

FHWA-Indiana Environmental Document
CATEGORICAL EXCLUSION FORM
 GENERAL PROJECT INFORMATION

Road No./County:

US Route 6 at State Road 2, LaPorte County

Designation Number:

1383631

Project Description/Termini:

Intersection Improvements at State Road 2 at US Route 6
 Northeastern Terminus (SR 2): 570 ft. northeast of intersection's center
 Southeastern Terminus (US 6): 380 ft. southeast of intersection's center
 Southwestern Terminus (SR 2): 700 ft. southwest of intersection's center
 Northwestern Terminus (US 6): 620 ft. northwest of intersection's center

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

X	Categorical Exclusion, Level 1 – The proposed action meets the criteria for Categorical Exclusion Manual Level 1 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval

ESM Signature

Date

ES Signature

Date

FHWA Signature

Date

Release for Public Involvement

Ashley Sharkey
 ESM Initials

9/17/2018
 Date

ES Initials

Date

Certification of Public Involvement

Office of Public Involvement

Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

INDOT ES/District Env.

Reviewer Signature: _____

Date: _____

Name and Organization of CE/EA

Preparer:

C.J. Cunningham, Troyer Group

PROJECT INFORMATION																																																																					
County, Route	LaPorte, US 6 at SR 2							Des Number	1383631																																																												
Purpose and Need:	<p>The need for the project stems primarily from operational safety issues that currently exist at this intersection. Crashes result from drivers becoming confused as to whether they have the right-of-way. Crash types include right-angle (some incapacitating injury) and rear-ends. Review of recent accident data indicates that over the last 8 years, there have been 47 traffic accidents. A detailed breakdown of crashes occurring between 2010 and 2017 is provided below.</p> <table border="1"> <thead> <tr> <th>SEVERITY</th> <th>'10</th> <th>'11</th> <th>'12</th> <th>'13</th> <th>'14</th> <th>'15</th> <th>'16</th> <th>'17</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Crash with no Injury</td> <td>4</td> <td>4</td> <td>1</td> <td>4</td> <td>4</td> <td>6</td> <td>9</td> <td>6</td> <td>38</td> </tr> <tr> <td>Non-Incapacitating Injury</td> <td>-</td> <td>1</td> <td>2</td> <td>-</td> <td>1</td> <td>-</td> <td>-</td> <td>1</td> <td>5</td> </tr> <tr> <td>Incapacitating Injury</td> <td>1</td> <td>1</td> <td>-</td> <td>-</td> <td>1</td> <td>-</td> <td>1</td> <td>-</td> <td>4</td> </tr> <tr> <td>Fatal</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>0</td> </tr> <tr> <td>TOTALS</td> <td>5</td> <td>6</td> <td>3</td> <td>4</td> <td>6</td> <td>6</td> <td>10</td> <td>7</td> <td>47</td> </tr> </tbody> </table> <p><i>Note: Data obtained from Indiana State Police</i></p> <p>The need for the project also stems from existing operational efficiency, as measured by Level of Service (LOS). LOS analyzes roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed, density, congestion, etc. LOS assigns grades A through F, with A being the best and F being the best. LOS A represents free flow traffic; LOS C represents stable flow; and LOS F represents a breakdown in flow or gridlock. The skew and geometry of the current four-way stop-control intersection result in driver confusion regarding when they are allowed to advance, which creates long delays, especially during peak hours. Delays are also affected by heavy vehicles coming to complete stops, thereby having to accelerate slowly to clear the intersection. The traffic along US 6 is 16% heavy vehicles and the traffic along SR 2 is 12% heavy vehicles. The existing intersection has a LOS of C according to calculations performed according to the Highway Capacity Manual.</p> <p>The purpose of the proposed project is to increase the operational safety at the intersection and maintain or improve its operational efficiency, as measured by intersection LOS.</p>									SEVERITY	'10	'11	'12	'13	'14	'15	'16	'17	Total	Crash with no Injury	4	4	1	4	4	6	9	6	38	Non-Incapacitating Injury	-	1	2	-	1	-	-	1	5	Incapacitating Injury	1	1	-	-	1	-	1	-	4	Fatal	-	-	-	-	-	-	-	-	0	TOTALS	5	6	3	4	6	6	10	7	47
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Project Description:	<p>The referenced project is located in western LaPorte County in Westville Township. Specifically, the project is located in Section 29, T36N, R4W in the United States Geological Survey (USGS) Westville quadrangle. A project location map is located in Appendix B-1 and a USGS quadrangle map is located in Appendix B-2. Additional aerial photographs and ground level photographs are attached in Appendix B-3 and B-4.</p> <p>State Road 2 is classified as a Principal Arterial and consists of a two-way, northeast-southwest, roadway with 11-foot travel lanes and 2-foot shoulders. No sidewalks are present. The posted speed on State Road 2 is 45 mph. US Route 6 is classified as a Principal Arterial and consists of a two-way, northwest-southeast, roadway with 11-foot travel lanes and 2-foot shoulders. No sidewalks are present. The posted speed on US Route 6 is 45 mph.</p> <p>The immediate project area is relatively flat. Some scattered commercial and industrial properties are located along SR 2, north of the intersection, and along US 6 west of the intersection.</p> <p>The proposed scope for improvement involves construction of a roundabout. All permanent improvements will remain within the apparent existing right-of-way but due to property recording errors, INDOT does not possess clear title of the right-of-way surrounding the project limits. Therefore, a total of 6.49 acres will need to be re-acquired. Construction activity will require the acquisition of 0.036 acres of temporary right-of-way in the intersection's northeast quadrant. The areas of proposed right-of-way acquisition can be seen in the exhibit located in Appendix B-18.</p> <p>The proposed project will convert the existing four-way stop-controlled intersection into a single-lane roundabout. The center of the roundabout will be shifted slightly north of the existing</p>																																																																				

