

## Indiana Department of Transportation

County Kosciusko Route CR 1300 N Extension Des. No. 1801935

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

Road No./County:

**County Road (CR) 1300 North (N)/Kosciusko County**

Designation Number:

**1801935**

Project Description/Termini:

Extension of CR 1300 N, from approximately 950 feet (0.18 mile) east of Old State Road (SR) 15 to SR 15/Higbee Street (approximately 3,260 linear feet/0.65 mile); realignment of Main Street, from approximately 2,370 feet (0.45 mile) north of Syracuse Street to approximately 3,570 linear feet (0.68 mile) north of Syracuse Street (approximately 1,470 linear feet/0.28 mile in total length) to accommodate a new bridge that will carry the CR 1300 N roadway extension over Main Street and the Norfolk Southern Railroad (RR). Approximately 435 feet (0.08 mile) of SR 15 will be widened to accommodate a new northbound turn lane at the intersection of CR 1300 N and SR 15.

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):

<input type="checkbox"/>	<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)
<input type="checkbox"/>	<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)
<input checked="" type="checkbox"/>	<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
<input type="checkbox"/>	<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**

N/A

*REB*

4-5-2021

\_\_\_\_\_  
ESM Initials

\_\_\_\_\_  
Date

\_\_\_\_\_  
ES Initials

\_\_\_\_\_  
Date

**Certification of Public Involvement**

\_\_\_\_\_  
Office of Public Involvement

\_\_\_\_\_  
Date

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

INDOT ES/District Env. Reviewer Signature: Date:

Name and Organization of CE/EA Preparer: Christian Radcliff, SJCA Inc.

Part I - PUBLIC INVOLVEMENT

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

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

\*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 Entry letters were mailed to potentially affected property owners near the project area on March 4, 2020... To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Historic Properties Affected" was published... The project will meet the minimum requirements described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual...

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

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: Kosciusko County INDOT District: Fort Wayne  
Local Name of the Facility: CR 1300 N Extension to SR 15

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)*

##### **Need:**

The need for this project is the lack of a connection between SR 15 at the western project terminus and CR 1300 N at the eastern project terminus. In the current configuration, CR 1300 N provides the primary east-west connection between the Towns of Milford and Syracuse, which are access points for SR 15 and SR 13, respectively. SR 15 is the main connection for traffic between the Town of Milford and the Cities of Warsaw and Goshen.

However, because the existing CR 1300 N roadway ends at Old SR 15, east-west through traffic is forced to travel north to East North Street or East South Street through the Town of Milford Junction, or south to Syracuse Street in the Town of Milford. In addition, Old SR 15 has been closed approximately 0.5 mile north of CR 1300 N at the intersection with the B&O Railroad, forcing all traffic into Milford Junction or the Town of Milford. Each of these routes contain an at-grade railroad crossing. According to the 2016 Engineer's Report prepared by USI, ten (10) trains per day travel through each of these crossings at 50 miles per hour (MPH) (Appendix I, page 18).

The broader regional network is heavily used by truck traffic associated with agricultural operations, light manufacturing facilities, bus traffic for the Wawasee School Corporation, and other service providers. Wawasee School Corporation uses CR 1300 N as a major transportation route. CR 1300 N in Kosciusko County is a rural major collector that will continue to see increases in traffic, particularly heavy truck traffic as the main thoroughfare between the Town of Milford/SR 15 and the Town of Syracuse/SR 13. Traffic volumes on CR 1300 N are anticipated to increase from 2,650 vehicles per day (VPD) in the construction year (2020) to 4,000 VPD in the design year (2040). Truck traffic is anticipated to make up approximately 10% of the traffic using CR 1300 N in the design year (2040) (Appendix I, page 19).

The Kosciusko County Transportation Plan (<https://www.kcgov.com/topic/index.php?topicid=19&structureid=6>) has set a goal to implement growth management tools and guidelines that are sensitive to the capacity, needs, and character of local systems. The plan also sets the goal of reducing congestion and improving at-grade railroad crossings or convert crossings to overpasses to reduce congestion. The project is identified in Michiana on the Move: 2045 Transportation Plan ([http://www.macog.com/docs/transportation/tp/2045\\_TransportationPlan.pdf](http://www.macog.com/docs/transportation/tp/2045_TransportationPlan.pdf)), the long-range transportation plan of the Michiana Area Council of Governments (MACOG), and in the North Central Regional Logistic Council's 2015 strategic plan, "Ensuring Connection to the World" (Conexus Report 2015) as an important regional link.

##### **Purpose:**

The purpose of the project is to improve local and regional mobility by improving the connection between the communities of Milford, Syracuse, Goshen, and Warsaw.

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**PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County: Kosciusko Municipality: N/A

Limits of Proposed Work: Extension of CR 1300 N from approximately 950 feet (0.18 mile) east of Old SR 15 to SR 15/Higbee Street (approximately 3,260 linear feet/0.65 mile); realignment of Main Street from approximately 2,370 feet (0.45 mile) north of Syracuse Street to approximately 3,570 linear feet (0.68 mile) north of Syracuse Street (approximately 1,470 linear feet/0.28 mile in total length).

Total Work Length: ~0.65 (CR 1300 N extension);  
~0.28 (Main Street)  
~0.08 (SR 15) Mile(s) Total Work Area: ~15.44 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.

**Project Location**  
 This project is in northern Kosciusko County north of the Town of Milford, Indiana. The east terminus of the proposed CR 1300 N extension is located east of the existing intersection of CR 1300 N and Old SR 15, and the western terminus is at SR 15. Specifically, the project is located in Sections 4, 5, 8, and 9, Township 34 North, Range 6 East, as shown on the Milford, Indiana 7.5-minute quadrangle map (Appendix B, page 2).

**Existing Conditions**  
 CR 1300 N is classified as a Major Local Collector and currently travels east and west, with a western endpoint at the intersection with Old SR 15/Old Street Road, approximately 2,650 linear feet (0.50 mile) north of Syracuse Street in the Town of Milford. The CR 1300 N roadway consists of two (2) 12-foot wide asphalt lanes with stone and asphalt shoulders ranging from zero to one (1) foot wide asphalt and stone shoulders within the project area. Old SR 15/Old Street Road is a Local Road that consists of two (2) 11 to 12-foot wide asphalt lanes with no shoulders and extends north from the project area to the east side of the unincorporated town of Milford Junction, and extends south into the Town of Milford, ending at Syracuse Street. Main Street is a Local Road that travels north of the project area to the west side of Milford Junction and south to the Town of Milford and consists of two (2) 10-foot wide asphalt lanes with no shoulders. SR 15 is classified as a Principal Arterial and consists of two (2) 12-foot wide asphalt lanes with two (2) to four (4) foot wide asphalt shoulders.

The primary land uses within and adjacent to the project area consist of agricultural land, with a veterinary hospital and two (2) manufacturing businesses located south of the western terminus of the project. At the eastern terminus of the project, there are six (6) residences along Old SR 15/Old Street Road to the north and south of the project and two (2) manufacturing businesses located adjacent to the project area, one with a driveway entrance on Old SR 15/Old Street Road, and the other with a driveway entrance on CR 1300 N. There is one (1) residence along Main Street adjacent to the project alignment to the south. There is also a privately-owned airstrip located at the residence along Main Street, which is adjacent to and partly within the project area. This private airstrip was identified in the Red Flag Investigation (RFI) as H R Weisser Airport at 13169 N Main Street (Appendix E page 2). It will be referred to as an airstrip in this document due to the facility comprising one runway. Currently there is a strip of cultivated agricultural land approximately 160 feet wide between Main Street and the Norfolk Southern Railroad, which can only be accessed by crossing the roadway and Norfolk Southern railroad. The surrounding farmland west of Main Street and east of the railroad is largely

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unfragmented. Project maps and preliminary plans can be found in Appendix B.

SR 15 connects the Town of Milford to the City of Goshen and the City of Warsaw. The existing CR 1300 N does not connect to SR 15 but ends at Old SR 15/Old Street Road, forcing motorists to travel south through the Town of Milford or north through the Town of Milford Junction to reach SR 15. Motorists traveling south through the Town of Milford to reach SR 15 must cross over the Norfolk Southern Railroad using the at-grade railroad crossing on Syracuse Street. Trains traveling through the Town of Milford can cause congestion and delays within the town at the at-grade railroad crossing. This crossing has a railroad crossing sign, known as a cross buck, signal lighting, and gates. Motorists traveling north through Milford Junction must cross over the Norfolk Southern Railroad, using at-grade railroad crossings on either East North Street or East South Street. These existing crossings only have a railroad cross buck sign with a stop sign; neither of these crossings have signal lighting or gates. According to the 2016 Engineer’s Report by USI Consultants, ten (10) trains per day travel through the towns at 50 miles per hour (MPH). Graphics depicting the existing at-grade railroad crossings and the regional roadway network are included in Appendix B, pages 7 to 8.

**Preferred Alternative (Alternate 2: Single Bridge over Main Street and Railroad; Main Street Realignment)**

This project proposes to extend CR 1300 N to the west to SR 15. An overpass bridge will be constructed to eliminate the need to use the at-grade crossings of the Norfolk Southern Railroad in the Towns of Milford and Milford Junction. Main Street will be realigned to the east to allow for the new bridge to cross both the Norfolk Southern Railroad and Main Street. The proposed extension of CR 1300 N will terminate at SR 15 and will be controlled by a stop sign. The proposed bridge will provide two 12-foot wide travel lanes, one in each direction, with 9-foot 6-inch shoulders.

The CR 1300 N extension will provide two 12-foot wide travel lanes with 8-foot paved shoulders. The extension will be paved and will shift slightly north of the existing western terminus of the roadway to avoid impacts to commercial property west of the existing roadway terminus. New underdrains and guardrails will be installed as needed throughout the project area. Main Street will be realigned to the east at the location of the proposed overpass bridge. This will allow the Norfolk Southern Railroad and Main Street to travel under the proposed overpass bridge. Main Street will retain its 10-foot travel lanes with 2-foot usable shoulders. SR 15 will retain its existing configuration but will be widened near the proposed intersection with the CR 1300 N extension to allow for a right turn lane for northbound traffic from SR 15 to CR 1300 N and a passing blister for southbound traffic on SR 15. The proposed roadway in this section will include two 12-foot travel lanes, one 12-foot right turn lane, and one 12-foot passing blister. The usable shoulders will be 8 feet wide on the east side of SR 15 and 4 feet wide on the west side of SR 15.

The proposed improvements will avoid impacts to commercial properties to the greatest extent possible. Impacts to the airstrip within the project area will occur. A total of 15.44 acres of permanent right of way (ROW) and 0.33 acre of temporary ROW will be required for this project. Approximately 14.9 acres of farmland will be impacted as a result of the project. Impacts to farmland have been minimized by aligning the roadway on the edge of farmland in order to not fragment those properties. No impacts to jurisdictional wetlands or waterways are anticipated as a result of the project. Mitigation for impacts from this project is not anticipated to be required.

Note that the ROW quantities in the Section 106 documentation, the Red Flag Investigation (RFI), and the early coordination letter were preliminary and do not reflect the final ROW quantities. The study areas for these encompass the final ROW limits that were selected for this project. Additional coordination efforts were made to verify that recommendations from the Natural Resource Conservation Service (NRCS) and the INDOT Cultural Resource Office still applied to this project. Additional information about this change in ROW quantities can be found in the Cultural Resources section and Farmland section of this document.

This alternative meets the purpose and need of the project to provide a connection from the current endpoint of CR 1300 N at Old SR 15/Old Street Road to SR 15 that does not require motorists to travel north or south on Old SR 15, which contributes to congestion and traffic delays when trains are traveling through the Town of Milford and Milford Junction

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on the Norfolk Southern Railroad. The project will construct a new, continuous roadway that connects to two existing roadways, SR 15 and CR 1300 N, when complete; therefore, the project exhibits independent utility because it does not require any other projects to be constructed and exhibits logical termini because it connects two roadways where there is no existing connection. Preliminary project plans can be found in Appendix B, pages 9 to 29.

The maintenance of traffic (MOT) plan for this project will include closures of Main Street, Old SR 15/Old Street Road, and CR 1300 N; additional details of the MOT plan are discussed in the MOT section below and shown in Appendix B, pages 13 to 15.

The most current total estimated cost of the project using federal, state, and local funds is \$7,800,000. The Indiana Statewide Transportation Improvement Program (STIP) will be updated with current costs at the conclusion of the development process. A breakdown of the project cost is in the Estimated Project Cost and Schedule section of this document. The project will require approximately 15.44 acres of permanent right-of-way for construction. The current project letting date is November 2021, with construction anticipated to begin in Winter 2021. The duration of construction is anticipated to be 18 months.

*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.*

## **OTHER ALTERNATIVES CONSIDERED:**

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

Five (5) alternatives to the preferred alternative were considered. ROW estimates in this document were preliminary and have been updated in this section to reflect the final ROW amounts. These alternatives are discussed in detail in the Engineer's Report in Appendix I, pages 12 to 33.

### **Alternate 1: Bridges over Main Street and Railroad; No Main Street Realignment**

This alternative would involve construction of an extension of CR 1300 N similar to the preferred alternative, with two (2) new bridges constructed over Main Street and the railroad tracks with mechanically stabilized earth (MSE) wall island supports for the raised roadway between the two bridges. In this alternative, Main Street would not be realigned but would instead maintain its current alignment, and therefore would not introduce a new bend in Main Street alignment, which is otherwise a straight alignment currently. This alternative would require approximately 9.8 acres of ROW acquisition (approximately 5.64 acres less than the preferred alternative). Construction of the MSE walls would reduce the total square footage of bridge deck compared to a single structure that would span over the existing Main Street and railroad track alignments, resulting in reduced long-term maintenance costs associated with the bridges. This alternative would allow for the uninterrupted flow of traffic on the proposed CR 1300 N extension and on Main Street. It would also provide a connection between SR 15 and the existing portion of CR 1300 N, thus addressing the purpose and need to provide a roadway connection for motorists to reach SR 15 without the need to travel south or north on Old SR 15/Old Street Road and over the at-grade crossings in the Town of Milford and Milford Junction, where traffic congestion occurs when trains travel through the towns. However, this alternative would result in the construction of two (2) bridge structures in close proximity of each other with steep vertical grades, thus potentially creating dangerous traveling conditions during inclement weather such as snow and ice. In addition, due to the construction of two (2) bridge structures, the associated additional costs result in a higher overall cost of the project compared to the preferred alternative. Therefore, this alternative was dismissed from further consideration.

### **Alternate 3A: Bridge over Railroad; Main Street Intersection and Realignment**

This alternative would involve construction of an extension of CR 1300 N similar to the preferred alternative, with a new bridge over the railroad tracks as well as realignment of Main Street to the west of its current alignment to accommodate the rise in roadway profile required for the new bridge, with a new intersection at the proposed CR 1300 N extension and

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realigned Main Street roadway. (Note: no estimates regarding the amount of ROW were given for this alternative). This alternative would provide a connection between SR 15 and the existing portion of CR 1300 N, thus addressing the purpose and need to provide a roadway connection for motorists to reach SR 15 without the need to travel south or north on Old SR 15/Old Street Road and over the at-grade crossings in the Town of Milford and Milford Junction, where traffic congestion occurs when trains travel through the towns. However, this alternative would introduce an additional intersection along the proposed CR 1300 N alignment at Main Street. In addition, it would require the relocation of one or more residences on Main Street south of the proposed CR 1300 N extension to accommodate the Main Street realignment. This alternative would also permanently impact the unfragmented farmland to the west of Main Street instead of the fragmented strip of farmland between Main Street and the railroad tracks as proposed in the preferred alternative. Therefore, this alternative was dismissed from further consideration.

### **Alternate 3B: Bridge over Railroad; Elevated Main Street Intersection**

This alternative would involve construction of an extension of CR 1300 N similar to the preferred alternative, with a new bridge that would carry the CR 1300 N extension over the railroad tracks and a vertical realignment (rise in roadway profile grade) of Main Street to elevate the roadway to intersect with the CR 1300 N extension at grade west of the new bridge. (Note: no estimates regarding the amount of ROW were given for this alternative). This alternative would provide a connection between SR 15 and the existing portion of CR 1300 N, thus addressing the purpose and need to provide a roadway connection for motorists to reach SR 15 without the need to travel south or north on Old SR 15/Old Street Road and over the at-grade crossings in the Town of Milford and Milford Junction, where traffic congestion occurs when trains travel through the towns. However, this alternative would require the relocation of one or more residences on Main Street south of the proposed CR 1300 N extension to accommodate the vertical realignment of Main Street as well as additional relocations of utilities compared to the preferred alternative. The vertical realignment would result in the rise in profile grade on Main Street, thus potentially creating dangerous traveling conditions during inclement weather compared to the current condition of the Main Street roadway, which is flat. The footprint of the vertical realignment of Main Street and associated intersection of the CR 1300 N and Main Street would result in additional impacts to adjacent unfragmented farmland compared to the preferred alternative. Therefore, this alternative was dismissed from further consideration.

### **Alternate 4: Bridge over Railroad; Dead End Main Street**

This alternative would involve construction of an extension of CR 1300 N similar to the preferred alternative, with a new bridge that would carry the CR 1300 N extension over the railroad tracks. Main Street would be terminated on the north and south sides of the new CR 1300 N extension and cul-de-sacs would be constructed. This alternative would require approximately 10.3 acres of ROW acquisition (approximately 5.14 acre less than the preferred alternative). This alternative would provide a connection between SR 15 and the existing portion of CR 1300 N, thus addressing the purpose and need to provide a roadway connection for motorists to reach SR 15 without the need to travel south or north on Old SR 15/Old Street Road and over the at-grade crossings in the Town of Milford and Milford Junction, where traffic congestion occurs when trains travel through the towns. In addition, the cost of this alternative is lower than the preferred alternative. However, this alternative would eliminate the existing roadway connection between the Town of Milford and Milford Junction via Main Street, therefore eliminating the through-functionality of Main Street. This alternative would also require the relocation of additional utilities along Main Street and results in additional impacts to adjacent agricultural fields due to the construction of the cul-de-sacs. Therefore, this alternative was dismissed from further consideration.

### **Alternate 5: Do Nothing**

This alternative would cost nothing and allows the current roadways to remain in place without any efforts to connect CR 1300 N and SR 15. However, this alternative does not meet the purpose and need of the project to improve local and regional mobility within the project area. Motorists would still be required to travel south or north on Old SR 15/Old Street Road and over the at-grade crossings in the Town of Milford and Milford Junction. Therefore, this alternative was dismissed from further consideration.

