NOTICE OF PROJECT ADVANCEMENT FOR THE STATE ROAD 327 ROADWAY CURVE CORRECTION PROJECT IN DEKALB COUNTY – JULY 2017

The Indiana Department of Transportation (INDOT) held a public hearing on January 12th of this year regarding a proposed roadway curve correction project on State Road (SR) 327 between County Road (CR) 36 and C.R. 34 in DeKalb County. The purpose of the project is to improve the alignment of the road. The primary need for the project is to address horizontal curves at the north and south junctions of C.R. 34 and upgrade the roadway.

The purpose of this notice is two-fold. Firstly, this is an opportunity for INDOT to communicate with project stakeholders with regard to the status of this project. Secondly, it is an opportunity to formally announce the conclusion of the environmental analysis phase of the project and transition to the next phase of project development, the real estate acquisition phase.

Preferred Alternative: The S.R. 327 new alignment will be located to the south of the existing alignment. A new public road approach will be constructed to connect the new alignment to the existing east/west segment of the roadway. A pipe culvert will be placed under the connector. Roadway improvements will consist of pavement reconstruction, shoulder reconstruction, new culvert and ditch construction. As part of the preliminary proposal, a cul-de-sac was planned for construction on the south portion of old S.R. 327 just north of C.R. 36. However, subsequent to receiving public input prior to, during and following the public hearing held on 1/12/17, the previously proposed cul-de-sac has been discarded in favor of the realignment of C.R. 36.

In order to keep the north south portion of CR 11 open to emergency vehicles, EMS and fire trucks, an offset access point off the south curve of the new SR 327 will be constructed near where the original cul-de-sac was located and would also tie CR 36 into CR 11. The existing SR 327 will remain open during most of the construction. There will be times when the connections between the old and new curves will necessitate a short term road closure to make the connections. Coordination between the contractor and emergency vehicles will be required.

The old alignment of S.R. 327, north of the south connection point, will remain open and is planned for relinquishment to DeKalb County.

The project will require the acquisition/purchase of approximately 12.3 acres of right-of-way, no residential displacements are anticipated. New roadside ditches will be constructed (as needed) for positive drainage. A box culvert is proposed to collect the drainage from the north side of the new S.R. 327 alignment to the south side. The existing S.R. 327 will remain open during most of the construction. The preferred maintenance of traffic (MOT) for the project is to utilize an official detour. The detour would use portions of S.R. 8, I-69 and U.S. 6.

Subsequent to reviewing and considering all comments and materials received as a result of the official INDOT public hearing held at the Garrett Public Library, 107 West Houston Street in Garrett, Indiana, INDOT will advance this project to the next phase of development (real estate acquisition) and anticipates construction to begin in 2018.

Project documentation, including the resolution to public hearing comments, will remain available for public inspection during normal office hours at the Garrett Public Library, 107 West Houston Street, Garrett, Indiana 46738; INDOT Fort Wayne District Office, 5333 Hatfield Road, Indianapolis, Indiana 46808, Phone 1-866-227-3555; INDOT Office of Public Involvement, Room N642, Indiana Government Center North, 100 North Senate Avenue, Indianapolis, Indiana 46204

www.in.gov/dot/
An Equal Opportunity Employer
Phone# (317) 232-6601. Visit the Fort Wayne District web page to view project documentation http://www.in.gov/indot/2703.htm.

INDOT sincerely appreciates the community’s participation and interest in this project and looks forward to continuing engagement as this project advances towards construction.

Rickie Clark MBA Indiana Department of Transportation 
Manager, Office of Public Involvement / Communications 
100 North Senate Avenue, Room N642 
Indianapolis, Indiana 46204 
Phone: (317) 232-6601 Email: rclark@indot.in.gov
**Indiana Department of Transportation**

**County** DeKalb  
**Route** SR 327  
**Des. No.** 990080

## Part I - PUBLIC INVOLVEMENT

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

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

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

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

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

**Remarks:**

<table>
<thead>
<tr>
<th>Property owners adjacent to the proposed project were notified on October 2, 2015 via U.S. mail with letter of survey/investigation notices prior to any land surveying and field activities. A list of property owners and addresses along with an example Notice of Survey/Investigation Letter can be found in Appendix G 1-6.</th>
</tr>
</thead>
</table>

To meet the public involvement requirements of Section 106, FHWA's finding of "Adverse Effect" a public notice was advertised in *The Star* and *Garrett Clipper* on July 27 and 28, 2016. The text of the public notice and the affidavit of publication appear in Appendix D 96-97. No comments were received from the public regarding the Section 106 effect finding by the published deadline.

A public hearing is required because this project will consist of permanent roadway alteration and acquire more than one-half acre of permanent right-of-way. A public hearing was held on January 12, 2017 at 6:00 pm, in the Community Room at the Garrett Public Library, located at 107 West Houston Street, Garrett, Indiana 46738. A legal notice of public hearing was published in the *Garrett Clipper*, a daily newspaper on December 29, 2016 and January 5, 2017. Please see Appendix F for the public involvement documents.

The consultant, SJCA adequately responded to the comments from the public hearing, in that the vast majority of remarks brought before, during, and following, the public hearing were associated with concerns on the following:

- the use of tax dollars
- the impact (Right-of-way take) to farmland
- drainage and maintenance
- the proposed cul-de-sac on County Road (CR) 11 to be a dumping ground, snow removal issues and cut off emergency service response

Several of the comments received were not in favor of the project. Subsequent to public input, the proposed CR 11 cul-de-sac was discarded in favor of the realignment of CR 36. All of the comments and responses can be found in Appendix F 45-71.

INDOT understands the concerns about dividing some of the farm fields or properties in half and that this is a hard decision for property owners and INDOT to make. However, the criteria for selection of the alignment is to improve the current situation of SR 327 that experienced an increasing number of accidents because of substandard curves and minimize impact to residential properties and wetlands. The uniform speed limit of 55 mph throughout the curves will allow the traveling public to more easily navigate the curves without having to make speed or steering corrections as they go through the curves. INDOT will continue relations with our DeKalb County partners to monitor the curves, roadway capacity, enforcement and safety related concerns.
Indiana Department of Transportation

County: DeKalb
Route: SR 327
Des. No.: 980980

Public Controversy on Environmental Grounds
Will the project involve substantial controversy concerning community and/or natural resource impacts? Yes [ ] No [X]

Remarks: This project has received no public controversy regarding natural resource impacts. There has been substantial controversy regarding the future impacts to the division of some of the farm fields and/or properties. INDOT has considered the comments, questions, and design alternatives that were discussed during and after the public hearing held on January 12, 2017 and has arrived at the decision to proceed with the plans for roadway curve correction along SR 327.