	<p>intersection's center in order to minimize impact to adjacent properties.</p> <p>All improved roadway will be surrounded by concrete curb and gutter, which will drain into a new storm sewer system. The storm sewer system will drain stormwater generally from west to east where it will be collected into a newly installed detention basin immediately northeast of the proposed roundabout. The basin will then empty eastward into an existing stream.</p> <p>Lighting improvements will also be included, with the addition of approximately 16 light fixtures located along the roundabout approaches. All driveways adjacent to the improved roadway will be improved in concrete within the limits of the proposed right-of-way.</p> <p>The majority of the project's excavation will involve preparation of the roadway subgrade and installation of proposed storm sewers will require excavation to an approximate maximum depth of 6 to 8 feet.</p> <p>The maintenance of traffic (MOT) will be phased and will not require a complete intersection closure. Two non-opposing intersection approaches will remain open at all times. The first phase will involve construction of the northwest and northeast roundabout approaches. SR 2 traffic east/north of the intersection will be detoured along US 421 and US 6. US 6 traffic west of the intersection will be detoured along SR 49 and SR 2. The second phase will involve construction of the southwest and southeast roundabout approaches. SR 2 traffic west/south of the intersection will be detoured along SR 49 and US 6. US 6 traffic east of the intersection will be detoured along US 421 and SR 2. A map of the detour route can be found in Appendix B-19.</p> <p>Consideration was given towards utilizing nearby local routes as the official state detour route since INDOT appeared to own the right-of-way in which these routes were located. However, clearly recorded right-of-way was not available, and such a detour route would have required additional right-of-way reacquisition. Therefore, the detour routes utilizing the state and federal routes are the currently preferred option.</p> <p>The roundabout design offers many safety advantages. Roundabouts have been shown to reduce the number of overall collisions, while significantly reducing the rate of injury and fatality crashes. This is a result of the lower speed at which vehicles traverse the intersection and the angles at which vehicles interact, eliminating the possibility for T-bone or head-on collisions.</p> <p>The preferred alternative meets the project's purpose and need by:</p> <ol style="list-style-type: none"> 1) Introducing an intersection geometry with many fewer conflicts among turning movements than traditional stop-controlled or signalized intersections, thereby improving the intersection safety. 2) Improving the design year operation efficiency from LOS C to LOS B and decreasing the average intersection delay from 19.1 seconds per vehicle 10.4 seconds per vehicle. <p>See Appendices B-1 through B-6 for project illustrations and project area photographs. Refer to Appendices B-7 through B-17 for the preliminary construction plans, Appendix B-18 for an exhibit illustrating the areas of right of way acquisition, and Appendix B-19 for the exhibit illustrating the detour route.</p>
<p>Other Alternatives Considered:</p>	<p>Two additional alternatives were considered.</p> <ol style="list-style-type: none"> 1. Signalized Intersection: Signalized intersection improvements were considered for the project, but it would not have adequately addressed the project's purpose and need of increasing the intersection's safety. A signalized intersection would permit high-speed crashes and would perpetuate sight distance problems resulting from the intersection skew. Moreover, preliminary cost estimates for constructing a signalized intersection and the necessary turning lanes exceeded that of the roundabout. For these reasons, a roundabout was chosen as the preferred alternative. 2. The Do-Nothing Alternative: The "Do Nothing" alternative was considered for the proposed project. The "Do Nothing" alternative would not have addressed the overall purpose and need of the project which is to improve the safety of the intersection. If the "Do Nothing" alternative would have been selected, injury-causing vehicle accidents would have continued to persist. For the stated reasons, the "Do Nothing" alternative was not determined to be feasible or prudent and

	was not considered further.		
Project Termini:	Northeastern Terminus (SR 2): 570 ft. northeast of intersection's center Southeastern Terminus (US 6): 380 ft. southeast of intersection's center Southwestern Terminus (SR 2): 700 ft. southwest of intersection's center Northwestern Terminus (US 6): 620 ft. northwest of intersection's center		
Funding Source(s):	<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> Local <input type="checkbox"/> Other
Estimated Cost	\$2,104,275		
Project Sponsor:	Indiana Department of Transportation—LaPorte District	Project Length	0.38 Miles

Name and organization of CE Level 1 Preparer: C.J. Cunningham, Troyer Group

INDOT ES/District Env. Reviewer Signature: _____ Date: _____

SCOPE OF THE PROPOSED ACTION			
Public Involvement*		No:	Yes: <input checked="" type="checkbox"/>
		Possible:	
Comments:	<p>Notice of Entry for Survey or Investigation - Notice of Entry for Survey or Investigation letters were mailed on October 15, 2015 to property owners located in the vicinity of the project area describing the proposed project and notifying them that project personnel may be entering their property to gather data for environmental analysis. An example of this letter is located in Appendix G-1. A second Notice of Entry Letter was sent to adjacent property owners on March 7, 2016 to notify them of a forthcoming archaeological investigation that may require entry upon their property. An example of this letter is located in Appendix G-2.</p>		
	<p>Section 106 Consulting - To meet the public involvement requirements of Section 106, a legal notice (Appendix D-48 through D-50) was published in the <i>NWI Times</i> on June 22, 2018 and <i>LaPorte Herald Argus</i> on June 27, 2018. The notice offered the public an opportunity to comment on the "No Historic Properties Affected" Section 106 finding. A 30-day comment period was provided (expiring on July 27, 2018 - 30 days after the date of publication in the <i>LaPorte Herald Argus</i>). No comments were received from the public.</p>		
	<p>Public Hearing - The proposed project will meet the minimum requirements described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual which would require the project sponsor to offer the public an opportunity to submit comment and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.</p>		
Right-of-way (permanent and temporary, in acres)		No:	Yes: <input checked="" type="checkbox"/>
		Possible:	
Comments:	<p>A total of 6.49 acres of existing apparent right-of-way will need to be re-acquired from the adjacent property owners. Construction activity will also require the acquisition of 0.036 acres of temporary right-of-way in the intersection's northeast quadrant. This is necessary to facilitate proper grading related to the intersection drainage design. The existing apparent right-of-way to be reacquired, outside of the existing pavement, consists primarily of upland vegetation, including mown grassy areas along the roadway side slopes. The areas of proposed right-of-way acquisition can be seen in the attached plan set, specifically in</p>		

SCOPE OF THE PROPOSED ACTION			
	<p>Appendix B-14.</p> <p>The apparent existing right-of-way is comprised of the asphalt-paved travel lanes, auxiliary turning lanes, and roadway shoulders. Within the apparent existing right-of-way there are no agriculture, commercial, or residential land uses.</p> <p>Beyond the width of the right-of-way along the intersection approaches, the apparent existing right-of-way also widens in the area immediately surrounding the intersection. The current roundabout layout shifts the center of the roundabout to north of the existing intersection center in order to avoid acquisition of property outside of the existing apparent right-of-way and to minimize the acquisition of temporary right-of-way.</p>		
Disruption to public facilities/services (such as schools, emergency service)	No:	Yes: <input checked="" type="checkbox"/>	Possible:
Comments:	<p>Temporary impacts during construction will be minor in nature. The roadway closures and 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 will cease upon project completion. The project sponsor will be responsible for contacting school districts and emergency services at least 2 weeks prior to construction. This will be a firm project commitment. Delays to occur during construction will cease with project completion.</p>		
Involvement with existing bridge(s) (Include structure number(s))	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>There are no existing bridges within the project limits.</p>		

