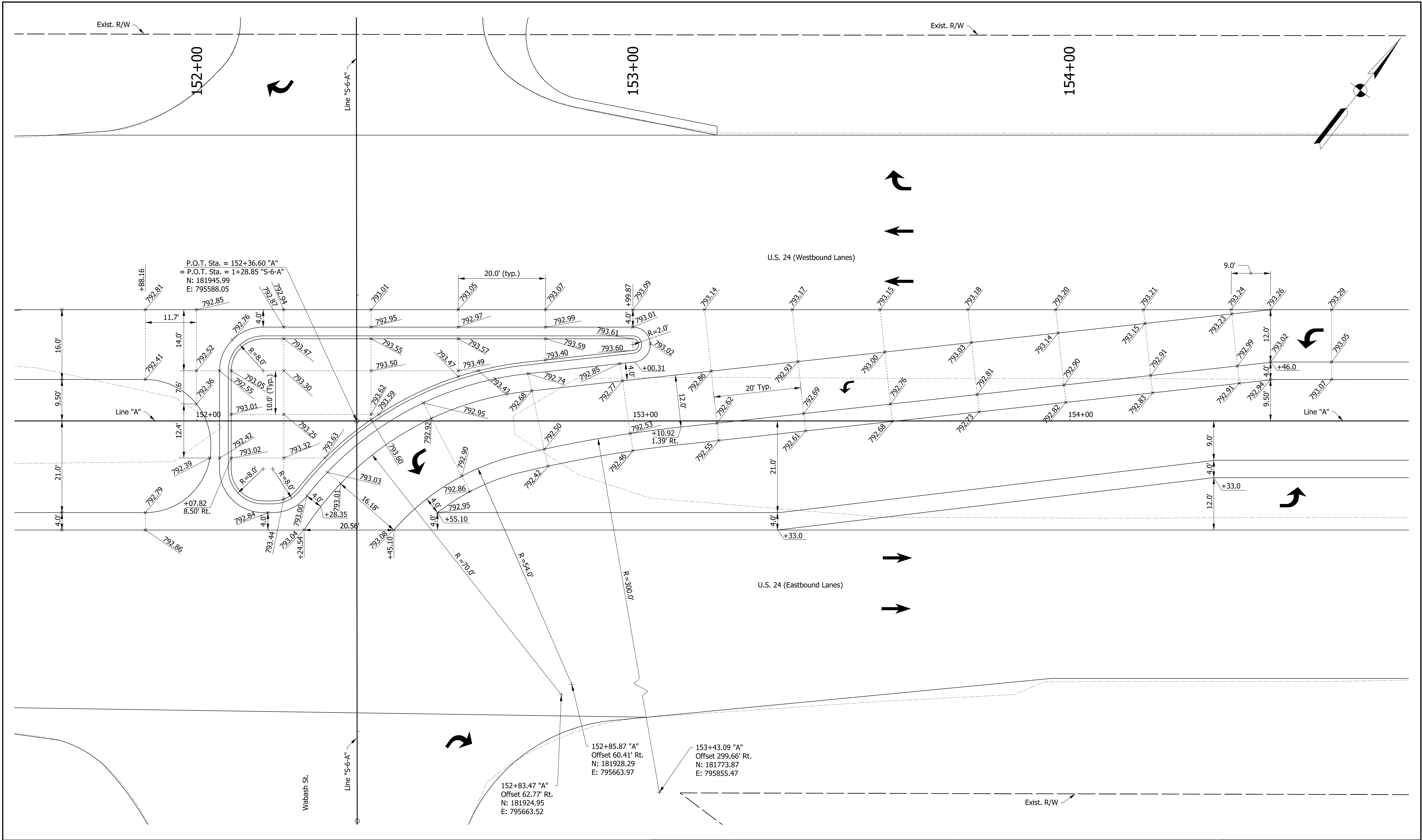
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VERTICAL SCALE		DESIGNATION	
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SURVEY BOOK		SHEETS	ID-01
ELECTRONIC		31 of	71
CONTRACT		PROJECT	
R-43285		2000025	

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<div>DRAFT NOT FOR CONSTRUCTION</div>	RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION			HORIZONTAL SCALE 1"=10'		BRIDGE FILE N/A	
	DESIGNED: _____ LMC		DRAWN: _____ CPH				INTERSECTION DETAILS LINE "S-6-A"			VERTICAL SCALE 1"=10'		DESIGNATION 2000025	
	CHECKED: _____ CMT		CHECKED: _____ LMC							SURVEY BOOK		SHEETS ID-02	
										ELECTRONIC		32 of 71	
									CONTRACT		PROJECT		
									R-43285		2000025		

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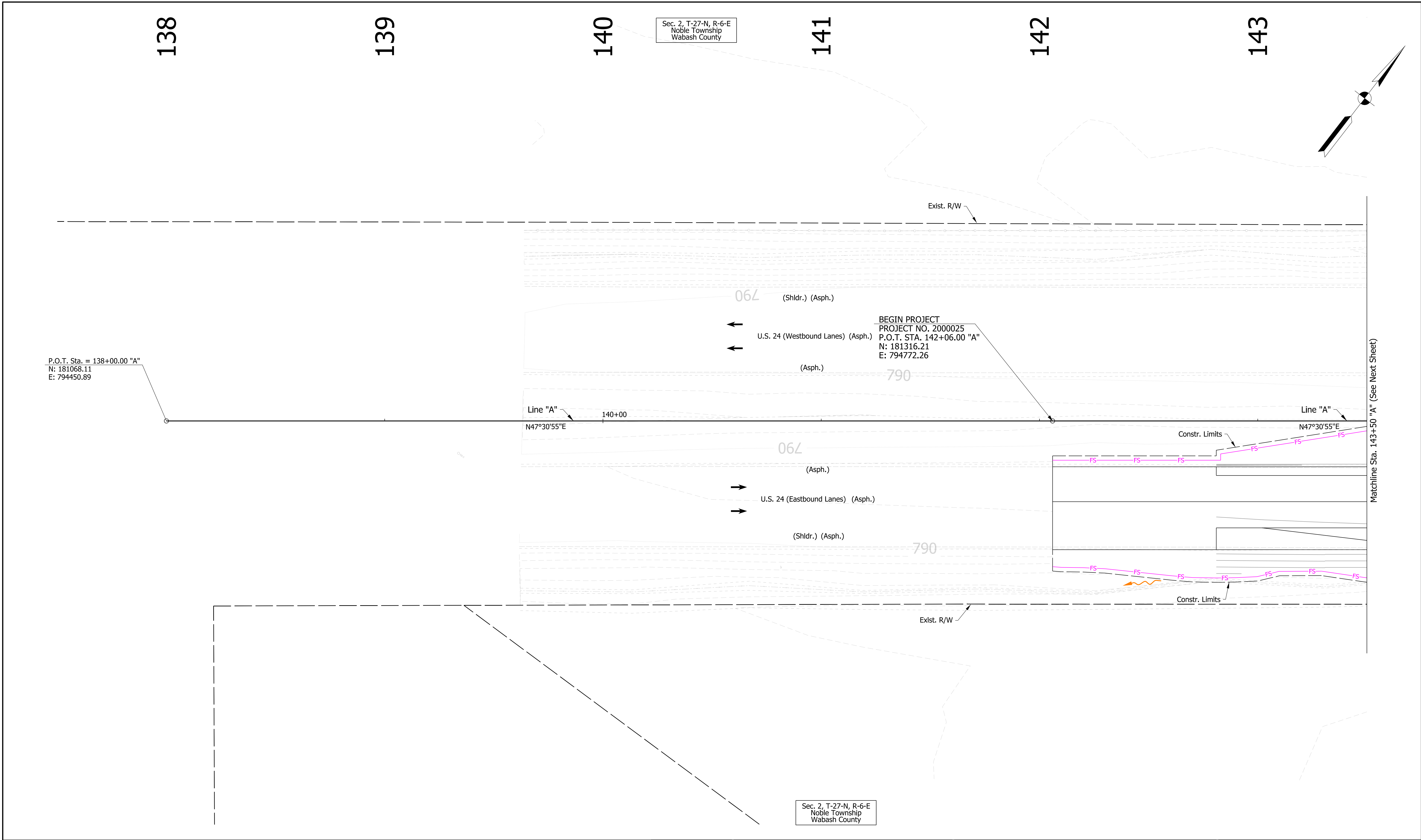
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: LMC	DRAWN: CPH	
CHECKED: CMT	CHECKED: LMC	

INDIANA DEPARTMENT OF TRANSPORTATION
SPOT ELEVATION DETAILS

HORIZONTAL SCALE 1"=10'	BRIDGE FILE N/A
VERTICAL SCALE 1"=10'	DESIGNATION 2000025
SURVEY BOOK ELECTRONIC	SHEETS 34 of 71
CONTRACT R-43285	PROJECT 2000025

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Permanent Riprap

Temporary Check Dam,
Traversable

Inlet Protection

FS Filter Sock

S Temporary Seeding

Protected Resource Fence

Water Entering or Leaving the Site

Wetland

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: _____ MVJ _____		DRAWN: _____ CPH _____			
CHECKED: _____ LMC _____		CHECKED: _____ LMC _____			

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		2000025	
SURVEY BOOK		SHEETS	
ELECTRONIC		35	of 71
CONTRACT		PROJECT	
R-43285		2000025	

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Sec. 2, T-27-N, R-6-E
Noble Township
Wabash County

144

145

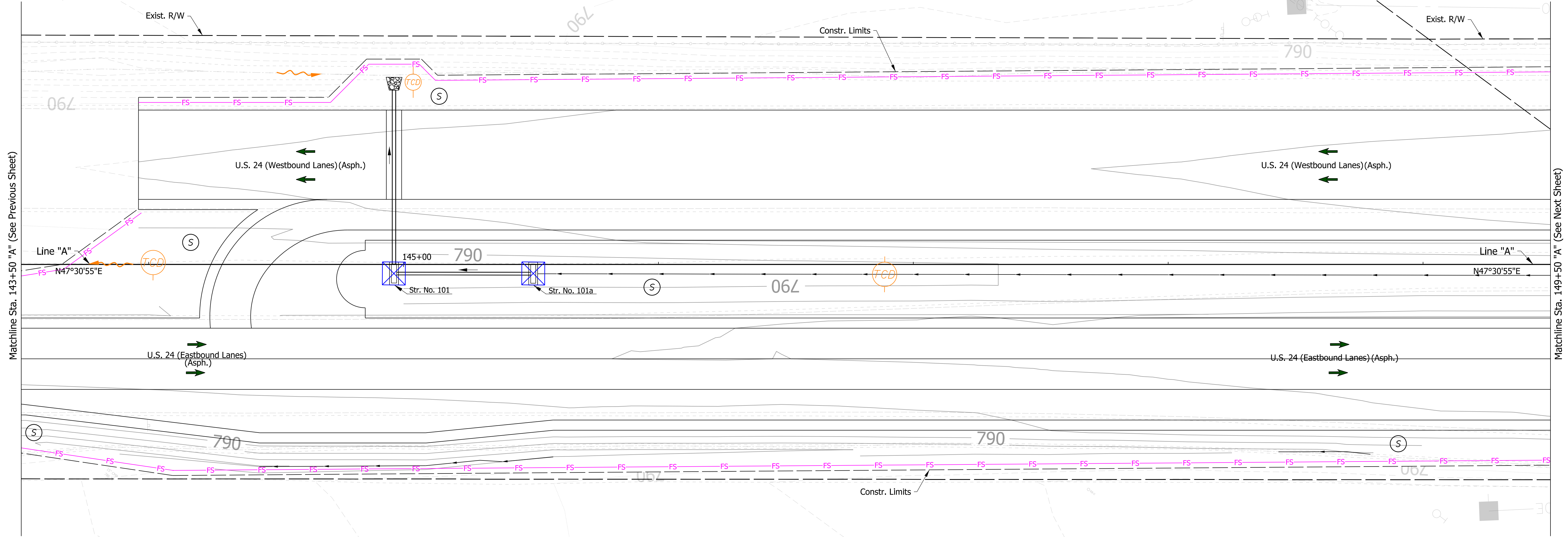
146

Sec. 2, T-27-N, R-6-E
Noble Township
Wabash County

147

148

149



Matchline Sta. 143+50 "A" (See Previous Sheet)

Matchline Sta. 149+50 "A" (See Next Sheet)

EROSION CONTROL LEGEND			
	Permanent Riprap		Inlet Protection
	Temporary Check Dam, Traversable		Protected Resource Fence
	Filter Sock		Water Entering or Leaving the Site
	Temporary Seeding		Wetland

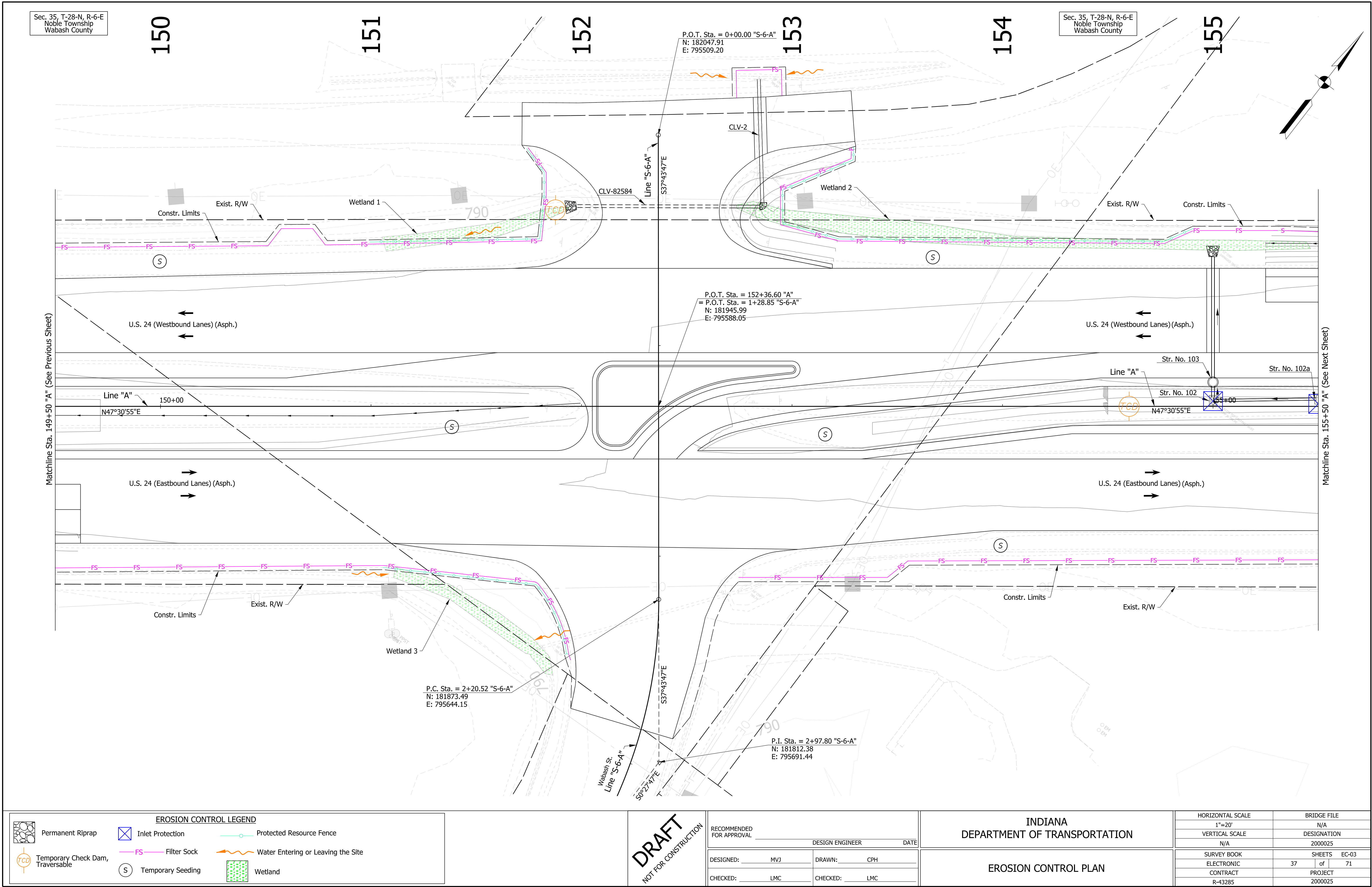
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NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE	
DESIGNED:	MVJ	DRAWN:	CPH		
CHECKED:	LMC	CHECKED:	LMC		

INDIANA DEPARTMENT OF TRANSPORTATION	
EROSION CONTROL PLAN	

HORIZONTAL SCALE		BRIDGE FILE	
1"=20'		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		2000025	
SURVEY BOOK		SHEETS	
ELECTRONIC		EC-02	
CONTRACT		PROJECT	
R-43285		2000025	

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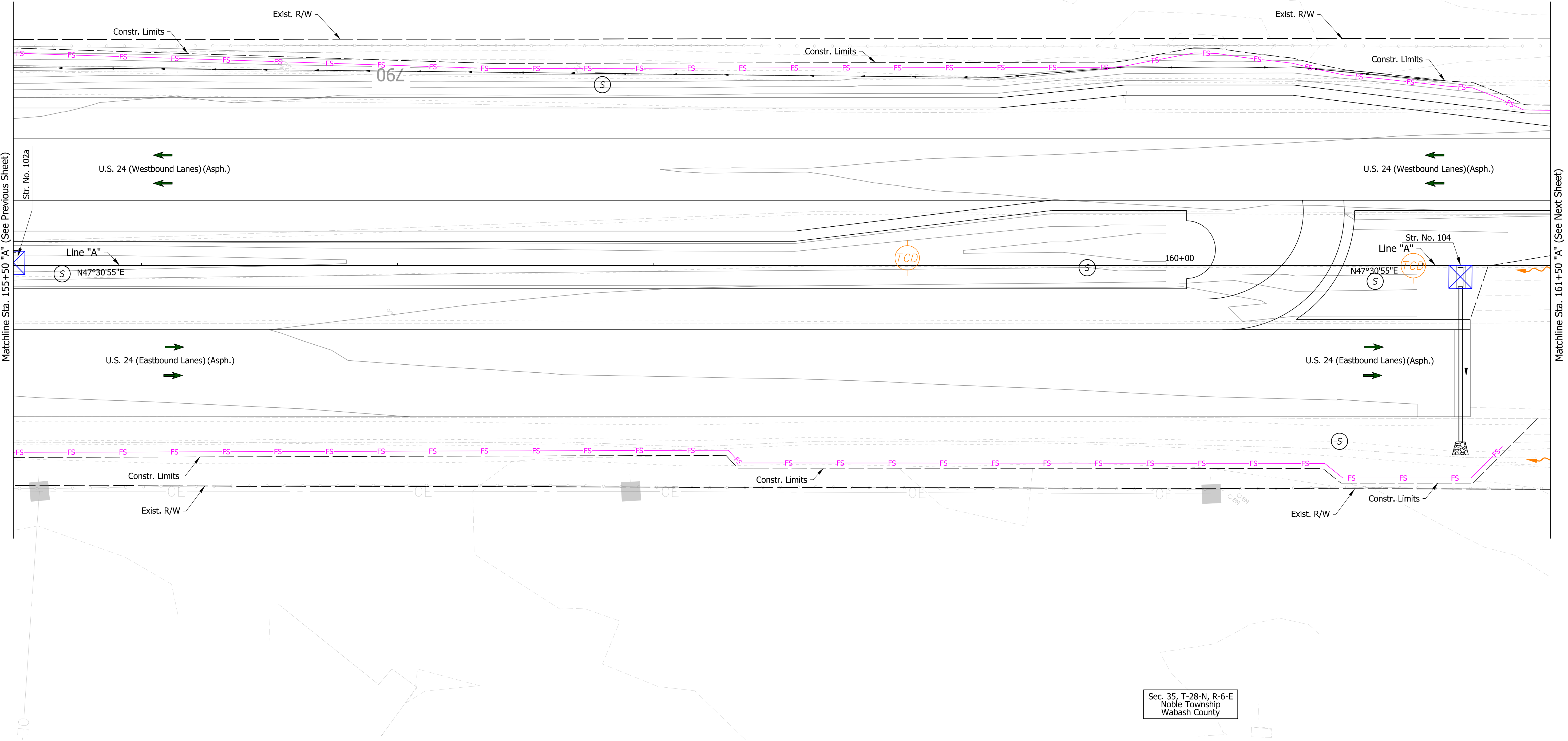


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Sec. 35, T-28-N, R-6-E
Noble Township
Wabash County

Sec. 35, T-28-N, R-6-E
Noble Township
Wabash County

Sec. 35, T-28-N, R-6-E
Noble Township
Wabash County



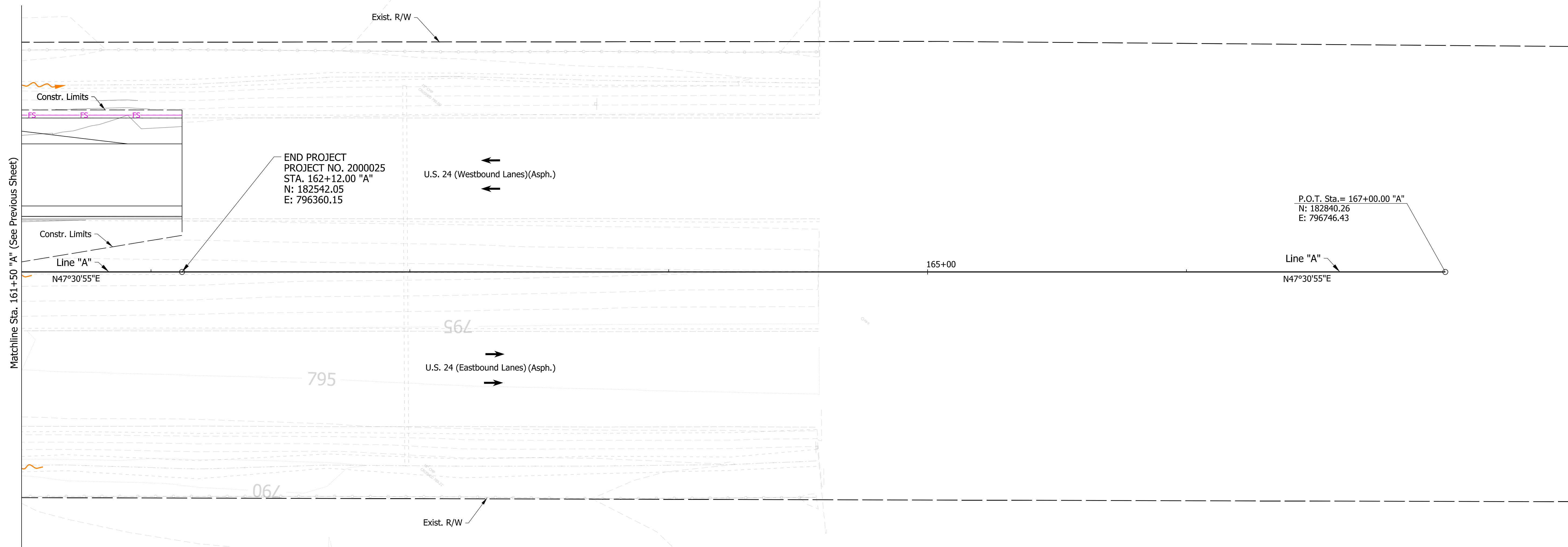
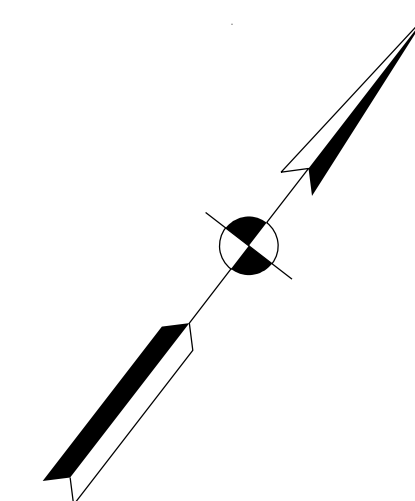
EROSION CONTROL LEGEND			
	Permanent Riprap		Inlet Protection
	Temporary Check Dam, Traversable		Protected Resource Fence
	FS Filter Sock		Water Entering or Leaving the Site
	S Temporary Seeding		Wetland

DRAFT
NOT FOR CONSTRUCTION









RECOMMENDED FOR APPROVAL _____		
DESIGN ENGINEER _____		DATE _____
DESIGNED: _____ MVJ	DRAWN: _____ CPH	
CHECKED: _____ LMC	CHECKED: _____ LMC	