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

Sponsor of the Project: Indiana Department of Transportation (INDOT)
Local Name of the Facility: N/A
INDOT District: Fort Wayne

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

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

PURPOSE AND NEED:
Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)
The project purpose is to improve the horizontal alignment of the road. The primary need for the project is based on the two substandard horizontal curves at the north and south junctions of CR 34; as well as upgrading the road to current standards.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: DeKalb
Municipality: Grinnell
Limits of Proposed Work: Approximately 0.10 mi. S. of CR 36 to 0.05 mi. N. of CR 34
Total Work Length: 0.785 Mile(s)
Total Work Area: ~12 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? Yes [ ] No [X]

If yes, when did the FHWA grant a conditional approval for this project?

*If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

This is page 3 of 21 Project name: SR 327 Curve Correction Date: June 27, 2017

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The proposed project consists of roadway realignment of two substandard horizontal curves forming ninety degree junctions. The new alignment will be located to the south of the existing alignment. A new public road approach will be constructed to connect the new alignment to the existing east/west segment of the roadway. A pipe culvert will be placed under the connector. Roadway improvements will consist of 4,015 LF of pavement reconstruction, 100 LF of incidental pavement construction, shoulder reconstruction, new culvert and ditch construction. A cul-de-sac will be constructed on the south portion of old SR 327 just north of CR 36. Subsequent to public input before, during, and after the public hearing held on January 12, 2017, the proposed cul-de-sac was discarded in favor of the realignment of CR 36. The old alignment of SR 327 will remain open and will be relinquished to the county. Approximately 12.29 acres of additional permanent right-of-way will be required to complete this project, but no residential relocation is anticipated. This land will comprise of mainly farmland. New roadside ditches will be constructed where needed for positive drainage. A box culvert is proposed to collect the drainage from the north side of the new SR 327 alignment to south side. The John Diehl regulated drain is an open ditch that crosses under SR 327, further south of the project. This ditch drains adjacent farmland south and west of SR 327. Please see the enclosed plan and profile sheets for more details in Appendix B 10-33.

The existing SR 327 will remain open during most of the construction. There will be times when the connection between the old and new curves will necessitate a short term road closure to make the connections. The preferred maintenance of traffic (MOT) for the project is to utilize an official detour. The detour would use portions of SR 8, I-69 and US 6.

The preliminary plans estimate the need for approximately 12.29 acres of new permanent right-of-way and approximately 0.46 ac. of temporary right-of-way.

**OTHER ALTERNATIVES CONSIDERED:**

Describe all discarded alternatives, including the Do-Nothing Alternative and an explanation of why each discarded alternative was not selected.

The No-Build option was reviewed, however it was not considered feasible, prudent, or practicable because it would not correct the two substandard horizontal curves on SR 327.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):
- It would not correct existing capacity deficiencies; X
- It would not correct existing safety hazards; X
- It would not correct the existing roadway geometric deficiencies;
- It would not correct existing deteriorated conditions and maintenance problems; or
- It would result in serious impacts to the motoring public and general welfare of the economy.

Other (Describe)

**ROADWAY CHARACTER:**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Hour Volume (DHV): 317</td>
<td>Truck Percentage: 55</td>
<td>Legal Speed (mph): 55</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Existing Proposed

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**Indiana Department of Transportation**

**County:** DeKalb  
**Route:** SR 327  
**Des. No.:** 9900980

<table>
<thead>
<tr>
<th>Number of Lanes:</th>
<th>Existing</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Type of Lanes:</strong></td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td><strong>Through:</strong></td>
<td>Through</td>
<td>Through</td>
</tr>
<tr>
<td><strong>Pavement Width:</strong></td>
<td>11 ft.</td>
<td>11 ft.</td>
</tr>
<tr>
<td><strong>Shoulder Width:</strong></td>
<td>2 ft.</td>
<td>4 ft.</td>
</tr>
<tr>
<td><strong>Median Width:</strong></td>
<td>ft.</td>
<td>ft.</td>
</tr>
<tr>
<td><strong>Sidewalk Width:</strong></td>
<td>ft.</td>
<td>ft.</td>
</tr>
<tr>
<td><strong>Setting:</strong></td>
<td>Urban</td>
<td>Suburban</td>
</tr>
<tr>
<td><strong>Topography:</strong></td>
<td>Level</td>
<td>Rolling</td>
</tr>
<tr>
<td><strong>Functional Classification:</strong></td>
<td>CR 36 - Minor Collector</td>
<td>CR 34 - Minor Collector</td>
</tr>
<tr>
<td><strong>Current ADT:</strong></td>
<td>650 VPD (2018)</td>
<td>720 VPD (2038)</td>
</tr>
<tr>
<td><strong>Design Hour Volume (DHV):</strong></td>
<td>72 Truck Percentage (%)</td>
<td>5</td>
</tr>
<tr>
<td><strong>Design Year ADT:</strong></td>
<td>720 VPD (2038)</td>
<td>50 Legal Speed (mph):</td>
</tr>
<tr>
<td><strong>Existing:</strong></td>
<td>50</td>
<td>50</td>
</tr>
</tbody>
</table>

**If the proposed action has multiple roadways, this section should be filled out for each roadway.**

**DESIGN CRITERIA FOR BRIDGES:**

**Structure/NEI Number(s):** N/A  
**Sufficiency Rating:** N/A  
(Rating, Source of Information)

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**Project name:** SR 327 Curve Correction  
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**Attachment 2**
Existing

Bridge Type: Precast conc. Box culvert, or similar
Number of Spans: 1
Weight Restrictions: ton
Height Restrictions: ft.
Curb to Curb Width: ft.
Outside to Outside Width: 39 ft.
Shoulder Width: ft.
Length of Channel Work: ft.

Proposed

Remarks:
There are no bridges located within the project limits. A new small structure will be installed on the new alignment of SR 327 to carry roadside drainage. The proposed structure will be a precast concrete box culvert with an 18 ft. span and 4 ft. rise or a similar structure.