** Limited public involvement, CE-1 level projects will typically have no public hearing opportunity offered.*

INVOLVEMENT WITH RESOURCES			
Streams, Rivers, and Watercourses Impacted (linear feet)	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>Streams and rivers in the area were mapped while preparing the Red Flag Investigation. The Waters Resources Map can be found in Appendix E-8. Waters resources were also examined on USGS topographic maps (Appendix B-2) and flood insurance rate maps prepared by the Federal Emergency Management Administration (FEMA) (Appendix F-24), and during field investigations.</p> <p>A Regulated Waters and Wetland Delineation Report was prepared by Cardno, Inc. and approved by INDOT on September 14, 2017. Field investigations related to the report's preparation were conducted by Cardno, Inc. on April 12, 2017. The project area consists of one jurisdictional waterway, Crumpacker Arm, which drains into Crooked Creek. Crooked Creek, a tributary of the nearby Kankee River, flows north to south underneath State Road 2, approximately 20 miles south of the existing intersection. No impacts to Crooked Creek are anticipated.</p> <p>The Crumpacker Arm tributary of Crooked Creek flows from north to south. This stream flows through metal culvert pipe and concrete box culvert east of the proposed improvements. The stream has ephemeral flow and the average width of its Ordinary High Water Mark (OHWM) is approximately 3 feet. No impacts to this stream are anticipated, as the proposed roadway improvements will terminate approximately 90 feet west of this stream feature.</p> <p>Early Coordination letters were sent to environmental resource agencies on October 11, 2017 (Appendix C-1). In their response dated October 19, 2017 (Appendix C-14), the United States Fish and Wildlife Service (USFWS) did not reference impacts to streams. The USFWS has no objections to the project as currently proposed.</p> <p>The Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife responded to early coordination on November 9, 2017 (Appendix C-15) and noted that formal approval by IDNR would be</p>		

INVOLVEMENT WITH RESOURCES				
	<p>required for any proposal to construct, excavate, or fill in or on the floodway of a stream which has a drainage area greater than one square mile. No such activities will take place within any of the nearby streams, therefore formal approval by IDNR will not be required. IDNR recommended standard commitments to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources. IDNR stated that the recommendations within their letter were only for consideration. These recommendations have been included as commitments at the end of this document. No impacts to streams, watercourse, or jurisdictional ditches are anticipated.</p>			
Wetlands (acres)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>A regulated Waters Delineation Report was prepared by Cardno, Inc. and approved by INDOT on September 14, 2017. Field investigations related to the report's preparation were conducted by Cardno, Inc. on April 12, 2017. The survey of the project footprint yielded no jurisdictional wetlands. There were no wetland features requiring detailed investigation or delineation present on site.</p> <p>No impacts to wetlands are anticipated.</p>			
Disturbance of Terrestrial Habitat (acres)		No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>Land use within the construction limits is comprised of asphalt roadway, gravel shoulder, grassy side-slopes and brushy open area within the existing right-of-way. Land use near the intersection is a mix of scattered commercial and industrial properties northeast and northwest of the intersection and cropland south of the intersection.</p> <p>Early Coordination letters were sent to environmental resource agencies on October 11, 2017 (Appendix C-1). In their response dated October 19, 2017 (Appendix C-14) the USFWS stated that the proposed project will have only minor impacts on natural resources and made no direct reference to disturbances upon terrestrial habitat. The USFWS has no objections to the project as currently proposed.</p> <p>IDNR Division of Fish and Wildlife responded to early coordination on November 9, 2017 (Appendix C-15) and did not provide any comment regarding significant terrestrial habitat, but recommended standard commitments to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources. IDNR stated that the recommendations within their letter were only for consideration. These recommendations have been included as commitments at the end of this document.</p> <p>No loss of mature trees or tree removal otherwise will occur in order to accommodate the footprint of the proposed roundabout and the necessary intersection sight distances. However, there will be earth disturbance within the project area. The total area of ground disturbance is estimated to be 4.82 acres</p> <p>The only habitat areas requiring removal to accommodate the proposed intersection improvement involve grassy/scrubby areas within the right-of-way. Significant or valuable terrestrial habitat will not be affected by the project.</p>			
Karst Features		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>The project is located outside of the designated karst area of the state as identified in the October 13, 1993 Memorandum of Understanding (MOU) between INDOT, Indiana Department of Environmental Management (IDEM), IDNR and the USFWS. No karst features are known to exist within or adjacent to the proposed project area.</p> <p>The Indiana Geological Society's (IGS) online environmental assessment interface was used to generate an environmental assessment report (dated July 18, 2018) to identify potential geological concerns within the project area (refer to Appendix C-33). The project area is known to possess high liquefaction potential. Liquefaction is a phenomenon in which the strength and stiffness of a soil is reduced by earthquake shaking or other rapid loading. The project area is located within a 1% annual chance flood hazard area, has moderate bedrock potential, and has high sand and gravel resource potential. No concerns regarding these resources were raised by IGS. The designer of the project will be notified of the geological features noted in the IGS assessment and. This is listed as a firm commitment.</p>			