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### SR 15 (Higbee Street)

Functional Classification: Principal Arterial  
 Current ADT: 9,780 VPD (2020) Design Year ADT: 12,714 VPD (2020)  
 Design Hour Volume (DHV): N/A Truck Percentage (%): N/A  
 Designed Speed (mph): N/A Legal Speed (mph): N/A

*\*ADT for SR 15 taken from 2016 Engineer's Report by USI Consultants*

#### Existing Proposed

Number of Lanes:	2		4 (includes passing blister & northbound right turn lanes)
Type of Lanes:	Through lanes		Through lanes
Pavement Width:	12	ft.	12
Shoulder Width:	2-4	ft.	4 (west side); 8 (east side)
Median Width:	N/A	ft.	n/a
Sidewalk Width:	N/A	ft.	N/A

### Old SR 15

Functional Classification: Local Road  
 Current ADT: 200 VPD (2020) Design Year ADT: 300 VPD (2020)  
 Design Hour Volume (DHV): N/A Truck Percentage (%): N/A  
 Designed Speed (mph): N/A Legal Speed (mph): N/A

*\*ADT for Old SR 15 taken from 2016 Engineer's Report by USI Consultants*

#### Existing Proposed

Number of Lanes:	2		2
Type of Lanes:	Through lanes		Through lanes
Pavement Width:	11-12	ft.	11-12
Shoulder Width:	0-1	ft.	0-1
Median Width:	N/A	ft.	N/A
Sidewalk Width:	N/A	ft.	N/A

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

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

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### DESIGN CRITERIA FOR BRIDGES:

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

	Existing	Proposed	
Bridge Type:	N/A	Prestressed Concrete Bulb Tee-Beam Bridge	
Number of Spans:	N/A	2	
Weight Restrictions:	N/A	36 Tons (Open)	ton
Height Restrictions:	N/A	N/A	ft.
Curb to Curb Width:	N/A	43-4	ft-in.
Outside to Outside Width:	N/A	46-4	ft-in.
Shoulder Width:	N/A	4	ft.
Length of Channel Work:		N/A	ft.

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

Remarks: This project involves the construction of a new bridge structure that will carry a new section of CR 1300 N roadway over the realigned portion of Main Street and the existing Norfolk Southern Railroad. Main Street will be realigned to the east of its current alignment, closer to the railroad alignment, in order for the new bridge to span over both features.

The new bridge will be a two-span bridge that will be approximately 163-feet 9 inches in length and will provide a 43-feet 4 inch clear roadway width. The bridge substructure will consist of Mechanically Stabilized Earth (MSE) walls and a center pier. The Norfolk Southern Railroad will run under the eastern bridge span and Main Street will be realigned under the western bridge span. The bridge will provide two 12 foot travel lanes and 9-foot 8 inch shoulders on either side. A concrete bridge rail will be installed on the bridge. Riprap drainage turnouts will be installed at the four wings of the MSE walls. A bridge number will be assigned to this structure as design progresses.

Two (2) new pipes will also be installed. One will be approximately 79 feet in length and 24 inches in diameter (type undetermined) with new end sections and will be located under the new CR 1300 N roadway at the intersection with SR 15. One will be approximately 65 feet in length and 24 inches in diameter (type undetermined) with new end sections and will be located under the new CR 1300 N roadway at the intersection of Old SR 15/Old Street Road. Both structures will convey roadside drainage under the roadways. Underdrains will also be installed for the new CR 1300 N roadway. There are two culverts in the vicinity of the project as shown in the Waters of the U.S. Determination / Wetland Delineation Report map (Appendix F, page 13). No work to these culverts is anticipated.

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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<b>MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:</b>
--

	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 closure of Main Street and a detour to realign the Main Street roadway and to construct the new bridge that will carry CR 1300 N over the realigned portion of Main Street and the Norfolk Southern Railroad. Local traffic only will be able to travel north and south on Main Street to reach businesses and residences, but no through traffic will be allowed during construction. The detour route will likely utilize East South Street, Old SR 15, and East Syracuse Street and will be approximately 1.35 miles in length.

The project will also require closure of Old SR 15/Old Street Road to construct the new CR 1300 N extension where it will intersect Old SR 15/Old Street Road. Local traffic only will be able to travel north and south on Old SR 15/Old Street Road to reach businesses and residences, but no through traffic will be allowed during construction. The detour route will likely utilize East South Street, SR 15, and East Syracuse Street and will be approximately 1.83 miles in length.

Closure of CR 1300 N east of Old SR 15/Old Street Road is also anticipated to construct the new CR 1300 N extension where it will intersect Old SR 15/Old Street Road and curve south to connect to the existing portion of CR 1300 N. A detour for this closure is anticipated to use CR 100 E, CR 1250 N, Syracuse Street, and SR 15, and will be approximately 1.72 miles in length.

Lane restrictions will be necessary for the construction of a passing blister for southbound SR 15 traffic and a right only turn lane for northbound SR 15 traffic at the intersection of the proposed CR 1300 N and SR 15. Construction will occur in two phases as shown in Appendix B, pages 13 to 15 to allow for traffic to continue to flow on SR 15.

The closures and lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services) and to truck traffic associated with the businesses located along SR 15, Old SR 15/Old Street Road, and the existing portion of CR 1300 N east of Old SR 15/Old Street Road. 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. The MOT plan can be found in Appendix B, pages 13 to 15.

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**ESTIMATED PROJECT COST AND SCHEDULE:**

Engineering: \$ 1,041,000 (2021) Right-of-Way: \$ 330,000 (2020) Construction: \$ 5,096,000 (2021)  
 \*An administrative modification or amendment will be completed to update the STIP and TIP to match the final project cost and timing of the project activities.

Anticipated Start Date of Construction: Winter 2021

Date project incorporated into STIP July 2, 2019; 2020-2024 Indiana State Transportation Improvement Program (STIP) (Appendix H, pages 1 to 2)

Is the project in an MPO Area?  **Yes**  **No**

If yes,

Name of MPO Michiana Area Council of Governments (MACOG)

Location of Project in TIP 2020-2024 MACOG Transportation Improvement Program (TIP), Resolution M24-19 (Appendix H, page 3)

Date of incorporation by reference into the STIP July 2, 2019

**RIGHT OF WAY:**

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.22	0.000
Commercial	0.32	0.033
Agricultural	14.9	0.000
<b>TOTAL</b>	<b>15.44</b>	<b>0.033</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 project requires approximately 15.44 acres of permanent ROW. Approximately 14.9 acres will be acquired from adjacent agricultural land, 0.22 acre from residential properties, and 0.32 acre from commercial property. Approximately 0.033 acre of temporary ROW from commercial property will be required for construction access.

Note that the ROW quantities in the Section 106 documentation, the Red Flag Investigation (RFI), and the early coordination letter were preliminary and do not reflect the final ROW quantities. The study areas for these investigations encompass the final ROW footprint that were selected for this project. Additional information about this change in ROW quantities can be found in the Cultural Resources and Farmland section of this document.

The typical existing and maximum proposed ROW limits from the centerline of the roadway are as follows:

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Main Street – 40 feet existing, 183 feet proposed  
 SR 15 – 84 feet existing, 135 feet proposed  
 Old SR 15 – 40 feet existing, 40 feet proposed  
 CR 1300 N – 50 feet existing, 220 feet proposed

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

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

Remarks: Based on a desktop review, site visits on August 26, 2019 by SJCA Inc. (formerly Green 3, LLC) and September 12, 2019 by Michael Baker International, the aerial map of the project area (Appendix B, page 3), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, page 9), there are 14 streams located within the 0.5 mile search radius. There are seven (7) segments of one stream, Preston Miles Ditch, present within or adjacent to the project area. There are no Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways present in the project area. (Note: the RFI report was completed during preliminary project plan development, therefore an enlarged project area was included in the RFI report to encompass all potential project alignments and associated impacts).

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on December 19, 2019 by Michael Baker International; INDOT Ecology and Waterway Permitting Office approved the report on January 26, 2020. Please refer to Appendix F, pages 1 to 33 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that there is one (1) stream, Preston Miles Ditch, in the study area. This stream is classified as a riverine, unknown perennial, unconsolidated bottom, semi permanently flood, excavated (R5UBFx) feature based on the classification codes defined by Cowardin et al (1979). Preston Miles Ditch is approximately 388 linear feet within the study area and has an average Ordinary High Water Mark (OHWM) of 20 feet wide and a depth of five (5) inches. The stream substrate was primarily sand with a vegetated buffer. The stream flows northwest into a box culvert under SR 15 and exits into an off-site pond within the study area and south of the construction area of the project. Preston Miles Ditch was determined to be a jurisdictional stream and wetland in the report (Appendix F, page 13). In addition, according to the report there are three (3) streams identified in the National Hydrography Dataset (NHD) in the study area (Appendix F, page 9). One of these streams generally follows the alignment of Preston Miles Ditch and was verified during the September 12, 2019 site investigation by Michael Baker International for the report. The site investigation did not find evidence of the other two NHD streams;

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therefore, they were not included as additional streams in the report findings. U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction. No impacts to waterways are anticipated as a result of this project. The project construction area will avoid impacts to waterways as indicated in the plans in Appendix B, pages 9 to 29. The project qualifies for the USFWS Interim Policy. A USACE Section 404 and IDEM Section 401 permit will not be required. Mitigation for impacts will not be required because there will be no impacts to waterways.

Early coordination letters were sent to on October 8, 2019 to the National Park Service (NPS), the US Army Corps of Engineers (USACE), the Indiana Department of Natural Resources (IDNR), the Indiana Department of Environmental Management (IDEM), and the US Fish and Wildlife Service (USFWS). The NPS did not provide a response. The USACE responded on November 7, 2019 and provided general recommendations regarding Department of the Army permits for work within Waters of the U.S. and recommended that the IDNR be contacted regarding floodplain permits (Appendix C, pages 14 to 15). The IDNR responded on November 7, 2019 with recommendations regarding excavation and disturbance to bank vegetation within waterways, installing erosion control measures to prevent the movement of sediment from entering waterways, and to seed and protect disturbed stream banks (Appendix C, pages 12 to 13). IDEM, in their May 7, 2020 automated response letter, provided recommendations regarding obtaining the proper waterway permits from IDEM, IDNR, and the USACE for impacts to water resources, and to limit the physical disturbance of stream and riparian vegetation, especially large trees overhanging affected water bodies, to only that which is absolutely necessary to complete the project (Appendix C, pages 19 to 23). The USFWS responded on May 15, 2020 but did not provide any recommendations specific to water resource impacts (Appendix C, pages 33 to 34). All applicable agency recommendations are included in the Environmental Commitments section of this CE document.

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

Remarks: Based on a desktop review, site visits on August 26, 2019 by SJCA Inc. and September 12, 2019 by Michael Baker International, the aerial map of the project area (Appendix B, page 3), and the water resources map in the RFI report (Appendix E, page 9), there are 15 lakes located within the 0.5 mile search radius. There are eight (8) lakes within the project area shown in the RFI water resources map, however there are no lakes within the construction footprint of the project. (Note: the RFI report was completed during preliminary project plan development, therefore an enlarged project area was included in the RFI report to encompass all potential project alignments and associated impacts). The desktop review and site investigations found that the closest surface water, a pond, to the current project construction footprint of the project is located approximately 300 linear feet south of the project area near the western terminus of the proposed CR 1300 N extension. There are no other surface waters present within or adjacent to the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on December 19, 2019 by Michael Baker International; INDOT Ecology and Waterway Permitting Office approved the report on January 26, 2020. Please refer to Appendix F, pages 1 to 33 for the *Waters of the U.S. Determination / Wetland Delineation Report*. The report identified an “offsite pond” located adjacent to Wetland 2 discussed above in the report study area but this feature is not mapped in the report’s water

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resources map in Appendix F, page 9 or the field identified resources map in Appendix F, page 13. This pond is located south of the project construction footprint. Therefore, no impacts are expected. The USACE makes all final determinations regarding jurisdiction. This project qualifies for the USFWS interim policy.

Early coordination letters were sent to on October 8, 2019. The NPS did not provide a response. The USACE responded on November 7, 2019 and provided general recommendations regarding Department of the Army permits for work within Waters of the U.S. (Appendix C, pages 14 to 15). The IDNR responded on November 7, 2019 but did not provide any recommendations specific to other surface waters (Appendix C, pages 12 to 13). IDEM, in their May 7, 2020 automated response letter, provided general recommendations regarding obtaining the proper waterway permits from IDEM, IDNR, and the USACE for impacts to water resources, including streams (Appendix C, pages 19 to 23). The USFWS responded on May 15, 2020 but did not provide any recommendations specific to water resource impacts (Appendix C, pages 33 to 34). All applicable agency recommendations are included in the Environmental Commitments section of this CE document.

**Presence** **Impacts**

Yes No

Wetlands

Total wetland area: 0.39 acre(s) Total wetland area impacted: 0 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
Wetland 1	Palustrine emergent persistent seasonally flooded (PEM1C)	0.09	0	Wetland 1 is located approximately 200 feet west of the SR 15 roadway and outside of the project construction footprint.
Wetland 2	Emergent	0.30	0	Wetland 2 is located on the east side of SR 15, approximately 75 feet south of the project terminus at SR 15 and outside of the project construction footprint.

<b>Wetlands</b> (Mark all that apply)	<b>Documentation</b>	<b>ES Approval Dates</b>
Wetland Determination	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wetland Delineation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input type="checkbox"/>
Mitigation Plan	<input type="checkbox"/>	<input type="checkbox"/>

**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;	<input type="checkbox"/>
Substantially increased project costs;	<input type="checkbox"/>
Unique engineering, traffic, maintenance, or safety problems;	<input type="checkbox"/>
Substantial adverse social, economic, or environmental impacts, or	<input type="checkbox"/>
The project not meeting the identified needs.	<input type="checkbox"/>

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

Remarks:

Based on a desktop review, site visits on August 26, 2019 by SJCA Inc. and September 12, 2019 by Michael Baker International, the aerial map of the project area (Appendix B, page 3), and the water resources map in the RFI report (Appendix E, page 9), there are 28 wetlands located within the 0.5 mile search radius. There are nine (9) wetlands within the project area shown in the RFI water resources map, however there are no wetlands within the construction footprint of the project. (Note: the RFI report was completed during preliminary project plan development, therefore an enlarged project area was included in the RFI report to encompass all potential projects alignments and associated impacts). There are two (2) wetlands verified in site investigations within the 0.5-mile radius. The closest wetland to the project construction footprint is approximately 75 feet south of the project area at the western terminus near SR 15. There are no other wetlands present within or adjacent to the project area. Refer to Appendix B, pages 9 to 29 for preliminary plans of the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was completed for the project on December 19, 2019 by Michael Baker International; INDOT Ecology and Waterway Permitting Office approved the report on January 26, 2020. Please refer to Appendix F, pages 1 to 33 for the *Waters of the U.S. Determination / Wetland Delineation Report*. The report identified two (2) wetlands in the report study area. Wetland 1 is a palustrine emergent persistent seasonally flooded resource approximately 0.09 acre in size, located approximately 200 feet west of the SR 15 roadway and outside of the project construction footprint. Wetland 1 is dominated by switchgrass (*Panicum virgatum*) and foxtail (*Setaria faberi*) and is classified as poor quality due to lack of diverse, high quality plant community. Wetland 1 is likely jurisdictional due to its proximity to Preston Miles Ditch. Wetland 2 is an emergent wetland approximately 0.30 acre in size located on the east side of SR 15, approximately 75 feet south of the project terminus at SR 15 and outside of the project construction footprint. Wetland 2 is dominated by reed canary grass (*Phalaris arundinacea*) and is classified as poor quality due to lack of diverse, high quality plant community. Wetland 2 is likely jurisdictional due to its proximity to Preston Miles Ditch and a nearby pond. The closest wetland to the project construction footprint is approximately 75 feet south of the project area at the western terminus near SR 15. Therefore, no impacts are expected. The USACE makes all final determinations regarding jurisdiction. The wetlands will be marked on the plans as "Do not disturb" and will be restricted from being used as a staging area for equipment.

Early coordination letters were sent to on October 8, 2019. The NPS did not provide a response. The USACE responded on November 7, 2019 and provided general recommendations regarding Department of the Army permits for work within Waters of the U.S., including wetlands (Appendix C, pages 14 to 15). The IDNR responded on November 7, 2019 stating that excavation and placement of fill should not occur in any riparian wetland (Appendix C, pages 12 to 13). IDEM, in their May 7, 2020 automated response letter, provided general recommendations regarding obtaining the proper waterway permits from IDEM, IDNR, and the USACE for impacts to water resources, including wetlands (Appendix C, pages 19 to 23). The USFWS responded on May 15, 2020 but did not provide any recommendations specific to water resource impacts (Appendix C, pages 33 to 34). All applicable agency recommendations are included in the Environmental Commitments section of this CE document.

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	<u>Presence</u>	<u>Impacts</u>	
	Yes	Yes	No
<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 August 26, 2019 by SJCA Inc., the aerial map of the project area (Appendix B, page 3), the project area is primarily agricultural land composed of various crops. The private airstrip consists of turf grass. Vegetation along SR 15, Old SR 15, and CR 1300 N as well as the Norfolk Southern Railroad consists primarily of upland varieties of fescue. The mapped wetlands were dominated by switchgrass and reed canary grass. Approximately 15.44 acres of terrestrial habitat will be disturbed. Approximately 14.9 acres of farmland will be included in this disturbed area. The remaining 0.54 acre of disturbance will be from areas vegetated with the previously discussed species. No trees are anticipated to be removed. Avoidance alternatives are not practicable because they would not allow the project to be built, and motorists would continue to travel north and south on Old SR 15, crossing over at-grade railroad crossings in Milford and Milford Junction, to reach SR 15. The preferred alternative avoids the trees and grassy strip south of the proposed alignment between SR 15 and Main Street and the landscape trees along the northern property line of the business located adjacent to the intersection of Old SR 15 and CR 1300 N. No mitigation is anticipated.

The IDNR responded on November 7, 2019 and provided recommendations regarding impacts to terrestrial habitat (Appendix C, pages 12 to 13). These include specific recommendations about planting replacement trees and revegetating disturbed areas after construction. IDEM provides a standard list of recommendations in their automated response letter to early coordination, but none specifically refer to impacts to terrestrial habitat (Appendix C, pages 19 to 23). The USFWS responded on May 15, 2020 (Appendix C, pages 33 to 34) but did not provide recommendations specific to habitat impacts. All applicable agency 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.