INDIANA DEPARTMENT OF TRANSPORTATION	
EROSION CONTROL PLAN	

HORIZONTAL SCALE 1"=20'		BRIDGE FILE N/A	
VERTICAL SCALE N/A		DESIGNATION 2000025	
SURVEY BOOK ELECTRONIC		SHEETS 38 of 71	
CONTRACT R-43285		PROJECT 2000025	



EROSION CONTROL LEGEND

	Permanent Riprap		Inlet Protection		Protected Resource Fence
	Temporary Check Dam, Traversable		Filter Sock		Water Entering or Leaving the Site
			Temporary Seeding		Wetland

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	MVJ _____	DRAWN: _____	CPH _____
CHECKED: _____	LMC _____	CHECKED: _____	LMC _____

INDIANA
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

HORIZONTAL SCALE	BRIDGE FILE		
1"=20'	N/A		
VERTICAL SCALE	DESIGNATION		
N/A	2000025		
SURVEY BOOK	SHEETS EC-05		
ELECTRONIC	39	of	71
CONTRACT	PROJECT		
R-43285	2000025		

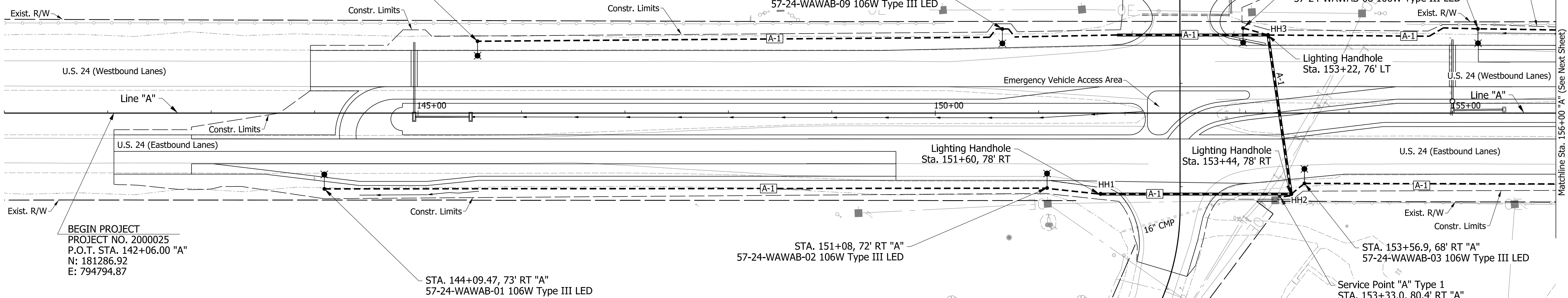
Sec. 2, T-27-N, R-6-E
Noble Township
Wabash County

POLE DATA TABLE										
LUMINAIRE NUMBER	1	2	3	4	5	6	7	8	9	10
FOUNDATION TYPE	STD	STD	STD	STD	STD	STD	STD	STD	STD	STD
BASE TYPE	B	B	B	B	B	B	B	B	B	B
LUMINAIRE CLASS	3	3	3	3	3	3	3	3	3	3
CIRCUIT CONNECTION	RED	BLACK	RED	BLACK	RED	BLACK	RED	BLACK	RED	BLACK
CONNECTION TYPE	1	2	2	2	1	1	2	1	2	1
MAST ARM LENGTH	15	15	15	15	15	15	15	15	15	15
MOUNTING HEIGHT (FT)	40	40	40	40	40	40	40	40	40	40
ELEVATION (FT)	787.53	790.46	790.09	791.97	791.86	792.38	790.32	789.92	789.22	787.55
SET BACK (FT)	12	12	20	25	31	14	20	19	29	19
SET BACK FROM	THRU LANE	X	X	X	X	X	X	X	X	X
	TAPER									
	RAMP									

B = BREAKAWAY NB = NON-BREAKAWAY

MANCHESTER SCHOOLS

STA. 145+57.5, 70' LT "A"
57-24-WAWAB-10 106W Type III LED



BEGIN PROJECT
PROJECT NO. 2000025
P.O.T. STA. 142+06.00 "A"
N: 181286.92
E: 794794.87

Legend

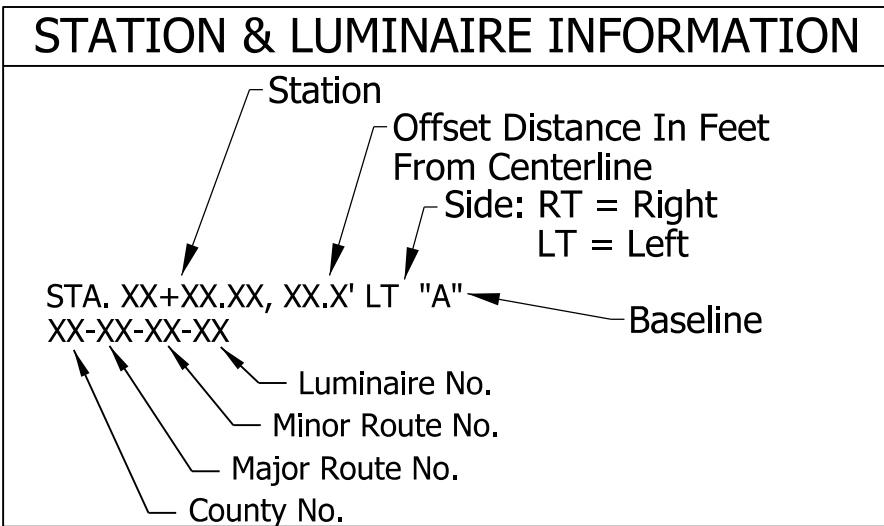
- Proposed 40 FT Pole, 15 FT Arm, and Breakaway Base with Luminaire on New Standard Foundation
- Cable Duct-Underground 4-1/C #4
- 4-1/C #4 Lighting Conductors in 2" Schedule 80 HDPE
- Lighting Handhole
- Service Point Type 1
- A-1 Circuit Number

Sec. 2, T-27-N, R-6-E
Noble Township
Wabash County

DESIGN DATA TABLE	
Initial Lamp Lumens (LL) 106W LED	15,950 Lu
Luminaire Class	Type III
Average Maintained Illumination	0.8 fc
Maximum Uniformity Ratio	4:1
Maintenance Factor (LLD x LDD)	0.835
Mounting Height	40'
Pavement Classification	R3

Luminaire Shall Provide a Light Distribution Equivalent to ATBO_P303_R3_4K.ies (106W)

Sec. 2, T-27-N, R-6-E
Noble Township
Wabash County



SERVICE POINT

CIRCUIT	LOAD (AMPS)	VOLTAGE DROP	CIRCUIT BREAKER SIZE (AMPS)	MAIN BREAKER SIZE (AMPS)
A-1	8.83	1.7%	30	100

INDIANA
DEPARTMENT OF TRANSPORTATION

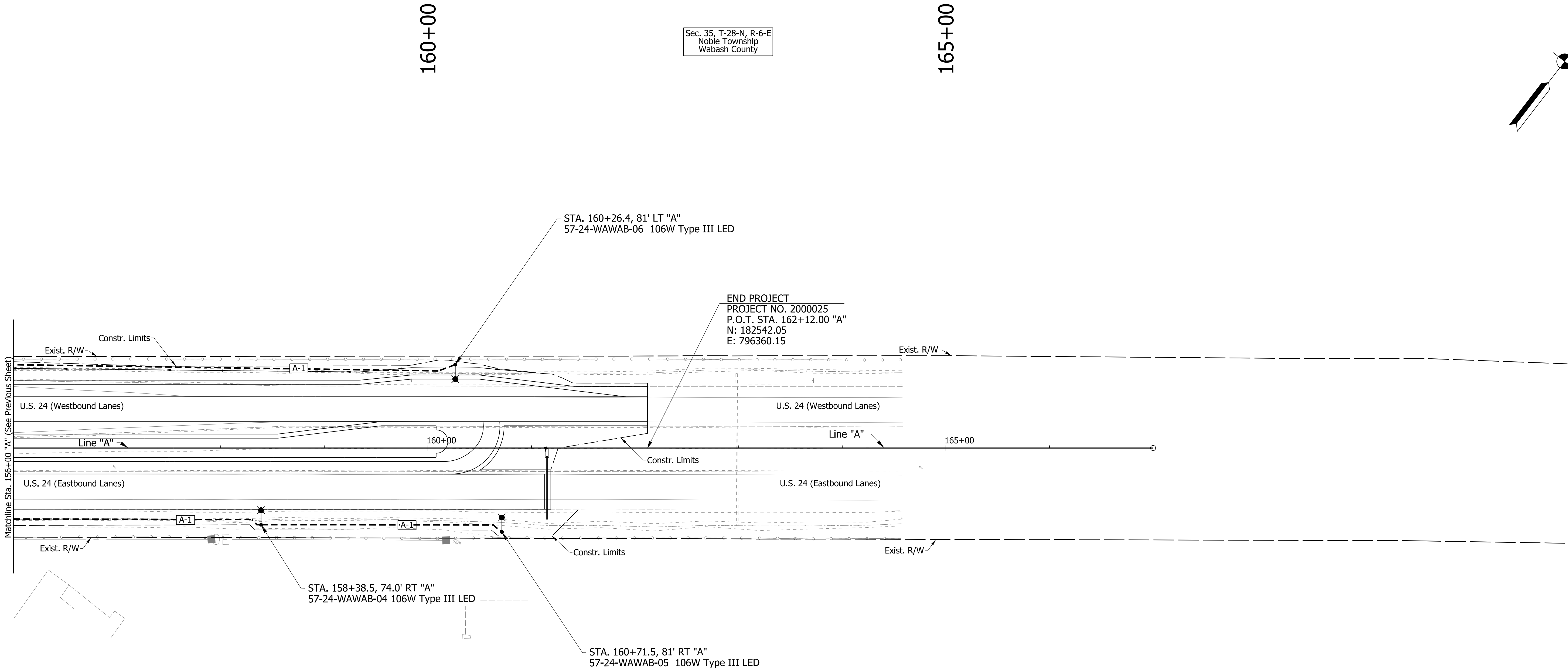
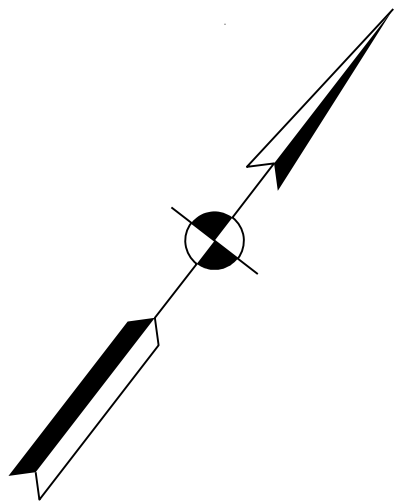
LIGHTING PLAN
LINE "A"

HORIZONTAL SCALE 1"=50'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 2000025
SURVEY BOOK ELECTRONIC CONTRACT R-43285	SHEETS of PROJECT 2000025

DRAFT
NOT FOR CONSTRUCTION

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

mpczybyla
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Legend

- Proposed 40 FT Pole, 15 FT Arm, and Breakaway Base with Luminaire on New Standard Foundation
- Cable Duct-Underground 4-1/C #4
- 4-1/C #4 Lighting Conductors in 2" Schedule 80 HDPE
- Lighting Handhole
- Service Point Type 1
- Circuit Number

Sec. 35, T-28-N, R-6-E
Noble Township
Wabash County

STATION & LUMINAIRE INFORMATION

Station
Offset Distance In Feet From Centerline
Side: RT = Right
LT = Left
Baseline
STA. XX+XX.XX, XX.X' LT "B"
Luminaire No.
Major Route No.
County No.

DRAFT
NOT FOR CONSTRUCTION

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

INDIANA
DEPARTMENT OF TRANSPORTATION

LIGHTING PLAN
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE	
1"=50'	N/A	
VERTICAL SCALE	DESIGNATION	
N/A	2000025	
SURVEY BOOK	SHEETS	LT-02
ELECTRONIC	51 of	71
CONTRACT	PROJECT	
R-43285	2000025	

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12/13/2024 4:37:09 pm
model-Sheet8
file: \\indw01\289projects\79749_indot-1_intersections\040_us24@wabash_median_L_des2000025\cad\cads\79749-rs-sum01.dgn

STRUCTURE DATA																																					
STRUCTURE NUMBER	LOCATION					SIZE	DESCRIPTION		LENGTH	SKEW	RIM ELEVATION	FLOW LINE			SERVICE LIFE	SITE DESIGNATION	PH	BACKFILL METHOD	STRUCTURE BACKFILL	TYPE	SLOTTED DRAIN	GEOTEXTILES	TYPE	REVETMENT RIPRAP	RIPRAP CLASS 1	RIPRAP CLASS 2	UNIFORM RIPRAP	VIDEO INSPECTION	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION		CONNECT TO STR.	REMARKS	
	STATION	LEFT	RIGHT	CROSS	OFFSET		PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE				COVER	UP STREAM	DOWN STREAM																YRS.	CYS	LFT	SYS	TON			TON
	DES NO. 2001172																																				
	Line "PR-A"																																				
101	144+96.09	X				15	2	INLET, TYPE N-12	69		787.42	1.39	787.23	787.00	75	N	7	1	8	1		10.0	1A		4.0			69	1							Remove 2 Headwalls	
102	154+99.95	X				15	2	INLET, TYPE P-12A	6		790.19	0.90	790.00	789.95	75	N	7	1	2	1							6							MH-103	Remove 2 Headwalls		
103	155+00.00	X				15	2	MANHOLE, TYPE C-4	58		793.06	1.31	789.95	789.38	75	N	7	1	7	1		10.0	1A		4.0			58	1							Remove 2 Headwalls	
104	161+14.87		X			15	2	INLET, TYPE N-12	61		790.49	1.45	790.30	790.05	75	N	7	1	7	1		9.0	1A	3.0			61	1							Remove 2 Headwalls		
101a	145+50.83			X		12	2	INLET, TYPE N-12	53		787.68	0.63	787.49	787.23	75	N	7	1	5	1							53							IN-101			
102a	155+50.00			X		12	2	INLET, TYPE P-12A	49		791.83	0.51	791.64	790.00	75	N	7	1	5	1							49							IN-102			
9101	154+98.34		X					CATCH BASIN, REMOVE																													
9102	154+98.34	X				12		PIPE 12" CMP, REMOVE	74																												
	Line "S-6-A"																																				
82584	0+34.06			X		15	1	PIPE EXTENSION, PVC	13		788.61	2.09	788.42	788.37	75	N	7	1	2	1		9.0	1A	3.0			13						6:1	1			
2	0+33.03		X		49.07	18	1	PIPE, TYPE 1	60		789.70	1.26	789.51	788.80	75	N	7	1	6	1		5.0	1A	1.0			60	1					6:1	1		Remove 2 Headwalls	
																</																					

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		STRUCTURE NUMBER							
		101	101a	102	102a	103	104	82584	2
PIPE TYPE/SHAPE		2/ CIR	2/ CIR	2/ CIR	2/ CIR	2/ CIR	2/ CIR	1/ CIR	1/ CIR
SMOOTH PIPE SIZE		15	12	15	12	15	15	15	18
CORRUGATED PIPE SIZE									
RCP/RCHEP(S)	CLASS	II				II	II		11
	D _{min} RATING	1000				1000	1000		1000
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)							X		
PROFILE WALL (CLOSED) PE PIPE (S)*									
PROFILE WALL (RIBBED) PE PIPE (S)*									
SMOOTH WALL PE PIPE (S)* / MAXIMUM DR									
PROFILE WALL PVC PIPE (S)								X	
SMOOTH WALL PVC PIPE (S)*								X	
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)									
CORRUGATED POLYETHYLENE PIPE									
CORRUGATED POLYETHYLENE PIPE (S)									
CORR. STEEL PIPE / PIPE- ARCH	POLYMER PRECOATED GALV. CORR. STEEL PIPE TYPE 1A (RIVETED) (LS)	CORR. PROFILE							
		THICKNESS							
		CORR. PROFILE							
	ALUMINUM COATED CORR. STEEL PIPE TYPE 2 (RIVETED) (LS)	THICKNESS							
		CORR. PROFILE							
		THICKNESS							
		CORR. PROFILE							
		THICKNESS							
	ZINC COATED CORR. STEEL PIPE W/ PAVED INVERT (RIVETED) (LS)	CORR. PROFILE							
		THICKNESS							
		CORR. PROFILE							
		THICKNESS							
	ZINC COATED CORR. STEEL PIPE (RIVETED) (LS)	CORR. PROFILE							
		THICKNESS							
		CORR. PROFILE							
		THICKNESS							
		CORR. PROFILE							
	FULLY BIT. COATED AND LINED (RIVETED) (LS) (S)	THICKNESS							
		CORR. PROFILE							
		THICKNESS							
	POLYMER PRECOATED GALV. CORR. STEEL PIPE (RIVETED) (LS)	CORR. PROFILE							
		THICKNESS							
		CORR. PROFILE							
		THICKNESS							
	CORRUGATED ALUMINUM ALLOY PIPE (RIVETED) (LS)	CORR. PROFILE							
		THICKNESS							
		CORR. PROFILE							
		THICKNESS							
		CORR. PROFILE							
		THICKNESS							
		CORR. PROFILE							
		THICKNESS							
		CORR. PROFILE							
	STRUCTURAL PLATE STEEL PIPE (BOLTED)	THICKNESS							
		CORR. PROFILE							
	STRUCTURAL PLATE ALUMINUM ALLOY PIPE (STEEL BOLTED)	THICKNESS							
		CORR. PROFILE							
		THICKNESS							

PE- POLYETHYLENE
DR- DIMENSION RATIO
PVC- POLYVINYL CHLORIDE
BIT- BITUMINOUS
CORR- CORRUGATION
BPI- BITUMINOUS PAVED INVERT
ALUM- ALUMINUM
STR- STRUCTURAL
CFP- CONCRETE FIELD PAVING
CIR- CIRCULAR PIPE
DEF- DEFORMED PIPE
(S)- SMOOTH PIPE MATERIAL
(C)- CORRUGATED PIPE MATERIAL
OK- ACCEPTABLE FOR USE
(LS)- LOCK SEAM PIPE REQUIRED
*- REFER TO STANDARD DRAWING 715-PHCL-18 OR 19 FOR NOMINAL DIAMETER APPROPRIATE FOR PAY ITEM DIAMETER

**- TABULATED THICKNESS REFERS TO TOP & SIDE PLATES. BOTTOM PLATES SHALL BE OF NEXT GREATER AVAILABLE THICKNESS.

DRAFT
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: _____ MVJ		DRAWN: _____ MVJ			
CHECKED: _____ LMC		CHECKED: _____ LMC			

INDIANA
DEPARTMENT OF TRANSPORTATION

PIPE MATERIALS TABLE

HORIZONTAL SCALE		BRIDGE FILE	
N/A		N/A	
VERTICAL SCALE		DESIGNATION	
N/A		2000025	
SURVEY BOOK		SHEETS SUM-08	
ELECTRONIC		59	71
CONTRACT		PROJECT	
R-43285		2000025	

APPENDIX C: EARLY COORDINATION



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317)233-0800
(855) INDOT4U

Eric J. Holcomb, Governor
Joe McGuinness, Commissioner

January 31, 2022

Sample Early Coordination Letter

Early Coordination Mailing List

Re: Early Coordination Letter
Intersection Improvement Project
Des. No.: 2000025, United States (US) 24 at Wabash Street
City of Wabash, Wabash County, Indiana

To Whom it May Concern:

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a project involving the intersection of US 24 with Wabash Street in the city of Wabash, Wabash County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

Project Location: This project is located at the intersection of US 24 with Wabash Street in the city of Wabash, Wabash County. More specifically, this project is located in Section 35, Township 28 North, Range 6 East and in Section 2, Township 27 North, Range 6 East in Noble Township, Indiana.

Existing Conditions: The intersection of US 24 with Wabash Street is unsignalized, with free-flowing traffic on US 24 and stop controls on the southeast/northwest approaches. This section of US 24 is a four-lane principal arterial with a posted speed limit of 55 miles per hour (mph). The northbound approach has two 12-foot travel lanes and dedicated left- and right-turn lanes, and is separated from the southbound lanes by a grass median that varies between approximately 20-30 feet within the project area. The southbound approach has two 12-foot travel lanes and dedicated left- and right-turn lane. Wabash Street is a two-lane minor arterial east of US 24 that transitions to the major collector 150 W (Division Road) west of US 24. Wabash Street has a posted speed limit of 30 miles per hour.

Preliminary Purpose and Need: The need for the project is due to the high number of crashes, particularly those involving turning movements, that occur at this intersection. The purpose of this project is to improve safety at this intersection.

Proposed Project: The proposed project will construct a reduced conflict intersection (RCI) by removing the existing median pavement and replacing it with a grass median that restricts left turns within the intersection, as well as through movements from Wabash Street. The left turn lanes will be extended along US 24 with U-turn access points located approximately 800 feet from the main intersection. The existing left turn lanes in advance of the required functional length will be closed by installing pavement markings, and the right turn lanes will be extended to accommodate turning movements from trucks utilizing the U-turn.

As the project progresses, based on local official and public input, reconstruction of the left turn lanes from US 24 to Wabash Street may be included. This would involve constructing a median island that restricts left turn and through movement from Wabash Street but allows left turns from US 24. Additional left turn lanes would be constructed along US 24 with U-turn access points located approximately 800 feet from the main intersection, and right turn lanes would be

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extended to accommodate truck turning movements. his project will likely fall within the guidelines of the Minor Projects Programmatic Agreement, Categories A and B. No tree clearing is anticipated as part of this project. The project is anticipated to begin construction in fall 2024.

Right-of-Way: Existing right of way in this section of US 24 extends approximately 45 feet on either side of the US 24 NB and US 24 SB center lines. The project will not require the acquisition of temporary or permanent right of way.

Maintenance of Traffic: Traffic will be maintained in two phases. The first phase will construct the right turn lanes while the existing intersection remains open to traffic. The second phase will construct the median left turn lanes and U-turns with existing intersection open to traffic, then close the intersection to remove the median pavement while the proposed left turn lanes and U-turns are utilized.

Surrounding Resources: Land use in the vicinity of the project is primarily agricultural and residential, with a religious facility and a hospital located in the southwest quadrant of the project area. HNTB staff will perform waters and wetlands determination to identify water resources that may be present. The project is anticipated to qualify for the Rangewide Programmatic Agreement for the Indiana bat and northern long-eared bat. The U.S. Fish and Wildlife Service Information for Planning and Consultation (IPaC) will be utilized to determine the projects potential to affect to the Indiana bat and northern long-eared bat. A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Comments Request: You are asked to review this information and provide comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send your comments to Sharon Anton, of HNTB Corporation, at santon@hntb.com or 317-917-5275. Please provide your response within thirty (30) calendar days from the date of this letter. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request.

If you have any questions regarding this matter, please feel free to contact Sharon Anton, of HNTB Corporation, at santon@hntb.com or 317-917-5275; or Alex Zembala, INDOT Project Manager, at azembala@indot.in.gov or 260-969-8293. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION



Sharon Anton
Environmental Planner II

Attachments: Project Location Map
Project Aerial Map
USGS (1:24,000 scale) Topographic Map
Photo Location Map
Project Location Photographs

Cc: Alex Zembala, INDOT Project Manager
Mark Young, HNTB Project Manager
Christine Meador, HNTB Environmental Project Manager

Attachments have been removed to avoid duplication. Graphics can be found in Appendix B of this document.

Early Coordination Mailing List:

Steven Minor, Federal Highway Administration
Deborah Snyder, US Army Corps of Engineers
Erik Sandstedt, US Department of Housing and Urban Development
Madeline Mettler, INDOT Fort Wayne District
Arianna Papdakis, INDOT Fort Wayne District
Indiana Geological and Water Survey, via webform
Indiana Department of Environmental Management, via webform
Indiana Department of Environmental Management, Wetlands and Stormwater Programs
Christie Stanifer, Indiana Department of Natural Resources
Alisha Turnbow, IDEM Groundwater Section Chief
Robert Gray, Wabash County MS4 Coordinator
Cheri Slee, Wabash County Surveyor
Cole Wyatt, Wabash County Highway Superintendent
Amy Sivley, Wabash City Schools Superintendent
Ryan Baker, Wabash County Sheriff
Keith Walters, Wabash County Emergency Management
Kyle Bowman, Wabash County Council Chair
Barry Eppley, Wabash County Board of Commissioners
Keith Walters, Wabash County Emergency Management
Mike Howard, Wabash Area Plan Director
Scott Long, Mayor, City of Wabash
Barry Stroup, Chief, Wabash Fire Department
Matthew Bruss, Chief of Police, Wabash Police Department
Adam Hall, Wabash Parks and Recreation
Josh Fennell, Church of Christ at Wabash
Jason Sluss, Parkview Wabash Hospital
Mark Hobbs, Heartland Career Center Director



CHIEF
BARRY L. STROUP

WABASH FIRE DEPARTMENT

1000 N. Wabash Street
Wabash, Indiana 46992
(260) 563-3521



15 February 2022

To:

Sharon Anton

Environmental Planner II

HNTB Corporation

I am writing in response to the proposed reduced conflict intersection (RCI) at the intersection of us 24 and N. Wabash Street in Wabash.