INVOLVEMENT WITH RESOURCES			
Threatened and Endangered Species		No:	Yes: <input checked="" type="checkbox"/>
Comments:		Possible:	
<p>According to a species list generated by the USFWS's online Informal Planning and Consultation (IPaC) tool, the project is within the range of the following Federally endangered species: Indiana bat (<i>Myotis sodalis</i>), piping clover (<i>Charadrius melodus</i>), and the Mitchell's Satyr butterfly (<i>Neonympha mitchellii mitchellii</i>). The project is within the range of the following Federally threatened species: the northern long-eared bat (<i>Myotis septentrionalis</i>) and the eastern Mississauga rattlesnake (<i>Sistrurus catenatus</i>). The IPaC official species list can be found in Appendix C-17 through C-23. The LaPorte County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted (Appendix E-13). No concerns regarding impacts to habitat for any of these species were raised by USFWS or IDNR, and no adverse impacts are anticipated during construction activities.</p> <p>The procedures for the Range-wide Programmatic Informal Consultation (RPIC) for Indiana Bat and Northern Long-eared Bat have been implemented as they relate to this project. 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. Land use near the intersection is a mix of scattered commercial and industrial properties northeast and northwest of the intersection and cropland south of the intersection. Some scattered wooded areas are present north and northeast of the intersection.</p> <p>The IPaC system was used to verify the project's eligibility for review under the December 15, 2016 FHWA, FRA, FTA Programmatic Biological Opinion (PBO) for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat 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 answers to the determination key within IPaC, the project may affect, but is not likely to adversely affect the identified bat species. This finding is the result of the proposed permanent street lighting to be installed near the proposed roundabout. The project is adjacent to wooded areas located north and northeast of the intersection. This area is suitable for bat habitat, therefore Avoidance and Mitigation Measures (AMMs) must be implemented to keep potential impacts to a minimum. The concurrence verification generated by IPaC can be found beginning in Appendix C-24. No response to the verification was received from USFWS within 14 days, and this concludes the Section 7 consultation for the Indiana Bat and Northern Long-eared Bat.</p> <p>The following AMMs must be incorporated into the project scope for the project to remain eligible for the PBO:</p> <p>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.</p> <p>Lighting AMM 1: 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</p> <p>These above-listed AMMs will become firm project commitments and be incorporated into the project plans and specifications.</p>			
Drinking Water Resources		No: <input checked="" type="checkbox"/>	Yes:
Comments:		Possible:	
<p>The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on May 15, 2018 by Troyer Group. The required project location data was provided and it was determined that this project is located within a Wellhead Protection Area. The WHPA is associated to the Westville Estates. IDEM's Groundwater Section provided the contact information for the WHPA's manager. Troyer Group attempted to contact the WHPA manager via email but was unsuccessful as no response was returned (see WHPA correspondence in Appendix C-11). Further coordination with the WHPA manager and IDEM will be attempted to better understand the nature of the WHPA and whether the proposed project will impose any</p>			

INVOLVEMENT WITH RESOURCES			
	<p>impacts. The results of the additional coordination will be included in the Final Environmental Document.</p> <p>Direct impacts to the associated wellhead are unlikely. The project will incorporate best management practices regarding handling of hazardous materials and clean-up of any spills. If any potential hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. INDOT Environmental Services, Hazardous Materials Unit should then be contacted to organize the proper handling of the material to be in accordance with the IDEM guidelines.</p> <p>The Environmental Protection Agency's Sole Source Aquifer website (https://www.epa.gov/dwssa) was accessed on July 17, 2018 by The Troyer Group. The project is located in LaPorte County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, and a detailed groundwater assessment is not required. No impacts are expected.</p> <p>Groundwater wells are not present in the general project area. Topographic survey, which would identify any well components, was acquired within the area of all anticipated construction activities. No direct impacts to municipal wells or private residential wells are anticipated. IDEM guidelines regarding handling hazardous materials will be followed to prevent potential contamination of nearby groundwater wells.</p>		
	Flood Plains (note transverse or longitudinal impact)	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/> Possible: <input type="checkbox"/>
Comments:	<p>The project does not encroach upon the Housing and Urban Development (HUD) Special Flood Hazard Area. The project is not located in a regulatory floodplain as determined from available Federal Emergency Management Agency (FEMA) flood plain maps. Please refer to Appendix F-24, which contains a portion of FEMA flood insurance rate map (FIRM) for the area of the proposed improvements.</p> <p>Because no floodplains are present, the project does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR.</p>		
	Farmland (acres)	No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/> Possible: <input type="checkbox"/>
Comments:	<p>As is required by the Farmland Protection Policy Act, coordination with the Natural Resources Conservation Service (NRCS) has occurred by completing and providing to them Form NRCS-AD-1006.</p> <p>There are 0.75 acres of farmland within the project area as defined by the Farmland Protection Policy Act. The Natural Resources Conservation Service's (NRCS) response to early coordination (Appendix C-12) was based upon preliminary conservative estimates of project impacts. The NRCS determined 0.75 acres of farmland were present in the area affected by the preferred alternative ("Site B"). The relative farmland impacts among this alternative and the no-build alternative ("Site A") could be compared.</p> <p>Completion of the NRCS-CPA-106 form resulted in a score of 119 for Site B, the preferred alternative (Appendix C-13). NRCS's threshold score for significant impacts to 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 this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.</p>		
	Cultural Resources	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/> Possible: <input type="checkbox"/>
Comments:	<p>Area of Potential Effect (APE):</p> <p>An Area of Potential Effects (APE) was identified, inside of which all above ground resources were identified and evaluated. The APE is the "geographic area or areas within which an undertaking may directly or indirectly cause alteration in the character or use of historic properties. The area of potential effects is influenced by the scale and nature of an undertaking..." (36 CFR 800.9 a). The APE for this project encompasses all areas from which the proposed roundabout and realigned roadways are readily visible, which includes all properties immediately adjacent to the proposed improvements. A local run-around portion of the one of detour route alternatives was been included in the APE, but is no longer part of the proposed maintenance of traffic. The immediate project area is relatively flat. Some scattered</p>		

INVOLVEMENT WITH RESOURCES

commercial and industrial properties are located along SR 2, north of the intersection and along US 6 west of the intersection. A map of the APE can be found in Appendix D-11.

Coordination with Consulting Parties:

On June 9, 2017 the agencies/individuals listed below were sent early coordination letters inviting them to become Section 106 consulting parties and providing an introduction to the project. Those accepting an invitation as a consulting party are listed in bold.

1. **Indiana State Historic Preservation Officer**
2. LaPorte County 3rd District Commissioner
3. LaPorte County Council, 1st District Representative
4. LaPorte County Council, 3rd District Representative
5. LaPorte County Historian
6. Indiana Landmarks, Northern Regional Office
7. LaPorte County Historical Society Museum
8. Westville Community Historical Society
9. Northwestern Indiana Regional Planning
10. Eastern Shawnee Tribe of Oklahoma
11. **Forest County Potawatomi Community**
12. **Miami Tribe of Oklahoma**
13. Peoria Tribe of Indians of Oklahoma
14. Pokagon Band of Potawatomi Indians

In their letter dated July 10, 2017, the Indiana State Historic Preservation Officer (SHPO) recommended that the Town of Westville be invited as a consulting party because the project lies within its town limits. On July 11, 2017, an early coordination letter was provided via email to the Town of Westville Clerk Treasurer inviting them to become a consulting party. No response was received.

On April 24 and April 25, 2018, those agreeing to become consulting parties were provided access to the Historic Properties Short Report (HPSR) and Phase Ia Archeological Report (tribes and SHPO only).