<b>Karst</b>	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 USGS topographic map of the project area (Appendix B, page 2) and the RFI report (Appendix E, page 9), there are no karst features identified within or adjacent to the project area. A karst study was not required after consultation with INDOT-ESD, IDNR, USFWS, and IDEM.

In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C, pages 16 to 18). The IGS response did list moderate liquefaction potential, a floodway, a moderate potential for bedrock resources and a high potential for sand and gravel resources. The IGS response also indicated the presence of active/abandoned mineral resources extraction

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sites in the form of petroleum exploration wells. These features will not be affected because there are no sand, gravel, or petroleum extraction sites within or adjacent to the project area. The RFI report did not indicate any mining/mineral resources in the project area or within the 0.5-mile search radius (Appendix E, page 3). The response from IGS has been communicated with the designer on May 7, 2020. No impacts are expected.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Threatened or Endangered Species</b>			
Within the known range of any federal species	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is Section 7 formal consultation required for this action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

Remarks: Based on a desktop review and the RFI report (Appendix E), completed by SJCA Inc on December 13, 2019, the IDNR Kosciusko County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in (Appendix E, pages 11 to 14). The highlighted species on the list reflect the federal and state identified ETR species located within the county. According to the IDNR early coordination response letter dated November 7, 2019 (Appendix C, pages 12 to 13), the Natural Heritage Program’s Database has been checked. No federally threatened, endangered, or rare plant or animal species have been reported to occur in the project vicinity.

Project information was submitted through the USFWS’s Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page 24 to 29). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and northern long-eared bat. The project qualifies for the USFWS Interim Policy.

Based on the construction area for this project occurring more than 300 feet away from all existing roadways, this project does not qualify for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*. On April 1, 2020 further coordination occurred with INDOT on how to proceed with determining impacts to bats. It was determined that this project “May affect, not likely to adversely affect” the Indiana bat and Northern long eared bat because it will not remove any suitable habitat in the project area and no bats have been documented within 0.5 mile of the project area (Appendix C, pages 30 to 32). Avoidance and Minimization Measures (AMMs) that are applicable for this project include General AMM1: 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; and Lighting AMM1: Direct temporary lighting away from suitable habitat during the active season. The USFWS responded on May 15, 2020 and indicated that they agree with the determination that the project “May affect – not likely to adversely affect” the Indiana bat and Northern long-eared bat (Appendix C, pages 33 to 34).

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.

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**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)

	<b>Presence</b>	<b>Impacts</b>	
		<b>Yes</b>	<b>No</b>
Wellhead Protection Area			
Public Water System(s)	<b>X</b>		<b>X</b>
Residential Well(s)	<b>X</b>		<b>X</b>
Source Water Protection Area(s)			
Sole Source Aquifer (SSA)			

If a SSA is present, answer the following:

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

Remarks:

**Sole Source Aquifer**  
 The proposed project is in Kosciusko 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 September 26, 2020 by SJCA Inc. This project is not located within a Wellhead Protection Area or Source Water Area. In an early coordination letter dated November 7, 2019, IDEM stated the project is not located within a wellhead protection area (Appendix C, page 11). No impacts are expected.

**Water Wells**  
 The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on September 26, 2020 by SJCA Inc. The nearest well is located approximately 0.07 mile north of the project area; another well is located approximately 0.10 mile north of the project area. These features will not be affected because the project will require approximately 5 feet maximum of excavation to construct the new CR 1300 N roadway south of the wells. The project is not anticipated to affect groundwater levels, and stormwater from the proposed CR 1300 N roadway is designed to drain into four (4) foot wide vegetated swales along both sides of the roadway to control runoff precipitation. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.

**Not in an Urban Area Boundary Location**  
 Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by SJCA Inc. on September 16, 2019 and the RFI report; this project is not located in an Urban Area Boundary location. No impacts are expected.

**Public Water System**  
 Based on a desktop review, a site visit on August 26, 2019 by SJCA Inc., the aerial map of the project area

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(Appendix B, page 3), the 2016 Engineer’s Report by USI Consultants, and review of the preliminary plans in Appendix B, pages 9 to 29, this project is located where there is a public water system. The public water system will not be affected because public water lines in the vicinity of the project stop south of the intersection of Old SR 15 and the proposed CR 1300 N extension, and there are no public waters lines at the SR 15 and Main Street intersections with the proposed CR 1300 N extension. Coordination with the water utility owner, the Town of Milford, was initiated during the planning for this project; therefore, early coordination letters were not sent to the water utility. Coordination will continue throughout project development to minimize impacts to all public utilities to the greatest extent possible.

<b>Flood Plains</b>	<b>Presence</b>	<b>Impacts</b>	
		<b>Yes</b>	<b>No</b>
Longitudinal Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transverse Encroachment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Project located within a regulated floodplain	<input type="checkbox"/>	<input type="checkbox"/>	<input 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: The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on September 21, 2020 by SJCA Inc. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 10). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

The USACE response dated November 7, 2019 indicated that Preston Miles Ditch flows under SR 15 in the vicinity of the intersection work at CR 1300 N and SR 15 and that coordination with IDNR and the local floodplain authority may be required (Appendix C, pages 14 to 15). Coordination letters were sent to the Kosciusko County floodplain administrator and to the IDNR on October 8, 2019. No response was received from the Kosciusko County floodplain administrator. The IDNR indicated in their letter dated November 7, 2019 that formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project (Appendix C, pages 12 to 13).

<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\* 156  
*\*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 August 26, 2019 by SJCA Inc, and the aerial map of the project area (Appendix B, page 3) the project will convert 14.9 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on October 8, 2019 to the Natural Resources Conservation Services (NRCS). Coordination with NRCS resulted in a score of 159 on the NRCS-CPA-106 Form (Appendix C, page 8). The NRCS was contacted again on March 1, 2021 by SJCA Inc to evaluate the project with the new ROW limits. Coordination with NRCS resulted in an updated score of 156 on the NRCS-CPA-106 Form (Appendix C, page 10). 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 will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

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**SECTION C – CULTURAL RESOURCES**

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance				<input checked="" type="checkbox"/>

Eligible and/or Listed  
Resource Present

**Results of Research**

Archaeology	
NRHP Buildings/Site(s)	
NRHP District(s)	
NRHP Bridge(s)	

**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 checked="" type="checkbox"/>	July 21, 2020	August 21, 2020
Historic Property Report			
Archaeological Records Check/ Review			
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	July 21, 2020	August 21, 2020
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination	<input checked="" type="checkbox"/>	October 8, 2020	October 29, 2020
800.11 Documentation	<input checked="" type="checkbox"/>	October 8, 2020	October 29, 2020

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.*

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Remarks: Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires that federal agencies identify and assess the effects of federal projects, programs, and actions on historic resources. This includes projects that are supported by federal funds. The Section 106 process was managed by SJCA (formerly Green 3, LLC), who is listed on the IDNR Department of Historic Preservation and Archaeology’s Roster of Qualified Professionals.

Note that the ROW quantities in this section were preliminary and do not reflect the final ROW quantities. The study areas for Section 106 encompass the final ROW limits that were selected for this project. This change was communicated with the INDOT Cultural Resources Office on December 16, 2020. INDOT Cultural Resources Office responded on December 17, 2020 and concurred with the finding that the additional ROW for this project is within the previously approved APE and consists of disturbed soils (Appendix D, pages 34 to 35).

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

The area of potential effects (APE), as defined in 36 CFR 800.16(d), is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.” The APE of the project includes all properties adjacent to the project and those with a proximate viewshed of the project. The dimensions of the APE were defined by the new roadway and bridge construction that will be built over the railroad tracks and Main Street, as well as by the open space of the agricultural fields situated on a flat topographical landscape. The APE is approximately 0.69 mile long and approximately 0.92 mile wide. Refer to Appendix D, page 10 for an aerial map of the APE.

**Coordination with Consulting Parties:**

The following parties/agencies were invited to become consulting parties to this project and were sent early coordination information on November 18, 2019. Below is the list of invited consulting parties. Those identified in bold print are participating consulting parties (see Appendix D, page 11):

<b>Indiana State Historic Preservation Officer (SHPO)</b>
Indiana Landmarks, Northern Regional Office
Kosciusko County Historical Society
Kosciusko County Historian
<b>Kosciusko County Commissioners</b>
Kosciusko County Council
Kosciusko County Highway Department
Kosciusko County Area Planning Department
Milford Town Clerk
Michiana Area Council of Governments
Eastern Shawnee Tribe of Oklahoma
<b>Miami Tribe of Oklahoma</b>
Peoria Tribe of Indians of Oklahoma
<b>Pokagon Band of Potawatomi Indians</b>
Forest County Potawatomi Community

Note: This project does not include any federal funding but is following the NEPA process that federally funded projects follow. In accordance with that process, the IDNR State Historic Preservation Officer (SHPO) is an automatic consulting party.

On November 26, 2019, one Kosciusko County Commissioner accepted consulting party status via email (Appendix D, page 15). On December 3, 2019, the Pokagon Band of Potawatomi accepted the invitation to

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become a consulting party and determined that there would be “No Historic Properties in Area of Potential Effects (APE) significant to the Pokagon Band of Potawatomi Indians” (Appendix D, page 16). On December 12, 2019, the Miami Tribe of Oklahoma accepted the invitation to become a consulting party and offered no objection to the project as they “are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site” (Appendix D, page 17). On December 16, 2019, SHPO staff responded that they were “not aware of any parties who should be invited to participate in the Section 106 consultation on this project, beyond those whom INDOT already has invited” (Appendix D, pages 18 to 19). No other responses from consulting parties were received.

**Archaeology:**

An Indiana Archaeological Literature Review and Phase 1a Reconnaissance (Jackson, July 2020) was approved by INDOT CRO and made available for review to consulting parties on July 21, 2020 (Appendix D, pages 20 to 22). The field investigations for the report found two (2) previously recorded sites and identified two (2) new archaeological sites within the project area (Appendix D, pages 27 to 28). The report concluded that no archaeological sites were eligible for the National Register of Historic Places (NRHP) within the project area and no further work was recommended.

A hard copy of the approved report was mailed to SHPO for review and concurrence on July 21, 2020 and made available to tribal parties via INSCOPE. SHPO concurred with the findings in the report in their letter dated August 21, 2020 stating “in terms of archaeological resources, based on submitted information and the documentation available to the staff of Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (NRHP) within the proposed project area.” The SHPO concurred with the opinion of the archaeologist that the four (4) total archaeological sites identified in the report do not appear eligible for inclusion in the NRHP, and that no further archaeological investigations appeared necessary at the portions of the proposed project area where the archaeological sites are located (Appendix D, pages 23 to 24). No other consulting party responses to the archaeological report were received.

The Tribal Historic Preservation Officer (THPO) for the Pokagon Band of Potawatomi Indians responded to the early coordination project information and invitation to become a consulting party on December 3, 2019, stating “if any archaeological resources are uncovered during this undertaking, please stop work” and notify the Pokagon Band of Potawatomi Indians THPO immediately (Appendix D, page 16). The THPO for the Miami Tribe of Oklahoma also responded to the early coordination project information mailing and consulting party invitation on December 12, 2019, stating that if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of the project, that the Miami Tribe requests immediate consultation (Appendix D, page 17).

**Historic Properties:**

An HPSR was completed for this project (Wood, July 2020). This HPSR was written as part of the Section 106 process and included the boundaries of the APE for this project. INDOT CRO approved the HPSR for distribution to SHPO and consulting parties on July 21, 2020 (Appendix D, pages 20 to 22). A hard copy of the HPSR was mailed to the SHPO and a digital copy of the HPSR was made available to consulting parties through INDOT CRO’s online portal on July 21, 2020.

The HPSR found no above-ground properties in the APE that are listed in the NRHP and none were recommended as eligible for listing in the NRHP. Eleven (11) above-ground resources fifty years of age or older that were present in the APE were surveyed, but it was determined that none exhibit significance and integrity to warrant at least a Notable rating per the Indiana Historic Sites and Structures Inventory (IHSSI)

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standards, and all were given a rating of non-contributing due to the lack of overall historical significances, and none were found not eligible for the NRHP. The executive summary of the HPSR is in Appendix D, pages 25 to 26.

On August 21, 2020, the SHPO staff agreed with the size of the APE in the HPSR and agreed that there are no historic properties listed or eligible for inclusion in the NRHP located within the APE (Appendix D, pages 23 to 24). No other consulting party responses were received.

**Documentation, Findings:**  
 A Finding of “No Historic Properties Affected” for this project was approved by INDOT CRO on October 8, 2020 (Appendix D, pages 5 to 9) and distributed to Consulting Parties and SHPO on October 9, 2020 (Appendix D, pages 1 to 4) for a 30-day review period, which ended on November 9, 2020. No comments from Consulting Parties were received. SHPO concurred with the finding in their letter dated October 29, 2020 (Appendix D, pages 29 to 30). No other Consulting Party responses were received.

**Public Involvement:**  
 A notice informing the public of the finding and opportunity to comment on the “No Historic Properties Affected” finding was published in *The Mail-Journal* on October 14, 2020. No comments were received during the public comment period, which was published in the public notice to end on November 14, 2020. Refer to Appendix D, pages 31 to 33 for the publisher’s affidavit and text of the public notice.

The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

**SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES**

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

	<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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<u>Evaluations Prepared</u>	<u>FHWA Approval date</u>	
Programmatic Section 4(f)*	<input type="checkbox"/>	<input type="text"/>	
“De minimis” Impact*	<input type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>	<input type="text"/>	



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<b>Wildlife &amp; Waterfowl Refuges</b>	<u>Presence</u>	<u>Use</u>	
		Yes	No
	National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>
	National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	

	<u>Evaluations</u>	
	<u>Prepared</u>	<u>FHWA</u>
Programmatic Section 4(f)*	<input type="checkbox"/>	<u>Approval date</u>
“De minimis” Impact*	<input type="checkbox"/>	
Individual Section 4(f)	<input type="checkbox"/>	<input type="text"/>

<b>Historic Properties</b>	<u>Presence</u>	<u>Use</u>	
		Yes	No
Sites eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>Evaluations</u>	
	<u>Prepared</u>	<u>FHWA</u>
Programmatic Section 4(f)*	<input type="checkbox"/>	<u>Approval date</u>
“De minimis” Impact*	<input type="checkbox"/>	
Individual Section 4(f)	<input type="checkbox"/>	<input type="text"/>

\*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 regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, a site visit on August 26, 2019 by SJCA Inc, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, page 8) there are two (2) 4(f) resources located within the 0.5 mile search radius. One, the Big Boulder Golf Course, was identified within the project area but was found to be out of business. The second resource identified within 0.5 mile of the project area, Milford Junior and Senior High School, is approximately 0.35 mile south of the project area. Based on consultation with the SHPO during the Section 106 process discussed previously, there are no historic resources in or near the project area (Appendix D). There are no Section 4(f) resources within or adjacent to the project area. Therefore, no use of 4(f) resources is expected.

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**Section 6(f) Involvement**

**Presence**

**Use**

**Section 6(f) Property**

**Yes**

**No**



*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 INDOT website at <https://www.in.gov/indot/2523.htm> (last updated July 2020) revealed a total of nine (9) properties in Kosciusko County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources 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**



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 MACOG Transportation Improvement Program (MPO TIP) and the 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, pages 1 to 3).

This project is located in Kosciusko County, which is currently in attainment for all criteria pollutants according to [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.

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## 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
<b>ES Review of Noise Analysis</b>	<input type="checkbox"/>	<input type="checkbox"/>

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

	Yes	No
<b>Regional, Community &amp; Neighborhood Factors</b>		
Will the proposed action comply with the local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed action result in substantial impacts to community cohesion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed action result in substantial impacts to local tax base or property values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction activities impact community events (festivals, fairs, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the community have an approved transition plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If No, are steps being made to advance the community's transition plan?	<input type="checkbox"/>	<input type="checkbox"/>
Does the project comply with the transition plan? (explain in the remarks box)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: 

The project is consistent with local plans including the 1996 Kosciusko Comprehensive Planning Handbook ([https://www.kcgov.com/egov/documents/1311947245\\_644287.pdf](https://www.kcgov.com/egov/documents/1311947245_644287.pdf)). The 1996 Kosciusko Comprehensive Plan identifies the need for a more coordinated approach to infrastructure and capital improvement planning to recognize growth management relative to the protection of farmland, natural, and recreational resources. The plan identifies the need for infrastructure projects that improve vehicular circulation and access within the County and beyond (pgs 7-8). The project is identified in Michiana on the Move: 2045 Transportation Plan ([http://www.macog.com/docs/transportation/tp/2045\\_TransportationPlan.pdf](http://www.macog.com/docs/transportation/tp/2045_TransportationPlan.pdf)), the long-range transportation plan of the Michiana Area Council of Governments (MACOG) and in the North Central Regional Logistic Council's 2015 strategic plan, "Ensuring Connection to the World" (Conexus Report 2015) as an important regional link.

While deliveries to the industrial facilities at the eastern terminus of the project may be temporarily inconvenienced by the proposed road detours, access to these facilities will not be denied during construction. Furthermore, access to all nearby industrial, commercial, and agricultural facilities as well as surrounding communities will be improved upon project completion because the project will provide a direct connection to SR 15 via CR 1300 N.

Based on review of the Kosciusko County events website at <https://www.kcgov.com/eGov/apps/events/calendar.egov?view=browse>; and the Town of Milford events website at <http://www.milford-indiana.org/community-events.html>, several local government and community events will likely occur during construction of the project. Also, schools in the area will likely have various sporting and fine arts events that will be minimally impacted by the detour. In their letter dated October 10, 2019, the Wawasee Community School Corporation noted that the proposed project will be beneficial to parents and students driving from Milford to Wawasee High School for athletic and fine arts events as well as

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attending school daily (Appendix C, page 6). Since an official detour with clearly marked signage will be used during construction, impacts to community cohesion and local events will be minimized. It was concluded that the project will not substantially impact community cohesion or adversely impact local community events. Early project development has included local leaders, and future development patterns will be subject to local planning and zoning regulations.

The 2012 Town of Milford and Kosciusko County ADA transition plans can be found at: [http://www.macog.com/ada\\_transition\\_planning.html](http://www.macog.com/ada_transition_planning.html). This project involves construction of a new roadway, bridge, and intersection improvements and does not include any pedestrian facilities. There are no existing pedestrian facilities in the vicinity of the project. This project will not preclude the construction of any future ADA facilities; therefore, it is consistent with the Town of Milford and Kosciusko County ADA transition plans.