The City's main fire station which houses both ambulances and our aerial is located on Wabash Street, just a few blocks south of this intersection. Because of the fire station's location, this proposal could be the cause of significant adverse consequences to the safety citizens residing north and west of the intersection for several reasons.

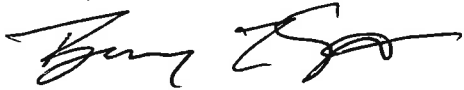
The Wabash City County Ambulance service that we operate serves not only the City of Wabash but also approximately $\frac{3}{4}$ of Wabash County including everything north of U.S. 24 and South of Indiana 16. Anytime an ambulance is required north of U.S. 24, or in the county to the west, it will use this intersection outbound. Since the Parkview Hospital is located just south of U.S. 24 at this intersection, almost all in bound runs with patients must use this intersection also. The hindrance and time delay that an RCI intersection poses for ambulances far out-weigh any safety benefit received by making this intersection and RCI.

An RCI wastes precious seconds with limited benefit according to the data we have. When we compare our responses, to this intersection with the three signaled intersections on this portion of US 24, the RCI will not add a significant degree of safety. This also doubles the exposure of our responding ambulances as it requires, in an emergency situation, interference with prevailing traffic in two separate locations and over a longer distance of roadway.

Our department must also navigate the proposed RCI while responding to fire emergencies to the North and West. Wabash Street is a direct route of travel to the Vocational School, Miller's Merry Manor nursing homes, Bickford Cottage, Walmart, the North Industrial Park, homes at the Gardens, and all other businesses in this area. We must navigate this proposed intersection with vehicles much larger

than those using most residential streets. Our Aerial requires at least 40 feet to turn 180 degrees, without an obstacle in the middle of the turn, and would be an initial responding vehicle to all the above areas. Our Fire Trucks would also be expected to navigate these turns during all types of inclement weather. Traveling to an emergency creates its own inherent hazards without increasing them with obstacles in the direct path of travel.

Respectfully,

A handwritten signature in black ink, appearing to read "Barry Stroup", with a stylized flourish at the end.

Chief Barry Stroup



CITY OF WABASH

CITY HALL
202 S. WABASH ST.
WABASH, IN 46992

SCOTT A. LONG
MAYOR

260.563.4171
260.563.0876 (F)
cityofwabash@cityofwabash.com

February 2, 2022

Early Coordination

Intersection Improvement Project

Des. No.: 200025, United States (US24) at Wabash Street
City of Wabash, Wabash County, Indiana

Response from Mayor of Wabash:

The above referenced project presents troubling scenarios for the City of Wabash and its various departments, businesses, medical facilities, and citizens. First, the Wabash Fire Department Main Fire Station is located at 1000 North Wabash Street, approximately 4,870 feet south of this intersection. Our Fire Department provides Ambulance/Paramedic service to two-thirds of Wabash County, and Fire Service to the City of Wabash. Our major retail center is northwest of this location as well as our North Industrial Park and this is the most efficient, expedient route of travel for our equipment to respond to those areas. We have an Aerial Truck with a wide turning radius that responds to these locations that will be hard pressed to traverse a Reduced Conflict Intersection (RCI) as proposed.

Secondary is the location of our Parkview Wabash Hospital, whose entrance lies approximately 1,850 feet south of the intersection. Our ambulances use this entrance when transporting patients from the north and northeast portions of Wabash County, as does Parkview Ambulance Service which is based in North Manchester that services the northern 1/3rd of Wabash County. Minutes could mean lives and delaying medical attention could spell disaster.

The Metropolitan School District of Wabash County has three school located within two miles of this intersection and Heartland Career Center is located ½ mile from the intersection. Three nursing homes are located within ¾ mile of the intersection. Delayed emergency response to any of these could be catastrophic.



I have compiled crash data from Wabash County Central Dispatch at non-State Highway intersections on US 24. Only one of these intersections is signalized, Alber Street, and it has experienced the highest number of crashes of the four local street intersections! Wabash Street had the lowest number of crashes, yet this is the intersection planned for an RCI? The statistics are as follows:

Stitt Street & US24	(5) Crashes from 1/2019-12/2021
Falls Avenue & US 24	(3) Crashes from 1/2019-12/2021
Alber Street and US 24	(7) Crashes from 1/2019-12/2021 SIGNALIZED INTERSECTION
Wabash Street and US 24	(2) Crashes from 1/2019-12/2021

I believe other alternatives should be considered before construction of an RCI at this intersection. Reduction of the posted Speed Limit, Warning signalization at the intersection, street lighting of the intersection, and other means could improve the safety of the intersection and maintain access for the City of Wabash and Parkview Hospital emergency vehicles.

I urge the Indiana Department of Transportation to consider alternative solutions!

Sincerely,



Scott A. Long

Mayor

Cc: Alex Zembala, INDOT Project Manager
Sharon Anton, Environmental Planner
Mark Young, HTNB Project Manager
Christine Meador, HNTB Environmental Project Manager



INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

We Protect Hoosiers and Our Environment.

100 N. Senate Avenue • Indianapolis, IN 46204
(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov

Eric J. Holcomb
Governor

Brian C. Rockensuess
Commissioner

February 11, 2022

HNTB CORPORATION
Attention: Sharon Anton
111 Monument Circle, Suite 1200
Indianapolis, Indiana 46204

Dear Sharon Anton:

Re: Wellhead Protection Area
Proximity Determination
Des No 2000025
Intersection Improvement Project
United States (US) 24 at Wabash Street
City of Wabash, Wabash County, Indiana

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

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

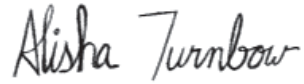
In the future, **please consider using this self-service tool** if it suits your needs. The Drinking Water Branch has a self-service tool which allows one to determine wellhead proximity without submitting the application form. Go to <https://www.in.gov/idem/cleanwater/pages/wellhead/> and use the instructions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



Sharon Anton
Page 2

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

Sincerely,

A handwritten signature in black ink that reads "Alisha Turnbow". The script is cursive and fluid, with the first name "Alisha" and last name "Turnbow" clearly distinguishable.

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

Organization and Project Information

Project ID:
Des. ID: 2000025
Project Title: US 24 at Wabash Street Intersection Improvement Project
Name of Organization: HNTB
Requested by: Sharon Anton

Environmental Assessment Report

1. Geological Hazards:
 - Moderate liquefaction potential
 - 1% Annual Chance Flood Hazard
2. Mineral Resources:
 - Bedrock Resource: High Potential
 - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
 - Petroleum Exploration Wells

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

DISCLAIMER:

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

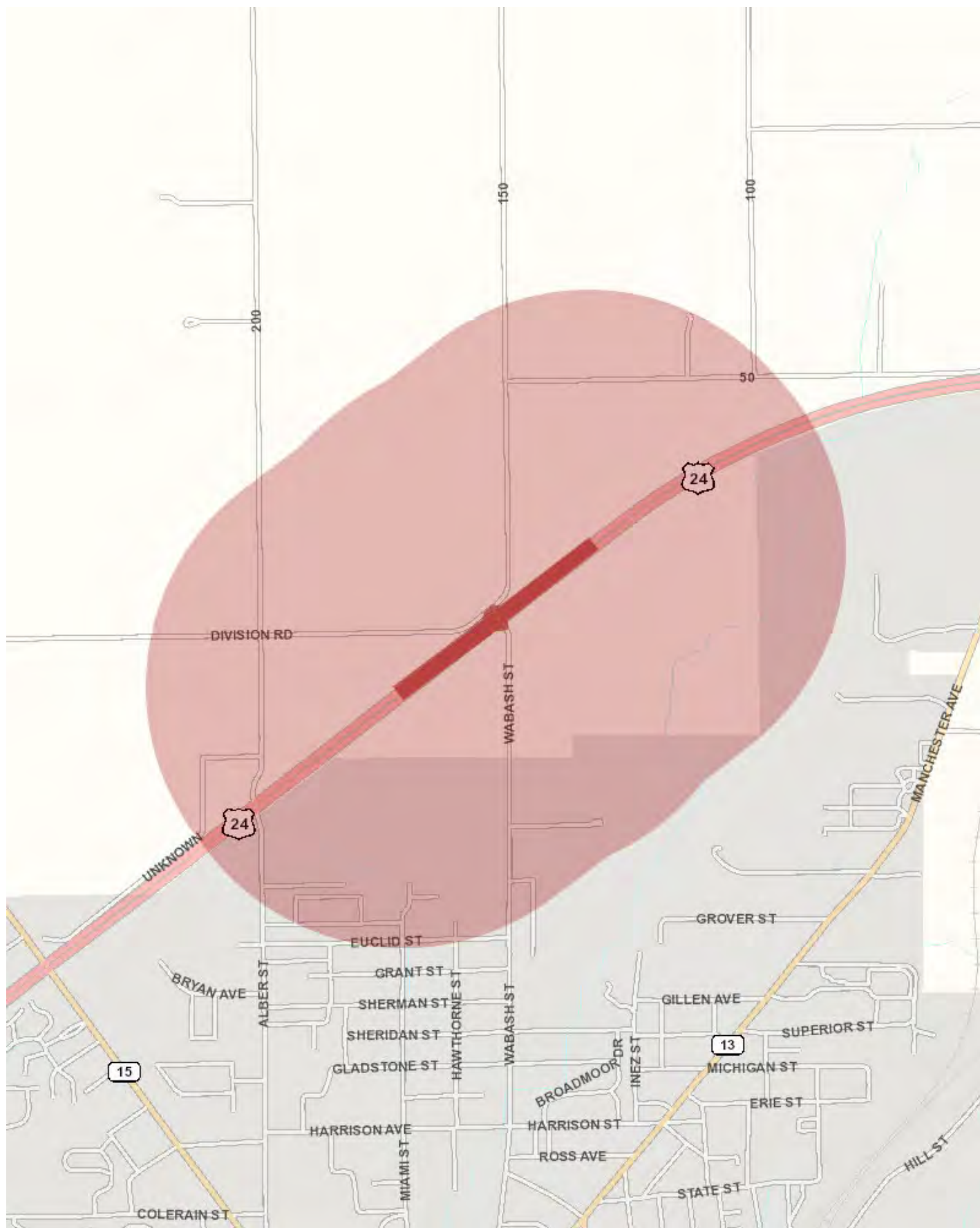
This information was furnished by Indiana Geological Survey

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

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: May 27, 2022



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

DNR #: ER-25100

Request Received: October 24, 2022

Requestor: HNTB Corporation
Sharon Anton
111 Monument Circle, Suite 1200
Indianapolis, IN 46204-5178

Project: US 24 and Wabash Street intersection improvement, Wabash; Des #2000025

County/Site info: Wabash

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

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

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

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

Fish & Wildlife Comments: The measures below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in regularly mowed areas only.
2. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
3. If erosion control blankets are used, they shall be heavy-duty, biodegradable, and net free or use loose-woven/Lenowoven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff: Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer

Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Date: November 22, 2022



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273



In Reply Refer To:

December 06, 2022

Project Code: 2022-0048245

Project Name: US 24 at Wabash Street (Des 2000025) Intersection Improvement Project

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

To Whom It May Concern:

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

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

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

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

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

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

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

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

Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

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

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Project Code: 2022-0048245
Project Name: US 24 at Wabash Street (Des 2000025) Intersection Improvement Project
Project Type: Road/Hwy - Maintenance/Modification
Project Description: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at the intersection of US 24 with Wabash Street in the City of Wabash, Indiana. More specifically, the project is located in Section 35, Township 28 North, Range 6 East and in Section 2, Township 27 North, Range 6 East in Noble Township, Wabash County, Indiana.

The proposed project will construct a reduced conflict intersection (RCI) by reconstructing the median island so that it restricts left turns within the intersection for the through traffic movement from Wabash Street but allows left turns from US 24. Left turn lanes will be extended along US 24 with U-turn access points located approximately 800 feet from the main intersection. Mountable curbs will be utilized in the median to allow emergency vehicles traveling through the intersection to turn left onto US 24. Lighting will be installed at the U-turn access points. An existing 12-inch corrugated metal pipe (CMP) located beneath the westbound lanes of US 24, east of the intersection with Wabash Street will be replaced.

There are no trees suitable for roosting by the Indiana Bat or the Northern Long-Eared Bat located along US 24 within the project area. No tree clearing is anticipated. Noise levels are not anticipated to become elevated above normal levels. A query of the USFWS Bat Database by INDOT Fort Wayne District staff conducted on January 18, 2022, did not identify any documented sites within 0.5 mile of the project area. Construction is anticipated to begin in spring 2025.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.825218,-85.82044247123301,14z>



Counties: Wabash County, Indiana

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Mammals

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

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

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

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

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

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\)](#) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
American Golden-plover <i>Pluvialis dominica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Oct 15 to Aug 31

NAME	BREEDING SEASON
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 21 to Jul 20
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability Of Presence Summary

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

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.

2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

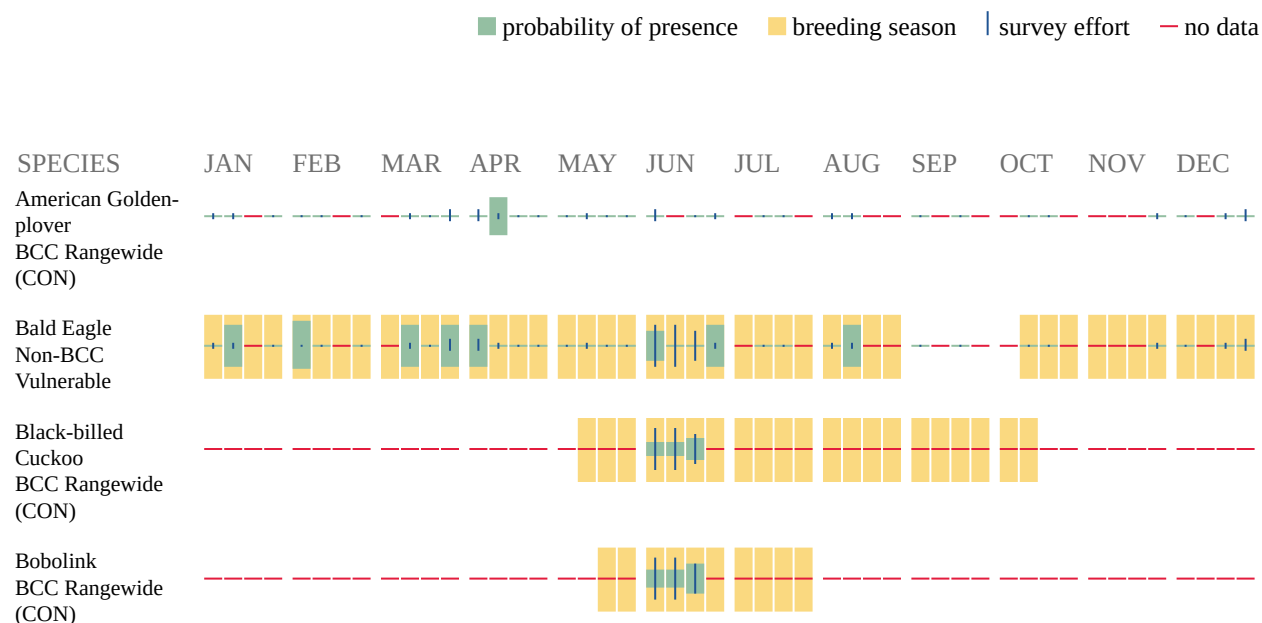
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

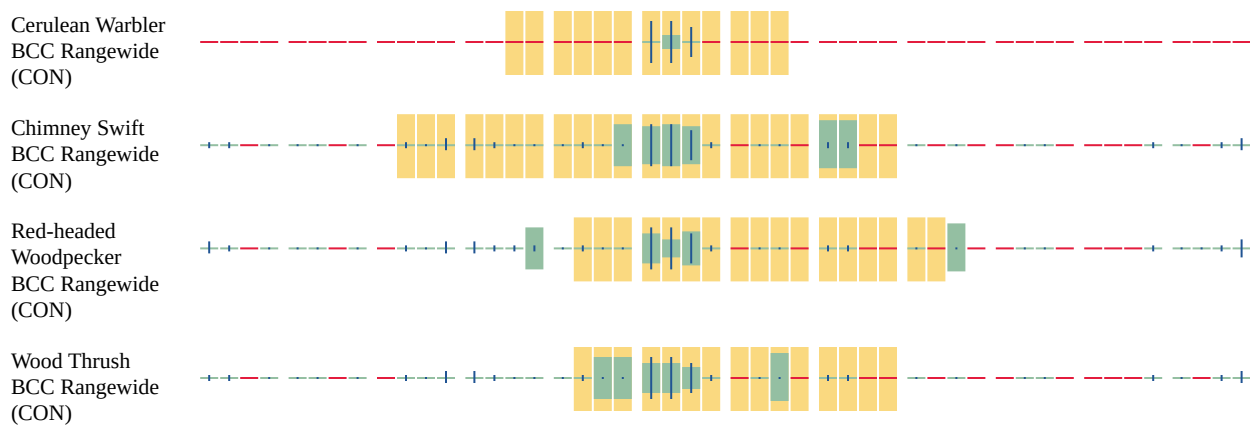
No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.





Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides

birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPaC User Contact Information

Agency: HNTB
Name: Susan Harrington
Address: 111 Monument Circle
City: Indianapolis
State: IN
Zip: 46204
Email: sharrington@hntb.com
Phone: 3179175233

Lead Agency Contact Information

Lead Agency: Indiana Department of Transportation



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273



In Reply Refer To:

February 09, 2023

Project code: 2022-0048245

Project Name: US 24 at Wabash Street (Des 2000025) Intersection Improvement Project

Subject: Concurrence verification letter for the 'US 24 at Wabash Street (Des 2000025) Intersection Improvement Project' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated February 09, 2023 to verify that the **US 24 at Wabash Street (Des 2000025) Intersection Improvement Project** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

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

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

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

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

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

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

Name

US 24 at Wabash Street (Des 2000025) Intersection Improvement Project

Description

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project at the intersection of US 24 with Wabash Street in the City of Wabash, Indiana. More specifically, the project is located in Section 35, Township 28 North, Range 6 East and in Section 2, Township 27 North, Range 6 East in Noble Township, Wabash County, Indiana.

The proposed project will construct a reduced conflict intersection (RCI) by reconstructing the median island so that it restricts left turns within the intersection for the through traffic movement from Wabash Street but allows left turns from US 24. Left turn lanes will be extended along US 24 with U-turn access points located approximately 800 feet from the main intersection. Mountable curbs will be utilized in the median to allow emergency vehicles traveling through the intersection to turn left onto US 24. Lighting will be installed at the U-turn access points. An existing 12-inch corrugated metal pipe (CMP) located beneath the westbound lanes of US 24, east of the intersection with Wabash Street will be replaced.

There are no trees suitable for roosting by the Indiana Bat or the Northern Long-Eared Bat located along US 24 within the project area. No tree clearing is anticipated. Noise levels are not anticipated to become elevated above normal levels. A query of the USFWS Bat Database by INDOT Fort Wayne District staff conducted on January 18, 2022, did not identify any documented sites within 0.5 mile of the project area. Construction is anticipated to begin in spring 2025.

Determination Key Result

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

Qualification Interview

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

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

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

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

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

A) Federal Highway Administration (FHWA)

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

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

No

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

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

No

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

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

No

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

No

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

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

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

No

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

No

10. Does the project include slash pile burning?

No

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

Yes

12. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

Yes

13. Has a bridge assessment^[1] been conducted **within** the last 24 months^[2] to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

SUBMITTED DOCUMENTS

- 12 CMP US 24 Bat Inspection.pdf <https://ipac.ecosphere.fws.gov/project/O6PLKUE2JZGVRDED3BDK6WVODE/projectDocuments/119909875>
- 15 PVC Bat Inspection.pdf <https://ipac.ecosphere.fws.gov/project/O6PLKUE2JZGVRDED3BDK6WVODE/projectDocuments/119909876>
- 16 CMP Bat Inspection.pdf <https://ipac.ecosphere.fws.gov/project/O6PLKUE2JZGVRDED3BDK6WVODE/projectDocuments/119909877>
- 18 CMP Lasalle Bat Inspection.pdf <https://ipac.ecosphere.fws.gov/project/O6PLKUE2JZGVRDED3BDK6WVODE/projectDocuments/119909878>

14. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)^[1]?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

15. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

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

No

17. Will the project involve the use of **temporary** lighting *during* the active season?
Yes
18. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?
Yes
19. Will the project install new or replace existing **permanent** lighting?
Yes
20. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?
Yes
21. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?
No
22. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.
Yes
23. Will the project raise the road profile **above the tree canopy**?
No
24. Is the location of this project consistent with a No Effect determination in this key?
Automatically answered
Yes, because the project action area is not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.
25. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?
Automatically answered
Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected
26. **General AMM 1**
Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?
Yes

27. **Lighting AMM 1**

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

28. **Lighting AMM 2**

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

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

Yes

29. **Lighting AMM 2**

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

Yes

Project Questionnaire

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

N/A

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

N/A

3. Please describe the proposed bridge work:

An existing 12-inch corrugated metal pipe (CMP) located beneath the westbound lanes of US 24, east of the intersection with Wabash Street will be replaced.

4. Please state the timing of all proposed bridge work:

Spring 2025 to Fall 2025

5. Please enter the date of the bridge assessment:

6/1/2022

Avoidance And Minimization Measures (AMMs)

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

LIGHTING AMM 1

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

LIGHTING AMM 2

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation

agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

GENERAL AMM 1

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

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on April 28, 2022. Keys are subject to periodic revision.

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

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

IPaC User Contact Information

Agency: Indiana Department of Transportation

Name: Shaian Patterson

Address: 5333 Hatfield Road

City: Fort Wayne

State: IN

Zip: 46808

Email: spatterson1@indot.in.gov

Phone: 2609698302

Lead Agency Contact Information

Lead Agency: Indiana Department of Transportation

INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 06/01/2022 Time of Inspection: 12:30 pm	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 64 Wind: 13 mph from W Precip: 0 Sunrise: 7:45 AM Sunset: 7:13 PM
County: Wabash	Inspected by: Landon Little	
GPS Northing: 4520073 m N Easting: 599528 m E UTM Zone: 16	Contract Number: R-43285, Des. 2001847	Anticipated Start Date for Construction: October 2024

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: US 24	Station: N/A
Bridge/Culvert number: N/A	Number of Spans: N/A
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input checked="" type="checkbox"/> Other (list): PVC	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe): PVC Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? YES	Location of bats or signs of use (w/drawing and photos): <div style="font-size: 24px; text-align: center;">N/A</div>
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? <div style="text-align: center;">No bats present</div>	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining No signs of bat use	

If Bats Present
Date and Time Project Supervisor was notified:
Name of Project Supervisor notified:

INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 06/01/2022 Time of Inspection: 12:00 pm	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 64 Wind: 13 mph from W Precip: 0 Sunrise: 7:45 AM Sunset: 7:13 PM
County: Wabash	Inspected by: Landon Little	
GPS Northing: 4520046 m N Easting: 599447 m E UTM Zone: 16	Contract Number: R-43285, Des. 2001847	Anticipated Start Date for Construction: October 2024

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Wabash Street	Station: RP 0+34
Bridge/Culvert number: N/A	Number of Spans: N/A
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input checked="" type="checkbox"/> Other (list): PVC	Material: <input type="checkbox"/> Concrete <input type="checkbox"/> Steel <input checked="" type="checkbox"/> Other (describe): PVC Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? YES	Location of bats or signs of use (w/drawing and photos): N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? <div style="text-align: center;">No bats present</div>	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining No signs of bat use	

If Bats Present
Date and Time Project Supervisor was notified:
Name of Project Supervisor notified:

INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 06/01/2022 Time of Inspection: 12:00 pm	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 64 Wind: 13 mph from W Precip: 0 Sunrise: 7:45 AM Sunset: 7:13 PM
County: Wabash	Inspected by: Landon Little	
GPS Northing: 4519997 m N Easting: 599479 m E UTM Zone: 16	Contract Number: R-43285, Des. 2001847	Anticipated Start Date for Construction: October 2024

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Wabash Street	Station: RP 2+20.52
Bridge/Culvert number: N/A	Number of Spans: N/A
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe): Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? YES	Location of bats or signs of use (w/drawing and photos): N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? <div style="text-align: center;">No bats present</div>	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining No signs of bat use	

If Bats Present
Date and Time Project Supervisor was notified:
Name of Project Supervisor notified:

INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 06/01/2022 Time of Inspection: 12:15 pm	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 64 Wind: 13 mph from W Precip: 0 Sunrise: 7:45 AM Sunset: 7:13 PM
County: Wabash	Inspected by: Landon Little	
GPS Northing: 4520067 m N Easting: 599456 m E UTM Zone: 16	Contract Number: R-43285, Des. 2001847	Anticipated Start Date for Construction: October 2024

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Lasalle Road	Station: N/A
Bridge/Culvert number: N/A	Number of Spans: N/A
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input checked="" type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe): Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? YES	Location of bats or signs of use (w/drawing and photos): N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? <div style="text-align: center;">No bats present</div>	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining No signs of bat use	

If Bats Present
Date and Time Project Supervisor was notified:
Name of Project Supervisor notified:

APPENDIX D: SECTION 106 OF NHPA

Minor Projects PA Project Submittal and Assessment Form

SECTION 1

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

Part 1: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff)*

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

Original Submission Date: April 26, 2022

Amended Submission Date*: 12/12/22 & 8/28/23

& 01/14/25

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

Submitted By (Provide Name and Firm/Organization): Christine Meador/HNTB Corporation

Project Designation Number: 2000025

Route Number: United States (US) 24 at Wabash Street

Feature crossed (if applicable):

City/Township: This project is located at the intersection of US 24 with Wabash Street in the city of Wabash, Wabash County. More specifically, this project is located in Section 35, Township 28 North, Range 6 East and in Section 2, Township 27 North, Range 6 East in Noble Township, Indiana.

