

**Indiana Department of Transportation**

County DeKalb

Route SR 1

Des. No. 1601101

**FHWA-Indiana Environmental Document  
CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM  
GENERAL PROJECT INFORMATION**

<b>Road No./County:</b>	State Road (SR) 1/ DeKalb County
<b>Designation Number:</b>	1601101
<b>Project Description/Termini:</b>	Roadway improvement project located on SR 1, from 4.30 miles south of SR 8 to 3.12 miles south of SR 8

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):

<b>X</b>	<b>Categorical Exclusion, Level 2</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	<b>Categorical Exclusion, Level 3</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	<b>Categorical Exclusion, Level 4</b> – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	<b>Environmental Assessment (EA)</b> – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: 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**

<u>KMN</u>	<u>02/02/2021</u>	_____	_____
ESM Initials	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: Ashley Taylor - INDOT Fort Wayne District Date: 12/30/2020; 01/22/2021

Name and Organization of CE/EA Preparer: Briana M. Hope (Lead) and Leah Perry, American Structurepoint, Inc.

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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\*? [Yes] [No X]
If No, then:
Opportunity for a Public Hearing Required? [X] [ ]

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

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

Remarks:
Notice of Survey:
Notice of Entry letters were mailed to potentially affected property owners near the project area on March 6, 2018 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, G-1.
Public Information Meeting:
A virtual public information meeting was held on November 12, 2020. Additionally, a virtual open house was hosted by American Structurepoint, Inc. online at www.structurepointpublic.com/sr1stjoe that included the same information as the virtual public meeting including the video presentation, exhibits, and opportunity to provide public comment. A Public Notice was published in The Star on October 29, 2020 and November 05, 2020 and mailed to local businesses, adjacent residences, and property owners (Appendix G, G-2). The notice was also posted on the project website (https://www.structurepointpublic.com/sr1stjoe) and shared on the town of St. Joe's Facebook page. The intent of the meeting was to provide general information about the project, including the purpose and need of the project as well as the proposed design, and also solicit feedback from the public about the project. The virtual public meeting included a video presentation followed by a live question and answer session. The public was invited to share general comments and questions with the project team during the virtual meeting and encouraged to submit specific property questions to the project team via mail, email, or electronic comment form so a member of the project team could contact them directly. A total of 23 people registered for the virtual public information meeting (Appendix G, G-5). Materials from the meeting are included in Appendix G, G-1 to G-6. Questions from the public information meeting are summarized in a Q+A document that was also posted on the project website (Appendix G, G-6). Questions primarily were about access during construction, sidewalks, and parking, or were property specific. The public that attended the virtual open house were invited to share comments and questions with the project team through the comment form in the virtual open house, the comment form on the website, and by email or phone (Appendix G, G-7 to G-14). Public comments were accepted through December 3, 2020.
Public Hearing:
The project will meet the minimum requirements described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual which requires 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.

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

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

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

Sponsor of the Project: INDOT Fort Wayne District INDOT District: Fort Wayne  
 Local Name of the Facility: Washington Street and Spencer Street

Funding Source (mark all that apply): Federal  State  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 need for the project is evidenced by the age-related deterioration of the existing pavement which includes moderate longitudinal and transverse cracking, and deteriorated curbs, sidewalks, and storm sewer as noted in the May 9, 2019 Engineering Assessment (Appendix I, I-11 to I-25). The town of St. Joe is also experiencing flooding and poor drainage along SR 1 as documented in the Storm Water Study completed for St. Joe (Appendix I, I-2). Some curb ramps along the project area also do not appear to meet current Americans With Disability Act (ADA) standards (Appendix I, I-11 to I-25).

The purpose of the project is to improve the roadway and provide a smooth riding surface by addressing the deterioration of the existing pavement, curb, and sidewalks along with inadequate roadway drainage along the SR 1 project area.

**PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County: DeKalb Municipality: St. Joe

Limits of Proposed Work: SR 1, from 4.30 miles south of SR 8 to 3.12 miles south of SR 8

Total Work Length: 1.05 Mile(s) Total Work Area: 7.63 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? 

Yes <sup>1</sup>	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: _____	

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

<sup>1</sup>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.

*In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.*

Location:  
 This project is located on SR 1, beginning 4.3 miles south of SR 8 and extending north to 3.12 miles south of SR 8 within Concord Township within the town of St. Joe, DeKalb County, Indiana. The project area is more specifically located on the St. Joe United States Geological Survey (USGS) 7.5 Minute Topographic Quadrangle in Sections 15, 16, 21, and 22, Township 33 North, Range 14 East. Various maps and project photographs can be referenced in Appendix B, B-1 to B-5.

Existing Conditions:  
 This section of SR 1 is classified as a two-lane urban major collector. The posted speed limit throughout the project area varies between 20 and 40 miles per hour (MPH). SR 1 intersects with multiple roads within the project limits: CR 60, Jefferson Street, Washington Street, School Street, Fourth Street, Third Street, Widney Street, Railroad Street, Mill Street, and Harrison Street. SR 1 crosses CSX Railroad between Railroad Street and Mill Street. The intersection of Spencer Street and Washington Street is a four-way

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stop controlled intersection. All other intersections are two-way stop-controlled on the minor approaches (stop signs are located on the side roads and SR 1 is free-flowing). The SR 1 typical roadway section through the project area consists of two 11-foot wide travel lanes, one in each direction, with paved shoulders varying in widths of 1 to 2 feet wide.

Drainage along the roadway is generally conveyed via open roadside ditches, except for the section of roadway between Spencer Street and the CSX Railway crossing that is curbed with drainage inlets along both sides of the roadway. A 12-inch enclosed storm sewer is located under the northbound/eastbound travel lane. Two culverts cross SR1 just south of the railroad crossing. Five-foot wide sidewalks with varying grassed buffer widths are present along the west side of the roadway from County Road (CR) 60 to Washington Street and both sides of the roadway from Spencer Street to the CSX Railway crossing. The St. Joe Mobile Home Park is currently not accessible by sidewalk and sidewalk only exists on one side of the roadway up to Riverdale Elementary School. Parallel on-street parking lanes that are 8-foot, 6-inches wide are present along each side of the roadway between Spencer Street and the CSX Railway crossing. The four-way stop controlled intersection of Spencer and Washington Street is too narrow for trucks with an approximately 65-foot or larger wheelbase (WB-65) trucks to maneuver. (Appendix I, I-11 to I-25).

The approximate existing right-of-way varies between 11-feet and 35-feet north and south and 11-feet and 20-feet east and west of the centerline of the roadway. Land use in the vicinity of the project is primarily residential. Ground level photographs of the existing conditions within the project area are included in Appendix B, B-4 to B-5.

### Preferred Alternative:

The current project alternative proposes the following improvements. From the southern project limits to CR 60, the proposed improvements of SR 1 include mill and resurfacing (the top 4 inches of the roadway will be removed and replaced with new layers of asphalt). From CR 60 to Washington Street, SR 1 will be reconstructed and consist of two 11-foot wide travel lanes (one lane in each direction) with curb and gutter. The four-way stop controlled intersection of Spencer and Washington Street will better handle truck turning movements by increasing the overall pavement area for trucks to maneuver. The northeast quadrant of the intersection will be widened by 6-feet, the northwest quadrant will not be widened, and the southeast and southwest quadrants of the intersection will both be widened by 5-feet. No other intersection improvements are proposed. From Spencer Street to the CSX Railway crossing, SR 1 will be reconstructed and consist of two 11-foot wide travel lanes (one lane in each direction) with 8-foot wide on street parallel parking, and curb and gutter along each side of the roadway. From the CSX Railway Crossing to the St. Joe Mobile Home Park the roadway will be reconstructed and consist of two 11-foot wide travel lanes (one lane in each direction) with curb and gutter added along each side of the roadway. The travel lanes on SR 1 just north and south of the CSX Railroad Crossing will be widened to 12 feet wide (instead of the existing 11 feet) to help improve truck movements at the tracks. From the St. Joe Mobile Home Park to the Bear Creek Bridge, the pavement will be replaced. The proposed roadway will still consist of two 11-foot wide travel lanes (one lane in each direction) with no curb and gutter.

An ADA compliant 5 to 6-foot wide sidewalk with a grass buffer varying between 5-feet and 9-feet wide will be constructed. Sidewalk will be constructed on both sides of SR 1 beginning at County Road 60 and ending at the curve south of the CSX railroad crossing. From the curve south of the CSX railroad crossing to the proposed drive approach east of the St. Joe Mobile Home Park, sidewalk will be constructed on the north side of SR 1 only. Pedestrians from the St. Joe Mobile Home Park will be able to walk using the crosswalks at all intersection along SR 1 to get to the Riverdale Elementary School.

A new storm sewer with inlets will be installed in the curbed segments of the roadway. The storm sewer will outlet into Bear Creek at the bridge on SR 1. The storm sewer will be buried underneath the roadway from the end of the curb and gutter section (St. Joe Mobile Home Park) to the Bear Creek bridge. The storm sewer outlet will require the placement of riprap for erosion control. Two culverts that cross SR1 just south of the railroad crossing will be replaced (For additional details, see the *Design Criteria For Bridges* section of this CE document below). Structures, such as manholes, inlets, and catch basins, associated with the existing storm sewer network will be replaced as needed. The acquisition of approximately 4.321 acres of permanent right-of-way is anticipated for the completion of the project. Of the 4.321 acres, 3.883 acres is reacquisition of apparent existing right-of-way and 0.438 acre is new permanent right-of-way. In addition, approximately 0.883 acre of temporary right-of-way is anticipated for the completion of the project. For project plans, please see Appendix B, B-6 to B-31.

### Maintenance of Traffic (MOT):

MOT for the project will require the use of a detour utilizing I-69 and SR 8 (Appendix B, B-16 to B-18). Pedestrian detour routes will be provided during construction to maintain pedestrian connectivity within the Town of St. Joe. Access to all properties within and adjacent to the project limits will be maintained at all times during project construction. The MOT will remain in place for approximately 18 months. Additional details can be found in the *Maintenance of Traffic* section of this CE document.

### Logical Termini and Independent Utility:

The logical termini of the proposed project were selected to provide independent utility and fulfill the purpose and need of the project.

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This alternative has independent utility as it does not create the need for additional work and does not rely on any other project to meet the purpose and need. Therefore, it is a single and complete project. This project has logical termini because it begins and ends at the boundaries of a town.

The preferred alternative will meet the purpose and need of this project by reconstructing the existing pavement and sidewalks, and installing additional roadway drainage. These proposed improvements will improve the roadway and provide a smooth riding surface by addressing the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along the SR 1 project area.

### OTHER ALTERNATIVES CONSIDERED:

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

1. Do Nothing Alternative :

This alternative would leave the existing roadway as it currently exists. This alternative would not address the deteriorating conditions of the existing pavement and sidewalks or the inadequate roadway drainage. No reconstruction of the roadway to meet the project's purpose and need would be implemented. While this alternative eliminates costs, the potential acquisition of adjacent right-of-way, and any environmental impacts, it would not have met the purpose and need which is to improve the roadway and provide a smooth riding surface by addressing the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along the SR 1 project area. Therefore, this alternative was eliminated from further consideration.

2. Alternative Sewer Outlet Location:

This alternative would make the same proposed improvements as the preferred alternative. However, the storm sewer system would follow along Third Street and outlet at the confluence of Bear Creek with the St. Joseph River. This alternative meets the purpose and need which is to improve the roadway and provide a smooth riding surface by addressing the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along the SR 1 project area. However, it increases environmental impacts by increasing impacts to wetlands and streams by affecting the forested wetlands and the St. Joseph River located southeast of the intersection of CR 60 and Third Street at the confluence of Bear Creek and the St. Joseph River. Therefore, this alternative was eliminated from further consideration.

**The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):**

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

X

### ROADWAY CHARACTER: SR 1

Functional Classification:	Major Collector				
Current ADT:	2,050	VPD (2022)	Design Year ADT:	2,440	VPD (2044)
Design Hour Volume (DHV):	225	Truck Percentage (%)	6.63		
Designed Speed (mph):	20/30/35/40	Legal Speed (mph):	20/30/35/40		

**Existing**

**Proposed**

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Travel		Travel	
Pavement Width:	24-39	ft.	26-44	ft.
Shoulder Width:	1-2	ft.	2-11	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	0-5	ft.	0-6	ft.

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Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

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

### DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): Structure 163 Sufficiency Rating: N/A  
 (Rating, Source of Information)

**Existing** **Proposed**

Bridge Type:	N/A	N/A	
Number of Spans:	N/A	N/A	
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	N/A	ft.	N/A
Length of Channel Work:			N/A

*Describe bridges and structures; provide specific location information for small structures.*

Remarks: An existing 118-foot long, 12-inch diameter reinforced concrete pipe (RCP) culvert crosses SR1 and Railroad Street just south of the railroad crossing and will be replaced with a 43-foot long 12-inch diameter pipe (type unspecified) that will connect into the storm sewer network (Appendix B, B-26 and B-30).

Will the structure be rehabilitated or replaced as part of the project?  Yes  No  N/A  
*If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.*

Structure/NBI Number(s): Structure 166 Sufficiency Rating: N/A  
 (Rating, Source of Information)

**Existing** **Proposed**

Bridge Type:	N/A	N/A	
Number of Spans:	N/A	N/A	
Weight Restrictions:	N/A	ton	N/A
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	N/A	ft.	N/A
Outside to Outside Width:	N/A	ft.	N/A
Shoulder Width:	N/A	ft.	N/A
Length of Channel Work:			N/A

*Describe bridges and structures; provide specific location information for small structures.*

Remarks: An existing 134-foot long 12-inch corrugated plastic pipe (CPP) culvert crosses SR1 just south of the railroad crossing and will be replaced with a 77-foot long 12-inch diameter pipe (type unspecified) that will connect into the storm sewer network (Appendix B, B-25 and B-31).

Will the structure be rehabilitated or replaced as part of the project?  Yes  No  N/A  
*If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.*

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### MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

Remarks: 
 The MOT for the project will require the use of a detour utilizing I-69 and SR 8, a distance of 22.2 miles from closure point to closure point (Appendix B, B-16). Construction would be phased to minimize disruption of traffic with a one-way travel lane during construction for local traffic to allow circulation within the town along SR 1. During phase 1 of the project, SR 1 from just east of School Street to the eastern limits would be closed (Appendix B, B-17). During phase 2 of the project, SR 1 from the southern limits to just east of School Street would be closed (Appendix B, B-18). Access to all properties along the project would be maintained during construction. Pedestrian detour routes shall be provided during construction to maintain pedestrian connectivity within the Town of St. Joe. The MOT will be implemented per all INDOT Design Manual and Standard Specification requirements. The MOT will remain in place for approximately 18 months. See Appendix B, B-16 to B-18 for additional information regarding MOT.  
  
 The closure 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. Delays would occur during construction but will cease with project completion.

### ESTIMATED PROJECT COST AND SCHEDULE:

Engineering:     \$   180,000   (2018)     Right-of-Way:   \$   \$261,000   (2020)     Construction:   \$ 13,793,096   (2022)  
                       \$   420,000   (2019)                       \$   \$136,000   (2021)

Anticipated Start Date of Construction: September 2021

Date project incorporated into STIP July 02, 2019

\* This project used to be a lead for a group project but is now a standalone project. The 2020-2024 STIP will be updated.

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 \_\_\_\_\_

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**RIGHT OF WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.252	0.489
Commercial	0.140	0.286
Agricultural	0.026	0.060
Forest	0.009	0.005
Wetlands	0.000	0.000
Other: School	0.006	0.009
Other: Church	0.005	0.034
Reacquisition	3.883	0.000
<b>TOTAL</b>	<b>4.321</b>	<b>0.883</b>

*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 there impacts on the environmental analysis should be discussed.*

Remarks:

The current existing right-of-way varies between 11-feet and 35-feet north and south and 11-feet and 20-feet east and west of the centerline of the roadway. After acquisition of right-of-way, the right-of-way widths will vary from approximately 20-feet to 35-feet from the centerline of the roadway (Appendix B, B-12 to B-15).

The project requires approximately 4.321 acres of permanent right-of-way along both sides of SR 1 throughout the project area from residential, commercial, agricultural, forested, school, and church property. Of the 4.321 acres, 3.883 acres is reacquisition of apparent existing right-of-way and 0.438 acre is new permanent right-of-way. The project also requires approximately 0.883 acre of temporary right-of-way, along both sides of SR 1 throughout the project area, from residential, commercial, agricultural, forested, school, and church property.

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

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

**SECTION A – ECOLOGICAL RESOURCES**

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Streams, Rivers, Watercourses &amp; Jurisdictional Ditches</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Federal Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Natural, Scenic or Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nationwide Rivers Inventory (NRI) listed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outstanding Rivers List for Indiana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigable Waterways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Remarks: Based on a desktop review, the 2017 Aerial map of the project area (Appendix B, B-3), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, E-9), there are six streams located within the 0.5 mile search radius; of these, one is mapped within the project area. Based on a site visit on May 31, 2019 by American Structurepoint, Inc., there is one stream present within the project area.

The INDOT Ecology and Waterway Permitting Office approved a *Waters of the U.S Determination/Wetland Delineation Report* on November 20, 2019 and an addendum due to changing the location of the proposed storm sewer outlet to Bear Creek on August 31, 2020. Please refer to Appendix F, F-1 to F-60 for the *Waters of the U.S Determination/Wetland Delineation Report* and addendum. It was determined that one stream (Bear Creek) is within the project area and would likely be considered jurisdictional waters of the U.S. The St. Joseph River was also identified during the May 31, 2019 site visit, but this stream is outside of the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

The Federal Wild and Scenic Rivers listing, State Natural, Scenic and Recreational Rivers listing, navigable waterways, National Rivers Inventory, the Outstanding Rivers List for Indiana were researched by American Structurepoint on December 10, 2019 to determine the possible presence of protected waterways in the project area. No listed waterways were identified within or adjacent to the project area.

Bear Creek is a perennial stream located at the eastern edge of the project limits. Bear Creek flows south to its confluence with the St. Joseph River. The ordinary high water mark (OHWM) width of Bear Creek was 32 feet. The OHWM depth was 2.0 feet. Bear Creek would be considered an average quality stream. Approximately 23 linear feet of Bear Creek is anticipated to be permanently impacted due to the installation of the storm sewer outlet. Additionally, approximately 23 linear feet of Bear Creek is anticipated to be temporarily impacted due to a temporary cofferdam.

Although complete avoidance of streams was not practical due to the installation of the storm sewer outlet, efforts have been made during preliminary design to minimize impacts to water resources. It is anticipated the impacts to Bear Creek will require the issuance of an Indiana Department of Environmental Management (IDEM) Section 401 and a USACE Section 404 Regional General Permit (RGP). Compensatory mitigation is not anticipated.

Early coordination letters were sent to the DeKalb County Drainage Board, the DeKalb County Surveyor's Office, the U.S. Fish and Wildlife Service (USFWS), the Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW), and the USACE Detroit District on July 30, 2019 (Appendix C, C-1 to C-8). The DeKalb County Drainage Board and the DeKalb County Surveyor's Office did not respond to the early coordination letter.

The USFWS responded on August 20, 2019 with recommendations to avoid impacts to the St. Joseph River. The USFWS requested that an alternative location be utilized for the outlet. The proposed outlet was at the confluence of Bear Creek with the St. Joseph River. The USFWS suggested the following alternatives: following SR 1 to Bear Creek or following a roadway through Riverside Cemetery to the St. Joseph River where wetlands are not present (Appendix C, C-24 to C-25). This was communicated with the designer and impacts to the St. Joseph River have been avoided. An alternative location for the sewer outlet will be used (following SR 1 to Bear Creek).

The IDNR-DFW responded on August 29, 2019 with recommendations to avoid or minimize impacts to streams. The response included recommendations regarding bank stabilization, riparian habitat and timing restrictions on work in the waterways (Appendix C, C-9 to C-12).

The USACE responded on August 23, 2019. The response did not include recommendations regarding streams but did include permit requirements for work within a water of the U.S. (Appendix C, C-52 to C-55).

The IDEM automated response with standard recommendations about streams was received on December 10, 2019 (Appendix C, C-56 to C-65).

All applicable USFWS, IDNR-DFW, and USACE recommendations are included in the Environmental Commitments section of this document.

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	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Other Surface Waters</b>			
Reservoirs			
Lakes	X		X
Farm Ponds			
Detention Basins			
Storm Water Management Facilities			
Other: _____			

Remarks: Based on a desktop review, a site visit on May 31, 2019 by American Structurepoint, Inc., the 2017 Aerial map of the project area (Appendix B, B-3), and the water resources map in the RFI report (Appendix E, E-9), there are four other surface waters located within the 0.5 mile search radius; of these one is mapped adjacent to the project area. Based on a site visit on May 31, 2019 by American Structurepoint, Inc., there is one pond present adjacent to the project area.

The INDOT Ecology and Waterway Permitting Office approved a *Waters of the U.S Determination/Wetland Delineation Report* on November 20, 2019 and an addendum due to changing the location of the proposed storm sewer outlet to Bear Creek on August 31, 2020. Please refer to Appendix F, F-1 to F-60 for the *Waters of the U.S Determination/Wetland Delineation Report* and addendum. It was determined that one open water feature (Pond 1) is adjacent to the project area and would likely be considered jurisdictional. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Pond 1 is an open water feature located north of SR 1 and approximately 480 feet west of Bear Creek. Pond 1 is located within the floodplain associated with Bear Creek. Pond 1 is located outside of the construction limits of this project. Therefore, no impacts are expected.

Early coordination letters were sent to the DeKalb County Drainage Board, the DeKalb County Surveyor's Office, the USFWS, the IDNR-DFW, and the USACE Detroit District on July 30, 2019 (Appendix C, C-1 to C-8). The DeKalb County Drainage Board and the DeKalb County Surveyor's Office did not respond to the early coordination letter.

The USFWS responded on August 20, 2019 with recommendations regarding an alternative storm sewer outlet location but did not have with recommendations to avoid impacts to other surface waters (Appendix C, C-24 to C-25).

The IDNR-DFW responded on August 29, 2019 with recommendations to avoid or minimize impacts to water features. The response included recommendations regarding bank stabilization, riparian habitat, and timing restrictions on work in the waterways (Appendix C, C-9 to C-12).

The USACE responded on August 23, 2019. The response did not include recommendations regarding other water features but did include permit requirements for work within a water of the U.S. (Appendix C, C-52 to C-55).

The IDEM automated response with standard recommendations about other surface waters was received on December 10, 2019 (Appendix C, C-56 to C-65).

All applicable USFWS, IDNR-DFW, and USACE recommendations are included in the Environmental Commitments section of this document.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Wetlands</b>	X	X	

Total wetland area: 0.804 acre(s) Total wetland area impacted: 0.076 acre(s)

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

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
Wetland A	Palustrine, Forested, Broad-Leaved Deciduous, Seasonally Flooded (PFO1C)	0.189	N/A	Wetland A is located approximately 80 feet southeast of the CR 60 and Widney Street intersection, within the floodplain of the St. Joseph River and Bear Creek. Wetland A would be considered average quality.
Wetland B	PFO1C	0.250	0.076	Wetland B is located southwest of the crossing of SR 1 over Bear Creek, within the floodplain of Bear Creek. Wetland B would be considered average.
Wetland C	Palustrine, Emergent, Persistent, Temporarily Flooded (PEM1A)	0.178	N/A	Wetland C is located northwest of the crossing of SR 1 over Bear Creek, within the floodplain of Bear Creek. Wetland C would be considered poor quality. Wetland C is the emergent portion of a larger wetland. See Wetland D for information regarding the adjacent forested wetland.
Wetland D	PFO1C	0.173	N/A	Wetland D is located north of SR 1, approximately 345 feet west of Bear Creek along the eastern boundary of Pond 1. Wetland D is located within the floodplain of Bear Creek. Wetland D would be considered an average wetland. Wetland D is the forested portion of a larger wetland. See Wetland C for information regarding the adjacent emergent wetland.
Wetland E	PEM1A	0.014	N/A	Wetland E is located north of SR 1 and approximately 700 feet west of Bear Creek, west of Pond 1. Wetland E is located within the floodplain of the St. Joseph River and Bear Creek. Wetland E would be considered poor quality.

### Documentation

### ES Approval Dates

**Wetlands (Mark all that apply)**

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination
- Mitigation Plan

X

November 20, 2019 and August 31, 2020

**Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):**

- Substantial adverse impacts to adjacent homes, business or other improved properties;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

X

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

Remarks: Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), a site visit on May 31, 2019 by American Structurepoint, Inc., the USGS topographic map (Appendix B, B-2), and the RFI report (Appendix E, E-1 to E-12) there are thirty-one wetlands located within the 0.5 mile search radius; of these, three are mapped within the project area. Based on a site visit on May 31, 2019 by American Structurepoint, Inc., there are five wetlands present within or adjacent to the project area.

The INDOT Ecology and Waterway Permitting Office approved a *Waters of the U.S Determination/Wetland Delineation Report* on November 20, 2019 and an addendum due to changing the location of the proposed storm sewer outlet to Bear

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Creek on August 31, 2020. Please refer to Appendix F, F-1 to F-60 for the *Waters of the U.S Determination/Wetland Delineation Report* and addendum. It was determined that five wetlands (Wetlands A-E) are within the project area and would likely be considered jurisdictional. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Approximately 0.076 acre of permanent impacts to Wetland B are anticipated for installation of the storm sewer outlet. Approximately 0.01 acre of temporary impacts to Wetland B are anticipated for site access. Impacts to Wetlands A, C, D, and E have been avoided by the project. Wetlands C, D, and E are marked as "Do not disturb" on the plan sheets (Appendix B, B-6 to B-31). Wetland A is located far enough outside the construction limits that it does not appear on the plan sheets. The proposed action includes all practicable measures to minimize harm to wetlands which may result from such use. It is anticipated the impacts to Wetland B will require the issuance of an IDEM Section 401 and a USACE Section 404 RGP. Compensatory mitigation is not anticipated.

Early coordination letters were sent to the USFWS, the IDNR-DFW, and the USACE Detroit District on July 30, 2019 (Appendix C, C-1 to C-8).

The USFWS responded on August 20, 2019 with recommendations to avoid or minimize impacts to wetlands. The USFWS requested that an alternative location be utilized for the sewer outlet to avoid affecting the forested wetlands at the confluence of Bear Creek and the St. Joseph River. The USFWS suggested the following alternatives: following SR 1 to Bear Creek or following a roadway through Riverside Cemetery to the St. Joseph River where wetlands are not present. Any impacts to wetlands would need to be mitigated, including the replacement of trees lost to the project (Appendix C, C-24 to C-25). This was communicated with the designer and impacts to wetlands have been avoided wherever possible. An alternative location for the sewer outlet will be used (following SR 1 to Bear Creek).

The IDNR-DFW responded on August 29, 2019 with recommendations to avoid or minimize impacts to wetlands. The response included recommendations regarding wetland habitat and not excavating or placing fill in riparian wetlands (Appendix C, C-9 to C-12).

The USACE responded on August 23, 2019. The response did not include recommendations regarding wetlands but did include permit requirements for work within a water of the U.S. or adjacent wetlands (Appendix C, C-52 to C-55).

The IDEM automated response with standard recommendations about wetlands was received on December 10, 2019 (Appendix C, C-56 to C-65).

All applicable USFWS, IDNR-DFW, and USACE recommendations are included in the Environmental Commitments section of this CE document.

	<b><u>Presence</u></b>	<b><u>Impacts</u></b>	
		<b>Yes</b>	<b>No</b>
<b>Terrestrial Habitat</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Unique or High Quality Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Remarks: Based on a desktop review, a site visit on May 31, 2019 by American Structurepoint, Inc., and the 2017 Aerial map of the project area (Appendix B, B-3), there is maintained grassy right-of-way as well as woody vegetation along the banks of Bear Creek, the St. Joseph River, and Pond 1. Dominant floral species noted during the field investigation included stinging nettle (*Urtica dioica*), green-headed coneflower (*Rudbeckia laciniata*), Kentucky bluegrass (*Poa pratensis*), dark green bulrush (*Scirpus atrovirens*), common wood sedge (*Carex blanda*), scouring rush (*Equisetum hyemale*), poison ivy (*Toxicodendron radicans*), and Virginia creeper (*Parthenocissus quinquefolia*). Dominant tree species included silver maple (*Acer saccharinum*), swamp white oak (*Quercus bicolor*), bald cypress (*Taxodium distichum*), eastern cottonwood (*Populus deltoides*), green ash (*Fraxinus pennsylvanica*), tulip poplar (*Liriodendron tulipifera*), eastern redbud (*Cercis canadensis*), shellbark hickory (*Carya laciniata*), and silky dogwood (*Cornus amomum*). Photos of the project area taken during the May 31, 2019 site visit can be referenced in Appendix F, F-24 to F-52 and Appendix F, F-57 to F-58.

Due to the need to provide access for construction, approximately 1.15 acres of terrestrial habitat, consisting of approximately 1.08 acre of maintained grass right-of way with tree plantings and 0.07 acre of wooded area will be



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impacted. Approximately 30 trees (0.1 acre) will be cleared during bat inactive season (between October 1 and March 31) by the contractor. The dominant species of trees to be cleared include Norway maple (*Acer platanoides*), Bradford pear (*Pyrus calleryana*), silver maple (*Acer saccharinum*), and green ash (*Fraxinus pennsylvanica*). Tree removal avoidance and minimization measures included in the Environmental Commitments section of this document will be implemented. Implementation of INDOT Standard Specifications for re-vegetation of disturbed areas will promote re-establishment of similar ground cover in the areas temporarily impacted by construction equipment access. Therefore, the project is not expected to have an adverse impact on wildlife habitat or passage. No mitigation is anticipated.

Early coordination letters were sent to the USFWS and the IDNR-DFW, on July 30, 2019 (Appendix C, C-1 to C-8).

The USFWS responded on August 20, 2019 but did not include any recommendations regarding terrestrial habitat (Appendix C, C-24 to C-25).

The IDNR-DFW responded on August 29, 2019 with recommendations to avoid impacts to terrestrial habitat. The response included recommendations regarding riparian and wetland habitat (Appendix C, C-9 to C-12).

The IDEM automated response with standard recommendations about terrestrial habitat was received on December 10, 2019 (Appendix C, C-56 to C-65).

All applicable USFWS and IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

*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.*

**Karst**

	Yes	No
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are karst features located within or adjacent to the footprint of the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input type="checkbox"/>

*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: Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, B-2) and the RFI report (Appendix E, E-1 to E-12), there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C, C-66 to C-68).

The response indicated moderate liquefaction potential and floodway as the geological hazards in the project area. The response also indicated that mineral resources potentially exist within the project area. Bedrock resources are classified as having "low potential" and sand and gravel resources are classified as having "high potential." Additionally, petroleum exploration wells are documented nearby. According to the RFI (Appendix E, E-1 to E-11), no petroleum wells were identified within the 0.5 mile search radius. The IGS Petroleum Database Management System was checked on December 17, 2019 (<https://igws.indiana.edu/pdms/Map/>). A stratigraphic/structure test is mapped at the corner of SR 1 and CR 60. A permitted location is mapped south of the intersection of SR 1 and 3<sup>rd</sup> Street. No petroleum wells are mapped near the project area, therefore no impacts are expected. Response from IGS has been communicated with the designer on December 17, 2019. No impacts are expected.

**Threatened or Endangered Species**

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Within the known range of any federal species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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State species found in project area (based upon consultation with IDNR)

Is Section 7 formal consultation required for this action?  **Yes**  **No**

Remarks: Based on a desktop review and the RFI report (Appendix E, E-1 to E-12) completed by American Structurepoint, Inc. on November 1, 2018, the IDNR DeKalb County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in (Appendix E, E-11 to E-12). The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR-DFW early coordination response letter dated August 29, 2019 (Appendix C, C-9 to C-12), the Natural Heritage Program's Database has been checked and the DNR's St. Joseph River Public Access is located within 0.5 mile east of the easternmost portion of the project area. Also the species below have been documented within 0.5 mile of the project area.

- A) BIRD: Sedge Wren (*Cistothorus platensis*), state endangered
- B) MAMMAL: American Badger (*Taxidea taxus*), state special concern
- C) FISH: (St. Joseph River): Greater Redhorse (*Moxostoma valenciennesi*), state endangered
- D) MUSSELS (St. Joseph River):
  1. Rayed Bean (*Villosa fabalis*), federal and state endangered
  2. White Catspaw (*Epioblasma obliquata perobliqua*), federal and state endangered
  3. Northern Riffleshell (*Epioblasma rangiana*), federal and state endangered
  4. Clubshell (*Pleurobema clava*), federal and state endangered
  5. Rabbitsfoot (*Quadrula cylindrica cylindrica*), federally threatened, state endangered
  6. Round Hickorynut (*Obovaria subrotunda*), state endangered
  7. Salamander Mussel (*Simpsonaias ambigua*), state special concern
  8. Purple Liliput (*Toxolasma lividus*), state special concern
  9. Wavyrayed Lampmussel (*Lampsilis fasciola*), state special concern
  10. Kidneyshell (*Ptychobranthus fasciolaris*), state special concern

The DNR-DFW early coordination letter also stated "We do not foresee any impacts to the Sedge Wren as a result of this project. Also, Badgers are a wide ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the American badger or its preferred habitat are unlikely as a result of this project." IDNR-DFW also supplied the following project specific commitment: "Standard erosion control measures should be implemented to minimize impacts to the fish and mussel species above. Also, additional measures should be taken to control or slow down the rate of stormwater runoff before it reaches the new outfall structure. Ways to implement this could include bioswales, rain gardens, or water detention basins" (Appendix C, C-9 to C-12).

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, C-26 to C-31). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were found to be present within or adjacent to the project area along with the Indiana bat and northern long-eared bat. Refer to paragraph below.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on April 8, 2020 and updated on January 22, 2021, and based on the responses provided, the project was found to "may effect but not likely to adversely affect" the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on January 25, 2021, and requested USFWS's review of the finding (Appendix C-32 to C-45). To date, no response from USFWS has been received. This document will be revised after the public involvement requirements are fulfilled to incorporate any USFWS response and update this section accordingly. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the *Environmental Commitments* section of this document.

The official species list generated from IPaC indicated one other species present within the project area, the rayed bean mussel (*Villosa fabalis*). The project qualifies for the USFWS Interim Policy. Besides the two bat species and the rayed bean mussel, the USFWS also indicated the project is within the range of the clubshell mussel (*Pleurobema clava*), northern riffleshell mussel (*Epioblasma torulosa rangiana*), rayed bean mussel (*Villosa fabalis*), and white cat's paw pearl mussel (*Epioblasma obliquata perobliqua*) in the early coordination response letter dated August 20, 2019. The

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USFWS response letter also stated “The rayed bean mussel is known from the St. Joseph River but has not been found alive in the St. Joe area for many years. The other mussels are currently not known from the St. Joseph River in DeKalb County. Therefore, we agree that the proposed project is not likely to adversely affect these endangered and threatened mussel species” (Appendix C, C-24 to C-25). No further coordination is needed with USFWS.

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

### SECTION B – OTHER RESOURCES

**Drinking Water Resources**

- Wellhead Protection Area
- Public Water System(s)
- Residential Well(s)
- Source Water Protection Area(s)
- Sole Source Aquifer (SSA)

	Presence	Impacts	
		Yes	No
Wellhead Protection Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Residential Well(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sole Source Aquifer (SSA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?	<input type="checkbox"/>	<input type="checkbox"/>
Is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>
Initial Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>

**Remarks:**

Sole Source Aquifer:  
The project is located in DeKalb 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. Therefore, a detailed groundwater assessment is not needed and no impacts are expected.

Wellhead Protection Area and Source Water:  
The Indiana Department of Environmental Management’s Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on December 17, 2019 by American Structurepoint, Inc. This project is not located within a Wellhead Protection Area, but is located within a Source Water Area. In an early coordination letter dated December 19, 2019, IDEM provided contact information for the Source Water Area (Appendix C, C-69). An early coordination letter was sent to the Fort Wayne Source Water Area on December 30, 2019 (Appendix C, C-1 to C-8). In a response dated January 6, 2020, the Fort Wayne Source Water Area requested additional project information. After the project information was provided, the Fort Wayne Source Water Area requested on January 28, 2020 that the project stormwater inlets state “DUMP NO WASTE” and “DRAINS TO RIVER” (Appendix C, C-73 to C-74). This was communicated with the designer on January 28, 2020. This has been added as a commitment of this project. Therefore, no impact is expected to the source water area.

Water Wells:  
The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on December 9, 2019 by American Structurepoint, Inc. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary:  
Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by American Structurepoint, Inc. on December 9, 2019 and the RFI report (Appendix E, E-1 to E-12); this project is not located in an Urban Area Boundary location. No impacts are expected.

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**Public Water System:**  
 Based on a desktop review, a site visit on May 31, 2019 by American Structurepoint, Inc., and the 2017 Aerial map of the project area (Appendix B, B-3), this project is located where there is a public water system. The public water system will not be affected because coordination is occurring with the public water system. An early coordination letter was sent on December 18, 2019 to the Town of St. Joe (Appendix C, C-1 to C-8). The response did not discuss any potential impacts to the public water system (Appendix C, C-48). The Town of St. Joe has also been contacted as part of the normal utility coordination process and will be coordinated with during advancement of the design of the project and during construction to minimize the duration of any service interruptions. The public water system will not be affected because locations of the utilities have been confirmed as part of the utility coordination process and coordination with the utility will continue as needed.

<b>Flood Plains</b>	<b>Presence</b>	<b>Impacts</b>	
		<b>Yes</b>	<b>No</b>
Longitudinal Encroachment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transverse Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project located within a regulated floodplain	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Homes located in floodplain within 1000' up/downstream from project	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".**

Remarks: Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by American Structurepoint, Inc. on December 9, 2019, and the RFI report (Appendix E, E-1 to E-12); this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F-61) An early coordination letter was sent on July 30, 2019 to the local floodplain administrator (Appendix C, C-1 to C-8). The floodplain administrator responded on August 21, 2019 (Appendix C, C-48) and asked design questions and provided design recommendations. The recommendations were shared with the designer on December 4, 2019 and design questions were answered on May 29, 2020 (Appendix C, C-49). This project qualifies as a Category 3 per the current INDOT CE Manual, which states:

*Category 3 – The modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.*

<b>Farmland</b>	<b>Presence</b>	<b>Impacts</b>	
		<b>Yes</b>	<b>No</b>
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006\* 96  
 \*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: Based on a desktop review, a site visit on May 31, 2019 by American Structurepoint, Inc., and the 2017 Aerial map of the project area (Appendix B, B-3), the project was expected to convert 1.70 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on July 30, 2019 to Natural Resources Conservation Services (NRCS) (Appendix C, C-1 to C-8). Coordination with NRCS resulted in a score of 96 on the AD 1006 Form (Appendix C, C-70 to C-71). However, due to the project not installing a sewer outlet down Third Street into the St. Joseph River, the project limits have decreased. The project now will convert approximately 0.28 acre of farmland. NRCS was re-coordinated with on January 07, 2021 (Appendix C, C-72). To date, no response from NRCS has been received. This document will be revised after the public involvement requirements are fulfilled to incorporate any NRCS response and update this section accordingly.

NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland

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will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

### SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance	B	B-1, B-9	September 28, 2020	<input type="checkbox"/>

Eligible and/or Listed  
Resource Present

**Results of Research**

Archaeology	<input type="checkbox"/>
NRHP Buildings/Site(s)	<input type="checkbox"/>
NRHP District(s)	<input type="checkbox"/>
NRHP Bridge(s)	<input type="checkbox"/>

**Project Effect**

No Historic Properties Affected       No Adverse Effect       Adverse Effect

Documentation  
Prepared

**Documentation** (mark all that apply)

		ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report	<input type="checkbox"/>		
Historic Property Report	<input type="checkbox"/>		
Archaeological Records Check/ Review	<input type="checkbox"/>		
Archaeological Phase Ia Survey Report	X	September 28, 2020	N/A
Archaeological Phase Ic Survey Report	<input type="checkbox"/>		
Archaeological Phase II Investigation Report	<input type="checkbox"/>		
Archaeological Phase III Data Recovery	<input type="checkbox"/>		
APE, Eligibility and Effect Determination	<input type="checkbox"/>		
800.11 Documentation	<input type="checkbox"/>		

Memorandum of Agreement (MOA)  **MOA Signature Dates** (List all signatories)

*Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.*

Remarks: On September 28, 2020 the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Types 1 and 9 under the Minor Projects Programmatic Agreement (Appendix D, D-1 to D-7). Category B, Type 1 covers replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking. Category B, Type 9 covers installation, replacement, repair, lining, or extension of culverts and other drainage structures.

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Additionally, a letter from a property owner was received on August 4, 2019 (Appendix C, C-13 to C-16). The letter was in response to the early coordination letter prepared for this project (Appendix C, C-1 to C-8). The letter stated concerns about historic properties, right-of-way, sidewalks and tree removal. A letter was sent on August 7, 2020 and answered his questions and provided information about the Section 106 process (Appendix C, C-17 to C-18). In response to his concerns, a commitment to not remove the Catalpa tree that is an "Indiana Big Tree" located between the sidewalk and the street at 206 Washington Street has been added to the *Environmental Commitments* section of this CE document.

Properties potentially eligible for the National Register were noted, so fieldwork was completed to determine the presence of adjacent unusual features. A wrought iron fence was noted at Indiana Historic Sites and Structures Inventory (IHSSI) No. 033-564-46011 (206 Washington Street). This iron fence will not be disturbed by construction and will be marked do not disturb on the plans (Appendix D, D-1 to D-7). A firm commitment has been added to the *Environmental Commitments* section of this CE document. An archaeological survey was required and two new archaeological sites, 12DK0417 and 12DK0418, were encountered during the Phase Ia archaeological field reconnaissance. These sites were not recommended as eligible for listing in the Indiana Register of Historic Sites and Structures (State Register) or National Register of Historic Places (National Register) and project clearance was suggested (Appendix D, D-8 to D-10). No further consultation is required. This completes the Section 106 process 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)

	<u>Presence</u>	<u>Use</u>	
		Yes	No
<b>Parks &amp; Other Recreational Land</b>			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
 <b>Evaluations Prepared</b>			
		<b>FHWA Approval date</b>	
Programmatic Section 4(f)*	<input type="checkbox"/>	<input type="text"/>	
"De minimis" Impact*	<input type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
 <b>Wildlife &amp; Waterfowl Refuges</b>			
		Yes	No
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
 <b>Evaluations Prepared</b>			
		<b>FHWA Approval date</b>	
Programmatic Section 4(f)*	<input type="checkbox"/>	<input type="text"/>	
"De minimis" Impact*	<input type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
 <b>Historic Properties</b>			
		Yes	No
Sites eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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**Evaluations  
Prepared**

Programmatic Section 4(f)\*  
"De minimis" Impact\*  
Individual Section 4(f)


**FHWA  
Approval date**

*\*FHWA approval of the environmental document also serves as approval of any Section 4f 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 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: Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, a site visit on May 31, 2019 by American Structurepoint, Inc., the 2017 Aerial map of the project area (Appendix B, B-3), and the RFI report (Appendix E, E-1 to E-12), there are four Section 4(f) resources located within the 0.5 mile search radius. There is one located adjacent to the project area. Riverdale Elementary School is immediately east of the southern portion of the project and it has a public playground. This facility is outside of the construction limits. Apparent right-of-way will be acquired from the school, but not from the playground area. The project will not use this resource by taking permanent right of way from the playground and will not alter the environment in such a way as to constitute constructive use of this resource. Therefore, no use is expected.

While a formal evaluation was not conducted, the house located at 206 Washington Street (IHSSI No. 033-564-46011) would likely be National Register eligible. Other properties within or adjacent to the project area could also be potentially eligible for the National Register. As the project qualifies for the MPPA, no use is expected.

**Section 6(f) Involvement**

**Presence**

**Use**

Yes

No

**Section 6(f) Property**

*Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.*

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

A review of 6(f) properties on the LWCF property list (<https://www.in.gov/indot/files/IN%20LWCF%20sites%20by%20county.xlsx>) revealed a total of three properties in DeKalb County (Appendix I, I-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to Section 6(f) resources as a result of this project.

**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

X

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If YES, then:

Is the project in the most current MPO TIP?

Is the project exempt from conformity?

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

Is a hot spot analysis required (CO/PM)?

Level of MSAT Analysis required?

Level 1a  Level 1b  Level 2  Level 3  Level 4  Level 5

Remarks:

This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, H-1).

This project is located in DeKalb County, which is currently in attainment for all criteria pollutants according to IDEM's Current Nonattainment Areas Map ([https://www.in.gov/idem/airquality/files/nonattainment\\_areas\\_map.pdf](https://www.in.gov/idem/airquality/files/nonattainment_areas_map.pdf)) Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

### SECTION F - NOISE

**Noise**

**Yes No**

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

**No Yes/ Date**

**ES Review of Noise Analysis**

Remarks:

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

### SECTION G - COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

Will the proposed action comply with the local/regional development patterns for the area?

**Yes No**

Will the proposed action result in substantial impacts to community cohesion?

Will the proposed action result in substantial impacts to local tax base or property values?

Will construction activities impact community events (festivals, fairs, etc.)?

Does the community have an approved transition plan?

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

Does the project comply with the transition plan? (explain in the remarks box)



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Remarks: The proposed project is the reconstruction of an existing roadway and will not result in the relocation of businesses, residences or farms along the project area. The project will not affect community cohesion because it will not change access or travel patterns within the community.

Though this project may cause minor delays to the motoring public during construction, the work to reconstruct SR 1 will not result in permanent community or economic impacts to the surrounding area. It is anticipated that MOT would involve an official detour. Access to all properties within and adjacent to the project limits will be maintained at all times during project construction.

Approximately 4.321 acres of permanent right-of-way (including 3.883 acres of reacquisition) and 0.883 acres of temporary right-of-way is required for the completion of the project. While the minimal amount of permanent right-of-way results in a loss of property tax base, such impacts should be offset by a safer roadway for the betterment of the community. The contractor will be responsible for following INDOT Design Manual and Standard Specifications and the Uniform Traffic Control Manual to implement the MOT.

The Town of St. Joe community website (<https://www.stjoeindiana.org/community.html>) was checked to identify events or festivals occurring during the proposed construction period. The "St. Joe's Famous Pickle Festival" as well as other community events are located within the town of St. Joe, however due to the proposed maintenance of traffic and coordination with the Town of St. Joe, no significant impact is anticipated to patrons of these events. If an event occurs during the construction period, accommodations will be made to maintain access to local special events and/or festivals.

In order for a municipality to be eligible to receive federal funds they must have in place, or at least under development, an ADA Transition Plan. The Transition Plan inventories the municipality's infrastructure identifying those areas with features (i.e., sidewalks, crosswalks, curb ramps, building access, etc.) that are not in compliance with the ADA and establishes a plan to program funding for improvements intended to bring the facilities into compliance.

The Town of St. Joe has an ADA transition plan (<https://www.stjoeindiana.org/services.html>) which provides guidelines for the design of pedestrian facilities to comply with the ADA. The SR 1 Roadway Improvement Project is a Federal-Aid project, meaning all improvements to the infrastructure must conform to the ADA. Therefore, the proposed project is expected to comply with INDOT's ADA Transition Plan.

## Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts?

Yes  No

Remarks: Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

Due to this project improving roadway, sidewalk conditions, and drainage through the town, it is possible that the project could indirectly induce growth within the town of St. Joe. Due to the scope of the project, this project is not likely to cause substantial indirect or cumulative impacts.

The temporary road closure and detour will cause minor inconveniences to the surrounding community and slightly slower response times for emergency services. However, the project will also provide an improved roadway and sidewalks as well as improve drainage for the surrounding community.

## Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

Yes  No

This is page 21 of 29 Project name: State Road 1 Roadway Improvement Date: February 1, 2021

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Remarks: Based on a desktop review, a site visit on May 31, 2019 by American Structurepoint, Inc., the 2017 Aerial map of the project area (Appendix B, B-3), and the RFI report (Appendix E, E-1 to E-12), there are two religious facilities and one school located within the 0.5 mile search radius. The St. Mark Lutheran Church is adjacent to the central portion of the project area. Riverdale Elementary School is adjacent to the southeastern portion of the project area. Approximately 0.14 acre of right-of-way will be acquired from the school to complete the project along the roadway. Sidewalk will be added along the east side of SR 1, providing additional access to Riverdale Elementary. Due to the MOT, no impact is expected as access will be maintained to St. Mark Lutheran Church and Riverdale Elementary School. Access to all properties will be maintained during construction and a detour will be provided.

Early coordination letters were sent to the DeKalb County Highway Department, DeKalb County Sheriff, DeKalb County Eastern Community School District, Northeastern Indiana Regional Coordinating Council (NIRCC), the St. Joe Town Board, INDOT Environmental Services, and INDOT Fort Wayne District on July 30, 2019 and to the St. Mark Lutheran Church on December 18, 2019 (Appendix C, C-1 to C-8). The DeKalb County Highway Department, DeKalb County Sheriff, DeKalb County Eastern Community School District and St. Mark Lutheran Church did not respond to the early coordination letter.

NIRCC responded on August 9, 2019 with recommendations to add additional areas of sidewalk to improve accessibility and asked design questions (Appendix C, C-20 to C-21). Design questions were answered on May 29, 2020 (Appendix C, C-22). All applicable NIRCC recommendations are included in the Environmental Commitments section of this CE document and were communicated with the designer on December 4, 2019.

The St. Joe Town Board responded on August 21, 2019 with recommendations to add additional areas of sidewalk to improve accessibility and asked design questions (Appendix C, C-48). Design questions were answered on May 29, 2020 (Appendix C, C-49). All applicable Town of St. Joe recommendations are included in the Environmental Commitments section of this CE document and were communicated with the designer on December 4, 2019.

The INDOT Environmental Services responded on August 22, 2019 and provided a list of projects being completing within the vicinity of the project area and information on completing the environmental process (Appendix C, C-50 to C-51).

The INDOT Fort Wayne District responded on August 19, 2019 and stated they have no environmental concerns regarding the project at this time (Appendix C, C-23).

All applicable NIRCC and St. Joe Town Board recommendations are included in the Environmental Commitments section of this CE document.

Currently, one electric company (American Electric Power), one gas company (NIPSCO), three communications companies (MCI, Mediacom, and Frontier), one sanitary company (St. Joe-Spencerville District Sewer Office), and one water company (St. Joe Water Works), provide services to residents and businesses within the project area. One pipeline was identified adjacent to the project area and two railroads were identified within the project area in the RFI report. Coordination with these utility companies to identify potential conflicts and relocation of the appropriate facilities, if needed, has been initiated. This coordination will continue through the duration of the engineering phase of the project.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

**Environmental Justice (EJ) (Presidential EO 12898)**

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?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to

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ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require approximately 4.321 acres of permanent right-of-way and no relocations. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is DeKalb County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 208. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2010 Census, 2013-2017 American Community Survey 5 year estimates was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on December 20, 2019 by American Structurepoint, Inc. The data collected for minority and low-income populations within the AC are summarized in the below table. For reference to the EJ Analysis, see Appendix I, I-3 to I-8.

	COC DeKalb County	AC 1 Census Tract 208
<b>LOW-INCOME POPULATION</b>		
<b>Percent Low-Income</b>	12.5	15.6
<b>125 Percent of COC</b>	15.7	
<b>AC Percent Low-Income Greater Than 125 Percent of COC?</b>		No
<b>AC Percent Low-Income Greater Than 50 Percent?</b>		No
<b>Population of EJ Concern?</b>		No
<b>MINORITY POPULATION</b>		
<b>Percent Minority</b>	4.9	8.6
<b>125 Percent of COC</b>	6.1	
<b>AC Percent Minority Greater Than 125 Percent of COC?</b>		Yes
<b>AC Percent Minority Greater Than 50 Percent?</b>		No
<b>Population of EJ Concern?</b>		Yes

AC-1, Census Tract 208 has a percent low-income of 15.6 % which is below 50% and is below the 125% COC threshold. Therefore, AC-1 is not a low-income population of EJ concern.

AC-1, Census Tract 208 has a percent minority of 8.6% which is below 50% and is above the 125% COC threshold. Therefore, AC-1 is a minority population of EJ concern.