## 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.

The project will not result in substantial indirect or cumulative adverse effects to the natural or human environment. This project will convert agricultural land to transportation use by constructing a roadway connection from the CR 1300 N/Old SR 15 intersection to SR 15, and construct a bridge over the Norfolk Southern Railroad. Potential indirect and cumulative impacts from this project are geographically and temporally removed from this project and are not reasonably foreseeable. Closure of the at-grade railroad crossings within the Town of Milford and the Town of Milford Junction may occur after completion of this connection. Closure of the crossings is not proposed as a part of the scope of this project; however, local planning agencies may decide that using the separated grade crossing poses less conflict points for motorists and the railroad company and should be the only route across the railroad tracks in the vicinity of the project. This would be a positive impact as it would remove potential conflict points between motorists and train traffic.

As discussed in this CE document, the project will not result in substantial indirect effects on air, water or natural systems.

## 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

Remarks:

Based on a desktop review, a site visit on August 26, 2019 by SJCA Inc., the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, page 8), there are four (4) religious facilities, two (2) recreational facilities, one (1) airstrip, two (2) cemeteries, one (1) pipeline, one (1) school, and eight (8) railroads located within the 0.5 mile of the project. Two (2) religious facilities are located approximately 0.17 mile south of the project area and impacts are not anticipated. One (1) recreational facility, the Big Boulder

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Golf Course, was identified as being within the project area, however this facility was determined to be out of business; therefore, impacts will not occur as a result of this project. Milford School is located approximately 0.33 mile south of the project area and no impacts are anticipated. The RFI report found that the two (2) cemeteries identified are at the same location, approximately 0.18 mile south of the project area, and no impacts are anticipated. The pipeline is located approximately 0.25 mile south of the project area and no impacts are anticipated.

The closest railroad is the Norfolk Southern Railroad, which is within the project area. The project proposes constructing a bridge over the railroad in order to avoid an at-grade crossing, which will impact the railroad; train traffic may be interrupted during construction of the bridge. The project sponsor, Kosciusko County, initiated coordination with the railroad owner during the early planning development of this project and coordination is ongoing to minimize impacts to train traffic to the greatest extent possible.

The airstrip, identified as the H R Weisser Airport in the RFI, is located within the project area. The facility is privately owned. Approximately 300 feet of the southern portion of the 2,000-foot-long turf strip will be impacted. The project sponsor, Kosciusko County, has initiated coordination with the airstrip owner during the early planning development of this project and coordination is ongoing. An early coordination letter was sent to the H R Weisser Airstrip on October 8, 2019 (Appendix C, pages 1 to 2). The owner did not provide a response.

Due to the likely impacts to school bus routes during construction and implementation of detours, early coordination project information was sent to the Wawasee Community School Corporation on October 8, 2019. In the October 10, 2019 response, the superintendent stated that the school corporation supports the project, citing improved safety and reduced delays for transporting students to and from school (Appendix C, page 6).

Access to all properties and facilities will be maintained during construction. 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.

	Yes	No
<b>Environmental Justice (EJ)</b> (Presidential EO 12898)		
During the development of the project were EJ issues identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the project require an EJ analysis?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If YES, then:		
Are any EJ populations located within the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the project result in adversely high or disproportionate impacts to EJ populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: Under FHWA Order 6640.23A, FHWA and Kosciusko County, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. 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 ROW. The project will require approximately 15.44 acres of permanent ROW and no relocations. However, the impacts to the airstrip may be considered a relocation depending on how the impact to the property is defined in the appraisal during the ROW phase of the project (Appendix I, page 9). 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

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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 Kosciusko County. The community that overlaps the project limits is called the affected community (AC). In this project, the AC is Census Tract 9611. 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 2018 American Community Survey was obtained from the US Census Bureau Website <https://factfinder.census.gov/> on September 27, 2020 by SJCA Inc. The data collected for minority and low-income populations within the AC are summarized in the below table.

	COC – Kosciusko County	AC - Census Tract 9611, Kosciusko Co.
Percent Minority	11.9%	15.8%
125% of COC	14.9 %	AC > 125% COC
EJ Population of Concern		Yes
Percent Low-Income	10.3%	7.4%
125% of COC	12.9%	AC < 125% COC
EJ Population of Concern		No

The AC, Census Tract 9611, has a percent minority of 15.8% which is below 50% and is above the 125% COC threshold. Therefore, the AC contains a minority population of EJ concern.

The AC, Census Tract 9611, has a percent low-income of 7.4% which is above 50% and below the 125% COC threshold. Therefore, the AC, Census Tract 9611, is not a low-income population of EJ concern.

The EJ analysis conducted for this project was forwarded to INDOT ESD on September 27, 2020. INDOT ESD responded on October 15, 2020 stating that with the information provided, the agency would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low income populations of EJ concern relative to non-EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a (Appendix I, pages 9 to 10). Therefore, no further EJ analysis is required. Refer to Appendix I, pages 2 to 8 for the EJ analysis and supporting documents.

### 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:   0        Businesses:   0        Farms:   0        Other:   0  

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. Various utilities will be relocated within the vicinity of the project. Electric, gas, and communication lines will be relocated. These relocations will be necessary near the eastern project terminus, at the realigned portion of Main Street at the proposed bridge, and at the intersections of SR 15 and old SR 15. Coordination with the utility companies is ongoing.

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### SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

**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"/>

Documentation

	No	Yes/ Date
<b>ES Review of Investigations</b>		December 13, 2019

*Include a summary of findings for each investigation.*

Remarks: Based on a review of GIS and available public records, an RFI was completed on December 13, 2019 by SJCA Inc (Appendix E). Please note that the study area used for this report was preliminary due to the project footprint not being finalized at that time. There are five (5) underground storage tanks (USTs) and six (6) National Pollution Discharge Elimination System (NPDES) facilities located within 0.5 mile of the project area. One NPDES facility is located within the project area, at the Bison Trailers Site on the south side of the existing CR 1300 N roadway at the eastern project terminus. The permit for this NPDES facility expired on September 22, 2019. No impacts are expected. Early coordination with the owner of this facility was not sent. Further investigation for hazardous material concerns is not required at this time.

### 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 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 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"/>

This is page 31 of 33 Project CR 1300 N Extension over Norfolk Southern RR & Main Street Date: March 31, 2021

# Indiana Department of Transportation

County Kosciusko Route CR 1300 N Extension Des. No. 1801935

Remarks: A Rule 5 Permit will be required due to the disturbance of more than one (1) acre of land. A Section 401 permit with IDEM and a Section 404 permit with USACE are not anticipated to be required due to the project not impacting any streams or wetlands. A Construction in a Floodway permit will not be required because the project does not occur in a regulated floodplain.

Local officials from the Town of Milford and Kosciusko County were contacted to determine if any local permits would be required. No responses were received regarding local permits. Applicable recommendations 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.

## 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) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
- 4) Project plans will mark the wetlands as "Do Not Disturb". (INDOT ESD)
- 5) H R Weisser Airport (13169 N. Main Street, Milford, IN) is located within the project area. Coordination with H R Weisser Airport will continue. (INDOT ESD)
- 6) One (1) railroad owned by Norfolk Southern Railroad is located within the project area. Coordination with Norfolk Southern Railroad will occur. All applicable recommendations will become firm commitments. (INDOT ESD)
- 7) The wetlands will be marked on the plans as "Do not disturb" and will be restricted from being used as a staging area for equipment. (INDOT ESD)
- 8) General AMM1: 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)
- 9) Lighting AMM1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)

This is page 32 of 33 Project name:

CR 1300 N Extension over Norfolk Southern RR & Main Street

March 31, 2021  
Date: \_\_\_\_\_



## Indiana Department of Transportation

County Kosciusko Route CR 1300 N Extension Des. No. 1801935

**For Further Consideration:**

- 10) Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits. (IDNR)
- 11) Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting from April 1 through September 30. (IDNR)
- 12) Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels, and diversion fencing. (USFWS)

**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 packets were sent to regulatory agencies and local government offices on October 8, 2019. A copy of the early coordination letter that was sent to the agencies is in Appendix C, pages 1 to 2. Responses received from agencies are listed below.

<b>Agency</b>	<b>Response Dates</b>
Michiana Area Council of Governments	October 9, 2019
INDOT Office of Public Involvement	October 9, 2019
Wawasee Community School Corporation	October 10, 2019
NRCS	October 22, 2019
IDEM Groundwater Section	November 7, 2019
IDNR, Division of Fish and Wildlife	November 7, 2019
USACE	November 7, 2019
IGS	May 7, 2020
IDEM Automated Response	May 7, 2020
USFWS IPaC Species List	March 31, 2020
USFWS Bat Coordination Response Letter	May 15, 2020
IDEM Source Water Proximity Determination Tool	September 26, 2020
National Park Service	No Response
Kosciusko County Council	No response
Milford Town Council	No response
Kosciusko County Surveyor	No response
Kosciusko County Floodplain Administrator	No response
Kosciusko County Commissioners	No response
US Department of Housing and Urban Development	No response
Kosciusko County Highway Department	No response

# Des No 1801935 CE-4 Appendices

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Des 1801935 CE-4

Appendix A

CE Threshold Chart

## 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".

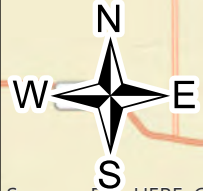
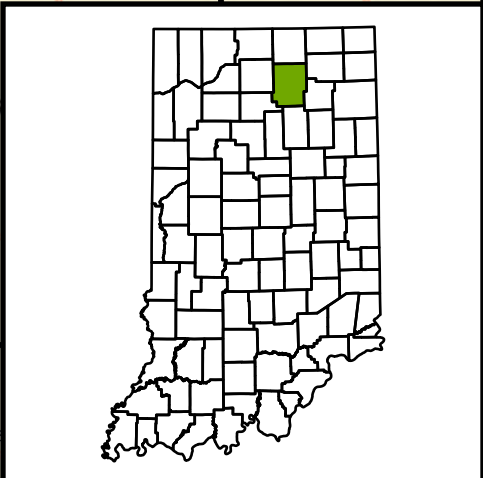
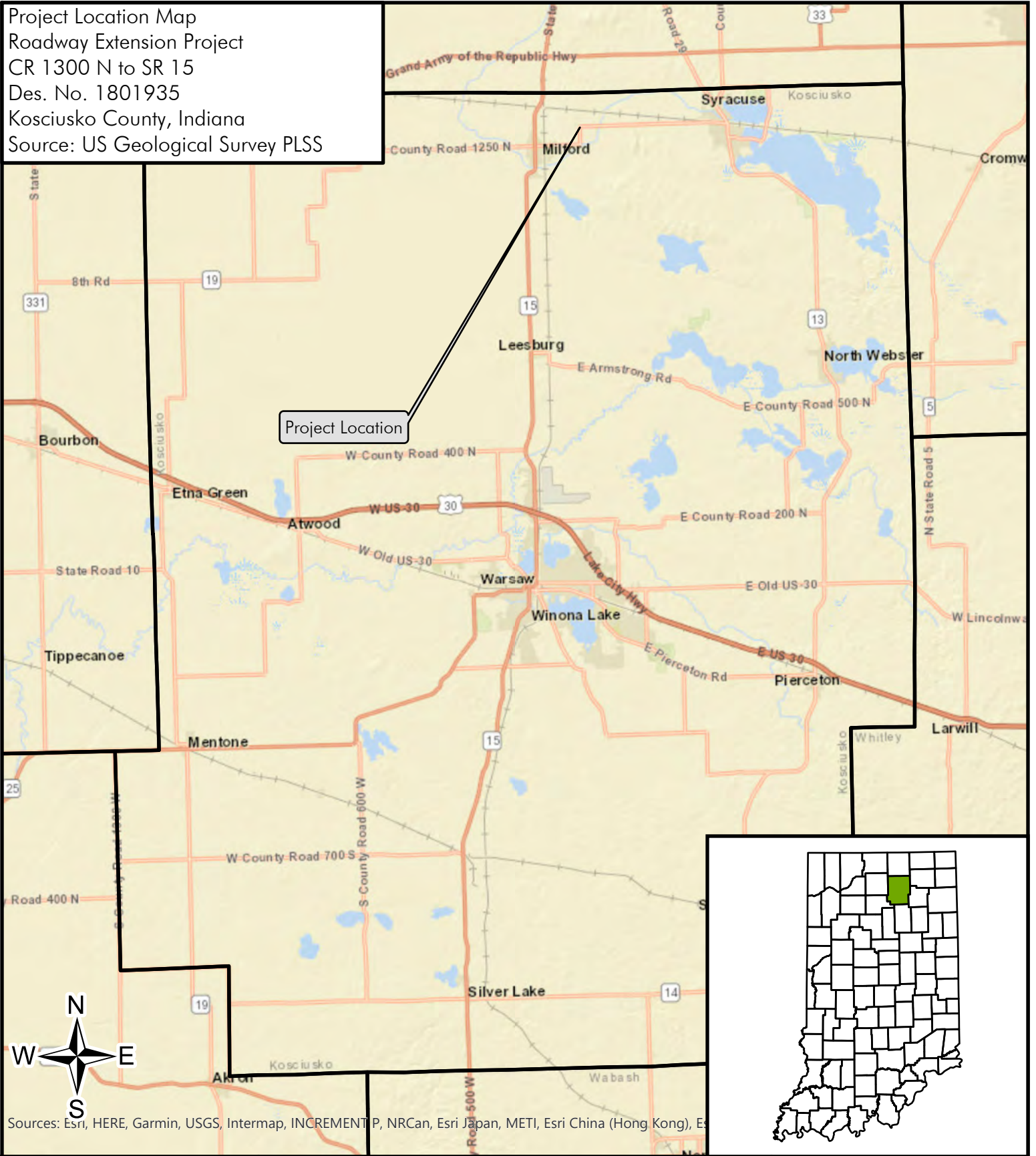
<sup>6</sup>Potential for causing a disproportionately high and adverse impact.

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

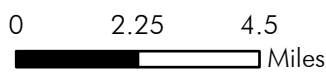
\*Substantial public or agency controversy may require a higher-level NEPA document.



Des 1801935 CE-4  
Appendix B  
Graphics and Plan Sheets

Project Location Map  
 Roadway Extension Project  
 CR 1300 N to SR 15  
 Des. No. 1801935  
 Kosciusko County, Indiana  
 Source: US Geological Survey PLSS



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri

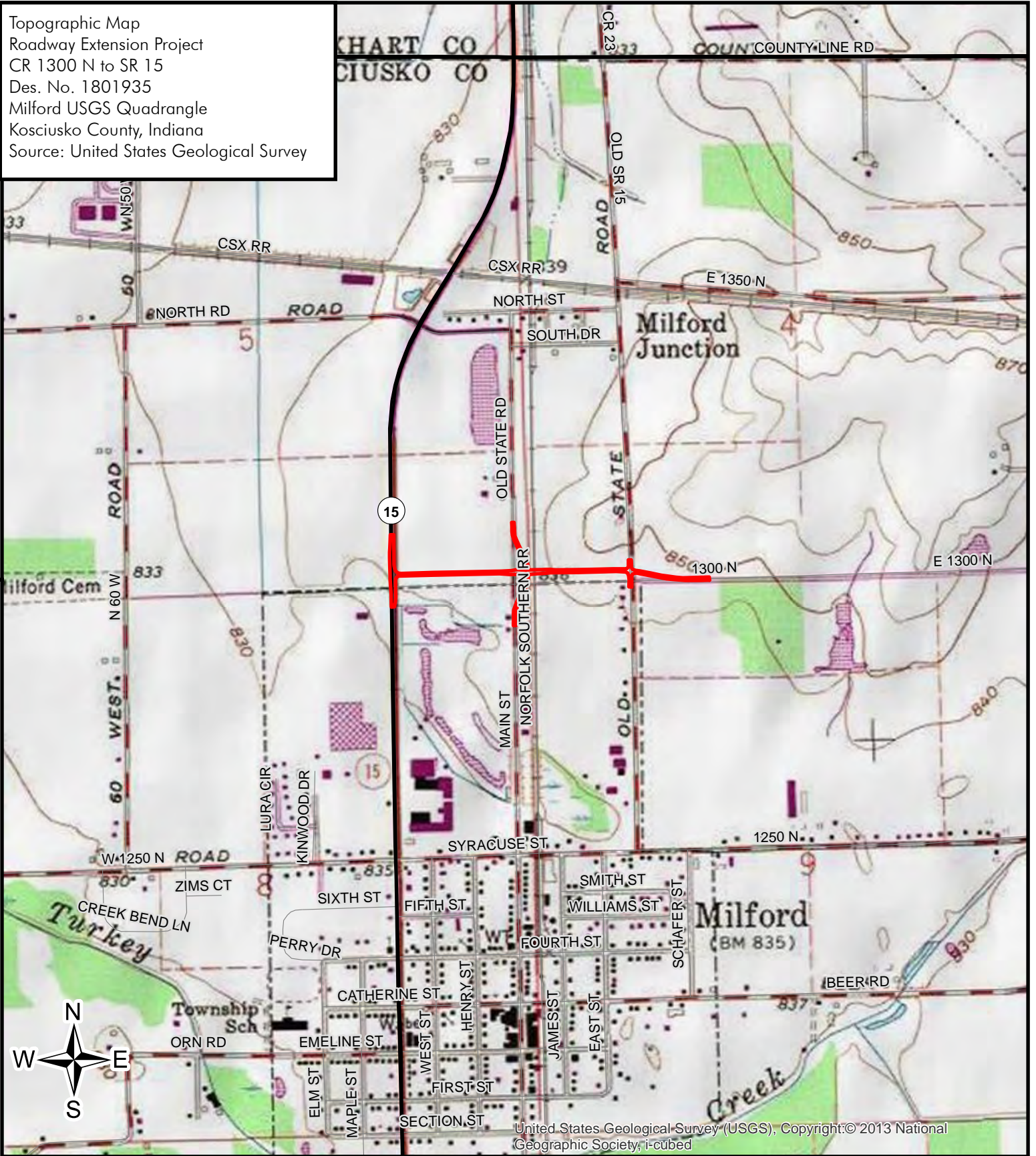


-  County Boundary
-  Project County

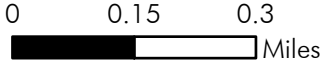


8/30/2019

Topographic Map  
 Roadway Extension Project  
 CR 1300 N to SR 15  
 Des. No. 1801935  
 Milford USGS Quadrangle  
 Kosciusko County, Indiana  
 Source: United States Geological Survey