County: Wabash County

Project Description:*

Existing Conditions: The intersection of US 24 with Wabash Street is unsignalized, with free-flowing traffic on US 24 and stop controls on the southeast/northwest approaches. This section of US 24 is a four-lane principal arterial with a posted speed limit of 55 miles per hour. The northbound approach has two 12-foot travel lanes and dedicated left and right-turn lanes and is separated from the southbound lanes by a grass median that varies between approximately 20-30 feet within the project area. The southbound approach has two 12-foot travel lanes and dedicated left- and right-turn lanes. Wabash Street is a two-lane minor arterial east of US 24 that transitions to the major collector 150 W (Division Road) west of US 24. Wabash Street has a posted speed limit of 30 miles per hour.

Proposed Project: The proposed project will construct a reduced conflict intersection (RCI) by removing the existing median pavement and replacing it with a grass median that restricts left turns within the intersection, as well as through movements from Wabash Street. The left turn lanes will be extended along US 24 with U-turn access points located approximately 800 feet from the main intersection. The existing left turn lanes in advance of the required functional length will be closed by installing pavement markings, and the right turn lanes will be extended to accommodate turning movements from trucks utilizing the U-turn.

12/12/22 Update

Permanent lighting will be added at the U-turn access points. Instead of restricting all left turns at the intersection, left turns will be allowed from US 24 onto Wabash Street. Mountable curbs will be utilized in the median to allow

Minor Projects PA Project Submittal and Assessment Form

emergency vehicles traveling through the intersection to turn left onto US 24. The project footprint has not changed. All work will take place within previously disturbed existing right-of-way.

Right-of-Way: Existing right-of-way in this section of US 24 extends approximately 45 feet on either side of the US 24 northbound and US 24 southbound center lines. The project will not require the acquisition of temporary or permanent right-of-way.

Maintenance of Traffic: Traffic will be maintained in two phases. The first phase will construct the right turn lanes while the existing intersection remains open to traffic. The second phase will construct the median left turn lanes and U-turns with existing intersection open to traffic, then close the intersection to remove the median pavement while the proposed left turn lanes and U-turns are utilized.

12/12/22 Update

Traffic will be maintained in multiple phases. The first phase will strengthen shoulder for westbound and eastbound US 24 median shoulders. The second phase will construct the US 24 eastbound and westbound right turn lanes to North Wabash Street, while the existing intersection remains open to traffic, and strengthen the eastbound and westbound US 24 outside shoulders. The third phase will construct the median U-turn lanes and US 24 median shoulders. The fourth phase will construct pavement in the median for the westbound left turn lane.

8/21/23 Update

Two additional new 15-inch pipes will be constructed at the U-turn locations to facilitate drainage within the median by carrying water from the median to the outside ditches. All work associated with the pipes will take place within previously disturbed soils.

01/10/25 Update

As a result of comments received at the public hearing, INDOT has updated the design of the turning radius of the northwest quadrant of US 24 and LaSalle Road to accommodate large farm equipment. This includes the milling and resurfacing of the existing pavement and the addition of up to 12 feet of pavement at the north radius of the intersection of US 24 and LaSalle Road. Additionally, one pipe will be extended and one pipe will be replaced with a longer pipe for drainage purposes. CLV-82584 which is an existing 15 inch pipe under LaSalle Road will be extended a total of 13 feet and riprap protection will be added at the inlet and outlet. An unnamed pipe which is an 18 inch 45 foot long pipe draining the west side of LaSalle Road to the US 24 drainage ditch will be replaced with Structure No. 2 an 18 inch 60 foot long pipe to accommodate the additional pavement. Additional impacts to Wetlands 1 and 2 will occur as a result of this work.

If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work:

The project does not include any curb, curb ramp, or sidewalk work.

For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type:

There are no bridges or small structures associated with the project.

CLV-82584 is a 15-inch round plastic liner culvert on the north side of US 24 that conveys the roadside ditch and stormwater under Wabash Street. This culvert will be left in place.

CLV-82583 is a 13 inch by 17-inch oval metal culvert on the south side of US 24 that conveys the roadside ditch and stormwater under Wabash Street. This culvert will be left in place.

Minor Projects PA Project Submittal and Assessment Form

12/12/22 Update

An existing 12-inch corrugated metal pipe (CMP) located beneath the westbound lanes of US 24, east of the intersection with Wabash Street, will be replaced. It conveys roadside ditch and stormwater from the median to the north side of US 24. An existing 18-inch CMP that conveys roadside ditch and stormwater under LaSalle Road will be left in place.

8/21/23 Update

Two additional new 15-inch pipes will be constructed at the U-turn locations to facilitate drainage within the median by carrying water from the median to the outside ditches. All work associated with the pipes will take place within previously disturbed soils.

01/10/25 Update

Additionally, one pipe will be extended and one pipe will be replaced for drainage purposes. CLV-82584 which is an existing 15 inch CMP under LaSalle Road will be extended a total of 13 feet and riprap protection will be added at the inlet and outlet. An unnamed 45 foot long 18 inch CMP draining the west side of LaSalle Road to the US 24 drainage ditch will be replaced with a 60 foot long 18 inch pipe to accommodate the additional pavement.

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

☐ Yes ☐ No

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

☐ Yes ☐ No
Inventory Page # _____

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

☐ Yes ☒ No

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

☐ Permanent ☐ Temporary ☐ Reacquisition

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

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

☐ Yes ☒ No

Archaeology (check one):

- ☒ **All proposed activities are presumed to occur in previously disturbed soils***
**INDOT-CRO will notify you if project area includes undisturbed soils and requires an archaeological reconnaissance.*
- ☐ **Project takes place in undisturbed soils and the archaeology report is included in submission or will be forthcoming***

Minor Projects PA Project Submittal and Assessment Form

** If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an archaeological investigation, please contact the INDOT-CRO archaeology team lead. See CRM Pt. 1 Ch. 3 for current contact information.*

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

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

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

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

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

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

Condition A (Archaeological Resources)

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

i. Work occurs in previously disturbed soils; OR

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

Condition B (Above-Ground Resources)

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

B-3: Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration, and deceleration lanes) and shoulder widening under the following conditions [BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:

Condition A (Archaeological Resources)

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

i. Work occurs in previously disturbed soils; OR

ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation

Minor Projects PA Project Submittal and Assessment Form

locates National Register-listed or potentially National Register eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)

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

B-9: Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the conditions listed below [BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:

Condition A (Archaeological Resources)

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

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

Condition B (Above-Ground Resources)

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

- i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions (Condition a, Condition b, or Condition c must be satisfied):
 - a. The structure exhibits no wood, stone, or brick structures or parts therein; OR
 - b. The structure exhibits only modern wood, stone, or brick structures or parts therein; OR
 - c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met (BOTH Condition 1 AND Condition 2 must be met):
 - 1. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; AND
 - 2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.
- ii. Work involves the installation of a new culvert and other drainage structures AND/OR there may be impacts to unusual features, including historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions (BOTH Condition a and Condition b must be satisfied):
 - a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; AND

Minor Projects PA Project Submittal and Assessment Form

b. The subject structure exhibits one of the characteristics described below (Condition 1, Condition 2 or Condition 3 must be satisfied).

1. The structure exhibits no wood, stone, or brick structures or parts therein; OR

2. The structure exhibits only modern wood, stone, or brick structures or parts therein; OR

3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

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

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

Part II: Completed by INDOT-CRO

Amendments will be shown in red font.

Information reviewed (please check all that apply):

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

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

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

Bridge inspection information/BIAS ☐ Historic Bridge Inventory Database ☐

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

Other (please specify):

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

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

Additional Comments:

Above-ground Resources

With regard to above-ground resources, an INDOT Cultural Resources historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review. The project occurs on a four-lane highway with a divided median in an agricultural area, although modern commercial and medical properties are nearby.

The Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Wabash County was referenced. No listed resources are located near the project area.

Version Date April 2022

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The Indiana Historic Sites and Structures Inventory (IHSSI) was checked via the Indiana Historic Building, Bridges, and Cemeteries Map (IHBBM) and the State Historical Architectural and Archaeological Research Database (SHAARD). There are no surveyed properties within 0.25 miles of the project which is adequate area to account for potential effects.

While there are some structures dating to the late 19th and early 20th centuries near the project area, they have been modified with large additions and other unsympathetic alterations. No properties in the project area were identified that would rise to at least a contributing rating per the IHSSI.

January 2023 Update

INDOT-CRO was advised of the project scope changes noted in the “Project Description” section above. While lighting will be added, the rural setting and sparse housing density adjacent to the project area, the June 6th, 2022, review of above-ground structures is appropriate to account for the changes.

October 2023 Update

INDOT-CRO was advised of the project scope changes noted in the “Project Description” section above. While there will be the installation of two (2) new 15-inch diameter pipes will be installed, only resources immediately adjacent to the project area were reviewed due to the small nature of the pipes, the terrain, and the existing road facilities. The June 6th, 2022, review of above-ground structures is appropriate to account for the changes.

January 2025 Update

INDOT-CRO was notified of project scope changes in the “Project Description” section above. The project area has not changed and the June 6th, 2022, review of the above-ground structures is appropriate to account for the changes. No photographs were submitted of the unnamed 45 foot long 18 inch, however the project consultant notes that the structure is a CMP type structure. It is therefore assumed by CRO that the consultant verifies that the structure exhibits no brick, stone or woods parts therein, as per the MPPA."

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61 reviewed the reviewed the MPPA request submitted by HNTB Corporation, on April 26, 2022, and conducted a desktop review of the project area and completed an archaeological assessment.

With regard to archaeological resources, the proposed project is limited to the installation of a reduced conflict intersection and the removal of the existing paved median with a grass median replacement. Additionally, the project proposes to extend the left turn lanes along US 24 and develop U-turn access points approximately 800 feet from the main intersection. The project area right-of-way is located within previously disturbed and poorly drained Fincastle and Cyclone silt loam soils. According to the SHAARD GIS, there are no archaeological sites located within or adjacent to the project area. Since no new right of way is proposed, and the project will be confined to the previously disturbed existing right of way, there are no archaeological concerns as long as the project scope does not change.

Minor Projects PA Project Submittal and Assessment Form

January 2023 Update

An existing 12-inch corrugated metal pipe (CMP) located beneath the westbound lanes of US 24, east of the intersection with Wabash Street, will be replaced. This work will be limited to previously disturbed soils.

October 2023 Update

The installation of two (2) new 15-inch diameter pipes is limited to previously disturbed soils, and so there are no archaeological concerns as long as the project scope and footprint do not change.

January 2025 Update

The turning radius and drainage modifications are limited to previously disturbed soils, and so there are no archaeological concerns as long as the project scope and footprint do not change.

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

INDOT-CRO staff reviewer(s): John Baeten and Patrick Carpenter (2022); Clint Kelly and Matt Coon (2023, 2025)

INDOT Approval Date: June 6, 2022

Amendment Approval Date: January 18, 2023; October 12, 2023; **January 17th, 2025**

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

APPENDIX E: RED FLAG AND HAZARDOUS MATERIALS



INDIANA DEPARTMENT OF TRANSPORTATION

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

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

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: June 14, 2022

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation (INDOT)
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Sharon Anton
HNTB Corporation
111 Monument Circle, Suite 1200
Indianapolis, IN
santon@hntb.com

Re: RED FLAG INVESTIGATION
DES # 2000025, State Project
Intersection Improvement Project
US 24 and Wabash Street
Wabash County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the intersection of US 24 and Wabash Street in Wabash County, Indiana. The recommended alternative for this project is a Reduced Conflict Intersection that proposes to remove the existing median pavement and replace it with a grass median, restricting all left turns within the intersection as well as through movements from Wabash Street. The left turn lanes will be extended along US 24, with U-turn access points located approximately 800 feet from the main intersection. The existing left turn lanes in advance of the required functional length will be closed by installing pavement markings, and the right turn lanes will be extended to accommodate turning movements from trucks utilizing the U-turn.

As the project progresses, based on local official and public input, reconstruction of the left turn lanes from US 24 to Wabash Street may be included. This would involve constructing a median island that restricts left turn and through movement from Wabash Street but allows left turns from US 24. Additional left turn lanes would be constructed along US 24 with U-turn access points located approximately 800 feet from the main intersection, and right turn lanes would be extended to accommodate truck turning movements.

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

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

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

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

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

Type and proposed depth of excavation: Excavation to a depth of up to five feet will occur for construction of new turn lanes and up to eight feet for installation of new lighting. Ground mounted signs are planned, but excavation to a depth of twelve feet may be necessary if panel signs are used.

Maintenance of traffic (MOT): Traffic will be maintained in two phases. The first phase will construct the right turn lanes while the existing intersection remains open to traffic. The second phase will construct the median left turn lanes and U-turns with existing intersection open to traffic, then close the intersection to remove the median pavement is while the proposed left turn lanes and U-turns are utilized.

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

State Project: ☒ LPA: ☐

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	2*	Recreational Facilities	1*
Airports ¹	N/A	Pipelines	N/A
Cemeteries	N/A	Railroads	N/A
Hospitals	1*	Trails	3
Schools	1	Managed Lands	N/A

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

Explanation:

Religious Facilities *: Two (2) unmapped religious facilities are located within the 0.5 mile search radius. The nearest religious facility, Church of Christ at Wabash, is located adjacent to the project area. Coordination with Church of Christ Wabash will occur.

Hospitals*: One (1) unmapped hospital is located within the 0.5 mile radius. Parkview Wabash hospital is located 0.02 mile southwest of the project area. Coordination with Parkview Wabash Hospital will occur.

Schools: One (1) school is located within the 0.5 mile search radius. Heartland Career Center is located 0.2 mile west of the project area. No impact is expected.

Recreational Facilities*: Although not mapped in the GIS layer, one (1) recreational facility is located within the 0.5 mile search radius. The Morrett Sports Complex is located 0.32 mile east of the northeastern terminus of the project area. No impact is expected.

Trails: Three (3) trail segments are located within the 0.5 mile search radius. The Riverwalk Trail to Morrett Sports Park is located within the project area. Coordination with Wabash Parks and Recreation will occur.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	5
Canal Structures – Historic	N/A	Lakes	1*
NPS NRI Listed	N/A	Floodplain - DFIRM	1
NWI-Lines	N/A	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	N/A	Sinkhole Areas	N/A
Rivers and Streams	3	Sinking-Stream Basins	N/A

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

Explanation:

Rivers and Streams: Three (3) rivers and stream segments are located within the 0.5 mile search radius. The nearest segment is located 0.27 mile southeast of the project area. No impact is expected.

NWI - Wetlands: Five (5) wetlands are located within the 0.5 mile search radius. The nearest wetland is located 0.22 mile northwest of the project area. No impact is expected.

Lakes*: One (1) unmapped lake is located within the 0.5 mile search radius. The lake is located 0.27 mile south of the project area. No impact is expected.

Floodplain – DFIRM: One (1) floodplain polygon is located within the 0.5 mile search radius. The floodplain polygon is located 0.22 mile southeast of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	4	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

Petroleum Wells: Four (4) Petroleum Wells are located within the 0.5 mile search radius. The nearest is located 0.1 mile northwest of the project area. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	2	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	N/A	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	N/A
Solid Waste Landfill	N/A	NPDES Facilities	4
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	N/A	Notice of Contamination Sites	N/A

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

Explanation:

RCRA Generator/ TSD Sites: Two (2) RCRA Generator/ TSD sites are located within the 0.5 mile search radius. Although the icon for Argo Chem, 2045 S Wabash Street, AI ID # 54282, is mapped adjacent to the project area, the site is actually located 3.4 miles south of the project area. The other icon, for Wabash Valley Chrysler, 1972 S Wabash Street, AI ID # 54112, is also mapped incorrectly and is located 3.3 miles south of the project area. No impact is expected.

NPDES Facilities: Four (4) NPDES Facilities are located within the 0.5 mile search radius. The nearest facility, Parkview Wabash Hospital, Permit # INR10M449, is located 0.02 mile southwest of the of the project area. The permit expired on August 2, 2021. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Wabash County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at https://www.in.gov/dnr/naturepreserve/files/np_wabash.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

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

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Religious Facilities: One (1) religious facility, Church of Christ at Wabash, is located adjacent to the project area. Coordination with Church of Christ Wabash will occur.

Hospitals: One (1) hospital, Parkview Wabash Hospital, is located 0.02 mile the southwest of the project area. Coordination with Parkview Wabash Hospital will occur.

Trails: One (1) trail segment, the Riverwalk Trail to Morrett Sports Park, is located within the project area. Coordination with Wabash Parks and Recreation will occur.

WATER RESOURCES: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

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

INDOT ESD concurrence: Nicole Fohey-Breting (Signature)
 Digitally signed by Nicole Fohey-Breting
Date: 2022.06.22 09:16:08 -04'00'

Prepared by:
Sharon Anton
Environmental Planner II
HNTB Corporation

Graphics:

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

SITE LOCATION: YES

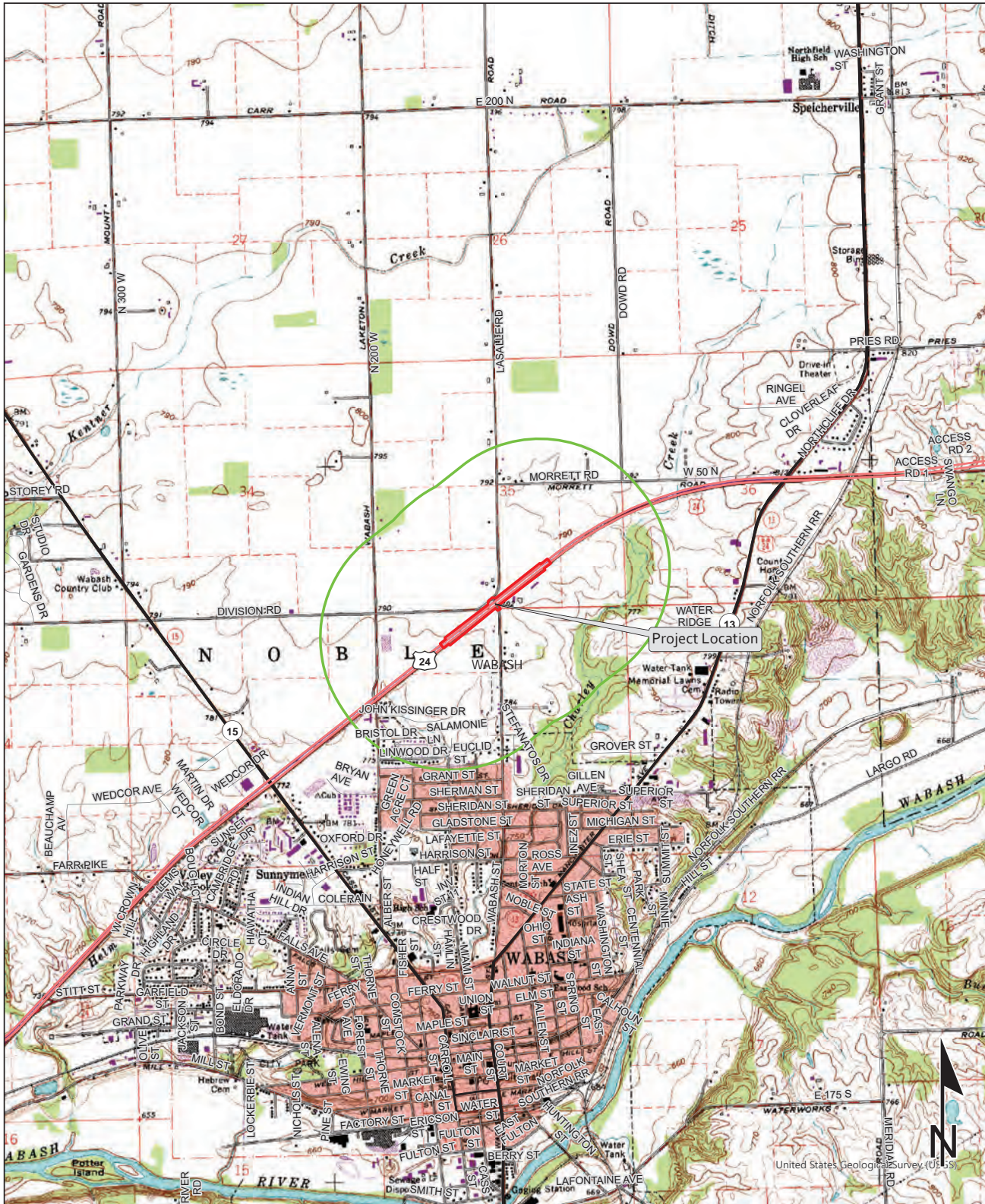
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
US 24 at Wabash Street
Des. No. 2000025, Intersection Improvement
Wabash County, Indiana



Sources:

Non Orthophotography

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

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

Map Projection: State Plane Indiana West (FIPS 1301 Ft US)

Map Datum: NAD83

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

**WABASH QUADRANGLE
INDIANA 7.5 MINUTE SERIES
(TOPOGRAPHIC)**

Red Flag Investigation - Infrastructure
US 24 at Wabash Street
Des. No. 2000025, Intersection Improvement
Wabash County, Indiana



Sources:

Non Orthophotography

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

Orthophotography - Obtained from Google Satellite Open Street Map (www.google.com/maps)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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

0.15 0.07 0 0.15 Miles

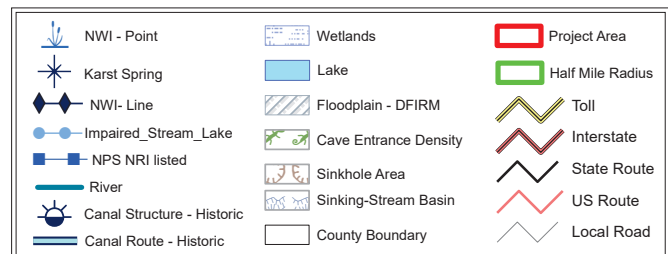
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

Red Flag Investigation - Water Resources
US 24 at Wabash Street
Des. No. 2000025, Intersection Improvement
Wabash County, Indiana



Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Google Satellite Open Street Map (www.google.com/maps)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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



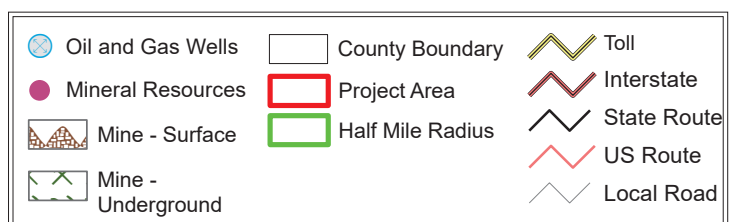
Red Flag Investigation - Mining and Mineral Exploration
 US 24 at Wabash Street
 Des. No. 2000025, Intersection Improvement
 Wabash County, Indiana



Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Google Satellite Open Street Map (www.google.com/maps)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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

0 0.07 0.15 0.3 Miles



Red Flag Investigation - Hazardous Material Concerns

US 24 at Wabash Street

Des. No. 2000025, Intersection Improvement

Wabash County, Indiana



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

0 0.25 0.5 Miles

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

Des. No. 2000025

Sources:

Non Orthophotography

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

Orthophotography - Obtained from Google Satellite Open Street Map (www.google.com/maps)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Appendix E, Page 10 of 10

APPENDIX F: WATERS RESOURCES



Approved 9.22.2022

Waters of the U.S. Report

US 24 AT WABASH STREET INTERSECTION IMPROVEMENT PROJECT



WABASH
COUNTY

DES. NO.
2000025

Prepared by:

HNTB

111 Monument Circle, Suite 1200
Indianapolis, IN, 46204
317.636.4682

September 19, 2022

1. PROJECT INFORMATION

Dates of Field Reconnaissance: March 17, 2022, and June 1, 2022

1.1 LOCATION

The project is located along US 24 at Wabash Street, 1.15 miles east of SR 15

- Section 35, Township 28 N, Range 6 E, and Section 2, Township 27 N, Range 6 E
- Wabash Indiana, Quadrangle
- 40.825197, -85.820416 – NAD 1983

1.2 PROJECT DESCRIPTION

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) intend to proceed with a project involving the intersection at US 24 and Wabash Street in Wabash County, Indiana. The proposed project will construct a reduced conflict intersection (RCI) by reconstructing the median island so that it restricts left turns within the intersection for the through traffic movement from Wabash Street but allows left turns from US 24. Left turn lanes will be extended along US 24 with U-turn access points located approximately 800 feet from the main intersection. Mountable curbs will be utilized in the media to allow emergency vehicles traveling through the intersection to turn left. The existing left turn lanes in advance of the required functional length will be closed by installing pavement markings, and the right turn lanes will be extended to accommodate turning movements from trucks utilizing the U-turn.