Will the structure be rehabilitated or replaced as part of the project? Yes No N/A

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

Is a temporary bridge proposed? Yes No
Is a temporary roadway proposed? Yes No
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)
Provisions will be made for access by local traffic and so posted.
Provisions will be made for through-traffic dependent businesses.
Provisions will be made to accommodate any local special events or festivals.
Will the proposed MOT substantially change the environmental consequences of the action? Yes No
Is there substantial controversy associated with the proposed method for MOT? Yes No

Remarks:
The existing SR 327 will remain open during most of the construction. There will be times when the connection between the old and new curves will necessitate a short term road closure to make the connections.

The maintenance of traffic for this project will involve the use of a detour. The detour would use portions of SR 8, I-69 and US 6.

Coordination between the contractor and emergency vehicles will be required at all times during construction.
Indiana Department of Transportation

County: DeKalb  Route: SR 327  Des. No.: 9900980

ESTIMATED PROJECT COST AND SCHEDULE:


Anticipated Start Date of Construction: Spring of 2018

Date project incorporated into STIP: July 1, 2015 and updated June 7, 2017 (Appendix A 2-3)

Is the project in an MPO Area?  Yes  No  

If yes,

Name of MPO

Location of Project in TIP

Date of incorporation by reference into the STIP

RIGHT OF WAY:

<table>
<thead>
<tr>
<th>Land Use Impacts</th>
<th>Permanent</th>
<th>Temporary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>0.58</td>
<td>0.03</td>
</tr>
<tr>
<td>Commercial</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Agricultural</td>
<td>11.71</td>
<td>0.43</td>
</tr>
<tr>
<td>Forest</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Wetlands</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Other:</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Other:</td>
<td>0.00</td>
<td>0.00</td>
</tr>
</tbody>
</table>

TOTAL 12.29  0.46

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

Remarks: Proposed new permanent right-of-way has been estimated at 12.29 acres. This new right-of-way will be comprised mostly of agricultural land and residential property. At this time approximately 0.46 acres of temporary right-of-way is anticipated for the addition of farmfield entrances and working room.
Indiana Department of Transportation

County: DeKalb  Route: SR 327  Des. No.: 9900980

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

SECTION A – ECOLOGICAL RESOURCES

Streams, Rivers, Watercourses & Jurisdictional Ditches
Federal Wild and Scenic Rivers
State Natural, Scenic or Recreational Rivers
Nationwide Rivers Inventory (NRI) listed
Outstanding Rivers List for Indiana
Navigable Waterways

<table>
<thead>
<tr>
<th>Presence</th>
<th>Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
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<tr>
<td></td>
<td>No</td>
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</tbody>
</table>

Remarks: There will be no impacts to streams, rivers, watercourses or jurisdictional ditches as a result of this project. Dick Ditch, a regulated county drain, is a long open ditch located south of the project area. The ditch drains adjacent farmland. This ditch will not be impacted.

Other Surface Waters
Reservoirs
Lakes
Farm Ponds
Detention Basins
Storm Water Management Facilities
Other:

<table>
<thead>
<tr>
<th>Presence</th>
<th>Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
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<td></td>
<td>No</td>
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</tbody>
</table>

Remarks: No other surface waters were found to exist within the project area after reviewing aerial photography, and none were noticed during multiple field visits. No impacts of this nature are expected.

Wetlands

<table>
<thead>
<tr>
<th>Presence</th>
<th>Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>No</td>
</tr>
</tbody>
</table>

Total wetland area: _______ acre(s)  Total wetland area impacted: _______ acre(s)

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

<table>
<thead>
<tr>
<th>Wetland No.</th>
<th>Classification</th>
<th>Total Size (Acres)</th>
<th>Impacted Acres</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

Wetlands (Mark all that apply)

<table>
<thead>
<tr>
<th>Documentation</th>
<th>ES Approval Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

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County: DeKalb
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Mitigation Plan

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):
- Substantial adverse impacts to adjacent homes, business or other improved properties;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

Measures to avoid, minimize, and mitigate wetland impacts need to be discussed in the remarks box.

Remarks: The project area was reviewed in the field by the INDOT Fort Wayne District Environmental Manager during field visits on September 9, 2014 and October 5, 2015. The National Wetland Inventory (NWI) map indicate wetlands are located near the project area. During the field visits wetlands were observed north of the project close to the current SR 327 alignment. This wetland was delineated so that the accurate boundary could be surveyed for the plan. The wetland is outside of the construction limits and will not be impacted by the project. No other wetlands were observed within the project limits during the field visits. The NWI map can be found in Appendix B-6.

Terrestrial Habitat
Unique or High Quality Habitat

Use the remarks box to identify each type of habitat and the acres impacted (i.e., forested, grassland, farmland, lawn, etc).

Remarks: The project will primarily affect land within agricultural and residential properties. The habitat value of the affected areas is very low. Approximately 11.71 acres of farmland and 0.58 acre of residential property will be impacted by the project.

if there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

Kast
Is the proposed project located within or adjacent to the potential Karst Area of Indiana? Yes No
Are karst features located within or adjacent to the footprint of the proposed project? Yes No

Use the remarks box to identify any karst features within the project area. (Karst Investigation must comply with the Karst MOU, dated October 13, 1993)
Remarks: The project is located outside of the designated Karst Region of the state as identified in the October 13, 1993 MOU. No Karst features are known to exist within or adjacent to the planned project area.

Threatened or Endangered Species
Within the known range of any federal species
Any critical habitat identified within project area
Federal species found in project area (based upon informal consultation)
State species found in project area (based upon consultation with IDNR)

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Is Section 7 formal consultation required for this action?  
Yes [ ]  
No [x]

Remarks:  
The project is within range of the Federally endangered Indiana bat (*Myotis sodalis*), chubshell mussel (*Pleurobema elatum*), northern riffleshell mussel (*Epioblasma troglodytes rangitata*), white oat's paw pearlymussel (*Epioblasma obliquata perobliqua*), rayed bean mussel (*Pilosa fobalis*) and the threatened northern long-eared bat (*Myotis septentrionalis*). In a letter dated January 6, 2016 the U.S. Fish and Wildlife Service (USFWS) indicated there is no known habitat for any of these species within the proposed project areas, so they agree that the projects are not likely to adversely affect the endangered, proposed endangered and candidate species. (Appendix C 12-13).