United States Geological Survey (USGS), Copyright: © 2013 National Geographic Society, i-cubed



 Project Location





Aerial Map  
Roadway Extension Project  
CR 1300 N to SR 15  
Des. No. 1801935  
Kosciusko County, Indiana  
Source: NAIP 2016 Imagery



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UIITS, Indiana Spatial Data Portal

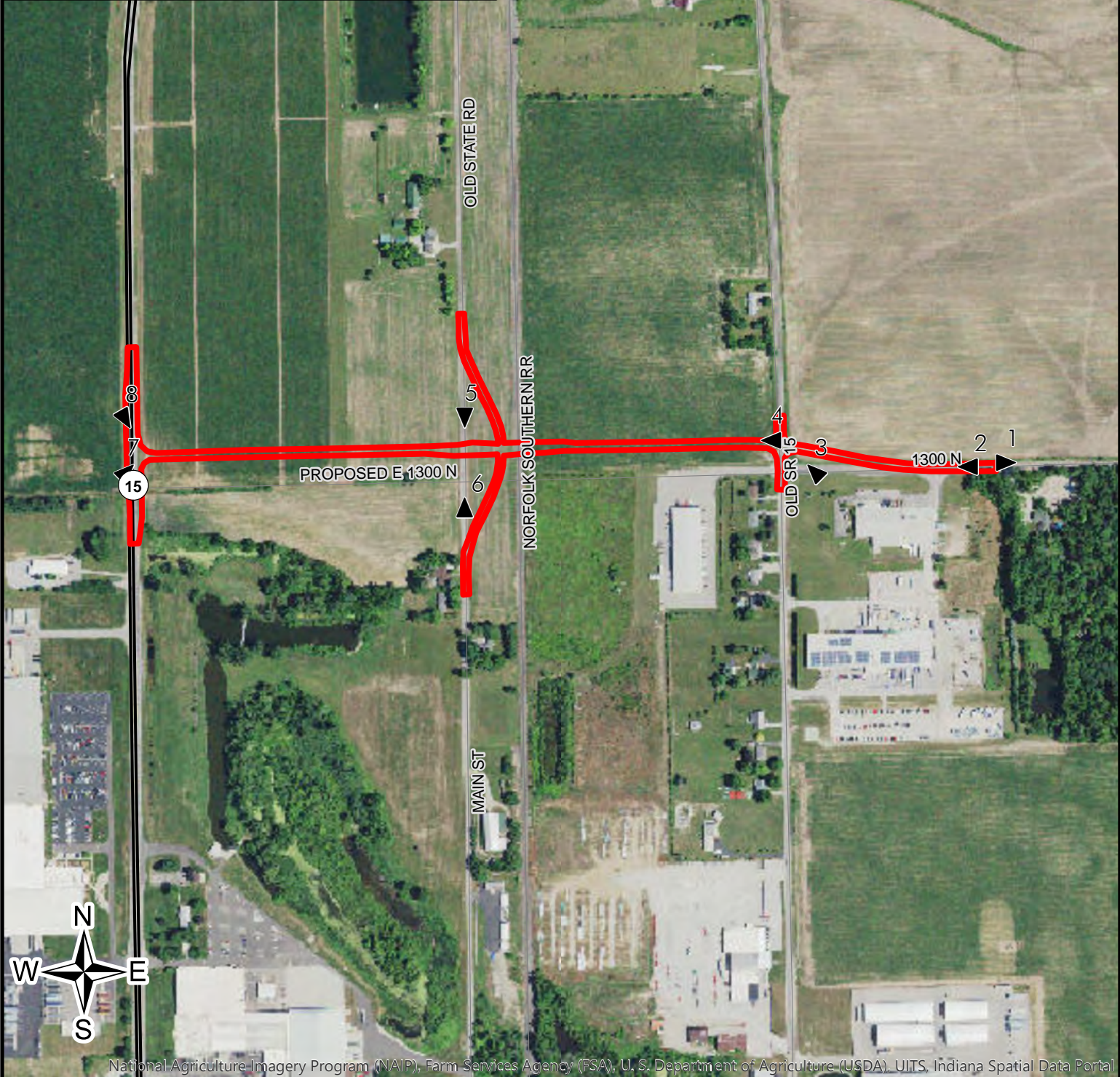
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Miles

 Project Location

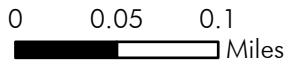


8/30/2019

Photo Location and Orientation Map  
 Roadway Extension Project  
 CR 1300 N to SR 15  
 Des. No. 1801935  
 Kosciusko County, Indiana  
 Source: Green 3, LLC Field Survey



National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UIITS, Indiana Spatial Data Portal



- Project Location
- Photo Location



9/3/2019



Photo 1. Eastern Project Terminus Facing East



Photo 3. Intersection of CR 1300 N and Old SR 15 Facing Northwest



Photo 2. Eastern Project Terminus Facing West



Photo 4. Location of Proposed Roadway at Old SR 15 Facing West



Photo 5. Main Street Near Location of Proposed Bridge Facing South



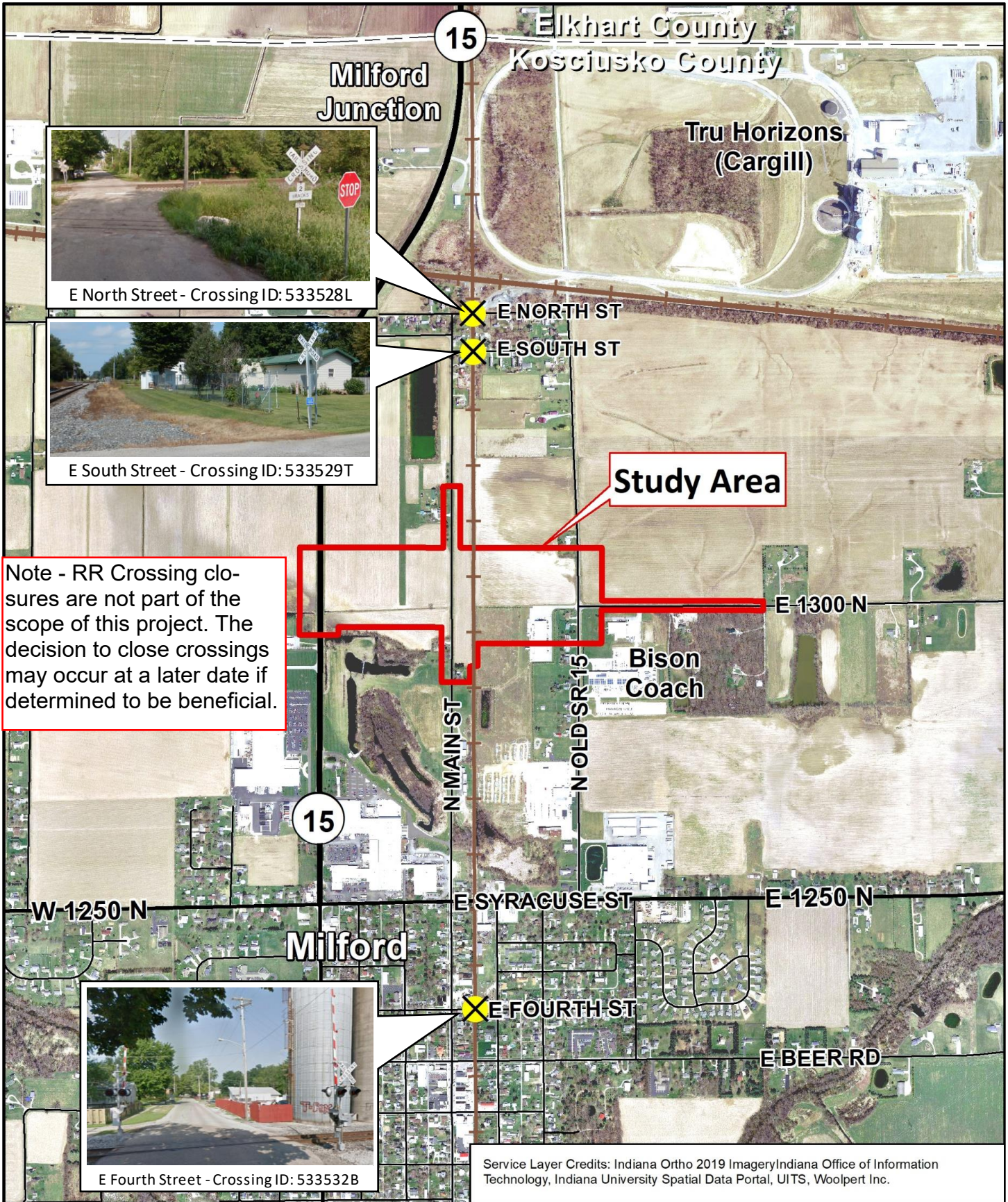
Photo 7. Location of Proposed Intersection of CR 1300 N and SR 15 Facing Northeast



Photo 6. Main Street Near Location of Proposed Bridge Facing North



Photo 8. Location of Proposed Intersection of CR 1300 N and SR 15 Facing Southeast

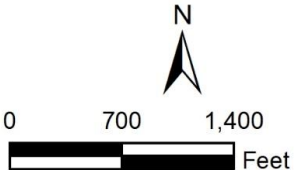


Note - RR Crossing closures are not part of the scope of this project. The decision to close crossings may occur at a later date if determined to be beneficial.

Service Layer Credits: Indiana Ortho 2019 Imagery Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

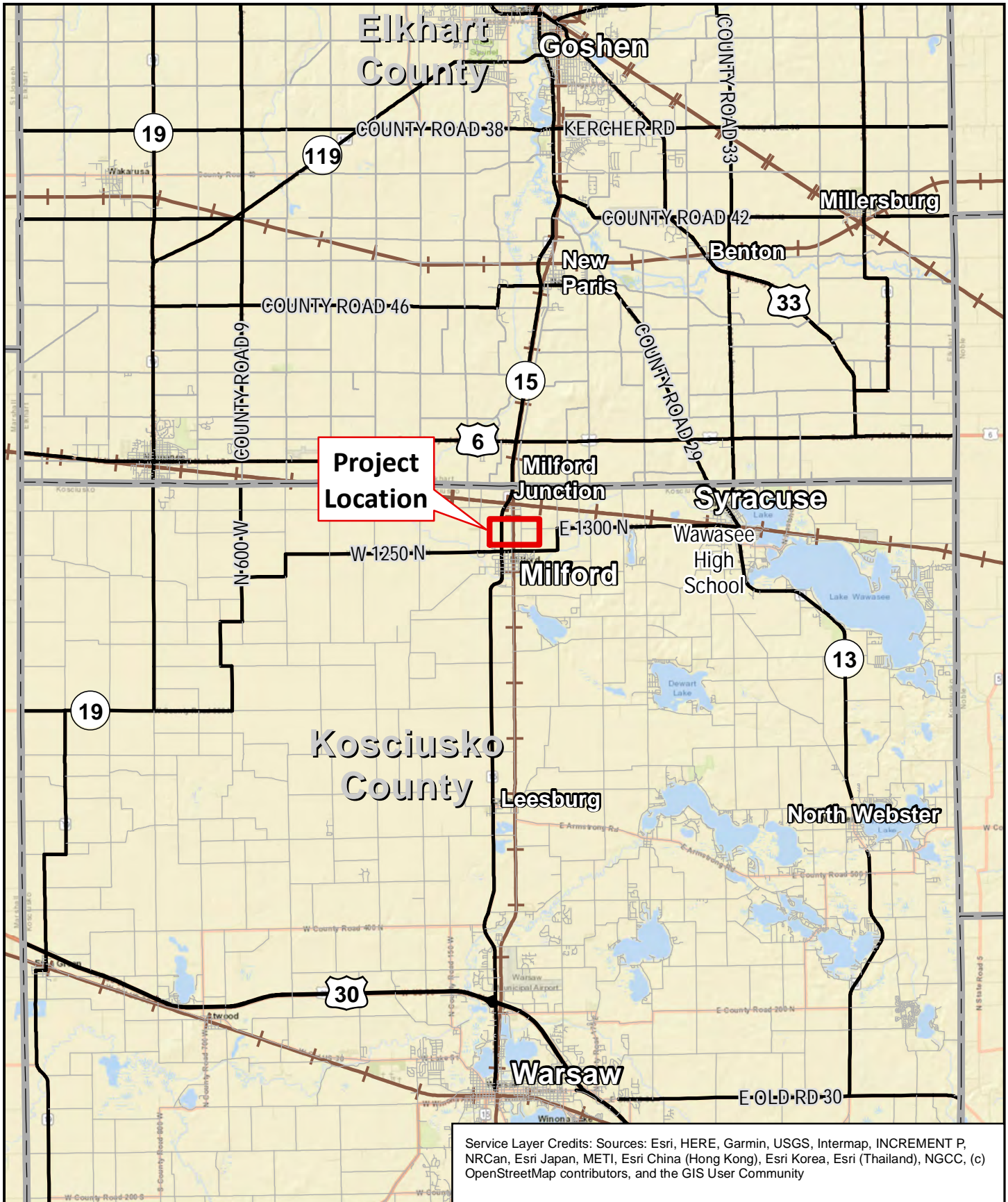
**Legend**

- Study Area
- ✕ Future RR Crossing Closure



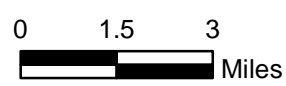
**REGIONAL CONTEXT**

Roadway Extension Project  
 CR 1300N to SR 15  
 Des. No. 1801935  
 Kosciusko County, Indiana



Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

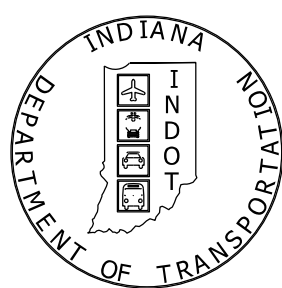
**Legend**  
 Project Location



**REGIONAL NETWORK**  
 Roadway Extension Project  
 CR 1300N to SR 15  
 Des. No. 1801935  
 Kosciusko County, Indiana

PROJECT	DESIGNATION
1801935	1801935
CONTRACT	BRIDGE FILE
R-41847 -----??	???????

# INDIANA DEPARTMENT OF TRANSPORTATION



## ROAD PLANS

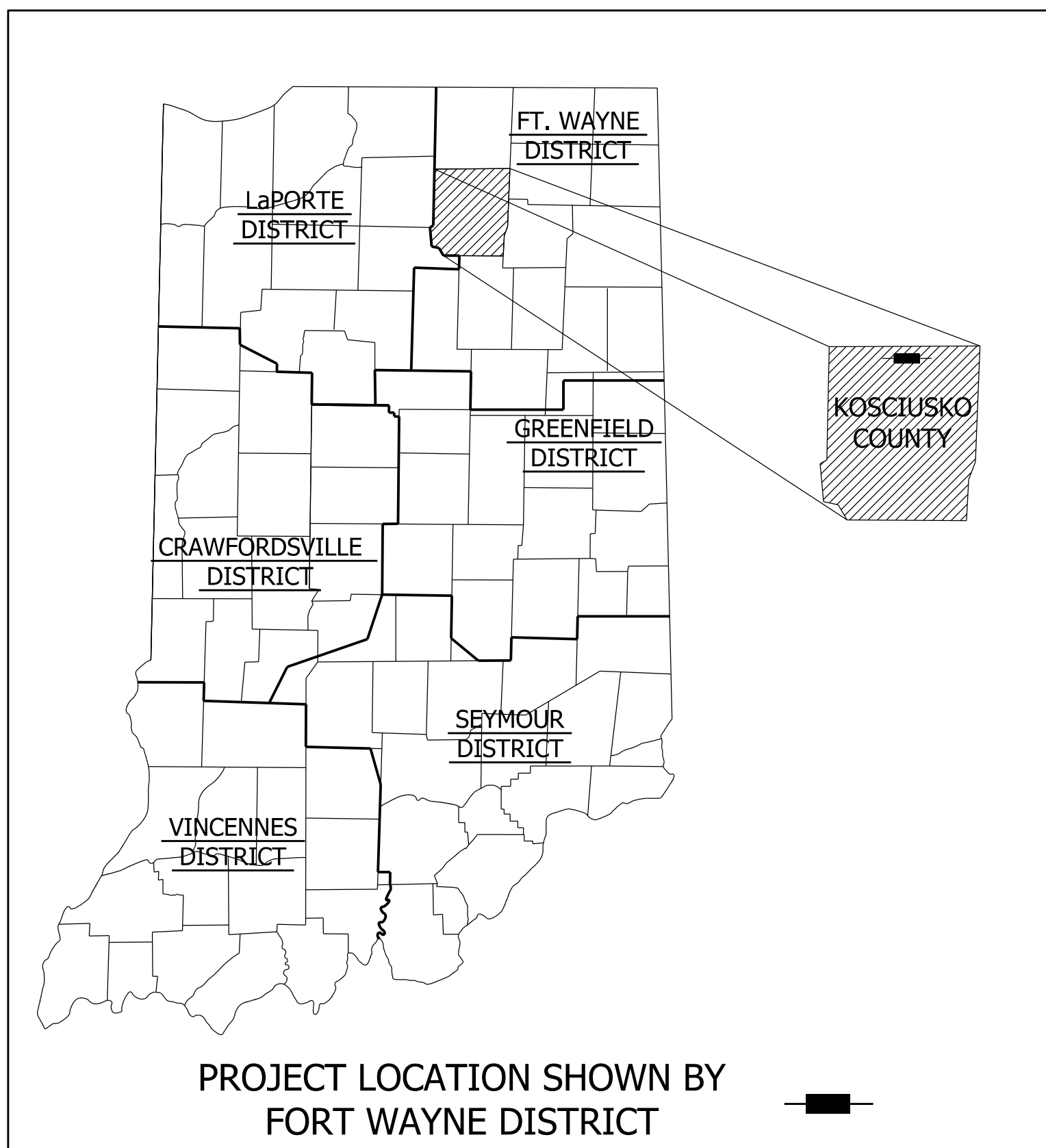
### KOSCIUSKO COUNTY ROAD 1300N EXTENSION BETWEEN OLD SR 15 AND SR 15 OVER NORFOLK SOUTHERN RAILROAD AND MAIN STREET

PROJECT NO. 1801935 P.E.  
1801935 R/W  
1801935 CONST.