Conclusion:

This project will not disrupt community cohesion or create a physical barrier. The project will improve the roadway and create improved pedestrian facilities and drainage for both EJ and non EJ populations. Based upon the scope of the proposed project, the identified populations will not experience a disproportionately high and adverse impact from the project. This project is acquiring right-of-way along both sides of SR 1 throughout the corridor, where needed, to complete the project. The purpose of this project is to address the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along the SR 1 project area. The project will also add sidewalks along both sides of SR 1 to improve pedestrian access along the corridor. The St. Joe Mobile Home Park is currently not accessible by sidewalk and sidewalk only exists on one side of the roadway up to Riverdale Elementary School. Therefore, this project is anticipated to enhance pedestrian and vehicular mobility as well as improve drainage for the identified communities. A do-nothing alternative was considered for this project and while it would avoid any impacts to the identified communities, it would not meet the purpose and need of the project.

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While the identified populations may experience delays during construction, this impact will be temporary and as a result of the project they will have enhanced access and improved drainage. This project will not disrupt community cohesion or create a physical barrier. This project will require no relocations. The project requires approximately 4.321 acres of permanent right-of-way (3.883 acres of reacquisition of apparent existing right-of-way) from residential, commercial, agricultural, forested, school, and church property. Of the total only 0.252 acre of new right-of-way (1.262 acres of reacquisition of apparent existing right-of-way) is from residential property. The project also requires approximately 0.883 acre of temporary right-of-way. Of the temporary right-of-way, only 0.489 acre is from residential property. The current existing right-of-way varies between 11-feet and 35-feet wide from the centerline along both sides of the roadway. After acquisition of right-of-way, the right-of-way widths will vary from approximately 20-feet to 35-feet wide from the centerline along both sides of the roadway.

On April 24, 2020, INDOT Environmental Services Division (ESD) reviewed the project information and the EJ analysis for the project (Appendix I, I-9 to I-10). With the information provided, INDOT-ESD stated they would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low incomes populations of EJ concern relative to non EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. Should changes occur to the project scope and/or right-of-way, coordination with INDOT ESD should occur to determine if a reassessment of the EJ analysis is needed. INDOT ESD also requested to ensure safety measures are in place for pedestrian movement i.e. painted crosswalks, signs, crossing railroad, etc. This has been added as a firm commitment of this document.

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?  
 Is a Business Information Survey (BIS) required?  
 Is a Conceptual Stage Relocation Study (CSRS) required?  
 Has utility relocation coordination been initiated for this project?

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Number of relocations:      Residences: \_\_\_\_\_ Businesses: \_\_\_\_\_ Farms: \_\_\_\_\_ Other: \_\_\_\_\_

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

Remarks: No relocations of people, businesses, or farms will take place as a result of this project.

**SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**

Documentation

**Hazardous Materials & Regulated Substances** (Mark all that apply)

Red Flag Investigation		<input checked="" type="checkbox"/>
Phase I Environmental Site Assessment (Phase I ESA)		<input type="checkbox"/>
Phase II Environmental Site Assessment (Phase II ESA)		<input type="checkbox"/>
Design/Specifications for Remediation required?		<input type="checkbox"/>

	No	Yes/ Date
<b>ES Review of Investigations</b>	<input type="checkbox"/>	X/November 1, 2018

*Include a summary of findings for each investigation.*

Remarks: Based on a review of GIS and available public records, a RFI was approved on November 1, 2018 by INDOT-Site Assessment and Management (SAM) (Appendix E, E-1 to E-12). According to the November 1, 2018 RFI, one State Cleanup Site, three Leaking Underground Storage Tanks (LUST) sites, one Institutional Control, three National Pollutant Discharge Elimination System (NPDES) facilities, and four NPDES pipe locations are located within 0.5 mile of the project area. Of these, three LUST sites, one State Cleanup Site, one NPDES facility, and one NPDES pipe location are located within the project area. No impact is expected from two of the LUST sites. The State Cleanup site, NPDES facility, NPDES pipe location, and one LUST site are all associated with the Saint Joe Service Center (315 Washington Street, AI ID#7834), which has the potential to affect the project area and is discussed below.

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Due to the passage of time since the approval of the November 1, 2018 RFI, the RFI layers were again reviewed on December 17, 2020. Three additional NPDES facilities, six additional NPDES pipe locations, and three additional Institutional Controls were identified within 0.5 mile of the project area. Of the three additional NPDES facilities identified, two are located adjacent to the project area (both are associated with Riverdale Elementary School) and are discussed below. Of the six additional NPDES pipe locations, five are associated with the same NPDES pipe locations previously identified in the November 1, 2018 RFI and were determined to have no impact. The sixth additional NPDES pipe location is located at the edge of the 0.5 mile buffer; therefore, no impact is expected. The three additional institutional controls are all associated with the Saint Joe Service Center, which was previously identified in the November 1, 2018 RFI and is discussed below.

Riverdale Elementary School, 172 School Street, Permit ID# IN0051063: This NPDES facility was identified during the review of the RFI layers on December 17, 2020 and is located adjacent to the construction limits of the project. The NPDES permit expired on May 31, 2000; therefore, no impact is expected.

Riverdale Elementary School 2017 Site Renovation Project, 172 School Street, Permit ID# INRA00579: This NPDES facility was identified during the review of the RFI layers on December 17, 2020 and is located adjacent to the construction limits of the project. According to IDEM's nSite Explorer, the NPDES permit is for discharge associated with construction activities and is effective until September 17, 2022. Coordination occurred with the DeKalb County Eastern Community School District on July 30, 2019 (Appendix C, C-1 to C-8). No response was received. No impact is expected.

Saint Joe Service Center, 315 Washington Street, AI ID# 7834: This site is located within the project area and was identified as a LUST site, State Cleanup site, NPDES facility, and NPDES pipe location in the November 1, 2018 RFI. The recommendation from the November 1, 2018 RFI stated, "According to documentation reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC), this site is located within the project area at the intersection of SR 1 and 4th Street (icon mapped incorrectly). Analytical results from a recent Quarterly Monitoring Report, dated April 20, 2018, indicated contaminants of concern at the site including benzene and naphthalene exist above IDEM Remediation Closure Guidelines (RCGs). If excavation occurs in this area, proper removal and disposal of soil and/or groundwater will be necessary. Therefore, coordination will be conducted with IDEM before site excavation occurs. Monitoring wells associated with the site may be within the right of way. If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, 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 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."

Since the November 1, 2018 RFI, additional site documentation is available in the IDEM VFC. An Environmental Restrictive Covenant (ERC) was recorded on the deed of the property on September 23, 2020. Additionally, a draft Notice of Contamination within Right-of-Way letter was located in the IDEM VFC that indicated petroleum contamination extends into the SR 1 right-of-way at concentrations exceeding the IDEM Remediation Closure Guide (RCG) residential screening levels. IDEM issued a Completion Report Approval letter on December 18, 2020 and indicated they will begin processing the Certificate of Completion (COC) for remediation at the site.

Coordination with IDEM was initiated on January 26, 2020 and IDEM responded on January 27, 2020 (Appendix C, C-75 to C-80). IDEM noted that the parcel boundaries of the property may extend to the centerline of adjacent roadways and the restrictions in the ERC may still need to be followed. Additionally, IDEM stated that the Notice of Contamination within Right-Of-Way letter was sent to INDOT Environmental Services on December 16, 2020. IDEM noted that Monitoring Well (MW) 6 and MW 9 are located within the right-of-way and the monitoring well network is anticipated to be properly abandoned in the spring or summer of 2021. IDEM noted there is the possibility of encountering residual petroleum contamination in soil and groundwater during the construction of the storm sewer. IDEM recommended that appropriate sampling and disposal of excavated soil and groundwater from dewatering be conducted. Additionally, IDEM recommended that appropriately trained personnel perform any excavation, subsurface construction, and dewatering during the construction of the storm sewer.

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Due to the possibility of encountering residual petroleum contamination in soil and groundwater, coordination with INDOT SAM will occur to determine if additional investigation will need to be conducted before project letting.

All applicable commitments are included the *Environmental Commitments* section of this CE document.

**SECTION I – PERMITS CHECKLIST**

**Permits** (mark all that apply) Likely Required

<b>Army Corps of Engineers (404/Section10 Permit)</b>	
Individual Permit (IP)	<input type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<input checked="" type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>
<b>IDEM</b>	
Section 401 WQC	<input checked="" type="checkbox"/>
Isolated Wetlands determination	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>
<b>IDNR</b>	
Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Lake Preservation Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>
Mitigation Required	<input type="checkbox"/>
<b>US Coast Guard Section 9 Bridge Permit</b>	
<b>Others (Please discuss in the remarks box below)</b>	
	<input type="checkbox"/>

Remarks: Due to the placement of fill in Bear Creek and Wetland B, an IDEM Section 401 and a USACE Section 404 RGP is anticipated.

Because more than one acre of land disturbance will occur, an IDEM Rule 5 Permit is also anticipated.

This proposal is not anticipated to require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1, because it qualifies for a general license under Administrative Rule 312 1AC 10-3 that applies to outfall structures.

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

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

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## 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:

**Firm:**

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
3. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
4. Ensure safety measures are in place for pedestrian movement i.e. painted crosswalks, signs, crossing railroad, etc. (INDOT ESD)
5. If excavation occurs in this area (Saint Joe Service Center, 315 Washington Street, AI ID #7834), proper removal and disposal of soil and/or groundwater will be necessary. Therefore, coordination will be conducted with IDEM before site excavation occurs. [INDOT Site Assessment and Management (SAM)]
6. Saint Joe Service Center, 315 Washington Street, AI ID #7834. According to documentation reviewed on the IDEM VFC, this site is located within the project area at the intersection of SR 1 and 4th Street (icon mapped incorrectly). Analytical results from a recent Quarterly Monitoring Report, dated April 20, 2018, indicated contaminants of concern at the site including benzene and naphthalene exist above IDEM Remediation Closure Guidelines (RCGs). If excavation occurs in this area, proper removal and disposal of soil and/or groundwater will be necessary. Therefore, coordination will be conducted with IDEM before site excavation occurs. Monitoring wells associated with the site may be within the right of way. If groundwater monitoring wells are encountered in the project area, they should be maintained in place. If they cannot be maintained, 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 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. (INDOT SAM)
7. GENERAL AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
8. LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
9. TREE REMOVAL AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
10. TREE REMOVAL AMM 2: Apply time of year restrictions (October 1 to March 31) for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS)
11. TREE REMOVAL AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
12. TREE REMOVAL AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
13. The wrought iron fence at 206 Washington Street will be marked do not disturb on the plans and will not be impacted by the project. (INDOT CRO)
14. The large catalpa tree located between the curb and sidewalk at 206 Washington Street will not be disturbed by the project. (INDOT)
15. This roadway project is adjacent to the St. Joe Service Station (315 Washington Street, VRP #6130201). There is a possibility that residual petroleum contamination in groundwater or soil may be encountered while replacing the storm sewer line. IDEM recommends appropriate sampling and disposal of excavated soil and recovered groundwater during dewatering. Additionally, IDEM recommends that appropriately trained

## Indiana Department of Transportation

County DeKalb Route SR 1 Des. No. 1601101

personnel perform any excavation, subsurface construction, and dewatering during the storm sewer replacement. The most recent soil and groundwater analytical results during remediation of the Saint Joe Service Station site may be found in Appendices C & D of VFC Document #83058701. (IDEM)

16. Due to the possibility of encountering residual petroleum contamination in soil and groundwater, coordination with INDOT SAM will occur to determine if additional investigation will need to be conducted before project letting. (INDOT)

**For Consideration:**

17. An alternative location should be utilized for the sewer outlet, such as following SR 1 to Bear Creek or following a roadway through Riverside Cemetery to the St. Joseph River where wetlands are not present. (USFWS)
18. Standard erosion control measures should be implemented to minimize impacts to the fish and mussel species above. Also, additional measures should be taken to control or slow down the rate of stormwater runoff before it reaches the new outfall structure. Ways to implement this could include bioswales, rain gardens, or water detention basins. (DNR-DFW)
19. The new, replacement, or rehabbed structure and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (DNR-DFW)
20. Minimize the use of riprap and use alternative erosion protection materials whenever possible. (DNR-DFW)
21. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Where riprap must be used, we recommend placing only enough riprap to provide streambank toe protection, such as from the toe of the bank up to the OHWM. The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to the area and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (DNR-DFW)
22. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to nonwetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (DNR-DFW)
23. Do not construct any temporary runarounds, causeways, diversions, or pumpharounds. (DNR-DFW)
24. Install appropriate armament below pipe outfalls. (DNR-DFW)
25. A sidewalk should be built along the Riverdale Elementary School property on the east side of SR 1. This would allow for any development built in the future south of the school to connect with pedestrian facilities. (NIRCC)
26. Sidewalks need to continue along SR 1/Washington St from south of the railroad tracks to the St Joe Mobile Home Park along both sides of the road. Residents and businesses have no pedestrian access to Downtown St Joe without this connection. (NIRCC, Town of St. Joe)
27. Project stormwater inlets shall state "DUMP NO WASTE" and "DRAINS TO RIVER" (Fort Wayne Source Water Area- Three Rivers Filtration Plant)



## Indiana Department of Transportation

County DeKalb

Route SR 1

Des. No. 1601101

### 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.*

Remarks:

Early coordination was initiated on July 30, 2019 with applicable federal, state, and local agencies (Appendix C, C-1 to C-8). Early coordination with IGS and IDEM was initiated on December 10, 2019. Early coordination with St. Mark Lutheran Church was initiated on December 18, 2019. Early coordination with City of Fort Wayne source water area was initiated on December 30, 2019. Review comments from those agencies that returned a reply have been incorporated into this study, as appropriate (Appendix C). The agencies contacted and the date on which they replied is identified in the table below.

Agency	Date of Response	Appendix Location
U.S. Fish and Wildlife Service	August 20, 2019	Appendix C, C-24 to C-25
U.S. Natural Resources Conservation Service	December 30, 2019	Appendix C, C-70 to C-72
U.S. Department of Housing and Urban Development	No Response	N/A
U.S. Army Corps of Engineers, Detroit District	August 23, 2019	Appendix C, C-52 to C-55
U.S. National Park Service, Midwest Regional Office	No Response	N/A
Indiana Geological Survey	December 10, 2019	Appendix C, C-66 to C-68
Indiana Department of Natural Resources – Division of Fish and Wildlife	August 29, 2019	Appendix C, C-9 to C-12
Indiana Department of Environmental Management	December 10, 2019	Appendix C, C-56 to C-65
INDOT, Office of Public Involvement	August 5, 2019	Appendix C, C-19
INDOT, Office of Environmental Policy	August 22, 2019	Appendix C, C-50 to C-51
INDOT, Fort Wayne District Office	August 19, 2019	Appendix C, C-23
Northeastern Indiana Regional Coordination Council	August 9, 2019	Appendix C, C-20 to C-22
DeKalb County Highway Department	No Response	N/A
DeKalb County Drainage Board	No Response	N/A
DeKalb County Sheriff	No Response	N/A
DeKalb County Surveyors Office	No Response	N/A
DeKalb County Eastern Community School District	No Response	N/A
DeKalb County Homeland Security	No Response	N/A
St. Joe Town Board	*August 27, 2019	Appendix C, C-48
St. Joe Floodplain Administrator (*Note: The Floodplain Administrator sent a letter that was from the Town of St. Joe)	*August 27, 2019	Appendix C, C-48
St. Mark Lutheran Church	No Response	N/A
Source Water Area- Fort Wayne- 3 Rivers Filtration Plant	January 28, 2020	Appendix C, C-73 to C-74

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<ul style="list-style-type: none"> <li>• Northeastern Indiana Regional Coordinating Council</li> </ul>	C-20 to C-22
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<ul style="list-style-type: none"> <li>• USFWS Official Species List</li> </ul>	C-26 to C-31
<ul style="list-style-type: none"> <li>• Indiana Bat and Northern Long-Eared Bat Range-Wide Programmatic Informal Consultation, Concurrence Verification Letter</li> </ul>	C-32 to C-45
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<ul style="list-style-type: none"> <li>• Indiana Department of Environmental Management</li> </ul>	C-56 to C-65
<ul style="list-style-type: none"> <li>• Indiana Geological Survey</li> </ul>	C-66 to C-68
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## Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 <sup>1</sup>
<b>Section 106</b>	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement <sup>2</sup>
<b>Stream Impacts</b>	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
<b>Wetland Impacts</b>	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
<b>Right-of-way<sup>3</sup></b>	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
<b>Relocations</b>	None	-	-	< 5	≥ 5
<b>Threatened/Endangered Species (Species Specific Programmatic for Indiana bat &amp; northern long eared bat)</b>	“No Effect”, “Not likely to Adversely Affect” (Without AMMs <sup>4</sup> or with AMMs required for all projects <sup>5</sup> )	“Not likely to Adversely Affect” (With any other AMMs)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic
<b>Threatened/Endangered Species (Any other species)</b>	Falls within guidelines of USFWS 2013 Interim Policy	“No Effect”, “Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
<b>Environmental Justice</b>	No disproportionately high and adverse impacts	-	-	-	Potential <sup>6</sup>
<b>Sole Source Aquifer</b>	Detailed Assessment Not Required	-	-	-	Detailed Assessment
<b>Floodplain</b>	No Substantial Impacts	-	-	-	Substantial Impacts
<b>Coastal Zone Consistency</b>	Consistent	-	-	-	Not Consistent
<b>National Wild and Scenic River</b>	Not Present	-	-	-	Present
<b>New Alignment</b>	None	-	-	-	Any
<b>Section 4(f) Impacts</b>	None	-	-	-	Any
<b>Section 6(f) Impacts</b>	None	-	-	-	Any
<b>Added Through Lane</b>	None	-	-	-	Any
<b>Permanent Traffic Alteration</b>	None	-	-	-	Any
<b>Coast Guard Permit</b>	None	-	-	-	Any
<b>Noise Analysis Required</b>	No	-	-	-	Yes
<b>Air Quality Analysis Required</b>	No	-	-	-	Yes <sup>7</sup>
<b>Approval Level</b>	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes	Yes
<ul style="list-style-type: none"> <li>• District Env. Supervisor</li> <li>• Env. Services Division</li> <li>• FHWA</li> </ul>				Yes	Yes

<sup>1</sup>Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup>Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup>Permanent and/or temporary right-of-way.

<sup>4</sup>AMMs = Avoidance and Mitigation Measures.

<sup>5</sup>AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User’s Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as “required for all projects”.

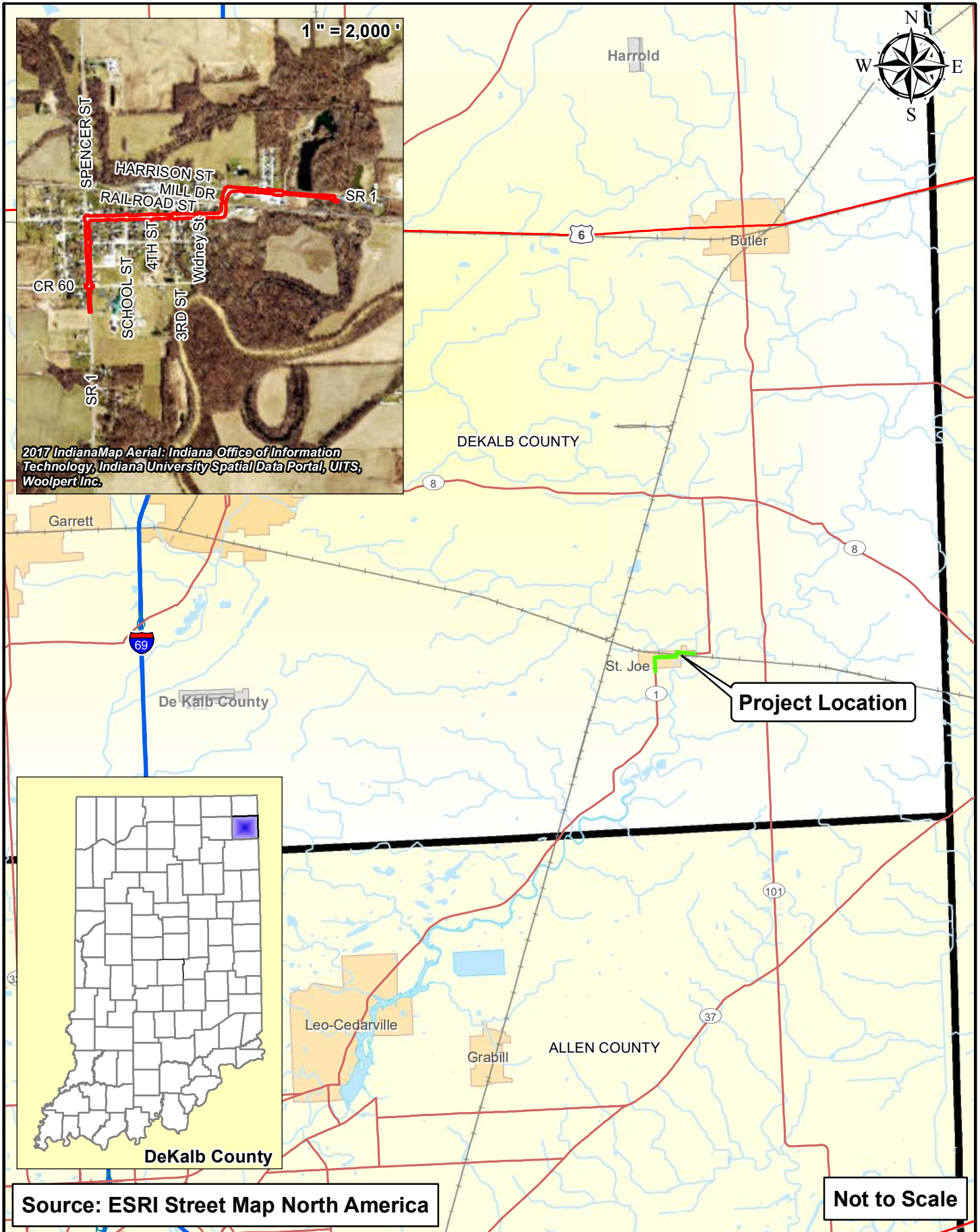
<sup>6</sup>Potential for causing a disproportionately high and adverse impact.

<sup>7</sup>Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\*Substantial public or agency controversy may require a higher-level NEPA document.



Path: P:\2017\0210\1D\_Drawings\ArcView\SR 1 Pavement Replacement\Exhibits\Waters\2017.02101.EV.2019-06-03.SR1Pavement.waters.statemap.mhg.mxd Date: 12/17/2020 User: lpberry



2017 IndianaMap Aerial: Indiana Office of Information Technology, Indiana University Spatial Data Portal, UIITS, Woolpert Inc.

Source: ESRI Street Map North America

Not to Scale



**Figure 1: State Location Map**

Indiana Department of Transportation  
Fort Wayne District  
5333 Hatfield Rd.  
Fort Wayne, IN 46808

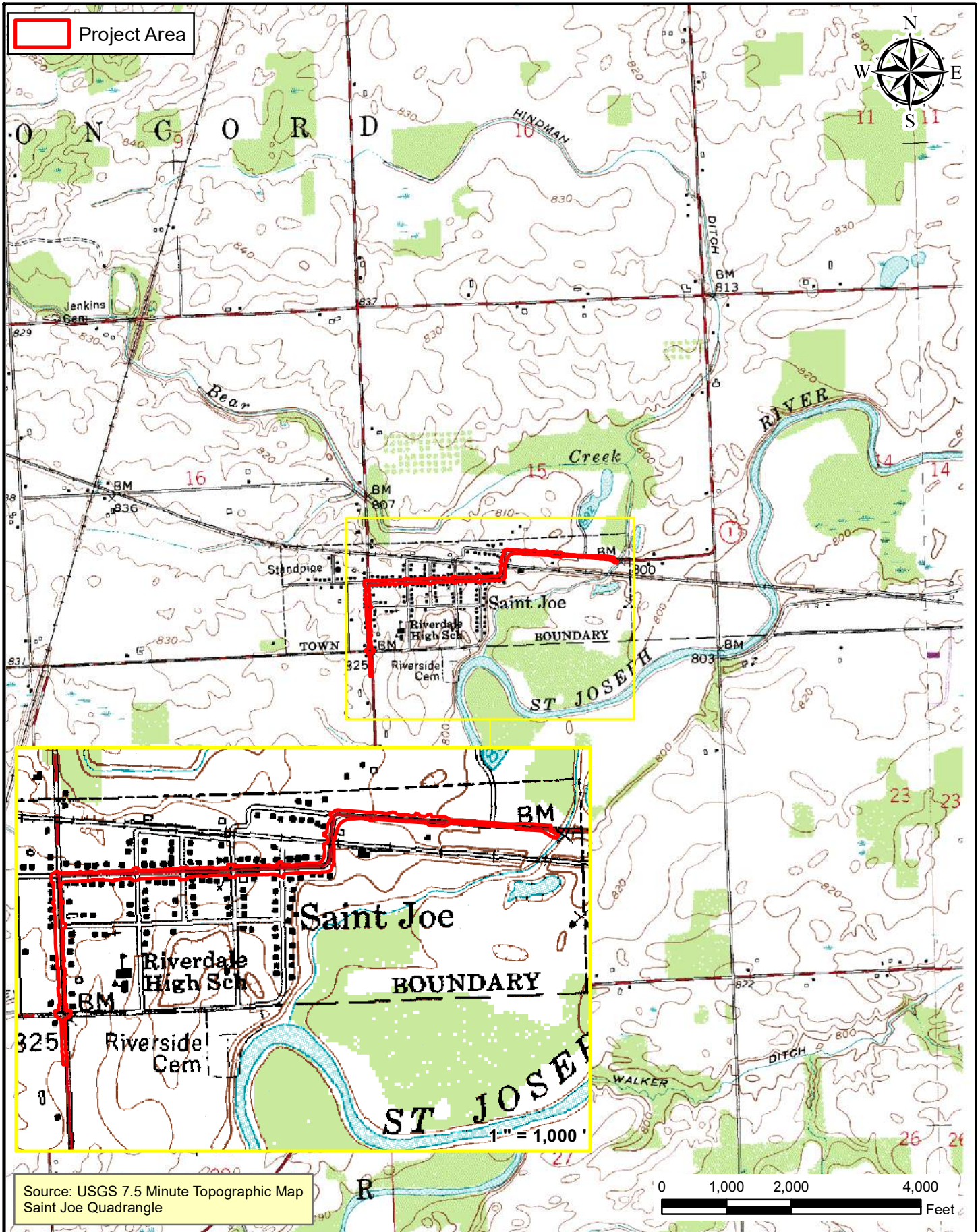
**State Road 1 Roadway Improvement Project**  
Des. No. 1601101

Location: St. Joe  
Township: Concord  
County: DeKalb  
State: Indiana

Date: 12/17/2020

Appendix B  
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Source: USGS 7.5 Minute Topographic Map  
Saint Joe Quadrangle

0 1,000 2,000 4,000  
Feet

Path: P:\2017\00078\Drawings\Environmental\2020 monitoring\2017.02.101.EV\2017.02.17.SR1\Pavement.topo.lcp.mxd Date: 12/17/2020 User: lberry



**Figure 2: USGS Topographic Map**

Indiana Department of Transportation  
Fort Wayne District  
5333 Hatfield Road  
Fort Wayne, IN 46808


**State Road 1 Roadway Improvement Project**  
Des. No. 1601101

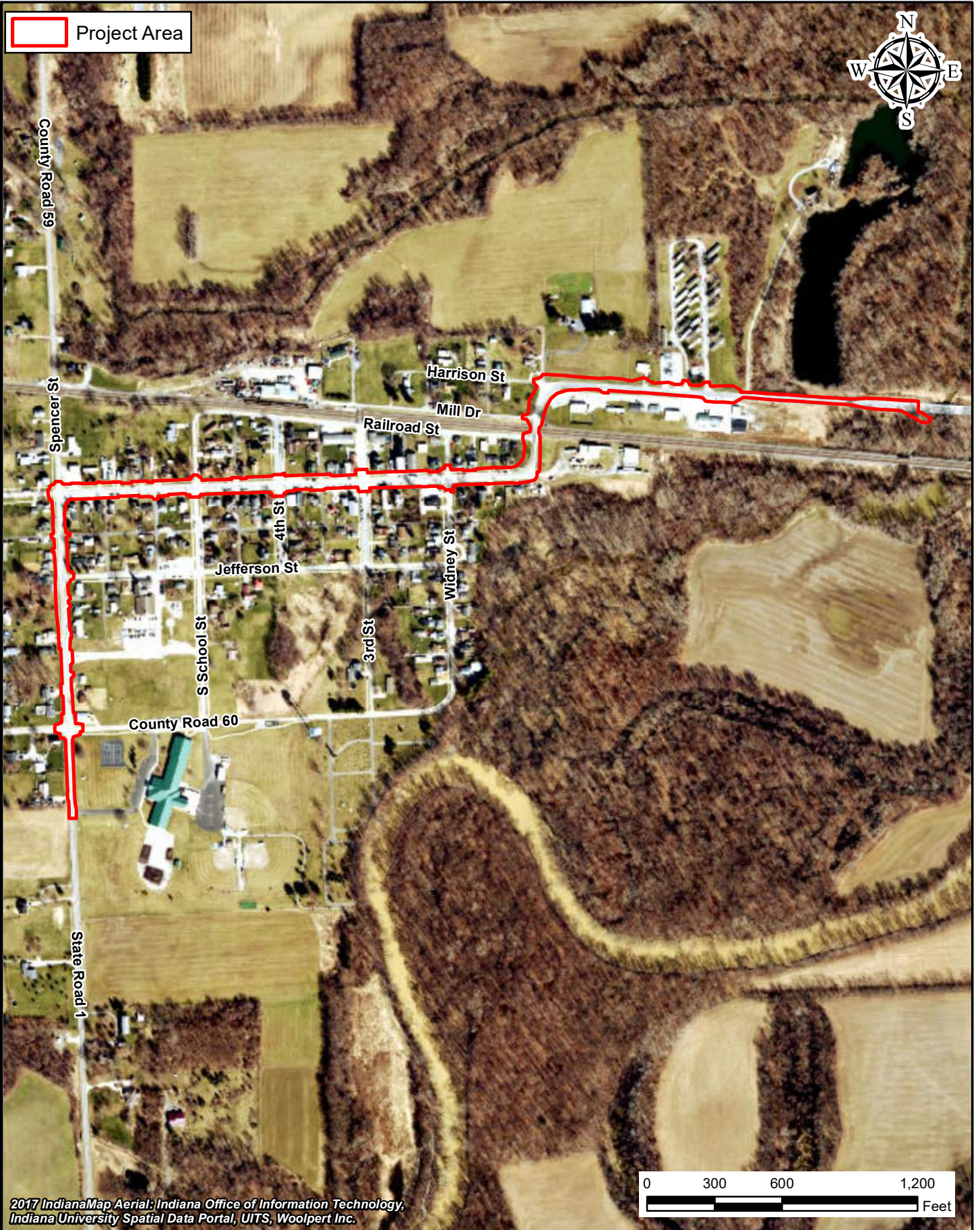
Location: St. Joe  
Township: Concord  
County: DeKalb  
State: Indiana

Date: 12/17/2020

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 Project Area



Path: P:\2017\02\10\1D\_Drawings\ArcView\SR 1 Pavement Replacement\Exhibits\2017\_02\101\_EV\2020 SR1 Pavement Aerial.lcp.mxd Date: 12/17/2020 User: lperry

2017 IndianaMap Aerial: Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

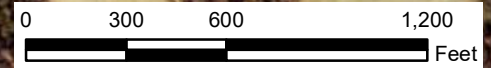


Figure 3: 2017 Aerial Photography

Indiana Department of Transportation  
Fort Wayne District  
5333 Hatfield Road  
Fort Wayne, IN 46808


State Road 1 Roadway Improvement Project  
Des. No. 1601101


Location: St. Joe  
Township: Concord  
County: DeKalb  
State: Indiana

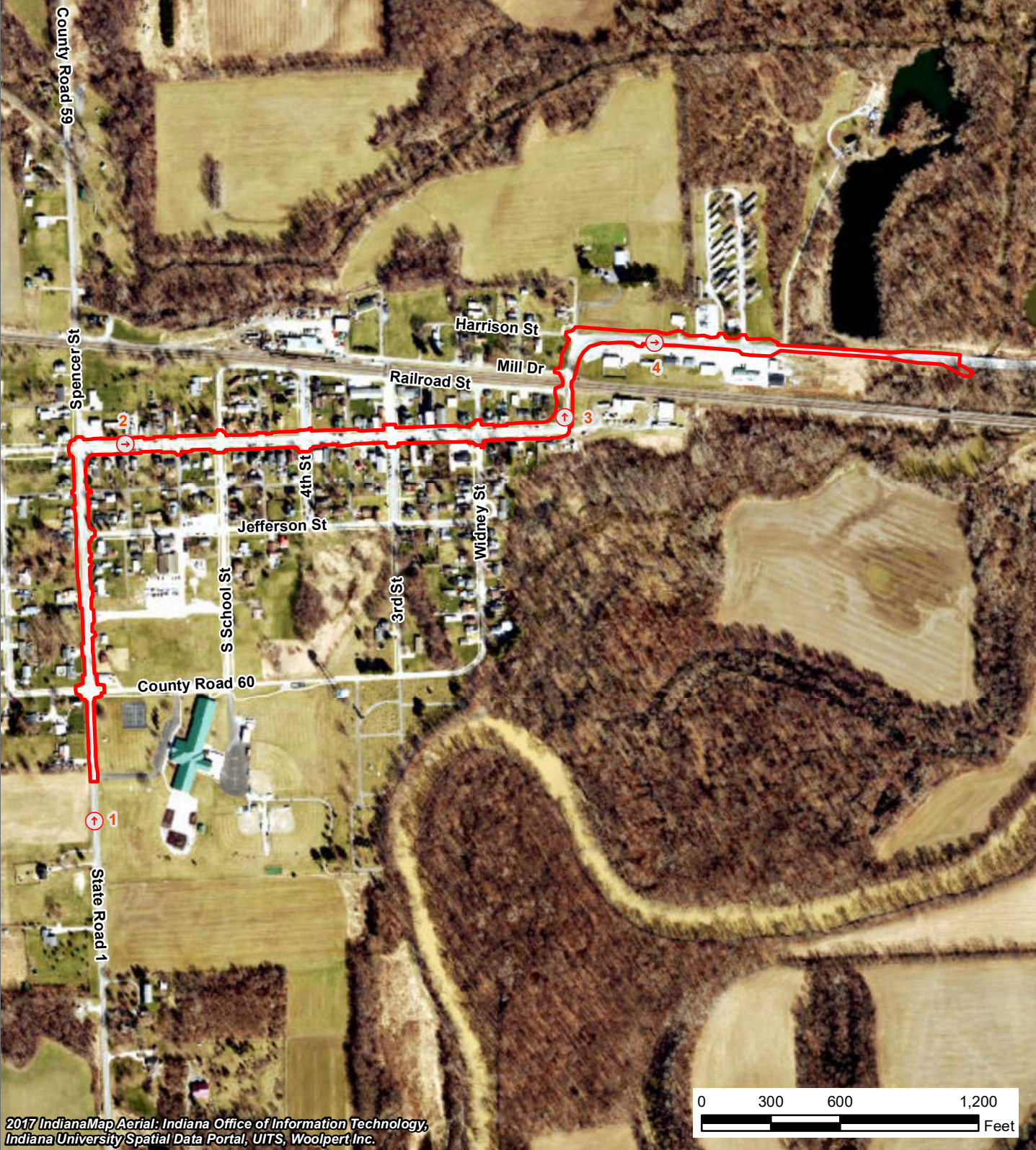
Date: 12/17/2020

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 Project Area

 Photo Locations



2017 IndianaMap Aerial: Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert, Inc.

Path: P:\2017\0210\1D\_Drawings\ArcView\SR 1 Pavement Replacement\Exhibits\Early Coordination\2017\_0210\_1\_EV\_2019-05-30\_SR1Pavement\_PhotoLoc.map.mhg.mxd Date: 12/17/2020 User: iperry



**Figure 4: Photo Location Map**

Indiana Department of Transportation  
 Fort Wayne District  
 5333 Hatfield Road  
 Fort Wayne, Indiana 46808

**SR 1 Roadway Improvements**  
 Des. No. 1601101

Location: St. Joe  
 Township: Concord  
 County: DeKalb  
 State: Indiana

Date: 12/17/2020

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**State Road 1 Roadway Improvement Project  
Des. No. 1601101  
St. Joe, Indiana**

May 31, 2019



Photo 1: Looking north along SR 1 to Spencer St.



Photo 2: Looking east along SR 1 to 3<sup>rd</sup> St.



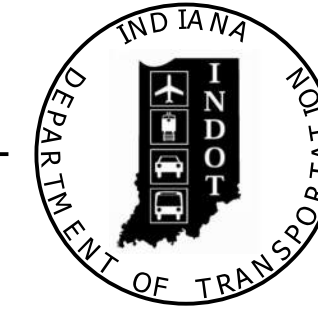
Photo 3: Looking north along SR 1 to Harrison St.



Photo 4: Looking east along SR 1 to project terminus.

PROJECT 1601101	DESIGNATION 1601101
CONTRACT R-40474	BRIDGE FILE N/A

# INDIANA DEPARTMENT OF TRANSPORTATION

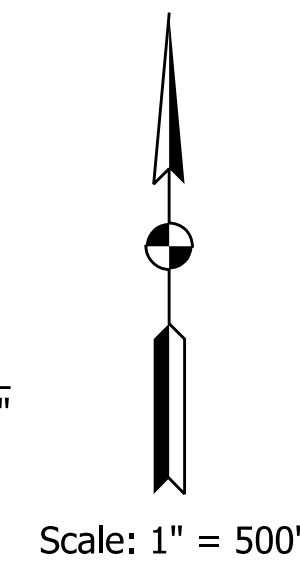
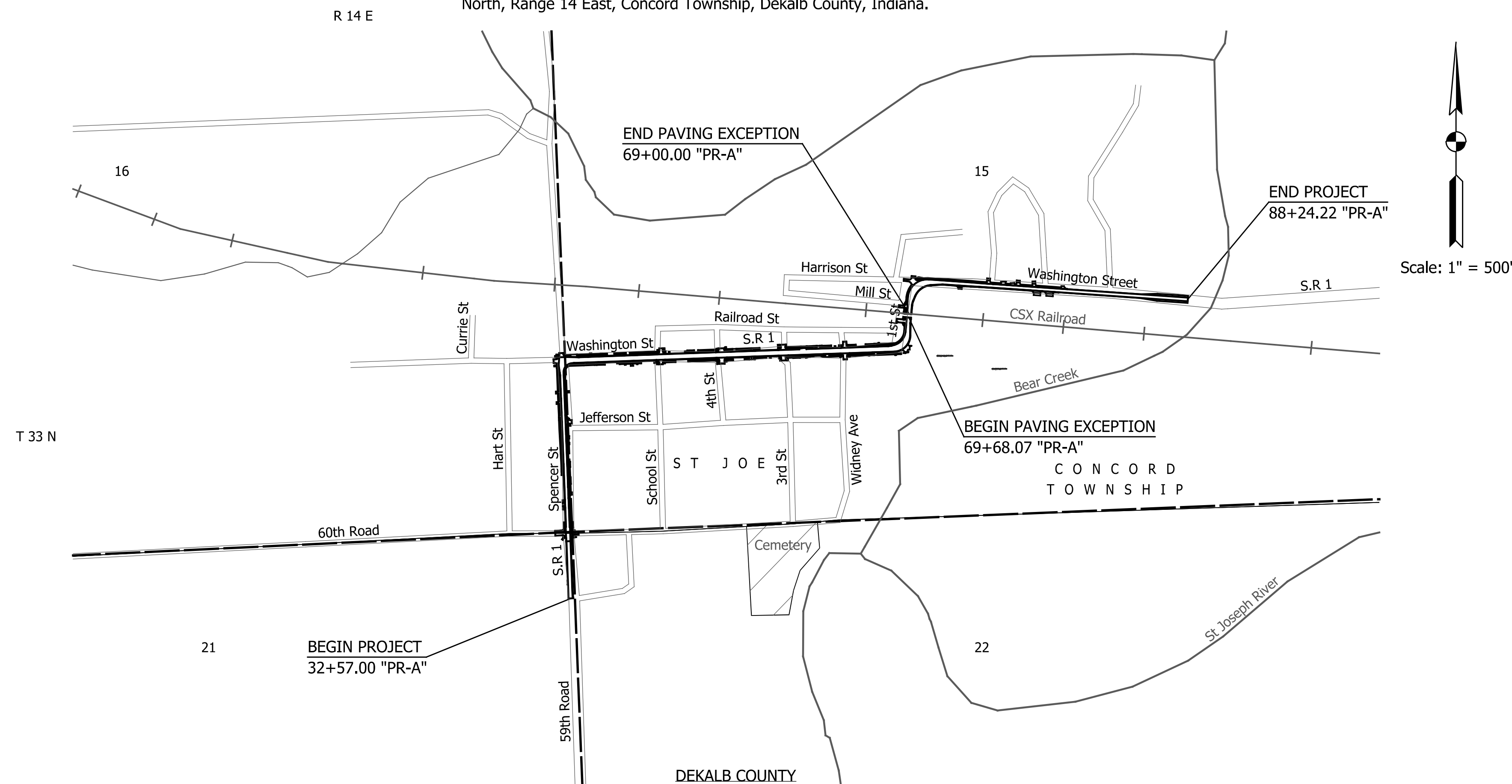


## ROAD PLANS

### S.R. 1 PAVEMENT REPLACEMENT

ROUTE: SR 1 FROM: RP 173+38 TO: RP 174+48  
 PROJECT NO. 1601101 P.E.  
 1601101 R/W  
 1601101 CONST.

PROJECT DESCRIPTION: Pavement replacement located on SR 1, from 4.30 miles south of SR 8 to 3.12 miles south of SR 8. The project is located within the town limits of St. Joe in Sections 15, 16, 21 and 22, Township 33 North, Range 14 East, Concord Township, Dekalb County, Indiana.

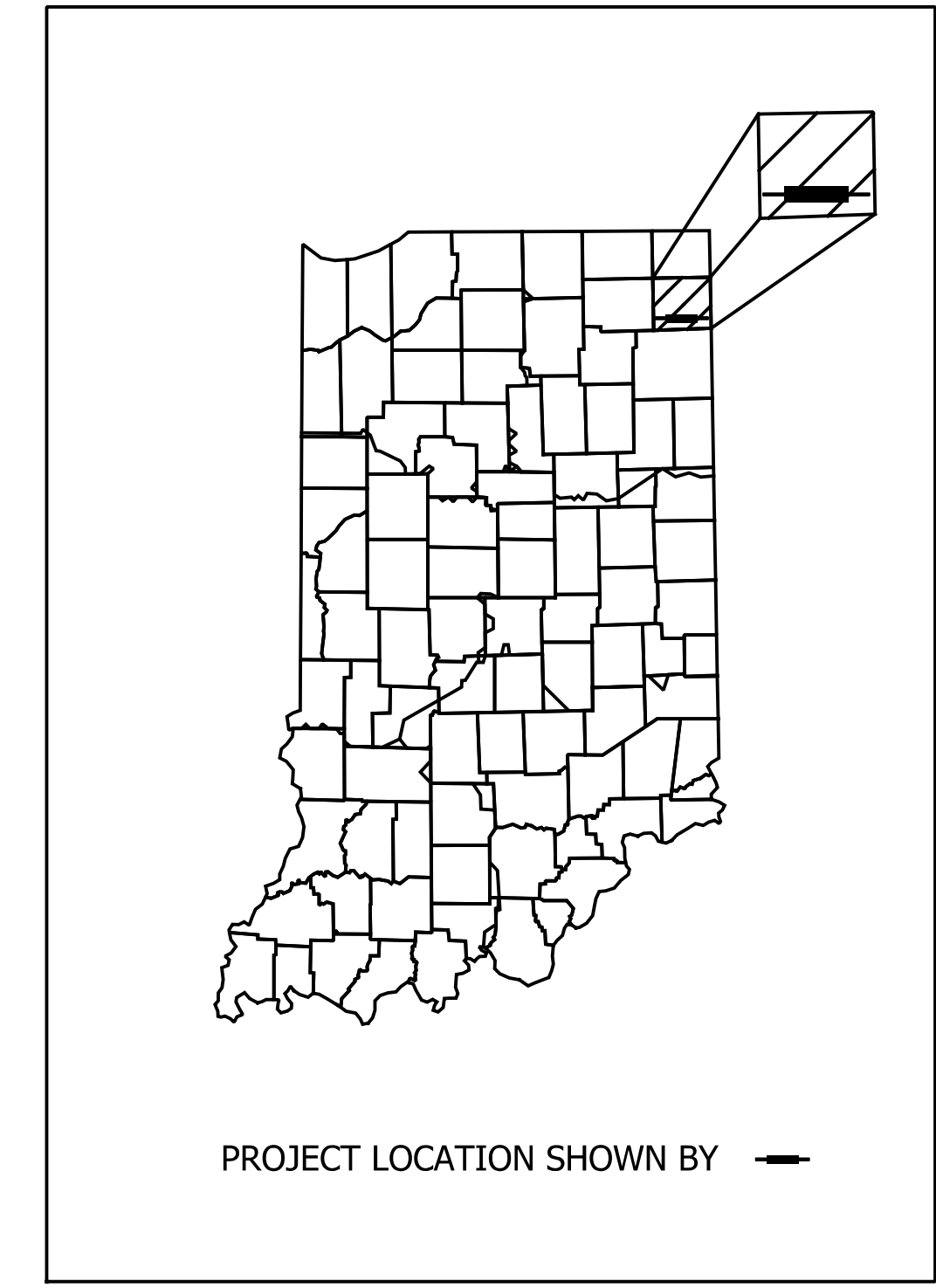


TRAFFIC DATA	
A.A.D.T. (2022)	2,050 V.P.D.
A.A.D.T. (2044)	2,440 V.P.D.
D.H.V (2044)	225 V.P.D.
DIRECTIONAL DISTRIBUTION	50.38%
TRUCKS	4.96% A.A.D.T. 6.63% D.H.V.

DESIGN DATA	
DESIGN SPEED	30/35/40 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (4R), NON-FREEWAY
FUNCTIONAL CLASSIFICATION	STATE COLLECTOR
RURAL/URBAN	URBAN (SUBURBAN)
TERRAIN	LEVEL
ACCESS CONTROL	NONE

30 M.P.H. (Sta. 45+50 to 76+62 "PR-A"), 35 M.P.H. (Sta. 32+57 to 45+50 "PR-A")  
 40 M.P.H. (Sta. 76+62 to 88+24.22 "PR-A")



LATITUDE: 41° 18' 55" N LONGITUDE: 84° 54' 22" W

Gross Length: 1.05 MI.  
 Net Length: 1.05 MI.  
 Maximum Grade: 3.32 %

HUC: 04100003070030  
 04100003070020

STAGE 3 PLANS  
 SUBMITTED BY: American Structurepoint  
 DATE: February 19, 2021

INDIANA DEPARTMENT OF TRANSPORTATION  
 STANDARD SPECIFICATIONS DATED 2020  
 TO BE USED WITH THESE PLANS.