In their letter dated May 18, 2018, the Indiana State Historic Preservation Officer (SHPO) concurred with the project's APE, agreed with the findings of the HPSR, and concurred with the conclusions of the archaeology report. No further responses were received from either participating tribe. Copies of all consulting party correspondence are located beginning in Appendix D-31.

Archaeology:

A Phase Ia Archaeological Field Reconnaissance was conducted between May 10 and June 7, 2017 and an accompanying Archaeological Report was completed on March 8, 2018 (Arnold, 2018). The Phase Ia archaeological investigation revealed one previously unidentified archaeological site. Based on historic background research in conjunction with the discovered artifacts, the site was determined to lack the necessary criteria for listing in the NRHP, and no further archaeological work was recommended. The report's findings (Appendix D-22) were approved by SHPO in a letter dated May 8, 2018 (Appendix D-39).

Historic Properties:

The National Register of Historic Places (NRHP) and Indiana Register of Historic Sites and Structures (State Register) were checked and no properties on either list are in the APE. LaPorte County, Indiana was surveyed for the Indiana Historic Sites and Structures Inventory (IHSSI) by the Historic Landmarks Foundation of Indiana most recently in 1988. An interim report was published in 1989, which identified two properties within the APE, both of which were evaluated for their eligibility for the NRHP as part of a HPSR. In addition to properties surveyed within the IHSSI, all properties determined to be 50 years of age or older at the time of the project letting (2018) were subject to evaluation. Online data available from the LaPorte County Assessor was consulted to aid in determining the age of the structures within the APE.

The HPSR concluded that no properties are eligible for the NRHP. The conclusions of the report are located in Appendix D-19.

INVOLVEMENT WITH RESOURCES			
	<p>Documentation, Findings: A finding of “No Historic Properties Affected” was approved by INDOT’s Cultural Resources Office (CRO), acting on behalf of the FHWA, on June 15, 2018 (Appendix D-2). A letter informing consulting parties of the finding, including the SHPO, was sent on June 18, 2018 (Appendix D-41). The SHPO concurred with the finding of “No Historic Properties Affected” in a letter dated July 10, 2018 (Appendix D-45).</p> <p>Public Involvement: Legal Notices were published in the <i>NWI Times</i> on June 22, 2018 and in the <i>LaPorte Herald Argus</i> on June 27, 2018 (Appendix D-48 through D-50). The notices offered the public an opportunity to comment on the “No Historic Properties Affected” Section 106 finding. A 30-day comment period was provided (expiring 30 days after the date of publication in the <i>LaPorte Herald Argus</i>). No comments were received from the public.</p> <p>The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.</p>		
Section 4(f) and Section 6(f) Resources		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>Section 4(f) properties include publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. No such existing facilities or properties are present adjacent to the project area, as determined through review of appropriate data layers during preparation of the Red Flag Investigation (Appendix E-8).</p> <p>According to the Red Flag Investigation completed by Troyer Group on October 4, 2017 (revised on November 28, 2017), there is one trail segment intersecting the project area (see “Infrastructure” map from the Red Flag Investigation, Appendix E-8). The trail corridor represents a planned trail which is not yet constructed. According to the attributes available from available geographic information systems data, the trail is titled “Porter County Line to LaPorte” and appeared in an undated plan prepared by the Northwestern Indiana Regional Planning Commission (NIRPC). However, the “Northwest Indiana Regional Pedestrian and Bicycle Transportation Plan of 2010” identifies this corridor as a low priority trail corridor. NIRPC was sent an early coordination letter on October 11, 2017, but no response was received.</p> <p>There are no Section 6(f) resources located adjacent to the project area. Section 6(f) resources include properties acquired by or improved with the Land and Water Conservation Fund (LWCF). According to the LWCF, Detailed Listing of Grants Grouped by County accessed by Troyer Group on May 10, 2018, no projects within LaPorte County receiving LWCF dollars are located near the project area. (Appendix I-1).</p>		
Air Quality Impacts		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>LaPorte County is currently in attainment for all criteria pollutants. The project’s design, concept, and scope are accurately reflected in the Northwest Indiana Regional Planning Commission’s (NIRPC) 2018-2021 Transportation Improvement Program (TIP), conforms to the State Implementation Plan (SIP) and is incorporated by reference in INDOT’s 2016-2019 Statewide Transportation Improvement Program (STIP) and 2018-2021 STIP. Therefore, the conformity requirements of 40 CFR 93 have been met. The page listing the project as part of INDOT’s updated 2016-2019 STIP can be found in Appendix H-1. The page listing the project as part of INDOT’s updated 2018-2021 STIP can be found in Appendix H-2. The pages listing the project as part of the FY 2018-2021 NIRPC TIP can be found in Appendix H-3.</p> <p>This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), and 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.</p> <p>Recent court rulings changed the regulations regarding the air quality standards related to 24-hour ozone. The revised court ruling requires that the project be included in long-range plan that conforms to the new standards. NIRPC may, through the Interagency Consultation Group, determine that the project is exempt from conformity to the new air quality standard related to 24-hour ozone, because the intersection’s new configuration will help to improve air quality, as it reduces vehicle idling and acceleration.</p>		