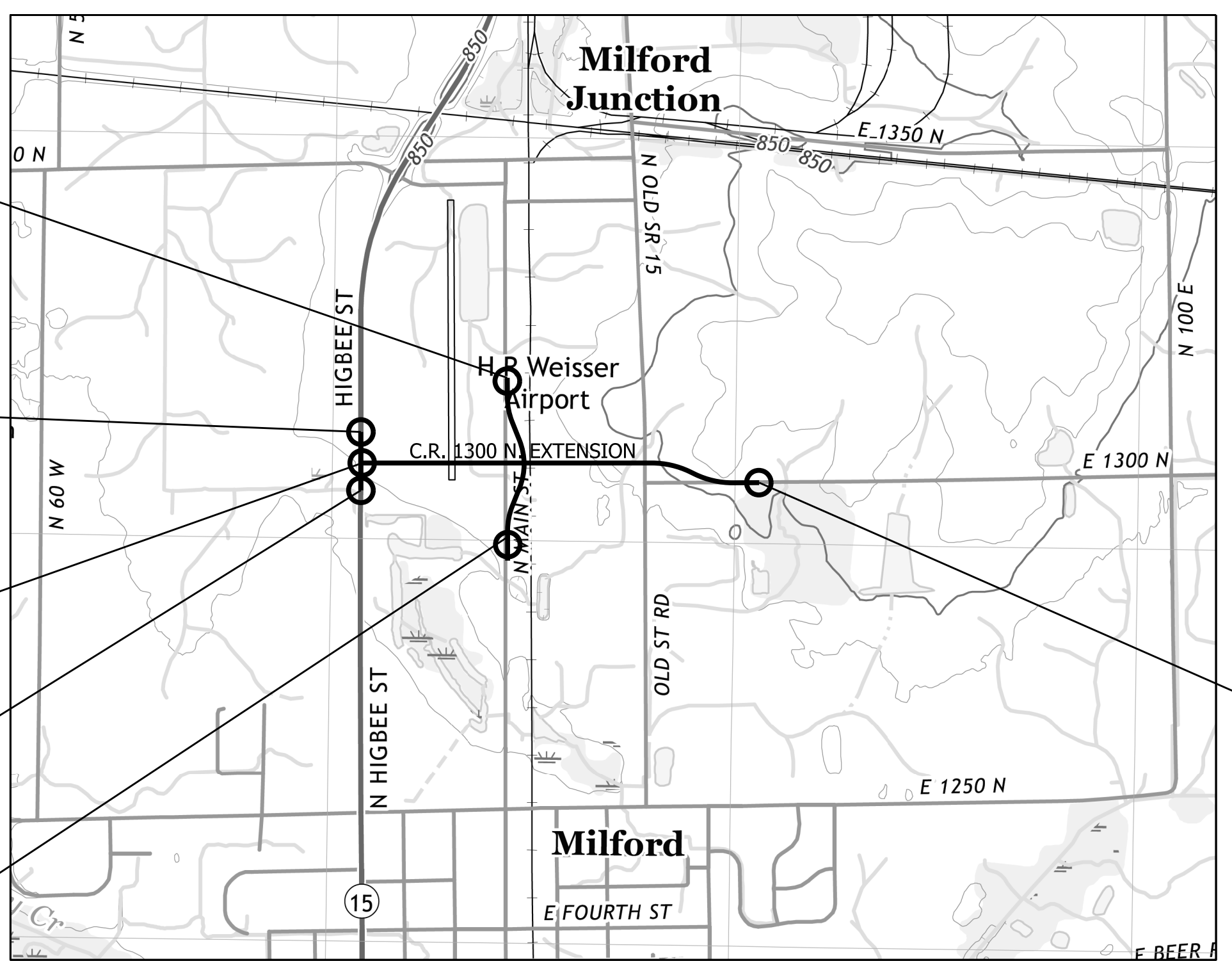
EXTENSION OF COUNTY ROAD 1300 NORTH (MILFORD/SYRACUSE ROAD)  
AND NEW BRIDGE (STRUCTURE NO. XX-XX-XXXX)  
OVER A SINGLE-TRACK NORFOLK SOUTHERN RAILROAD LINE AND MAIN STREET,  
BETWEEN OLD SR 15 (OLD STATE ROAD) AND SR 15 (HIGBEE STREET),  
NORTH OF THE TOWN OF MILFORD,  
IN SECTION 4, 5 & 9, T-34-N, R-6-E, IN VAN BUREN TOWNSHIP OF KOSCIUSKO COUNTY, INDIANA

TRAFFIC DATA		C.R. 1300 N.	
A.A.D.T. (2020)	2,650	V.P.D.	
A.A.D.T. (2040)	4,000	V.P.D.	
D.H.V (2040)	2603	V.P.H.	
DIRECTIONAL DISTRIBUTION		50 %	
TRUCKS		10 % A.A.D.T.	
		18 % D.H.V.	
DESIGN DATA			
DESIGN SPEED	45	M.P.H.	
PROJECT DESIGN CRITERIA	4R NEW CONSTRUCTION		
FUNCTIONAL CLASSIFICATION	MAJOR LOCAL COLLECTOR		
RURAL/URBAN	RURAL		
TERRAIN	LEVEL		
ACCESS CONTROL	NONE		

TRAFFIC DATA		MAIN ST.	
A.A.D.T. (2020)	100	V.P.D.	
A.A.D.T. (2040)	200	V.P.D.	
D.H.V (2040)	XXX	V.P.H.	
DIRECTIONAL DISTRIBUTION		XX %	
TRUCKS		XX % A.A.D.T.	
		XX % D.H.V.	
DESIGN DATA			
DESIGN SPEED	35	M.P.H.	
PROJECT DESIGN CRITERIA	4R NEW CONSTRUCTION		
FUNCTIONAL CLASSIFICATION	LOCAL ROAD		
RURAL/URBAN	RURAL		
TERRAIN	LEVEL		
ACCESS CONTROL	NONE		



- END PROJECT 1801935  
215+00.00 "S-1"
- END PROJECT 1801935  
308+50.21 "PR-B"
- BEGIN PROJECT 1801935  
100+00.00 "PR-A"
- BEGIN PROJECT 1801935  
300+00.00 "PR-B"
- BEGIN PROJECT 1801935  
201+30.00 "S-1"



BRIDGE LENGTH:	0.xxx	MI.
ROADWAY LENGTH:	0.62	MI.
TOTAL LENGTH:	0.xxx	MI.
MAX. GRADE:	4.25	%

KIN PROJECT INFORMATION	
DES. NO.	PROJECT DESCRIPTION
1900841	CR 1300 N Over Norfolk Southern RR & Main St.

HYDROLOGIC UNIT CODES
040500011708

LOCATION MAP  
SCALE: 1" = 1000'

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



Michael Baker International, Inc.  
3815 River Crossing Parkway, Suite 20  
Indianapolis, IN 46240  
Tel: 317-663-8430 Fax: 317-663-8410  
www.mbakertnt.com

Stage 2 Plans  
May 26, 2020

PLANS PREPARED BY:	Michael Baker International, Inc.	317-663-8430 PHONE NUMBER
CERTIFIED BY:		DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

BRIDGE FILE	
DESIGNATION	
1801935	
SURVEY BOOK	SHEETS
CONTRACT	1 of 64
B-41847	PROJECT
	1801935

## UTILITIES

<p><b>ELECTRIC:</b></p> <p>NIPSCO Scott Hoffman 801 E. 86th Avenue Merrillville, IN 46410 (219) 789-0843 scotthoffman@nisource.com</p> <p><b>TELEPHONE:</b></p> <p>CENTURY LINK John Unverferth (419) 226-6342 john.c.unverferth@centurylink.com</p>	<p><b>GAS:</b></p> <p>NIPSCO Gary Freed 1153 Auburn Drive Auburn, IN 46706 (260) 909-6318 gfreed@nisource.com</p> <p><b>WATER:</b></p> <p>TOWN OF MILFORD Steven Marquart 121 S. Main Street Milford, IN 46542 (574) 658-4614 utilities@milford-indiana.org</p>	<p><b>CABLE:</b></p> <p>MEDIACOM, LLC Dennis Jarding 3900 26th Avenue Moline, IL 61265 (309) 743-4750 djarding@mediacomcc.com</p> <p><b>FIBER OPTIC:</b></p> <p>NEW PARIS TELEPHONE INC. Robin Loucks 19066 Market St. New Paris, IN 46553 (574) 831-2176 rloucks@nptel.com</p>
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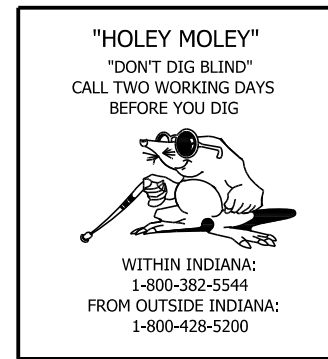
## GENERAL NOTES

**	ALL EARTH SHOULDERS AND CUT AND FILL SLOPES SHALL BE PLAIN OR MULCH SEEDED EXCEPT WHERE OTHERWISE SPECIFIED.
**	THE PLANS SHOW SOME OF THE UTILITIES LOCATED WITHIN THE LIMITS OF THE CONTRACT ACCORDING TO INFORMATION OBTAINED FROM THE VARIOUS UTILITY COMPANIES. THE ACCURACY OF THE PLANS IN THIS RESPECT IS NOT GUARANTEED BY BURGESS & NIPL, INC.
	THE FINAL CROSS SECTIONS OF THE GRADING CONTRACT WILL BE THE ORIGINAL CROSS SECTIONS OF THE PAVING CONTRACT. HOWEVER, PARTIAL OR COMPLETE CROSS SECTIONS SHALL BE TAKEN IF NECESSARY TO DETERMINE THE ACTUAL EXCAVATION QUANTITIES.

\*\* REPRESENTS GENERAL NOTES REQUIRED.

## INDEX

SHEET NO.	DRAWINGS INDEX
1	TITLE SHEET
2	INDEX AND GENERAL NOTES
3 - 4	TYPICAL SECTIONS
5	PLAT NO. 1
6 - 8	MAINTENANCE OF TRAFFIC
9 - 15	PLAN & PROFILE SHEETS
16 - 17	SUPERELEVATION DIAGRAMS
18 - 25	EROSION CONTROL PLANS
26 - 29	PAVEMENT MARKINGS
30	APPROACH TABLE
31	STRUCTURE DATA TABLE
32 - 64	CROSS SECTIONS



c:\temp\akp\pww\dms0633\1x-02.dgn

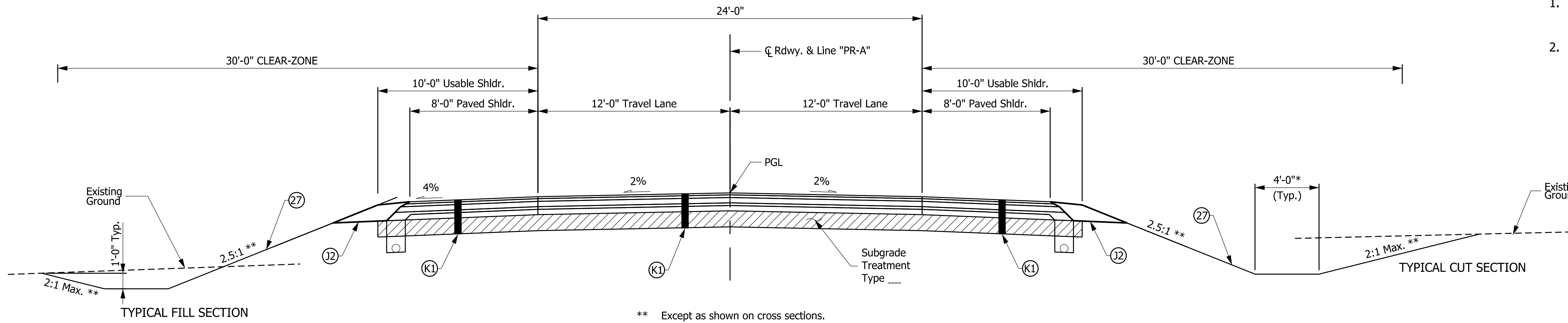
RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____ DATE _____
DESIGNED: _____ KSC _____	DRAWN: _____ KSC _____
CHECKED: _____ JRA _____	CHECKED: _____ JRA _____

**INDIANA  
DEPARTMENT OF TRANSPORTATION**

**INDEX SHEET**

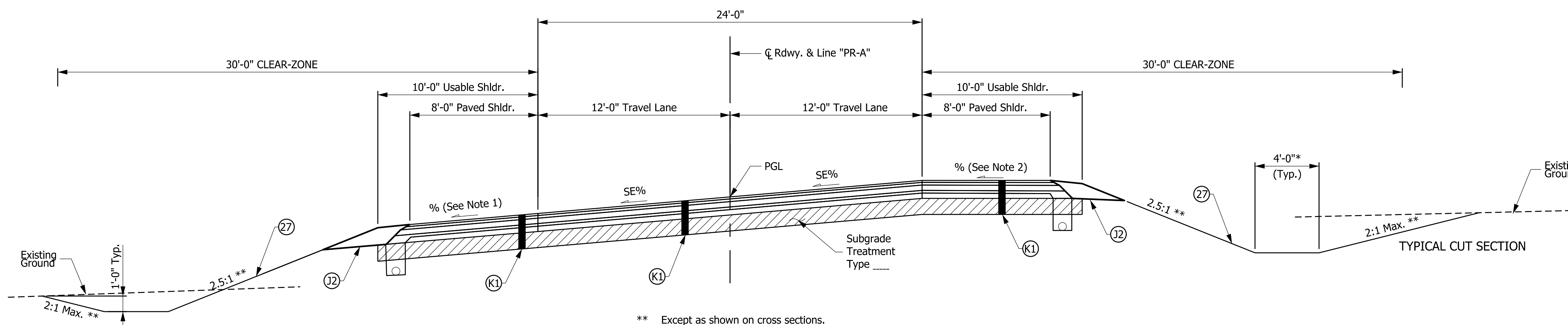
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N/A	-
VERTICAL SCALE	DESIGNATION
N/A	1801935
SURVEY BOOK	SHEETS
-	2 of 64
CONTRACT	PROJECT
B-41847	1801935



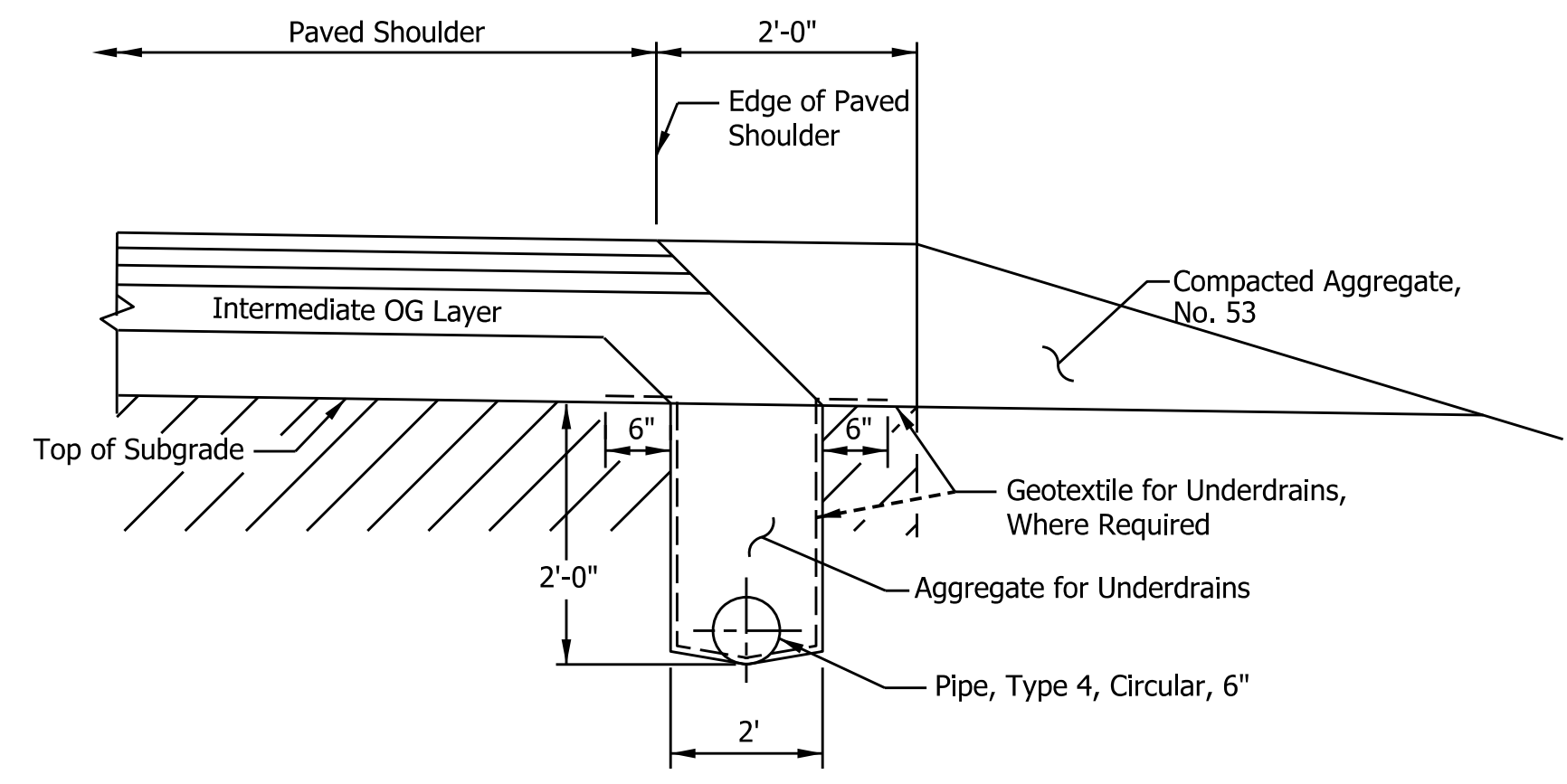


- NOTES:**
- Low-side Shoulder:**  
For SE% ≤ 4%, shoulder slope = 4%  
For SE% > 4%, shoulder slope = SE%
  - High-side Shoulder:**  
For SE% ≤ 4%, shoulder slope = 4% downward, away from traveled way  
For 4% < SE% ≤ 6%, shoulder slope = 2% downward, away from traveled way  
For SE% > 6%, shoulder slope = 1% towards traveled way