Through early coordination with the Indiana Department of Natural Resources (DNR), in a letter dated January 12, 2016, they stated "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." (Appendix C 10-11).

### SECTION B – OTHER RESOURCES

#### Drinking Water Resources
- **Presence:**
  - [x]
- **Impacts:**
  - Yes  
  - No [x]

If a SSA is present, answer the following:

- Is the Project In the St. Joseph Aquifer System?  
  - Yes  
  - No
- Is the FHWA/DEP SSA MOU Applicable?  
  - Yes  
  - No
- Initial Groundwater Assessment Required?  
  - Yes  
  - No
- Detailed Groundwater Assessment Required?  
  - Yes  
  - No

#### Remarks:
- The project is not located within the St. Joseph Aquifer System; the only legally designated sole source aquifer in Indiana. There will be no impacts to the aquifer.

The Indiana Department of Environmental Management’s Wellhead Proximity Determinator website (http://idemmaps.dem.in.gov/apps/whpae) was accessed on February 29, 2016 by the environmental manager at INDOT Fort Wayne District. (Appendix B-4). The required project location data was provided and it was determined that this project is partially located within a Wellhead Protection Area. On March 2, 2016, a letter was sent to the DeKalb County Health Department asking for their input regarding impacts to the Wellhead proximity area. A response was received on March 8, 2016, and the department had no objections to the project. The response letter maybe found in Appendix C-15.

#### Flood Plains
- **Presence:**
- **Impacts:**

<table>
<thead>
<tr>
<th>Longitudinal Encroachment</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transverse Encroachment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project located within a regulated floodplain</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Homes located in floodplain within 1000' up/downstream from project</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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**Project name:** SR 327 Curve Correction  
**Date:** June 27, 2017

*Fina Version: June 2013  
Attachment 2*
Discuss Impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:
The project does not encroach upon a regulatory floodplain as determined from available FEMA flood plain maps. Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR (Appendix B-5).

This project may require an Indiana Department of Natural Resources Construction in a Floodway permit if the location of the structure does not meet the exemption. It is the designer's responsibility to apply for all applicable permits.

Farmland
Agricultural Lands
Prime Farmland (per NRCS)

Presence

<table>
<thead>
<tr>
<th>Impact</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Points (from Section VI of CPA-106/AD-1006) 117

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

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks:
The Natural Resource Conservation Service (NRCS) was sent early coordination along with the partially filled out CPA-106 form on December 29, 2015. A response letter dated January 27, 2016 was received by the Fort Wayne District. There is 10.74 ac., as determined by the Stage 1 plans, of prime and unique farmland within the project limits as defined by the Farmland Protection and Policy Act. Coordination with the NRCS resulted in a score of 117 on the NRCS-CPA-106 Form (Appendix C 16-18). NRCS's threshold score for significant impacts to prime farmland that result in the consideration of alternatives is 160. Because this project score is less than the threshold, no significant loss of farmland will result from the project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

Due to concerns voiced at the public hearing for this project, the design has changed. Originally a cul-de-sac was going to be constructed on CR 11, now that has been removed and a public road approach of this county road will be constructed. This design change has increased the amount of right-of-way required for the project from 10.74 acres to 12.4 acres (temporary and permanent). Due to this change INDOT emailed NRCS on June 15, 2017 to re-coordinate per the design changes. The NRCS re-coordination response (dated 6/26/2017) and documents can be found in Appendix C 19-23. Re-coordination with the NRCS resulted in a score of 117 on the NRCS-CPA-106. Because this project score is less than the threshold, no significant loss of farmland will result from the project.
**Indiana Department of Transportation**

**County**  DeKalb  
**Route**  SR 327  
**Des. No.**  9900980

**Project Effect**
- No Historic Properties Affected  
- No Adverse Effect  
- Adverse Effect  

**Documentation Prepared**

<table>
<thead>
<tr>
<th>Historic Properties Short Report</th>
<th>ES/FHWA Approval Date(s)</th>
<th>SHPO Approval Date(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td>5/16</td>
<td>7/1/16</td>
</tr>
<tr>
<td>X</td>
<td>1/14/16</td>
<td>2/22/16</td>
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<td>X</td>
<td>5/11/2017</td>
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<td>X</td>
<td>7/20/16</td>
<td>8/22/16</td>
</tr>
<tr>
<td>X</td>
<td>7/20/16</td>
<td>8/22/16</td>
</tr>
</tbody>
</table>

**Memorandum of Agreement (MOA)**  
- X

**MOA Signature Dates (List all signatories)**
- FHWA 8-30-16  
- Indiana SHPO 8-29-16  
- INDOT 8-29-16

**Remarks:**

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2(c), consulting parties were invited to participate in efforts to identify historic properties potentially affected by the undertaking, assess its effect, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. Each organization was sent a copy of the early coordination packet and formally invited to become a consulting party. Appendix D includes all the Section 106 documentation.

**Area of Potential Effect (APE):**

The Area of Potential Effects (APE) has been defined as those areas of existing and proposed right-of-way and incidental construction, required for the undertaking; as well the areas surrounding the undertaking from which it would be visible. The scope of the project is such that the potential for visual impacts is somewhat significant. As a result, a relatively wide APE has been drawn. The above-ground APE extends approximately 0.45 mi. south and 0.25 mi. north from the current roadway. The archaeological APE includes approximately 12.1 ac. of new permanent, temporary and existing right-of-way.

**Coordination with Consulting Parties:**

The following agencies were invited to become consulting parties for the project on June 3, 2016. Those organizations that responded are identified in bold print.