INVOLVEMENT WITH RESOURCES			
Community/Economic Impacts		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
Comments:	<p>The proposed intersection improvement will not impact development patterns in the area. There will be no negative impacts to community cohesion, the local tax base, or property values. Construction is not expected to affect planned community events.</p> <p>LaPorte County has an approved ADA transition plan, which is viewable online at the link below. This project will not affect any area identified as priorities for improvement.</p> <p>http://www.laportecounty.org/Resources/Highway/ADATransitionPlan.pdf</p> <p>The construction of the intersection is not anticipated to impact any community events such as festivals or fairs. The website http://www.laportecountylife.com/home/events was consulted and none of the events listed occur near the proposed project. Access to these events will not be directly affected by the MOT plan. The posted detour routes will ensure visitors are provided an alternate route to the events.</p> <p>Once constructed, project will have a positive impact on the community as it will improve safety and traffic efficiency for the motoring public.</p>		
Hazardous Materials		No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/>
Comments:	<p>A Red Flag Investigation was performed by Troyer Group on October 4, 2017 (revised on November 28, 2017), and was approved by INDOT Hazardous Materials Unit on December 11, 2017. The completed Red Flag Investigation is located in Appendix E-1.</p> <p>Two leaking underground storage tanks (LUSTs) are located on properties adjacent to the project area. The nearest leaking underground storage tank site, Next Door Food Store #1102, 10956 W. US-6, FID No. 12372, is located immediately south of the western edge of the project area. The IDEM issued a No Further Action Determination Pursuant to IDEM Remediation Closure Guide letter, dated August 29, 2014, following the recording of an ERC on the deed of the property. No impact is expected.</p> <p>Another leaking storage tank site is located at the site of the former Prassas Bros Oasis Truck Stop, 10976 U.S. Highway 6, FID No. 18026. This property is located north of the western edge of the project area. The Site historically utilized underground storage tanks (USTs) for the purpose of retail petroleum distribution dating back to the early 1980s. Site buildings were destroyed by a fire in 2004 and the Site is currently a vacant gravel covered lot. The site is currently being remediated by way of a corrective action plan (CAP), which became fully operational in February, 2016. The remediation plan involves a system of remediation and monitoring wells. Based on documentation available from the IDEM Virtual File Cabinet (VFC), all of the monitoring wells appear to be located at least 10 feet inside of the existing right-of-way line. Since all of the work alongside this property will take place within the existing right-of-way, no impacts to the monitoring wells in anticipated.</p> <p>The Red Flag Investigation identified a Superfund site approximately 0.59 mile northeast of the project area. The site, CAM OR Inc., Agency ID No. 32885, is currently being monitored and will be remediated for an off-site plume of 1,4-Dioxane. The 1,4-Dioxane plume appears to extend from the Superfund site, along SR 2, and is located within the project area. Coordination has occurred with the IDEM Project Manager, the settling party's consultant, and the EPA's consultant. A conference call was held on March 5, 2018 (meeting minutes in Appendix E-22) during which the nature of the superfund site and the ongoing mitigation measures were discussed. Two additional LUST sites were identified at these locations: Prassas Bros Oasis Truck Stop, 10976 U.S. Highway 6, FID No. 18026; Next Door Food Store #1102, 10956 U.S. Highway 6, FID No. 12372 For more information please see Appendix E-4.</p> <p>The conference call, held on March 5, 2018 determined that the two identified LUST sites and identified Superfund site would not likely have any influence on the project design. However contaminated soils or groundwater could be hazardous to construction workers. At the time of the conference call, a geotechnical investigation is planned to better assess the depth of contaminated groundwater associated with the Superfund site and any remaining soil contamination related to the LUST sites. However, INDOT conducted a geotechnical investigation in Spring, 2018 but was not instructed to evaluate the potential</p>		

INVOLVEMENT WITH RESOURCES			
	<p>contamination at the LUST sites.</p> <p>Upon discovering this, further coordination was conducted with the INDOT Site Assessment and Management (SAM) Team in August, 2018. Ultimately it was determined that a limited Phase II Environmental Site Assessment must be performed to their satisfaction. The focus of the Phase II ESA shall be potential contamination near the identified LUST sites and the depth of groundwater around the project area. All resulting recommendation concerning potential interaction with contaminated groundwater or contaminated soil must be incorporated in the project construction specifications. This is a firm project commitment.</p> <p>If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, then the contractor must contact the INDOT Project Manager who will notify the INDOT Permits Group. The INDOT Permits Group will notify the permit holder that the well must be removed prior to construction. The permit holder is responsible for coordination with IDEM and the INDOT Permits Group for replacement or relocation of the well. If a property owner cannot be found in connection with the monitoring well, then well abandonment will be included in the project contract. All well abandonment activities must be completed by an Indiana Licensed Well Driller in accordance with IAC 312-13-10. Regardless of whether the well is abandoned by the contractor or the property owner, a record of well abandonment, including the well driller's license number, must be provided to the INDOT Project Manager once the well has been abandoned.</p> <p>If a spill occurs or contaminated soils or water are encountered during construction, appropriate Personal Protective Equipment should be utilized. Contaminated materials will need to be properly handled and disposed in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of contamination.</p>		
Permits	No:	Yes: <input checked="" type="checkbox"/>	Possible:
Comments:	<p>An IDEM Rule 5 storm water permit will be required for the project because more than 1.0 acre of land will be disturbed.</p> <p>It is the responsibility of the project sponsor or the designer/agent on behalf of the project sponsor to obtain any necessary permits and comply with their conditions.</p>		

ENVIRONMENTAL COMMITMENTS:
<p>FIRM:</p> <ol style="list-style-type: none"> 1. IDEM - Fugitive dust must be controlled by proper wetting, chemical stabilizers, or wind barriers. Dirt tracked onto paved roads from unpaved areas is to be minimized. 2. IDEM - Proper measures are to be taken to ensure that asphalt paving plants are permitted and operating properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent oil distillate is prohibited during the month of April through October. The Asphalt Paving Rule 326 IAC 8-5 should be reviewed. 3. IDEM - If a spill occurs or contaminated soils or water are encountered during construction, appropriate PPE should be utilized. Contaminated materials will need to be properly handled and disposed in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of contamination. 4. INDR-SHPO - If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. 5. INDOT - The project sponsor is responsible to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. 6. INDOT - If the scope of work or permanent or temporary right-of-way amounts change, INDOT ES and the INDOT LaPorte District Environmental Section will be contacted immediately. 7. INDOT - All conditions of any regulatory permits acquired for this project must be observed, unless specifically exempt through documented coordination with the permitting agency. Any commitment listed in the environmental document as a "recommendation" or "for consideration" is superseded by any similar conditions of any permit obtained for the project. Such conditions shall be treated as mandatory commitments. 8. USFWS - 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.