2. DESKTOP RECONNAISSANCE

Desktop reconnaissance was conducted before completing the field evaluation to assess the project area for potential Waters of the United States. This research included a review of both historic and recent aerial imagery for any areas with a water signature or sharp change in vegetation, and these areas were then assessed during field reconnaissance. Natural Resources Conservation Service (NRCS) mapped soil units, National Wetlands Inventory (NWI) mapping, United States Geological Survey (USGS) topographic mapping, USGS Hydrography data, Federal Emergency Management Agency (FEMA) Floodplain mapping, Indiana Department of Natural Resources (IDNR) Floodplain Information Portal mapping, Indiana StreamStats, and local data when available were also reviewed during desktop research.

2.1 SOIL ASSOCIATIONS AND SERIES TYPES

According to the Soil Survey Geographic (SSURGO) Database for Wabash County, Indiana, the soil series summarized in Table 1 are found within the US 24 and Wabash Street project area (Attachment Pages 8-11).

TABLE 1: SOIL CLASSIFICATIONS

Soil Name	Symbol	Description	Hydric Soil Category	Hydric Rating
Brookston loam	Br	Very deep, poorly drained soils formed in as much as 20 inches of silty material and the underlying loamy till in depressions on till plains and moraines. Slopes range from 0 to 3 percent.	Predominantly hydric	92%
Cyclone Silt Loam	Cy	Very deep, poorly drained soils that formed in loess or silty material and in the underlying drift. Cyclone soils are on till plains. Slope ranges from 0 to 2 percent.	Predominantly Hydric	85%
Fincastle Silt Loam	FnA	Very deep, somewhat poorly drained soils that are deep to dense till. Fincastle soils are formed in loess or other silty material and in the underlying loamy till. Fincastle soils are on till plains. Slope ranges from 0 to 2 percent.	Predominantly Nonhydric	15%

2.2 NATIONAL WETLANDS INVENTORY

Based on the U.S Fish and Wildlife National Wetlands Inventory (NWI) data (www.fws.gov/wetlands/Data/State-Downloads.html), there are no wetland polygons mapped within the investigated area. The closest NWI, identified as a freshwater pond (PUBGx) wetland, is located approximately 0.22 mile northwest of the project area (Attachment Page 6).

2.3 HYDROLOGY

The 12-digit Hydrologic Unit Code (HUC) for the entirety of the project area is #051201011405 which identifies the Treaty Creek-Wabash River Watershed (https://maps.indiana.edu/previewMaps/Hydrology/Watersheds_HUC12_2009.html). According to the USGS StreamStats (<https://streamstats.usgs.gov/ss/>), the drainage area at the project is 0.105 square mile to the northwest of the investigated area (Attachment Page 7).

According to the Indiana Floodplain Information Portal, the project is not within a 100-year floodplain or regulatory floodway (<https://indnr.maps.arcgis.com/apps/webappviewer/index.html?id=05026dabc2e8461983e196d56a213c1e>) (Attachment Page 5). Charley Creek is also located southeast, outside of the investigated area and the floodway of Charley Creek has been delineated south of US 24.

2.4 NATIONAL HYDROGRAPHY DATASET (NHD) FLOWLINES

NHD flowline data has been compiled by the USGS and made available for use in GIS. A review of the local-resolution NHD flowlines, current as of January 23, 2018, was completed as part of the desktop review. There is one NHD flowline located in the south portion of the investigated area and north of US 24. This NHD flowline represents a canal/ditch feature.

3. FIELD RECONNAISSANCE

HNTB Indiana staff performed a field review of the investigated area on June 1, 2022. The purpose was to determine the presence of Waters of the U.S. within the investigated area. HNTB Indiana staff collected data during the field review to appropriately characterize the investigated area and determine the presence or absence of jurisdictional waters. The field investigated area encompassed the area required for construction access. HNTB staff photographed select features and areas of interest throughout the investigated area.

A photo location map and selected photographs are included as Attachment Pages 12-27. Data point photos are located as Attachment Pages 28-33.

The proposed investigated area was analyzed using the methods outlined in the Routine Determination, On-site Inspection Necessary procedure in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual Midwest Region* (US Army Corps of Engineers, 2010). Identification Indicator status of plant species utilized the 2020 Midwest Region National Wetland Plant List. Field GIS data was collected using ArcGIS Field Maps utilizing location services from Trimble® GNSS GPS with sub-meter accuracy.

4. WATERS

The March 2022 and June 2022 field reconnaissance for the US 24 at Wabash Street intersection improvement project identified three wetland features located within the roadside drainage of US 24. The investigated area consisted predominately of mowed and maintained right-of-way. The right-of-way was dominated by Kentucky bluegrass (*Poa pratensis*, FAC). Information obtained during the field investigation is provided in detail below.

4.1 WETLANDS

The investigated area consists of mowed and maintained roadway right-of-way. Surrounding properties consist of active agricultural land, residential yards, church property, and a hospital adjacent to the investigated area. The existing local topography is flat. The city of Wabash is located southwest of the investigated area and there is agricultural land to the north. Adjacent agricultural land appears to have field tiles indicating the soils are well-drained. Encapsulated storm sewer systems are located along Wabash Street south of the investigated area and within the hospital development to the southwest of the investigated area. Drainage within the US 24 right-of-way and the investigated area is confined to roadside ditches flowing south to a riprap drainage channel passing through the hospital development.

Within the investigated area, three areas were noted with hydrophytic vegetation dominated by, narrow-leaf cat-tail (*Typha angustifolia*, OBL), ponded surface water, and hydric soils which would meet the criteria of a wetland. These areas include low spots within the drainage ditches on the north side of US 24 both north and south of Wabash Street and a low spot within the drainage ditch on the south side of US 24 south of Wabash Street. These features have formed in the roadside ditch as a result of very flat ditch grading, sediment buildup at the culverts, and a general lack of maintenance. The incidental features are not hydrologically connected to any jurisdictional features.

The roadside ditches along US 24 were constructed with the four-lane roadway for drainage. Existing drainage through the project is primarily through sheet flow away from the road into roadside ditches on either side of US 24. Intersection culverts were noted during the site visit. The roadside ditches in the project area are excavated wholly in uplands; are not excavated in a jurisdictional wetland; drain only the US 24 roadside and uplands, and do not have perennial or ephemeral flow. The roadside ditches are mowed and maintained along with the rest of the right-of-way four times per year. The topographic survey of the project area indicated that the culverts connecting the roadside ditches across Wabash Street on both the north and south side of US 24 are the low points in the ditch. As such, surface water tends to pond at these locations, confined to the constructed trapezoidal ditch. The culvert on the north side of US 24 is a 15-inch PVC (polyvinyl chloride) pipe and the culvert on the south side of US 24 is a 16-inch corrugated metal pipe.

WETLAND 1

Wetland 1 is a palustrine, emergent, temporarily flooded (PEM1A) wetland according to the classifications defined by Cowardin *et al.* (1979). Wetland 1 is 0.012 acre in size. This wetland developed as a result of roadside drainage and stormwater ponding in the northwest quadrant of the intersection of US 24 and Wabash Street intersection. Wetland 1 is likely a non-jurisdictional feature under

the current Waters of the U.S. criteria due to its lack of direct hydrologic connectivity to any jurisdictional resources. INDOT acknowledges that this wetland is likely a Waters of the State; however, we are requesting USACE assume jurisdiction over this wetland.

DATA POINT 1

This data point was collected within the roadside ditch within the northeast quadrant of the US 24 and Wabash Street intersection. Dominant vegetation consisted of narrow-leaf cat-tail (*Typha angustifolia*, OBL). This data point passed the rapid test, and dominance test and has a prevalence index of 1. Soils within a pit were excavated to 20 inches and consisted of:

- 0-20 inches: 10GY 2.5/1 mucky loam/clay

This soil meets the hydric soil indicator for loamy mucky mineral (F1). This data point meets the wetland hydrology indicators for surface water (A1), high water table (A2), saturation (A3), watermarks (B1), drift deposits (B3), crayfish burrows (C8), and FAC-neutral test (D5). Since this data point meets the wetland indicators for vegetation, hydric soils, and hydrology this area was identified as Wetland 1. Wetland 1 exhibits poor quality due to its position within a roadside ditch. There is a distinct change in vegetation and topography from data point 2 which establishes the boundary of Wetland 1. The data sheet is available on Attachment Pages 34-35 and photographs of the data point and soil profile are included on Attachment Page 28.

DATA POINT 2

This data point was collected in the northeast quadrant of the US 24 and Wabash Street intersection, outside of the apparent boundary of Wetland 1. Dominant vegetation Kentucky bluegrass (*Poa pratensis*, FAC). This data point did not pass the dominance test since less than 50% of the dominant species were FAC or wetter. The entire vegetative composition has a prevalence index of 3.00, no hydrophytic vegetation was observed. Soils within a pit were excavated to a depth of 20 inches included:

- 0-20 inches: 10YR 3/4 silty clay loam

No hydric soil indicators were observed. No wetland hydrology indicators were observed. There is a distinct change in vegetation and topography from data point 1 which establishes the boundary of Wetland 1. The data sheet is available on Attachment Pages 36-37 and photographs of the data point and soil profile are included on Attachment Page 29.

WETLAND 2

Wetland 2 is a palustrine, emergent, temporarily flooded (PEM1A) wetland according to the classifications defined by Cowardin *et al.* (1979). Wetland 2 is 0.037 acre in size. This wetland developed as a result of roadside drainage and stormwater ponding in the northeast quadrant of the intersection of US 24 and Wabash Street intersection. Wetland 2 is likely a non-jurisdictional feature under the current Waters of the U.S. criteria due to its lack of direct hydrologic connectivity to any jurisdictional resources. INDOT acknowledges that this wetland is likely a Waters of the State; however, we are requesting USACE assume jurisdiction over this wetland.

DATA POINT 3

This data point was taken within the northwest quadrant of the US 24 and Wabash Street intersection, in a depressional area. Dominant vegetation consisted of narrow-leaf cat-tail (*Typha angustifolia*, OBL). This data point passed the dominance test for hydrophytic vegetation as greater than 50% of the dominant species were FAC or wetter. The entire vegetative composition has a prevalence index of 1; therefore, hydrophytic vegetation was observed. Soils within a pit were excavated to a depth of 20 inches included:

- 0-20 inches: 10GY 2.5/1 mucky loam/clay

This point exhibited loamy mucky mineral (F1). Hydrology indicators present were saturation (A3), watermarks (B1), drift deposits (B3), crayfish burrows (C8), and FAC-Neutral Test (D5). Since this data point meets the wetland indicators for vegetation, hydric soils, and hydrology this area was identified as Wetland 2. Wetland 2 exhibits poor quality due to its position within a roadside ditch. There is a distinct change in vegetation and topography which establishes the boundary of Wetland 2. The data sheet is available on Attachment Pages 38-39 and photographs of the data point and soil profile are included on Attachment Page 30.

DATA POINT 4

This data point was collected in the northwest quadrant of the US 24 and Wabash Street intersection, outside of the apparent boundary of Wetland 2. Dominant vegetation included Kentucky bluegrass (*Poa pratensis*, FAC). This data point did not pass the dominance test since less than 50% of the dominant species were FAC or wetter. The entire vegetative composition has a prevalence index of 3.00, no hydrophytic vegetation was observed. Soils within a pit were excavated to a depth of 20 inches included:

- 0-20 inches: 10YR 3/4 silty clay loam

No hydric soil indicators were observed. No wetland hydrology indicators were observed. There is a distinct change in vegetation and topography from data point 3 which establishes the boundary of Wetland 2. The data sheet is available on Attachment Pages 40-41 and photographs of the data point and soil profile are included on Attachment Page 31.

WETLAND 3

Wetland 3 is a palustrine, emergent, temporarily flooded (PEM1A) wetland according to the classifications defined by Cowardin *et al.* (1979). Wetland 3 is 0.013 acre in size. This wetland developed as a result of roadside drainage and stormwater ponding in the southwest quadrant of the intersection of US 24 and Wabash Street intersection. Wetland 3 is likely a non-jurisdictional feature under the current Waters of the U.S. criteria due to its lack of direct hydrologic connectivity to any jurisdictional resources. INDOT acknowledges that this wetland is likely a Waters of the State; however, we are requesting USACE assume jurisdiction over this wetland.

DATA POINT 5

This data point was taken within the southwest quadrant of the US 24 and Wabash Street intersection, in a depressional area. Dominant vegetation consisted of narrow-leaf cat-tail (*Typha angustifolia*, OBL). This data point did pass the dominance test for hydrophytic vegetation as greater than 50% of the dominant species were FAC or wetter. The entire vegetative composition has a prevalence index of 1; therefore, hydrophytic vegetation was observed. Soils within a pit were excavated to a depth of 20 inches included:

- 0-20 inches: 10GY 2.5/1 mucky loam/clay

This point exhibited loamy mucky mineral (F1). Hydrology indicators present were watermarks (B1), crayfish burrows (C8), and FAC-Neutral Test (D5). Since this data point meets the wetland indicators for vegetation, hydric soils, and hydrology this area was identified as Wetland 3. Wetland 3 exhibits poor quality due to its position within a roadside ditch. There is a distinct change in vegetation and topography which establishes the boundary of Wetland 3. The data sheet is available on Attachment Pages 42-43 and photographs of the data point and soil profile are included on Attachment Page 32.

DATA POINT 6

This data point was collected in the southwest quadrant of the US 24 and Wabash Street intersection, outside of the apparent boundary of Wetland 3. Dominant vegetation Kentucky bluegrass (*Poa pratensis*, FAC). This data point did not pass the dominance

test since less than 50% of the dominant species were FAC or wetter. The entire vegetative composition has a prevalence index of 3.00, no hydrophytic vegetation was observed. Soils within a pit were excavated to a depth of 20 inches included:

- 0-6 inches: 10YR 4/3 clay loam
- 6-20 inches: 10YR 5/4 clay loam

No hydric soil indicators were observed. No wetland hydrology indicators were observed. There is a distinct change in vegetation and topography from data point 5 which establishes the boundary of Wetland 3. The data sheet is available on Attachment Pages 44-45 and photographs of the data point and soil profile are included on Attachment Page 33.

TABLE 2: DATA POINT SUMMARY TABLE

Wetland	Photo	Lat/Long	Cowardin Classification	Areas (Acre)	Quality	Water of the U.S.?
1	21-23	40.825234, -85.820856	PEM1A	0.012	Poor	Yes ¹
2	9- 11, 14, 16, 17	40.825640, -85.820156	PEM1A	0.037	Poor	Yes ¹
3	31, 32, 34, 35	40.824847, -85.820436	PEM1A	0.013	Poor	Yes ¹
Total				0.061		

1. INDOT acknowledges that this wetland is likely a Waters of the State; however, we are requesting USACE assume jurisdiction over this wetland.

TABLE 2: DATA POINT SUMMARY TABLE

Data Point-ID	Vegetation	Soils	Hydrology	Within a Wetland?
DP1	Yes	Yes	Yes	Yes – Wetland 1
DP2	No	No	No	No
DP3	Yes	Yes	Yes	Yes – Wetland 2
DP4	No	No	No	No
DP5	Yes	Yes	Yes	Yes – Wetland 3
DP6	No	No	No	No

4.2 STREAMS

No streams were observed within the investigated area during the March 2022 and June 2022 field reviews. The nearest stream, Charley Creek, is located southeast outside of the investigated area.

4.3 ROADSIDE DRAINAGE FEATURES

Three roadside ditches, RSD 1, RSD 2, and RSD 3 were observed within the investigated area during the March 2022 and June 2022 field reviews. RSD 1 was identified in the west quadrant of the US 24 and Wabash Street intersection. RSD 1 is located in the area of an NHD line. RSD 1 flattens out into maintained roadside right-of-way. RSD 2 was identified in the north quadrant of the US 24 and Wabash Street intersection. RSD 3 was identified in the south quadrant of the US 24 and Wabash intersection. RSD 3 is located west of Wabash Street and southeast of US 24. These channels were constructed along with US 24 at the edge of the roadway embankment. These channels are vegetated and do not exhibit any characteristics associated with a jurisdictional waterway such as a defined bed and bank (Attachment Page 4).

4.4 OPEN WATERS

No open waters were observed within the investigated area during the March 2022 and June 2022 field reviews. The nearest NWI mapped open water is 0.22 mile northwest outside of the investigated area. This area is noted as a freshwater pond (PUBGx) wetland. There is a stormwater detention basin for Parkview Hospital 0.28 mile south of the investigated area that is not listed as an NWI.

5. CONCLUSION

The March 2022 and June 2022 field reconnaissance for the US 24 at Wabash Street intersection improvement project identified three wetland features located within the roadside drainage of US 24. Wetland 1, Wetland 2, and Wetland 3 are likely exempt, isolated wetlands that exist as incidental features in roadside ditches. INDOT acknowledges that these wetlands would likely not meet the definition of a Water of the U.S; however, we are requesting USACE assume jurisdiction over this wetland. Three roadside ditches were observed within the north, west, and south quadrants of the intersection within the investigated area.

No bats or birds were observed utilizing structures within the project limits. Existing structures are 15 inch polyvinyl chloride (PVC) pipe and a 16 inch corrugated metal pipe (CMP) both of which are full of debris and sediment. No wildlife crossings are present.

Every effort should be taken to avoid and minimize the impacts on potential off-site water resources. If construction exceeds the limits of the investigated area illustrated in this document, further field investigation will be needed. This report is this office's best judgment of water resources that are likely to be under federal jurisdictional.

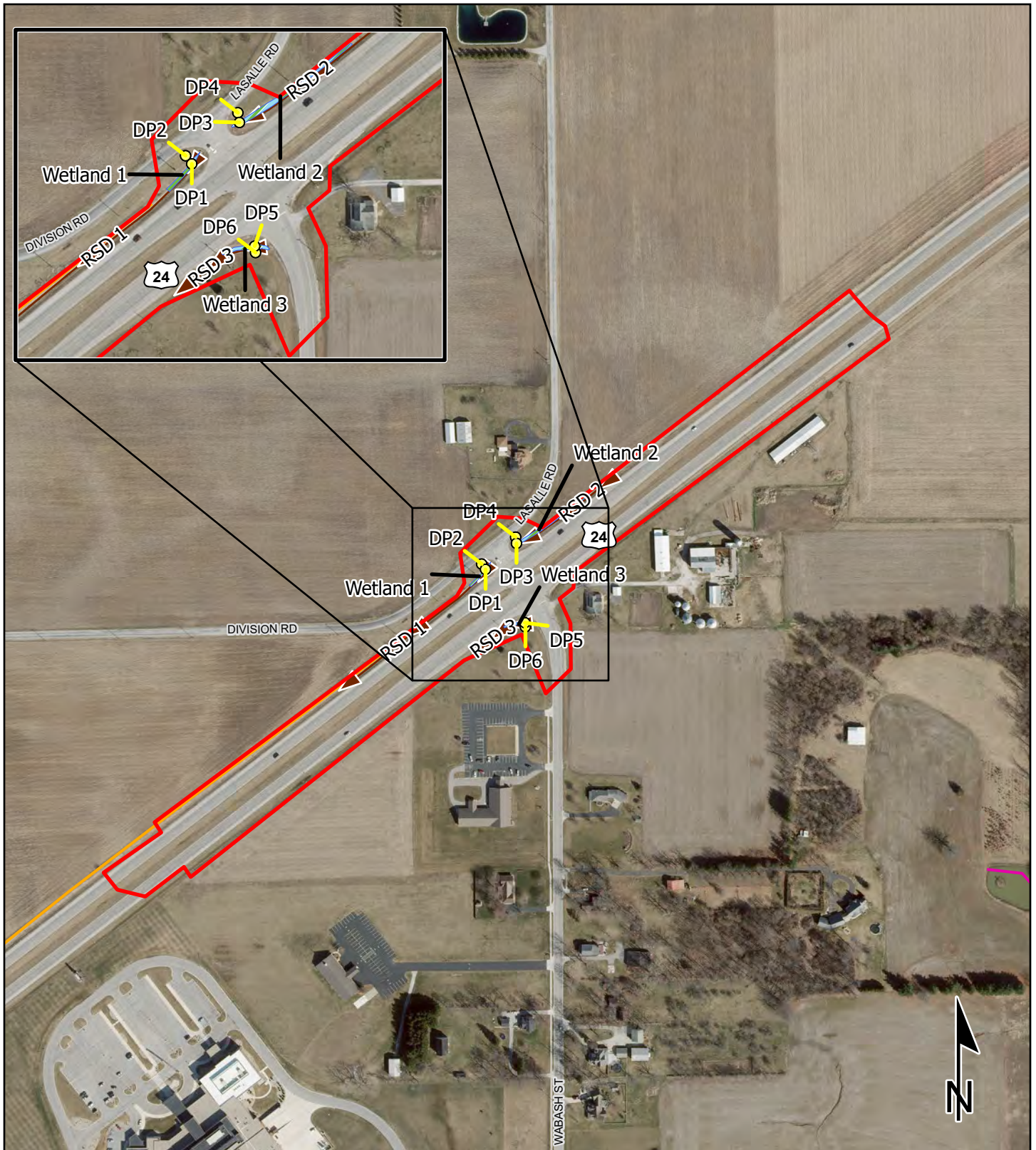
This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience, and professional judgment in conformance with the 1987 *Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.