- **Indiana Dept. of Natural Resources (SHPO)**
- Indiana Landmarks – North Regional Office
- Garrett Historical Society
- Preservation of DeKalb Heritage
- DeKalb Co. Historical Society
- Indiana Historic Spans Task Force

This is page 12 of 21  
**Project name:**  SR 327 Curve Correction  
**Date:**  June 27, 2017
Archaeology:
A Phase Ia field reconnaissance was prepared for this project and submitted to the Indiana SHPO (Laswell 1/14/16). The project area was subject to shovel testing and pedestrian survey in accordance with DNRP, DHIA (2008) Draft Indiana Archaeological Guidelines and the INDEP Indiana Cultural Resources Manual (2014). The archaeological reconnaissance identified the presence of three archaeological sites (12DK408-410). Sites 12DK408 and 12DK410 consisted of two small unidentified prehistoric lithic scatter and 12DK409 was mid-nineteenth through early twentieth century historic domestic scatter and a mid-twentieth century farmstead. Based upon historic documentation and the results of the Phase Ia field reconnaissance, site 12DK409 was determined to be potentially eligible under Criterion D of the National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (IRHSS). Since site 12DK409 cannot be avoided by the proposed project, Phase II testing was conducted in August 2016 for the portion of the site within the project limits in order to assess the significance and integrity of the archaeological deposits. All remaining archaeological sites were found to be ineligible for the NRHP and no further work is recommended. Ground disturbing activities will occur within 100 ft. of Sixteen Cemetery and an approved cemetery development plan will be required in accordance with IC 14-21-1-26.5. A Memorandum of Agreement (MOA) that outlines the mitigation stipulations required for all remaining archaeological work for the site in relation to this project has been prepared. An Addendum Archaeological Records Check and Phase Ia Reconnaissance Report (Laswell, 5/11/2017) covering the investigation results of the stipulations in the MOA was prepared and submitted to Indiana SHPO on May 11, 2017. One additional investigation has been conducted since the Laswell (2016) survey consisting of Phase II testing of Site 12DK409, first identified during the 2016 field reconnaissance. In general, it appeared that the site had been disturbed significantly by agricultural activities and erosion over the last 100 years. While it is possible that intact archaeological features are present at the site to the south and outside of the project area boundary, the research potential of the portion of the site within the project area has been exhausted, and no further work was recommended. In a letter dated June 6, 2017, the Indiana SHPO concurred with the conclusions of the archaeologist, as expressed in the addendum Indiana archaeological short report.

Historic Properties:
A Historic Properties Report (HPR) (Branigin and Kumar, 5/2016) was prepared for this project to identify and evaluate all properties located within the project's APE. The HPR concluded the proposed project does not include any properties currently listed on the National Register of Historic Places (NRHP) or the Indiana Register of Historic Sites and Structures (IRHSS). No above-ground resources were recommended eligible for listing in the NRHP. In a letter dated July 1, 2016, the Indiana SHPO concurred with the conclusions of the HPR.

Documentation, Findings:
In a letter dated August 22, 2016, SHPO responded by concurring with the finding of “Adverse Effect” for this undertaking and indicated they were satisfied with the terms of the Draft MOA. The final MOA was signed by INDEP and Indiana SHPO on August 29, 2016 and by FHWA on August 30, 2016.

Public Involvement:
In accordance with 36 CFR 800.2(d), 800.3(e), and 800.6(d)(g), the views of the public will be sought regarding the effect of the proposed project. INDEP/FHWA approved the “Adverse Effect” determination on July 20, 2016; an advertisement was placed in The Star, newspaper, on July 27, 2016 and in The Garret Clipper, newspaper, on July 28, 2016. The notice period ended on August 31, 2016. No comments were received by the published deadline. The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.
**SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES**

### Section 4(f) Involvement (mark all that apply)

<table>
<thead>
<tr>
<th>Parks &amp; Other Recreational Land</th>
<th>Presence</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Publicly owned park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Publicly owned recreation area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (school, state/national forest, bikeway, etc.)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Evaluations Prepared**

<table>
<thead>
<tr>
<th>Programmatic Section 4(f)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;De minimis&quot; Impact*</td>
</tr>
<tr>
<td>Individual Section 4(f)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Wildlife &amp; Waterfowl Refuges</th>
<th>Presence</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Wildlife Refuge</td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Natural Landmark</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Wildlife Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Nature Preserve</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Evaluations Prepared**

<table>
<thead>
<tr>
<th>Programmatic Section 4(f)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;De minimis&quot; Impact*</td>
</tr>
<tr>
<td>Individual Section 4(f)</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Historic Properties</th>
<th>Presence</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sites eligible and/or listed on the NRHP</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Evaluations Prepared**

<table>
<thead>
<tr>
<th>Programmatic Section 4(f)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;De minimis&quot; Impact*</td>
</tr>
<tr>
<td>Individual Section 4(f)</td>
</tr>
</tbody>
</table>

\*FHWA approval of the environmental document also serves as approval of any Section 4(f) Programmatic and/or De minimis evaluation(s) discussed below.

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate from Draft and Final documents. For further discussions on Programmatic, "de minimis" and Individual Section 4(f) evaluations please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

**Remarks:** There are no Section 4(f) resources located in or near the project area; no impacts of this nature are expected.

### Section 6(f) Property

<table>
<thead>
<tr>
<th>Presence</th>
<th>Use</th>
</tr>
</thead>
</table>

This is page 14 of 21  Project name:  SR 327 Curve Correction  Date: June 27, 2017  

*Form Version: June 2013  Attachment 2*
Indiana Department of Transportation

County: DeKalb  Route: SR 327  Des. No.: 9900980

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.
Remarks: No Section 6(f) resources were identified by review of the National Park Service data. The project will not involve any properties acquired by or improved with the Land and Water Conservation Fund. No impacts of this nature are expected.

SECTION E -- Air Quality

Air Quality

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

Level of MSAT Analysis required?
Level 1a [ ] Level 1b [ ] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

Remarks:
The project is located in DeKalb County. This county is currently in attainment for all pollutant criteria.
This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(d), or exempt under the Clean Air Act conformity rule under 40 CFR 93.116, and as such, a Mobile Source Air Toxics analysis is not required.

This project is not of regional significance, thus it has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). It can therefore be concluded that the project will have no significant impact on air quality.

The purpose of the project is to cost effectively maintain horizontal alignment of the road. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxics (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the No-Build alternative. DeKalb County is not within the boundaries of a Metropolitan Planning Organization. This project is included in the INDOT Statewide Transportation Improvement Program (STIP) for Fiscal Year 2016-2019 (Appendix A-2).
**Section F - Noise**

Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?  

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

**Remarks:** This project is not a Type 1 project. In accordance with 23 CFR 772 and the INDOT Traffic Noise Policy (FHWA concurrence, effective July 13, 2011), this action does not require formal noise analysis.