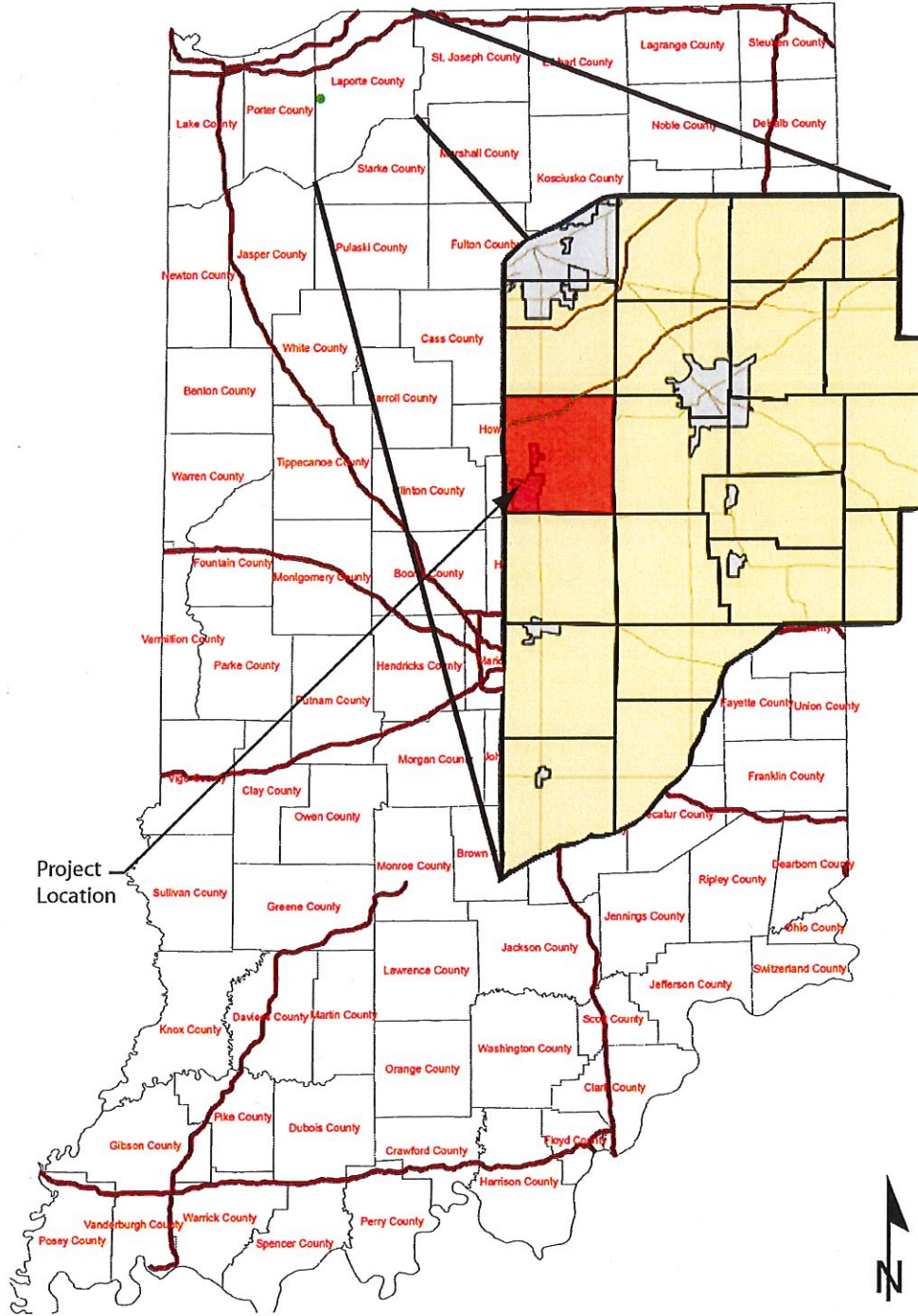
ENVIRONMENTAL COMMITMENTS:

9. **USFWS** - 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.
10. **INDOT** - A limited Phase II Environmental Site Assessment must be performed to the satisfaction of the INDOT Site Assessment and Management Team. All resulting recommendation concerning potential interaction with contaminated groundwater or contaminated soil must be incorporated in the project construction specifications.
11. **INDOT** - The designer of the project will be notified of the geological features noted in the IGS assessment, including the project area's high liquefaction potential.


FOR FURTHER CONSIDERATION:

12. **IDNR-DFW** - Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
13. **IDNR-DFW** - Minimize and contain within the project limits all tree and brush clearing.
14. **IDNR-DFW** - 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; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
15. **IDNR-DFW** - 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.
16. **IDNR-DFW** - Plan five trees at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.