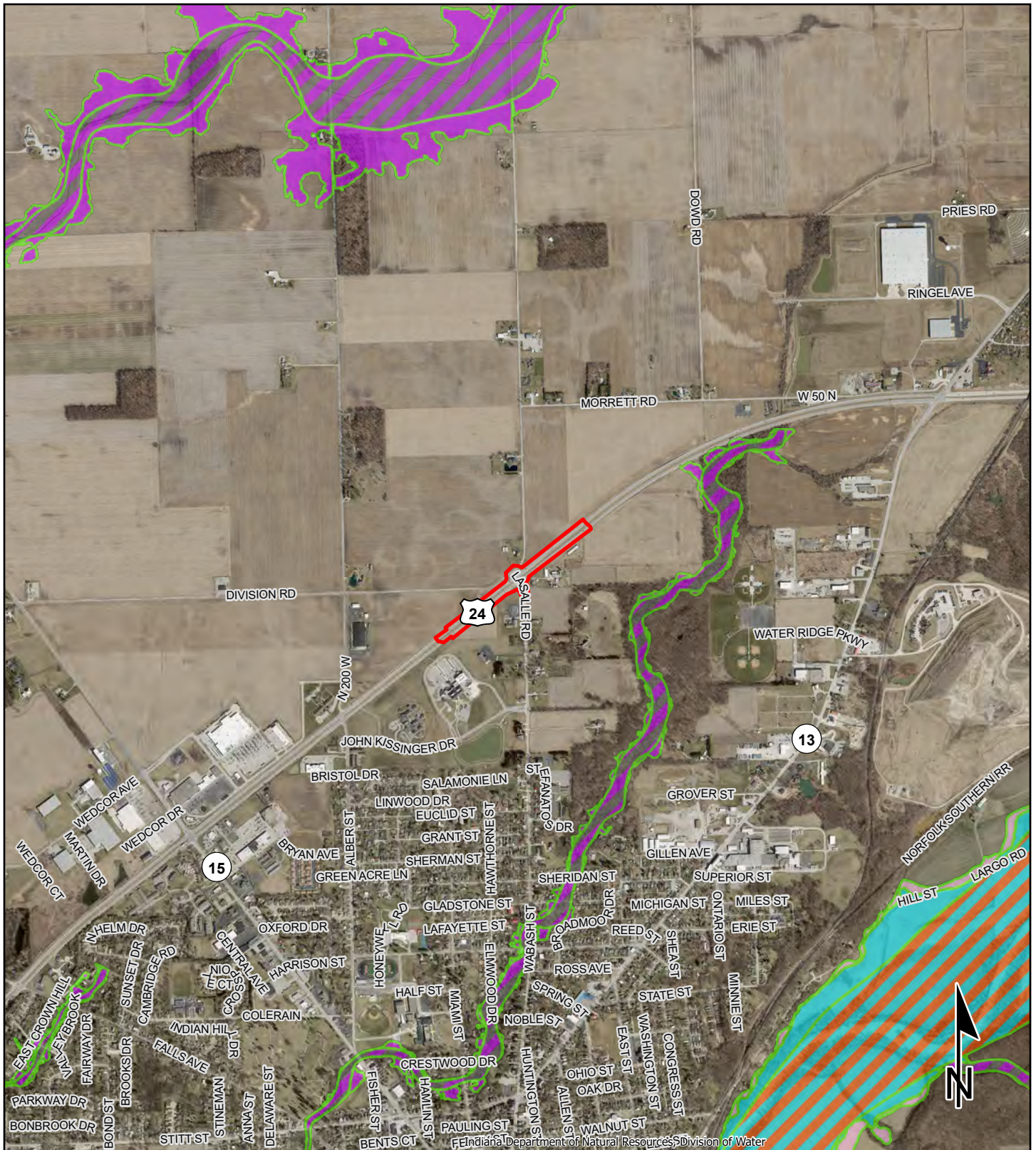
Landon Little, Environmental Planner II

PREPARERS:

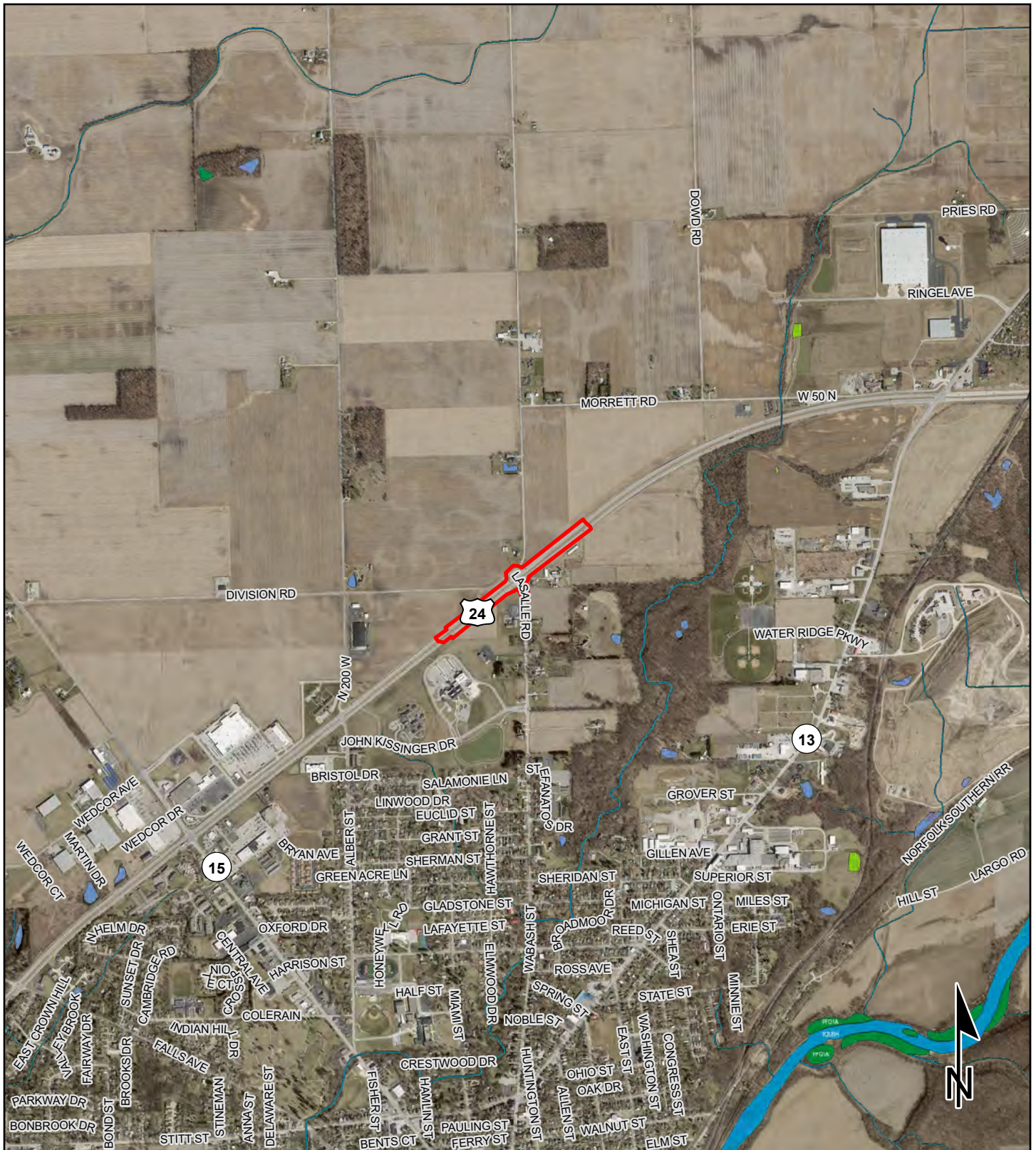
HNTB Inc., Staff	Position	Contributing Effort
Christine Meador	Science Project Manager	Project Management
Landon Little	Environmental Planner II	Field Data Collection Report Preparation
Christian Cambron	Engineer I	Field Data Collection



<ul style="list-style-type: none"> Investigated Area ▶ Roadside Ditch Delineated Wetland ● Data Point 	<u>NHD Lines (Local Resolution)</u>	<ul style="list-style-type: none"> — Artificial Path — Canal/Ditch 	Delineated Features Map	
<div style="text-align: center;"> <div style="display: flex; justify-content: space-between; width: 100px;"> 0 200 400 </div> <div style="background: black; width: 100px; height: 10px; margin: 0 auto;"></div> <div style="text-align: right; margin-top: -10px;">Feet</div> </div>			US 24 at Wabash Street Intersection Improvement Wabash County, Indiana	
			Des. No. 2000025	<div style="text-align: center;"> HNTB <small>Graphics created by HNTB Corporation (2022)</small> </div>
1 inch = 400 ft				



<ul style="list-style-type: none"> FEMA Zone AE Floodway DNR Detailed Floodway DNR Approximate Floodway FEMA Zone A FEMA Zone AE DNR Detailed Fringe DNR Approximate Fringe Additional Floodplain Area 	<ul style="list-style-type: none"> FEMA Protected by Levee FEMA Floodplain - Ponding (Depth) FEMA Floodplain - Sheet Flow (Depth) Investigated Area 	<h3>IDNR Floodplain Map</h3> <p>US 24 at Wabash Street Intersection Improvement Wabash County, Indiana</p>	
<p>0 1,000 2,000 Feet</p>		<p>Des. No. 2000025</p> <p>1 inch = 2,000 ft</p>	<p>Graphics created by HNTB Corporation (2022)</p>



Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine
- Other

Investigated Area

0 1,000 2,000
Feet

National Wetlands Inventory Map

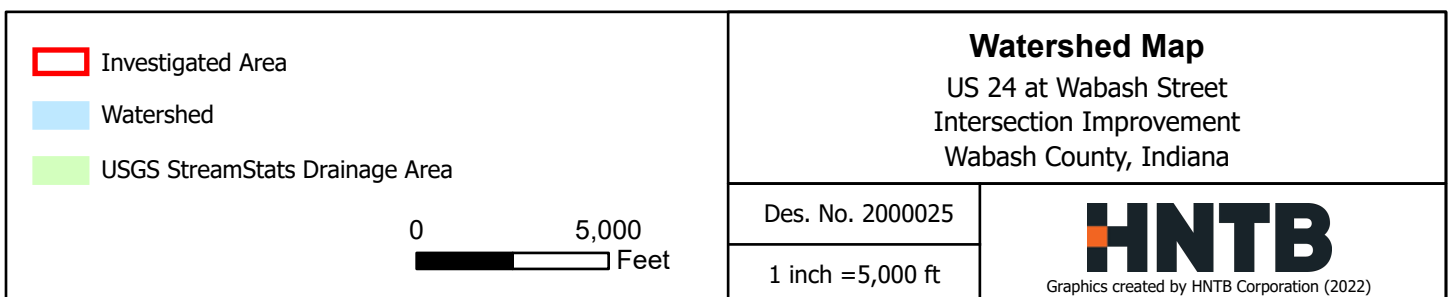
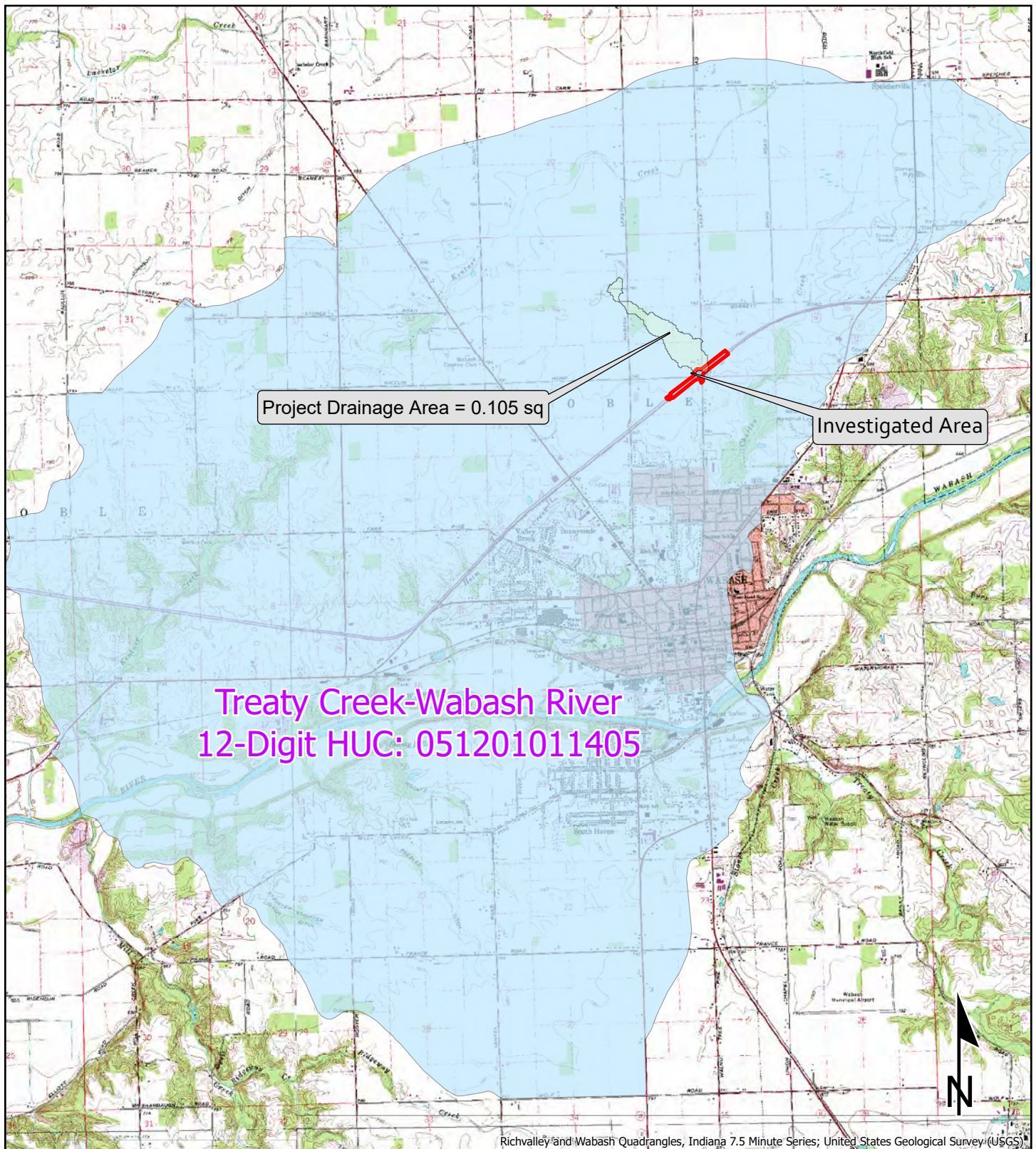
US 24 at Wabash Street
Intersection Improvement
Wabash County, Indiana

Des. No. 2000025

1 inch = 2,000 ft

HNTB

Graphics created by HNTB Corporation (2022)



Soil Map—Wabash County, Indiana



**Natural Resources
Conservation Service**

Web Soil Survey
National Cooperative Soil Survey

Hydric Rating by Map Unit

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
Br	Brookston loam	92	0.2	1.8%
Cy	Cyclone silt loam, 0 to 2 percent slopes	85	3.3	27.7%
FnA	Fincastle silt loam, tipton till plain, 0 to 2 percent slopes	15	8.5	70.5%
Totals for Area of Interest			12.0	100.0%

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Br	Brookston loam	0.2	1.8%
Cy	Cyclone silt loam, 0 to 2 percent slopes	3.3	27.7%
FnA	Fincastle silt loam, tipton till plain, 0 to 2 percent slopes	8.5	70.5%
Totals for Area of Interest		12.0	100.0%

Report—Hydric Soil List - All Components

Hydric Soil List - All Components--IN169-Wabash County, Indiana					
Map symbol and map unit name	Component/Local Phase	Comp. pct.	Landform	Hydric status	Hydric criteria met (code)
Br: Brookston loam	Brookston	80	Depressions on till plains	Yes	2
	Crosier	8	Till plains	No	—
	Rensselaer	8	Depressions on till plains, depressions on outwash plains	Yes	2
	Goodell	4	Depressions on till plains	Yes	2
Cy: Cyclone silt loam, 0 to 2 percent slopes	Cyclone	85-100	Till plains, depressions, swales, flats	Yes	2,3
	Fincastle	0-5	Till plains	No	—
	Xenia	0-5	Till plains	No	—
	Sugarvalley	0-3	Ground moraines, flats	No	—
	Morningsun	0-2	Ground moraines, flats	No	—
FnA: Fincastle silt loam, tipton till plain, 0 to 2 percent slopes	Fincastle	80-90	Till plains	No	—
	Cyclone	5-15	Till plains, depressions, swales, flats	Yes	2,3
	Mahalasville	2-10	Flats on till plains, swales on till plains, depressions on till plains	Yes	2,3

Data Source Information

Soil Survey Area: Wabash County, Indiana

Survey Area Data: Version 26, Sep 9, 2021

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM


BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: September 19, 2022

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Landon Little, 111 Monument Circle Suite 1200, Indianapolis, IN, 46202

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) intend to proceed with a project (Des. 2000025) involving the intersection at US 24 and Wabash Street in Wabash County, Indiana. The proposed project will construct a reduced conflict intersection (RCI) by reconstructing the median island so that it restricts left turns within the intersection for the through traffic movement from Wabash Street but allows left turns from US 24. Left turn lanes will be extended along US 24 with U-turn access points located approximately 800 feet from the main intersection. Mountable curbs will be utilized in the media to allow emergency vehicles traveling through the intersection to turn left. The existing left turn lanes in advance of the required functional length will be closed by installing pavement markings, and the right turn lanes will be extended to accommodate turning movements from trucks utilizing the U-turn. 

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: **IN** County/parish/borough: **Wabash** City: **Wabash**

Center coordinates of site (lat/long in degree decimal format):

Lat.: **40.825197** Long.: **-85.820416**

Universal Transverse Mercator: Northing: 4520014.08 Easting: 599469.89 Zone: 16N

Name of nearest waterbody: Charley Creek

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH “MAY BE” SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Wetland 1	40.825234	-85.820856	0.012 acre	Wetland	Section 404
Wetland 2	40.825640	-85.820156	0.037 acre	Wetland	Section 404
Wetland 3	40.824847	-85.820436	0.013 acre	Wetland	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "*may be*" waters of the U.S. and/or that there "*may be*" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- ☒ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: HNTB Indiana.
- ☐ Data sheets prepared/submitted by or on behalf of the PJD requestor.
☐ Office concurs with data sheets/delineation report.
☐ Office does not concur with data sheets/delineation report. Rationale: _____.
- ☐ Data sheets prepared by the Corps: _____.
- ☐ Corps navigable waters' study: _____.
- ☒ U.S. Geological Survey Hydrologic Atlas: NHD Hydrography layers, 2014.
☒ USGS NHD data.
☒ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s). Cite scale & quad name: Wabash 1:24,000 Quadrangle, Wabash 1:12,000 Quadrangle.
- ☒ Natural Resources Conservation Service Soil Survey. Citation: Web soil service, 2022.
- ☒ National wetlands inventory map(s). Cite name: NWI mapper online tool.
- ☐ State/local wetland inventory map(s): _____.
- ☒ FEMA/FIRM maps: IDNR Floodplain GIS Database.
- ☐ 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- ☒ Photographs: ☒ Aerial (Name & Date): 2021 USDA/NRCS ORTHO.
or ☒ Other (Name & Date): March 17, 2022 & June 1, 2022.
- ☐ Previous determination(s). File no. and date of response letter: _____.
- ☐ Other information (please specify): _____.

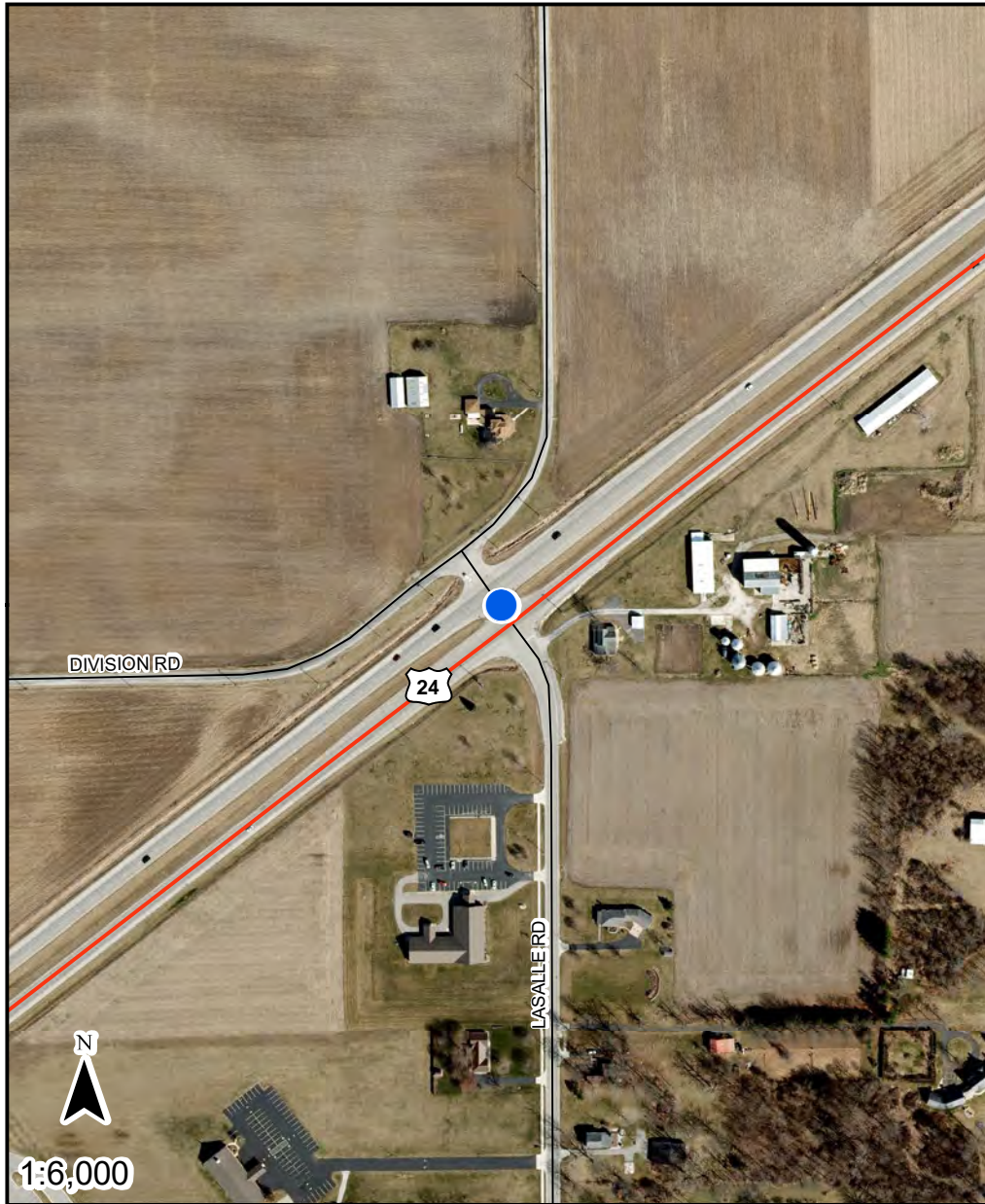
IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory staff member
completing PJD

Landon Little Digitally signed by Landon Little
Date: 2022.09.01 09:40:22 -04'00'

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.



- Point of Interest
- Base Flood Elevation Point

Point of Interest Coordinates
(WGS84)
Long: **-85.8204113883**
Lat: **40.8252164911**

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

County: **Wabash**

Stream Name:
Charley Creek

Approximate Ground Elevation: **793.1 feet (NAVD88)**

Base Flood Elevation: **770.0 feet (NAVD88)**

Drainage Area: **Not available**

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

National Flood Hazard Zone: **Not Mapped**

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

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

Floodplain Administrator: **James Straws, Floodplain Administrator/Building Commissioner**

Community Jurisdiction: **City Of Wabash, City proper**

Phone: **(260) 563-4171**

Email: **buildingdept@cityofwabash.com**

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

Date Generated: 3/9/2023

APPENDIX G: PUBLIC INVOLVEMENT

Public Information Meeting



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

855-INDOT4U
(855-463-6848)

Eric J. Holcomb, Governor
Michael Smith, Commissioner

DES. # 2000025

NOTICE OF PUBLIC INFORMATION MEETING

Proposed Improvement – Reduced Conflict Intersection (RCI) at US 24 and Wabash Street in Wabash County

The Indiana Department of Transportation (INDOT) is developing plans for enhanced safety measures at the intersection of US 24 and Wabash Street in Wabash County (Des 2000025).

INDOT will host a public open house on Tuesday, March 28, 2023 at the Honeywell Center in Legacy Hall, 275 W Market Street, Wabash, IN 46992. The open house will take place from 5:00 p.m. to 7:00 p.m. All participants are welcome to view project display boards and talk to project representatives about the proposed improvement project.

The purpose of this project is to improve safety by reducing the number of traffic conflict points, which will reduce the probability of crash incidents at this intersection.

Existing Conditions: The intersection of US 24 and Wabash Street is unsignalized, with free-flowing traffic on US 24 and stop controls on the southeast/northwest approaches. This section of US 24 is a four-lane principal arterial with a posted speed limit of 55 miles per hour. The eastbound approach has two 12-foot travel lanes and dedicated left and right-turn lanes and is separated from the westbound lanes by a grass median that varies between approximately 20-30 feet within the project area. The westbound approach has two 12-foot travel lanes and dedicated left-turn and right-turn lanes. Wabash Street is a two-lane minor arterial south of US 24 that transitions to the major collector 150 W (Division Road) north of US 24. Wabash Street has a posted speed limit of 30 miles per hour.