**Section G - Community Impacts**

**Regional, Community & Neighborhood Factors**

- Will the proposed action comply with the local/regional development patterns for the area?  
<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

- Will the proposed action result in substantial impacts to community cohesion?  
  | Yes | No |
  | X   |    |

- Will the proposed action result in substantial impacts to local tax base or property values?  
  | Yes | No |
  | X   |    |

- Will construction activities impact community events (festivals, fairs, etc.)?  
  | Yes | No |
  | X   |    |

- Does the community have an approved transition plan?  
  | Yes | No |
  | X   |    |

- If No, are steps being made to advance the community's transition plan?  
  | Yes | No |
  |     |    |

- Does the project comply with the transition plan? (explain in the remarks box)  
  | Yes | No |
  |     |    |

**Remarks:** This project is not expected to have any substantial community cohesion impacts. No community events should be substantially impacted by this project. The project does not impact sidewalks or curb ramps.

**Indirect and Cumulative Impacts**

**Remarks:** The project will not result in substantial indirect or cumulative impacts. The project will affect SR 327 access to some nearby parcels; however, these parcels will still have access to SR 327 via the old section of SR 327 which will be converted to a county road. The project will not affect future changes in land use in the area.

**Public Facilities & Services**

**Remarks:** No permanent impacts of this nature are expected and all will be minimal. Traffic will be maintained on SR 327 for as long as possible while the new roadway alignment is constructed. A detour would then be used to finish the construction. The detour would use SR 8, I-69 and US 6.
Environmental Justice (EJ) (Presidential EO 12898)
During the development of the project were EJ issues identified?
Does the project require an EJ analysis?
If YES, then:
Are any EJ populations located within the project area?
Will the project result in adversely high or disproportionate impacts to EJ populations?

Title VI of the Civil Rights Act of 1964 and the subsequent legislation require Federal agencies to ensure that none of their programs discriminate on the basis of race, color, national origin, age, gender, handicap/disability, or religion. The President's Executive Order 12898 on February 11, 1994 and the President's Memorandum of Environmental Justice (EJ) in Minority Populations and Low Income Populations has the intent to require that the Federal departments and agencies identify and address any disproportionately high adverse human health or environmental impacts from the policies, programs, and activities on minority populations and low-income populations.

Since the project will require greater than 0.5 acre of new permanent right-of-way a comparative analysis was completed utilizing the U.S. Census Bureau Website (http://factfinder2.census.gov). This analysis was conducted to determine whether or not the minority populations and/or low-income populations within the affected community (AC) are of EJ concern. An EJ population is present in the AC when its minority population or low-income population is greater than 50% of the total AC population, or when its minority population or low-income population exceeds the Community of Comparison (COC's) minority population or low-income population by 125%. If an EJ population is determined to be present, the next step of the analysis is to determine whether the identified EJ population will be adversely and disproportionately affected by the project.

Data from the 2014 ACS year estimates was used at the census tract level for the low-income and minority EJ analysis.

For EJ analysis, the AC was determined to be comprised of Census Tract 202 in DeKalb County, Indiana. DeKalb County was determined to be the COC. (See Appendix F)

<table>
<thead>
<tr>
<th>Table 1: Low Income Status EJ Population Analysis (Census Tract)</th>
</tr>
</thead>
<tbody>
<tr>
<td>COC – DeKalb County</td>
</tr>
<tr>
<td>Percent Low Income</td>
</tr>
<tr>
<td>125% of COC</td>
</tr>
<tr>
<td>Population of EJ Concern</td>
</tr>
</tbody>
</table>

As shown in Table 1 above, the percentage of individuals with low income status in the AC does exceed 125% of those of the COC. Therefore, a low income population of concern for environmental justice is present in the AC.

<table>
<thead>
<tr>
<th>Table 2: Minority EJ Population Analysis (Census Tract)</th>
</tr>
</thead>
<tbody>
<tr>
<td>COC – DeKalb County</td>
</tr>
<tr>
<td>Percent Non-white/Minority</td>
</tr>
<tr>
<td>125% of COC</td>
</tr>
<tr>
<td>Population of EJ Concern</td>
</tr>
</tbody>
</table>

In Table 2 above, the percentages of non-white or minority individuals within the AC is not greater than 50% of the total AC population. The percentages of non-white or minority individuals within the AC is more than 125% of those in the COC. Therefore, a minority population of concern for environmental justice is present within the AC. Community cohesion will not be affected by this project. The majority of the right-of-way required for
Indiana Department of Transportation

County: DeKalb
Route: SR 327
Des. No.: 9900980

This project will consist of agricultural land. It has been determined that the project will not result in adverse and disproportionate effects upon any environmental justice population.

Relocation of People, Businesses or Farms
Will the proposed action result in the relocation of people, businesses or farms?

Yes | No
---|---
X |  

Is a Business Information Survey (BIS) required?

Yes | No
---|---
X |  

Is a Conceptual Stage Relocation Study (CSRS) required?

Yes | No
---|---
X |  

Has utility relocation coordination been initiated for this project?

Yes | No
---|---
X |  

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

If a BIS or CSRS is required, discuss the results in the remarks box.

Remarks: The proposed project will not require the relocation of any residences, businesses, farms or other properties.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

No | Yes/ Date
---|---
| 2/9/16

Include a summary of findings for each investigation.

Remarks: A Red Flag Investigation of the area was completed and approved by the Environmental Services Hazardous Materials Section on February 9, 2016. Hazardous concerns were not found to exist within the vicinity of the project area. (Appendix E 1-10)

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Individual Permit (I^*)

Nationwide Permit (NWP)

Regional General Permit (RGP)

Pre-Construction Notification (PCN)

Other

Wetland Mitigation required

Stream Mitigation required

IDEM

Section 401 WQC

Isolated Wetlands determination

Rule 5

This is page 18 of 21

Project name: SR 327 Curve Correction

Date: June 27, 2017
Indiana Department of Transportation

County: DeKalb  Route: SR 327  Des. No.: 9900980

Other
- Wetland Mitigation required
- Stream Mitigation required

IDNR
- Construction in a Floodway
- Navigable Waterway Permit
- Lake Preservation Permit
- Other
- Mitigation Required

US Coast Guard Section 9 Bridge Permit

Others (Please discuss in the remarks box below)

Remarks: As proposed, this project will require permits. A Rule 5 will be required since over 1 acre of land will be disturbed. Also, waterway permits will be required if work will be done on the county regulated drain tile. The designer should consult with the Fort Wayne District permit coordinator to determine the proper permits for the project.