9025 RIVER ROAD, SUITE 200  
 INDIANAPOLIS, IN 46240  
 TEL 317.547.5580 FAX 317.543.0270  
 www.structurepoint.com

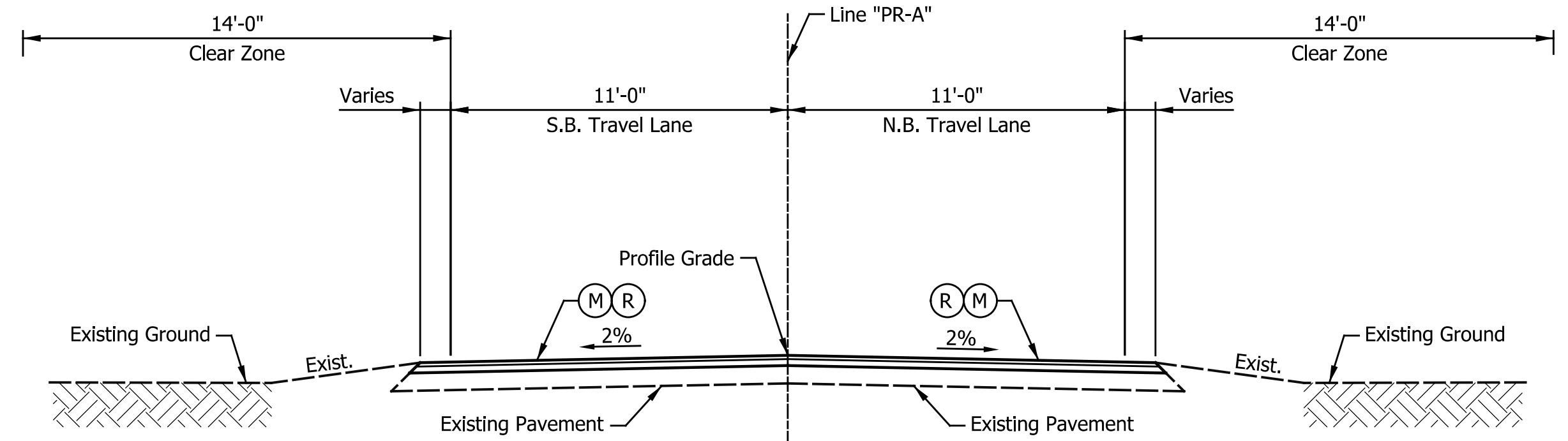
PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580  
 PHONE NUMBER  
 CERTIFIED BY: MM/DD/20YY  
 DATE  
 APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	
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DESIGNATION	
1601101	
SURVEY BOOK	SHEETS
N/A	1 of 165
CONTRACT	PROJECT
R-40474	1601101

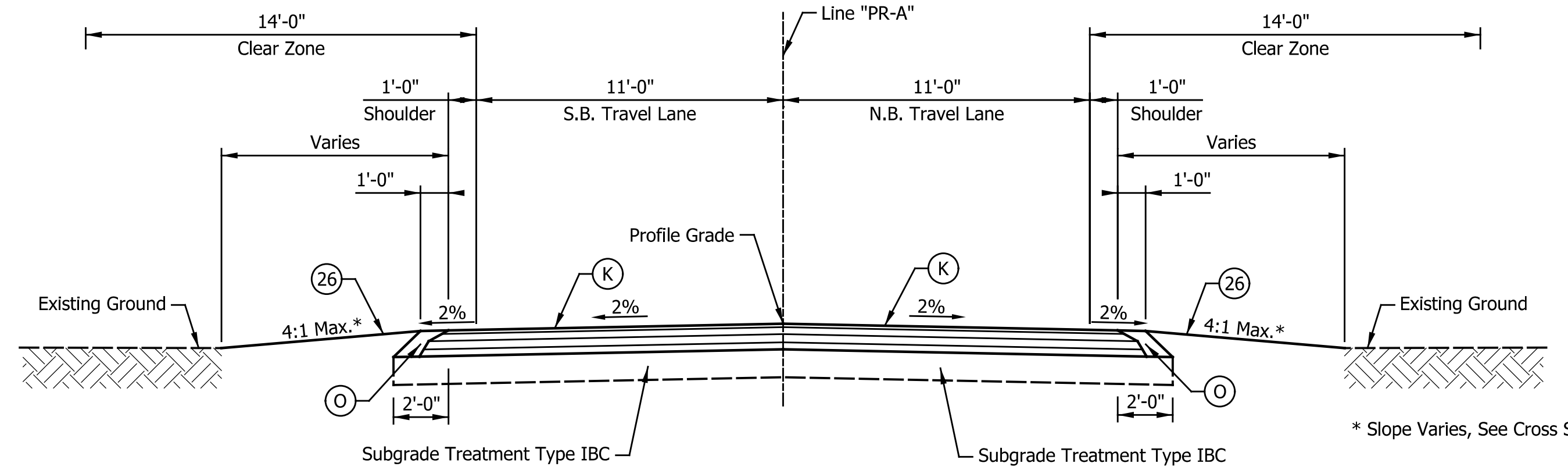
Indiana Structurepoint



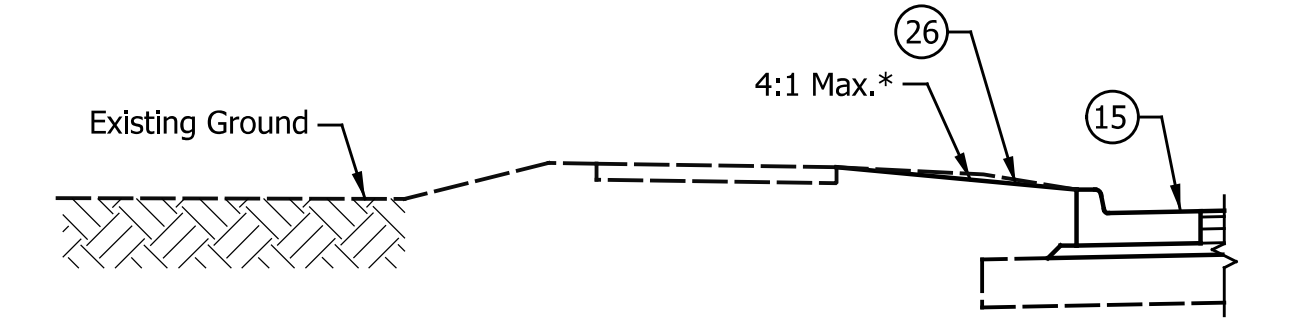




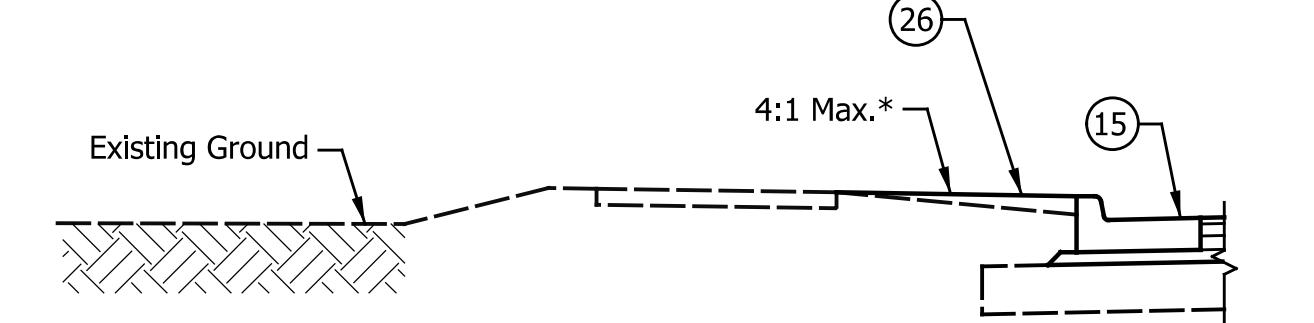
Typical Section - State Road 1  
32+57.00 to 36+05.00 "PR-A"



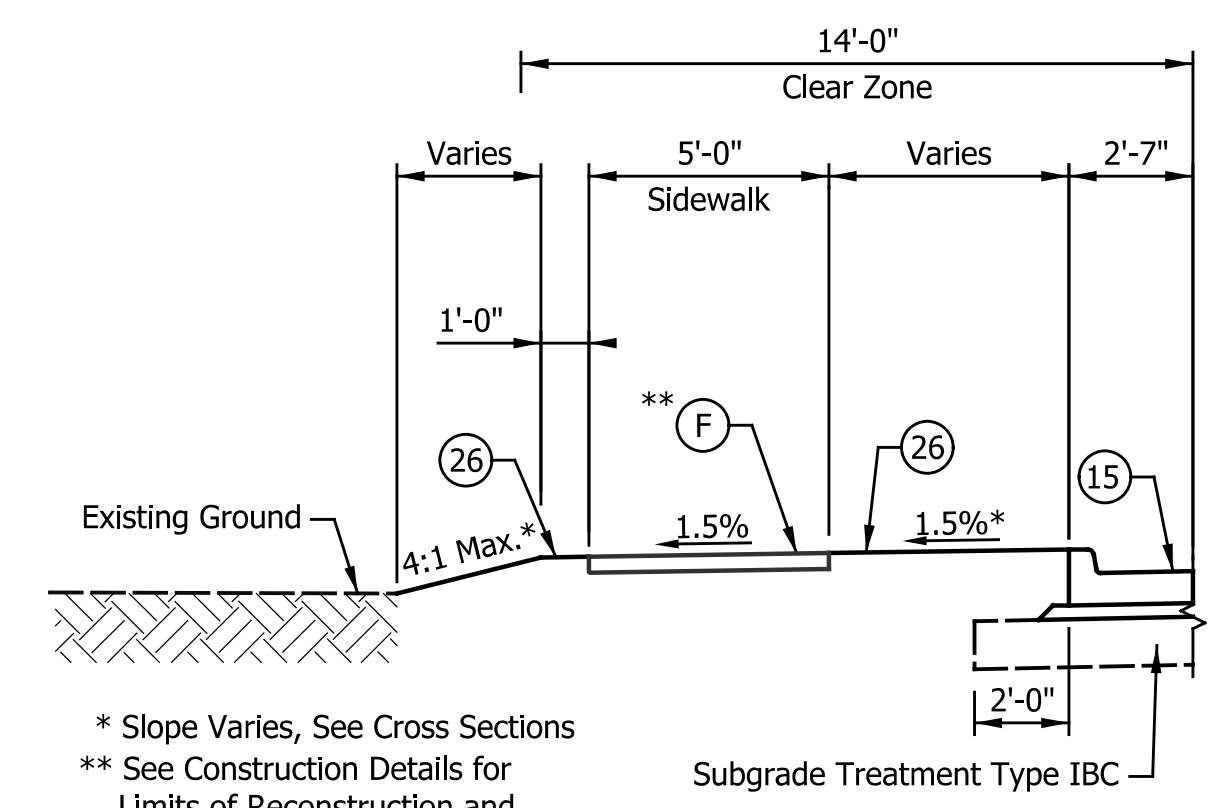
Typical Section - State Road 1  
36+05.00 to 36+52.56 "PR-A"



\* Slope Varies, See Cross Sections



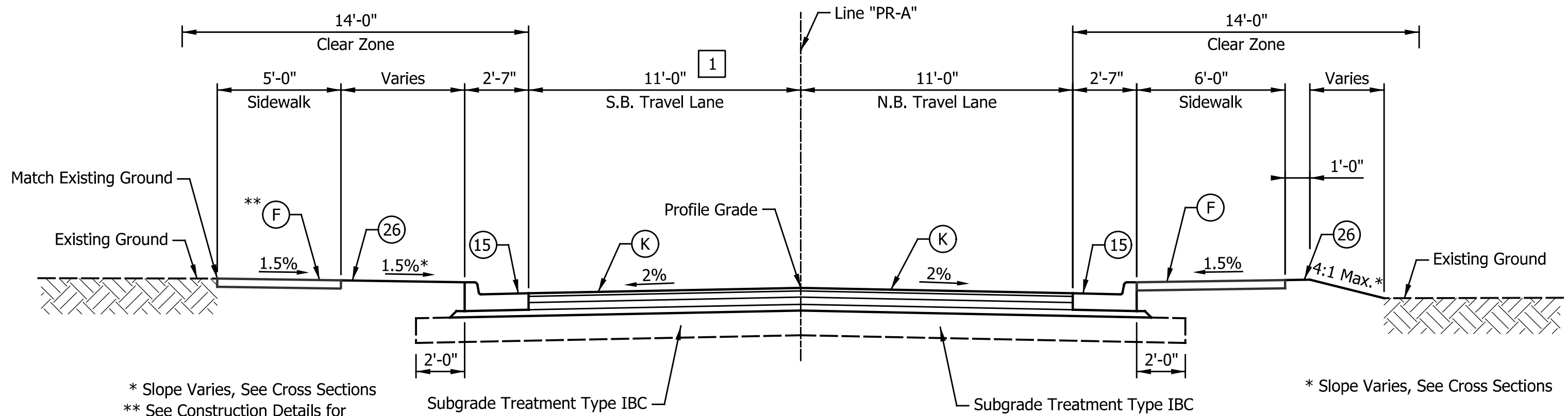
\* Slope Varies, See Cross Sections



Special Sidewalk Fill Slope - State Road 1  
40+74.80 to 43+25.81 "PR-A"

\* Slope Varies, See Cross Sections  
\*\* See Construction Details for Limits of Reconstruction and Back of Sidewalk Profile Elevations

**Grading (Cut/Fill) Behind Curb at Existing Sidewalk**  
See Construction Details for Limits of Existing Sidewalk



Typical Section - State Road 1 (Spencer Street)  
36+52.56 to 47+05.81 "PR-A"

\* Slope Varies, See Cross Sections  
\*\* See Construction Details for Limits of Reconstruction and Back of Sidewalk Profile Elevations

\* Slope Varies, See Cross Sections

1 Varies 11'-0" to 17'-2" from 46+16.53 to 46+76.09 "PR-A"

Notes:

- After Milling & Prior to Placing Tack Coat on the Milled Surface, Seal Visible Cracks 1/4" Wide or Wider. (Use Pay Item 408-12028 CRACKS IN ASPHALT PAVEMENT, FILL) Materials to Fill Cracks Shall be PG 64-22 Only, No Emulsion Shall be Used.
- Sealed Cracks Shall Not be Overbanded.
- Place Tack Coat After Sealing Operations.
- Joint Adhesive Shall be Installed at all Longitudinal Joints in the Surface and Intermediate Layers. A 24" Wide Liquid Asphalt Sealant Shall be Placed on Longitudinal Joints That Have Joint Adhesive Installed.

- LEGEND**
- (F) Sidewalk, Concrete, 4"
  - (K) Full Depth HMA Pavement  
165 #/Syd QC/QA-HMA, 2, 64, Surface, 9.5mm, on  
330 #/Syd QC/QA-HMA, 2, 64, Intermediate, 19.0mm, on  
385 #/Syd QC/QA-HMA, 2, 64, Base, 19.0mm, on  
3" Compacted Aggregate, No. 53
  - (M) Milling, Asphalt, 4"
  - (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
  - (R) Resurface Consisting of:  
165 #/Syd QC/QA-HMA, 2, 64, Surface, 9.5mm, on  
275 #/Syd QC/QA-HMA, 2, 64, Intermediate, 19.0mm, on  
Existing Asphalt
  - (S) Full Depth Saw Cut (Not a Pay Item)
  - (14) Depressed Combined Concrete Curb and Gutter
  - (15) Combined Concrete Curb and Gutter
  - (16) Combined Concrete Curb and Gutter, Modified
  - (26) Sodding, Nursery
  - (29) Mulched Seeding, R

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JMB	DRAWN: JMB	
CHECKED: ASU	CHECKED: ASU	

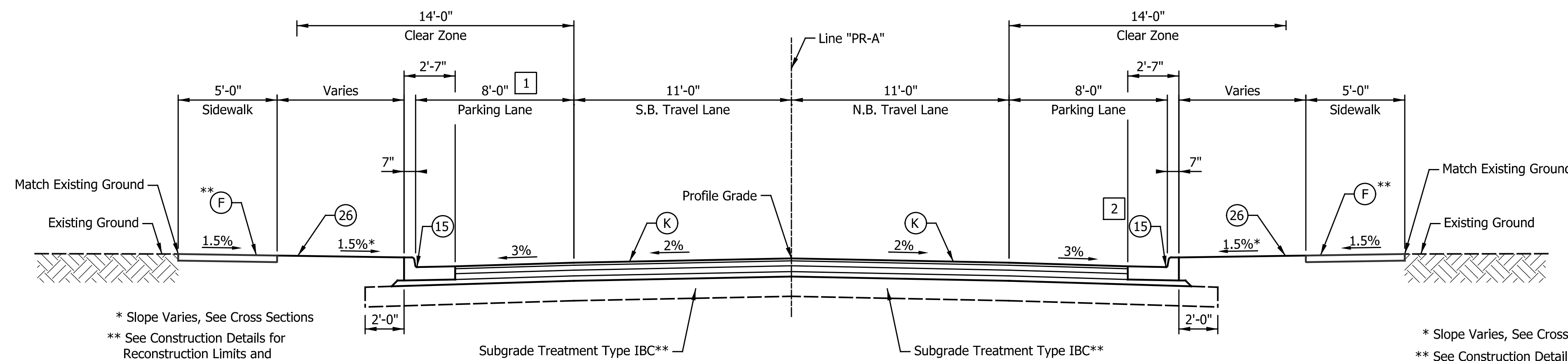
INDIANA  
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS  
LINE "PR-A"

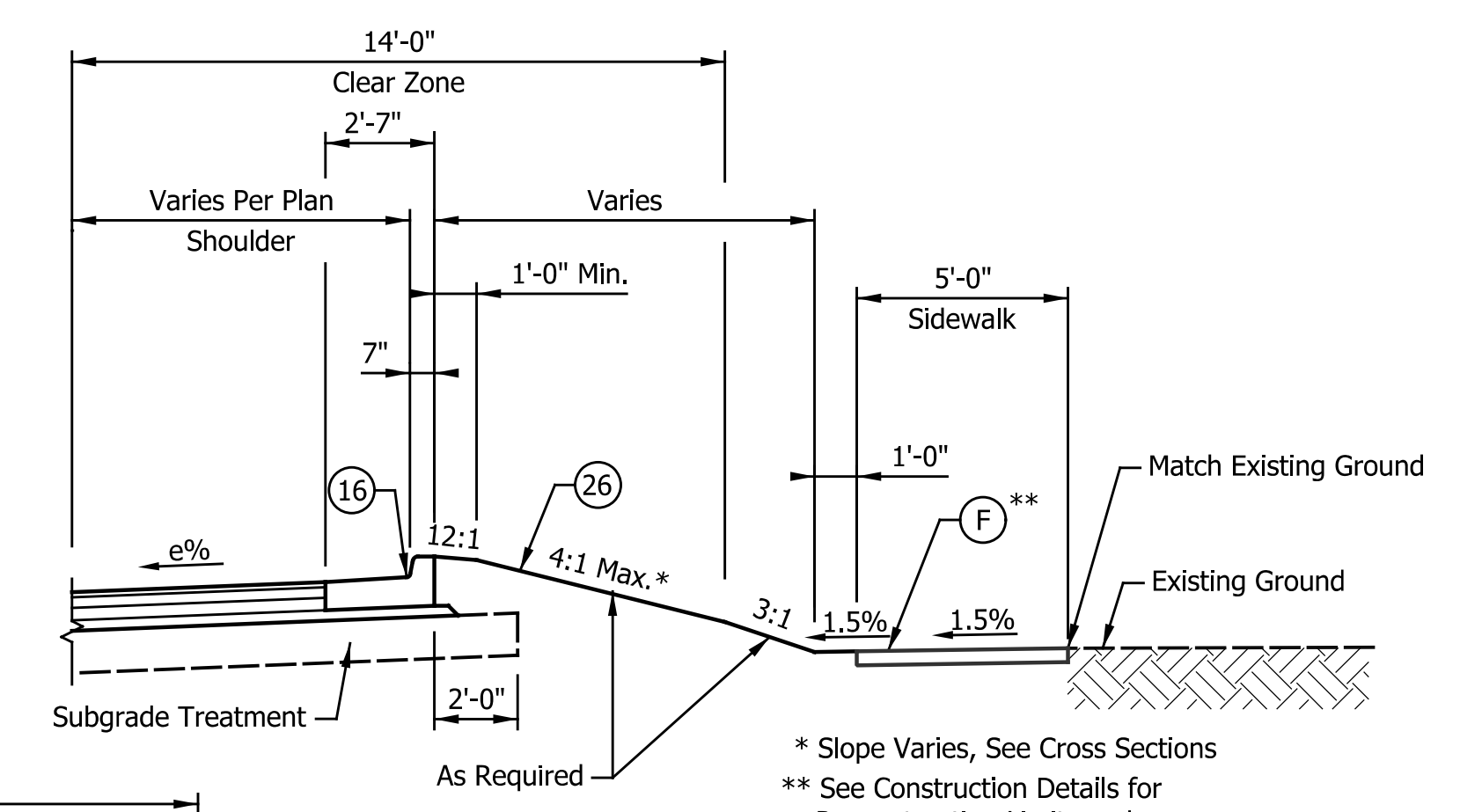
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1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	3 of 165
CONTRACT	PROJECT
R-40474	1601101

Inch-Peak/Inch  
Indiana, Standard

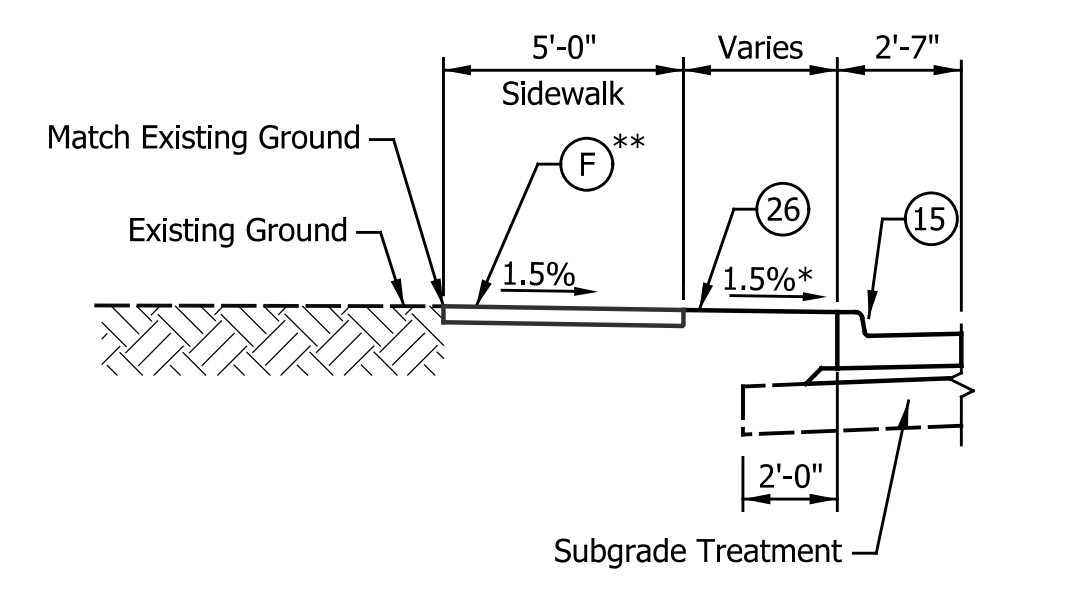
- 1 Varies 12'-0" to 8'-0" from 47+40.13 to 48+12.50 "PR-A"
- 2 Curb Height Varies from 6" to 9" from 58+83.00 to 59+52.00 "PR-A"



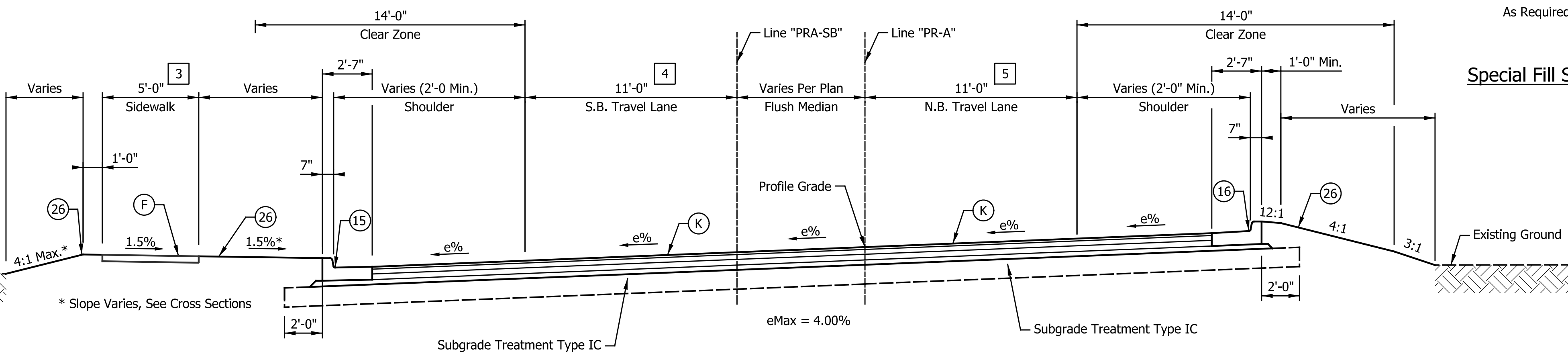
**Typical Section - State Road 1 (Washington Street)**  
47+05.81 to 66+42.56 "PR-A"



**Special Fill Slope - State Road 1 (Washington Street)**  
66+30.34 to 67+62.12 "PR-A"

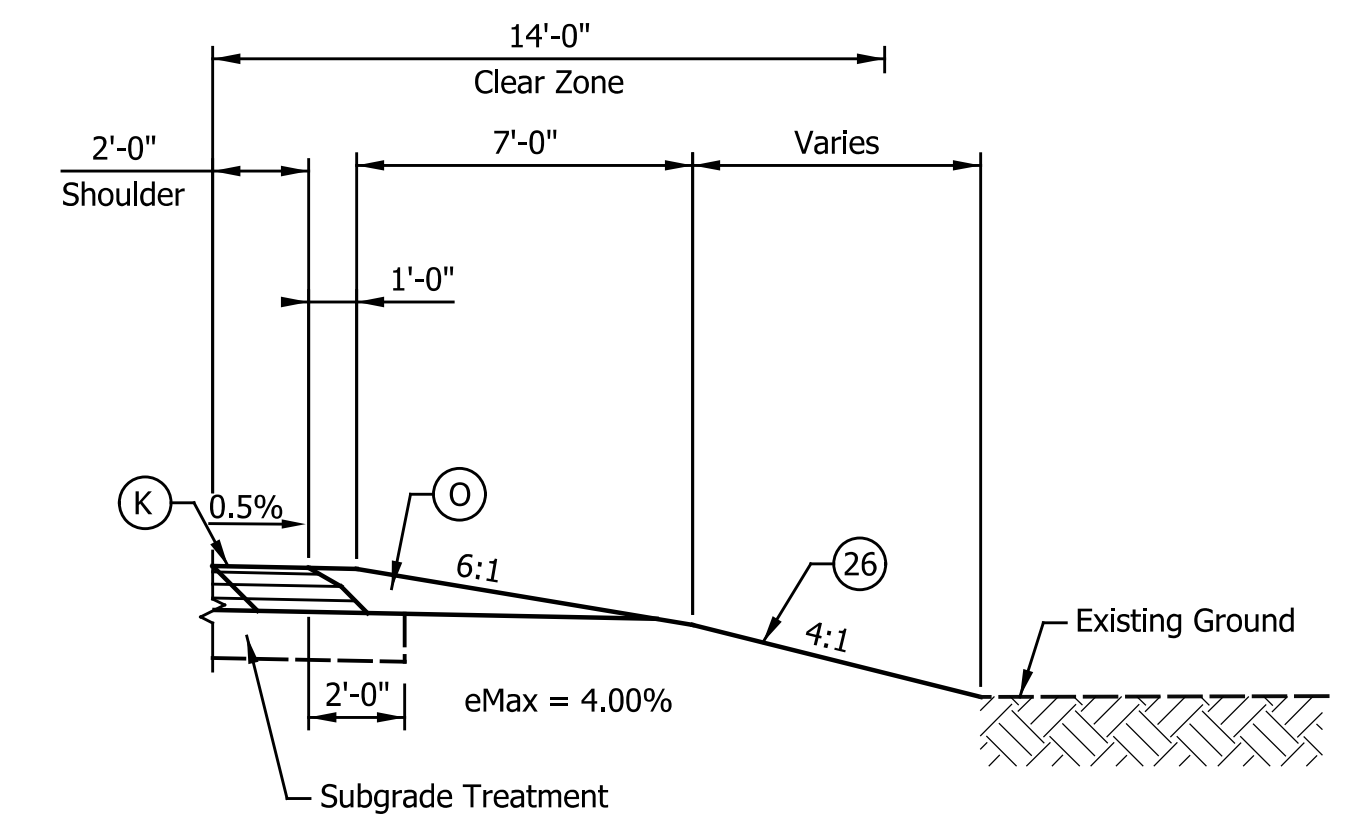


**Shldr. Section Lt. - State Road 1 (Washington St.)**  
66+42.56 to 67+30.00 "PR-A"

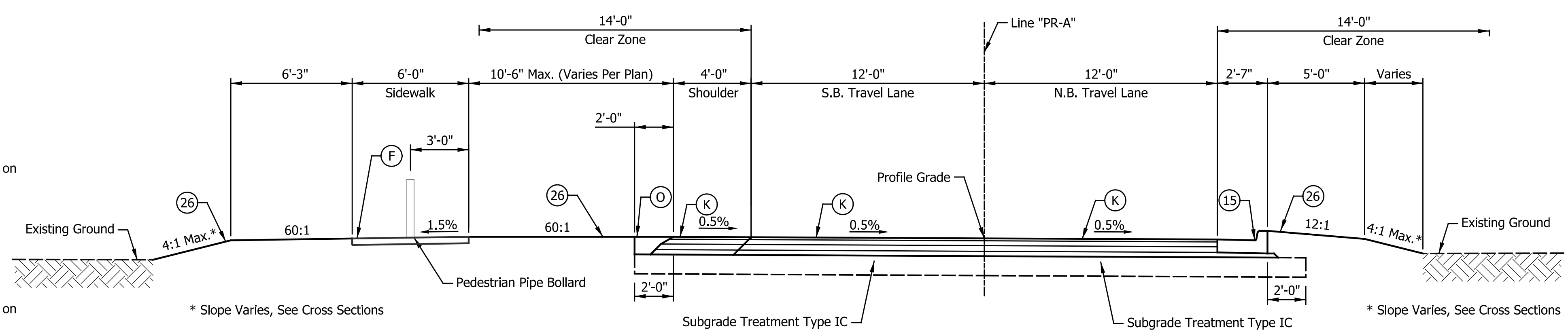


**Typical Section - State Road 1 (Washington/1st Street)**  
66+42.56 to 69+42.50 "PR-A"  
See Superelevation Diagram for Superelevation Transitions

- 3 Equals 5'-0" from 66+42.56 to 67+46.39 "PR-A"  
Equals 6'-0" from 67+46.39 to 69+42.50 "PR-A"
- 4 Equals 11'-0" from 66+42.56 to 67+06.27 "PR-A"  
Varies 11'-0" to 12'-0" from 67+06.27 to 68+80.03 "PR-A"  
Equals 12'-0" from 68+80.03 to 69+42.50 "PR-A"
- 5 Equals 11'-0" from 66+42.56 to 67+34.54 "PR-A"  
Varies 11'-0" to 12'-0" from 67+34.54 to 68+49.87 "PR-A"  
Equals 12'-0" from 68+49.87 to 69+42.50 "PR-A"



**Shoulder Section Rt. - State Road 1 (1st Street)**  
69+57.57 to 69+68.07 RT. "PR-A"  
69+90.00 to 70+00.50 RT. "PR-A"



**Typical Section - State Road 1 (1st Street)**  
69+42.50 to 69+68.07 "PR-A"  
69+90.00 to 70+01.50 "PR-A"  
See Superelevation Diagram for Superelevation Transitions  
**Paving Exception**  
69+68.07 to 69+90.00 "PR-A"

- LEGEND**
- (F) Sidewalk, Concrete, 4"
  - (K) Full Depth HMA Pavement  
165 #/Syd QC/QA-HMA, 2, 64, Surface, 9.5mm, on  
330 #/Syd QC/QA-HMA, 2, 64, Intermediate, 19.0mm, on  
385 #/Syd QC/QA-HMA, 2, 64, Base, 19.0mm, on  
3" Compacted Aggregate, No. 53
  - (M) Milling, Asphalt, 4"
  - (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
  - (R) Resurface Consisting of:  
165 #/Syd QC/QA-HMA, 2, 64, Surface, 9.5mm, on  
275 #/Syd QC/QA-HMA, 2, 64, Intermediate, 19.0mm, on  
Existing Asphalt
  - (S) Full Depth Saw Cut (Not a Pay Item)
  - (14) Depressed Combined Concrete Curb and Gutter
  - (15) Combined Concrete Curb and Gutter
  - (16) Combined Concrete Curb and Gutter, Modified
  - (26) Sodding, Nursery
  - (29) Mulched Seeding, R

DATE	REVISION

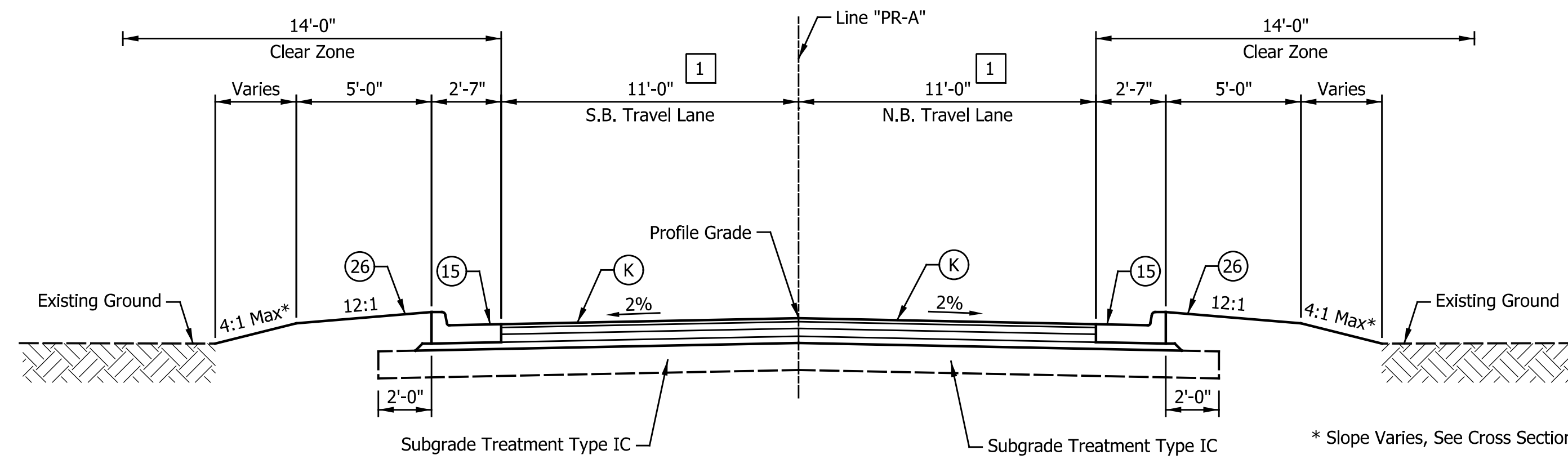
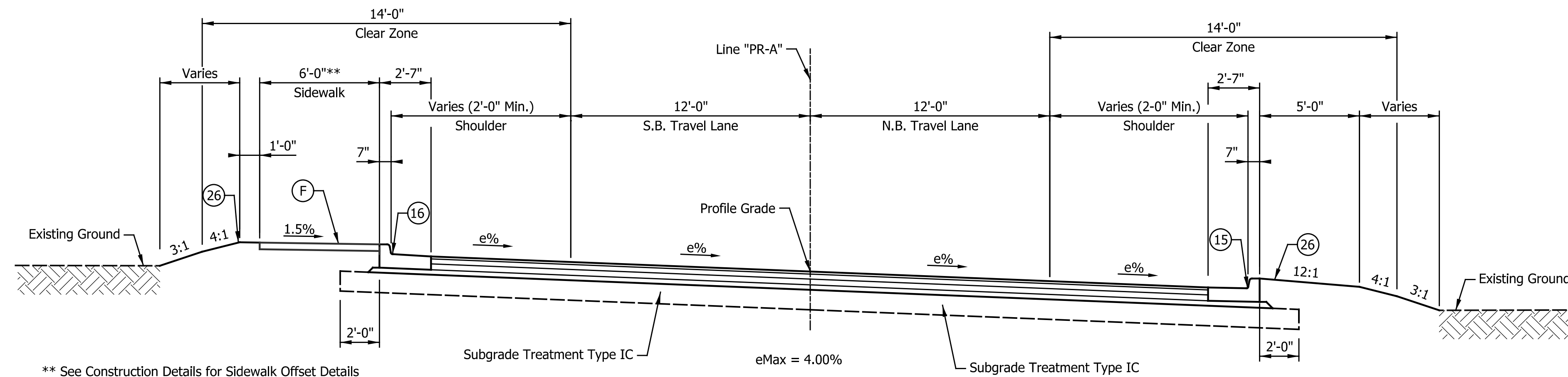
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY	DATE
DESIGNED: JMB	DRAWN: JMB		
CHECKED: ASU	CHECKED: ASU		

INDIANA  
DEPARTMENT OF TRANSPORTATION

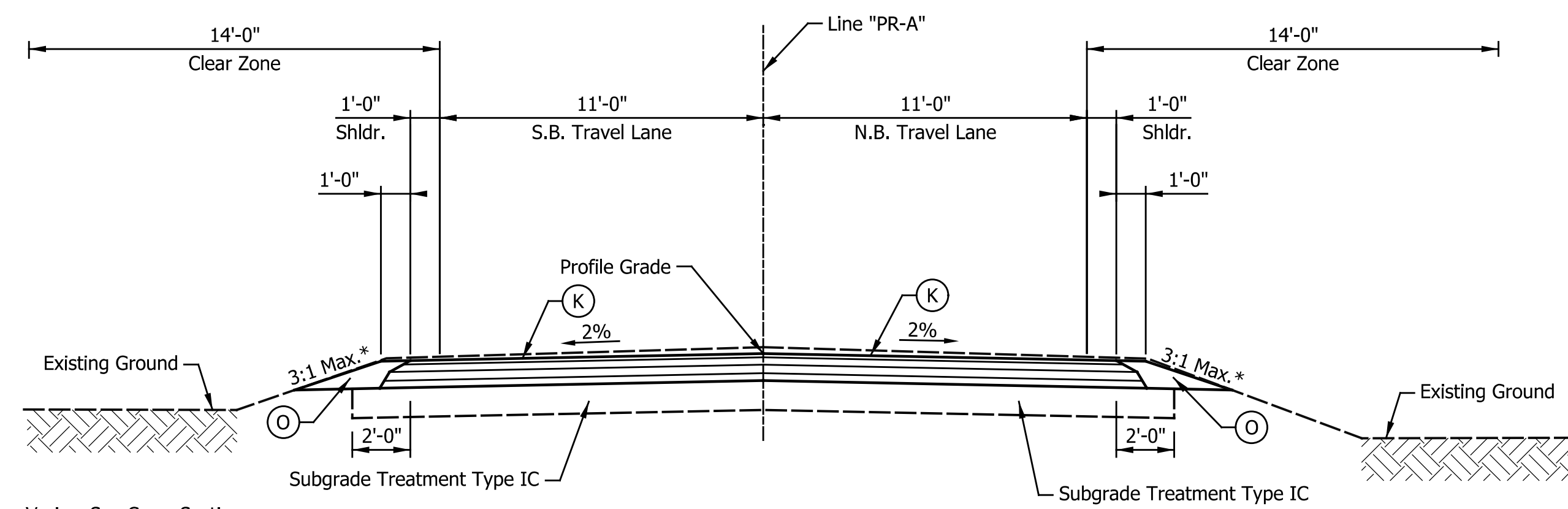
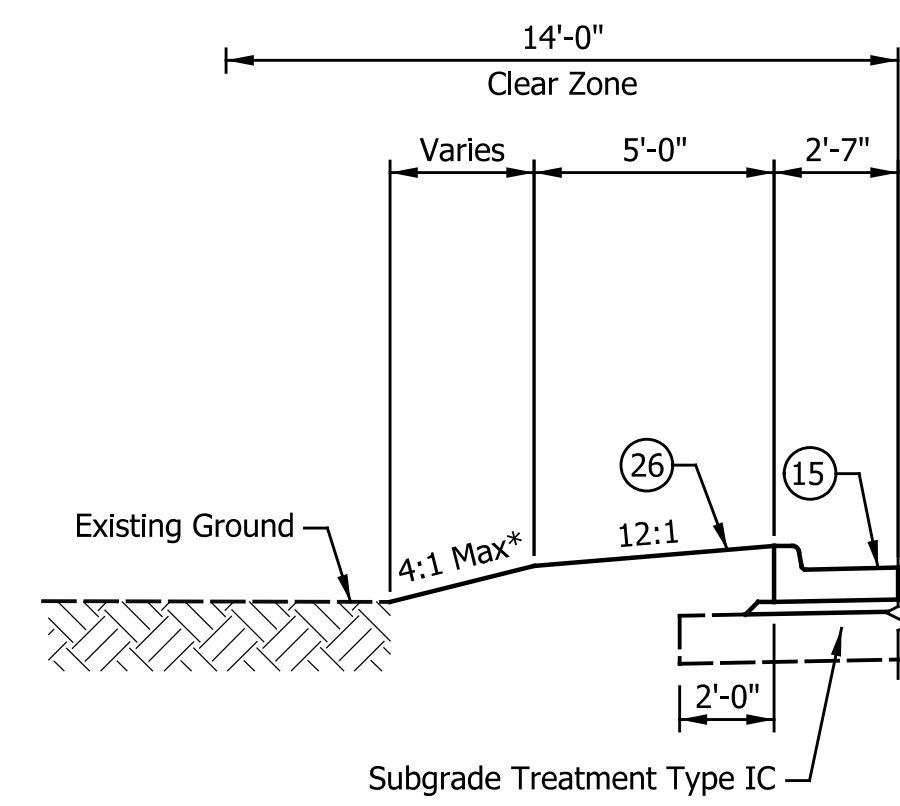
**TYPICAL CROSS SECTIONS  
LINE "PR-A"**

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	4 of 165
CONTRACT	PROJECT
R-40474	1601101

Inch-Pound  
Indiana Standard



1 Equals 12'-0" from 73+65.50 to 75+00.00 "PR-A"  
Varies 12'-0" to 11'-0" from 75+00.00 to 75+50.00 "PR-A"  
Equals 11'-0" from 75+50.00 to 80+35.00 "PR-A"



- LEGEND**
- (F) Sidewalk, Concrete, 4"
  - (K) Full Depth HMA Pavement  
165 #/Syd QC/QA-HMA, 2, 64, Surface, 9.5mm, on  
330 #/Syd QC/QA-HMA, 2, 64, Intermediate, 19.0mm, on  
385 #/Syd QC/QA-HMA, 2, 64, Base, 19.0mm, on  
3" Compacted Aggregate, No. 53
  - (M) Milling, Asphalt, 4"
  - (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
  - (R) Resurface Consisting of:  
165 #/Syd QC/QA-HMA, 2, 64, Surface, 9.5mm, on  
275 #/Syd QC/QA-HMA, 2, 64, Intermediate, 19.0mm, on  
Existing Asphalt
  - (S) Full Depth Saw Cut (Not a Pay Item)
  - (14) Depressed Combined Concrete Curb and Gutter
  - (15) Combined Concrete Curb and Gutter
  - (16) Combined Concrete Curb and Gutter, Modified
  - (26) Sodding, Nursery
  - (29) Mulched Seeding, R

DATE	REVISION

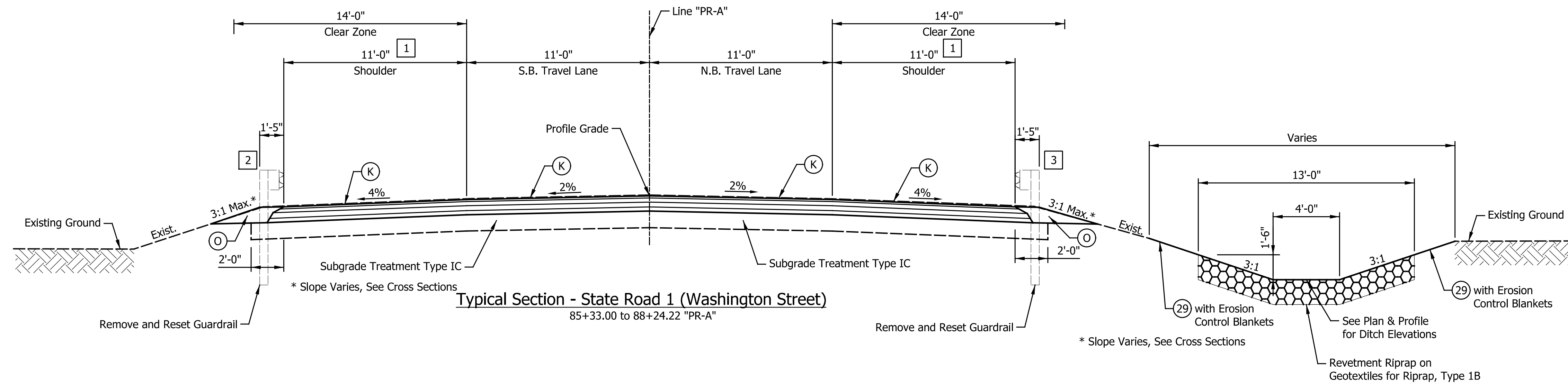

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY	DATE
DESIGNED: JMB	DRAWN: JMB		
CHECKED: ASU	CHECKED: ASU		

INDIANA DEPARTMENT OF TRANSPORTATION	
TYPICAL CROSS SECTIONS LINE "PR-A"	

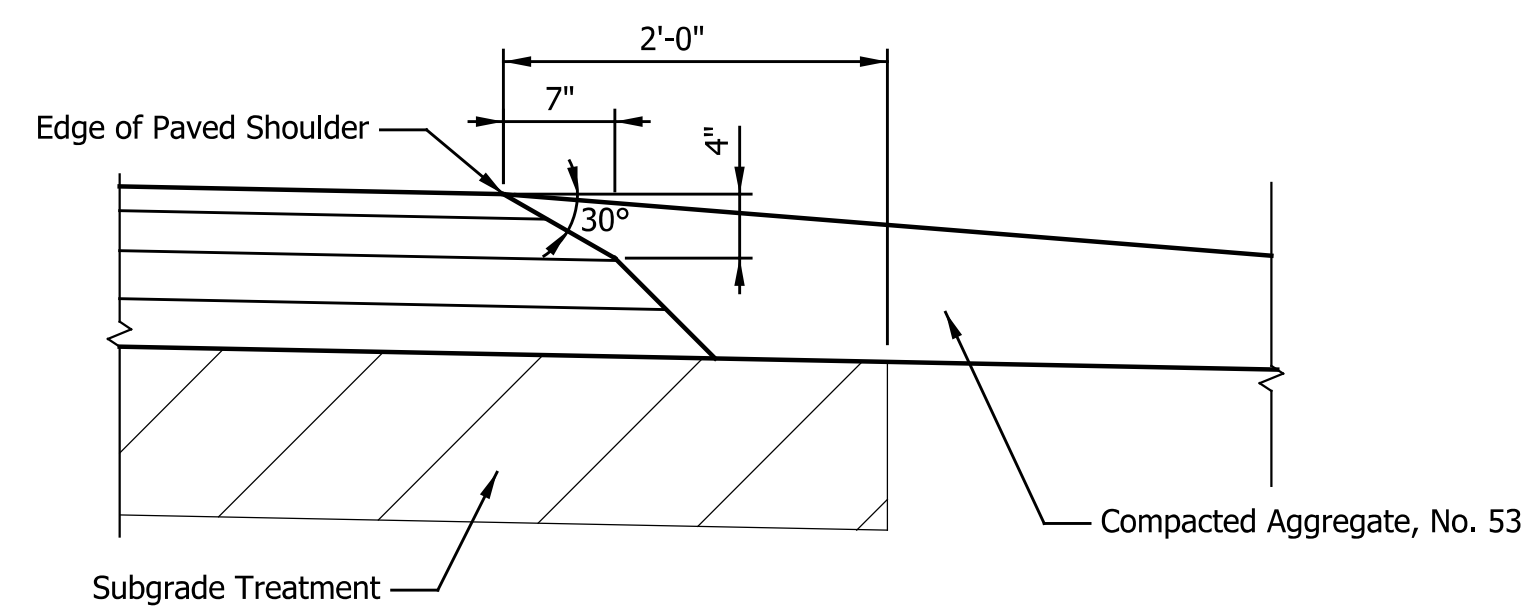
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1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	5 of 165
CONTRACT	PROJECT
R-40474	1601101

InCh-Paving  
 Indiana, Standard

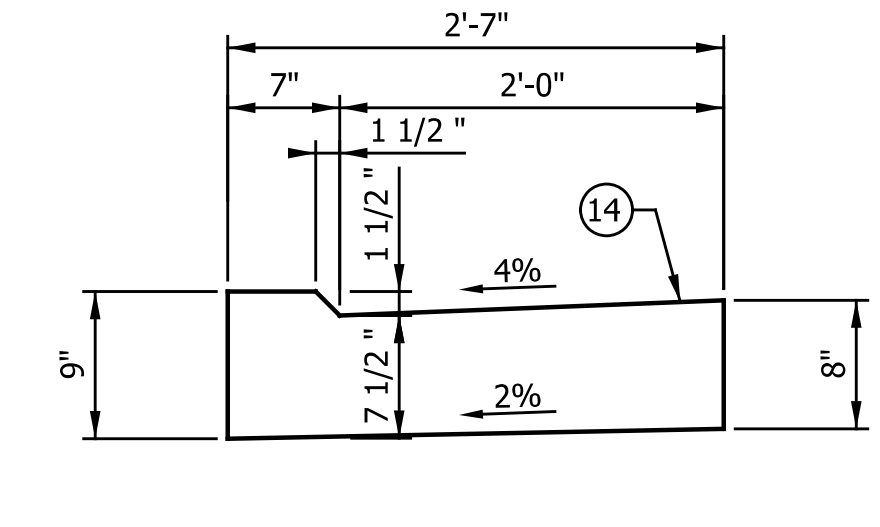
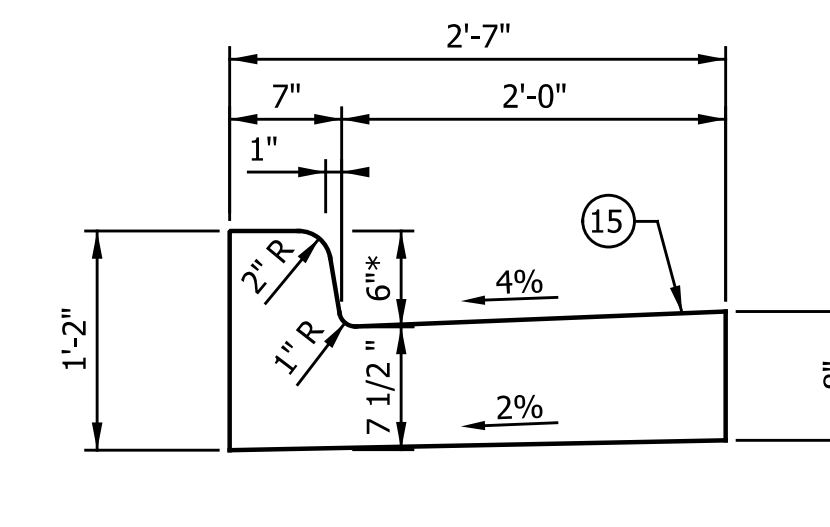
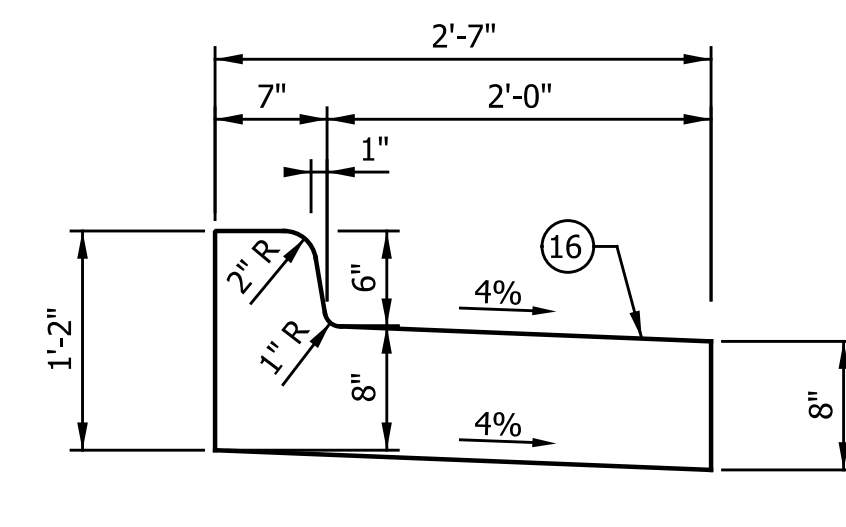
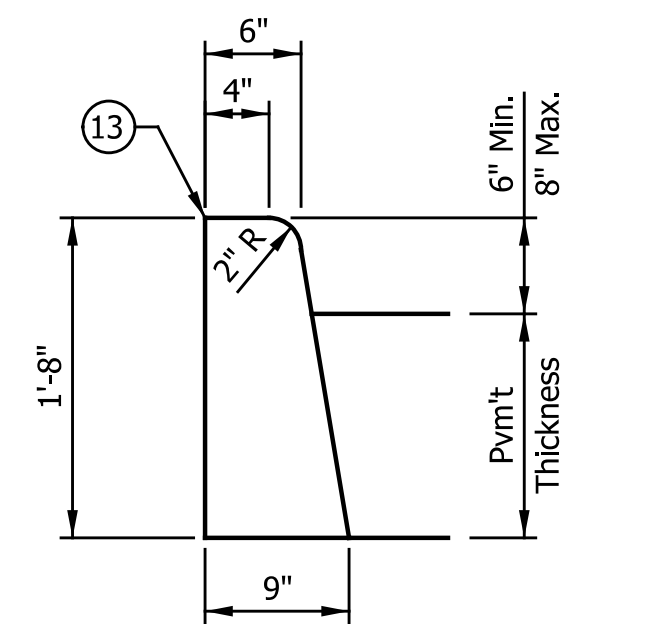




- 1 Varies 1'-0" to 11'-0" from 85+33.00 to 86+37.00 "PR-A"  
Equals 11'-0" from 86+37.00 to 88+24.22 "PR-A"
- 2 Existing Guardrail from 86+84.48 to 88+24.22 "PR-A"
- 3 Existing Guardrail from 86+59.46 to 88+24.22 "PR-A"



- LEGEND**
- (F) Sidewalk, Concrete, 4"
  - (K) Full Depth HMA Pavement  
165 #/Syd QC/QA-HMA, 2, 64, Surface, 9.5mm, on  
330 #/Syd QC/QA-HMA, 2, 64, Intermediate, 19.0mm, on  
385 #/Syd QC/QA-HMA, 2, 64, Base, 19.0mm, on  
3" Compacted Aggregate, No. 53
  - (M) Milling, Asphalt, 4"
  - (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
  - (R) Resurface Consisting of:  
165 #/Syd QC/QA-HMA, 2, 64, Surface, 9.5mm, on  
275 #/Syd QC/QA-HMA, 2, 64, Intermediate, 19.0mm, on  
Existing Asphalt
  - (S) Full Depth Saw Cut (Not a Pay Item)
  - (14) Depressed Combined Concrete Curb and Gutter
  - (15) Combined Concrete Curb and Gutter
  - (16) Combined Concrete Curb and Gutter, Modified
  - (26) Sodding, Nursery
  - (29) Mulched Seeding, R



\*Curb Height Varies From 6" Min. to 9" Max.  
From 58+83.00 RT. to 59+52.00 RT. "PR-A"