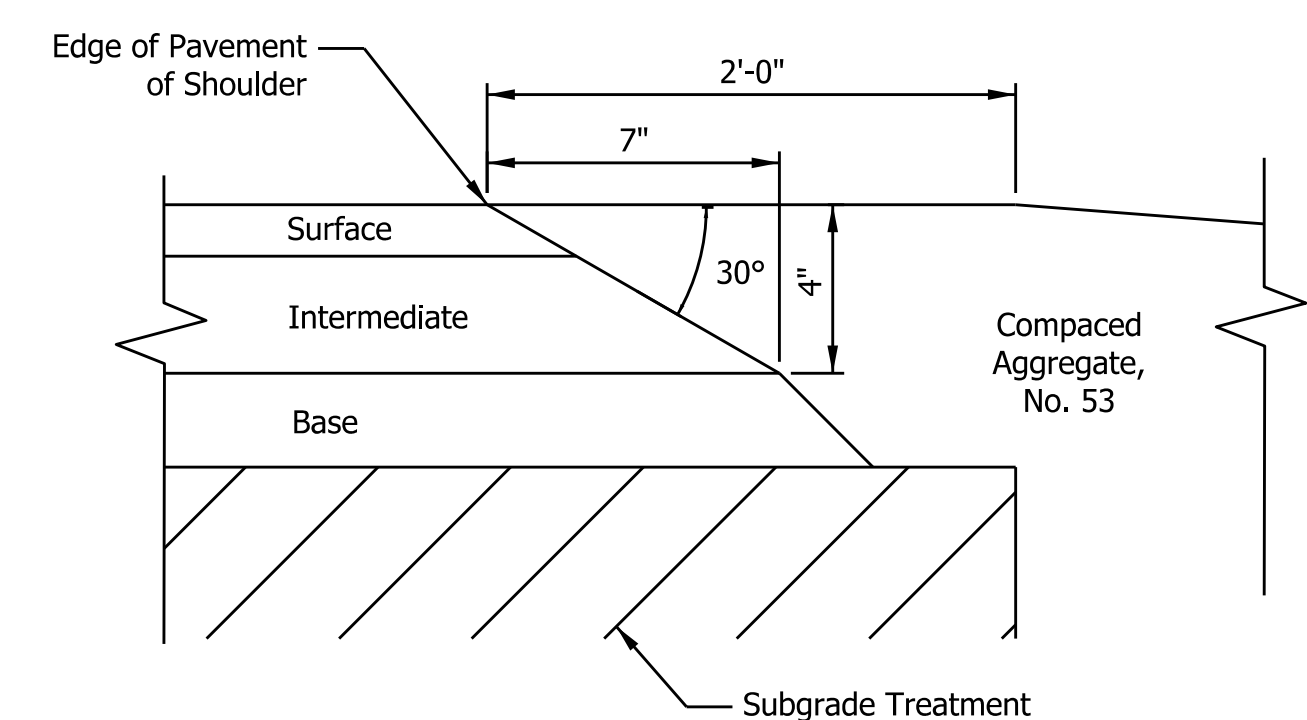
**CR 1300 N EXTENSION - NORMAL CROWN**  
Sta. 100+00.00 to Sta. 121+92.28  
Sta. 132+08.87 to Sta. 132+56.64



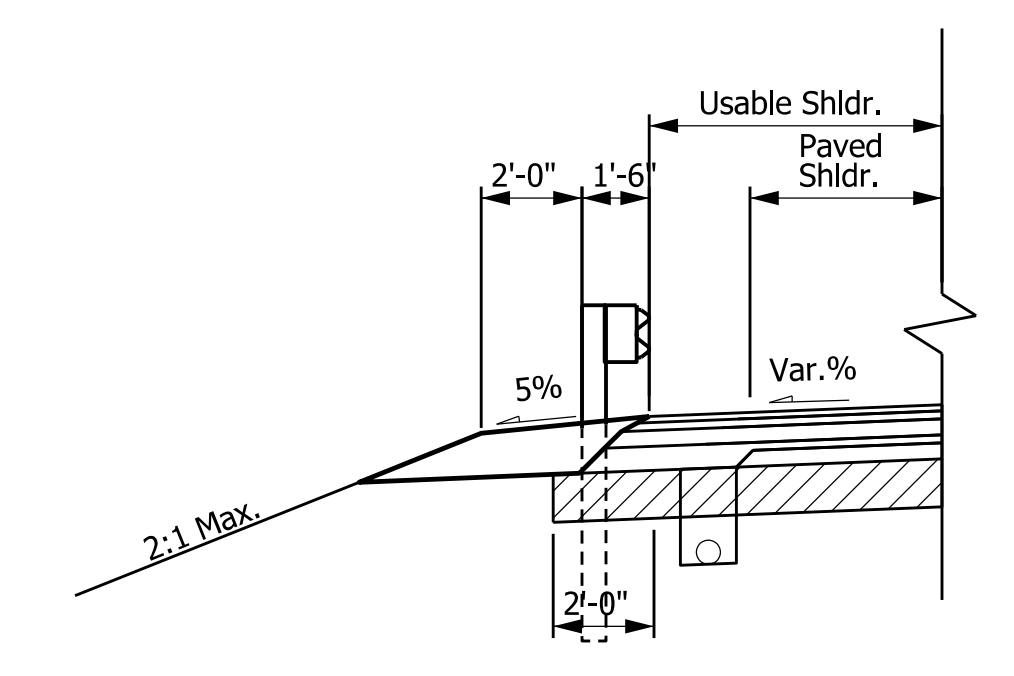
**CR 1300 N EXTENSION - SUPERELEVATED**  
Sta. 121+92.28 to Sta. 126+99.02 (SE% = 7.8%) Opp. Hand  
Sta. 126+99.02 to Sta. 132+08.87 (SE% = 7.8%)



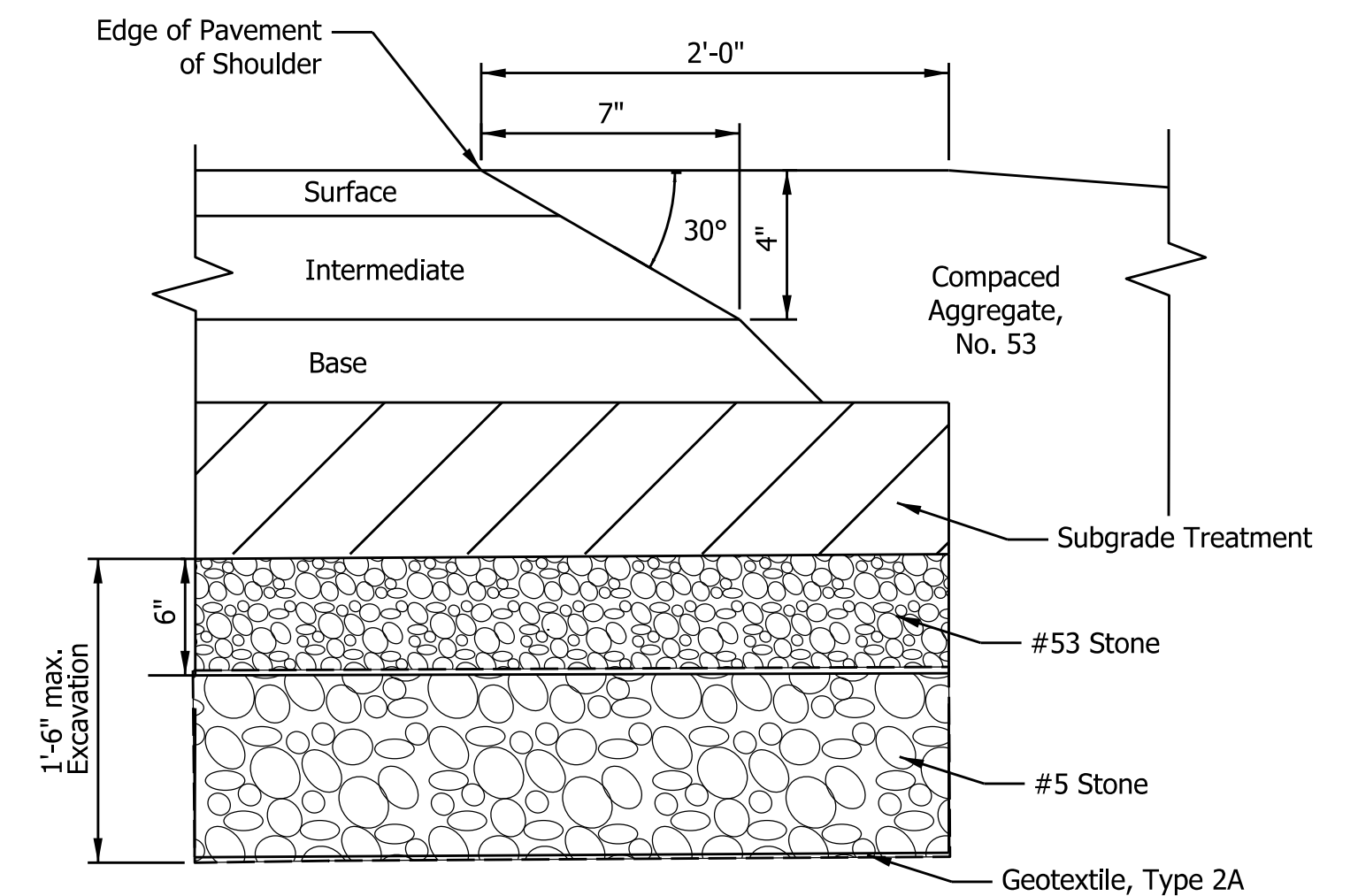
**UNDERDRAIN FOR HMA PAVEMENT WITH FULL-DEPTH HMA SHOULDER**  
(Figure 304-21I)



**SAFETY EDGE ON HMA PAVEMENT**  
(Figure 304-21X)



**GUARDRAIL DETAIL - Line "PR-A"**  
NOT TO SCALE



**POTENTIAL PAVEMENT FOUNDATION IMPROVEMENTS**

- STA. 100+50 "PR-A" TO STA. 102+50 "PR-A"
- STA. 125+00 "PR-A" TO STA. 126+50 "PR-A"
- STA. 129+50 "PR-A" TO STA. 131+00 "PR-A"
- STA. 203+50 "S-1" TO STA. 205+00 "S-1"
- STA. 212+00 "S-1" TO STA. 214+00 "S-1"

**LEGEND**

(K1)	165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON SUBGRADE TREATMENT, TYPE 1B
(27)	SEED MIXTURE, R
(J2)	COMPACTED AGGREGATE, NO.53

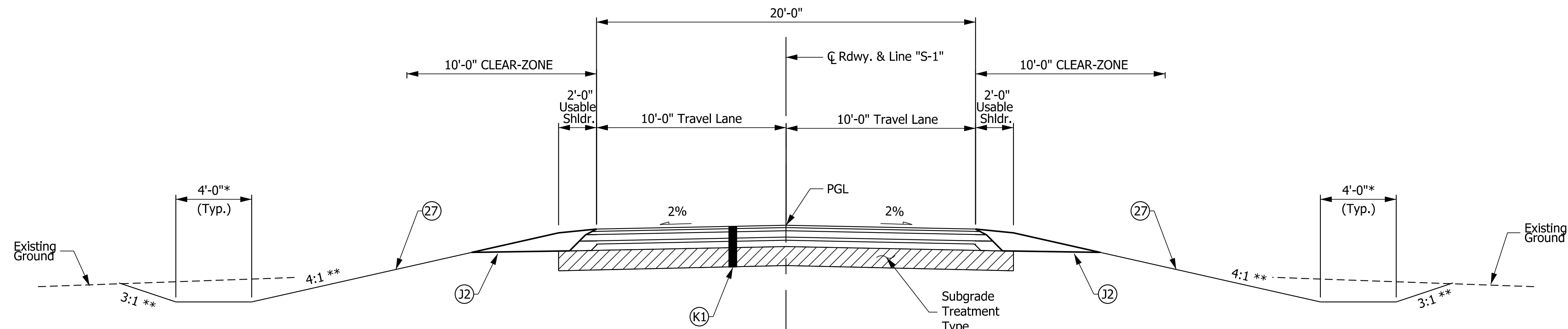
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: KSC	DRAWN: KSC	
CHECKED: XXX	CHECKED: XXX	

**INDIANA DEPARTMENT OF TRANSPORTATION**

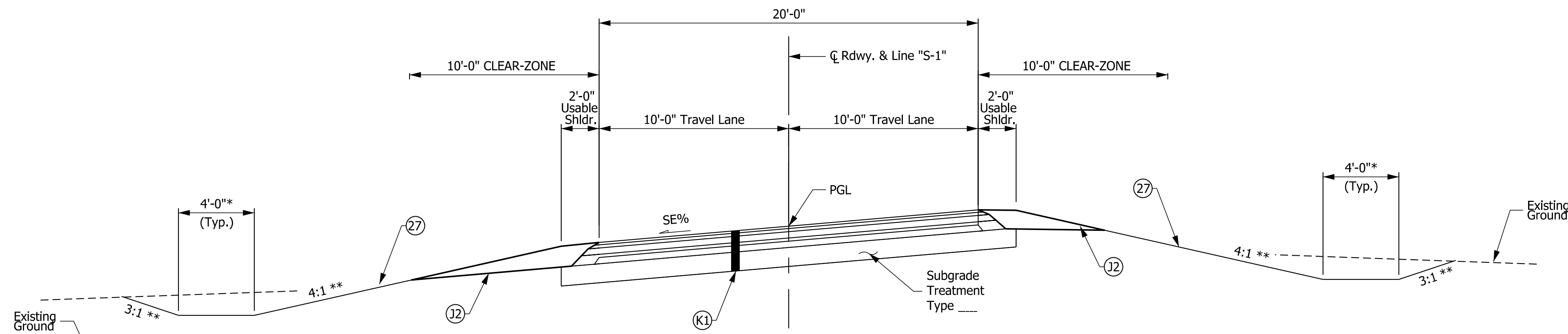
**TYPICAL SECTIONS**

**CR 1300 N EXTENSION**

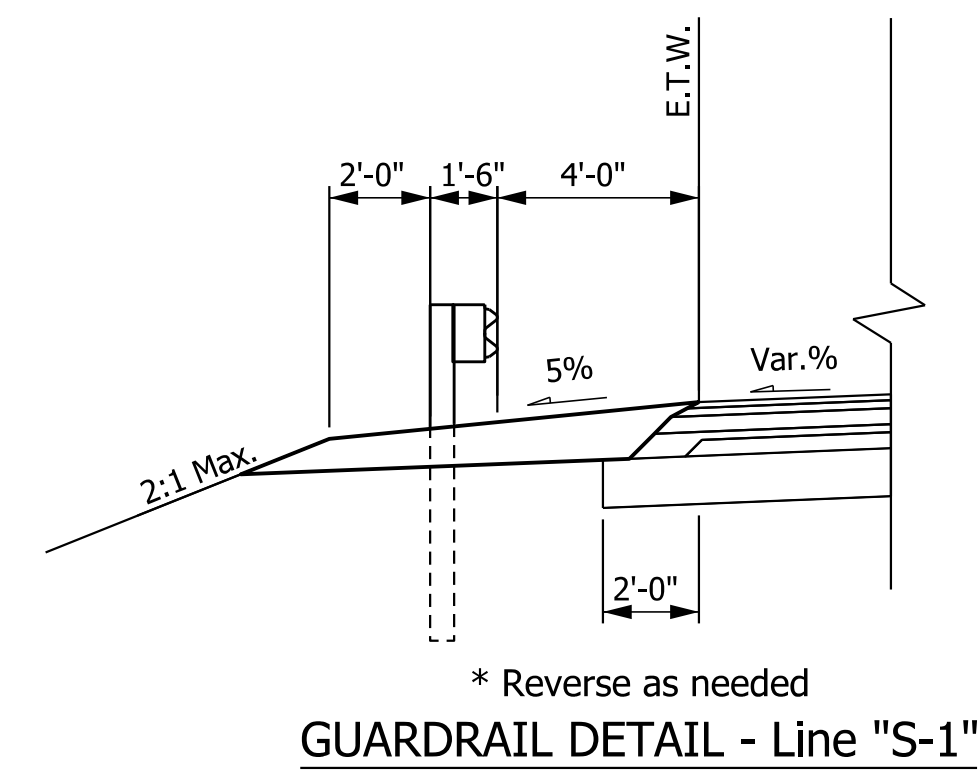
HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	
VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
	\$PAGE_NUM\$ of \$TOTAL_PAGES\$
CONTRACT	PROJECT
B-41847	1801935



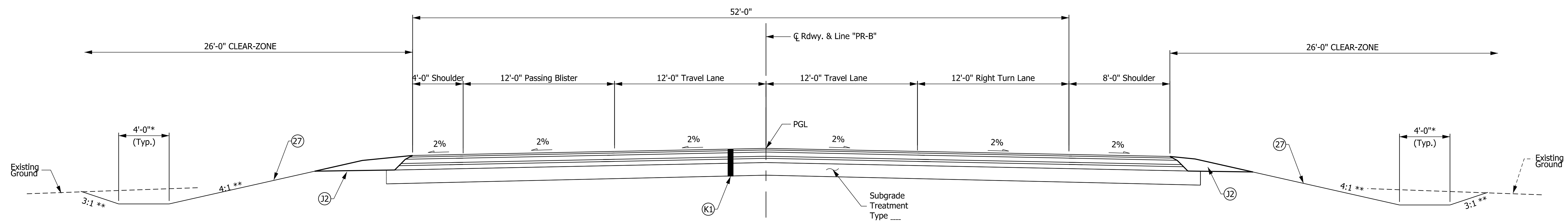
**MAIN STREET - NORMAL CROWN**  
 No Normal Crown Section within Project Limits  
 Section shown for Information Only



**MAIN STREET - SUPERELEVATED**  
 Sta. 201+30.84 to Sta. 205+32.16 (SE% = 7.0%) Opp. Hand  
 Sta. 205+32.16 to Sta. 211+01.35 (SE% = 7.0%)  
 Sta. 211+01.35 to Sta. 215+00.00 (SE% = 7.0%) Opp. Hand



\* Reverse as needed  
**GUARDRAIL DETAIL - Line "S-1"**



\*\* Except as shown on cross sections.