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks:

1. Any change in the project scope will require a review of this environmental document. (INDOT)

2. It is the responsibility of the designer to consult with the INDOT Fort Wayne district/permit coordinator to determine the required permits for the project. (INDOT)

3. If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protective equipment (PPE) should be used. Contaminated materials will need to be properly handled by trained personnel and disposed of in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of a release from a UST system and within two (2) hours of discovery of a spill. (INDOT)

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

5. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. (IDEM)

6. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. (IDEM)

7. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit http://www.in.gov/idem/env.htm. (IDEM)

For Further Consideration:

8. Align the road abut or through previously disturbed or degraded areas, and disturb as narrow an area as possible to minimize negative impacts. (IDNR)
9. Avoid tree removal to the greatest extent possible. Plant native hardwood trees to replace the vegetation destroyed during construction. (IDNR)

10. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. (IDNR)

11. Crossings should: span the entire channel width (a minimum of 1.2 times the bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. (IDNR)

12. Revegetate all bare and disturbed areas with a mixture of grasses, legumes and native shrub and hardwood tree species as soon as possible upon completion. (IDNR)

13. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush. (IDNR)

14. Do not work in the waterway from April 1 through June 30 without prior written approval of the Division of Fish and Wildlife. (IDNR)

15. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30. (IDNR)

16. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap or removal of the old structure. (IDNR)

17. Do not construct any temporary runarounds or causeways. (IDNR)

18. Do not deposit or allow demolition materials or debris to fall or otherwise enter the waterway. (IDNR)

19. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR)

20. Do not use broken concrete as riprap. (IDNR)

21. Minimize the movement of resuspended bottom sediment from the immediate project area. (IDNR)

22. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. (IDNR)

23. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets; seed and apply mulch on all other disturbed areas. (IDNR)
Indiana Department of Transportation

SECTION K - EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Resource Agencies and Local Officials were provided with an Early Coordination packet on December 29, 2015. The table below provides the date the Early Coordination packet was sent out and when responses were received. Federal Highway Administration and INDOT Hearing Section are automatic consulting parties, thus they were sent an Early Coordination packet on the date listed above.

<table>
<thead>
<tr>
<th>Agency</th>
<th>Sent</th>
<th>Received</th>
<th>Appendix</th>
</tr>
</thead>
<tbody>
<tr>
<td>DeKalb County Surveyor</td>
<td>December 29, 2015</td>
<td>No Response</td>
<td>NA</td>
</tr>
<tr>
<td>DeKalb County Highway</td>
<td>December 29, 2015</td>
<td>No Response</td>
<td>NA</td>
</tr>
<tr>
<td>DeKalb County Commissioners</td>
<td>December 29, 2015</td>
<td>No Response</td>
<td>NA</td>
</tr>
<tr>
<td>IDEM, Electronic Coordination</td>
<td>February 10, 2016</td>
<td>February 10, 2016</td>
<td>C 3-9</td>
</tr>
<tr>
<td>IN Geological Survey</td>
<td>December 29, 2015</td>
<td>No Response</td>
<td>NA</td>
</tr>
<tr>
<td>IDNR, Division of Fish and Wildlife</td>
<td>December 29, 2015</td>
<td>January 12, 2016</td>
<td>C 10-11</td>
</tr>
<tr>
<td>INDOT Division of Aquaculture</td>
<td>December 29, 2015</td>
<td>December 30, 2015</td>
<td>C 14</td>
</tr>
<tr>
<td>INDOT Hearing Section</td>
<td>December 29, 2015</td>
<td>December 29, 2015</td>
<td>C 19</td>
</tr>
<tr>
<td>DeKalb County Health Department</td>
<td>March 2, 2016</td>
<td>March 8, 2016</td>
<td>C 15</td>
</tr>
</tbody>
</table>
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B. Graphics/Exhibits
C. Early Coordination
D. Section 106 of the NHPA
E. Red Flag Investigation
F. Environmental Justice
G. Public Involvement
A. INDOT Supporting Documentation