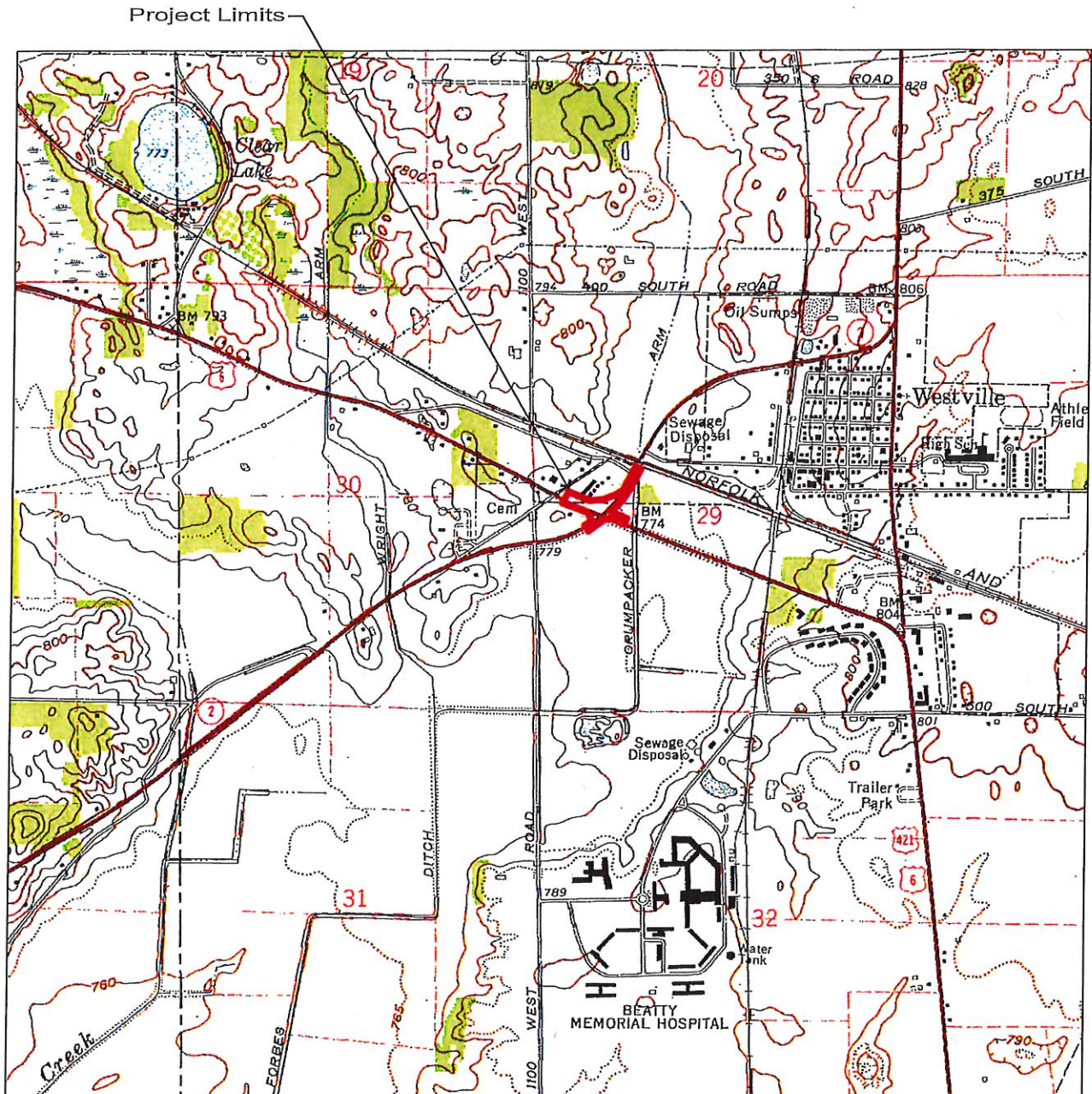
Project Location



Source: IndianaMap (indianamap.org)

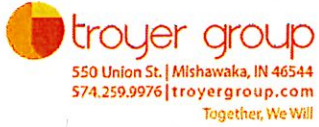
 <p>troyer group 550 Union St. Mishawaka, IN 46544 574.259.9976 troyergroup.com Together, We Will</p>	<p>PROJECT</p> <p>US 6 at SR 2 Intersection Improvement (Des. No. 1383631)</p> <p>LaPorte County, Indiana</p>	<p>SCALE</p> <p>NTS</p>
	<p>SHEET</p> <p>Exhibit 1</p>	

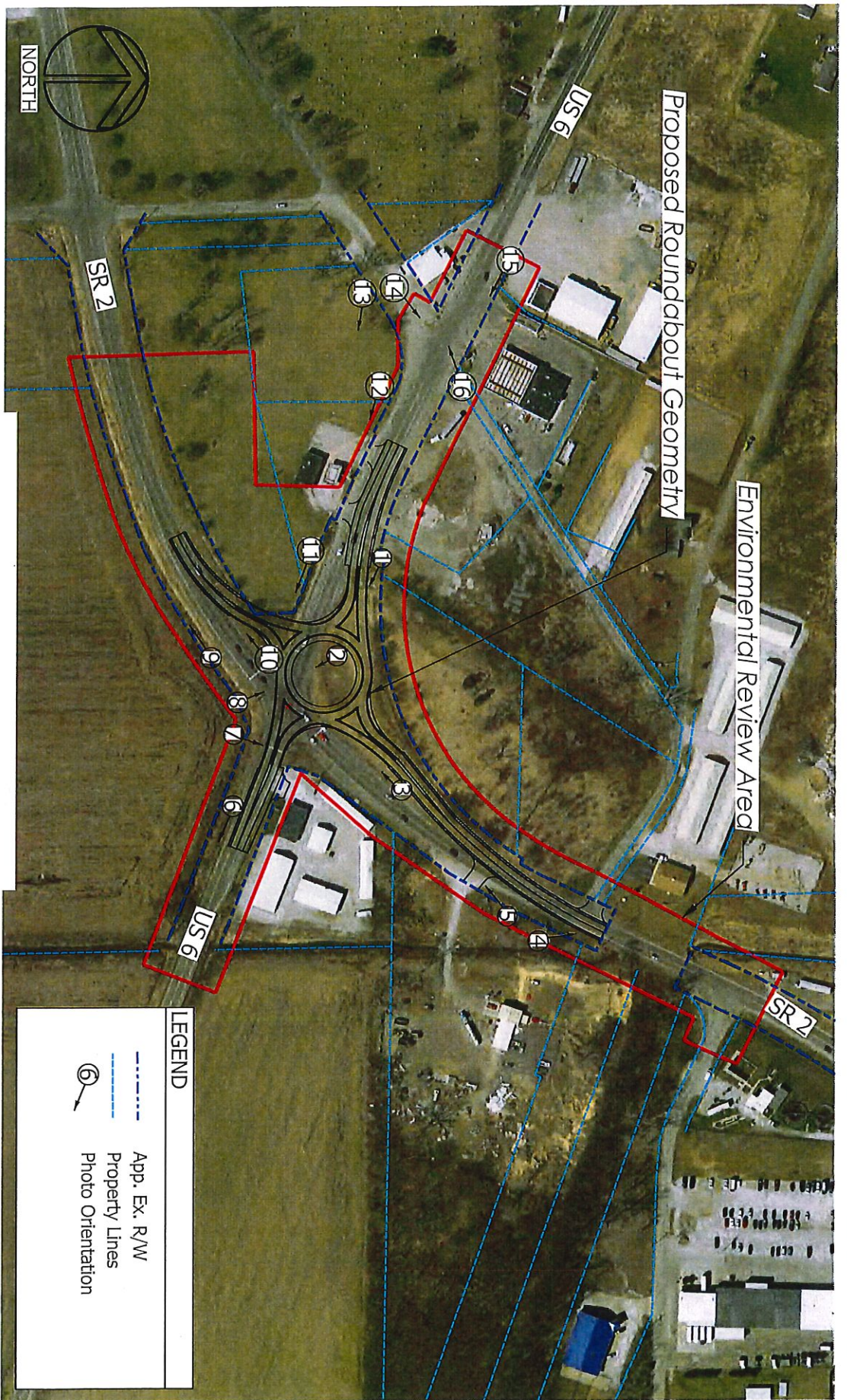
USGS Project Location Map



Portion of 7.5-Minute Series Map, Westville Quadrangle, Indiana
Source: USGS National Map



 <p>troyer group 550 Union St. Mishawaka, IN 46544 574.259.9976 troyergroup.com Together, We Will</p>	<p>PROJECT</p> <p>US 6 at SR 2 Intersection Improvement (Des. No. 1383631)</p> <p>LaPorte County, Indiana</p>	<p>SCALE</p> <p>1:24,000</p>
		<p>SHEET</p> <p>Exhibit 2</p>



Proposed Roundabout Geometry

Environmental Review Area



LEGEND

- App. Ex. R/W
- Property Lines
- Photo Orientation



SCALE: 1"=250'

2013 Aerial Imagery
 Courtesy of
 Indiana Spatial Data Portal

PROJECT
**US 6 at SR 2
 Intersection Improvement**
 LaPorte County, IN

DES. NO. 1383631
 SHEET
Exhibit 3