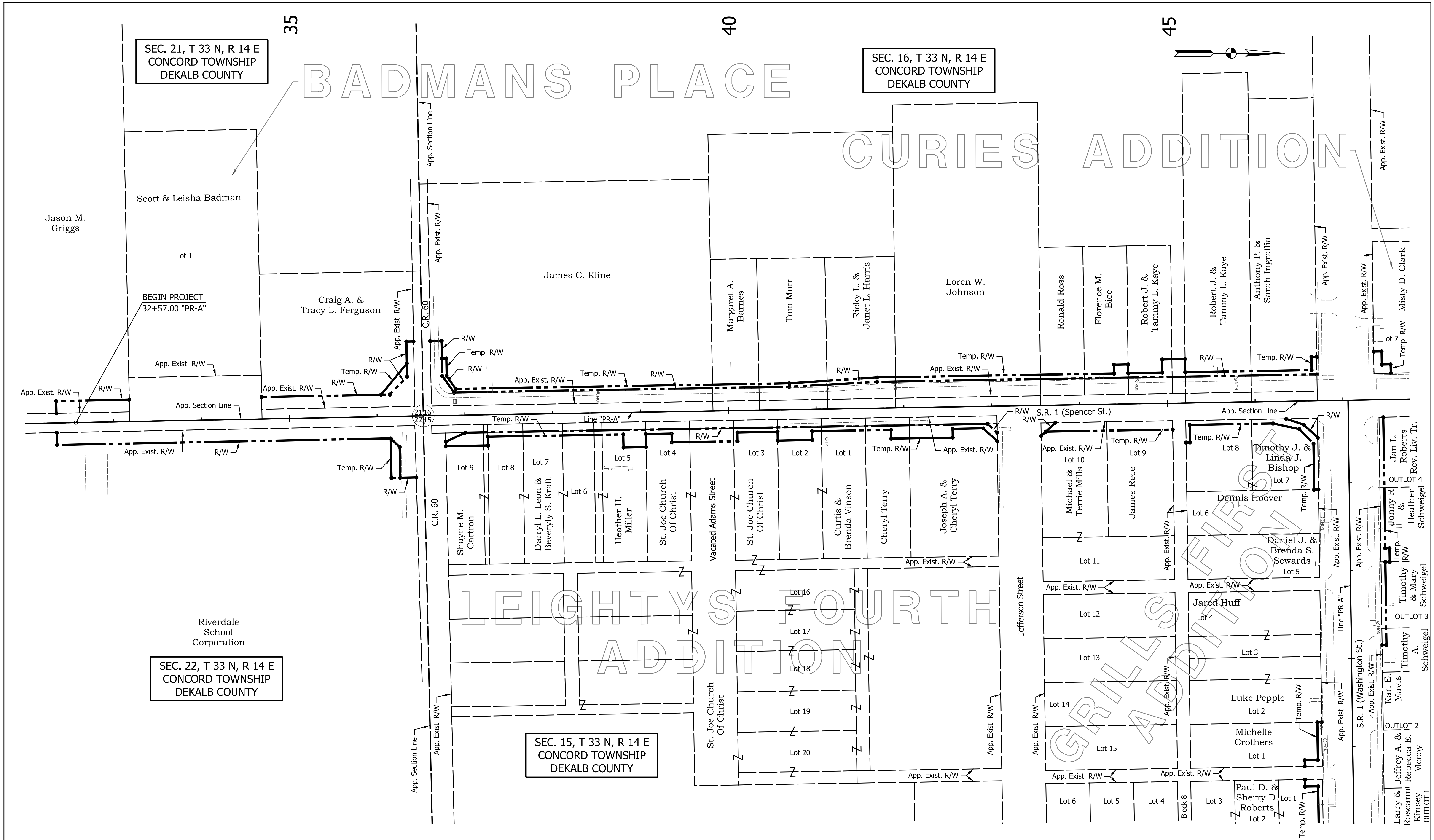
DATE	REVISION


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY	DATE
DESIGNED: JMB	DRAWN: JMB		
CHECKED: ASU	CHECKED: ASU		

INDIANA DEPARTMENT OF TRANSPORTATION	
TYPICAL CROSS SECTIONS LINE "PR-A"	

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	6 of 165
CONTRACT	PROJECT
R-40474	1601101

Inch-Peak/ft  
Indiana\_Shared.ctb



DATE	REVISION

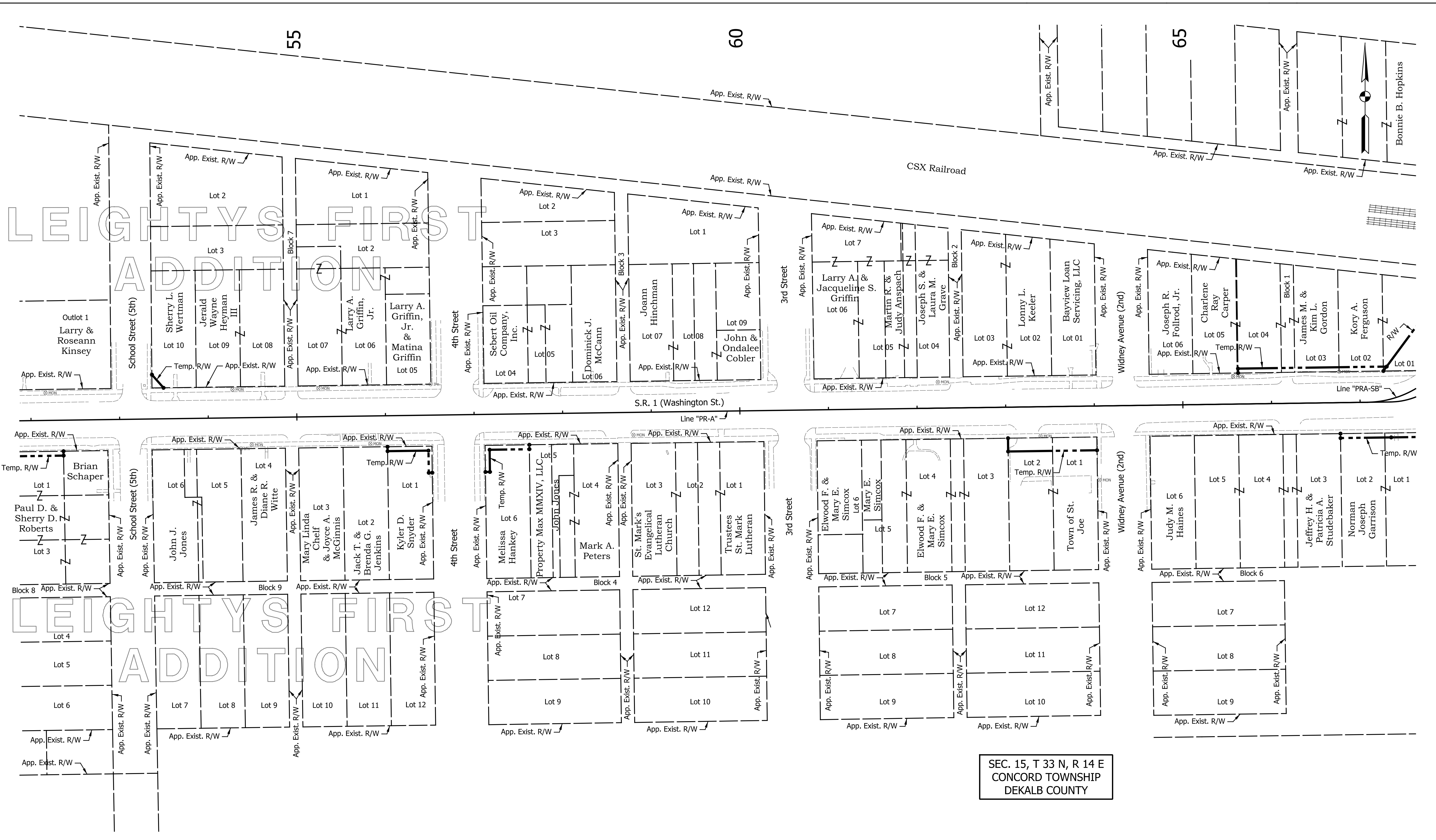

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY
DESIGNED: JMB	DRAWN: CAK	
CHECKED: SMC	CHECKED: JMB	

**INDIANA DEPARTMENT OF TRANSPORTATION**

**PLAT NO. 1**

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	7 of 165
CONTRACT	PROJECT
R-40474	1601101

Indiana Department of Transportation



SEC. 15, T 33 N, R 14 E  
 CONCORD TOWNSHIP  
 DEKALB COUNTY

DATE	REVISION


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JMB	DRAWN: CAK	
CHECKED: SMC	CHECKED: JMB	

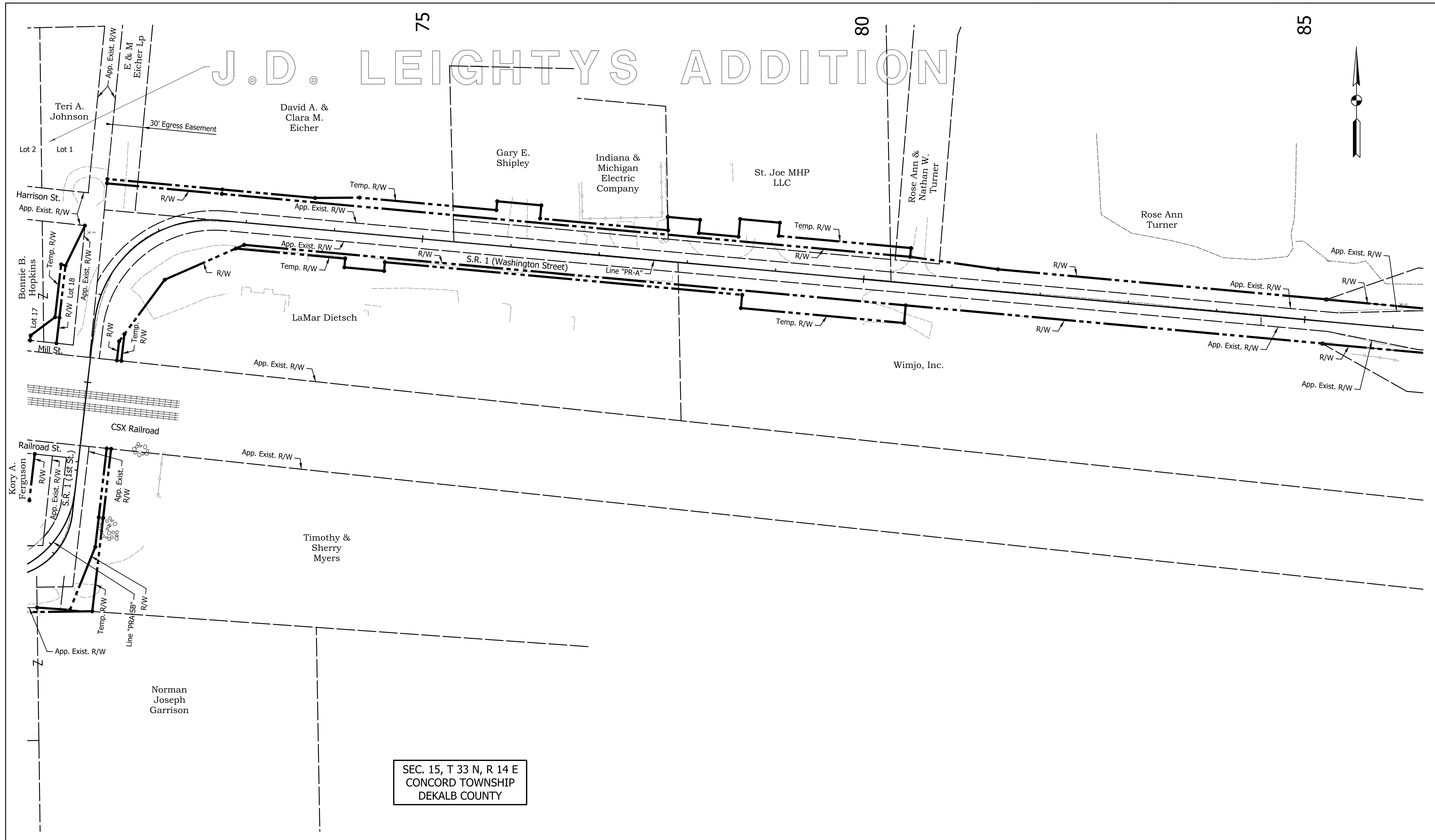
INDIANA  
 DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	8 of 165
CONTRACT	PROJECT
R-40474	1601101

Inkscape  
 Indiana, Shaded

# J.D. LEIGHTYS ADDITION



SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

DATE	REVISION

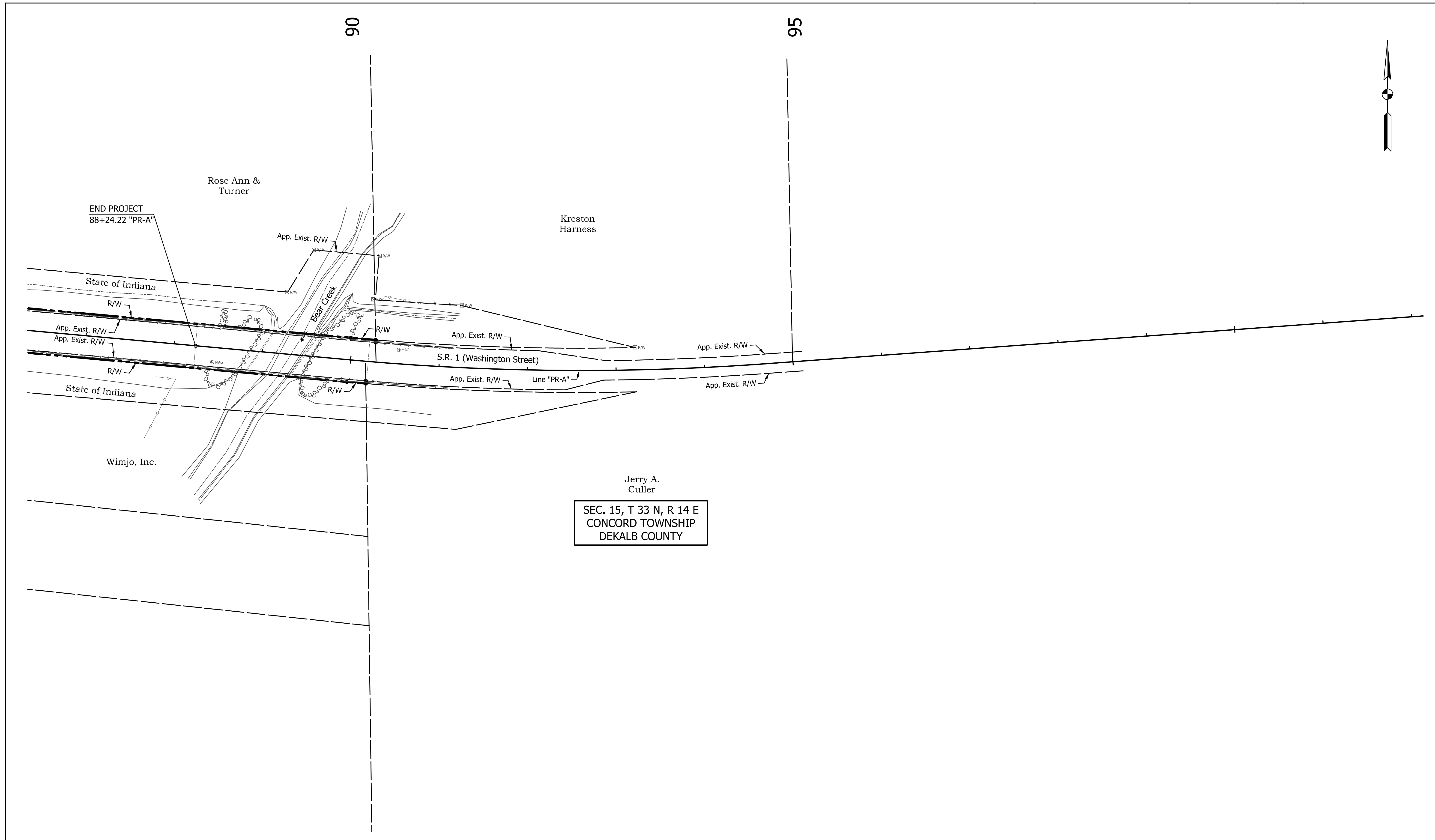
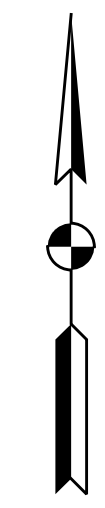
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY	DATE
DESIGNED: JMB	DRAWN: CAK		
CHECKED: SMC	CHECKED: JMB		

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	9 of 165
CONTRACT	PROJECT
R-40474	1601101

Inkscape  
 Indiana, Shaded



SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY	DATE
DESIGNED: JMB	DRAWN: CAK		
CHECKED: SMC	CHECKED: JMB		

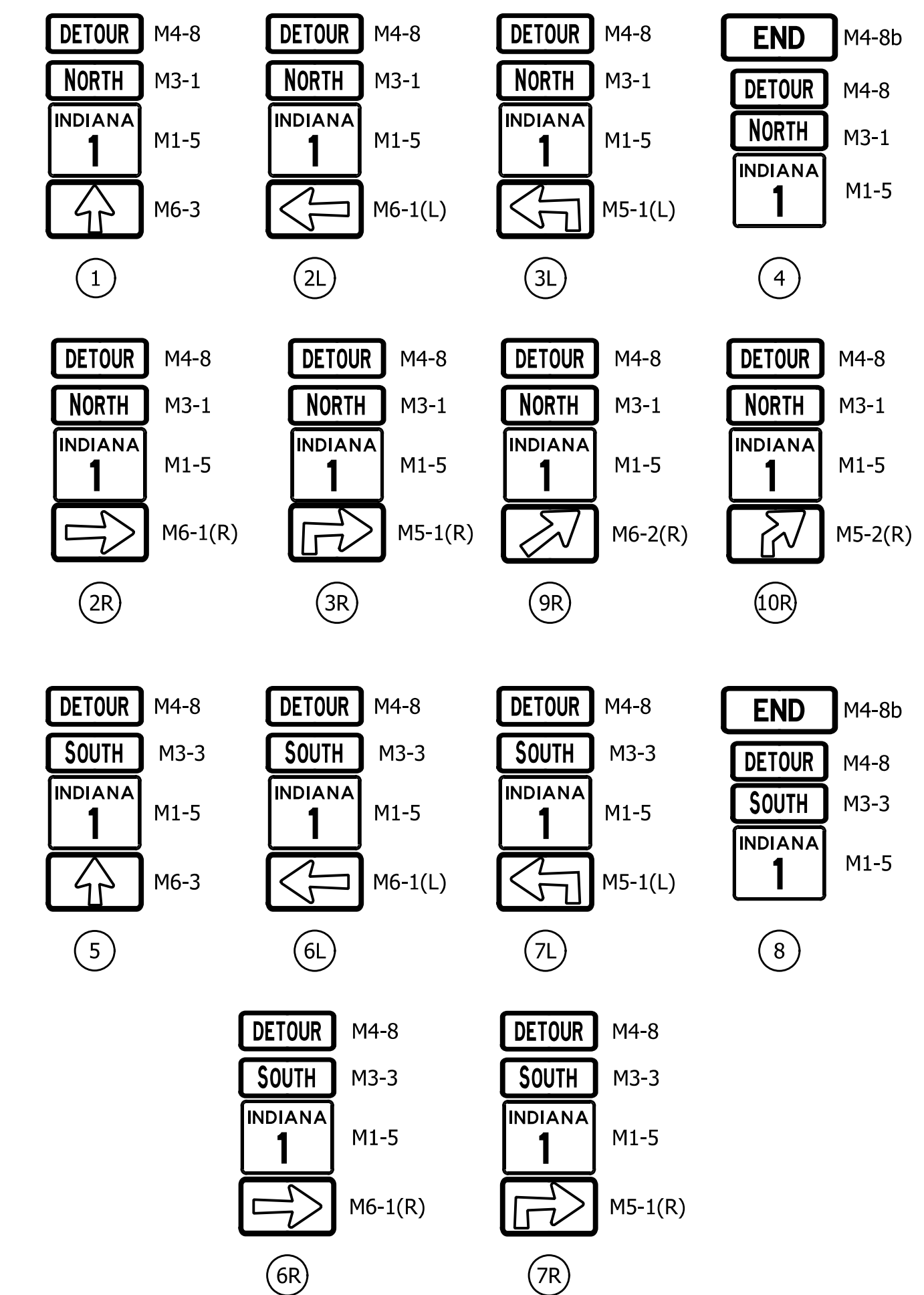
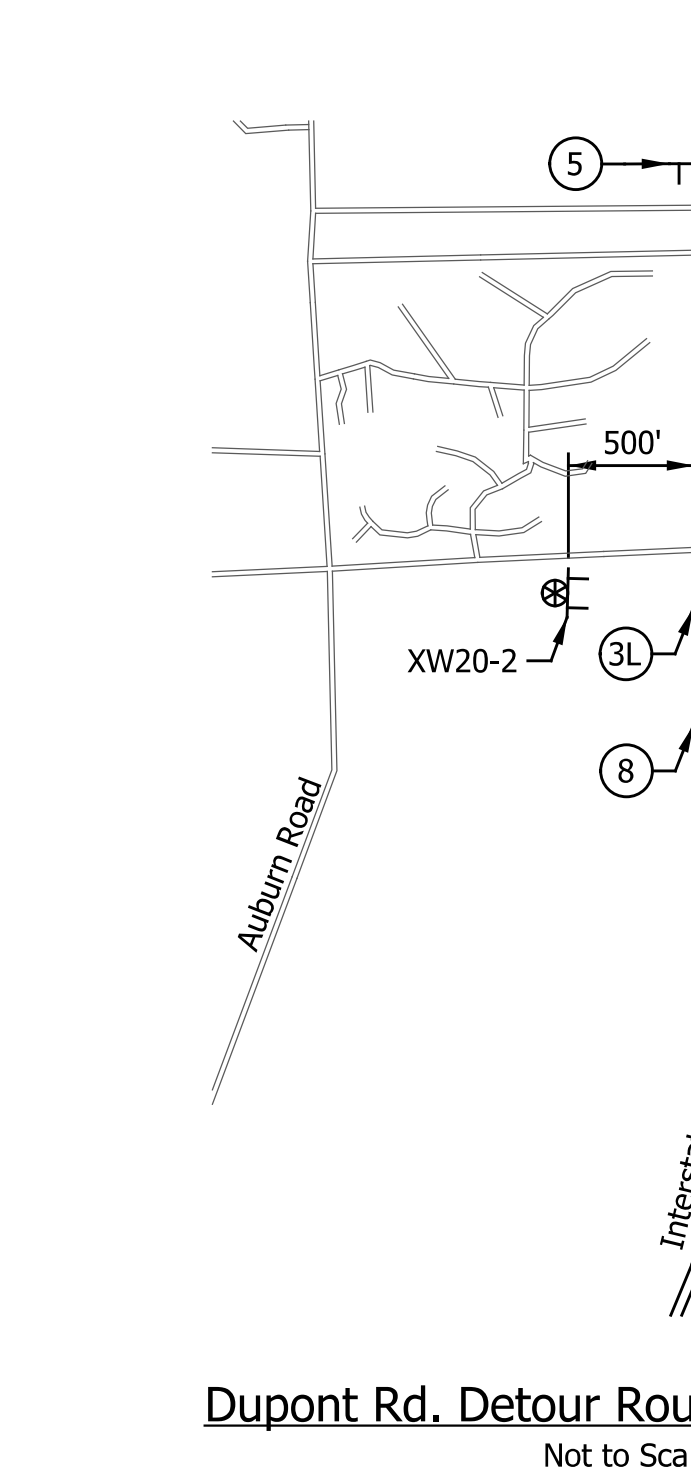
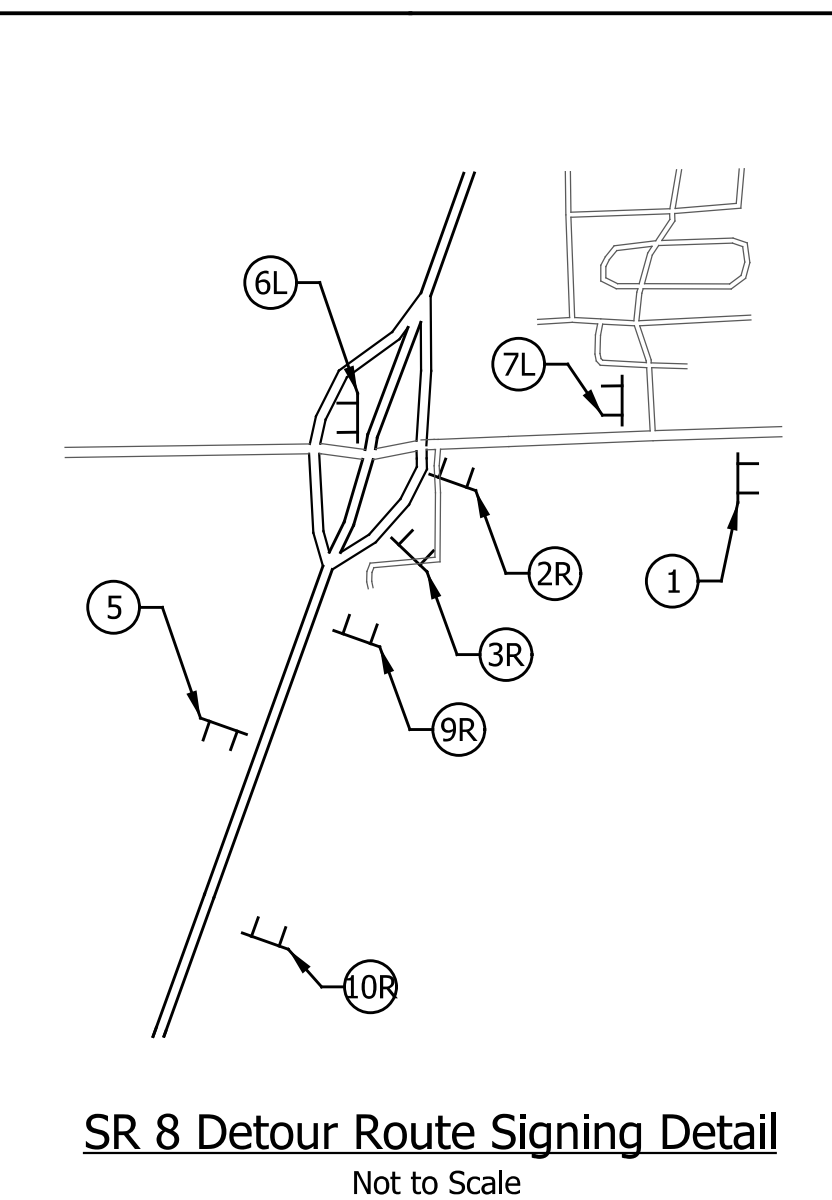
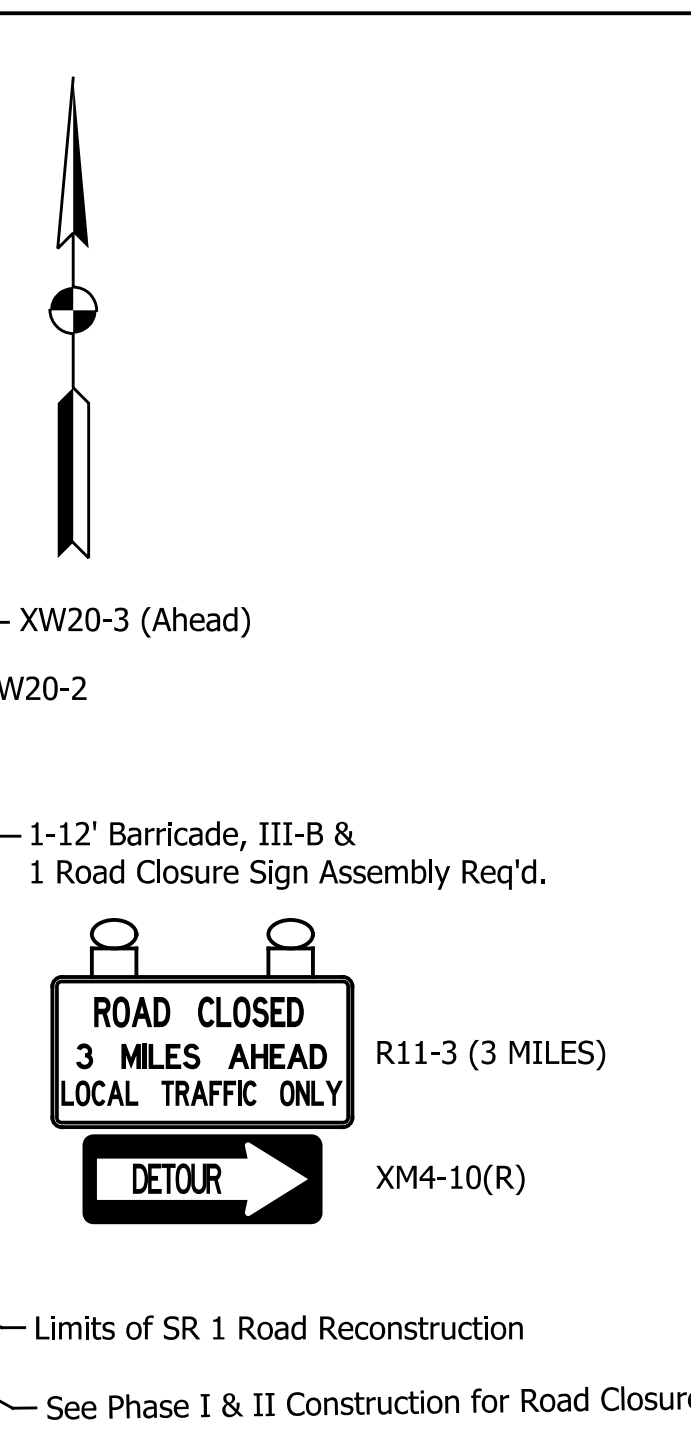
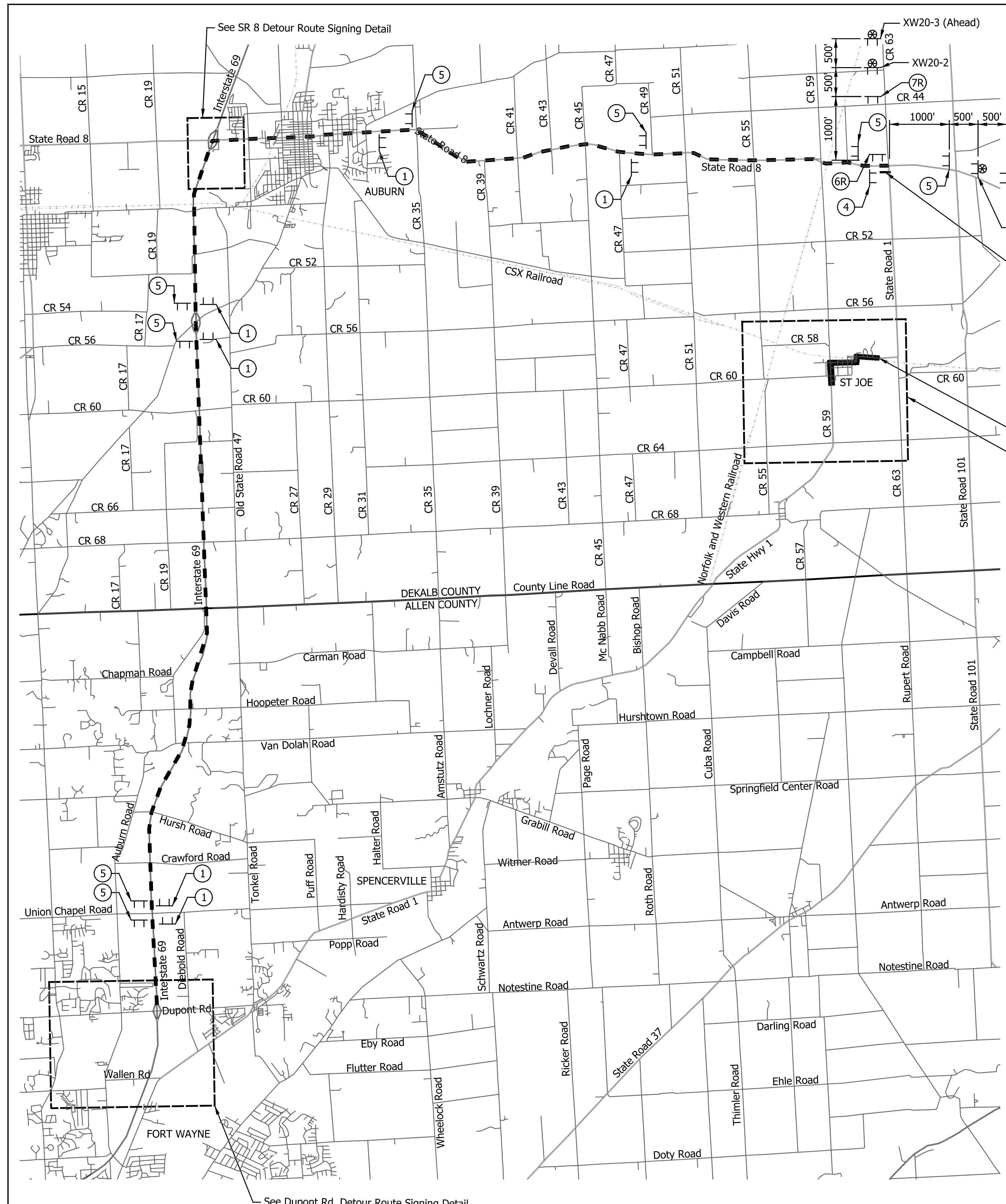
INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	10 of 165
CONTRACT	PROJECT
R-40474	1601101

I:\In-Progress\Indiana\_Shaded.ctb





QUANTITY SUMMARY - SR 1 - PHASE I

Detour Route Marker Assembly	29	Each
Construction Sign, Type A	14	Each
Type III-B Barricade	444	Lft.
Road Closure Sign Assembly	15	Each

QUANTITY SUMMARY - SR 1 - PHASE II

Detour Route Marker Assembly	29	Each
Construction Sign, Type A	16	Each
Type III-B Barricade	396	Lft.
Road Closure Sign Assembly	15	Each

NOTE:  
See Maintenance of Traffic Phase I & II for  
Additional Construction Signs.

DATE	REVISION

LEGEND

	Direction of Traffic		Construction Sign & Warning Light, Type "A"
	Detour Route		Detour Route Marker Assembly
	Construction Area		Barricades (Type Indicated by Notation) with RCA (Type Indicated by Notation)

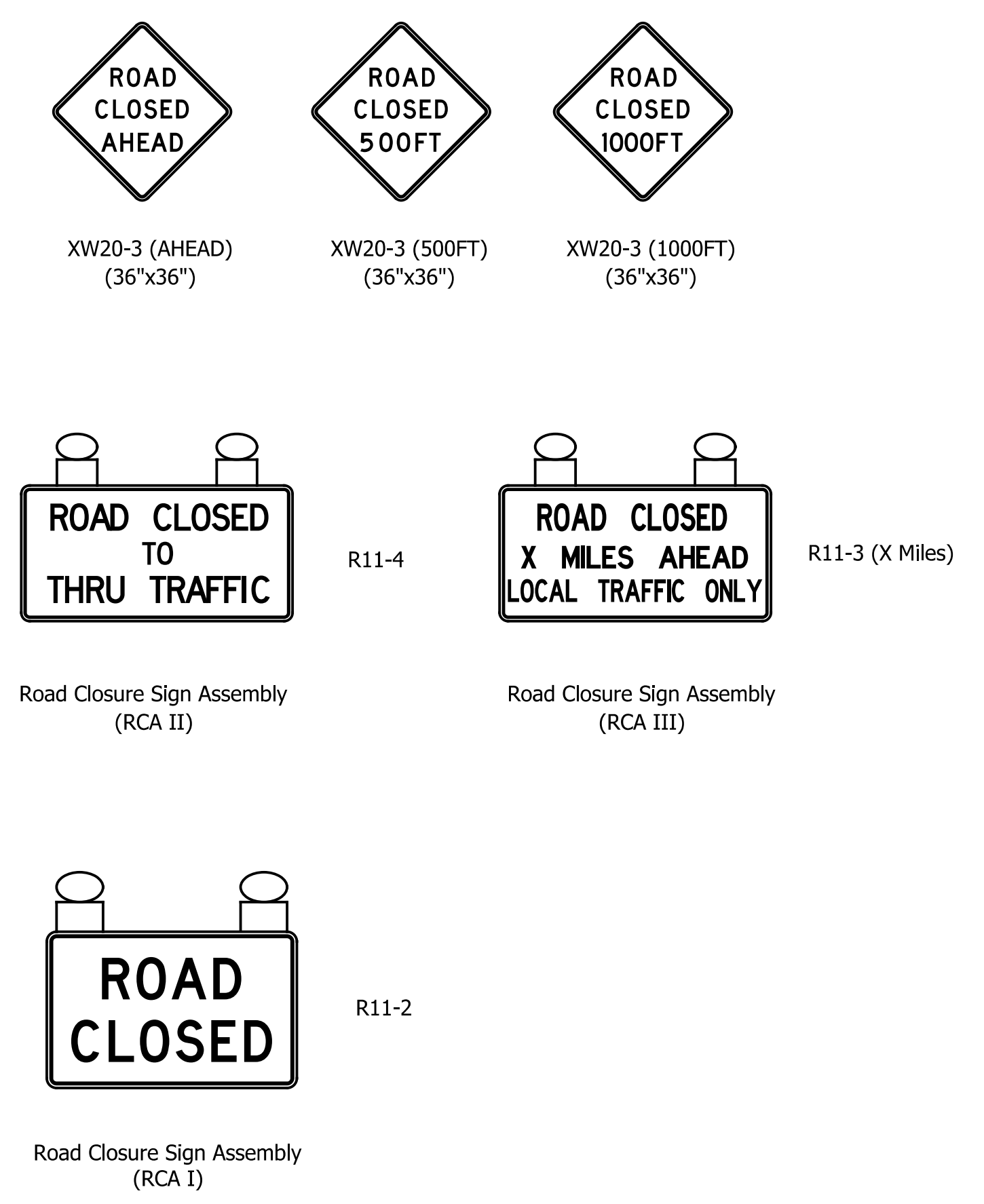
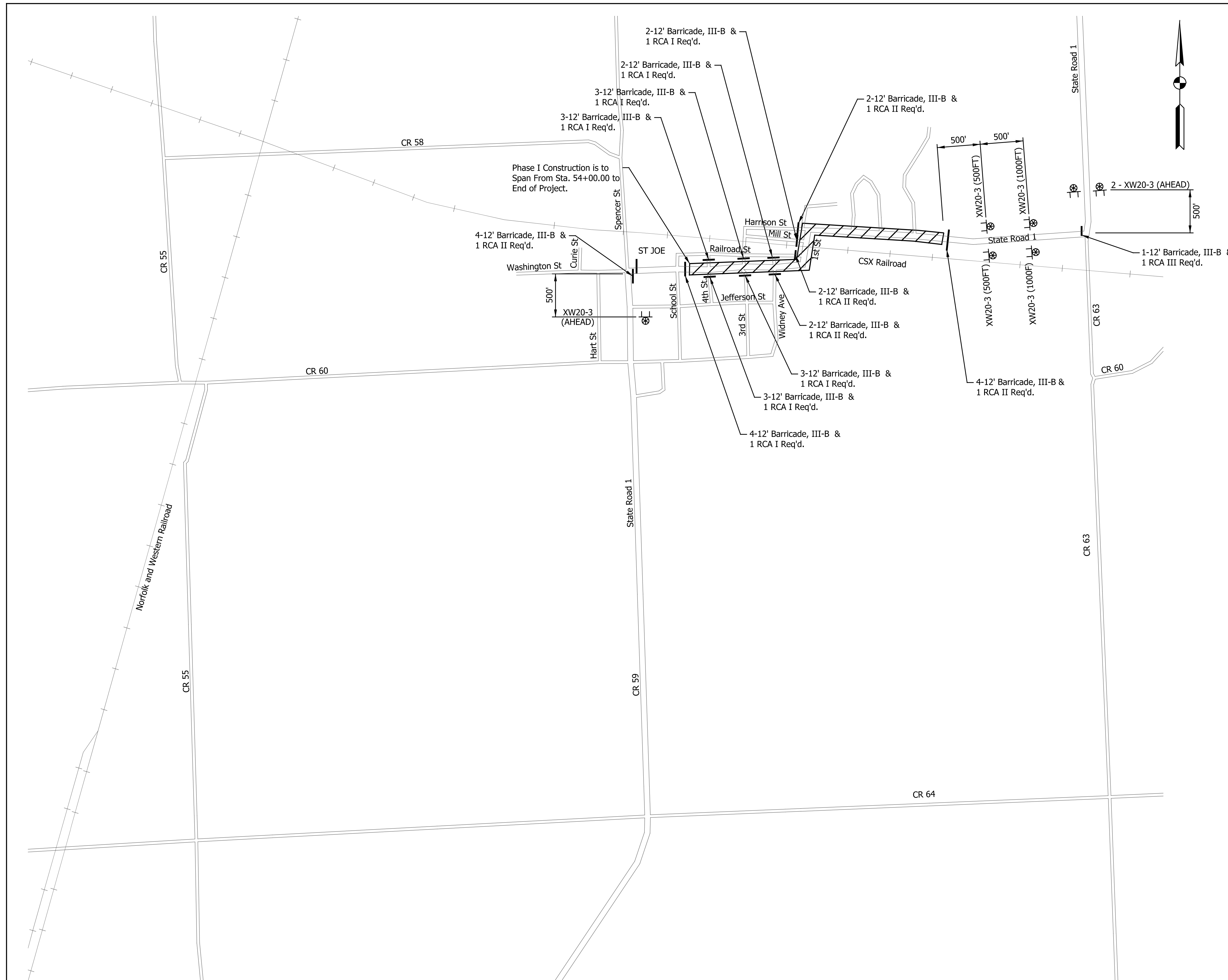
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY
DESIGNED: JMB	DRAWN: JMB	DATE
CHECKED: ASU	CHECKED: ASU	

INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
DETOUR ROUTE - PHASE I & II

HORIZONTAL SCALE	BRIDGE FILE
1" = 500'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	16 of 165
CONTRACT	PROJECT
R-40474	1601101

Inch-Peak/Inch  
Indiana\_Signs.dwg



- NOTES:
1. Access to All Private and Commercial Drives Shall be Maintained at All Times.
  2. All Barricades with RCA II & III Signs Shall be Staggered to Maintain Access to Local Traffic

DATE	REVISION

LEGEND	
	Direction of Traffic
	Detour Route
	Construction Area
	Construction Sign & Warning Light, Type "A"
	Detour Route Marker Assembly
	Barricades (Type Indicated by Notation) with RCA (Type Indicated by Notation)

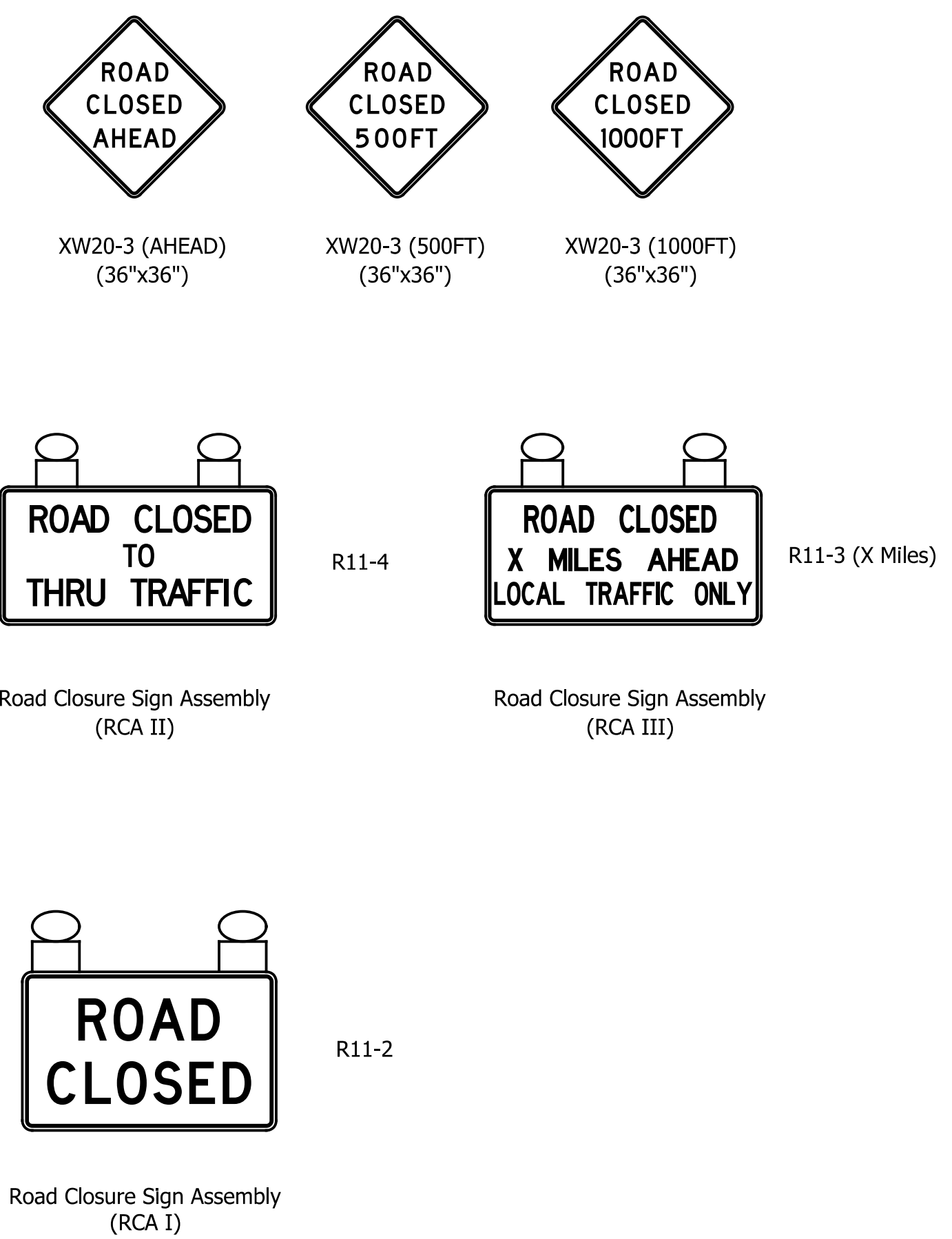
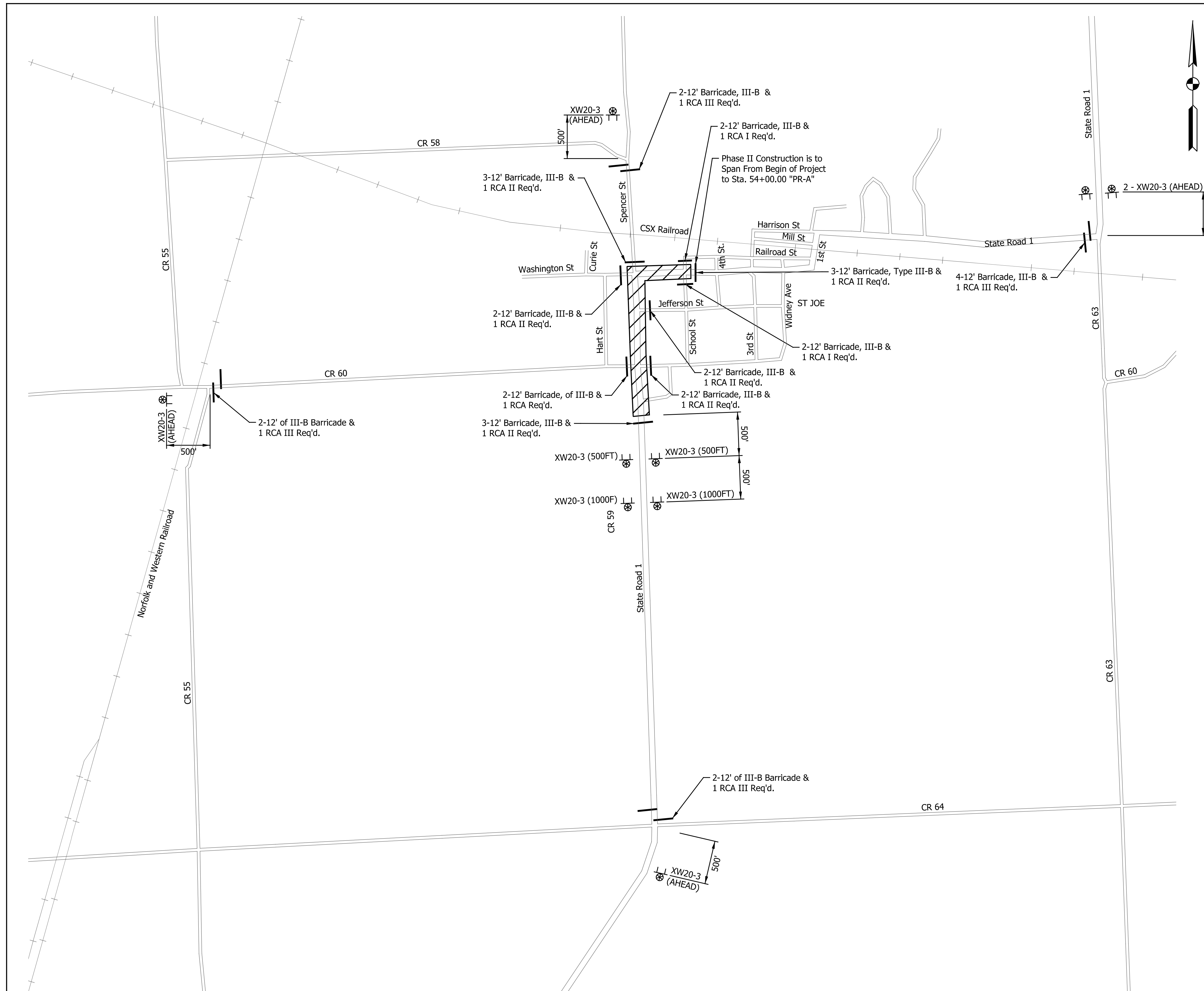
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY
DESIGNED: JMB	DRAWN: JMB	DATE
CHECKED: ASU	CHECKED: ASU	

INDIANA  
DEPARTMENT OF TRANSPORTATION

**MAINTENANCE OF TRAFFIC  
PHASE I CONSTRUCTION**

HORIZONTAL SCALE	BRIDGE FILE
1" = 600'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	17 of 165
CONTRACT	PROJECT
R-40474	1601101

Inch-Peak/Inch  
Indiana, Standard



- NOTES:
- Access to All Private and Commercial Drives Shall be Maintained at All Times.
  - All Barricades with RCA II & III Signs Shall be Staggered to Maintain Access to Local Traffic
  - During Phase II Construction, the Intersection of Spencer Street / Washington Street and Spencer Street / CR 60 Shall not be Closed at the Same Time.