1. Threshold Chart
2-3. 2016 - 2019 STIP Information
## Categorical Exclusion Level Thresholds

<table>
<thead>
<tr>
<th></th>
<th>Level 1</th>
<th>Level 2</th>
<th>Level 3</th>
<th>Level 4</th>
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</thead>
<tbody>
<tr>
<td><strong>Relocations</strong></td>
<td>None</td>
<td>≤ 2</td>
<td>&gt; 2</td>
<td>&gt; 10</td>
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<tr>
<td><strong>Right-of-Way</strong>&lt;sup&gt;1&lt;/sup&gt;</td>
<td>&lt; 0.5 acre</td>
<td>&lt; 10 acres</td>
<td>≥ 10 acres</td>
<td>≥ 10 acres</td>
</tr>
<tr>
<td><strong>Length of Added Through Lane</strong></td>
<td>None</td>
<td>None</td>
<td>Any</td>
<td>Any</td>
</tr>
<tr>
<td><strong>Permanent Traffic Pattern Alteration</strong></td>
<td>None</td>
<td>None</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td><strong>New Alignment</strong></td>
<td>None</td>
<td>None</td>
<td>&lt; 1 mile</td>
<td>≥ 1 mile&lt;sup&gt;2&lt;/sup&gt;</td>
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<tr>
<td><strong>Wetlands</strong></td>
<td>&lt; 0.1 acre</td>
<td>&lt; 1 acre</td>
<td>≥ 1 acre</td>
<td>≥ 1 acre</td>
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<tr>
<td><strong>Stream Impacts</strong>&lt;sup&gt;*&lt;/sup&gt;</td>
<td>≤ 300 linear feet of stream impacts, no work beyond 75 feet from pavement</td>
<td>&gt; 300 linear feet impacts, or work beyond 75 feet from pavement</td>
<td>N/A</td>
<td>N/A</td>
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<tr>
<td><strong>Section 4(f)</strong></td>
<td>None</td>
<td>None</td>
<td>None</td>
<td>Any impacts</td>
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<tr>
<td><strong>Section 6(f)</strong></td>
<td>None</td>
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<td>Any impacts</td>
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</tr>
<tr>
<td><strong>Section 106</strong>&lt;sup&gt;*&lt;/sup&gt;</td>
<td>&quot;No Historic Properties Affected&quot; or falls within guidelines of Minor Projects PA</td>
<td>&quot;No Adverse Effect&quot; or &quot;Adverse Effect&quot;&lt;sup&gt;*&lt;/sup&gt;</td>
<td>N/A</td>
<td>If ACHP involved Or Historic Bridge Involvement&lt;sup&gt;7&lt;/sup&gt;</td>
</tr>
<tr>
<td><strong>Noise Analysis Required</strong></td>
<td>No</td>
<td>No</td>
<td>Yes&lt;sup&gt;3&lt;/sup&gt;</td>
<td>Yes&lt;sup&gt;3&lt;/sup&gt;</td>
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<tr>
<td><strong>Threatened/Endangered Species</strong></td>
<td>Not likely to Adversely Affect&lt;sup&gt;*&lt;/sup&gt;, or Falls within Guidelines of USFWS 9/8/93 Programmatic Response</td>
<td>N/A</td>
<td>N/A</td>
<td>&quot;Likely to Adversely Affect&quot;&lt;sup&gt;4&lt;/sup&gt;</td>
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<td><strong>Sole Source Aquifer Groundwater Assessment</strong></td>
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<td><strong>Approval Level</strong></td>
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<td>• ESM&lt;sup&gt;6&lt;/sup&gt;</td>
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<td>• ES&lt;sup&gt;6&lt;/sup&gt;</td>
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<tr>
<td>• FHWA</td>
<td></td>
<td></td>
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<sup>1</sup>These thresholds have changed from the March 2011 Manual.
<sup>2</sup>Permanent and/or temporary right-of-way.
<sup>3</sup>If the length of the new alignment is equal to or greater than one mile, contact the FHWA’s Air Quality/Environmental Specialist.
<sup>4</sup>In accordance with INDOT’s Noise Policy.
<sup>5</sup>If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.
<sup>6</sup>Environmental Scoping Manager
<sup>7</sup>Environmental Services Division

<sup>*</sup>Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
<table>
<thead>
<tr>
<th>Project Number</th>
<th>SPRA</th>
<th>Est. FY</th>
<th>FY 18</th>
<th>FY 19</th>
<th>Estimated Completion</th>
<th>Actual FY 2</th>
<th>Estimated Cost</th>
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<td>1.71</td>
<td>1.51</td>
<td>1.31</td>
<td>1.11</td>
<td>2021</td>
<td>FY 18</td>
<td>503,840</td>
<td>504,840</td>
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<td>1.71</td>
<td>1.51</td>
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<td>1.11</td>
<td>2021</td>
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<td>503,840</td>
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<td>503,840</td>
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**Total Estimated Costs:**
503,840

**Total Actual Costs:**
504,840

Page 30 of 30
Report Date: ADP0001T3 08/24/2023
*Table and Chart Data are Preliminary Data for a Needs Assessment for the year of the Report. The actual numbers are subject to change.*

A2
## Indiana Department of Transportation (INDOT)

### Capital Transportation and Expansional Projects FY 2019 - 2023

WHITTEN COMMENTS

<table>
<thead>
<tr>
<th>Writer/Comment No</th>
<th>Actions</th>
</tr>
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<tr>
<td>1 2 3 4 5 9 12 13</td>
<td>When addressing the concerns about ditching some of the farm fields or properties in half, we understand that this is a hard decision for property owners and land to make. The details for selection of the alignment was to improve the current situation of SR 327 that experienced an increasing number of accidents because of blind curves and sudden change in road grade. The existing location of the curves would remain as shown in the original preliminary plan as presented at the public hearing. The speed limit for the new roadway will be 55 mph which is the speed limit of the existing road north and to the south of the new road. This will eliminate the need for slower advisory signs on the existing roadway which are in place now but seem to be disregarded by some travelers. This uniform speed limit throughout the curves will allow motorists to more easily navigate the curves without having to make speed or steering corrections as they go through the curves. The curves in the public hearing requested that we consider house sizes and keep the electrician on the curves in order to aid the motorist in navigating the tight curves. The current engineered design of the curves should significantly decrease the runoff problems. Indit will provide the traffic crash data and if additional measures are needed to control the re-surfacing Indit will add additional signage, house sizes and control measures as needed. Some questions and concerns were made concerning drainage in this area. We have added a small structure to this project in order to keep water from backing up into fields. Additionally new farm field entrances would be constructed so that farmers would have access to the parcels to the south of the new road. Drainage pipes under the ditches would be placed as needed.</td>
</tr>
<tr>
<td>7</td>
<td>The existing location of the curves will remain as shown in the original preliminary plan as presented at the public hearing. When addressing the need for slower advisory signs on the existing roadway which are in place now but seem to be disregarded by some travelers. This uniform speed limit throughout the curves will allow motorists to more easily navigate the curves without having to make speed or steering corrections as they go through the curves. The curves in the public hearing requested that we consider house sizes and keep the electrician on the curves in order to aid the motorist in navigating the tight curves. The current engineered design of the curves should significantly decrease the runoff problems. Indit will provide the traffic crash data and if additional measures are needed to control the re-surfacing Indit will add additional signage, house sizes and control measures as needed. Some questions and concerns were made concerning drainage in this area. We have added a small structure to this project in order to keep water from backing up into fields. Additionally new farm field entrances would be constructed so that farmers would have access to the parcels to the south of the new road. Drainage pipes under the ditches would be placed as needed.</td>
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<td>6 7 11</td>
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</tr>
<tr>
<td>8</td>
<td>There was a comment that Indit should provide additional traffic crash data. We have added an additional sheet showing data from 2013 to 2015. This data shows that total crashes increased by almost 3 times during that period compared to 2009 to 2011 and 24 of the 36 crashes were due to speed causing the vehicle to run off the road. Most of these accidents happened on south curves where the advisory speed limit of 15 mph is shown right after a 55 mph speed limit. Since the new curve will be the same speed limit as the rest of the existing road, this should reduce the number of run offs.</td>
</tr>
</tbody>
</table>