Proposed Project: The proposed project will construct a reduced conflict intersection (RCI) by reconstructing the median island so that it restricts left turn and through traffic movements from Wabash Street but allows left turns from westbound US 24 onto Wabash Street. Left turns from eastbound US 24 onto Wabash Street will be restricted as part of this proposed RCI. The existing westbound US 24 left turn lane will be extended along US 24 with U-turn access points located approximately 800 feet from the main intersection. A mountable curb will be utilized in the median island to allow only emergency vehicles traveling through the intersection to turn left onto westbound US 24 from Wabash Street. The existing eastbound US 24 left turn lane will be closed by installing pavement markings. Existing right turn lanes along US 24 will be extended and widened to accommodate turning movements from trucks utilizing the U-turn. Lighting will be installed at the U-turn access points. An existing 12-inch corrugated metal pipe (CMP) located beneath the westbound lanes of US 24, east of the intersection with Wabash Street will be replaced.

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Right-of-Way: Existing right-of-way in this section of US 24 extends approximately 45 feet on either side of the US 24 northbound and US 24 southbound center lines. The project will not require the acquisition of temporary or permanent right-of-way.

Maintenance of Traffic: Traffic will be maintained in two phases. The first phase will construct the right turn lanes while the existing intersection remains open to traffic. The second phase will construct the median left turn lanes and U-turns with the existing intersection open to traffic, then close the intersection to remove the median pavement while the proposed left turn lanes and U-turns are utilized.

In accordance with the Americans with Disabilities Act (ADA), and Title VI of the Civil Rights Act of 1964, persons and/or groups requiring project information be made available in alternative formats or languages are encouraged to contact Dan Syrus at 111 Monument Circle, Indianapolis, IN 46204, or by calling 317-864-3095.

This notice is published in compliance with: 1) Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) stating, “Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.”; 2) 23 CFR 450.210(a)(1)(ix) stating, “Provide for the periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all interested parties and revise the process, as appropriate.”; and 3) The INDOT Public Involvement Policies and Procedures approved by the Federal Highway Administration on August 16, 2012.

NOTICE OF PUBLIC INFORMATION MEETING

Proposed improvement – Reduced Conflict Intersection (RCI) at US 24 and Wabash Street in Wabash County.

The Indiana Department of Transportation (INDOT) is developing plans for enhanced safety measures at the intersection of US 24 and Wabash Street in Wabash County (DAS 2000025).

INDOT will host a public open house on Tuesday, March 28, 2023 at the Honeywell Center in Legacy Hall, 275 W Market Street, Wabash, IN 46992. The open house will take place from 5:00 p.m. to 7:00 p.m. All participants are welcome to view project display boards and talk to project representatives about the proposed improvement project.

The purpose of this project is to improve safety by reducing the number of traffic conflict points, which will reduce the probability of crash incidents at this intersection.

Existing Conditions: The intersection of US 24 and Wabash Street is unsignalized, with free-flowing traffic on US 24 and stop controls on the southeast/northwest approaches. This section of US 24 is a four-lane principal arterial with a posted speed limit of 55 miles per hour. The eastbound approach has two 12-foot travel lanes and dedicated left and right-turn lanes and is separated from the westbound lanes by a grass median that varies between approximately 20-30 feet within the project area. The westbound approach has two 12-foot travel lanes and dedicated left-turn and right-turn lanes. Wabash Street is a two-lane minor arterial south of US 24 that transitions to the major collector 150 W (Division Road) north of US 24. Wabash Street has a posted speed limit of 30 miles per hour.

Proposed Project: The proposed project will construct a reduced conflict intersection (RCI) by reconstructing the median island so that it restricts left turn and through traffic movements from Wabash Street but allows left turns from westbound US 24 onto Wabash Street. Left turns from eastbound US 24 onto Wabash Street will be restricted as part of this proposed RCI. The existing westbound US 24 left turn lane will be extended along US 24 with U-turn access points located approximately 800 feet from the main intersection. A movable curb will be utilized in the median island to allow only emergency vehicles traveling through the intersection to turn left onto westbound US 24 from Wabash Street. The existing eastbound US 24 left turn lane will be closed by installing pavement markings. Existing right turn lanes along US 24 will be extended and widened to accommodate turning movements from trucks utilizing the U-turn. Lighting will be installed at the U-turn access points. An existing 12-inch corrugated metal pipe (CMP) located beneath the westbound lanes of US 24, east of the intersection with Wabash Street will be replaced.

Right-of-Way: Existing right-of-way in this section of US 24 extends approximately 45 feet on either side of the US 24 northbound and US 24 southbound center lines. The project will not require the acquisition of temporary or permanent right-of-way.

Maintenance of Traffic: Traffic will be maintained in two phases. The first phase will construct the right turn lanes while the existing intersection remains open to traffic. The second phase will construct the median left turn lanes and U-turns with the existing intersection open to traffic, then close the intersection to remove the median pavement while the proposed left turn lanes and U-turns are utilized.

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3/15, 3/22/23

PROOF OF PUBLICATION
The Paper of Wabash
Federal ID.: 83-2456133

INDIANA DEPARTMENT OF TRANSPORTATION

NOTICE OF PUBLIC MEETING US 24 & WABASH

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Pursuant to the provisions and penalties of Chapter 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

PUBLISHER'S AFFIDAVIT

Personally appeared before me, a notary public in and for said county and state, the undersigned **Don Hurd** who, being duly sworn, says that he is publisher of the **The Paper of Wabash** newspaper of general circulation printed and published in the English language in the town of Wabash in Wabash County, IN, and that the printed matter attached hereto is a true copy, which was duly published in said paper for

2 time(s), the date of publication being as follows:

Paper of Wabash County: 3/13/2023, 3/20/2023

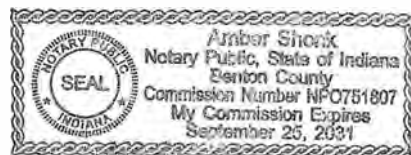
Date: 4/17/2024

Signed: _____

Publisher

Subscribed and sworn to before me 4/17/2024

Notary Public



Christine Meador

From: Indiana Department of Transportation <indot@subscriptions.in.gov>
Sent: Tuesday, March 21, 2023 9:16 AM
To: Christine Meador
Subject: Public open house for proposed U.S. 24 and Wabash Street intersection improvements

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Indiana Department of Transportation News Release

Public open house for proposed U.S. 24 and Wabash Street intersection improvements

WABASH, Ind. – The Indiana Department of Transportation announces a public open house for proposed improvements at the intersection of U.S. 24 and Wabash Street.

The purpose of this project is to improve safety by reducing the number of traffic conflict points by constructing a reduced conflict intersection (RCI), which will reduce the probability of crash incidents at this intersection.

On Tuesday, March 28, INDOT will host a public open house where participants are welcome to view project display boards and talk to project representatives about the proposed improvement project. The open house will take place at the Honeywell Center in Legacy Hall located at 275 Market Street, Wabash, IN 46992 from 5 p.m. to 7 p.m.

What: Public open house

When: March 28, 5 p.m. to 7 p.m.

Where: Honeywell Center Legacy Hall, 275 W Market Street, Wabash, IN 46992

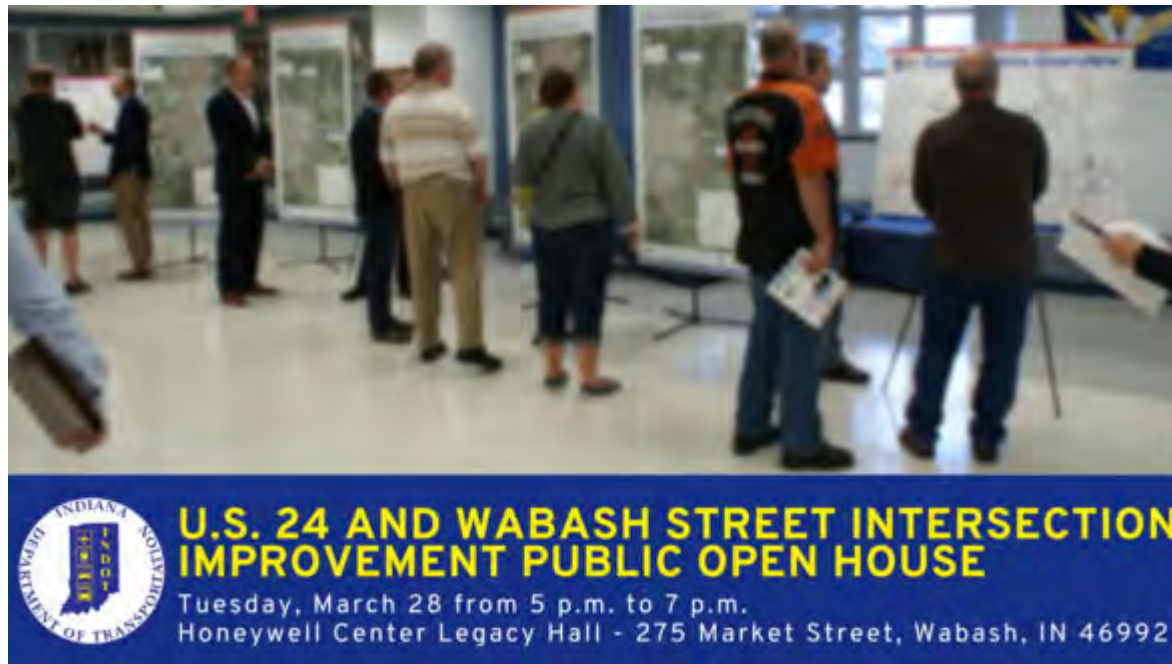
About Reduced Conflict Intersections

Nationwide, statistics show a more than 50 percent decline in crashes where RCIs are installed. Fatal crashes decline by as much as 85 percent.

In June 2015, INDOT opened its first RCI at U.S. 41 and State Road 114 in Northwest Indiana. From 2008-2015, the intersection averaged four crashes a year with almost 40% of those reported as injury crashes, including one fatality. In the first year of operation for the RCI, the intersection experienced one minor crash, and no injuries or fatalities.

In 2011, INDOT widened U.S. 231 in Spencer County to four lanes, and for the first three years, there were at least four deaths and nine injuries at the intersections with S.R. 62 and S.R. 68. Since the intersections were converted to RCIs in the summer of 2016, crash rates have dropped significantly overall, with zero new fatal crashes.

You can read more about Reduced Conflict Intersections here: <https://www.in.gov/indot/3660.htm>.



Stay Informed

Motorists in Northeast Indiana can monitor road closures, road conditions, and traffic alerts any time via:

- Facebook: facebook.com/INDOTNortheast
- Twitter: [@INDOTNortheast](https://twitter.com/INDOTNortheast)
- TrafficWise: 511in.org
- Mobile App: [iTunes App Store](#) and the [Google Play store for Android](#)

About the Indiana Department of Transportation

INDOT continues to solidify the Hoosier State as the Crossroads of America by implementing Gov. Eric J. Holcomb's \$30 billion Next Level Roads plan. With six district offices and 3,500 employees, the agency is responsible for constructing and maintaining more than 29,000 lane miles of highways, more than 5,700 bridges, and supporting 4,500 rail miles and 127 aviation facilities across the state. INDOT was recently ranked #1 in the United States for infrastructure in CNBC's 2022 "America's Top States for Business" ranking. Learn more about INDOT at in.gov/indot.

Customer Service

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www.indot4u.com

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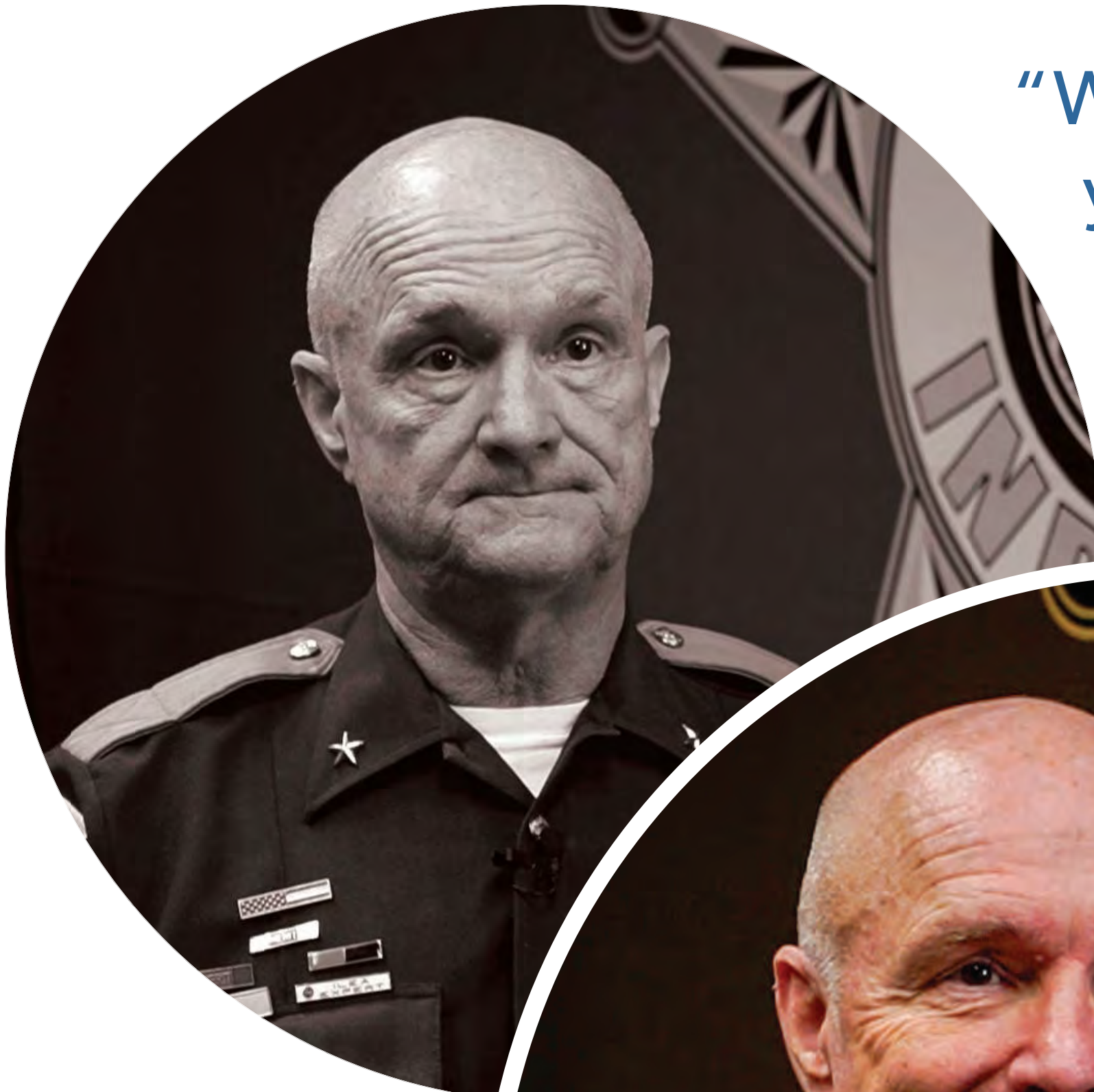
Doug Vantlin,

Knox County Sheriff

(Skeptic to Supporter)

Stanley Hobbs,

Oaktown Firefighter



“When I first heard about it, I wasn’t for it... you’d have to go up the road, turn around, come back to get where you’re going...to me that didn’t make any sense.”



“You can’t argue with success. We’ve had no cause of accidents up there since they’ve (RCIs) been operational.”

“I was not sold on the idea that these RCIs would reduce the number of injuries and number of deaths that we had at these places...but man...they work.”

“If you’ve got two dangerous intersections like we have, and you have a lot of accidents and even fatalities, all I can say is I do think that the RCIs work. I don’t know how else to put it, except they work.”



US 41 Data:

- A Median U-Turn was installed in August 2019 at the intersection of US 41/Freelandville Road.
- Between **2017-2018**, there were **8 crashes** at this intersection.
- Between **2020-2021**, that number was reduced to **0 crashes** at this intersection.

Crash Data	US 41 at Freelandville Road (2017-2018)	US 41 at Freelandville Road (2020-2021)	% Reduction
# of Serious Crashes (fatal/incapacitating)	5	0	100%
# of Property Damage Crashes	3	0	100%
# of Total Crashes	8	0	100%

ALL INDIANA RCIs:

INDOT continues to track the safety performance of these and future RCIs to assess their effectiveness and advance our understanding of the traffic levels, design, and site conditions most suitable for this highway feature.

Crash Data	Number of Crashes	Number of Fatal & Incapacitating Injury Crashes	Number of Non-Incapacitating Injury Crashes	Number of PDO Crashes	Crashes per Year	Fatal & Incapacitating Injured Persons per Year	Non-Incapacitating Injured Persons per Year	PDO Crashes per Year
Total Crashes Before	82	14	23	45	28.35	7	5.9	15.45
Reduction	56	10	20	26	21.10	5.75	5.15	10.2
% Reduction	68%	71%	87%	58%	74%	82%	87%	66%



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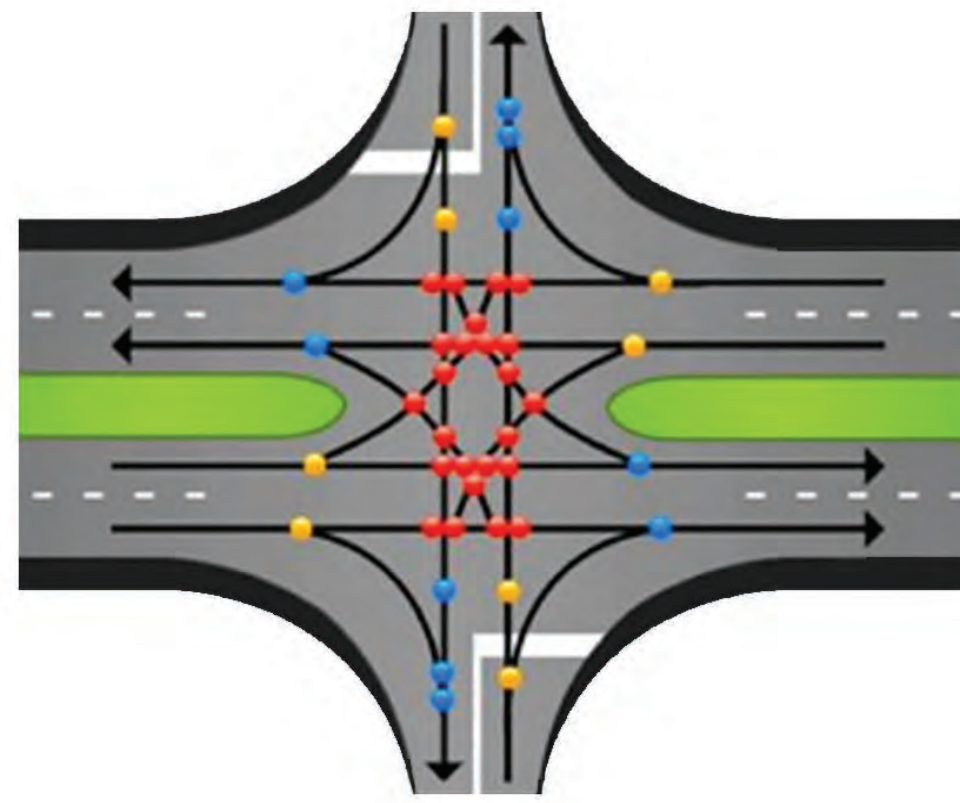
PUBLIC TESTIMONIALS
PUBLIC INFORMATION MEETING



Conflict points for existing US 24 and Wabash Street:

CONVENTIONAL INTERSECTION

- (24) Crossing Conflict Points
- (10) Merge Conflict Points
- (8) Diverge Conflict Points

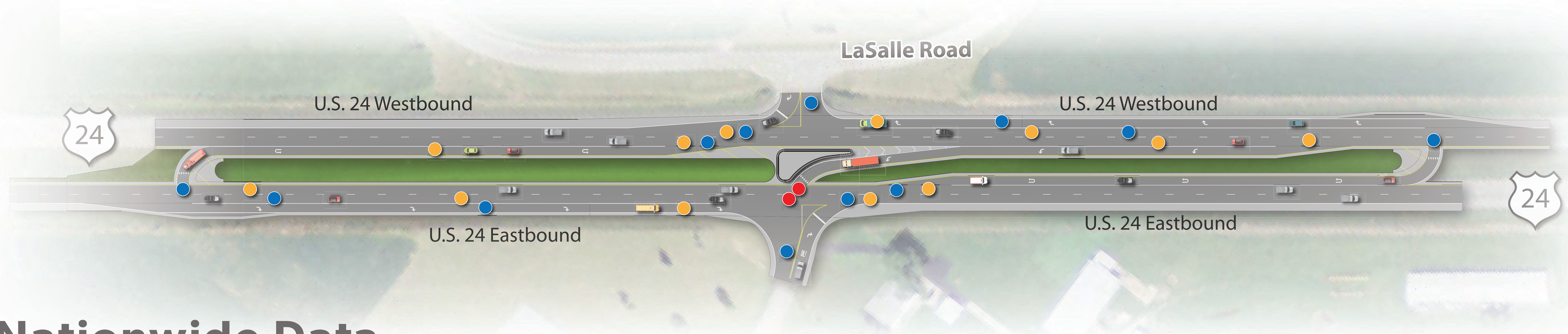


A traditional intersection has **42 conflict points** where an accident could occur.

Of those, **24 conflict points** can cause serious crashes like T-bone or right angle crashes.

* Conflict points for a Reduced Conflict Intersection (RCI) at US 24 and Wabash Street :

- This RCI reduces the conflict points to **26 total**. Of those, **2 conflict points** can cause serious crashes like T-bone or right angle crashes.



- (2) Crossing
 - (12) Merge
 - (12) Diverge
- (26) Total Conflict Points**

Nationwide Data

When an RCI is installed in an unsignalized rural intersection:

- 50% reduction in ALL crashes
- 85% reduction in FATAL and INJURY crashes

INDIANA DATA

Since 2015, INDOT has installed **11 RCIs** at four-lane highway intersections **across the state**.

After being installed for over a year, crash data was evaluated for comparison.

- 68% reduction in crashes of any severity (ALL crashes)**
- 81% reduction in FATAL and INJURY crashes**

INDOT continues to track the safety performance of these and future RCIs to assess their effectiveness and advance our understanding of the traffic levels, design, and site conditions most suitable for this highway feature.



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RCI FACTS & DATA

PUBLIC INFORMATION MEETING



Commonly Asked Questions

1. Why choose a Reduced Conflict Intersection (RCI)?

- RCIs greatly reduce a significant number of severe crashes that occur when vehicles cross over busy, high-speed traffic lanes to reach other lanes or roads.
- They are safer alternatives to traditional roadway intersections on four-lane highways with certain traffic and site conditions because they eliminate or significantly reduce right-angle crashes, the type of crash most responsible for fatalities and serious injuries at traditional intersections.
- An RCI improves the driver's sight lines over a traditional intersection. Vehicles will only be contending with one direction of traffic at a time, improving safety and traffic performance at this intersection.
- RCIs eliminate the need for vehicles on secondary roads to cross high-speed mainline lanes of traffic.
- RCIs installed at four-lane highway intersections across Indiana and the nation have shown a substantial decrease in fatal and serious injury crashes.