DATE	REVISION

LEGEND	
	Direction of Traffic
	Detour Route
	Construction Area
	Construction Sign & Warning Light, Type "A"
	Detour Route Marker Assembly
	Barricades (Type Indicated by Notation) with RCA (Type Indicated by Notation)

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY
DESIGNED: JMB	DRAWN: JMB	DATE
CHECKED: ASU	CHECKED: ASU	

INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
PHASE II CONSTRUCTION

HORIZONTAL SCALE	BRIDGE FILE
1" = 600'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	18 of 165
CONTRACT	PROJECT
R-40474	1601101

Inch-Peak/Inch  
Indiana, Standard



35



SEC. 21, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

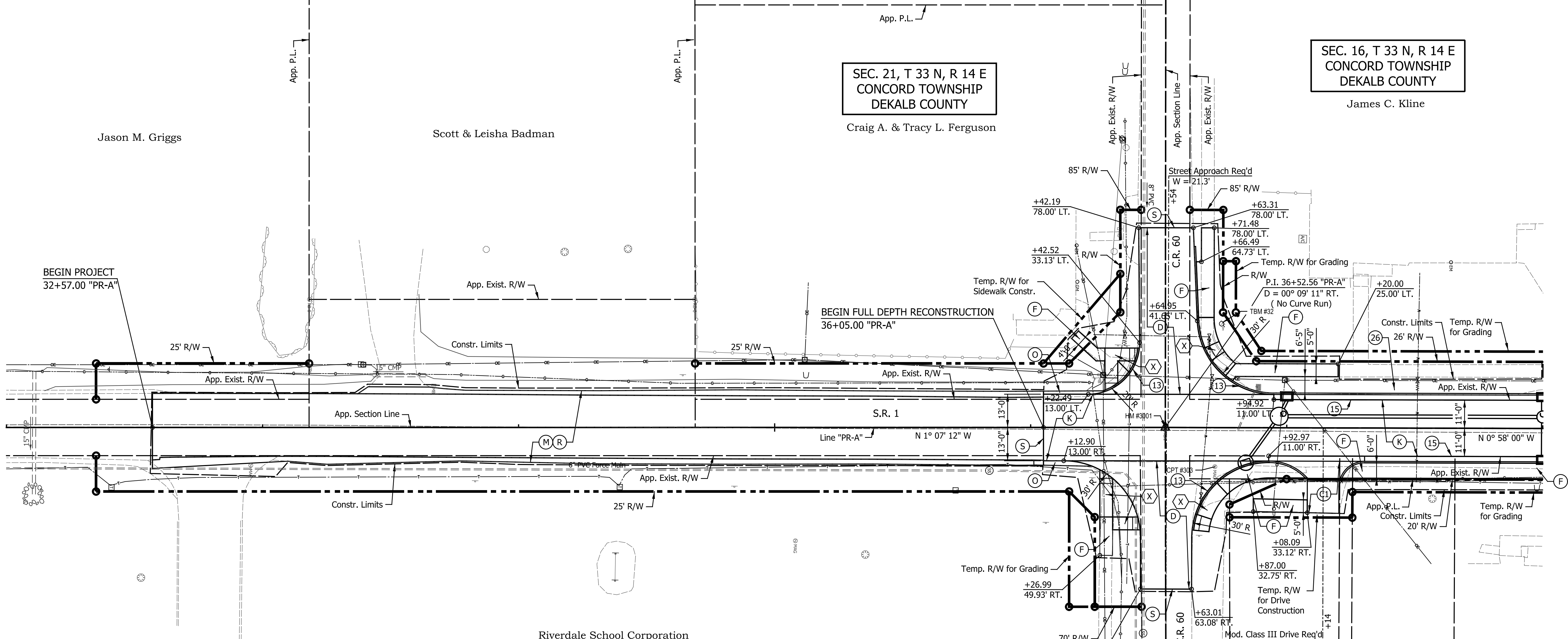
SEC. 16, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

James C. Kline

Jason M. Griggs

Scott & Leisha Badman

Craig A. & Tracy L. Ferguson



BEGIN PROJECT  
32+57.00 "PR-A"

BEGIN FULL DEPTH RECONSTRUCTION  
36+05.00 "PR-A"

SEC. 22, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

Riverdale School Corporation

Shayne M. Cattron

Darryl L. Leon &  
Beverly S. Kraft

LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (CI) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid, Type IB, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (D) HMA for Approaches 165#/Syd HMA Surface, Type B, on 330 #/Syd HMA Intermediate, Type B, on 385 #/Syd HMA Base, Type B, on 3" Compacted Aggregate, No. 53, on Subgrade Treatment Type IC
- (DI) HMA for Approaches 165#/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (F) Concrete Sidewalk, 4"
- (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (S) Full Depth Saw Cut (Not A Pay Item)
- (M) Milling (See Typical Sections)
- (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
- (R) HMA Overlay (See Typical Sections)
- (X) Curb Ramp, Concrete (See Curb Ramp Details)
- (13) Concrete Curb
- (15) Combined Concrete Curb & Gutter
- (16) Combined Concrete Curb & Gutter, Modified
- (26) Sodding, Nursery
- (62) Step, Concrete

DATE	REVISION

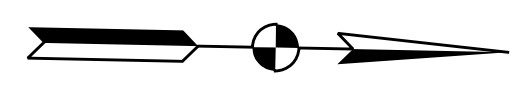
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JMB	DRAWN: CAK	
CHECKED: SMC	CHECKED: JMB	

INDIANA  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS  
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	38 of 165
CONTRACT	PROJECT
R-40474	1601101

IndyPerPlanning  
Indiana\_Shae2021



SEC. 16, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

James C. Kline

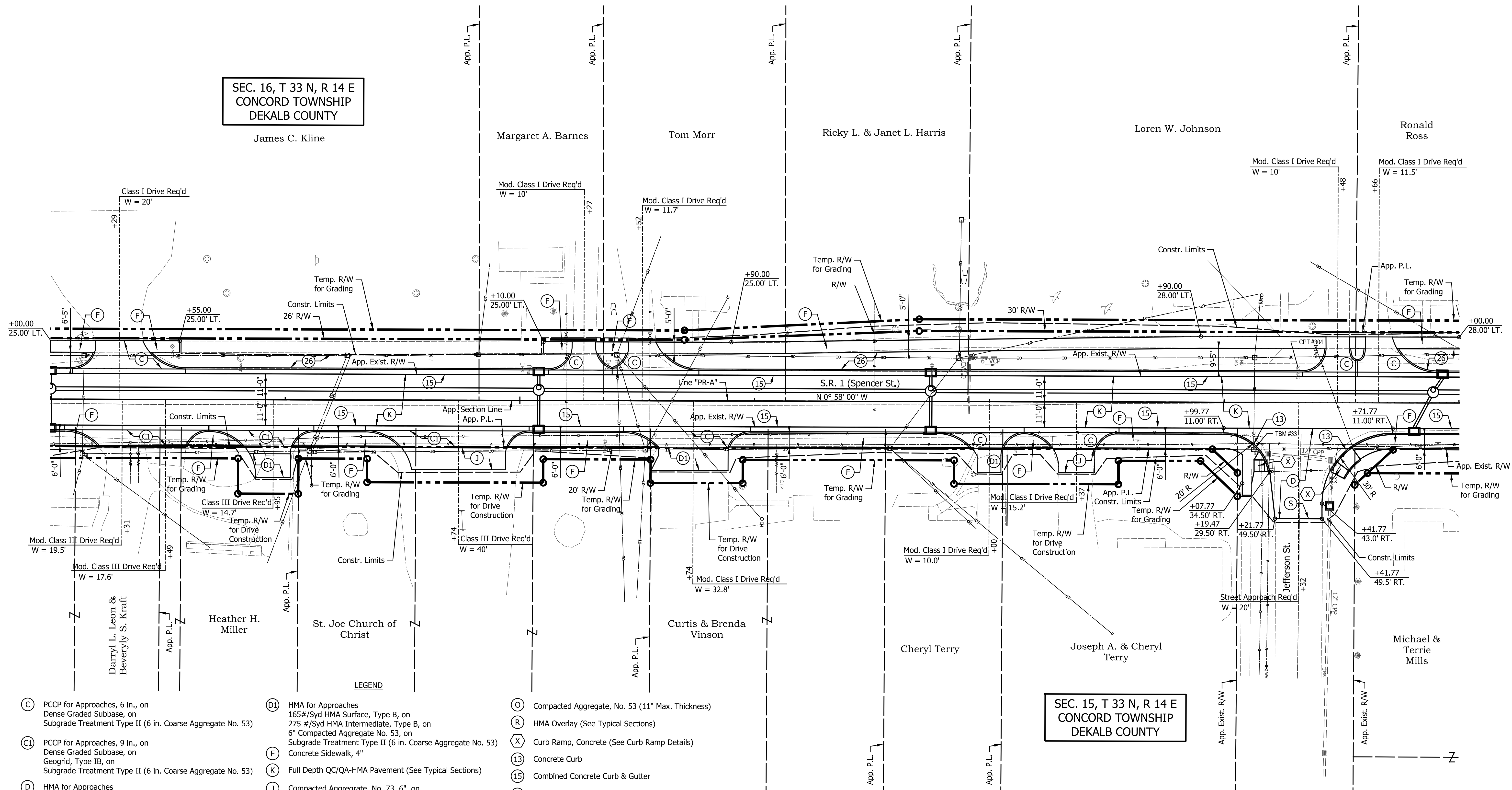
Margaret A. Barnes

Tom Morr

Ricky L. & Janet L. Harris

Loren W. Johnson

Ronald Ross



- LEGEND**
- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (Cl) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid, Type IB, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (D) HMA for Approaches 165#/Syd HMA Surface, Type B, on 330 #/Syd HMA Intermediate, Type B, on 385 #/Syd HMA Base, Type B, on 3" Compacted Aggregate, No. 53, on Subgrade Treatment Type IC
  - (DI) HMA for Approaches 165#/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (F) Concrete Sidewalk, 4"
  - (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
  - (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
  - (S) Full Depth Saw Cut (Not A Pay Item)
  - (M) Milling (See Typical Sections)
  - (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
  - (R) HMA Overlay (See Typical Sections)
  - (X) Curb Ramp, Concrete (See Curb Ramp Details)
  - (13) Concrete Curb
  - (15) Combined Concrete Curb & Gutter
  - (16) Combined Concrete Curb & Gutter, Modified
  - (26) Sodding, Nursery
  - (62) Step, Concrete

SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

NOTES:  
Trees within Treelawn are to Remain, Unless Noted Otherwise

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY	DATE
DESIGNED: JMB	DRAWN: CAK		
CHECKED: SMC	CHECKED: JMB		

INDIANA  
DEPARTMENT OF TRANSPORTATION

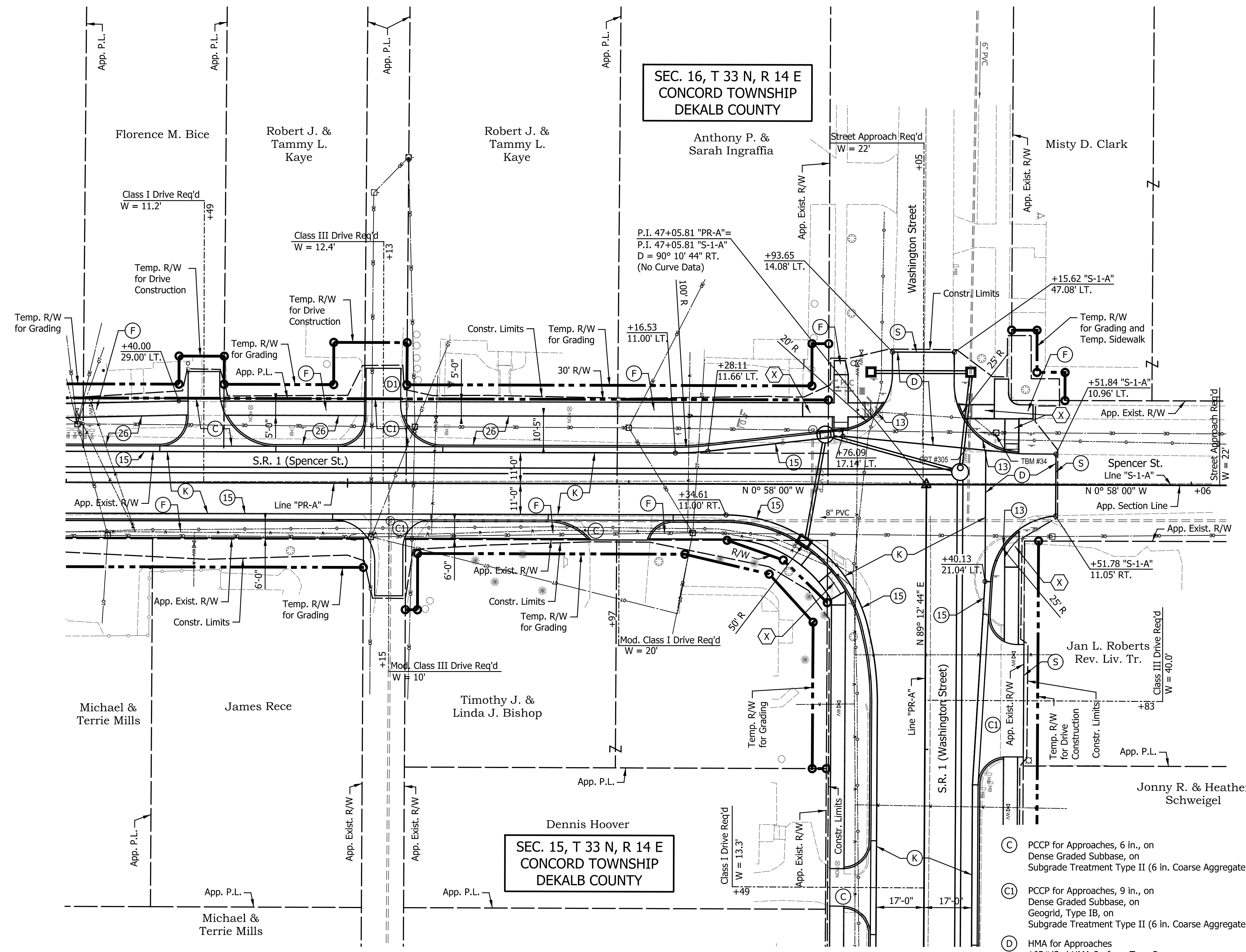
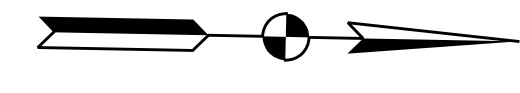
CONSTRUCTION DETAILS  
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	39 of 165
CONTRACT	PROJECT
R-40474	1601101

Indep-Per-01019  
Indiana\_Shapecat

SEC. 16, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY



NOTES:  
Trees within Treelawn are to Remain, Unless Noted Otherwise

- LEGEND**
- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (CI) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid, Type IB, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (D) HMA for Approaches 165#/Syd HMA Surface, Type B, on 330 #/Syd HMA Intermediate, Type B, on 385 #/Syd HMA Base, Type B, on 3" Compacted Aggregate, No. 53, on Subgrade Treatment Type IC
  - (D1) HMA for Approaches 165#/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (F) Concrete Sidewalk, 4"
  - (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
  - (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
  - (S) Full Depth Saw Cut (Not A Pay Item)
  - (M) Milling (See Typical Sections)
  - (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
  - (R) HMA Overlay (See Typical Sections)
  - (X) Curb Ramp, Concrete (See Curb Ramp Details)
  - (13) Concrete Curb
  - (15) Combined Concrete Curb & Gutter
  - (16) Combined Concrete Curb & Gutter, Modified
  - (26) Sodding, Nursery
  - (62) Step, Concrete

DATE	REVISION


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/YYYY	DATE
	JMB		
DESIGNED:	JMB	DRAWN:	CAK
CHECKED:	SMC	CHECKED:	JMB

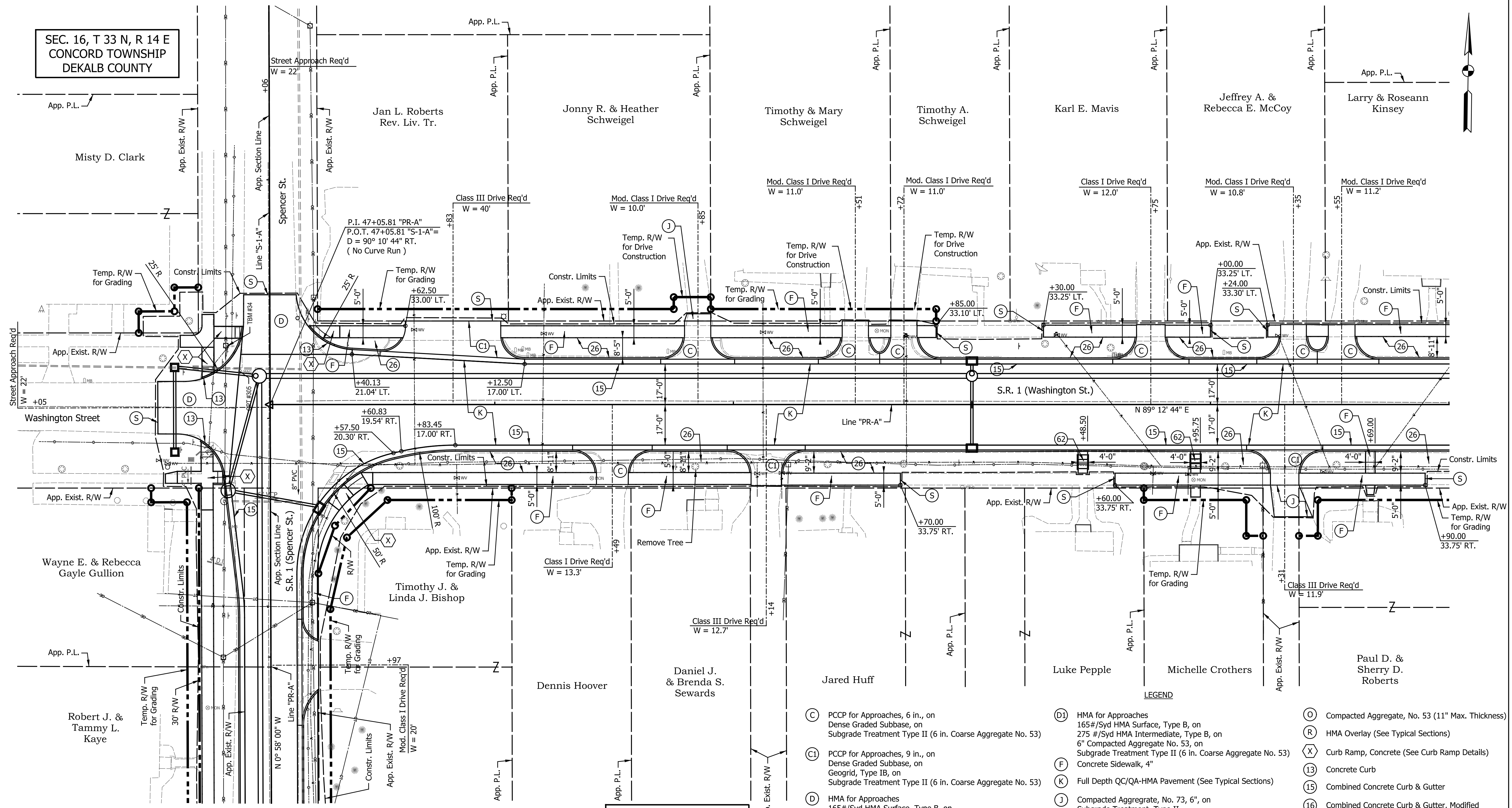
INDIANA  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS  
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	40 of 165
CONTRACT	PROJECT
R-40474	1601101



SEC. 16, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY



SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

NOTES:  
Trees within Treelawn are to Remain, Unless Noted Otherwise

- LEGEND**
- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
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  - (D) HMA for Approaches 165#/Syd HMA Surface, Type B, on 330 #/Syd HMA Intermediate, Type B, on 385 #/Syd HMA Base, Type B, on 3" Compacted Aggregate, No. 53, on Subgrade Treatment Type IC
  - (D1) HMA for Approaches 165#/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (R) HMA Overlay (See Typical Sections)
  - (X) Curb Ramp, Concrete (See Curb Ramp Details)
  - (13) Concrete Curb
  - (15) Combined Concrete Curb & Gutter
  - (16) Combined Concrete Curb & Gutter, Modified
  - (26) Sodding, Nursery
  - (62) Step, Concrete
  - (F) Concrete Sidewalk, 4"
  - (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
  - (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
  - (S) Full Depth Saw Cut (Not a Pay Item)
  - (M) Milling (See Typical Sections)
  - (D) Compacted Aggregate, No. 53 (11" Max. Thickness)

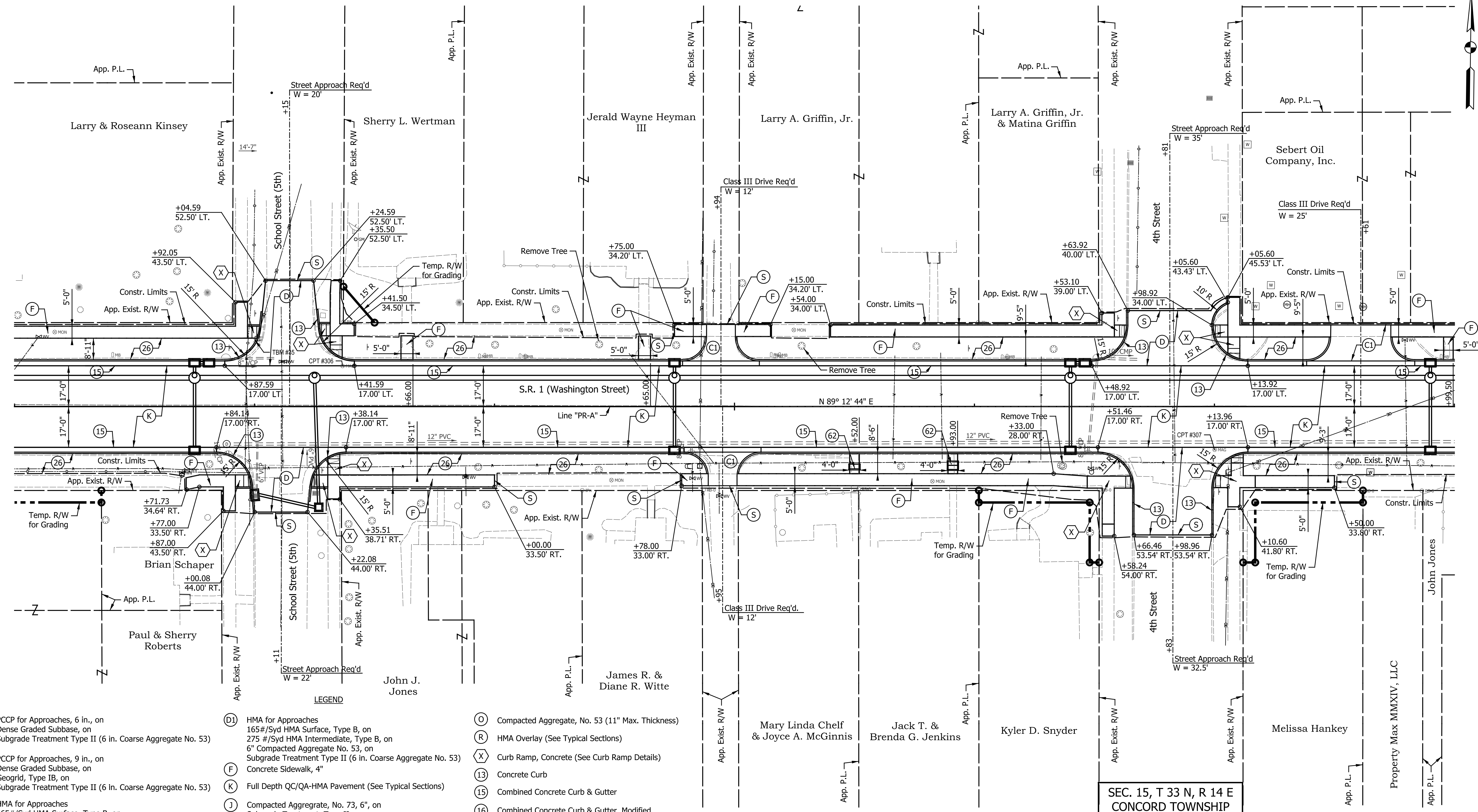
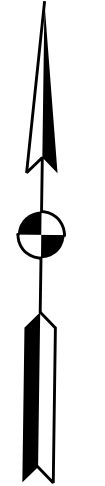
DATE	REVISION


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JMB	DRAWN: CAK	
CHECKED: SMC	CHECKED: JMB	

INDIANA  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS  
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	41 of 165
CONTRACT	PROJECT
R-40474	1601101



- LEGEND**
- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (D) HMA for Approaches 165#/Syd HMA Surface, Type B, on 330 #/Syd HMA Intermediate, Type B, on 385 #/Syd HMA Base, Type B, on 3" Compacted Aggregate, No. 53, on Subgrade Treatment Type IC
  - (F) Concrete Sidewalk, 4"
  - (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
  - (S) Full Depth Saw Cut (Not A Pay Item)
  - (M) Milling (See Typical Sections)
  - (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
  - (R) HMA Overlay (See Typical Sections)
  - (X) Curb Ramp, Concrete (See Curb Ramp Details)
  - (13) Concrete Curb
  - (15) Combined Concrete Curb & Gutter
  - (16) Combined Concrete Curb & Gutter, Modified
  - (26) Sodding, Nursery
  - (62) Step, Concrete

SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

NOTES:  
Trees within Treelawn are to Remain, Unless Noted Otherwise

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY
DESIGNED: JMB	DRAWN: CAK	DATE
CHECKED: SMC	CHECKED: JMB	

INDIANA  
DEPARTMENT OF TRANSPORTATION

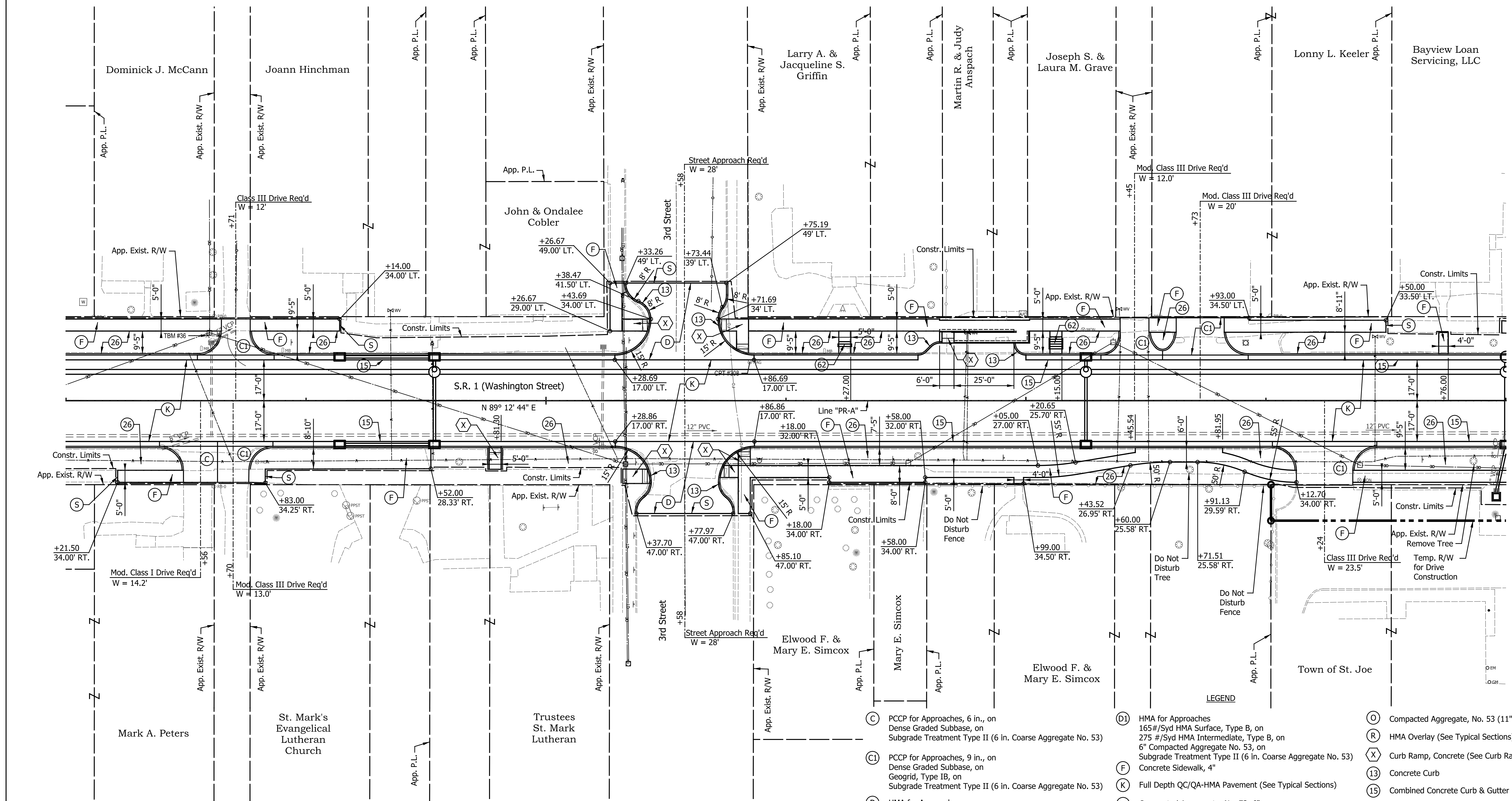
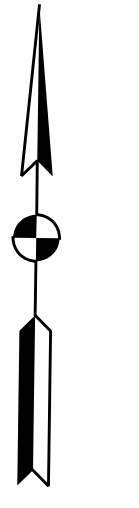
CONSTRUCTION DETAILS  
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	42 of 165
CONTRACT	PROJECT
R-40474	1601101

Indiana Department of Transportation

SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

60



NOTES:  
Trees within Treelawn are to Remain, Unless Noted Otherwise

- LEGEND**
- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (CI) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid, Type IB, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (D) HMA for Approaches 165#/Syd HMA Surface, Type B, on 330 #/Syd HMA Intermediate, Type B, on 385 #/Syd HMA Base, Type B, on 3" Compacted Aggregate, No. 53, on Subgrade Treatment Type IC
  - (DI) HMA for Approaches 165#/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (F) Concrete Sidewalk, 4"
  - (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
  - (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
  - (S) Full Depth Saw Cut (Not A Pay Item)
  - (M) Milling (See Typical Sections)
  - (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
  - (R) HMA Overlay (See Typical Sections)
  - (X) Curb Ramp, Concrete (See Curb Ramp Details)
  - (13) Concrete Curb
  - (15) Combined Concrete Curb & Gutter
  - (16) Combined Concrete Curb & Gutter, Modified
  - (26) Sodding, Nursery
  - (62) Step, Concrete

DATE	REVISION


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JMB	DRAWN: CAK	
CHECKED: SMC	CHECKED: JMB	

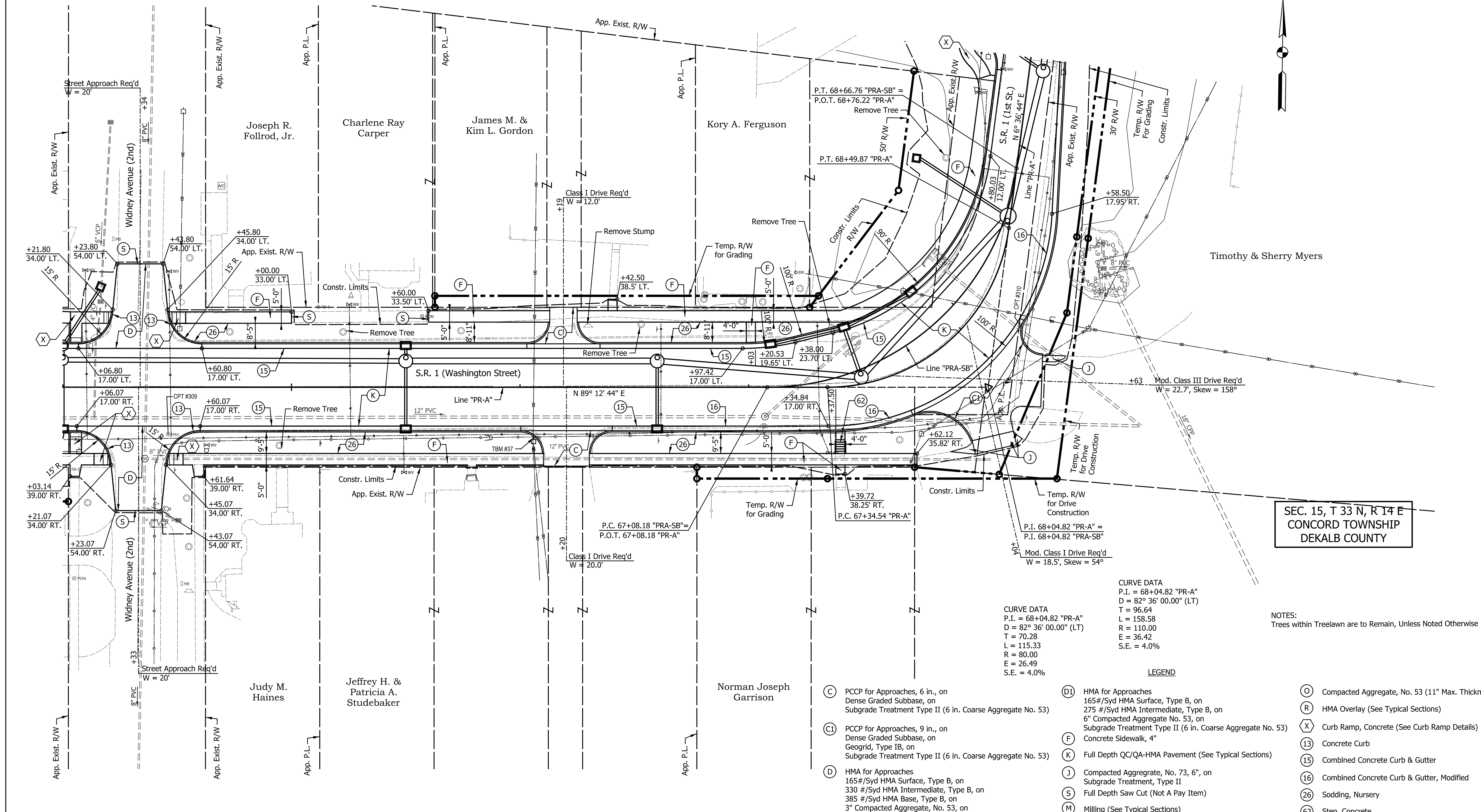
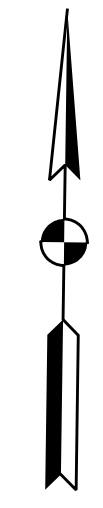
INDIANA  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS  
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	43 of 165
CONTRACT	PROJECT
R-40474	1601101

Indiana Department of Transportation





SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

**CURVE DATA**  
P.I. = 68+04.82 "PR-A"  
D = 82° 36' 00.00" (LT)  
T = 96.64  
L = 158.58  
R = 110.00  
E = 36.42  
S.E. = 4.0%

**CURVE DATA**  
P.I. = 68+04.82 "PR-A"  
D = 82° 36' 00.00" (LT)  
T = 70.28  
L = 115.33  
R = 80.00  
E = 26.49  
S.E. = 4.0%

NOTES:  
Trees within Treelawn are to Remain, Unless Noted Otherwise

- LEGEND**
- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (CI) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid, Type IB, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (D) HMA for Approaches 165#/Syd HMA Surface, Type B, on 330 #/Syd HMA Intermediate, Type B, on 385 #/Syd HMA Base, Type B, on 3" Compacted Aggregate, No. 53, on Subgrade Treatment Type IC
  - (D1) HMA for Approaches 165#/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
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  - (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
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  - (M) Milling (See Typical Sections)
  - (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
  - (R) HMA Overlay (See Typical Sections)
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  - (16) Combined Concrete Curb & Gutter, Modified
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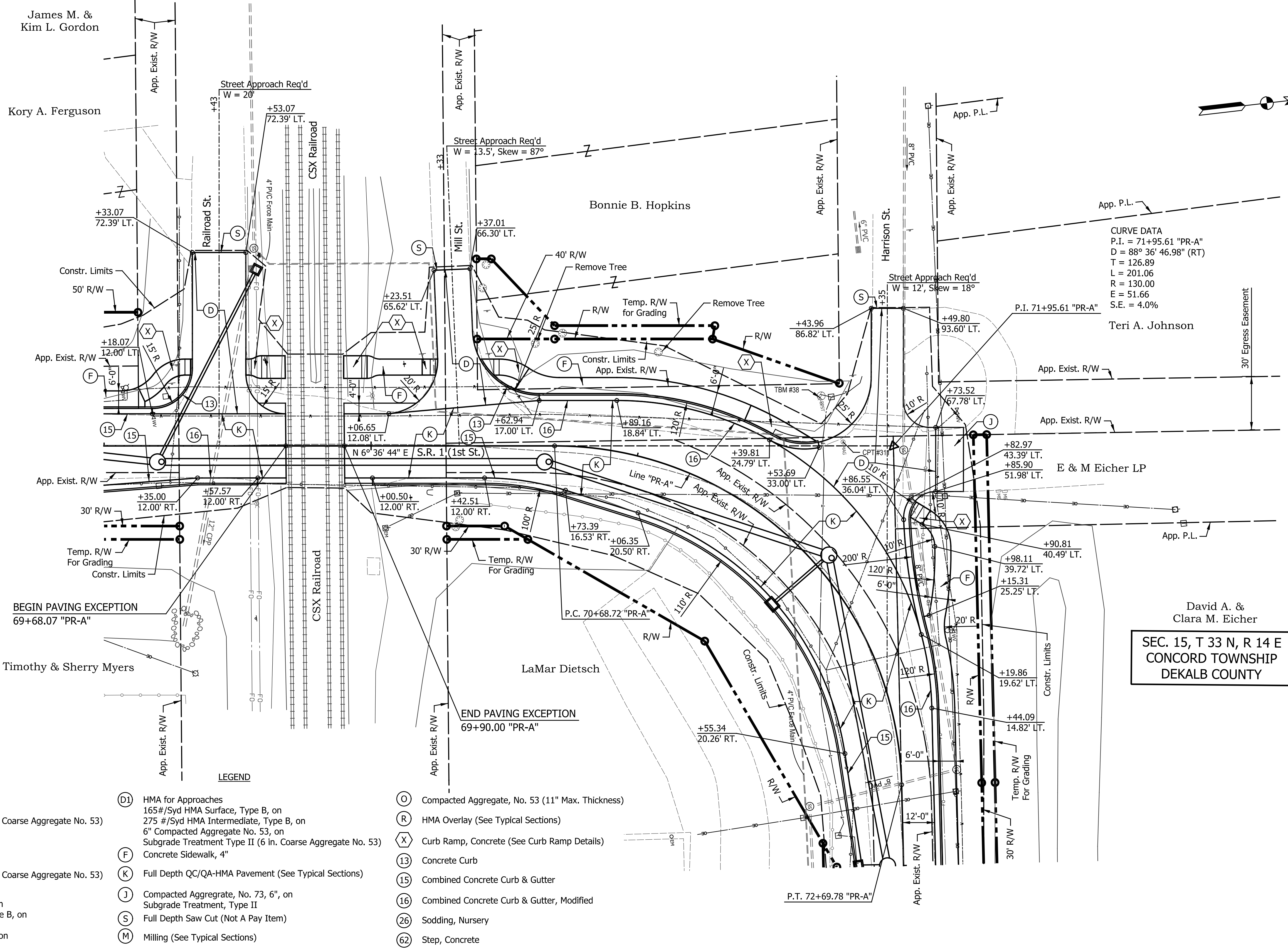
DATE	REVISION


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JMB	DRAWN: CAK	
CHECKED: SMC	CHECKED: JMB	

INDIANA  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS  
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	44 of 165
CONTRACT	PROJECT
R-40474	1601101



CURVE DATA  
 P.I. = 71+95.61 "PR-A"  
 D = 88° 36' 46.98" (RT)  
 T = 126.89  
 L = 201.06  
 R = 130.00  
 E = 51.66  
 S.E. = 4.0%

SEC. 15, T 33 N, R 14 E  
 CONCORD TOWNSHIP  
 DEKALB COUNTY

- LEGEND**
- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (CI) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid, Type IB, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
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  - (F) Concrete Sidewalk, 4"
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  - (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
  - (S) Full Depth Saw Cut (Not A Pay Item)
  - (M) Milling (See Typical Sections)
  - (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
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  - (15) Combined Concrete Curb & Gutter
  - (16) Combined Concrete Curb & Gutter, Modified
  - (26) Sodding, Nursery
  - (62) Step, Concrete

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY
DESIGNED: JMB	DRAWN: CAK	DATE
CHECKED: SMC	CHECKED: JMB	

INDIANA DEPARTMENT OF TRANSPORTATION

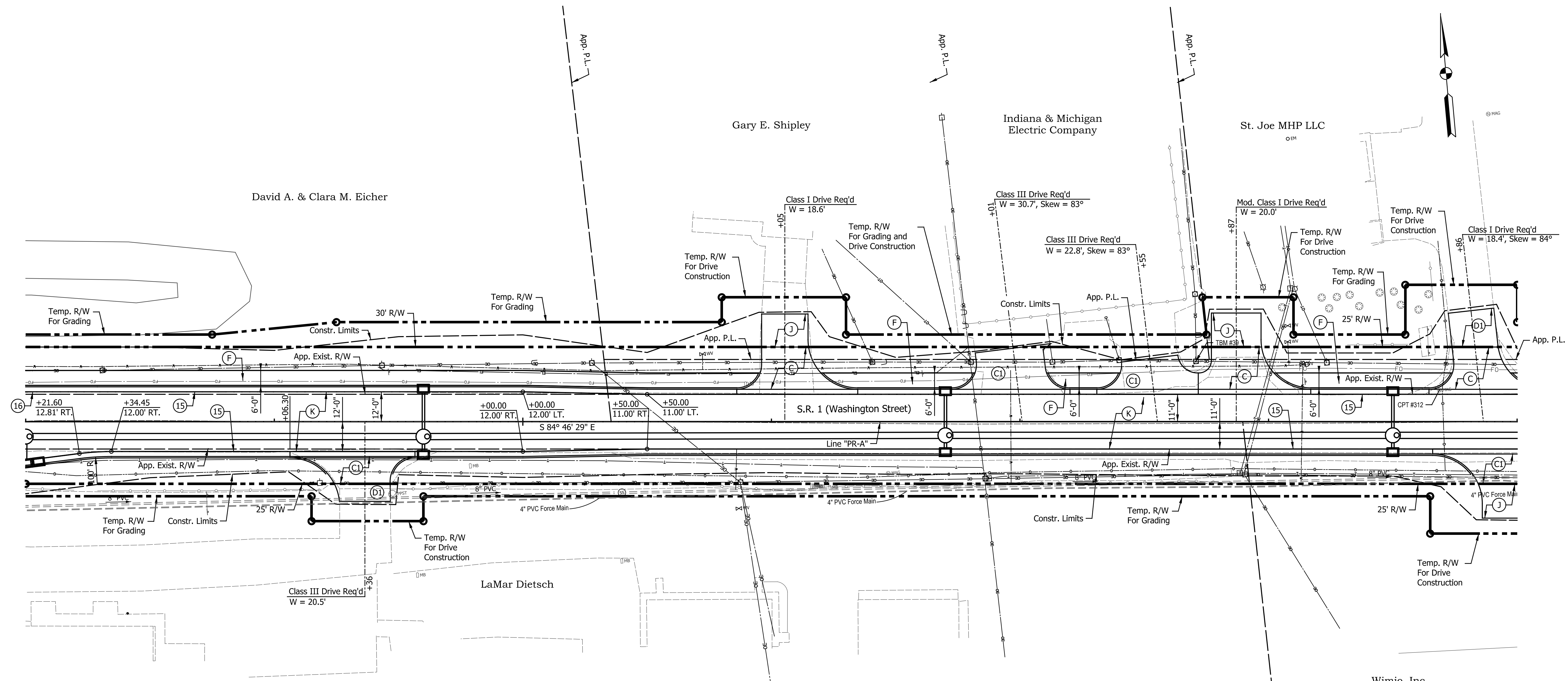
CONSTRUCTION DETAILS

LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	45 of 165
CONTRACT	PROJECT
R-40474	1601101

InRoads  
 Indiana, Shaded





LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid, Type IB, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (D) HMA for Approaches 165#/Syd HMA Surface, Type B, on 330 #/Syd HMA Intermediate, Type B, on 385 #/Syd HMA Base, Type B, on 3" Compacted Aggregate, No. 53, on Subgrade Treatment Type IC
- (D1) HMA for Approaches 165#/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
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- (26) Sodding, Nursery
- (62) Step, Concrete

SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

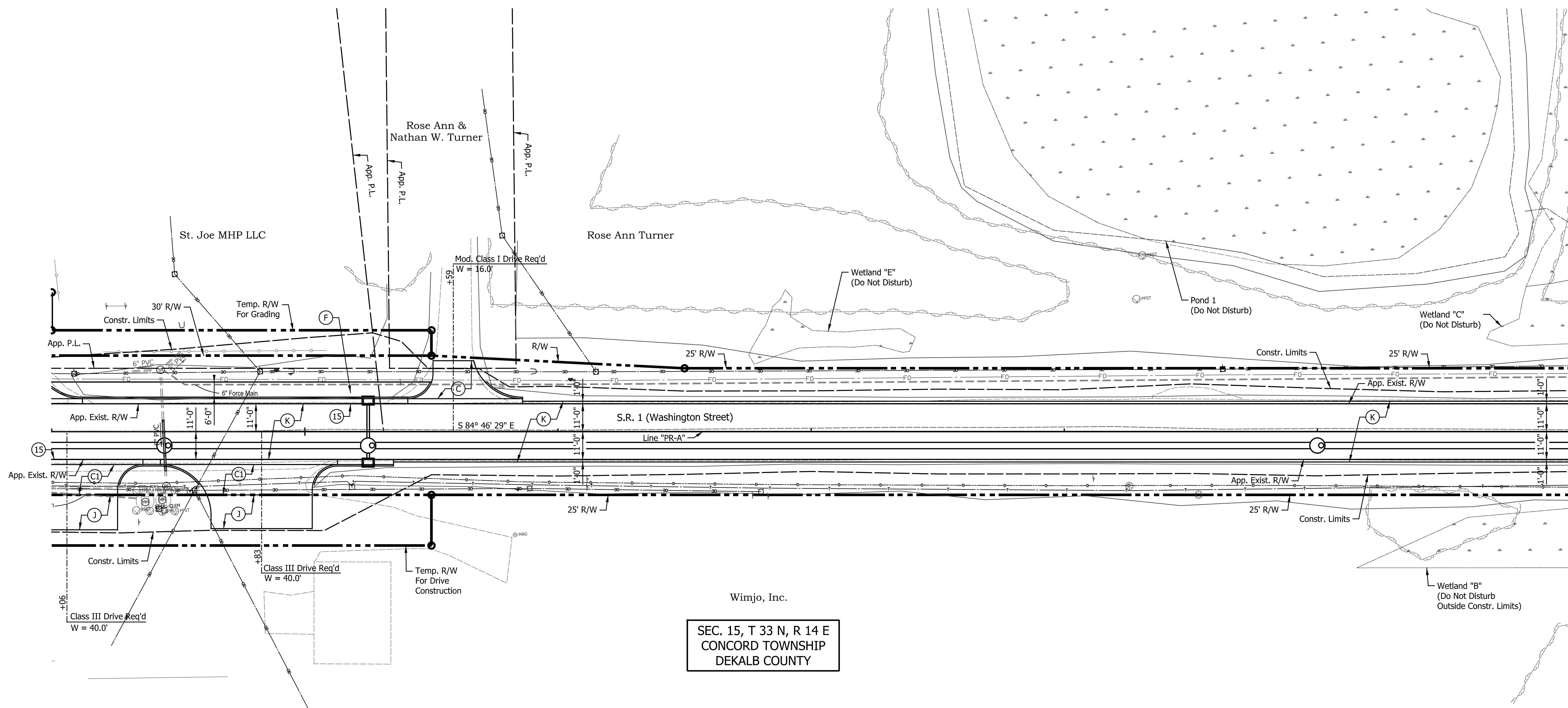
DATE	REVISION


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JMB	DRAWN: CAK	
CHECKED: SMC	CHECKED: JMB	

INDIANA DEPARTMENT OF TRANSPORTATION  
**CONSTRUCTION DETAILS**  
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	46 of 165
CONTRACT	PROJECT
R-40474	1601101

Indiana Department of Transportation



SEC. 15, T 33 N, R 14 E  
 CONCORD TOWNSHIP  
 DEKALB COUNTY

**LEGEND**

- |  |  |  |
|--|--|--|
| <p>(C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)</p> <p>(C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid, Type IB, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)</p> <p>(D) HMA for Approaches 165#/Syd HMA Surface, Type B, on 330 #/Syd HMA Intermediate, Type B, on 385 #/Syd HMA Base, Type B, on 3" Compacted Aggregate, No. 53, on Subgrade Treatment Type IC</p> | <p>(D1) HMA for Approaches 165#/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)</p> <p>(F) Concrete Sidewalk, 4"</p> <p>(K) Full Depth QC/QA-HMA Pavement (See Typical Sections)</p> <p>(J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II</p> <p>(S) Full Depth Saw Cut (Not A Pay Item)</p> <p>(M) Milling (See Typical Sections)</p> | <p>(O) Compacted Aggregate, No. 53 (11" Max. Thickness)</p> <p>(R) HMA Overlay (See Typical Sections)</p> <p>(X) Curb Ramp, Concrete (See Curb Ramp Details)</p> <p>(13) Concrete Curb</p> <p>(15) Combined Concrete Curb &amp; Gutter</p> <p>(16) Combined Concrete Curb &amp; Gutter, Modified</p> <p>(26) Sodding, Nursery</p> <p>(62) Step, Concrete</p> |
|--|--|--|

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY	DATE
DESIGNED: JMB	DRAWN: CAK		
CHECKED: SMC	CHECKED: JMB		

INDIANA  
 DEPARTMENT OF TRANSPORTATION

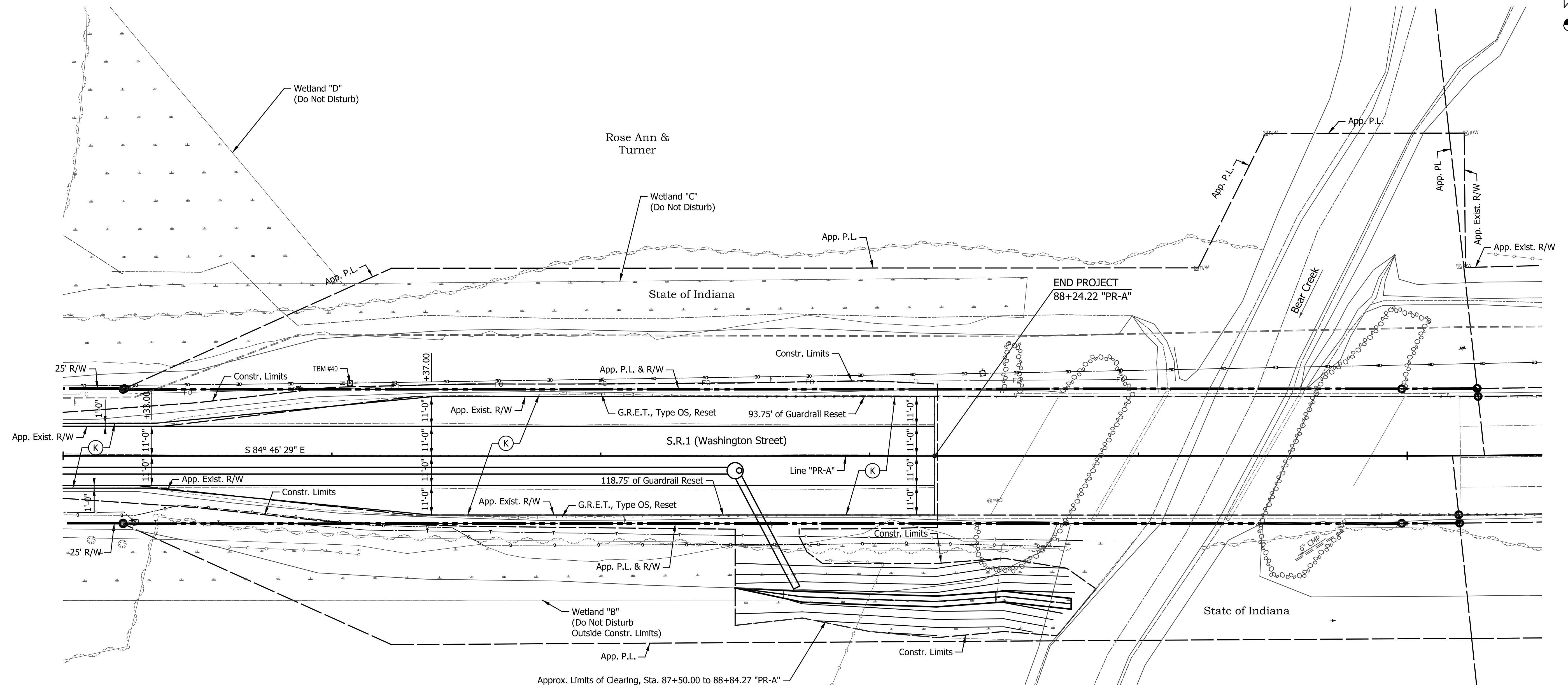
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HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	47 of 165
CONTRACT	PROJECT
R-40474	1601101



85

90



SEC. 15, T 33 N, R 14 E  
 CONCORD TOWNSHIP  
 DEKALB COUNTY

Wimjo, Inc.

LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid, Type IB, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
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- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (S) Full Depth Saw Cut (Not A Pay Item)
- (M) Milling (See Typical Sections)
- (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
- (R) HMA Overlay (See Typical Sections)
- (X) Curb Ramp, Concrete (See Curb Ramp Details)
- (13) Concrete Curb
- (15) Combined Concrete Curb & Gutter
- (16) Combined Concrete Curb & Gutter, Modified
- (26) Sodding, Nursery
- (22) Step, Concrete

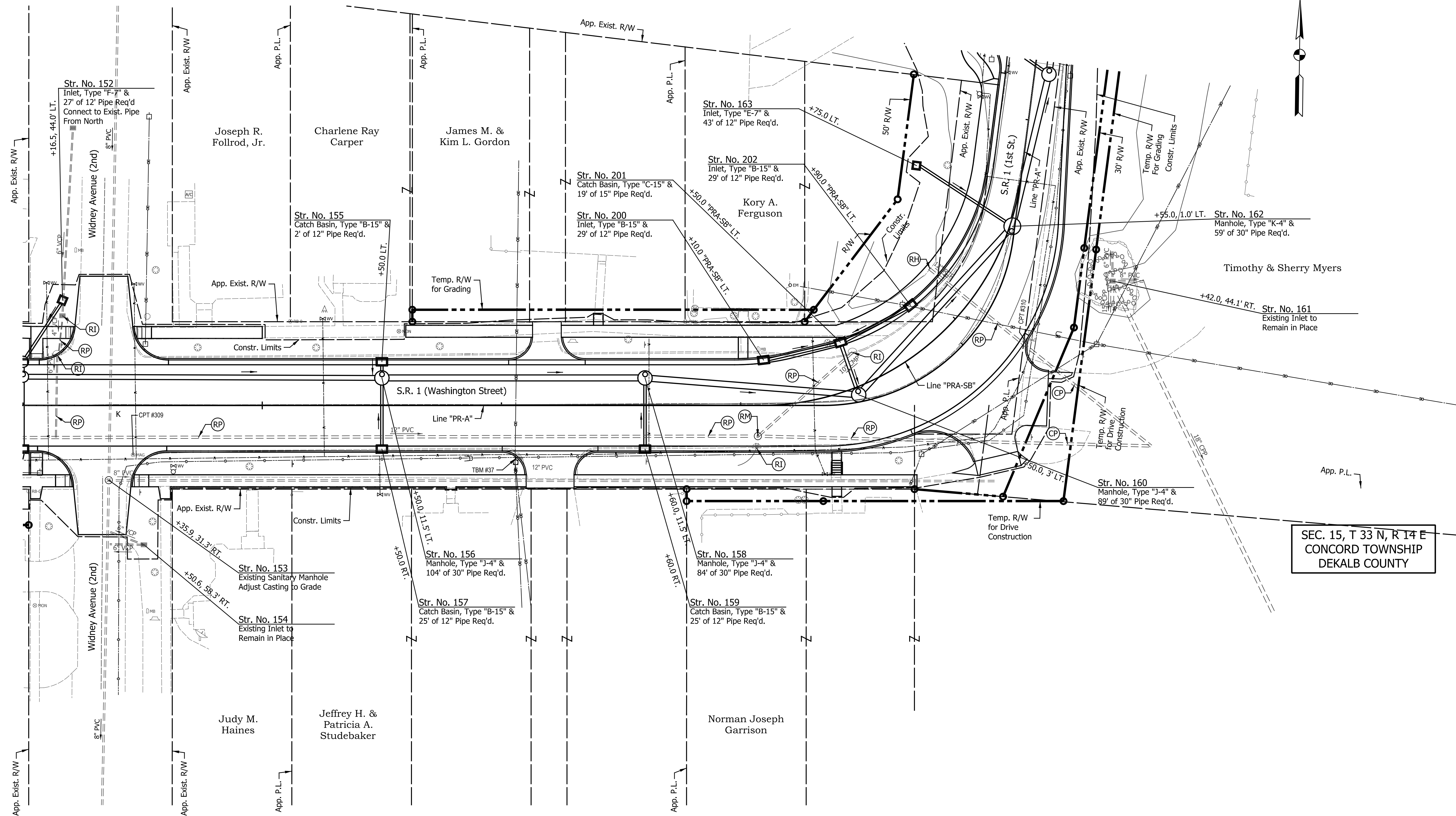
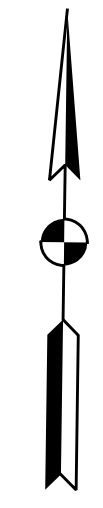
DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY	DATE
DESIGNED: JMB	DRAWN: CAK		
CHECKED: SMC	CHECKED: JMB		

INDIANA  
 DEPARTMENT OF TRANSPORTATION  
 CONSTRUCTION DETAILS  
 LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	48 of 165
CONTRACT	PROJECT
R-40474	1601101

Indiana Statewide  
 Information System



SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

DATE	REVISION

**LEGEND**

(RH) Remove Headwall	(RP) Remove Pipe
(RI) Remove Inlet	(CP) Cap & Plug Pipe
(RM) Remove Manhole	(GP) Grout Pipe

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/YYYY
DESIGNED: JMB	DRAWN: CAK	DATE
CHECKED: SMC	CHECKED: JMB	

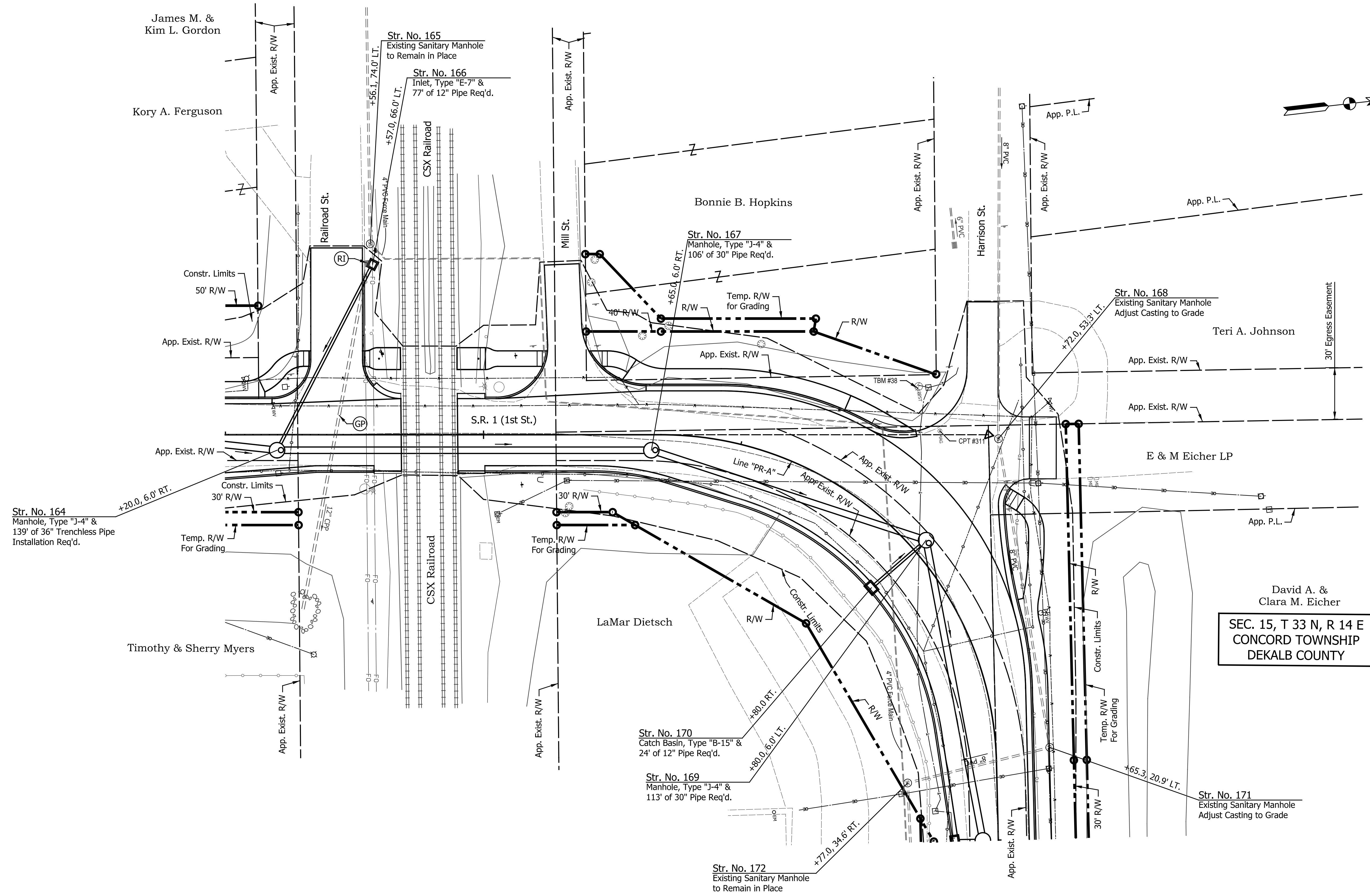
INDIANA  
DEPARTMENT OF TRANSPORTATION

**DRAINAGE DETAILS**  
**LINE "PR-A"**

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	83 of 177
CONTRACT	PROJECT
R-40474	1601101

Indiana Department of Transportation





SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

DATE	REVISION

**LEGEND**

(RH) Remove Headwall	(RP) Remove Pipe
(RI) Remove Inlet	(CP) Cap & Plug Pipe
(RM) Remove Manhole	(GP) Grout Pipe

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY
DESIGNED: JMB	DRAWN: CAK	DATE
CHECKED: SMC	CHECKED: JMB	

INDIANA  
DEPARTMENT OF TRANSPORTATION

**DRAINAGE DETAILS**  
**LINE "PR-A"**

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	84 of 177
CONTRACT	PROJECT
R-40474	1601101

Inch-Pipe-Factory  
Indiana\_Shaded.ctb





July 30, 2019

Regional Environmental Coordinator  
Midwest Regional Office  
National Park Service  
601 Riverfront Drive  
Omaha, Nebraska 68102

Example Early  
Coordination Letter

Re: SR 1 Roadway Improvement Project Des. No. 1601101, beginning 4.3 miles south of SR 8 and extending north 3.12 miles south of SR 8, St. Joe, DeKalb County, Indiana

Dear Sir or Madam:

The Indiana Department of Transportation (INDOT) Fort Wayne District and Federal Highway Administration (FHWA) intend to proceed with a roadway improvement project along SR 1 in the town of St. Joe in DeKalb County. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

This project is located on SR 1, beginning 4.3 miles south of SR 8 and extending north 3.12 miles south of SR 8, a total distance of 1.1 miles. The project is located with the town limits of St. Joe, DeKalb County, Indiana. This section of SR 1 is classified as a two-lane *Urban Major Collector*. The posted speed limit throughout the project area varies between 30 and 40 miles per hour (MPH).

The SR 1 typical roadway section through the project area consists of two 11-foot wide travel lanes, one in each direction, with paved shoulders varying in widths of 1 to 2 feet wide. Drainage along the roadway is generally conveyed via open roadside ditches, except for the section of roadway between Spencer Street and the CSX Railway crossing that is curbed with drainage inlets along both sides of the roadway. A 12-inch enclosed storm sewer is located under the northbound/eastbound travel lane. Five-foot wide sidewalks with varying grassed buffer widths are present along the west side of the roadway from CR 60 to Washington Street and both sides of the roadway from Spencer Street to the CSX Railway crossing. Parallel on-street parking lanes 8-foot, 6-inches wide are present along each side of the roadway between Spencer Street and the CSX Railway crossing. The approximate existing right-of-way varies between 20-foot and 30-foot wide east and west of the centerline of the roadway.

Regional Environmental Coordinator

July 30, 2019

Page 2

The purpose of the project is to address the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along the SR 1 project corridor. The need for the project is evidenced by the age-related deterioration of the existing pavement, moderate longitudinal and transverse cracking, and deteriorated curbs, sidewalks, and storm sewer. Some curb ramps along the project corridor do not appear to meet current ADA standards.

The current project alternative proposes the following improvements. From the southern project limits to CR 60, SR 1 would be milled and resurfaced. From CR 60 to Washington Street, SR 1 would be reconstructed and consist of two 11-foot wide travel lanes with curbs and gutters. From Spencer Street to the CSX Railway crossing, SR 1 would be reconstructed and consist of two 11-foot wide travel lanes with 8-foot wide parallel on street parking lanes, and curbs and gutters along each side of the roadway. An ADA compliant 5-foot wide sidewalk with a grass buffer varying between 5-feet and 9-feet wide would be constructed along both sides of the roadway from Spencer Street to the CSX Railway crossing. From the St. Joe Mobile Home Trailer Park to Bear Creek Bridge, SR 1 would be milled and resurfaced. A new storm sewer with drainage inlets would be installed in curbed segments of the roadway. The proposed storm sewer network for SR 1 may be extended south along 3<sup>rd</sup> Street and outlet directly into the St. Joseph River.

It is anticipated that additional permanent and temporary right-of-way acquisition, greater than 0.50 acre, would be required to complete the proposed project. However, it is unknown at this time how much temporary and permanent right-of-way would be needed. Exact amounts will be determined as the design develops. No relocations are anticipated.

Traffic would be maintained through the use of a detour utilizing I-69 and SR 8. Construction would be phased to minimize disruption of traffic with a one-way travel lane during construction for local traffic to allow circulation within the town along SR 1 from CR 59 to Widney Street. Access to all properties along the project would be maintained during construction. Pedestrian detour routes shall be provided during construction to maintain pedestrian connectivity within the Town of St. Joe.

Land use in the vicinity of the project is primarily residential. A wetland delineation and waters investigation will be performed to identify ecological resources that may be present. Some tree clearing is anticipated. Coordination for the Indiana bat and northern long-eared bat will be completed using the USFWS's Information for Planning and Consulting (IPaC) system, and the results of the IPaC determination will be reviewed by the USFWS. The result of any cultural resource evaluations/investigations will be forwarded to the State Historic Perseveration Officer for review and concurrence as required.

Should we not receive your response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Morgan Grey, American Structurepoint, Inc. by phone at (317) 547-5580 or e-mail at [mgrey@structurepoint.com](mailto:mgrey@structurepoint.com), or Jenny Bass, INDOT Fort Wayne District Project Manager, by phone at (260) 969-8252 or e-mail at [jbass@indot.in.gov](mailto:jbass@indot.in.gov). Thank you in advance for your input.

Very truly yours,

**American Structurepoint, Inc.**



Morgan Grey  
Environmental Specialist



Regional Environmental Coordinator

July 30, 2019

Page 3

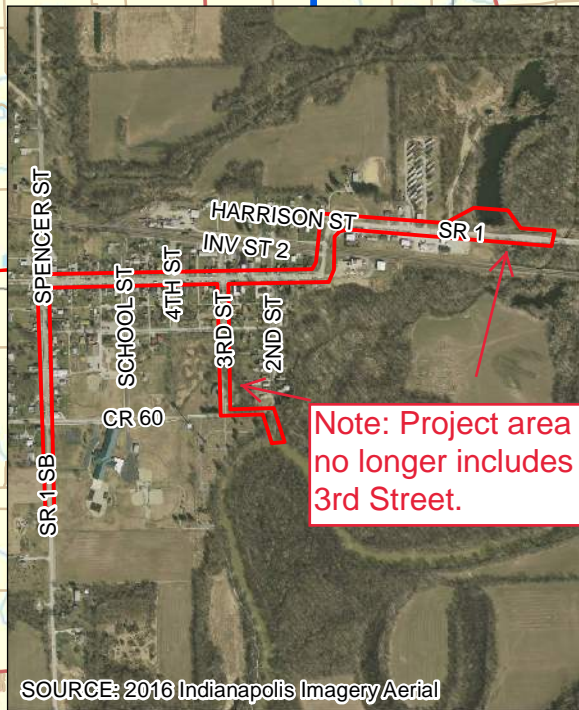
Enclosures

State Location Map  
USGS Topographic Map – Saint Joe and Hicksville Quadrangles  
2013 Aerial Photography  
Photo Location Map  
Site Photographs

Distribution List

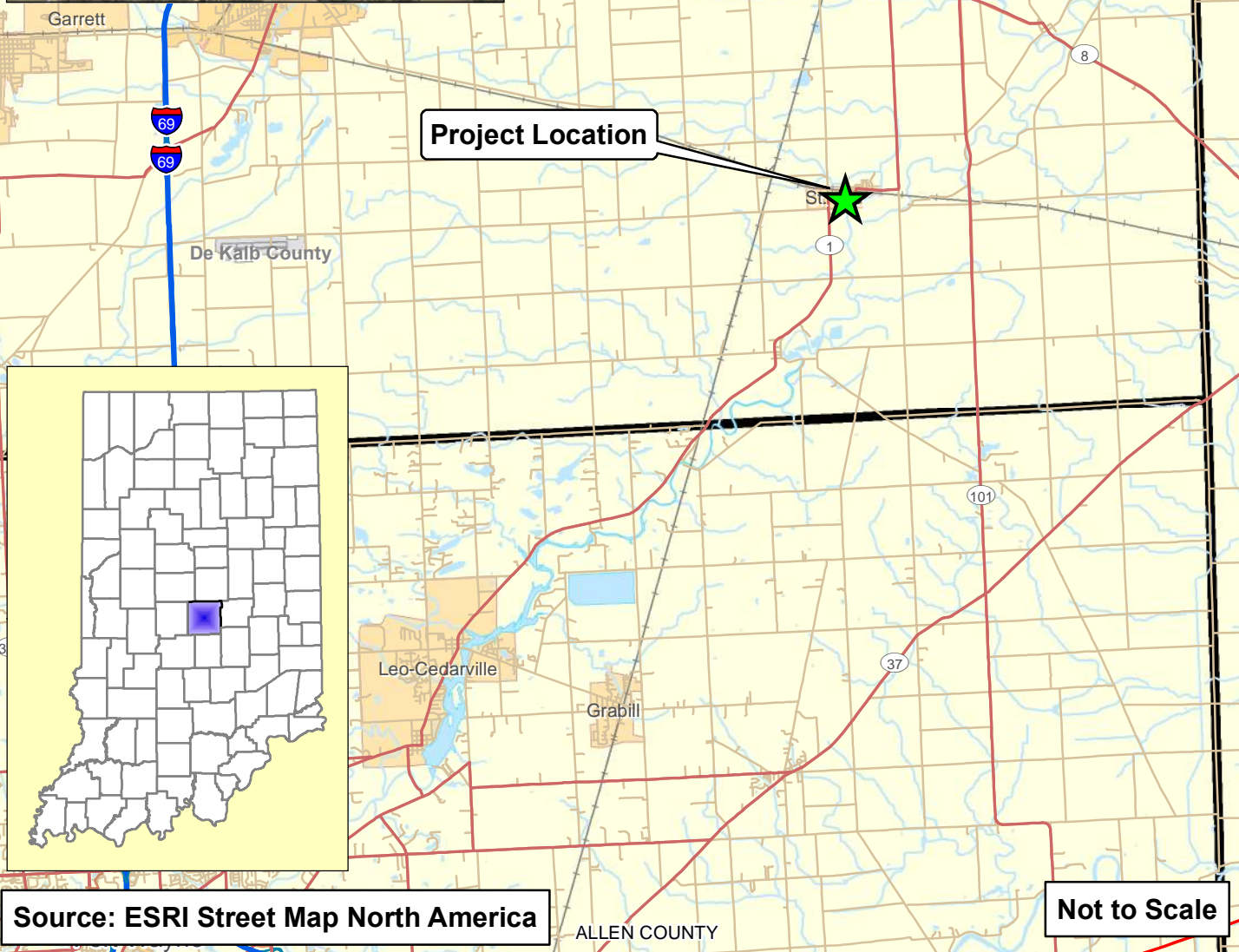
U.S. Fish and Wildlife Service  
U.S. Natural Resources Conservation Service  
U.S. Department of Housing and Urban Development  
U.S. Army Corps of Engineers, Detroit District  
U.S. National Park Service, Midwest Regional Office  
Indiana Geological Survey  
Indiana Department of Natural Resources – Division of Fish and Wildlife  
Indiana Department of Environmental Management  
INDOT, Office of Public Hearings  
INDOT, Office of Environmental Policy  
INDOT, Fort Wayne District Office  
Northeastern Indiana Regional Coordination Council  
DeKalb County Highway Department  
DeKalb County Drainage Board  
DeKalb County Sheriff  
DeKalb County Surveyors Office  
DeKalb County Eastern Community School District  
DeKalb County Homeland Security  
St. Joe Town Board  
St. Joe Floodplain Administrator

**Note: This letter was also sent to St. Mark Luthernan Church on December 18, 2019 and City of Fort Wayne Source Water Area-3 Rivers Filtration Plant on December 30, 2019.**

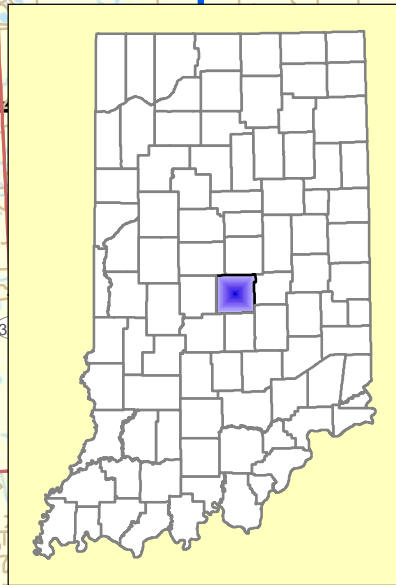


Note: Project area no longer includes 3rd Street.

SOURCE: 2016 Indianapolis Imagery Aerial



Project Location



Source: ESRI Street Map North America

Not to Scale

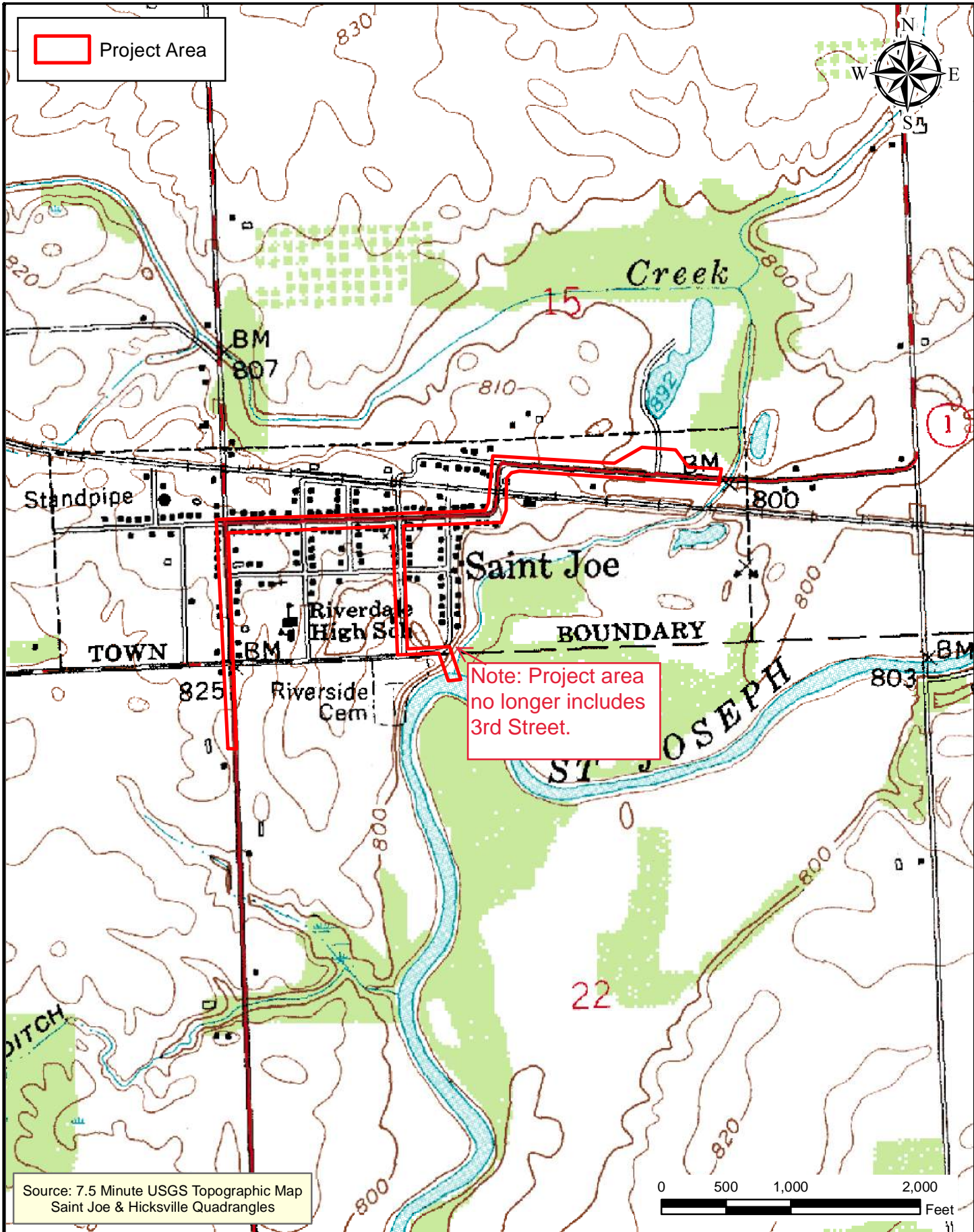


State Location Map  
Indiana Department of Transportation  
Fort Wayne District  
5333 Hatfield Rd.  
Fort Wayne, Indiana 46808

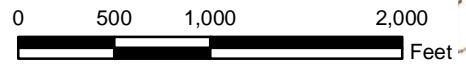
SR 1 Pavement Replacement  
Des. No. 1601101  
Location: St. Joe  
Township: Concord and Spencer  
County: DeKalb  
State: Indiana  
Date: 5/30/2019



 Project Area



Source: 7.5 Minute USGS Topographic Map  
Saint Joe & Hicksville Quadrangles




Path: P:\2017\02101\1.D. Drawings\ArcView\SR 1 Pavement Replacement\Exhibits\Early Coordination\2017\_02101\_1.EV.2019-05-30.SR1Pavement.Topo.map.mhg.mxd Date:5/30/2019 User:mgrey



**USGS Topographic Map**  
Indiana Department of Transportation  
Fort Wayne District  
5333 Hatfield Road  
Fort Wayne, Indiana 46808

**SR 1 Pavement Replacement**  
Des. No. 1601101  
Location: St. Joe  
Township: Concord and Spencer  
County: DeKalb  
State: Indiana  
Date: 05/17/2018



 Project Area

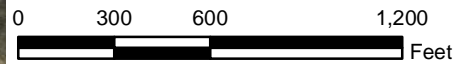


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Note: Project area no longer includes 3rd Street.

2012 IndianaMap Aerial Photography



AMERICAN  
**STRUCTUREPOINT**  
INC.

### 2012 Aerial Photography


Indiana Department of Transportation  
Fort Wayne District  
5333 Hatfield Road  
Fort Wayne, Indiana 46808


### SR 1 Pavement Replacement Des. No. 1601101

Location: St. Joe  
Township: Concord and Spencer  
County: DeKalb  
State: Indiana

Date: 05/30/2019

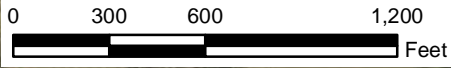


 Project Area

 Photo Locations



Note: Project area no longer includes 3rd Street.



2012 IndianaMap Aerial Photography

Path: P:\2017\02101\1.D. Drawings\ArcView\SR 1 Pavement Replacement\Exhibits\Early Coordination\2017\_02101\_1.EV.2019-05-30.SR1Pavement\_PhotoLoc.map.mhg.mxd Date:6/20/2019 User:mgrey



**Photo Location Map**

Indiana Department of Transportation  
 Fort Wayne District  
 5333 Hatfield Road  
 Fort Wayne, Indiana 46808

**SR 1 Pavement Replacement**  
 Des. No. 1601101

Location: St. Joe  
 Township: Concord and Spencer  
 County: DeKalb  
 State: Indiana

Date: 05/30/2019



State Road 1 Pavement Replacement  
St. Joe, Indiana  
May 31, 2019



Photo 1: Looking north along SR 1 to Spencer St.



Photo 2: Looking east along SR 1 to 3<sup>rd</sup> St.



Photo 3: Looking north along 3<sup>rd</sup> St.



Photo 4: Looking north along SR 1 to Harrison St.



Photo 5: Looking east along SR 1 to project terminus.

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

DNR #: ER-21712

Request Received: July 30, 2019

**Requestor:** American Structurepoint, Inc  
Morgan H Grey  
7260 Shadeland Station  
Indianapolis, IN 46256

**Project:** SR 1 roadway improvements from 4.3 miles to 3.12 miles south of SR 8, and new storm sewers with outfall to the St. Joseph River, St. Joe; Des #1601101

**County/Site info:** DeKalb

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

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

**Regulatory Assessment:** This proposal will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1, unless it qualifies for a general license under Administrative Rule 312 IAC 10-5 that applies to outfall structures (see enclosure). Please include a copy of this letter with the permit application if the project does not meet the general license criteria.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. The DNR's St. Joseph River Public Access Site is located within 1/2 mile east of the easternmost portion of the project area. Also, the species below have been documented within 1/2 mile of the project area.

- A) BIRD: Sedge Wren (*Cistothorus platensis*), state endangered
- B) MAMMAL: American Badger (*Taxidea taxus*), state special concern
- C) FISH (St. Joseph River): Greater Redhorse (*Moxostoma valenciennesi*), state endangered
- D) MUSSELS (St. Joseph River):
  - 1. Rayed Bean (*Villosa fabalis*), federal & state endangered
  - 2. White Catpaw (*Epioblasma obliquata perobliqua*), federal & state endangered
  - 3. Northern Riffleshell (*Epioblasma rangiana*), federal & state endangered
  - 4. Clubshell (*Pleurobema clava*), federal & state endangered
  - 5. Rabbitsfoot (*Quadrula cylindrica cylindrica*), fed. threatened & state endangered
  - 6. Round Hickorynut (*Obovaria subrotunda*), state endangered
  - 7. Salamander Mussel (*Simpsonaias ambigua*), state special concern
  - 8. Purple Liliput (*Toxolasma lividus*), state special concern
  - 9. Wavyrayed Lampmussel (*Lampsilis fasciola*), state special concern
  - 10. Kidneyshell (*Ptychobranhus fasciolaris*), state special concern

**Fish & Wildlife Comments:** We do not foresee any impacts to the Sedge Wren as a result of this project. Also, Badgers are a wide ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the American badger or its preferred habitat are unlikely as a result of this project.

Attachments: A - Outfall Exemption Criteria



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

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Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

1) Fish & Mussels:

Standard erosion control measures should be implemented to minimize impacts to the fish and mussel species above. Also, additional measures should be taken to control or slow down the rate of stormwater runoff before it reaches the new outfall structure. Ways to implement this could include bioswales, rain gardens, or water detention basins.

2) Bank Stabilization & Wildlife Passage:

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. Minimize the use of riprap and use alternative erosion protection materials whenever possible. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to the area and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. If hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced armoring material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced material.

Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

3) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees).

4) Wetland Habitat:

Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program.

THIS IS NOT A PERMIT

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

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Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas within the project area using a mixture of grasses (excluding all varieties of tall fescue), sedges, wildflowers, shrubs and hardwood trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not construct any temporary runarounds, causeways, diversions, or pump arounds.
6. Minimize the movement of resuspended bottom sediment from the immediate project area.
7. 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.
8. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
9. Install appropriate armament below pipe outfalls.
10. Do not excavate or place fill in any riparian wetland.

**Contact Staff:**

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



**Date:** August 29, 2019

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



## ARTICLE 10. FLOOD PLAIN MANAGEMENT

### Rule 5. General Licenses and Specific Exemptions from Floodway Licensing

#### 312 IAC 10-5-8 Qualified outfall projects; general license

Authority: IC 14-10-2-4; IC 14-28-1-5

Affected: IC 14-28-1; IC 14-29-1

Sec. 8. (a) This section establishes a general license for the placement of a qualified outfall project in a floodway.

(b) A person who wishes to implement a project for the placement of a qualified outfall project on a river or stream, other than on a river or stream identified in section 0.3(b) or 0.3(c) of this rule, may do so without notice to the department if the project conforms to the following conditions:

- (1) Tree removal and brush clearing shall be contained and minimized within the outfall project area. No more than one (1) acre of trees shall be removed within the floodway.
- (2) Construction activities within the waterway from April 1 through June 30 shall not exceed a total of two (2) calendar days.
- (3) Best management practices shall be used during and after construction to minimize erosion and sedimentation.
- (4) Following the completion of construction, disturbed areas shall be reclaimed and revegetated. Disturbed areas shall be mulched with straw, wood fiber, biodegradable erosion blanket, or other suitable material. To prevent erosion until revegetated species are established, loose mulch shall be anchored by crimping, tackifiers, or netting. To the extent practicable, revegetation must restore species native to the site. If revegetation with native species is not practicable, revegetation shall be performed by the planting of a mixture of red clover, orchard grass, timothy, perennial rye grass, or another species that is approved by the department as being suitable to site and climate conditions. In no case shall tall fescue be used to revegetate disturbed areas.
- (5) Disturbed areas with slopes of three to one (3:1) or steeper, or areas where run-off is conveyed through a channel or swale, shall be stabilized with erosion control blankets or suitable structural armament.
- (6) Areas in the vicinity of concentrated discharge points shall be protected with structural armament to the normal water level of the waterway. Any riprap must have an average minimum diameter of six (6) inches and extend below the normal water level.
- (7) The size of the outfall project shall not exceed any of the following dimensions:
  - (A) Ten (10) square feet in cross-sectional flow area as determined by the summation of cross-sectional area of conduits within the outfall project area for an outfall structure.
  - (B) Five (5) feet deep as determined by the difference in elevation between the lowest bank elevation and the bottom of the swale for an outfall structure.
  - (C) An area of disturbance thirty (30) feet wide.
- (8) Adequate cover shall be provided to ensure the structural integrity of the outfall conduit and to allow suitable vegetative growth.
- (9) Within the project area, the postconstruction ground surface elevation shall be less than six (6) inches above the preconstruction elevation.
- (10) The outlet structure shall:
  - (A) be supported by a headwall, sloped wall, or anchored end section; and
  - (B) conform to the bank of the waterway.
- (11) If flow passing through the outfall project in a reverse direction would induce flood damages during a regulatory flood, the outfall project shall be equipped with a closure mechanism.
- (12) Construction debris and material not used as backfill shall be removed from the floodway.

(c) A person who elects to act under this section must comply with the general conditions under subsection (b). Failure to comply with these terms and conditions may result in the revocation of the general license, a civil penalty, a commission charge, and any other sanction provided by law for the violation of a permit issued under IC 14-28-1 and, if the waterway is navigable, the violation of a license issued under IC 14-29-1. (*Natural Resources Commission; 312 IAC 10-5-8; filed Jul 5, 2001, 9:12 a.m.: 24 IR 3398, eff Jan 1, 2002; filed Dec 26, 2001, 2:42 p.m.: 25 IR 1546; errata filed Jan 16, 2002, 1:14 p.m.: 25 IR 1906; filed Aug 2, 2004, 3:18 p.m.: 27 IR 3880*)



Morgan Grey, Environmental Specialist  
American Structurepoint, Inc  
9025 River Road, Suite 200  
Indianapolis, IN 46240

Elwood F. Simcox  
P.O.Box 334  
St. Joe, IN 46785-0334

Jenny Bass, Project Manager  
INDOT, Fort Wayne District

August 4, 2019

RE: SR1 Roadway Improvement Project Des No: 1601101

Stated Purpose: A Response to the proposed, dated July 30, 2019

Address of deterioration of existing payment and sidewalks  
along with inadequate roadway drainage along the SR1 corridor.

Statement of Concern:

***Maintaining Historic continuity of the structures and it's surrounding*** as identified  
by the Historic Landmark Foundation of Indiana and National Register of Historic Places.

South Side, 200 Block, Original Platted Parcel No: 17-11-11-15-001-000-  
003, 17-11-15-378-001-000-003, 17-11-15-378-009-000-003, 17-11-15-  
378-004-000-003, 17-11-15-005-000-003, 17-11-15-378-006-000-003, in  
the Town of St. Joe, Indiana.

IC8-20-1- Apparent right of way,

Spencer Street to CSX Railroad crossing you reference "approximate  
existing right of way" these measurements are documented.

***Identify Right of Way effects if any on the prelisted parcels. ( South side, 200 Block,  
Washington Street, St. Joe, Indiana.***

National Historic Preservation,

Properties are identified by Historic Landmarks Foundation of Indiana -  
DeKalb County Interim Report, Indiana Historic Sites and Structures  
Inventory (46001-010 & 011) and in filings for National Register of  
Historic Places, SF 51758, several of the prelisted sites once again could be  
effected. In issue with the National Historic Preservation Act of which we  
attempt to maintain these properties

Sidewalks-

Previous assaults (2003,09,11 & 13) utilities, Safe Ways to School and Town sidewalks activities were challenged and the issues upheld thru the help of the National Preservation Act, ADA Standards, DeKalb County Planning and Development, Indiana Big Tree Guidelines, DNR, Fort Wayne Historic, and Attorneys input and or intervention .

Sidewalk replacement in the past issues:

Tree Removal, after removal of one specimen the activity was halted.

The Indiana Big Tree, Catalpa Bignonioides, Dia 120", Crown 36'+/-, Height 76'+/-, Age 110 years + identified by photo circa: 1900, National Register filing was to be removed to install ADA standard sidewalks 60 inches.

ADA Standards for Sidewalks- Obstructions

"When such obstructions exist, the sidewalk must be constructed to allow minimum width requirement of 36 inches between the edge of an obstruction and the edge of the sidewalk. In some cases, if a sidewalk cannot be constructed to comply with this guideline, the obstruction may need to be removed or relocated".

The Big Tree, Existing 55 inch sidewalk and Iron Fence were found within ADA standards. The Town choose not to remove or replace.

***Will your project require removal or installation to these areas?***

SUMMARY:

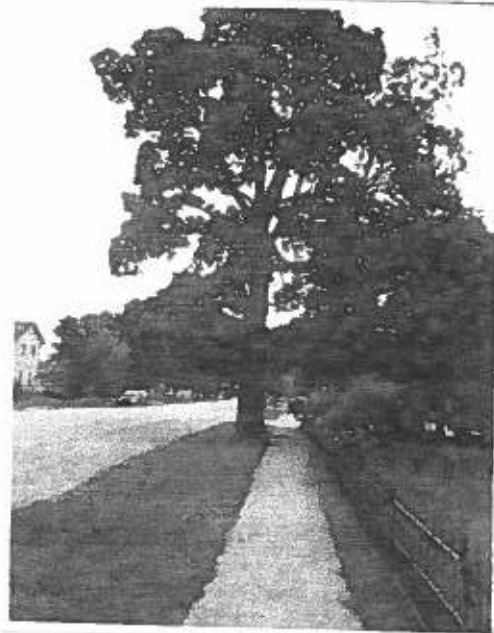
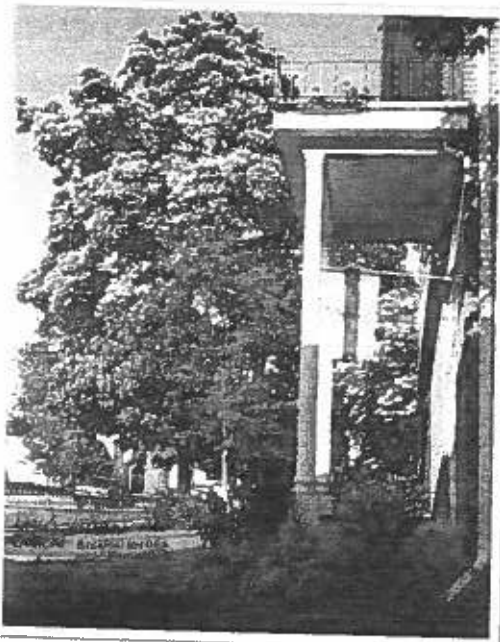
***What effect will the proposed project have on the identified area:***

- \* ***Right of Way***
- \* ***Tree Removal***
- \* ***Sidewalks***
- \* ***Historic Preservation***

Response appreciated,  
Elwood F. Simcox, Property Owner

*Elwood F. Simcox*

Exhibits: Project Map, South Side, 200 Block, Easement - Tree, Easement - Tree, Sidewalk and Iron Fence, Historic Identification



The Gift of A Heart Page E1  
3 area men get second chances from transplants

College Basketball Page E1  
Indiana breezes by Minnesota, 71-56

# The Evening Star

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## Survey finds 87 'outstanding' buildings

BY BILL SISE  
bill@kpcnews.net  
AUBURN — A two-year study of historic sites and structures in DeKalb County has identified 87 outstanding properties that are either already listed, or could be listed, on the National Register of Historic Places.  
The properties are among 1,920 entries in the DeKalb County Interim Report of historic sites and structures prepared by the Historic Landmarks Foundation of Indiana.  
The report was presented to DeKalb County city, town, township and county officials by the Historic Landmarks Foundation at a luncheon last week at the World War II Victory Museum.  
According to the report, presented by Todd Zeigler, director of the Northern Indiana Field Office of the HLPF, and Cathy Compton, director of the field office, the inventory is the result of the National Historic Preservation Act of 1966. The act declared a policy by the federal government to

"foster the preservation of our cultural resources in partnership with state and local governments and the private sector," and created the National Register of Historic Places.  
Indiana's Division of Historic Preservation and Archaeology established the Indiana Historic Sites and Structures Inventory in 1975. With assistance by the Historic Landmarks Foundation of Indiana, 77 of the state's 92 counties have been inventoried.  
The purpose of the inventory is to locate, identify and evaluate cultural resources and to ensure that historic properties are taken into consideration in planning and development through the environmental review process known as Section 106.  
According to the HLPF, the interim report also serves to "boost awareness of the cultural heritage present" in communities and provides a "permanent historical record of a county's resources at a particular point in time."

SEE BUILDINGS, PAGE A8



This Second Empire-style house at 288 Washington St. in St. Joe was once the home of a U.S. congressman. The house was rated "outstanding" on the just-released DeKalb County interim report on historic sites and structures completed by the Historic Landmarks Foundation of Indiana. The rating means the house has enough historic and architectural significance that it should be considered for listing on the National Register of Historic Places.



August 7, 2020

Mr. Elwood F. Simcox  
PO Box 334  
St. Joe, Indiana 46785-0334

RE: A Response to Statement of Concern

Dear Mr. Simcox:

Thank you for your letter.

**In regards to your concerns about maintaining historic continuity of the structures and their surroundings:**

Your concerns have been taken into consideration; Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The federal agency in this case is Federal Highway Administration (FHWA). The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

INDOT, acting on behalf of the FHWA, is required to comply with Section 106 of the National Historic Preservation Act of 1966 as amended (Section 106) and its implementing federal regulation, 36 CFR 800. Section 106 and 36 CFR 800 outline a process that requires FHWA and INDOT to evaluate the effects of undertakings on properties that are listed on or eligible for listing on the National Register of Historic Places (National Register). A Minor Projects Programmatic Agreement (MPPA) between FHWA, the INDOT, the Advisory Council on Historic Preservation, and the Indiana State Historic Preservation Officer was signed on October 12, 2006. This document streamlines the Section 106 process for certain actions that typically have no effect on properties listed on or eligible for listing on the National Register. At this time, cultural resource investigations are still ongoing; however, this project is anticipated to fall within the guidelines of the Minor Project Programmatic Agreement (MPPA).



**In regards to your question about what effect the proposed project will have on historic preservation/ right-of-way effects on the listed parcels:**

The properties identified by Historic Landmarks that you reference in your letter have been evaluated by qualified professional historians (as defined in the Secretary of the Interior's Standards). You specifically mentioned parcels on the 200 block of SR 1 (referred to in your letter as Parcel Nos: 17-11-11-15-001-000-003, 17-11-15-378-001-000-003, 17-11-15-378-009-000-003, 17-11-15-378-004-000-003, 17-11-15-378-005-000-003, and 17-11-15-378-006-000-003). Per the MPPA, no features that contributes to the historic setting will be impacted on any property that is listed in or eligible for listing in the National Register. It is also anticipated that no right-of-way will be acquired from any of the parcels on the 200 block of SR 1 (Washington Street) that are identified as being owned by "Mary E. Simcox" and "Elwood F. and Mary E. Simcox. The iron fence located at 206 Washington Street that you mentioned will not be removed.

**In regards to your question about what effect the proposed project will have on tree removal:**

The catalpa tree that is an "Indiana Big Tree" (located between the sidewalk and street at 206 Washington) that you mentioned will not be removed. Minor tree clearing along the project area is anticipated due to the need to provide access for construction.

**In regards to your question about what effect the proposed project will have on right-of way:**

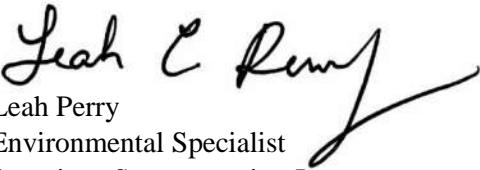
The acquisition of approximately 2.18 acres of new permanent right-of-way and 0.89 acre of temporary right-of-way is anticipated for the completion of the project. No relocations are anticipated. In regards to your comment about using the phrase "approximate existing right-of-way," at the time of the initial letter, it was before property title research had occurred, so those measures were based off visual observations.

**In regards to your question about what effect the proposed project will have on sidewalks:**

Sidewalks will be made ADA compliant. An ADA compliant 5-foot wide sidewalk with a grass buffer varying between 5-feet and 9-feet wide would be constructed along both sides of the roadway. On the south side of the roadway, the sidewalk will begin along Spencer Street at CR 60 and end at the current location of the sidewalk near the curve adjacent to the CSX railroad tracks. On the north side of the roadway, it will begin along Spencer Street at CR 60 and extend to the proposed drive approach to the St. Joe Mobile Home Park.

For questions concerning specific project details, you may contact Leah Perry of American Structurepoint, Inc. at (317) 547-5580 or [lperry@structurepoint.com](mailto:lperry@structurepoint.com),

Sincerely,

  
Leah Perry  
Environmental Specialist  
American Structurepoint, Inc.

cc: Jenny Bass, INDOT Fort Wayne District  
Scott Crites, American Structurepoint, Inc.

## Grey, Morgan

---

**From:** Wright, Mary <MWRIGHT@indot.IN.gov>  
**Sent:** Monday, August 05, 2019 9:32 AM  
**To:** Grey, Morgan  
**Subject:** RE: Early Coordination - SR 1 Roadway Improvements (Des. No. 1601101)

---

### Early Coordination and Creating a Public Involvement Plan (PIP)

We have received your early coordination notification packet for the above referenced project(s). Our office prefers to be notified at the early coordination stage in order to encourage early and ongoing public involvement aside from the specific legal requirements as outlined in our Public Involvement Manual <http://www.in.gov/indot/2366.htm>. Seeking the public's understanding of transportation improvement projects early in the project development stage can allow the opportunity for the public to express their concerns, comments, and to seek buy-in. Early coordination is the perfect opportunity to examine the proposed project and its impacts to the community along with the many ways and or tools to inform the public of the improvements and seek engagement. A good public involvement plan, or PIP, should consider the type, scope, impacts, and the level of public awareness that should, or could, be implemented. In other words, although there are cases where no public involvement is legally required, sometimes it is simply the right thing to do in order to keep the public informed.

The public involvement office is always available to provide support and resources to bolster any public involvement activities you may wish to implement or discuss. Please feel free to contact our office anytime should you have any questions or concerns. Thank you for notifying our office about your proposed project. We trust you will not only analyze the appropriate public involvement required, but also consider the opportunity to do go above and beyond those requirements in creating a good PIP.

Rickie Clark, Manager  
100 North Senate Avenue, Room N642  
Indianapolis, IN 46204  
Phone: 317-232-6601  
Email: [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

Mary Wright, Hearing Examiner  
Phone: 317-234-0796  
Email: [mwright@indot.in.gov](mailto:mwright@indot.in.gov)

---

**From:** Grey, Morgan [mailto:[mgrey@structurepoint.com](mailto:mgrey@structurepoint.com)]  
**Sent:** Tuesday, July 30, 2019 3:49 PM  
**To:** Wright, Mary <MWRIGHT@indot.IN.gov>  
**Cc:** Clark, Rickie <RCLARK@indot.IN.gov>; Hope, Briana <[bhope@structurepoint.com](mailto:bhope@structurepoint.com)>  
**Subject:** Early Coordination - SR 1 Roadway Improvements (Des. No. 1601101)

---

Dear Mr. Clark,

Please find attached the Early Coordination letter prepared for the SR 1 Roadway Improvement project in DeKalb County, Indiana. Please review the attached information and supply our office with any comments your office may have regarding the proposed project.

Sincerely,

# Northeastern Indiana Regional Coordinating Council



August 9, 2019

Morgan Grey  
American Structure Point, Inc.  
9025 River Road Suite 200  
Indianapolis, IN 46240

Re: Early Coordination  
Des 1601101 SR 1 Road Improvement Project  
Location: Dekalb County

Dear Ms. Grey:

Members of our staff reviewed your letter and report, dated July 30, 2019 concerning the Early Coordination of the SR 1 Road Improvement project. The NIRCC staff has the following comments relating to the early coordination phase of the environmental review process with this project, see below.

#### Project Comments - SR 1 Roadway Improvements (Des. No. 1601101) comments:

- A sidewalk should be built along the Riverdale Elementary School property on the east side of SR 1. This would allow for any development built in the future south of the school to connect with pedestrian facilities.
- Sidewalks should be built along both sides of SR 1 from CR 60 to Washington St. This is a residential area and within St Joe's town boundary. It would also allow some residents to utilize the east side of SR 1 to access Riverdale Elementary School and eliminate the need to cross at the more dangerous crossing at CR 60 and SR 1 where traffic on SR 1 does not have to stop. The crossing to the north at the 4 way stop of Washington St and Spencer St is much safer if there is an option to walk along the east side of SR 1.
- Sidewalks need to continue along SR 1/Washington St from south of the railroad tracks to the St Joe Mobile Home Trailer Park along both sides of the road. Residents and businesses have no pedestrian access to Downtown St Joe without this connection.

#### Early Coordination - SR 1 Roadway Improvements (Des. No. 1601101) comments:

- Infrastructure
  - o There is a Natural Gas pipeline located along the west side of SR 1 south of CR 60 owned by Northern Indiana Fuel & Light Co.
  - o The Riverdale Elementary School is considered a recreational facility on the southeast corner of CR 60 and SR 1.
  - o There is a cemetery located along the south side of CR 60 near 3rd St.

- Hazardous items
  - o 3 Leaking Underground Storage Tanks located approximately at: northeast corner of Washington St and Spencer St, northeast corner of Washington St and 4th St, north side of Washington St between 3rd St and 2nd St.
  - o State Cleanup site on the northeast corner of Washington St and 4th St.
  - o NPDES Pipe Location on the northeast corner of Washington St and 4th St.
  - o NPDES Facility on the northeast corner of Washington St and 4th St.
- Water Resources
  - o Floodplain located near the St Joe Mobile Home Trailer Park.
- SHAARD sites
  - o There are 10 sites located along or near SR 1 from Spencer St to the railroad crossing that are county survey sites rated as Contributing.
  - o There are 2 sites located on the southeast side of town near the Saint Joseph River and 3rd St/CR 60 that are county survey sites rated as Contributing. One of these sites is also a cemetery.
  - o There is 1 County Survey site rated as Notable located on the southwest corner of 3rd St and SR 1. It is the Saint Mark's Evangelical Lutheran Church. Survey Number: 033-564-46009.
  - o There are 2 County Survey sites rated as Outstanding. A house located at 206 Washington St with Survey Number: 033-564-46011. A house located at 211 Washington St with Survey Number: 033-564-46004.
- Will the access points for Harrison St and the commercial access south of the RR Xing be addressed? They are both at odd angles and in the middle of a curve. The access to the commercial lot across from the trailer park is wide open and should be reduced to 1 point.