2. Why not choose another alternative?

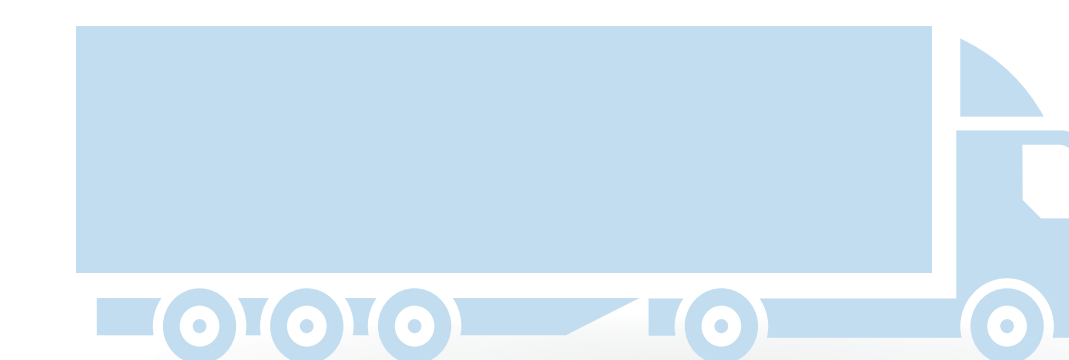
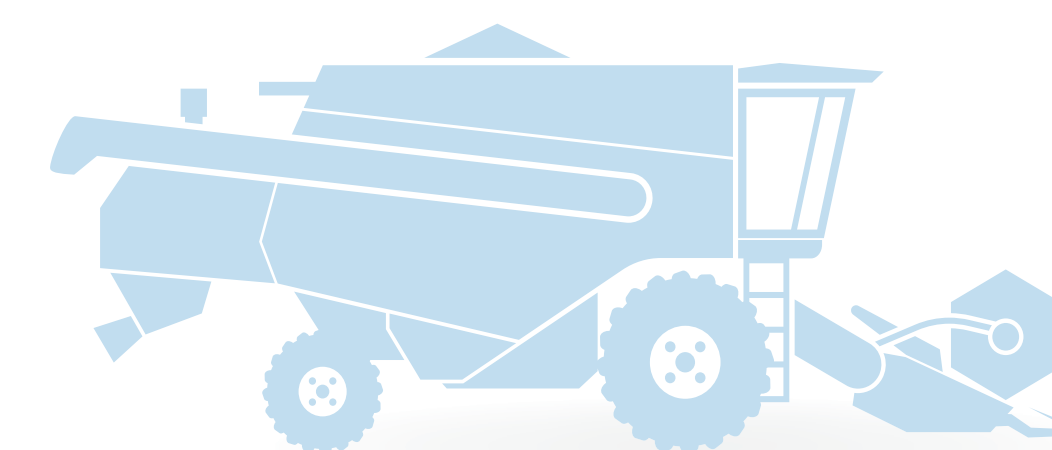
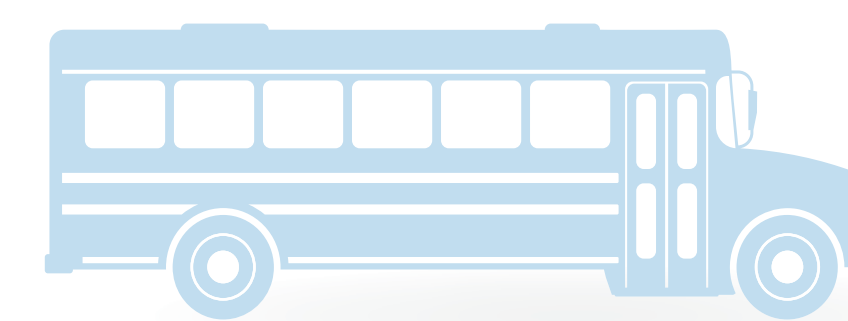
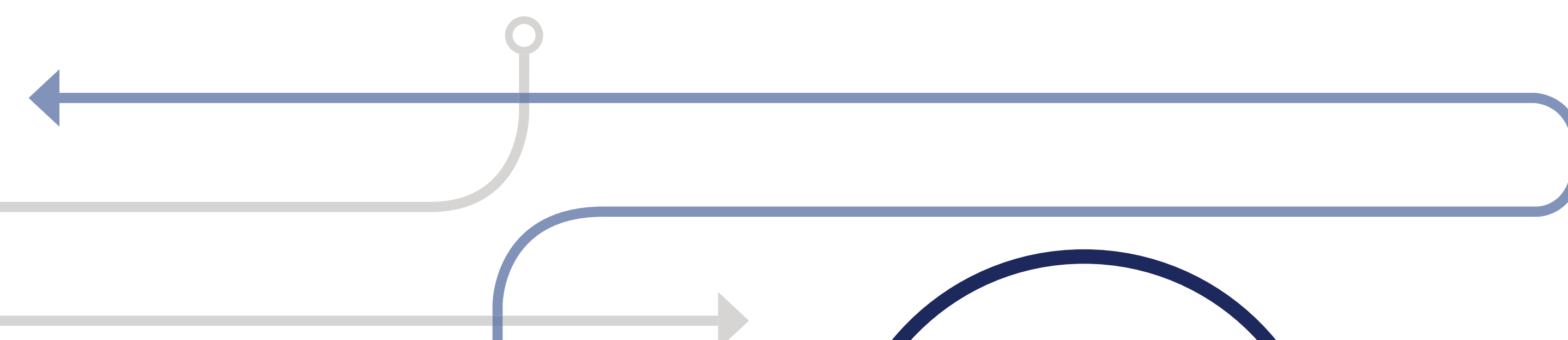
- Traffic Signal: A traffic signal creates the potential for other types of traffic accidents and disrupts the flow of traffic on US 24.
- Interchange: An interchange is not warranted based on traffic volumes.
- Converting the intersection to an RCI is the preferred alternative to address the safety improvement purpose of the project. The RCI is an effective, appropriate approach for the amount of traffic at the intersection.

3. Won't this add more time to my commute?

- Using RCIs can take the same or less time than trying to wait for a safe and appropriate gap to cross traffic.
- RCIs provide additional storage for vehicles crossing or turning left onto US 24, reducing the wait time for right-turning vehicles entering US 24.

4. How will buses and farm equipment fit?

- RCIs are designed to fully accommodate the wide-turning radius of large vehicles such as:
 - School Buses
 - Farm Equipment
 - Semi-trailer Trucks
 - Emergency Vehicles
- Where road and median width is not sufficient to accommodate larger vehicles, an additional pavement area is added.

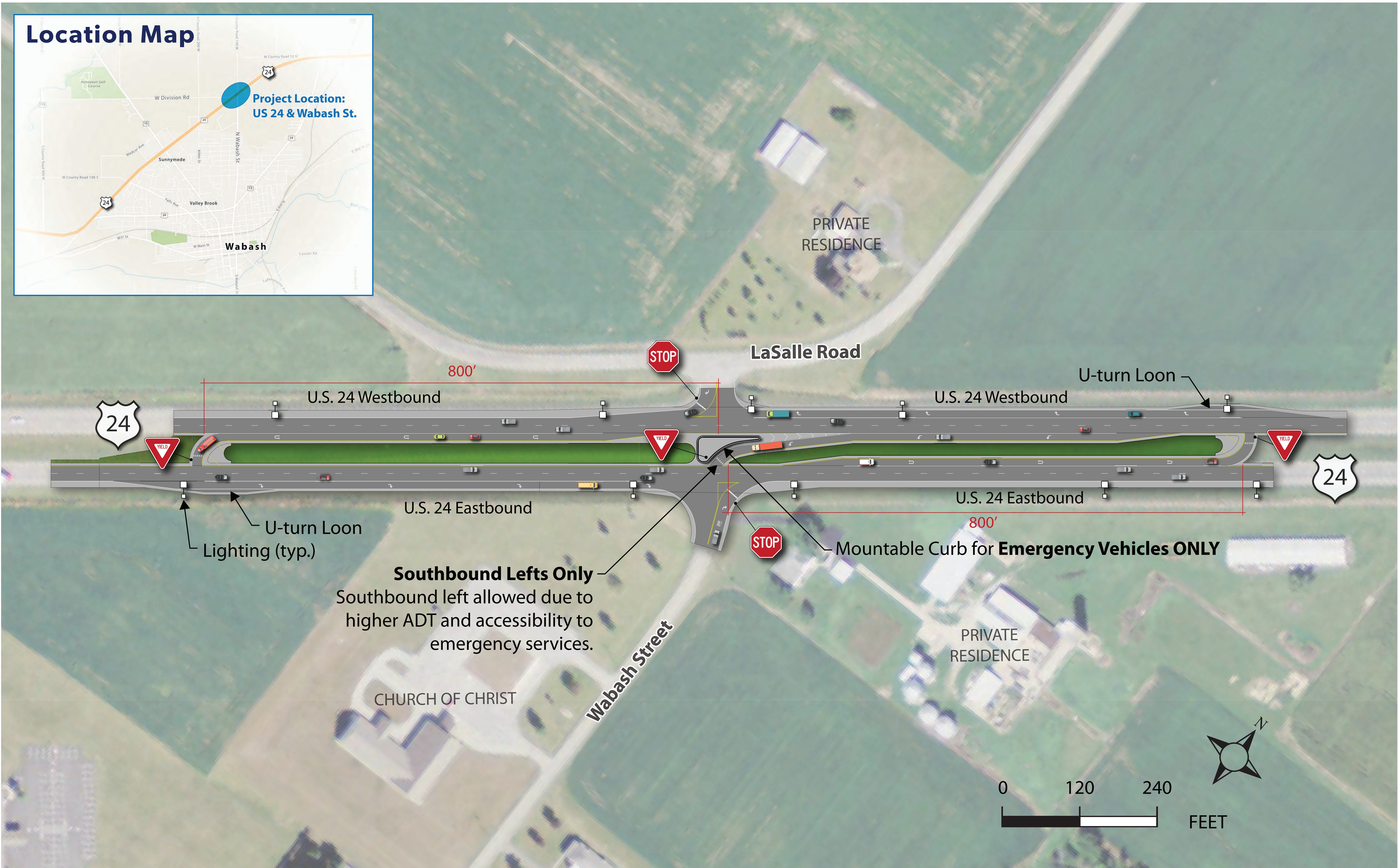


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RCI FACTS & DATA
PUBLIC INFORMATION MEETING





US 24 & Wabash Street

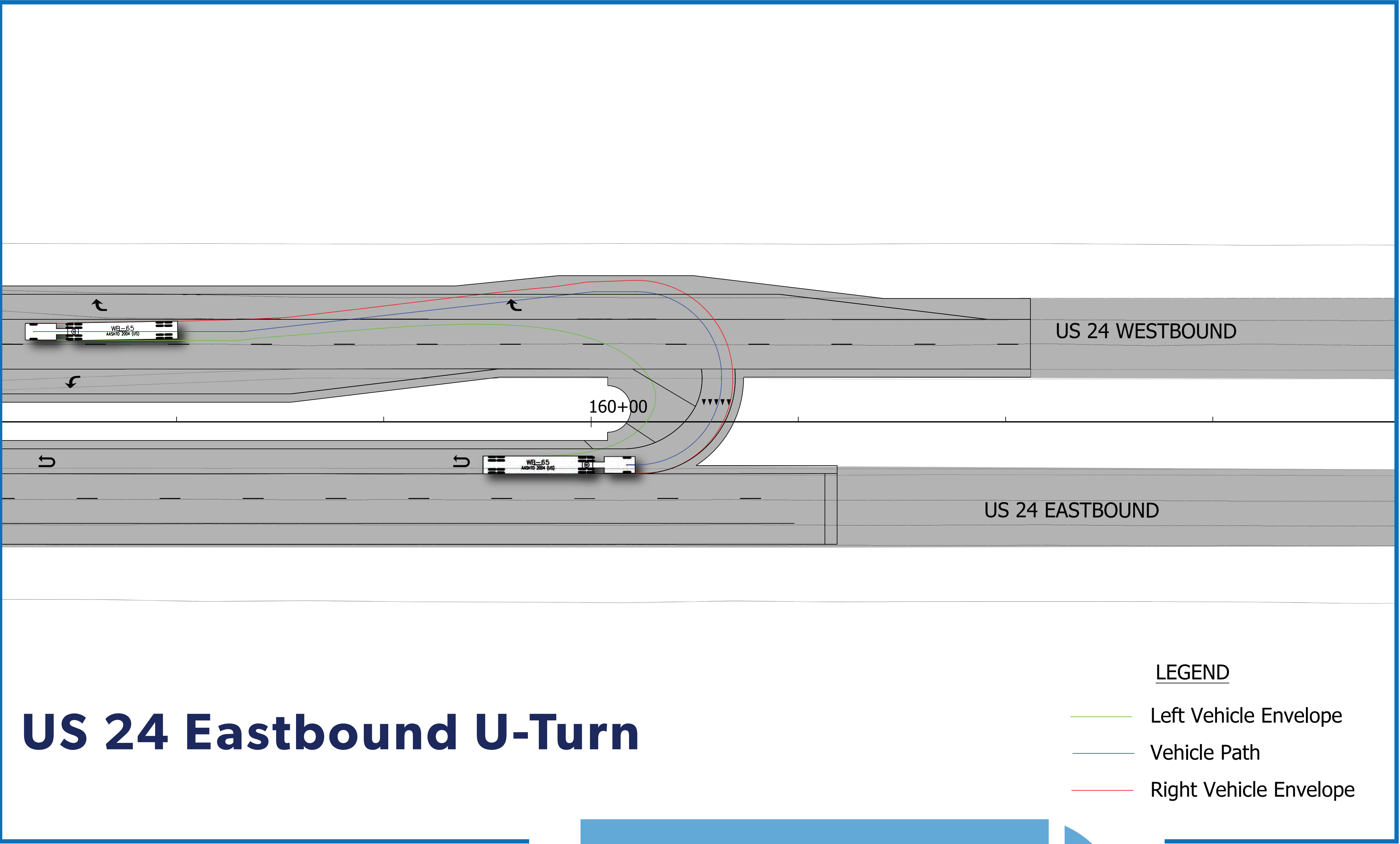
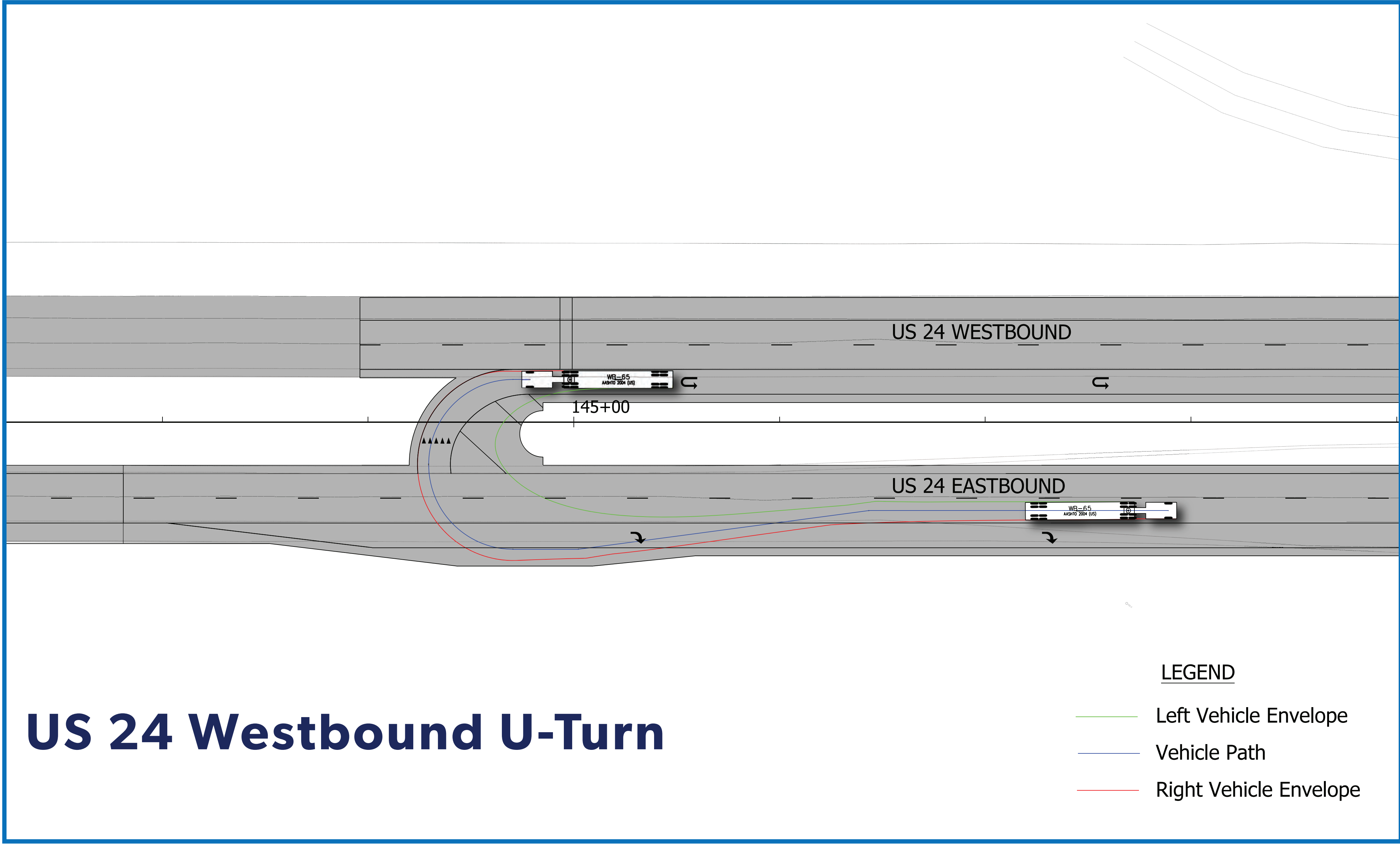
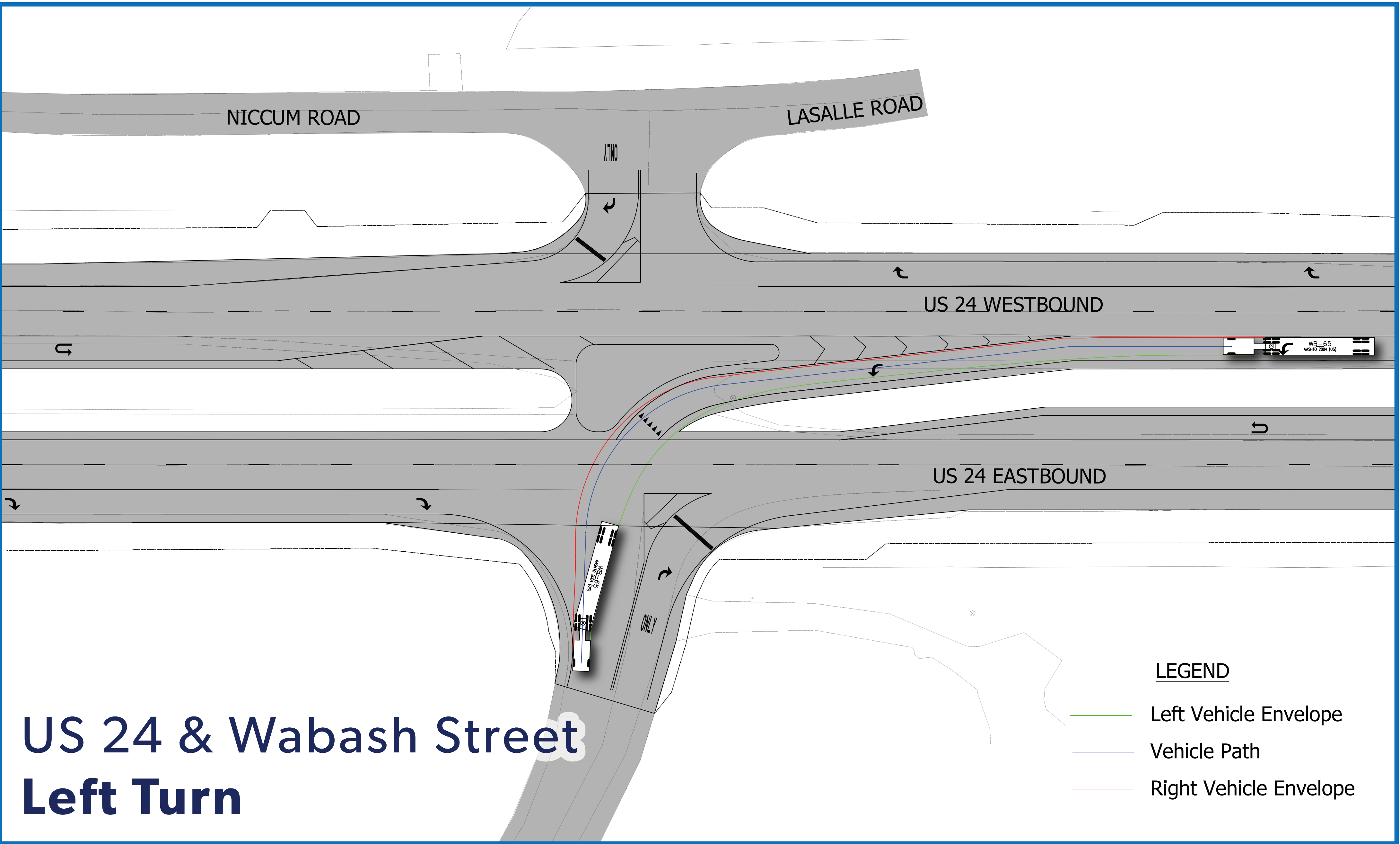
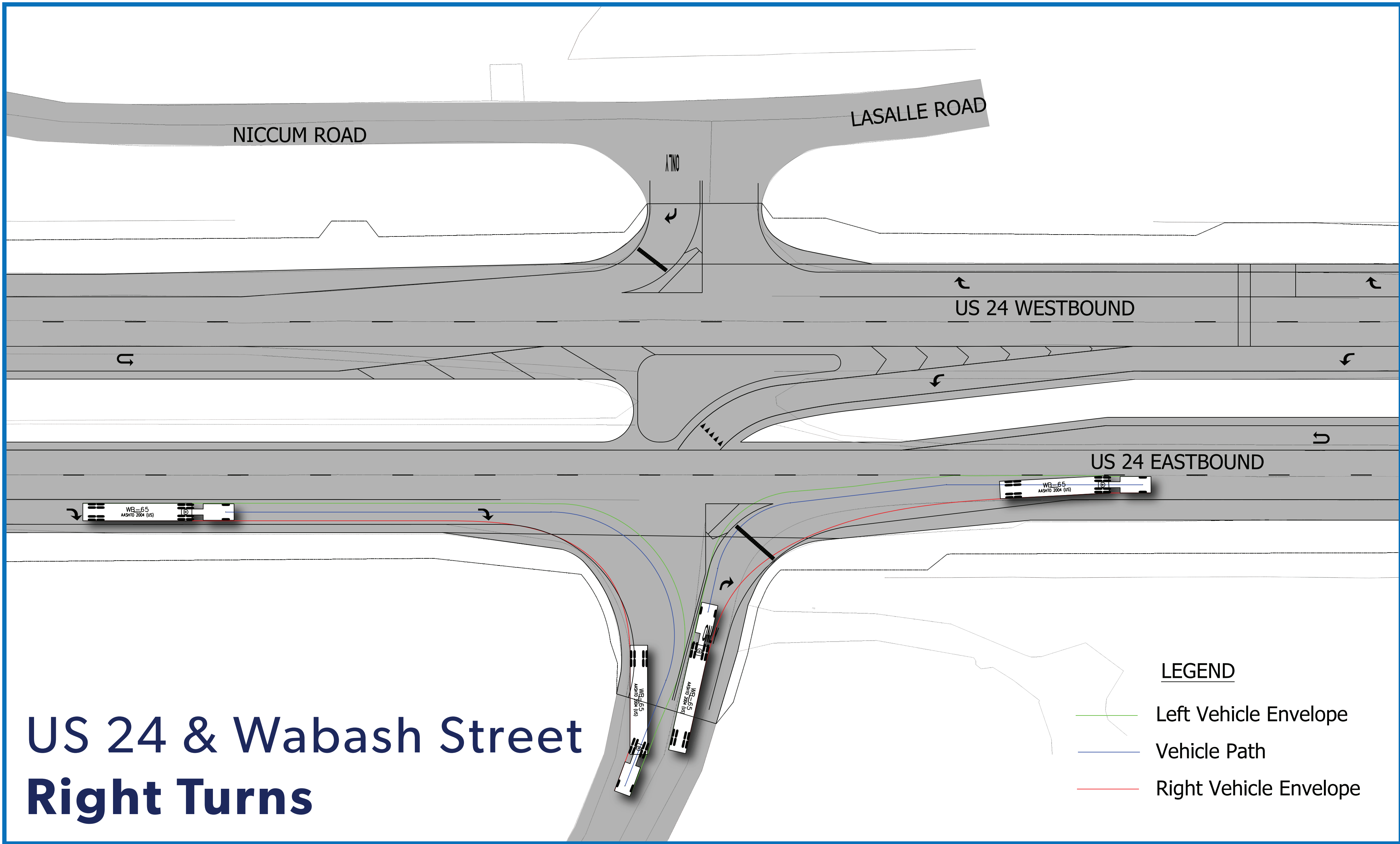


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PROJECT LOCATION PLAN
PUBLIC INFORMATION MEETING





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US 24 & WABASH STREET TRUCK TURNING MOVEMENTS

PUBLIC INFORMATION MEETING