Thank you for the opportunity to comment on this project. If you have any questions, please do not hesitate to contact our office.

Sincerely,



Stacey Gorsuch  
Principal Transportation Planner

## Perry, Leah

---

**From:** Perry, Leah  
**Sent:** Friday, May 29, 2020 2:25 PM  
**To:** 'Deborah.Magsam@co.allen.in.us'  
**Cc:** Hope, Briana; Paul, Rick  
**Subject:** RE: Early Coordination - SR 1 Roadway Improvements (Des. No. 1601101)  
**Attachments:** SR1RoadwayImprovement\_Des1601101\_ECL\_Avery.pdf; NIRCC\_DES 1601101\_AmerStruct\_Grey.pdf

Hello Deborah,

Thank you for your early coordination response. Your design recommendations have been passed along to the designer. The proposed sidewalk on the north side of SR 1 will extend from CR 60 to the proposed drive approach for the St. Joe Mobile Home Park. The sidewalk on the south side will begin at CR 60 and terminate at its current location near the curve adjacent to the railroad tracks. In regards to your question about the access points for Harrison Street and the commercial access south of the RR crossing, the access points will meet INDOT standards for maximum drive widths.

Sincerely,

---

**Leah Perry**  
**Environmental Specialist**  
9025 River Road, Suite 200  
Indianapolis, IN 46240  
317.547.5580 OFFICE  
structurepoint.com WEB



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---

**From:** Deborah Magsam <[Deborah.Magsam@co.allen.in.us](mailto:Deborah.Magsam@co.allen.in.us)>  
**Sent:** Friday, August 9, 2019 9:33 AM  
**To:** Grey, Morgan <[mgrey@structurepoint.com](mailto:mgrey@structurepoint.com)>  
**Subject:** FW: Early Coordination - SR 1 Roadway Improvements (Des. No. 1601101)

Hi Morgan,

Please find attached the NIRCC comments for the SR 1 Roadway Improvements project. Let our office know if you have any questions.

Thanks,  
Debbie

---

**From:** Grey, Morgan <[mgrey@structurepoint.com](mailto:mgrey@structurepoint.com)>  
**Sent:** Tuesday, July 30, 2019 3:47 PM  
**To:** Dan Avery <[Dan.Avery@co.allen.in.us](mailto:Dan.Avery@co.allen.in.us)>



## Grey, Morgan

---

**From:** Taylor, Ashley <ATaylor@indot.IN.gov>  
**Sent:** Monday, August 19, 2019 10:58 AM  
**To:** Grey, Morgan  
**Cc:** Hope, Briana  
**Subject:** RE: Early Coordination - SR 1 Roadway Improvements (Des. No. 1601101)

Good Morning Morgan,

We have reviewed the enclosed early coordination packet and we do not have any environmental concerns regarding the project (Des. No. 1601101: SR1 Roadway Improvement Project in DeKalb County) at this time. Therefore, we will not be providing a comment letter.

Best Regards,

### Ashley Taylor

#### *Environmental Manager II*

5333 Hatfield Road  
Fort Wayne, IN 46808

**Office:** (260) 969-8262

**Email:** [ataylor@indot.in.gov](mailto:ataylor@indot.in.gov)



---

**From:** Grey, Morgan [<mailto:mgrey@structurepoint.com>]  
**Sent:** Tuesday, July 30, 2019 3:48 PM  
**To:** Novak, Karen <[KNovak@indot.IN.gov](mailto:KNovak@indot.IN.gov)>  
**Cc:** Hope, Briana <[bhope@structurepoint.com](mailto:bhope@structurepoint.com)>  
**Subject:** Early Coordination - SR 1 Roadway Improvements (Des. No. 1601101)

**\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\***

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Dear Ms. Novak,

Please find attached the Early Coordination letter prepared for the SR 1 Roadway Improvement project in DeKalb County, Indiana. Please review the attached information and supply our office with any comments your office may have regarding the proposed project.

Sincerely,



# United States Department of the Interior

## Fish and Wildlife Service



Indiana Field Office (ES)  
620 South Walker Street  
Bloomington, IN 47403-2121  
Phone: (812) 334-4261 Fax: (812) 334-4273

August 20, 2019

Ms. Morgan Grey  
American Structurepoint, Inc.  
9025 River Road, Suite 200  
Indianapolis, Indiana 46240

Project No.: Des. 1601101  
Project: SR 1 Improvements  
Location: St. Joe, DeKalb County

Dear Ms. Grey:

This responds to your letter dated July 30, 2019, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The proposed project consists of the rehabilitation of about 1.1 miles of SR 1 within the community of St. Joe, with the southern and northern sections of the project being milling and resurfacing and the main section through the community being total reconstruction. The reconstruction section will include sidewalks, curb and gutter, and a new storm sewer. The storm sewer may be extended south along 3<sup>rd</sup> Street to CR 60 and Widney Street, with a new outlet to the St. Joseph River from the intersection of CR 60 and Widney Street.

We have no concerns about the proposed project except for the proposed sewer outlet to the St. Joseph River. This outlet would be at the confluence of Bear Creek with the St. Joseph River and would affect the forested wetlands along these streams, with tree clearing likely required. We request that an alternative location be utilized for the sewer outlet, such as following SR 1 to Bear Creek or following a roadway through Riverside Cemetery to the St. Joseph River where

wetlands are not present. Any impacts to wetlands would need to be mitigated, including the replacement of trees lost to the project. This tree replacement requirement is not related to any possible mitigation needed for potential impact to the Indiana bat or northern long-eared bat under the range-wide programmatic informal consultation process.

## ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*), clubshell mussel (*Pleurobema clava*), northern riffleshell mussel (*Epioblasma torulosa rangiana*), rayed bean mussel (*Villosa fabalis*), and white cat's paw pearl mussel (*Epioblasma obliquata perobliqua*) and the threatened northern long-eared bat (*Myotis septentrionalis*). The range-wide programmatic informal consultation process will be utilized to determine impacts on the 2 bat species. The rayed bean mussel is known from the St. Joseph River but has not been found alive in the St. Joe area for many years. The other mussels are currently not known from the St. Joseph River in DeKalb County. Therefore, we agree that the proposed project is not likely to adversely affect these endangered and threatened mussel species.

This precludes the need for further consultation on this project for the mussel species as required under Section 7 of the Endangered Species Act of 1973, as amended. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation.

We appreciate the opportunity to comment on this proposed project. Please keep us informed of project planning as it progresses. For further discussion, please contact Elizabeth McCloskey at (219) 983-9753 or [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov).

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt  
Supervisor

Sent via email August 20, 2019; no hard copy to follow.

cc: Christie Stanifer, Environmental Coordinator, Division of Fish and Wildlife, Indianapolis, IN



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

January 22, 2021

Consultation Code: 03E12000-2020-SLI-1188

Event Code: 03E12000-2021-E-02900

Project Name: Des. 1601101, SR 1 Roadway Improvement

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

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List



# Official Species List

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

This species list is provided by:

**Indiana Ecological Services Field Office**

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

## Project Summary

Consultation Code: 03E12000-2020-SLI-1188  
Event Code: 03E12000-2021-E-02900  
Project Name: Des. 1601101, SR 1 Roadway Improvement  
Project Type: TRANSPORTATION  
Project Description: Des. No. 1601101: This project is located on SR 1, beginning 4.3 miles south of SR 8 and extending north 3.12 miles south of SR 8, a total distance of 1.1 miles. The project is located with the town limits of St. Joe, DeKalb County, Indiana. The project is more specifically located in Sections 15, 16, 21, and 22, Township 33 North, Range 14 East on the Saint Joe 7.5 Minute USGS Topographic Quadrangle.

From the southern project limits to CR 60, the proposed improvements of SR 1 include mill and resurfacing. From CR 60 to Washington Street, SR 1 will be reconstructed and consist of two 11-foot wide travel lanes (one lane in each direction) with curb and gutter. The four-way stop controlled intersection of Spencer and Washington Street will better handle truck turning movements by increasing the overall pavement area for trucks to maneuver. The northeast quadrant of the intersection will be widened by 6-feet, the northwest quadrant will not be widened, and the southeast and southwest quadrants of the intersection will both be widened by 5-feet. No other intersection improvements are proposed. From Spencer Street to the CSX Railway crossing, SR 1 will be reconstructed and consist of two 11-foot wide travel lanes (one lane in each direction) with 8-foot wide on street parallel parking, and curb and gutter along each side of the roadway. From the CSX Railway Crossing to the St. Joe Mobile Home Park the roadway will be reconstructed and consist of two 11-foot wide travel lanes (one lane in each direction) with curb and gutter added along each side of the roadway. The travel lanes on SR 1 just north and south of the CSX Railroad Crossing will be widened to 12 feet wide to help improve truck movements at the tracks. From the St. Joe Mobile Home Park to the Bear Creek Bridge, the pavement will be replaced. The proposed roadway will still consist of two 11-foot wide travel lanes (one lane in each direction) with no curb and gutter.

An ADA compliant 5 to 6-foot wide sidewalk with a grass buffer varying between 5-feet and 9-feet wide will be constructed. Sidewalk will be constructed on both sides of SR 1 beginning at County Road 60 and ending at the curve south of the CSX railroad crossing. From the curve south of the CSX railroad crossing to the proposed drive approach east of the St. Joe Mobile Home Park, sidewalk will be constructed on the north side of SR 1 only.

A new storm sewer with inlets will be installed in the curbed segments of

the roadway. The storm sewer will outlet into Bear Creek at the bridge on SR 1. The storm sewer will be buried underneath the roadway from the end of the curb and gutter section (St. Joe Mobile Home Park) to the Bear Creek bridge. The storm sewer outlet will require the placement of riprap for erosion control. Two culverts that cross SR1 just south of the railroad crossing will be replaced (Str. 163 & 166). The acquisition of approximately 4.321 acres of permanent right-of-way is anticipated for the completion of the project. Of the 4.321 acres, 3.883 acres is reacquisition of apparent existing right-of-way and 0.438 acre is new permanent right-of-way.

Review of the USFWS database on May 18, 2018 and April 8, 2020 did not indicate the presence of endangered bat species within a half mile of the project area. Some suitable bat summer habitat is within and adjacent to the project area. The structure inspections from 1/21/2021 did not detect evidence of bats (Str. 163 & 166). Approximately 30 trees will be cleared (all of these trees are within 100 feet of the roadway). The dominant tree species to be cleared include Norway maple, Bradford pear, silver maple, and green ash. All tree clearing will occur during bat inactive season. Construction is anticipated to occur between September 2021 and December 2022. Temporary lighting may be used during construction, but all lighting will be directed away from potential bat roosts. No permanent lighting will be added or changed.

**Project Location:**

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.31366392048979,-84.90632108713748,14z>



Counties: DeKalb County, Indiana

## Endangered Species Act Species

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

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

## Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is <b>final</b> critical habitat for this species. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"><li>▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See <a href="http://www.fws.gov/midwest/endangered/mammals/nleb/index.html">www.fws.gov/midwest/endangered/mammals/nleb/index.html</a></li></ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

## Clams

NAME	STATUS
Rayed Bean <i>Villosa fabalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/5862">https://ecos.fws.gov/ecp/species/5862</a>	Endangered

## Critical habitats

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





## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

January 25, 2021

Consultation code: 03E12000-2020-I-1188

Event Code: 03E12000-2021-E-02907

Project Name: Des. 1601101, SR 1 Roadway Improvement

Subject: Concurrence verification letter for the 'Des. 1601101, SR 1 Roadway Improvement' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des. 1601101, SR 1 Roadway Improvement** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

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

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

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

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

- Rayed Bean *Villosa fabalis* Endangered

## Project Description

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

### **Name**

Des. 1601101, SR 1 Roadway Improvement

### **Description**

Des. No. 1601101: This project is located on SR 1, beginning 4.3 miles south of SR 8 and extending north 3.12 miles south of SR 8, a total distance of 1.1 miles. The project is located with the town limits of St. Joe, DeKalb County, Indiana. The project is more specifically located in Sections 15, 16, 21, and 22, Township 33 North, Range 14 East on the Saint Joe 7.5 Minute USGS Topographic Quadrangle.

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of-way is anticipated for the completion of the project. Of the 4.321 acres, 3.883 acres is reacquisition of apparent existing right-of-way and 0.438 acre is new permanent right-of-way.

Review of the USFWS database on May 18, 2018 and April 8, 2020 did not indicate the presence of endangered bat species within a half mile of the project area. Some suitable bat summer habitat is within and adjacent to the project area. The structure inspections from 1/21/2021 did not detect evidence of bats (Str. 163 & 166). Approximately 30 trees will be cleared (all of these trees are within 100 feet of the roadway). The dominant tree species to be cleared include Norway maple, Bradford pear, silver maple, and green ash. All tree clearing will occur during bat inactive season. Construction is anticipated to occur between September 2021 and December 2022. Temporary lighting may be used during construction, but all lighting will be directed away from potential bat roosts. No permanent lighting will be added or changed.



## Determination Key Result

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

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

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

**Automatically answered**

Yes

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup>?

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

**Automatically answered**

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No

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

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

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

*Yes*

9. Will the project remove *any* suitable summer habitat<sup>[1]</sup> and/or remove/trim any existing trees **within** suitable summer habitat?

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

*Yes*

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?  
*No*

11. Have presence/probable absence (P/A) summer surveys<sup>[1][2]</sup> been conducted<sup>[3][4]</sup> **within** the suitable habitat located within your project action area?

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

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

*No*

12. Does the project include activities **within documented Indiana bat habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

*Yes*

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

*B) During the inactive season*

15. Does the project include activities **within documented NLEB habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

*Yes*

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

*B) During the inactive season*

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

*Yes*

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

*No*

20. Are *all* trees that are being removed clearly demarcated?  
Yes
21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?  
No
22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?  
No
23. Does the project include slash pile burning?  
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?  
Yes
25. Is there *any* suitable habitat<sup>[1]</sup> for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

Yes

26. Has a bridge assessment<sup>[1]</sup> been conducted **within** the last 24 months<sup>[2]</sup> to determine if the bridge is being used by bats?

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

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

Yes

#### **SUBMITTED DOCUMENTS**

- *Structure Bat Assessment Form\_1.21.2021\_Str166.pdf* <https://ecos.fws.gov/ipac/project/DRBVDGXF2JB7RIYC65GIOOJBOM/projectDocuments/98643098>
- *Structure Bat Assessment Form\_1.21.2021\_Str163.pdf* <https://ecos.fws.gov/ipac/project/DRBVDGXF2JB7RIYC65GIOOJBOM/projectDocuments/98643099>



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

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

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

No

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

No

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

No

30. Will the project involve the use of **temporary** lighting *during* the active season?

Yes

31. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

Yes

32. Will the project install new or replace existing **permanent** lighting?

No

33. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

Yes

34. Will the activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

Yes

35. Will *any* activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the inactive season<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

*Yes*

36. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

*Yes*

37. Will the project raise the road profile **above the tree canopy**?

*No*

38. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) consistent with a Not Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the active season within undocumented habitat.*

39. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season*

40. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.*

41. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

**Automatically answered**

*Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.*

42. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected*

43. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

*Yes*

44. **Tree Removal AMM 1**

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal<sup>[1]</sup> in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word "trees" as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS' current summer survey guidance for our latest definitions of suitable habitat.

*Yes*

45. **Tree Removal AMM 3**

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

*Yes*

**46. Tree Removal AMM 4**

Can the project avoid cutting down/removal of *all* (1) **documented**<sup>[1]</sup> Indiana bat or NLEB roosts<sup>[2]</sup> (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

**47. Lighting AMM 1**

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

Yes

## Project Questionnaire

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

No

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

Yes

3. How many acres<sup>[1]</sup> of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

0.10

4. Please describe the proposed bridge work:

*Two culverts that cross SR1 just south of the railroad crossing will be replaced (Structure 163 and 166).*

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

*Between Fall 2021 and December 2022*

6. Please enter the date of the bridge assessment:

*January 21, 2021*

## Avoidance And Minimization Measures (AMMs)

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

**TREE REMOVAL AMM 1**

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

**LIGHTING AMM 1**

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

**TREE REMOVAL AMM 2**

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

**TREE REMOVAL AMM 3**

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

**TREE REMOVAL AMM 4**

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

**GENERAL AMM 1**

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










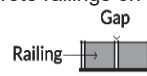

## **Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat**

This key was last updated in IPaC on December 29, 2020. Keys are subject to periodic revision.

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

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

# Bridge/Structure Bat Assessment Form

Date & Time of Assessment January 21, 2021 Afternoon	DOT Project Number Des. 1601101	Route/Facility Carried SR 1 Railroad Street	County DeKalb
Federal Structure ID N/A Str. 163	Structure Coordinates (latitude and longitude) 41.31548, -84.89867	Structure Height (approximate) 12-inch	Structure Length 118-feet
<b>Structure Type (check one)</b>		<b>Structure Material (check all that apply)</b>	
<b>Bridge Construction Style</b>		<b>Deck Material</b>	<b>Beam Material</b>
<input type="radio"/> Cast-in-place 	<input type="radio"/> Pre-stressed Girder 	<input type="checkbox"/> Metal	<input type="checkbox"/> None
<input type="radio"/> Flat Slab/Box 	<input type="radio"/> Steel I-beam 	<input type="checkbox"/> Concrete	<input type="checkbox"/> Concrete
<input type="radio"/> Truss 	<input type="radio"/> Covered 	<input type="checkbox"/> Timber	<input type="checkbox"/> Steel
<input type="radio"/> Parallel Box Beam 	<input type="radio"/> Other:	<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber
		<input type="checkbox"/> Other:	<input type="checkbox"/> Other:
<b>Culvert Type</b>	<b>Other Structure</b>	<b>End/Back Wall Material</b>	
<input type="radio"/> Box	<input type="radio"/>	<input type="checkbox"/> Concrete	<input type="checkbox"/> Concrete
<input checked="" type="radio"/> Pipe/Round	<input type="radio"/>	<input type="checkbox"/> Plastic	<input type="checkbox"/> Timber
<input type="radio"/> Other:	<input type="radio"/>	<input type="checkbox"/> Stone/Masonry	<input type="checkbox"/> Stone/Masonry
		<input type="checkbox"/> Other:	<input type="checkbox"/> Other:
<b>Crossings Traversed (check all that apply)</b>		<b>Culvert Material</b>	
<input type="checkbox"/> Bare ground	<input type="checkbox"/> Open vegetation	<input checked="" type="checkbox"/> Metal	<b>Creosote Evidence</b> <input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> Unknown
<input checked="" type="checkbox"/> Rip-rap	<input type="checkbox"/> Closed vegetation	<input type="checkbox"/> Concrete	
<input type="checkbox"/> Flowing water	<input type="checkbox"/> Railroad	<input type="checkbox"/> Plastic	
<input type="checkbox"/> Standing water	<input checked="" type="checkbox"/> Road/trail - Type: Major Collector Road	<input type="checkbox"/> Stone/Masonry	
<input type="checkbox"/> Seasonal water	<input type="checkbox"/> Other:	<input type="checkbox"/> Other:	
<b>Areas Assessed (check all that apply)</b>		<b>Surrounding Habitat (check all that apply)</b>	
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
<b>Area (check if assessed)</b>	<b>Assessment Notes</b>	<b>Evidence of Bats (include photos if present)</b>	
<input type="checkbox"/> All crevices and cracks: <b>Bridges/culverts:</b> rough surfaces or imperfections in concrete <b>Other structures:</b> soffits, rafters, attic areas	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Concrete surfaces (open roosting on concrete)	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Spaces between concrete end walls and the bridge deck	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck 	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Vertical surfaces on concrete I-beams	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> Spaces between walls, ceiling joists	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input checked="" type="checkbox"/> Weep holes, scupper drains, and inlets/pipes	<input type="checkbox"/> Not present No evidence of bats observed.	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> All guiderails	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
<input type="checkbox"/> All expansion joints	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Audible	<input type="checkbox"/> Species
		<input type="checkbox"/> Guano	<input type="checkbox"/> Odor
		<input type="checkbox"/> Staining	<input type="checkbox"/> Photos
Name: Leah C. Perry		Signature: 	

# Bridge/Structure Bat Assessment Form

Date & Time of Assessment January 21, 2021 Afternoon	DOT Project Number Des. 1601101	Route/Facility Carried SR 1	County DeKalb
Federal Structure ID N/A Str. 166	Structure Coordinates (latitude and longitude) 41.315810, -84.898585	Structure Height (approximate) 12-inch	Structure Length 134-feet
<b>Structure Type (check one)</b>		<b>Structure Material (check all that apply)</b>	
<b>Bridge Construction Style</b>		<b>Deck Material</b>	<b>Beam Material</b>
<input type="radio"/> Cast-in-place	<input type="radio"/> Pre-stressed Girder	<input type="checkbox"/> Metal	<input type="checkbox"/> None
<input type="radio"/> Flat Slab/Box	<input type="radio"/> Steel I-beam	<input type="checkbox"/> Concrete	<input type="checkbox"/> Concrete
<input type="radio"/> Truss	<input type="radio"/> Covered	<input type="checkbox"/> Timber	<input type="checkbox"/> Steel
<input type="radio"/> Parallel Box Beam	<input type="radio"/> Other:	<input type="checkbox"/> Open grid	<input type="checkbox"/> Timber
		<input type="checkbox"/> Other:	<input type="checkbox"/> Other:
<b>Culvert Type</b>	<b>Other Structure</b>	<b>Culvert Material</b>	<b>Creosote Evidence</b>
<input type="radio"/> Box	<input type="radio"/>	<input type="checkbox"/> Metal	<input type="radio"/> Yes <input type="radio"/> No
<input checked="" type="radio"/> Pipe/Round	<input type="radio"/>	<input type="checkbox"/> Concrete	<input type="radio"/> Unknown
<input type="radio"/> Other:		<input checked="" type="checkbox"/> Plastic	<b>Notes:</b>
		<input type="checkbox"/> Stone/Masonry	
		<input type="checkbox"/> Other:	
<b>Crossings Traversed (check all that apply)</b>		<b>Surrounding Habitat (check all that apply)</b>	
<input type="checkbox"/> Bare ground	<input type="checkbox"/> Open vegetation	<input type="checkbox"/> Agricultural	<input type="checkbox"/> Grassland
<input checked="" type="checkbox"/> Rip-rap	<input type="checkbox"/> Closed vegetation	<input type="checkbox"/> Commercial	<input type="checkbox"/> Ranching
<input type="checkbox"/> Flowing water	<input type="checkbox"/> Railroad	<input checked="" type="checkbox"/> Residential-urban	<input type="checkbox"/> Riparian/wetland
<input type="checkbox"/> Standing water	<input checked="" type="checkbox"/> Road/trail - Type: Major Collector Road	<input type="checkbox"/> Residential-rural	<input type="checkbox"/> Mixed use
<input type="checkbox"/> Seasonal water	<input type="checkbox"/> Other:	<input type="checkbox"/> Woodland/forested	<input type="checkbox"/> Other:
<b>Areas Assessed (check all that apply)</b>			
Check all areas that apply. If an area is not present in the structure, check the "not present" box. Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.			
<b>Area (check if assessed)</b>	<b>Assessment Notes</b>	<b>Evidence of Bats (include photos if present)</b>	
<input type="checkbox"/> All crevices and cracks: <b>Bridges/culverts:</b> rough surfaces or imperfections in concrete <b>Other structures:</b> soffits, rafters, attic areas	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input type="checkbox"/> Concrete surfaces (open roosting on concrete)	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input type="checkbox"/> Spaces between concrete end walls and the bridge deck	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input type="checkbox"/> Vertical surfaces on concrete I-beams	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input type="checkbox"/> Spaces between walls, ceiling joists	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input checked="" type="checkbox"/> Weep holes, scupper drains, and inlets/pipes	<input type="checkbox"/> Not present No evidence of bats observed.	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input type="checkbox"/> All guiderails	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
<input type="checkbox"/> All expansion joints	<input checked="" type="checkbox"/> Not present	<input type="checkbox"/> Visual - live #	<input type="checkbox"/> dead #
		<input type="checkbox"/> Guano	<input type="checkbox"/> Audible
		<input type="checkbox"/> Staining	<input type="checkbox"/> Odor
			<input type="checkbox"/> Photos
			<input type="checkbox"/> Species
Name: Leah C. Perry		Signature:	

**FW: Early Coordination – SR 1 Roadway Improvements (Des. No. 1601101)**

Project Comments – SR 1 Roadway Improvements (Des. No. 1601101) comments:

- Sidewalks should be built along both sides of SR 1 from CR 60 to Washington Street. Currently residents on the east side of the street either have no sidewalk or walk along SR 1 or they have to cross SR 1 with no crossing to reach a sidewalk.
- Sidewalks need to continue along SR 1/ Washington Street from south of the CSX Railway crossing to the St. Joe Mobile Home Park along both sides of the road. Residents have no sidewalks and must walk along SR 1/ Washington Street to access downtown St. Joe.
- Storm Drains connecting from Washington Street to Third Street

Early Coordination – SR 1 Roadway Improvements (Des. 1601101) comments:

- Hazardous items
  - Leaking underground storage tank located at the northeast corner of Washington Street and Spencer Street was adequately remedied as of December 30, 1998 by Creek Run Environmental Engineering.
  - Leaking underground storage tank located on the north side of Washington Street between Third Street and Widney Street has been remedied and no further action needed as of February 9, 2007 as determined by Indiana Department of Environmental Management.
  - Leaking underground storage tank located at the northeast corner of Washington Street and Fourth Street has been remedied in 2014 by Creek Run Environmental Engineering. It is on a currently monitoring plan as approved by IDEM.

Questions – SR 1 Roadway Improvements (Des. No. 1601101):

- What are the plans with Third Street
  - Does this include storm drains to drain Washington Street to the St. Joe River?
  - Will the storm drains be placed under the roadway and will the roadway be replaced?
  - Can Third Street from Jefferson Street to CR 60 be widened to a two lane road?
- Storm drains along Washington Street
  - There is currently a drain for the storm drains at the east end of Washington Street that runs through a resident's property at 104 Washington Street and drains behind the property. What are the plans for this?
- Sidewalks along Washington Street
  - What are the plans for sidewalks for 209 Washington Street -207 Washington Street? Currently this is all concrete as there are steps and a wheelchair accessible ramp that is needed for the restaurant. There is no grass barrier and is not a 5 foot wide sidewalk.

## Perry, Leah

---

**From:** Perry, Leah  
**Sent:** Friday, May 29, 2020 2:28 PM  
**To:** 'townstjoein@gmail.com'  
**Cc:** Hope, Briana; Paul, Rick  
**Subject:** RE: Early Coordination - SR 1 Roadway Improvements (Des. No. 1601101)  
**Attachments:** SR 1 Roadway Improvement Letter\_Town of St Joe.pdf;  
SR1RoadwayImprovement\_Des1601101\_ECL\_TownBoard.pdf

Allison,

Thank you for your early coordination response. Your design recommendations have been passed along to the designer. In regards to your question about what are the plans with Third Street, the project currently has no impacts planned along Third Street. In regards to your drainage questions, existing drainage will be maintained as much as possible. The drain that runs through a resident's property at 104 Washington Street will be investigated during the project's preliminary field check. Regarding sidewalks, the sidewalk will be brought up to ADA standards if technically feasible.

Sincerely,

---

Leah Perry

**Environmental Specialist**  
9025 River Road, Suite 200  
Indianapolis, IN 46240  
317.547.5580 [OFFICE](#)  
[structurepoint.com](#) [WEB](#)



*Best Places to Work in Indiana  
Best Employers in Ohio*

**From:** CLERK TREASURER <[townstjoein@gmail.com](mailto:townstjoein@gmail.com)>  
**Sent:** Tuesday, August 27, 2019 10:23 AM  
**To:** Grey, Morgan <[mgrey@structurepoint.com](mailto:mgrey@structurepoint.com)>  
**Subject:** Re: Early Coordination - SR 1 Roadway Improvements (Des. No. 1601101)

Morgan,

I have attached the comments regarding the SR 1 Roadway Improvements.

Sincerely,  
Allison McKean  
Clerk Treasurer  
Town of St. Joe  
[www.stjoeindiana.org](http://www.stjoeindiana.org)  
260-337-5449 (Office)





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

Morgan Grey  
American Structurepoint, Inc.  
(317) 547-5580  
mgrey@structurepoint.com

August 22, 2019

**Re: Early Coordination Review, Des. 1601101**

State Road 1 Roadway Improvement, beginning 4.3 miles south of SR 8 and extending north 3.12 miles south of SR 8, St. Joe, DeKalb County, Indiana

Dear Mr. Grey:

The Indiana Department of Transportation (INDOT) Environmental Services Division (ESD) appreciates the opportunity to assist you on the project referenced above. Pursuant to your early coordination request for an environmental review, we have performed a preliminary search of the project area.

There appears to be at least **one** active project you should be aware of that is within roughly 500 feet (south) of Des. 1601101's project area. A summary of this project is provided below. Contact information for the project manager is listed below if you would like to request additional information.

**DES: 1900075** - Box Culvert Replacement on Route SR 1; Over UNT of Wade Ditch, 3.55 Miles North of Allen/Dekalb County Line (just south of the 1900075 project area on SR 1)

Project Sponsor: Indiana Department of Transportation

Project Manager: Jesse Boley – 260-399-7329, or [boley@indot.in.gov](mailto:boley@indot.in.gov)

Timeline: Ready for Contracts on 07/05/2023

Appropriate hazardous materials investigations should be conducted in areas of excavation. If during the Hazardous Material investigation sites are identified that have a reasonable potential to impact the project area(s), ESD recommends that the Indiana Department of Environmental Management's (IDEM) Virtual File Cabinet (VFC) be consulted. The VFC will provide information that is useful in assessing the risk of impacts.

If your project will require the use of state right-of-way please contact the In-House Services Manager at the INDOT Fort Wayne District Office.

As always, be sure to follow all applicable processes as well as federal and state laws and local requirements. Thank you for the opportunity to assist you with your project. If you have any questions, please contact a member of my staff, Tomas A. Beauchamp – 317-234-5071, or TBeauchamp@indot.in.gov

Sincerely,

A handwritten signature in blue ink, appearing to read "Ron Bales". The signature is stylized with a large initial "R" and a long, sweeping underline.

Ron Bales  
Environmental Policy Manager,  
Environmental Services Division



**DEPARTMENT OF THE ARMY**  
DETROIT DISTRICT, CORPS OF ENGINEERS  
477 MICHIGAN AVE.  
DETROIT, MICHIGAN 48226-2550

**AUG 23 2019**

Morgan Grey  
American Structurepoint, Inc.  
9025 River Road, Suite 200  
Indianapolis IN 46240

Dear Ms. Grey:

This is in response to your July 30, 2019, request for comments on the proposed roadway improvement project for State Road (SR) 1, in the Town of St. Joe, DeKalb County, Indiana (Des. No. 1601101). The project includes milling and resurfacing of SR 1 at either end of town; reconstruction with curbs, gutters, storm sewers, and drainage inlets through town; and the addition of parallel parking lanes and ADA-compliant walkways along Washington Street from Spencer Street to the railroad crossing. Additionally, a storm sewer may be included along 3<sup>rd</sup> Street to discharge directly into the St. Joseph River. The following information is provided in accordance with our responsibilities under our Regulatory and Civil Works Programs.

Your project may require a Department of the Army Permit. Any of the proposed work that occurs within a water of the United States or adjacent wetlands, will likely require prior authorization through our regulatory permit process. For further information on permit requirements and the application process, please contact the Michiana Branch, Regulatory Office, South Bend, Indiana, at 574-232-1952.

There are no current plans under our Civil Works Program to develop waterways in the vicinity of your project; nor do we have any current or proposed flood risk management studies for the area described in your letter.

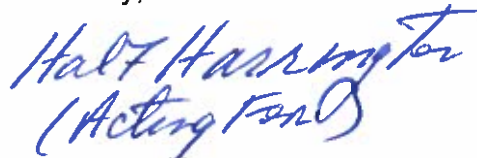
Review of the applicable National Flood Insurance Program Flood Insurance Rate Map indicates that the segment east of the trailer park (extending to the Bear Creek Bridge) is in a Federally mapped floodplain (Enclosure 1). Milling and resurfacing in this area should not impact the floodplain, provided the road surface elevation does not change and no fill is deposited within the floodplain. An extension of the storm sewer along 3<sup>rd</sup> street, if pursued, would involve work in a Federally mapped floodway where the sewer extends to the St. Joseph River (Enclosure 2). Any work that alters the flow capacity of the floodway could impact flood elevations in nearby areas.

We recommend that you coordinate with local officials and with the Indiana Department of Natural Resources regarding the applicability of floodplain permits prior to construction. This coordination would help ensure compliance with local and state

floodplain management regulations and acts, such as the Indiana Flood Control Act (IC 13-2-22). If you obtain information that any part of your project would impact the floodplain, you should consider other alternatives that, to the extent possible, avoid or minimize adverse impacts associated with use of the floodplain.

We appreciate the opportunity to comment on the proposed roadway improvement project for State Road (SR) 1, in the Town of St. Joe, DeKalb County, Indiana. Questions regarding our Regulatory Program can be directed to Mr. Donald Reinke, Chief, Compliance and Enforcement Branch, Detroit District Regulatory Office, at 313-226-6812. Any other questions may be directed to Mr. Paul Allarding of my staff at 313-226-7590 or me at 313-226-2476.

Sincerely,

A handwritten signature in blue ink that reads "Halt Harrington" on the top line and "(Acting For)" on the bottom line.

Charles A. Uhlarik, Chief  
Environmental Analysis Branch

Enclosures (2)

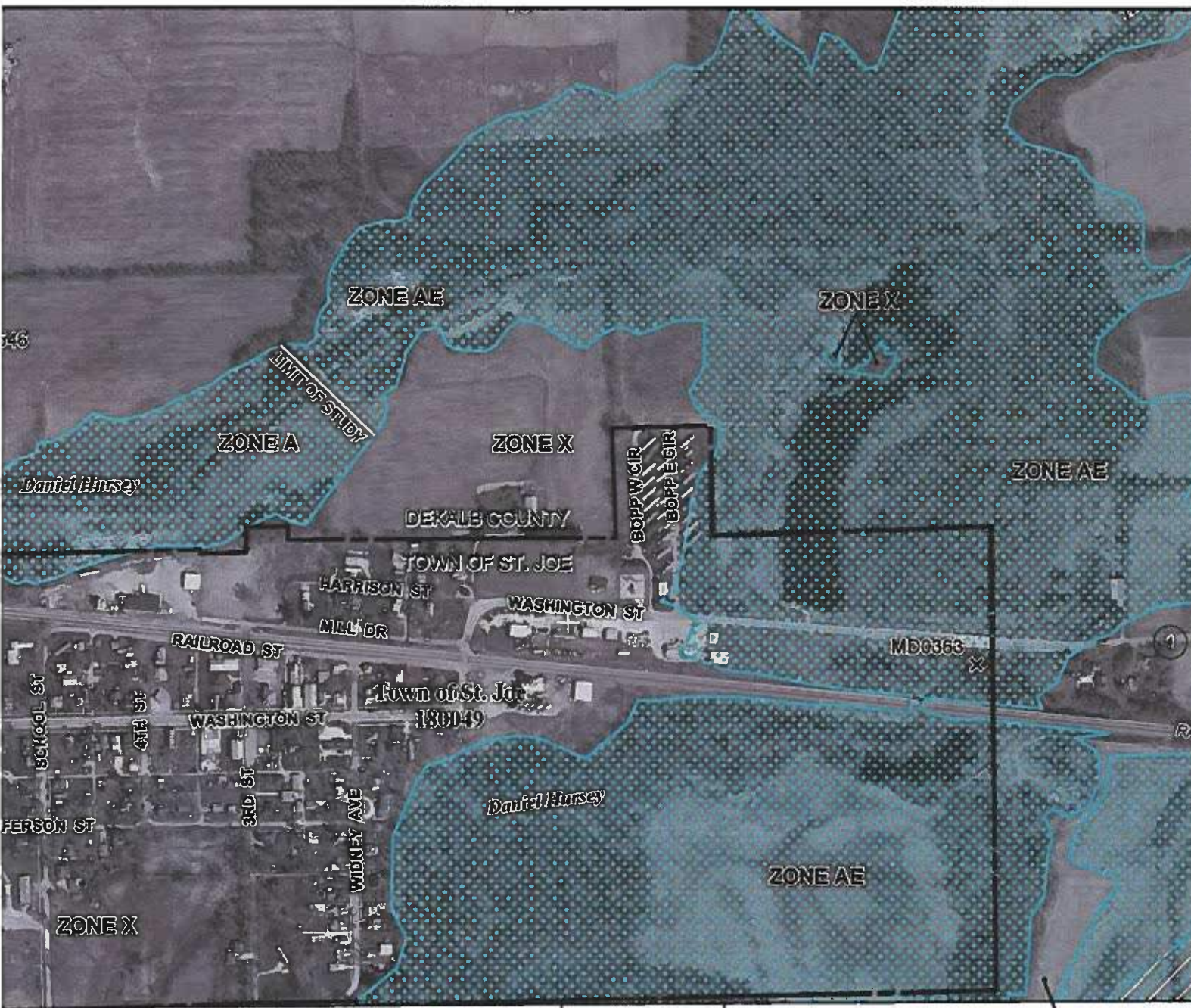
Copies furnished:

Greg Mausolf, Corps Floodplain Management Services, Detroit  
Don Reinke, Corps Regulatory Office, Detroit





MAP SCALE 1" = 500'



PANEL 0259E

**FIRM**  
 FLOOD INSURANCE RATE MAP  
 DEKALB COUNTY,  
 INDIANA  
 AND INCORPORATED AREAS

PANEL 259 OF 295  
 (SEE MAP INDEX FOR FIRM PANEL LA)

CONTAINS:

COMMUNITY	NUMBER	PANEL
DEKALB COUNTY	180044	0259
ST. JOE TOWN OF	180049	0259

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number above should be used on insurance applications for this community.

EFFECTIVE DATE: SEPTEMBER 29, 2006  
 MAP NUMBER: 18033CI



Maumee River Basin Commission  
 Federal Emergency Management Agency

This is an official copy of a portion of the above referenced map. It was extracted using F-MIT On-Line. This map does not reflect amendments which may have been made subsequent to the title block. For the latest product information about National Program flood maps check the FEMA Flood Map Store at [www.fema.gov](http://www.fema.gov)

676000E

JOINS PANEL 0267

ZONE X



84° 54' 22.5"

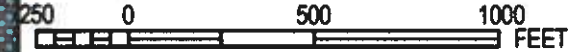
45.0"

540000 F

National Flood Insurance Program at 1-800-638-6620.



MAP SCALE 1" = 500'



PANEL 0267E

**FIRM**

**FLOOD INSURANCE RATE MAP  
DEKALB COUNTY,  
INDIANA  
AND INCORPORATED AREAS**

**PANEL 267 OF 295  
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)**

**CONTAINS:**

COMMUNITY	NUMBER	PANEL	SUFFIX
DEKALB COUNTY	180044	0267	E
ST. JOEL TOWN OF	180049	0267	E

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

**EFFECTIVE DATE      MAP NUMBER  
SEPTEMBER 29, 2006    18033C0267E**



**Maumee River Basin Commission  
Federal Emergency Management Agency**

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at [www.msc.fema.gov](http://www.msc.fema.gov)



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

---

100 North Senate Avenue - Indianapolis, IN 46204  
(800) 451-6027 - (317) 232-8603 - [www.idem.IN.gov](http://www.idem.IN.gov)

INDOT Fort Wayne District  
Jenny Bass  
5333 Hatfield Road  
Fort Wayne , IN 46808

American Structurepoint, Inc.  
Leah Perry  
9025 River Road  
Suite 200  
Indianapolis , IN 46240

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: This project is located on SR 1, beginning 4.3 miles south of SR 8 and extending north 3.12 miles south of SR 8, a total distance of 1.1 miles. The project is located with the town limits of St. Joe, DeKalb County, Indiana. This section of SR 1 is classified as a two-lane Urban Major Collector. The posted speed limit throughout the project area varies between 30 and 40 miles per hour (MPH). The SR 1 typical roadway section through the project area consists of two 11-foot wide travel lanes, one in each direction, with paved shoulders varying in widths of 1 to 2 feet wide. Drainage along the roadway is generally conveyed via open roadside ditches, except for the section of roadway between Spencer Street and the CSX Railway crossing that is curbed with drainage inlets along both sides of the roadway. A 12-inch enclosed storm sewer is located under the northbound/eastbound travel lane. Five-foot wide sidewalks with varying grassed buffer widths are present along the west side of the roadway from CR 60 to Washington Street and both sides of the roadway from Spencer Street to the CSX Railway crossing. Parallel on-street parking lanes 8-foot, 6-inches wide are present along each side of the roadway between Spencer Street and the CSX Railway crossing. The approximate existing right-of-way varies between 20-feet and 30-feet wide east and west of the centerline of the roadway. The purpose of the project is to address the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along the SR 1 project corridor. The need for the project is evidenced by the age-related deterioration of the existing pavement, moderate longitudinal and transverse cracking, and deteriorated curbs, sidewalks, and storm sewer. Some curb ramps along the project corridor do not appear to meet current ADA standards. The current project alternative proposes the following improvements. From the southern project limits to CR 60, SR 1 would be milled and resurfaced. From CR 60 to Washington Street, SR 1 would be reconstructed and consist of two 11-foot wide travel lanes with curbs and gutters. From Spencer Street to the CSX Railway crossing, SR 1 would be reconstructed and consist of two 11-foot wide travel lanes with 8-foot wide parallel on street parking lanes, and curbs and gutters along each side of the roadway. An ADA compliant 5-foot wide sidewalk with a grass buffer varying between 5-feet and 9-feet wide would be constructed along both sides of the roadway from Spencer Street to the CSX Railway crossing. From the St. Joe Mobile Home Trailer Park to Bear Creek Bridge, SR 1 would be milled and resurfaced. A new storm sewer with drainage inlets would be installed in curbed segments of the roadway. The proposed storm sewer network for SR 1 may be extended south along 3rd Street and outlet directly into the St. Joseph River. It is anticipated that additional permanent and temporary right-of-way acquisition, greater than 0.50 acre, would be required to complete the proposed project. However, it is unknown at this time how much temporary and permanent right-of-way would be needed. Exact amounts will be determined as the design develops. No relocations are anticipated.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a

copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
  - IC 14-26-2 Lakes Preservation Act 312 IAC 11
  - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
  - IC 14-28-1 Flood Control Act 310 IAC 6-1
  - IC 14-29-1 Navigable Waterways Act 312 IAC 6
  - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
  - IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
  - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may



apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD)  
(<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm>  
(<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

## AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations.

Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm> (<http://www.in.gov/idem/4148.htm>)) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>.)

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit:

[http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf)

([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>

(<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm>

(<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html>

(<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978 , or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited

during the months April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: [www.ai.org/legislative/iac/t03260/a00020.pdf](http://www.ai.org/legislative/iac/t03260/a00020.pdf) (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

## LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

## FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that is it the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

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## Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

## Project Description

This project is located on SR 1, beginning 4.3 miles south of SR 8 and extending north 3.12 miles south of SR 8, a total distance of 1.1 miles. The project is located with the town limits of St. Joe, DeKalb County, Indiana. This section of SR 1 is classified as a two-lane Urban Major Collector. The posted speed limit throughout the project area varies between 30 and 40 miles per hour (MPH). The SR 1 typical roadway section through the project area consists of two 11-foot wide travel lanes, one in each direction, with paved shoulders varying in widths of 1 to 2 feet wide. Drainage along the roadway is generally conveyed via open roadside ditches, except for the section of roadway between Spencer Street and the CSX Railway crossing that is curbed with drainage inlets along both sides of the roadway. A 12-inch enclosed storm sewer is located under the northbound/eastbound travel lane. Five-foot wide sidewalks with varying grassed buffer widths are present along the west side of the roadway from CR 60 to Washington Street and both sides of the roadway from Spencer Street to the CSX Railway crossing. Parallel on-street parking lanes 8-foot, 6-inches wide are present along each side of the roadway between Spencer Street and the CSX Railway crossing. The approximate existing right-of-way varies between 20-feet and 30-feet wide east and west of the centerline of the roadway. The purpose of the project is to address the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along the SR 1 project corridor. The need for the project is evidenced by the age-related deterioration of the existing pavement, moderate longitudinal and transverse cracking, and deteriorated curbs, sidewalks, and storm sewer. Some curb ramps along the project corridor do not appear to meet current ADA standards. The current project alternative proposes the following improvements. From the southern project limits to CR 60, SR 1 would be milled and resurfaced. From CR 60 to Washington Street, SR 1 would be reconstructed and consist of two 11-foot wide travel lanes



with curbs and gutters. From Spencer Street to the CSX Railway crossing, SR 1 would be reconstructed and consist of two 11-foot wide travel lanes with 8-foot wide parallel on street parking lanes, and curbs and gutters along each side of the roadway. An ADA compliant 5-foot wide sidewalk with a grass buffer varying between 5-feet and 9-feet wide would be constructed along both sides of the roadway from Spencer Street to the CSX Railway crossing. From the St. Joe Mobile Home Trailer Park to Bear Creek Bridge, SR 1 would be milled and resurfaced. A new storm sewer with drainage inlets would be installed in curbed segments of the roadway. The proposed storm sewer network for SR 1 may be extended south along 3rd Street and outlet directly into the St. Joseph River. It is anticipated that additional permanent and temporary right-of-way acquisition, greater than 0.50 acre, would be required to complete the proposed project. However, it is unknown at this time how much temporary and permanent right-of-way would be needed. Exact amounts will be determined as the design develops. No relocations are anticipated.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 12/15/2020

Signature of the INDOT  
Project Engineer or Other Responsible Agent

Jenny Bass

Jenny Bass

Date: December 14, 2020

Signature of the  
For Hire Consultant

Leah C Perry

Leah Perry

## Organization and Project Information

**Project ID:** 2017.02101  
**Des. ID:** 1601101  
**Project Title:** SR 1 Roadway Improvement  
**Name of Organization:** American Structurepoint, Inc.  
**Requested by:** Leah Perry

## Environmental Assessment Report

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

\*All map layers from Indiana Map ([maps.indiana.edu](http://maps.indiana.edu))

### **DISCLAIMER:**

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

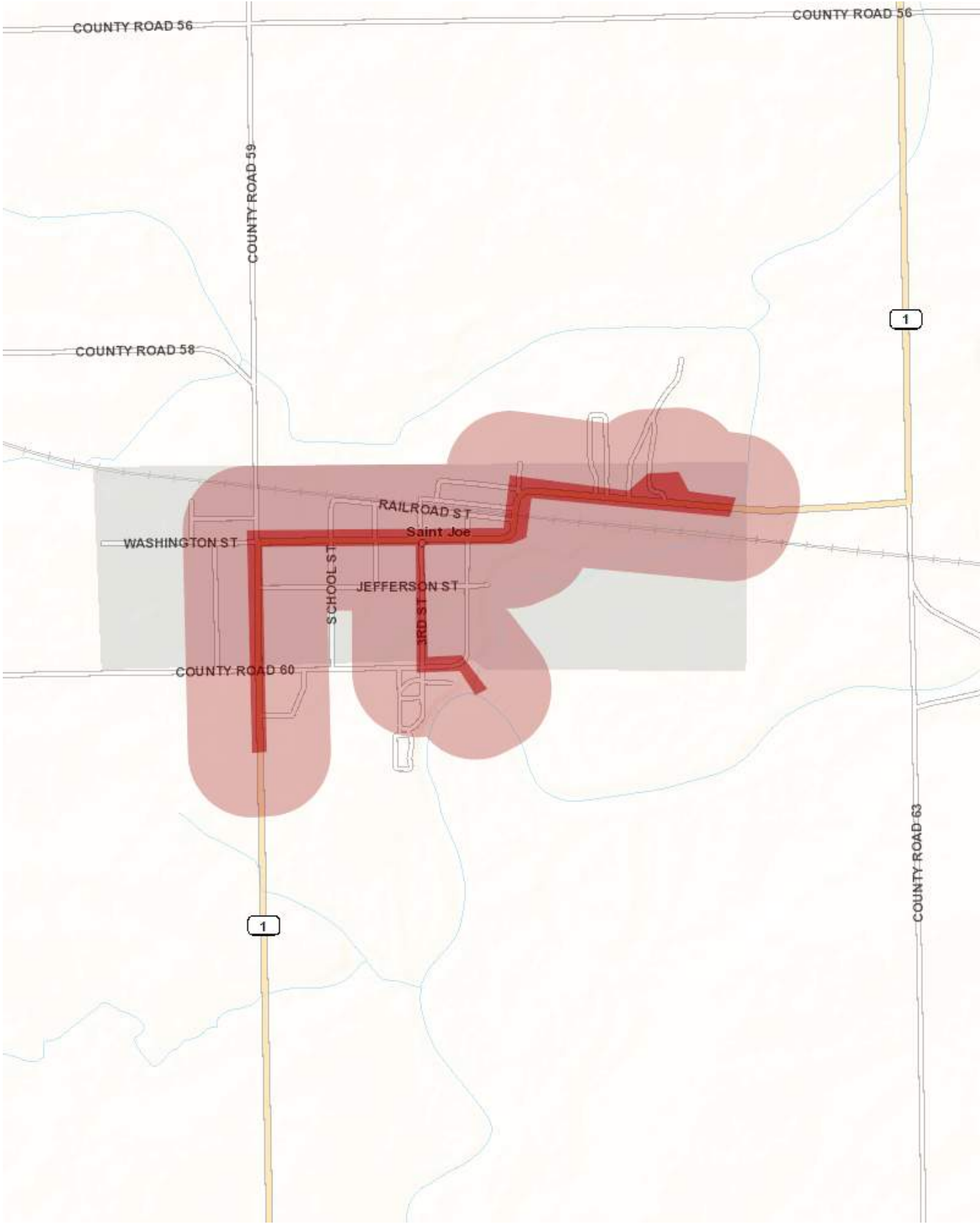
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)

Phone: 812 855-7428

Date: December 10, 2019



# Metadata:

- [https://maps.indiana.edu/metadata/Geology/Petroleum\\_Wells.html](https://maps.indiana.edu/metadata/Geology/Petroleum_Wells.html)
- [https://maps.indiana.edu/metadata/Geology/Seismic\\_Earthquake\\_Liquefaction\\_Potential.html](https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html)
- [https://maps.indiana.edu/metadata/Geology/Industrial\\_Minerals\\_Sand\\_Gravel\\_Resources.html](https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html)
- [https://maps.indiana.edu/metadata/Hydrology/Floodplains\\_FIRM.html](https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html)
- [https://maps.indiana.edu/metadata/Geology/Bedrock\\_Geology.html](https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html)

## Perry, Leah

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**From:** Turnbow, Alisha <ATurnbow@idem.IN.gov>  
**Sent:** Friday, December 20, 2019 6:09 PM  
**To:** Perry, Leah  
**Cc:** Hope, Briana  
**Subject:** RE: SR 1 Roadway Improvement Project, Des. 1601101, Source Water Area

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Leah,

The project is located in the Source Water Area for Fort Wayne – 3 Rivers Filtration Plant. The contact is Mike Gierscher and they can be reached at [mike.gierscher@cityoffortwayne.org](mailto:mike.gierscher@cityoffortwayne.org) or 260-427-1338. The project is also within 1000 feet of the Wellhead Protection Area for St. Joe Water Department, you don't have to contact St. Joe but if you would like you can reach Donald Papai at [dpapai@sandhillenviro.com](mailto:dpapai@sandhillenviro.com) or 260-349-5932.

Let me know if you have any questions.

Sincerely,



Alisha Turnbow  
Environmental Manager  
Office of Water Quality  
Drinking Water Branch, Groundwater Section  
(317) 233-9158 • [aturnbow@idem.IN.gov](mailto:aturnbow@idem.IN.gov)

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Indiana Department of Environmental Management



**IDEM values your feedback.**

I have the honor to acknowledge the receipt of your letter and to thank you for your interest in the work of the Indiana Department of Environmental Management.



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**From:** Perry, Leah [<mailto:lperry@structurepoint.com>]  
**Sent:** Wednesday, December 18, 2019 2:19 PM  
**To:** Turnbow, Alisha <ATurnbow@idem.IN.gov>  
**Cc:** Hope, Briana <[bhope@structurepoint.com](mailto:bhope@structurepoint.com)>  
**Subject:** SR 1 Roadway Improvement Project, Des. 1601101, Source Water Area

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Alisha,

I checked the Wellhead Protection Area locator tool for the SR 1 Roadway Improvement project in St. Joe, Dekalb County, Indiana. I saw that the project is within a Source Water Area. Can you please send me the contact information for this area? I have attached the .pdf generated from the Wellhead Protection Area locator website and have attached project location mapping.

Thank you,



December 30, 2019

Morgan Grey  
American StructurePoint  
9025 River Road, Suite 200  
Indianapolis, Indiana 46240

Dear Ms. Grey:

The proposed project to proceed with roadway improvements along State Road 1 in DeKalb County, Indiana, (Des No 1601101) as referred to in your letter received July 30, 2019, will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

**JERRY RAYNOR** Digitally signed by JERRY RAYNOR  
Date: 2020.01.06 23:01:16 -05'00'

JERRY RAYNOR  
State Conservationist

Enclosures



**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request <b>July 30, 2019</b>			
Name of Project <b>DES1601101 SR 1 Road Improvement</b>		Federal Agency Involved			
Proposed Land Use <b>Pavement Replacement</b>		County and State <b>DeKalb County, Indiana</b>			
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS <b>12/13/2019</b>		Person Completing Form: <b>JRA</b>	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Acres Irrigated	
				Average Farm Size <b>206 ac</b>	
Major Crop(s) <b>Corn</b>		Farmable Land In Govt. Jurisdiction Acres: <b>226810 % 97</b>		Amount of Farmland As Defined in FPPA Acres: <b>210956 % 91</b>	
Name of Land Evaluation System Used <b>LESA</b>		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS <b>12/30/2019</b>	
<b>PART III</b> (To be completed by Federal Agency)		<b>Alternative Site Rating</b>			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		<b>1.70</b>			
B. Total Acres To Be Converted Indirectly		<b>0</b>			
C. Total Acres In Site		<b>1.70</b>			
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		<b>0.71</b>			
B. Total Acres Statewide Important or Local Important Farmland		<b>0.00</b>			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<b>&lt;0.001</b>			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		<b>89</b>			
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		<b>69</b>			
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		<b>Maximum Points</b>	Site A	Site B	Site C
1. Area In Non-urban Use		(15)	<b>15</b>		
2. Perimeter In Non-urban Use		(10)	<b>1</b>		
3. Percent Of Site Being Farmed		(20)	<b>1</b>		
4. Protection Provided By State and Local Government		(20)	<b>0</b>		
5. Distance From Urban Built-up Area		(15)	<b>0</b>		
6. Distance To Urban Support Services		(15)	<b>0</b>		
7. Size Of Present Farm Unit Compared To Average		(10)	<b>0</b>		
8. Creation Of Non-farmable Farmland		(10)	<b>0</b>		
9. Availability Of Farm Support Services		(5)	<b>5</b>		
10. On-Farm Investments		(20)	<b>5</b>		
11. Effects Of Conversion On Farm Support Services		(10)	<b>0</b>		
12. Compatibility With Existing Agricultural Use		(10)	<b>0</b>		
<b>TOTAL SITE ASSESSMENT POINTS</b>		<b>160</b>	<b>27</b>	<b>0</b>	<b>0</b>
<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	<b>69</b>	<b>0</b>	<b>0</b>
Total Site Assessment (From Part VI above or local site assessment)		160	<b>27</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>		<b>260</b>	<b>96</b>	<b>0</b>	<b>0</b>
Site Selected:		Date Of Selection		Was A Local Site Assessment Used?	
				YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
Reason For Selection:					
Name of Federal agency representative completing this form: <b>Leah C. Perry</b>				Date: <b>01/27/2020</b>	

(See Instructions on reverse side)

Form AD-1006 (03-02)

## Perry, Leah

---

**From:** Perry, Leah  
**Sent:** Thursday, January 7, 2021 12:51 PM  
**To:** 'Allen, John - NRCS, Indianapolis, IN'  
**Cc:** Hope, Briana; 'Ruffner, Shelby - NRCS, Indianapolis, IN'; 'rick.neilson@in.usda.gov'  
**Subject:** RE: NRCS Response Letter - Des No 1601101  
**Attachments:** SR1RoadwayImprovement\_Des1601101\_7.30.19 ECL and NRCS Response with AD1006.pdf; DES1601101\_SR 1 Road Improvement\_NRCS Farmland Conversion Impact Rating\_LCP\_1.7.2021.pdf; updated location maps.pdf

Mr. Allen,

I would like to coordinate with you to determine updated impacts to prime farmland for the SR 1 Roadway Improvements Project (Des. No. 1601101). An updated AD-1006 is attached.

The SR 1 Roadway Improvements Project no longer includes work along 3rd street that was mentioned as a potential location for a storm sewer outlet in the early coordination letter. Accordingly, anticipated impacts to farmland have decreased to 0.28 acre. I have attached updated project location mapping as well as the original early coordination letter prepared for this project along with your initial response.

Thank you,

---

**Leah Perry**  
**Environmental Specialist**  
9025 River Road, Suite 200  
Indianapolis, IN 46240  
317.547.5580 [OFFICE](#)  
[structurepoint.com](#) [WEB](#)



*Best Places to Work in Indiana  
Best Employers in Ohio*

---

**From:** Perry, Leah  
**Sent:** Monday, January 27, 2020 3:19 PM  
**To:** Ruffner, Shelby - NRCS, Indianapolis, IN <shelby.ruffner@usda.gov>  
**Subject:** RE: NRCS Response Letter - Des No 1601101

Thank you Shelby!

Please see attached completed form AD-1006 for this project for your records.

Sincerely,

## Perry, Leah

---

**From:** Andrew Schipper <Andrew.Schipper@cityoffortwayne.org>  
**Sent:** Tuesday, January 28, 2020 12:29 PM  
**To:** Perry, Leah  
**Cc:** Eric W. Ruppert; Mike Gierscher; Hope, Briana  
**Subject:** RE: SR 1 Roadway Improvement Project, Des. 1601101, within 3 Rivers Filtration Plant Source Water Area

Leah,

Our stormwater specific inlet details are located here: <https://www.cityoffortwayne.org/utilities/169-design-and-construction/3264-castings.html>

I would request that the inlets contain the language that is contained on those. It looks like the more specific language we use reads both: "DUMP NO WASTE" and "DRAINS TO RIVER".

Thank you,  
Andrew

---

**From:** Perry, Leah <lperry@structurepoint.com>  
**Sent:** Tuesday, January 28, 2020 12:13 PM  
**To:** Andrew Schipper <Andrew.Schipper@cityoffortwayne.org>  
**Cc:** Eric W. Ruppert <Eric.Ruppert@cityoffortwayne.org>; Mike Gierscher <Mike.Gierscher@cityoffortwayne.org>; Hope, Briana <bhope@structurepoint.com>  
**Subject:** RE: SR 1 Roadway Improvement Project, Des. 1601101, within 3 Rivers Filtration Plant Source Water Area

Hello Mr. Schipper,

Please find a response to your questions below in red. Please let me know if you have any questions or need any additional information.

Thank you,

---

**Leah Perry**  
**Environmental Specialist**  
9025 River Road, Suite 200  
Indianapolis, IN 46240  
317.547.5580 OFFICE  
structurepoint.com WEB



Best Places to Work in Indiana  
Best Employers in Ohio

---

**From:** Andrew Schipper [<mailto:Andrew.Schipper@cityoffortwayne.org>]  
**Sent:** Monday, January 06, 2020 7:57 AM  
**To:** Perry, Leah <[lperry@structurepoint.com](mailto:lperry@structurepoint.com)>  
**Cc:** Eric W. Ruppert <[Eric.Ruppert@cityoffortwayne.org](mailto:Eric.Ruppert@cityoffortwayne.org)>; Mike Gierscher <[Mike.Gierscher@cityoffortwayne.org](mailto:Mike.Gierscher@cityoffortwayne.org)>  
**Subject:** FW: SR 1 Roadway Improvement Project, Des. 1601101, within 3 Rivers Filtration Plant Source Water Area

Leah,

Can you respond to the following:

- Please identify what hazardous materials could be involved in the construction that may have an impact on the source water. **This is a standard roadway construction project hazardous materials such as oil/gas from machinery and asphalt could all be associated with construction. If contaminated materials are encountered they will be properly handled by trained personnel and disposed of in accordance with current regulations. In the event of a spill (gasoline, oil, etc.) the contractor shall clean them in accordance with the applicable laws, regulations and rules (INDOT standard specification 104.06).**
- With the new storm sewer being installed, is it planned to install storm inlet grates that state something along the lines of “no dumping, drains to river”? **It is currently planned to utilize INDOT standard inlet castings, which do not include a no dumping message. We can make it a project commitment for consideration to include inlet castings that include a “No dumping, drains to river” stamp. Please confirm if you would like this request to become a project commitment for consideration.**

Thank you,  
Andrew

---

**From:** Perry, Leah [<mailto:lperry@structurepoint.com>]  
**Sent:** Monday, December 30, 2019 9:22 AM  
**To:** Mike Gierscher  
**Cc:** Hope, Briana  
**Subject:** SR 1 Roadway Improvement Project, Des. 1601101, within 3 Rivers Filtration Plant Source Water Area

Mr. Gierscher,

My company is currently working with INDOT on a roadway improvement project in St. Joe, Dekalb County, Indiana. Our project is within the Source Water Area for Fort Wayne – 3 Rivers Filtration Plant. As part of the environmental coordination process, I wanted to coordinate with your agency to ensure that our project complies with your source water assessment program. I have attached the early coordination letter prepared for this project. Please let me know if you have any questions or need any additional information.

Thank you,

---

**Leah Perry**  
**Environmental Specialist**  
9025 River Road, Suite 200  
Indianapolis, IN 46240  
317.547.5580 OFFICE  
[structurepoint.com](http://structurepoint.com) WEB





## Perry, Leah

---

**From:** Everhart, Sarah  
**Sent:** Tuesday, January 26, 2021 3:05 PM  
**To:** mnance@idem.in.gov  
**Cc:** Perry, Leah; Hope, Briana; Crites, Scott; Byrd, Jeff  
**Subject:** VRP #6130201 St. Joe Service Station - INDOT SR 1 Roadway Improvement Project (Des. 1601101) Coordination  
**Attachments:** SR 1 Roadway Improvement\_Des1601101 \_DesignPages.PDF

Mark,

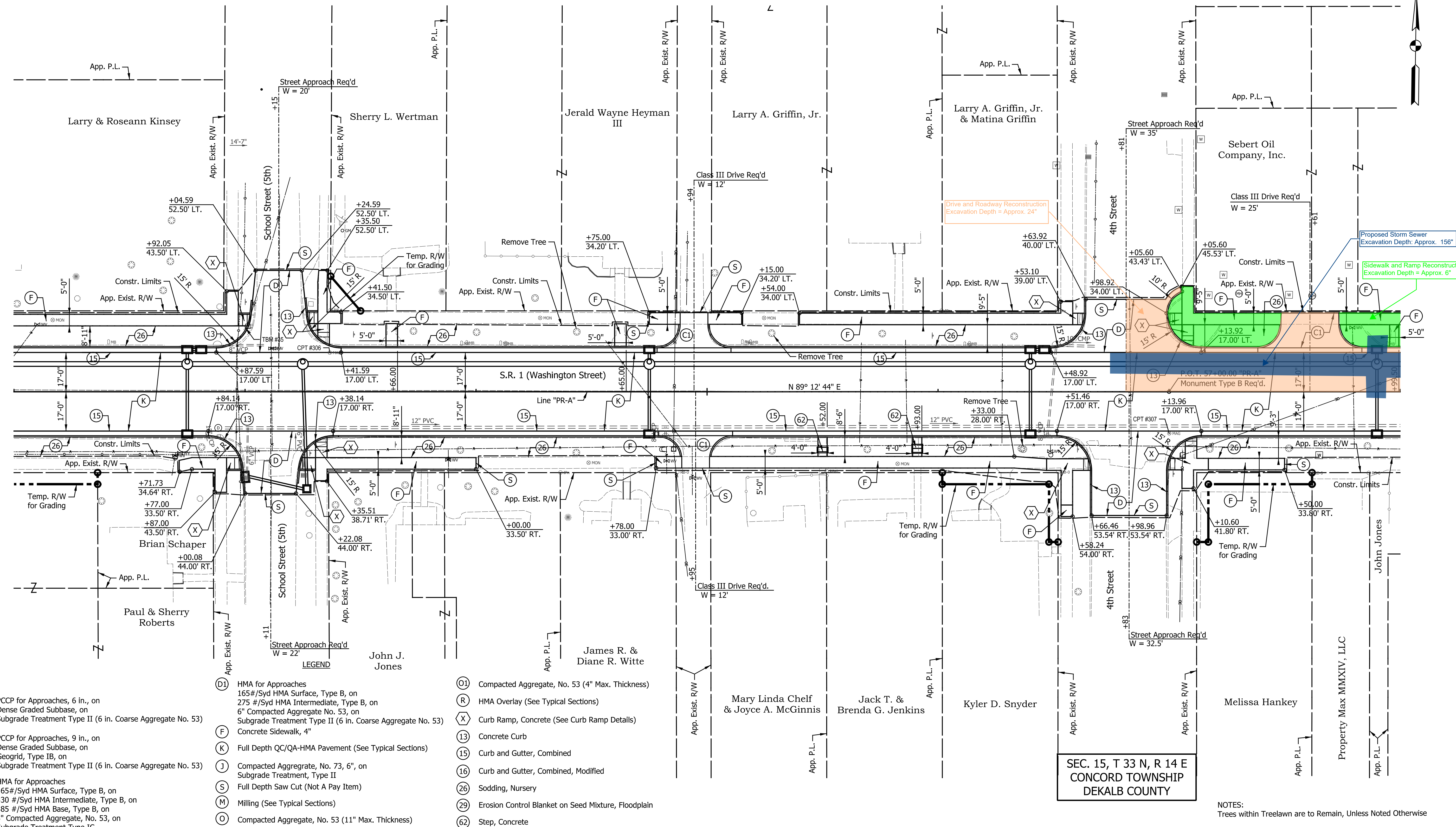
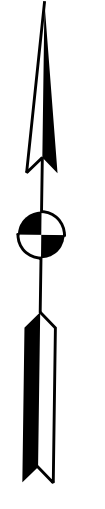
I hope you are doing well! I work for American Structurepoint, Inc. who is completing the design and environmental documentation for INDOT's SR 1 Roadway Improvement project (Des. No. 1601101) located in St. Joe, Dekalb County, IN. This roadway project is adjacent to the St. Joe Service Station (315 Washington Street, VRP #6130201) and you are listed as the project manager. We wanted to coordinate with you concerning the status of the site and if there are any specific requirements that will need to be completed for the project in relation to the site.

INDOT's project in the vicinity of the St. Joe Service Station site will reconstruct SR 1, the driveway tie-ins, and sidewalk. In addition, the project will install a new storm sewer with curb inlets. Excavation adjacent to the VRP site will be between 0.5 to 2 feet with the exception of the storm sewer installation along the curb line will be to 13 feet (see attached plans with markups). Right-of-way is not anticipated to be acquired from the St. Joe Service Station property and construction in this area will stay within the existing right-of-way. Project construction is anticipated to begin in Spring 2022. After reviewing the site information available in VFC, there are a few questions we have:

- Property's ERC – Since we are staying within the existing right-of-way and construction will not take place on the St. Joe Service Station property, we assume there would be no requirements of the ERC that INDOT's project will need to meet. Can you confirm this?
- Notice of Contamination within Right-of-Way – We noticed drafts of these letters in VFC (October 13, 2020) indicating contamination is within the right-of-way. Have these letters been finalized and sent to INDOT Environmental Services and the Town of St. Joe? We will be working with INDOT concerning the contamination, but wanted to determine if this information had been sent to them yet.
- Monitoring Wells – Based on a review of the site maps, there appears to be only one monitoring well within right-of-way, which is MW-6 along 4<sup>th</sup> Street. Can you let us know if there are any other wells that are within the right-of-way?
  - I did not see any documentation on the abandonment of the wells in VFC yet, but I assume that will be completed sometime soon since the Voluntary Remediation Completion Report has been approved. We assume these wells will most likely not be in place when INDOT's project goes to construction, but will prepare in case they have not been abandoned by that time.

Are there any specific notices or requirements that IDEM will have for INDOT's project? Please feel free to give me a call if you have any questions or concerns!

Thank you!



- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (C) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid, Type IB, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
- (D) HMA for Approaches 165#/Syd HMA Surface, Type B, on 330 #/Syd HMA Intermediate, Type B, on 385 #/Syd HMA Base, Type B, on 3" Compacted Aggregate, No. 53, on Subgrade Treatment Type IC

- LEGEND**
- (DI) HMA for Approaches 165#/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (F) Concrete Sidewalk, 4"
  - (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
  - (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
  - (S) Full Depth Saw Cut (Not A Pay Item)
  - (M) Milling (See Typical Sections)
  - (D) Compacted Aggregate, No. 53 (11" Max. Thickness)

- (O1) Compacted Aggregate, No. 53 (4" Max. Thickness)
- (R) HMA Overlay (See Typical Sections)
- (X) Curb Ramp, Concrete (See Curb Ramp Details)
- (13) Concrete Curb
- (15) Curb and Gutter, Combined
- (16) Curb and Gutter, Combined, Modified
- (26) Sodding, Nursery
- (29) Erosion Control Blanket on Seed Mixture, Floodplain
- (62) Step, Concrete

SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

NOTES:  
Trees within Treelawn are to Remain, Unless Noted Otherwise

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY
DESIGNED: JMB	DRAWN: CAK	DATE
CHECKED: SMC	CHECKED: JMB	

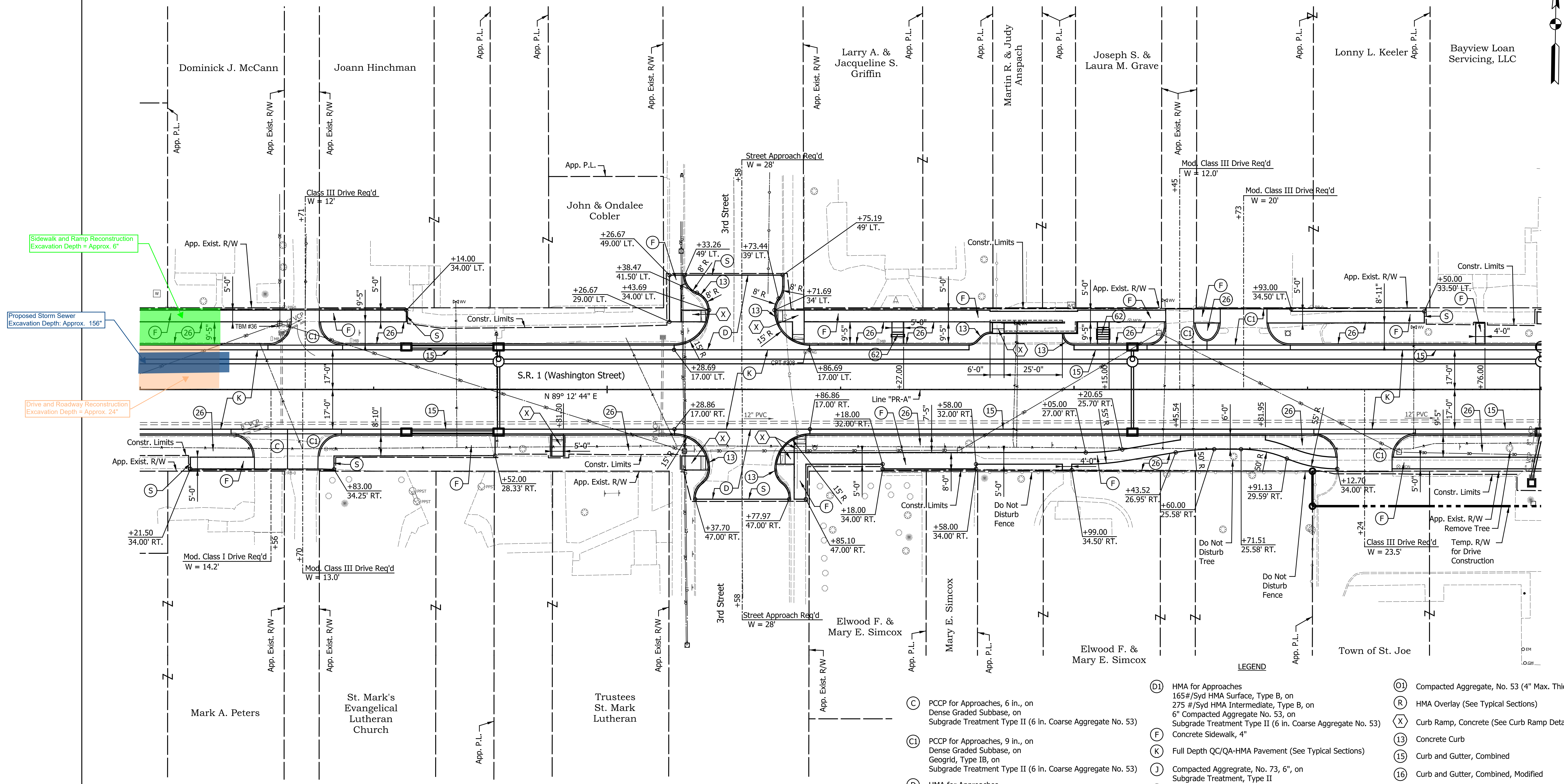
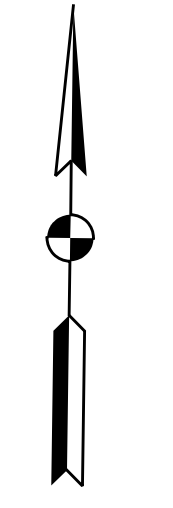
INDIANA DEPARTMENT OF TRANSPORTATION	
CONSTRUCTION DETAILS LINE "PR-A"	

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	43 of 177
CONTRACT	PROJECT
R-40474	1601101



SEC. 15, T 33 N, R 14 E  
CONCORD TOWNSHIP  
DEKALB COUNTY

60



Sidewalk and Ramp Reconstruction  
Excavation Depth = Approx. 6"

Proposed Storm Sewer  
Excavation Depth = Approx. 156"

Drive and Roadway Reconstruction  
Excavation Depth = Approx. 24"

- LEGEND**
- (D1) HMA for Approaches  
165#/Syd HMA Surface, Type B, on  
275 #/Syd HMA Intermediate, Type B, on  
6" Compacted Aggregate No. 53, on  
Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (C) PCCP for Approaches, 6 in., on  
Dense Graded Subbase, on  
Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (C1) PCCP for Approaches, 9 in., on  
Dense Graded Subbase, on  
Geogrid, Type IB, on  
Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)
  - (D) HMA for Approaches  
165#/Syd HMA Surface, Type B, on  
330 #/Syd HMA Intermediate, Type B, on  
385 #/Syd HMA Base, Type B, on  
3" Compacted Aggregate, No. 53, on  
Subgrade Treatment Type IC
  - (O1) Compacted Aggregate, No. 53 (4" Max. Thickness)
  - (R) HMA Overlay (See Typical Sections)
  - (X) Curb Ramp, Concrete (See Curb Ramp Details)
  - (13) Concrete Curb
  - (15) Curb and Gutter, Combined
  - (16) Curb and Gutter, Combined, Modified
  - (26) Sodding, Nursery
  - (29) Erosion Control Blanket on Seed Mixture, Floodplain
  - (62) Step, Concrete
  - (F) Concrete Sidewalk, 4"
  - (K) Full Depth QC/QA-HMA Pavement (See Typical Sections)
  - (J) Compacted Aggregate, No. 73, 6", on  
Subgrade Treatment, Type II
  - (S) Full Depth Saw Cut (Not A Pay Item)
  - (M) Milling (See Typical Sections)
  - (O) Compacted Aggregate, No. 53 (11" Max. Thickness)
  - (Do Not Disturb Fence)
  - (Do Not Disturb Tree)
  - (Remove Tree)
  - (Temp. R/W for Drive Construction)

NOTES:  
Trees within Treelawn are to Remain, Unless Noted Otherwise

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY	DATE
DESIGNED: JMB	DRAWN: CAK		
CHECKED: SMC	CHECKED: JMB		

INDIANA  
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS  
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601101
SURVEY BOOK	SHEETS
N/A	44 of 177
CONTRACT	PROJECT
R-40474	1601101

Indiana Statewide

## Perry, Leah

---

**From:** Nance, Mark <MNance@idem.IN.gov>  
**Sent:** Wednesday, January 27, 2021 3:36 PM  
**To:** Everhart, Sarah  
**Cc:** Perry, Leah; Hope, Briana; Crites, Scott; Byrd, Jeff  
**Subject:** RE: VRP #6130201 St. Joe Service Station - INDOT SR 1 Roadway Improvement Project (Des. 1601101) Coordination  
**Attachments:** 6130201\_Legal\_Description\_1.pdf

Good Afternoon,

I hope you're doing well. Please see IDEM's responses below in **red**.

Thank you,

### COVID-19 Resources:

- **Indiana State Dept. of Health (ISDH) COVID-19 Call Center:** Call 877-826-0011 (available 8:00 am-5:00 pm daily).
- **Anthem NurseLine:** Call 800-337-4770 or visit the [Anthem NurseLine](#) online for a FREE symptom screening. Available to anyone with an Anthem health plan (this includes State of IN employees)
- **Anthem Employee Assistance Program (EAP):** Available to ALL state employees and adults in household regardless of health plan participation. Call 800-223-7723 or visit [anthemeap.com](#) (enter State of Indiana) for crisis counseling, help finding child/elder care, legal/financial consultation and much more.



**Mark A. Nance**

Environmental Manager | VRP Section  
Remediation Services Branch | Office of Land Quality  
Indiana Department of Environmental Management

(317) 233-7089 | [MNance@idem.IN.gov](mailto:MNance@idem.IN.gov)



---

**From:** Everhart, Sarah <severhart@structurepoint.com>  
**Sent:** Tuesday, January 26, 2021 3:05 PM  
**To:** Nance, Mark <MNance@idem.IN.gov>  
**Cc:** Perry, Leah <lperry@structurepoint.com>; Hope, Briana <bhope@structurepoint.com>; Crites, Scott <SCrites@structurepoint.com>; Byrd, Jeff <jbyrd@structurepoint.com>  
**Subject:** VRP #6130201 St. Joe Service Station - INDOT SR 1 Roadway Improvement Project (Des. 1601101) Coordination

**\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\***

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Mark,

I hope you are doing well! I work for American Structurepoint, Inc. who is completing the design and environmental documentation for INDOT's SR 1 Roadway Improvement project (Des. No. 1601101) located in St. Joe, Dekalb County, IN. This roadway project is adjacent to the St. Joe Service Station (315 Washington Street, VRP #6130201) and you are listed as the project manager. We wanted to coordinate with you concerning the status of the site and if there are any specific requirements that will need to be completed for the project in relation to the site.

INDOT's project in the vicinity of the St. Joe Service Station site will reconstruct SR 1, the driveway tie-ins, and sidewalk. In addition, the project will install a new storm sewer with curb inlets. Excavation adjacent to the VRP site will be between 0.5 to 2 feet with the exception of the storm sewer installation along the curb line will be to 13 feet (see attached plans with markups). Right-of-way is not anticipated to be acquired from the St. Joe Service Station property and construction in this area will stay within the existing right-of-way. Project construction is anticipated to begin in Spring 2022. After reviewing the site information available in VFC, there are a few questions we have:

- Property's ERC – Since we are staying within the existing right-of-way and construction will not take place on the St. Joe Service Station property, we assume there would be no requirements of the ERC that INDOT's project will need to meet. Can you confirm this?

IDEM Response: There are some indications from IDEM's GIS department that the parcel boundaries extend to the centerline of the adjacent roadways. Even though INDOT has easement agreements in place, the restrictions in the ERC may still need to be followed when working in the northern half of the SR 1. I have attached the property description for your review and verification. The recorded ERC may be found in Appendix F of VFC Document #83058701.

- Notice of Contamination within Right-of-Way – We noticed drafts of these letters in VFC (October 13, 2020) indicating contamination is within the right-of-way. Have these letters been finalized and sent to INDOT Environmental Services and the Town of St. Joe? We will be working with INDOT concerning the contamination, but wanted to determine if this information had been sent to them yet.

IDEM Response: The consultant confirmed that the final versions were sent out on December 16, 2020.

- Monitoring Wells – Based on a review of the site maps, there appears to be only one monitoring well within right-of-way, which is MW-6 along 4<sup>th</sup> Street. Can you let us know if there are any other wells that are within the right-of-way?
  - I did not see any documentation on the abandonment of the wells in VFC yet, but I assume that will be completed sometime soon since the Voluntary Remediation Completion Report has been approved. We assume these wells will most likely not be in place when INDOT's project goes to construction, but will prepare in case they have not been abandoned by that time.

IDEM Response: In addition to MW-6, monitoring well MW-9 appears to be within the south ROW of SR 1 (Washington Street). The consultant plans to abandon the monitoring well network during the spring or summer of 2021.

Are there any specific notices or requirements that IDEM will have for INDOT's project? Please feel free to give me a call if you have any questions or concerns!

IDEM response: There is a possibility that you may encounter residual petroleum contamination in groundwater or soil while replacing the storm sewer line. IDEM recommends appropriate sampling and disposal of excavated soil and recovered groundwater during dewatering. Additionally, IDEM recommends that appropriately trained personnel perform any excavation, subsurface construction, and dewatering during the storm sewer replacement. The most recent soil and groundwater analytical results during remediation of the Saint Joe Service Station site may be found in Appendices C & D of VFC Document #83058701.

Thank you!



THIS FORM HAS BEEN APPROVED BY THE INDIANA STATE BAR ASSOCIATION FOR USE BY LAWYERS ONLY. THE SELECTION OF A FORM OF INSTRUMENT, FILLING IN BLANK SPACES, STRIKING OUT PROVISIONS AND INSERTION OF SPECIAL CLAUSES, CONSTITUTES THE PRACTICE OF LAW AND MAY ONLY BE DONE BY A LAWYER.

Tax Key No. \_\_\_\_\_

Mail tax bills to:  
P.O. Box 35  
Butler, IN 46721

# WARRANTY DEED

This indenture witnesseth that DORIS DELORA YEISER, an adult over the age of eighteen (18) years

of DeKalb County in the State of Indiana

Convey and warrant to SEBERT OIL COMPANY, INC., an Indiana Corporation

7985  
RECEIVED FOR RECORD  
APR 23 1990  
Mary Bowman  
Recorder of DeKalb Co.

of DeKalb County in the State of Indiana  
for and in consideration of One Dollar (\$1.00) and other valuable consideration the receipts whereof is hereby acknowledged, the following Real Estate in DeKalb County in the State of Indiana, to wit:

Lot Numbered Six (6) in Block Numbered Four (4) in the Original Plat of the Town of St. Joe.

ALSO: Lot Numbered Four (4) in Block No. 3, EXCEPTING forty-four (44) feet off the North end of said Lot, in the Original Plat of the Town of St. Joe, DeKalb County, Indiana.

ALSO: A strip of land twenty (20) feet wide off the West side of the South eighty-eight (88) feet of Lot Numbered Five (5) in Block No. 3 in the Original Plat of the town of St. Joe, DeKalb County, Indiana.

Subject to all restrictions, easements, limitations and covenants of record.

GRANTEE assumes and agrees to pay the 1990 real estate taxes and assessments due and payable in May 1991 and all taxes and assessments thereafter.

State of Indiana, DEKALB County, ss:  
Before me, the undersigned, a Notary Public in and for said County and State, this 20th day of April 19 90 personally appeared:

Doris Delora Yeiser, an adult over the age of eighteen (18) years

Dated this 20th Day of April 19 90

*Doris Delora Yeiser*  
DORIS DELORA YEISER

And acknowledged the execution of the foregoing deed. In witness whereof, I have hereunto subscribed my name and affixed my official seal. My commission expires January 4 19 91



*Warren G. Sunday*  
WARREN G. SUNDAY Notary Public

DeKalb County

DULY ENTERED  
FOR  
TAXATION  
APR 23 1990

*Conrad R. Mieland*  
AUDITOR DEKALB COUNTY

This instrument prepared by Warren G. Sunday Attorney at Law  
Sondtag Building, Auburn, IN 46706



From: **Korzeniewski, Patricia J** <[PKorzeniewski@indot.in.gov](mailto:PKorzeniewski@indot.in.gov)>

Date: Mon, Sep 28, 2020 at 2:20 PM

Subject: SR 1 St. Joseph (Des 1601101) MPPA determination & Archaeology report approval

To: linda <[linda@weintrautinc.com](mailto:linda@weintrautinc.com)>, Hope, Briana <[bhope@structurepoint.com](mailto:bhope@structurepoint.com)>, Bass, Jenny R <[JBass@indot.in.gov](mailto:JBass@indot.in.gov)>, Novak, Karen <[KNovak@indot.in.gov](mailto:KNovak@indot.in.gov)>, [bethany@weintrautinc.com](mailto:bethany@weintrautinc.com) <[bethany@weintrautinc.com](mailto:bethany@weintrautinc.com)>, [carnold@weintrautinc.com](mailto:carnold@weintrautinc.com) <[carnold@weintrautinc.com](mailto:carnold@weintrautinc.com)>, [dfivecoat@weintrautinc.com](mailto:dfivecoat@weintrautinc.com) <[dfivecoat@weintrautinc.com](mailto:dfivecoat@weintrautinc.com)>

Cc: Miller, Shaun (INDOT) <[smiller@indot.in.gov](mailto:smiller@indot.in.gov)>, Carpenter, Patrick A <[PACarpenter@indot.in.gov](mailto:PACarpenter@indot.in.gov)>, Korzeniewski, Patricia J <[PKorzeniewski@indot.in.gov](mailto:PKorzeniewski@indot.in.gov)>

Good Afternoon,

Thank you for submitting the revised archaeological report for our review. The revised ASR is acceptable, and we have completed the archaeological assessment for the MPPA determination form. We've determined that this project falls under Categories B-1 & B-9 of the Minor Projects PA, thus concluding the Section 106 process. The determination form is attached for your use in the CE document.

Please submit both electronic and paper copies of the approved report to DHPA, indicating in the cover letter that the project qualified as a Minor Project and therefore the report is for their records only and no formal review is required under Section 106. In addition, we ask that a copy of the DHPA submittal letter be sent to INDOT CRO c/o Patricia Jo Korzeniewski during the time of submission and that the archaeological report be posted to IN SCOPE (please ensure that the uploaded file follows the IN SCOPE naming conventions).

Please keep in mind that if the scope of the project or project limits should change, our office will need to re-examine the information to determine whether the MPPA still applies. Please don't hesitate to contact us should you have any questions or need additional information.

Patricia Jo Korzeniewski

Archaeologist and Environmental Manager

INDOT, Cultural Resources Office

[PKorzeniewski@indot.in.gov](mailto:PKorzeniewski@indot.in.gov)

(317) 233-2093

## Minor Projects PA Project Assessment Form – Category B Projects with Archaeology Work

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**Date:** 9/28/2020

**Project Designation Number:** 1601101

**Route Number:** SR 1

**Project Description:** Pavement Replacement from 4.3 miles south of SR 8 to 3.12 miles south of SR 8 in St. Joe

Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is planning to proceed with the State Road 1 Pavement Replacement Project in Saint Joe, DeKalb County, Indiana.

The purpose of this project will address the deteriorating pavement, sidewalk, curb, and storm sewer condition and reconstruct the roadway to meet current design standards. The need for this project is to address the deteriorating pavement through the town of St. Joe and to address deteriorating conditions of the sidewalk, curb, and storm sewer.

The current project alternative proposes the following improvements. From the southern project limits to CR 60, SR 1 would be milled and resurfaced. From CR 60 to Washington Street, SR 1 would be reconstructed and consist of two, 11-foot wide travel lanes with curbs and gutters. From Spencer Street to the CSX Railway crossing, SR 1 would be reconstructed and consist of two, 11-foot wide travel lanes with 8-foot wide parallel on street parking lanes, and curbs and gutters along each side of the roadway. An ADA compliant 5-foot wide sidewalk with a grass buffer varying between 5-feet and 9-feet wide would be constructed along both sides of the roadway from Spencer Street to the CSX Railway crossing. From the St. Joe Mobile Home Trailer Park to Bear Creek Bridge, SR 1 would be milled and resurfaced. A new storm sewer with drainage inlets would be installed in curbed segments of the roadway. The proposed storm sewer network for SR 1 may be extended south along 3<sup>rd</sup> Street and outlet directly into the St. Joseph River.

It is anticipated that additional permanent and temporary right-of-way acquisition, greater than 0.50 acre, would be required to complete the proposed project. However, it is unknown at this time how much temporary and permanent right-of-way would be needed. Exact amounts will be determined as the design develops. No relocations are anticipated.

**Feature crossed (if applicable):**

**Township:** Concord and Spencer Townships

**City/County:** DeKalb County

**Information reviewed (please check all that apply):**

- General project location map     USGS map     Aerial photograph     Interim Report
- Written description of project area     General project area photos     Soil survey data

- Previously completed historic property reports       Previously completed archaeology reports
- Bridge Inspection Information     SHAARD     SHAARD GIS     Streetview Imagery

**Other (please specify):** Indiana Historic Building, Bridges, and Cemeteries (IHBBC) map; Consultant fieldwork and documentation (Weintraut:2020). Project information, photos and map provided by Weintraut & Associates, INC. on 10/4/2020 on file at INDOT,CRO.

Arnold, Craig and Colin D. Graham  
 2020 Archaeological Records Check and Phase Ia Reconnaissance: State Road 1 Pavement Replacement from 4.30 to 3.12 Miles South of State Road 8 in the Town of Saint Joe, DeKalb County, Indiana Des No.:1601101. Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, In.

**Please specify all applicable categories and condition(s) (conditions that are applicable are highlighted):**

B.1. Replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking, under the following conditions *[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]*:

**Condition A (Archaeological Resources)**

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

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

**Condition B (Above-Ground Resources)**

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

- i. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*
- ii. Work occurs adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource under one of the two additional conditions listed below (*EITHER Condition a OR Condition b must be met and field work and documentation must be completed as described below*):



- a. No unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*
- b. Unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible individual above-ground resource or district and ANY ONE of the conditions (1, 2, or 3) listed below must be fulfilled:
  1. Unusual features described above will not be impacted by the project. Firm commitments regarding the avoidance of these features must be listed in the MPPA determination form and the NEPA document and must be entered into the INDOT Project Commitments Database. These projects will also be flagged for quality assurance reviews by INDOT Cultural Resources Office during/after project construction.
  2. Unusual features described above have been determined not to contribute to the significance of the historic resource by INDOT Cultural Resources Office in consultation with the SHPO based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.
  3. Impacts to unusual features described above have been determined by INDOT Cultural Resources Office to be so minimal that they do not diminish any of the characteristics that contribute to the significance of the historic resource, based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

**Field work and documentation required for fulfillment of condition B-ii:**

When the project takes place adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource, it must be field checked by INDOT Cultural Resources Office staff or other qualified professional historian (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) and photographic documentation must be prepared illustrating both the presence and/or absence of any unusual features along the project route adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource. This documentation must be submitted to INDOT Cultural Resources Office for review.

The only exception would be when it is determined that previous projects along the project route have eliminated the possibility that unusual features adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource exist. In this situation, documentation illustrating the modifications made through previous projects, such as replacement of curbs, curb ramps, or sidewalks, including plan sheets or contract documents and current photographs of the project area, must be submitted to the INDOT Cultural Resources Office for review. With such approved documentation, a site visit by a qualified professional is not required, unless questions arise during the review process. INDOT Cultural Resources Office has the discretion to require the project applicant's qualified professional conduct a site visit when it is not clear if unusual features may be present in the project area.

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

**Condition A (Archaeological Resources)**

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

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

**Condition B (Above-Ground Resources)**

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

- i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions (*Condition a, Condition b, or Condition c must be satisfied*):
  - a. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
  - b. The structure exhibits only modern wood, stone, or brick structures or parts therein;  
*OR*
  - c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met (*BOTH Condition 1 AND Condition 2 must be met*):
    1. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
    2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior’s Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.
- ii. Work involves the installation of a new culvert and other drainage structures *AND/OR* there may be impacts to unusual features, including historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions (*BOTH Condition a and Condition b must be satisfied*):
  - a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
  - b. The subject structure exhibits one of the characteristics described below (*Condition 1, Condition 2 or Condition 3 must be satisfied*).
    1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*

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

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

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

**Additional Comments:**

**Above-ground Resources**

**Results of the Records Review for Above-Ground Resources:**

The project occurs primarily within the small town of St. Joe. The built environment is composed primarily of residential, religious and commercial buildings.

With regard to above-ground resources, an INDOT-Cultural Resources Office (CRO) historian, who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed documentation submitted by Qualified Professionals with Weintraut and Associates (2020). Per Weintraut's documentation, no properties listed on the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) were identified. Three properties surveyed as part of the Indiana Historic Sites and Structures Inventory (IHSSI) and rated Notable or higher were identified including:

- IHSSI No.: 033-564-46004 House, Outstanding-211 Washington Street*
- IHSSI No.: 033-564-46009 Church, Notable-302 Washington Street*
- IHSSI No.: 033-564-46011 House, Outstanding-206 Washington Street*

Based on the identification of properties potentially eligible for the National Register, Weintraut and Associates completed fieldwork to determine the presence of adjacent unusual features. Based on that fieldwork, a wrought iron fence at IHSSI No. 033-564-46011 was identified. While a formal evaluation was not conducted, IHSSI No. 033-564-46011 would likely be National Register eligible and the wrought iron fence would be a contributing feature. No other unusual features were identified.

The project designer confirmed that the wrought iron fence would not be impacted by the project. The fence will be called out as do not disturb in the plans. Further, a project commitment and/or Unique Special Provision will be developed stipulating that the fence will not be disturbed.

Adjacent to where a new outlet may be installed at St. Joseph River is the Riverside Cemetery IHSSI No. 033-564-70001 rated Contributing. There is no information to indicate that the cemetery would be National Register eligible.

Temporary right-of-way may be acquired from Site Nos. IHSSI No. 033-564-46004 and 033-564-46009. There are no unusual features adjacent to these properties or contributing features on the properties that would be impacted by the temporary right-of-way.

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

### **Archaeological Resources**

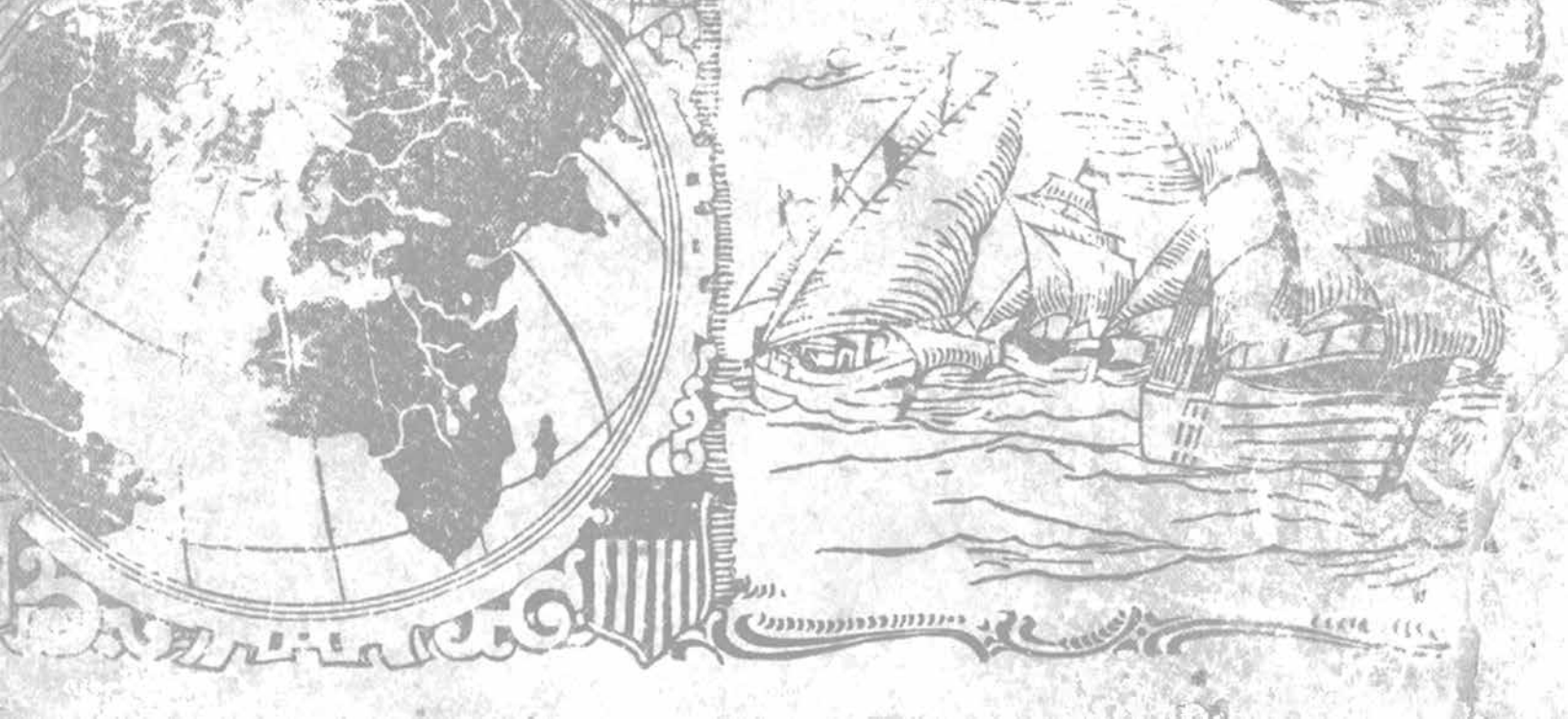
#### **Summary of Archaeology Investigation Results:**

An archaeological records check and Phase Ia reconnaissance survey of the project area were conducted by a qualified professional archaeologist from Weintraut & Associates, INC. (Arnold et al 9-22-2020). The records check found that no previous surveys have covered any portion of the project area, and no previously recorded sites have been identified within or adjacent to the project area. A 17.12-acre survey area was examined through a combination of systematic shovel probing, (222 probes and eight radial probes) and visual inspection of disturbed areas. Two new archaeological sites, 12DK0417 and 12DK0418, were encountered during the Phase Ia archaeological field reconnaissance. Site 12DK0417 is a small multicomponent precontact lithic scatter and historic scatter. Site 12DK0418 is a small historic scatter associated with a circa 1885 Second Empire architectural style house (Indiana Historic Sites and Structures Inventory [IHSSI] No 033-564-46011). Due to their small size and low probability for additional deposits, these sites lack potential to yield further important information and therefore, are not recommended as eligible for listing in the IRHSS or NRHP. No further investigations are recommended at either site and project clearance is suggested. The report was reviewed by INDOT Cultural Resources personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. It is our opinion that the report is acceptable, and we concur with the evaluations and recommendations made by Weintraut & Associates, INC. (Arnold et al 2020). Therefore, there are no archaeological concerns.

**Accidental Discovery:** If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

**INDOT Cultural Resources staff reviewer(s):** Patrick Carpenter and Patricia Jo Korzeniewski

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

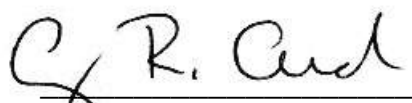


**Archaeological Records Check and Phase Ia Reconnaissance:  
State Road 1 Pavement Replacement from 4.30 to 3.12 Miles  
South of State Road 8 in the Town of Saint Joe,  
DeKalb County, Indiana  
Des No.:1601101**

*Prepared for*  
**American Structurepoint and  
Indiana Department of Transportation/Federal Highway Administration**

Prepared by  
**WEINTRAUT & ASSOCIATES, INC.**

**Note:** Title page and management summary of the archaeology report only are included. Additional pages have been removed.

  
*Principal Investigator:* Craig Arnold  
*Author:* Colin D. Graham

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September 1, 2020



# Management Summary

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Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is planning to proceed with the State Road (SR) 1 Pavement Replacement Project from 4.30 to 3.12 mile south of SR 8 in the Town of Saint Joe, Dekalb County, Indiana (Des. No.:1601101). The general limits along SR 1 are from approximately 1,400 feet (ft) south of County Road (CR) 60 to approximately 1,300 ft west of CR 63. The project is located on the USGS 7.5' Saint Joe, Indiana, topographic quadrangle map in Sections 15, 16, 21, and 22, Township 33 North, Range 14 East. Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the impacts of their undertakings on historic properties. This Indiana Department of Transportation (INDOT) project is utilizing Federal Highway Administration (FHWA) funding, which requires a Section 106 review. At the request of American Structurepoint (Structurepoint), Weintraut & Associates, Inc. (W&A) archaeologists completed an archaeological records check and a Phase Ia archaeological field reconnaissance for an undertaking in Dekalb County.

An archaeological records check conducted within the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) of the Indiana Department of

Natural Resources, Division of Historic Preservation and Archaeology (IDNR/DHPA 2019), was completed on October 15, 2019, by archaeologist Craig Arnold, M.A. SHAARD indicated no sites within the project area but one cemetery within 30 m (100 ft) of the survey area (IDNR/DHPA 2020). However, due to project modifications, that cemetery is no longer within 30 m (100 ft) of the project area. Phase Ia fieldwork was completed on December 5 and 6, 2019, by Craig Arnold and Colin Graham, B.A.

This investigation was conducted in accordance with Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR/DHPA) *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites* (2019), and with INDOT's *Cultural Resource Manual* issued by INDOT (2019). The goals of the Phase Ia reconnaissance were to identify and verify the presence or absence of cultural deposits within the project area; assess the potential of any sites identified for inclusion in the Indiana Register of Historic Sites and Structures (IRHSS) or the National Register of Historic Places (NRHP); and collect sufficient information to identify the cultural affiliation of any sites located and their possible function(s).

Structurepoint provided a survey area intended to encompass all project improvements; it also

included a survey corridor for a proposed storm sewer outlet that was not carried forward into the project plans. The survey area consisted of contiguous parcels generally paralleling SR 1 with additional portions along 3<sup>rd</sup> Street and CR 60, totaling approximately 6.93 hectares (ha), or 17.12 acres (ac).

The project will acquire approximately 2.18 ac (0.88 ha) of new permanent right-of-way (ROW) and 0.89 ac (0.36 ha) of temporary ROW for the completion of the project. Total ROW width throughout the project corridor would vary from approximately 20-ft to 40-ft from the roadway centerline.

Two new archaeological sites, 12DK0417 and 12DK0418, were encountered during the Phase Ia archaeological field reconnaissance. Site 12DK0417 is a small multicomponent precontact lithic scatter and historic scatter. Site 12DK0418 is a small historic scatter associated with a circa 1885 Second Empire architectural style house (Indiana Historic Sites and Structures Inventory [IHSSI] No 033-564-46011). Due to their small size and low probability for additional deposits, these sites lack potential to yield further important information and therefore, are not recommended as eligible for listing in the IRHSS or NRHP. No further investigations are recommended at either site and project clearance is suggested.

However, these recommendations are made with the understanding that if any previously unidentified intact archaeological deposits or human remains are uncovered during construction, demolition, or earthmoving activities, work within the area will stop and the IDNR/DHPA will be notified of the discovery within two (2) business days as required by Indiana Code 14-21-1-27 and 29.