**SR 15**

**LEGEND**

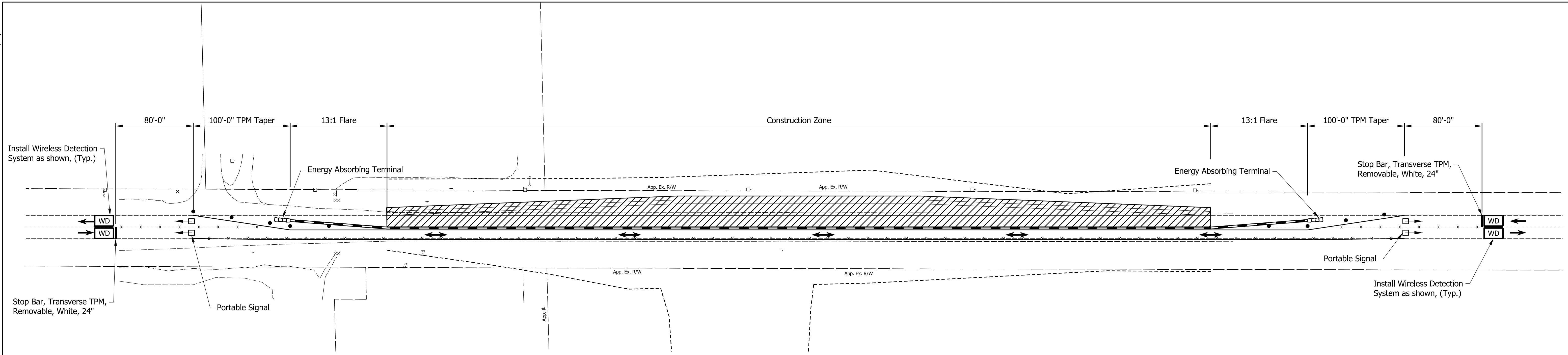
(K1)	165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON SUBGRADE TREATMENT, TYPE 1B
(27)	SEED MIXTURE, R
(J2)	COMPACTED AGGREGATE, NO.53

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: KSC	DRAWN: KSC	
CHECKED: XXX	CHECKED: XXX	

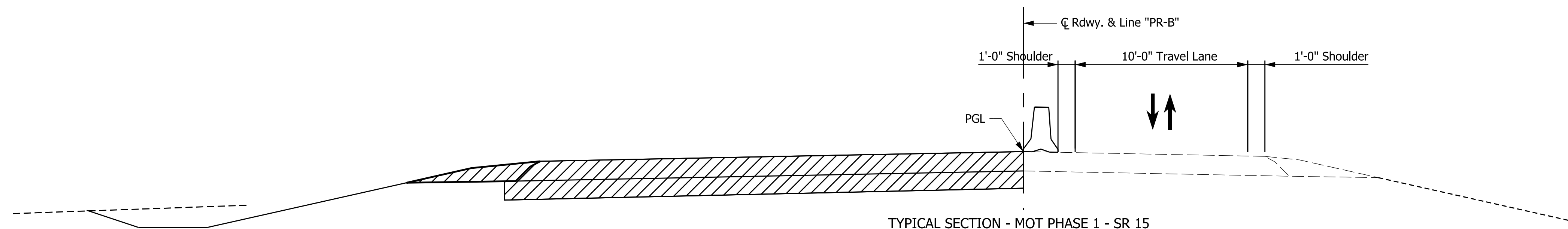
**INDIANA  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS**

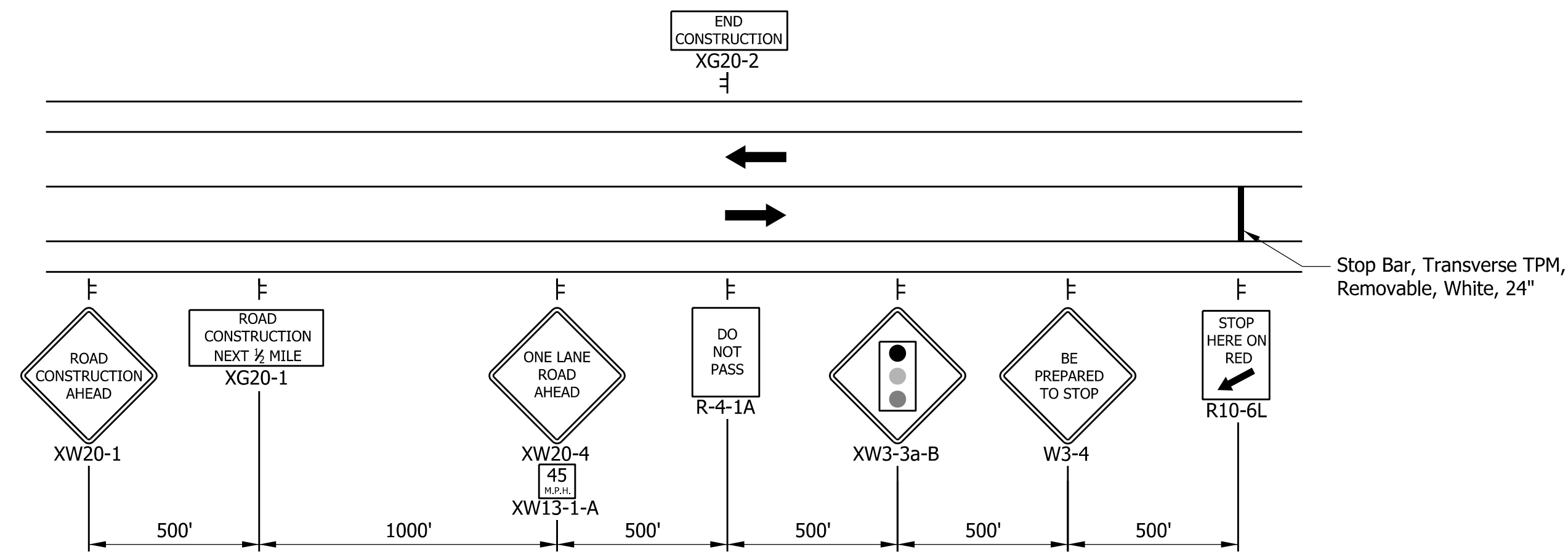
HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	
VERTICAL SCALE	DESIGNATION
N/A	1801935
SURVEY BOOK	SHEETS
	4 of 64
CONTRACT	PROJECT
B-41847	1801935



PLAN - MOT PHASE 1 - SR 15



TYPICAL SECTION - MOT PHASE 1 - SR 15



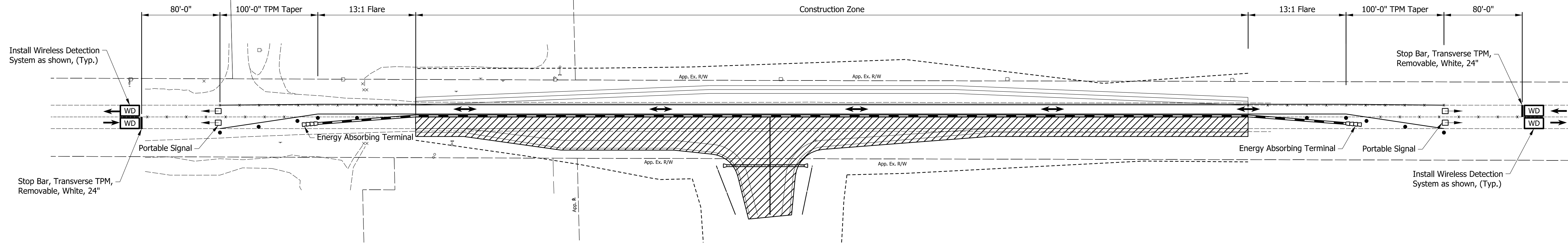
ADVANCED SIGNING (REVERSE AS NEEDED)

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ MAK _____	DRAWN: _____ MAK _____	
CHECKED: _____ JRA _____	CHECKED: _____ JRA _____	

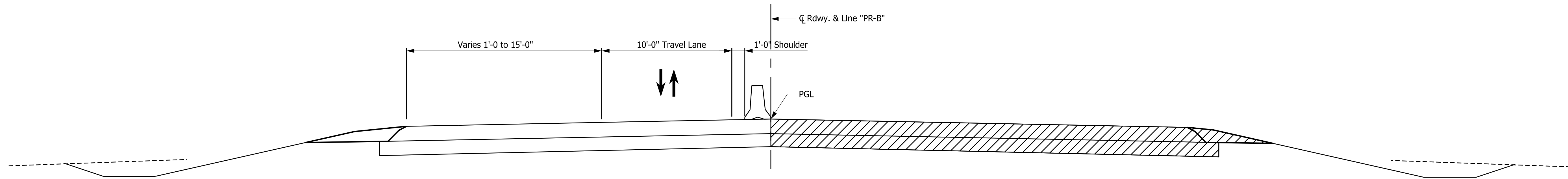
INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
PHASE 1  
SR 15

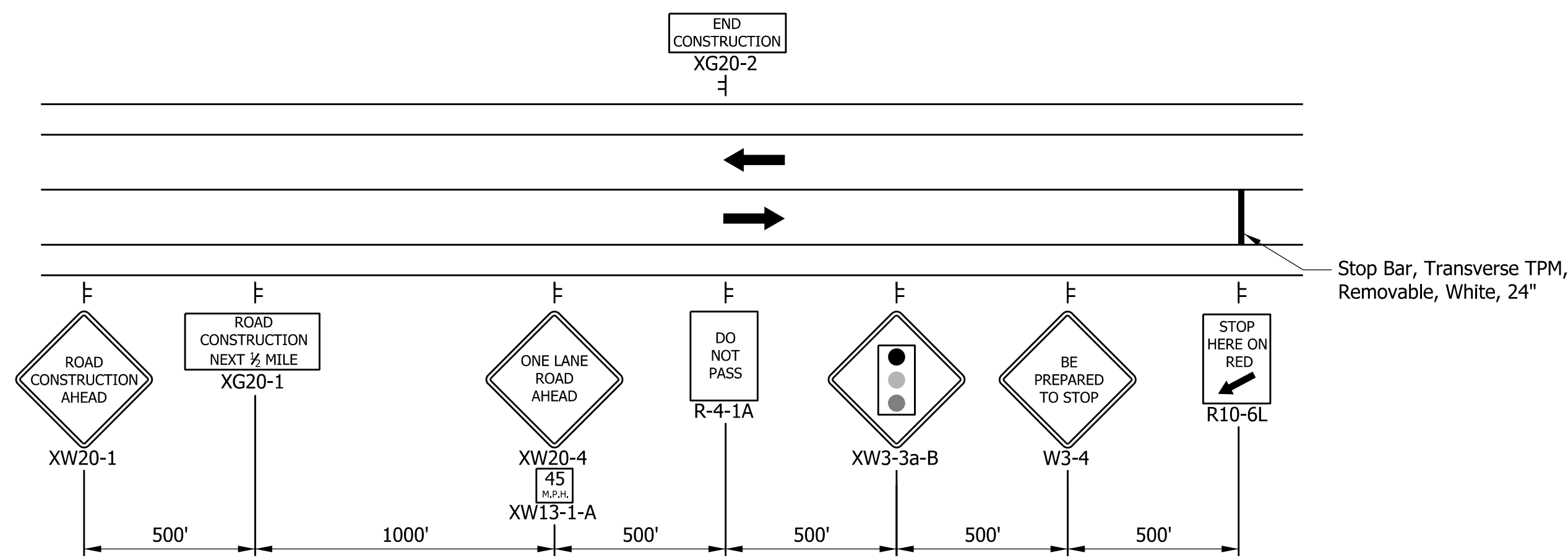
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VERTICAL SCALE N/A	DESIGNATION 1801935
SURVEY BOOK	SHEETS
CONTRACT B-41847	\$PAGE_NUM\$ of \$TOTAL_PAGES\$ PROJECT 1801935



PLAN - MOT PHASE 2 - SR 15



TYPICAL SECTION - MOT PHASE 2 - SR 15



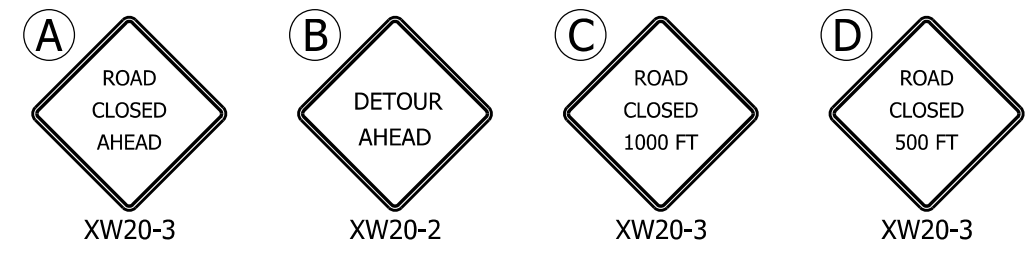
ADVANCED SIGNING (REVERSE AS NEEDED)

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: MAK	DRAWN: MAK	
CHECKED: JRA	CHECKED: JRA	

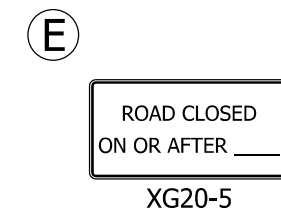
INDIANA  
DEPARTMENT OF TRANSPORTATION

**MAINTENANCE OF TRAFFIC  
PHASE 2  
SR 15**

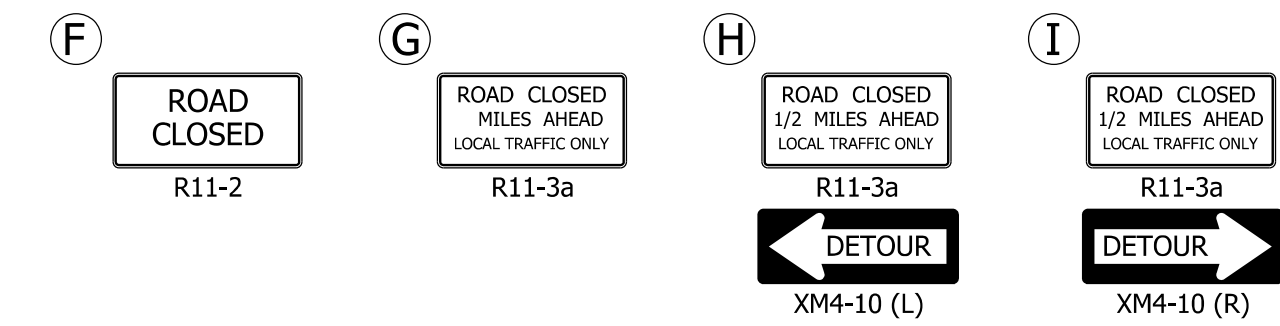
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SURVEY BOOK	SHEETS
CONTRACT B-41847	\$PAGE_NUM\$ of \$TOTAL_PAGES\$ PROJECT 1801935



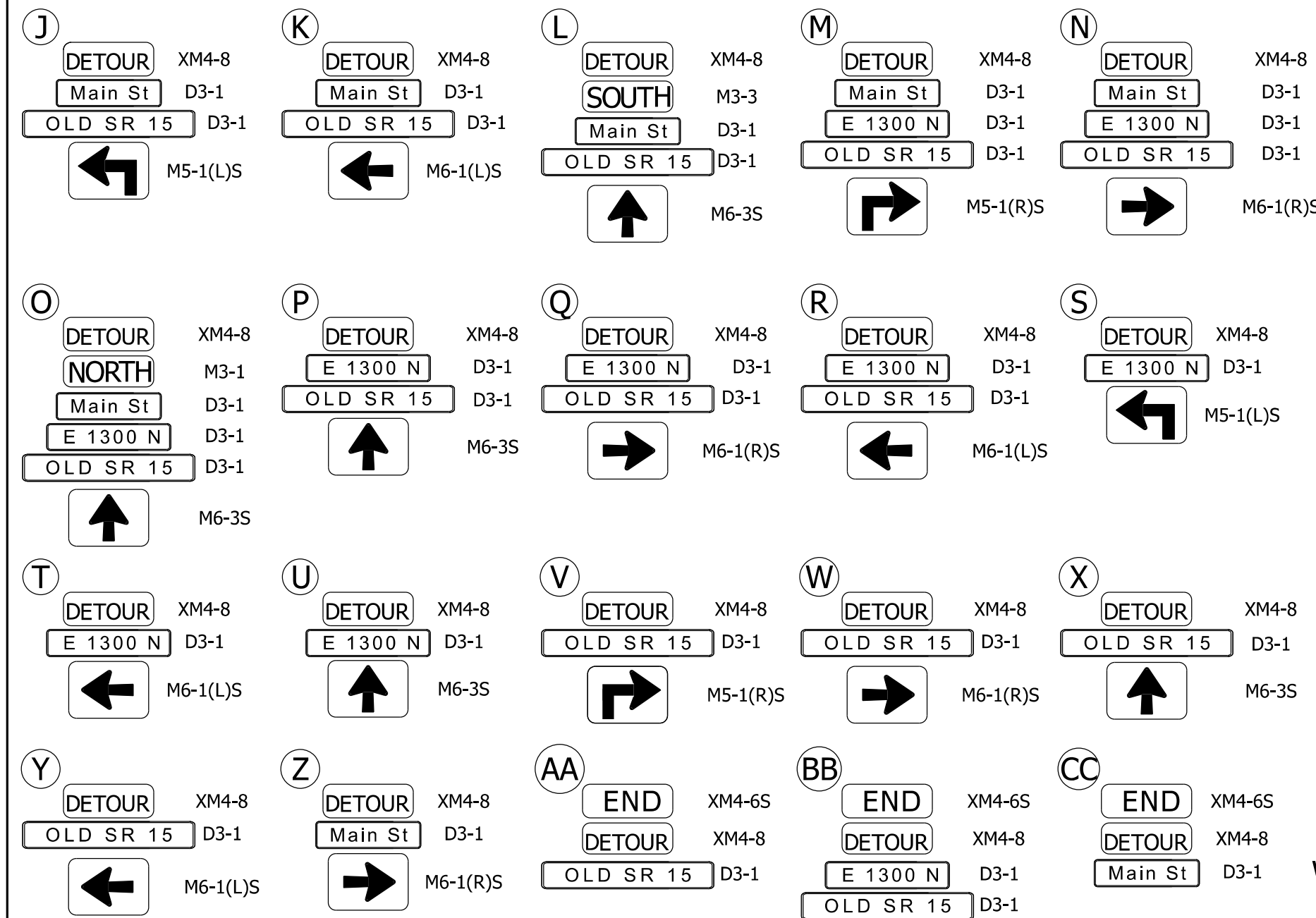
CONSTRUCTION SIGNS TYPE "A"



CONSTRUCTION SIGN TYPE "C"



ROAD CLOSURE SIGN ASSEMBLIES

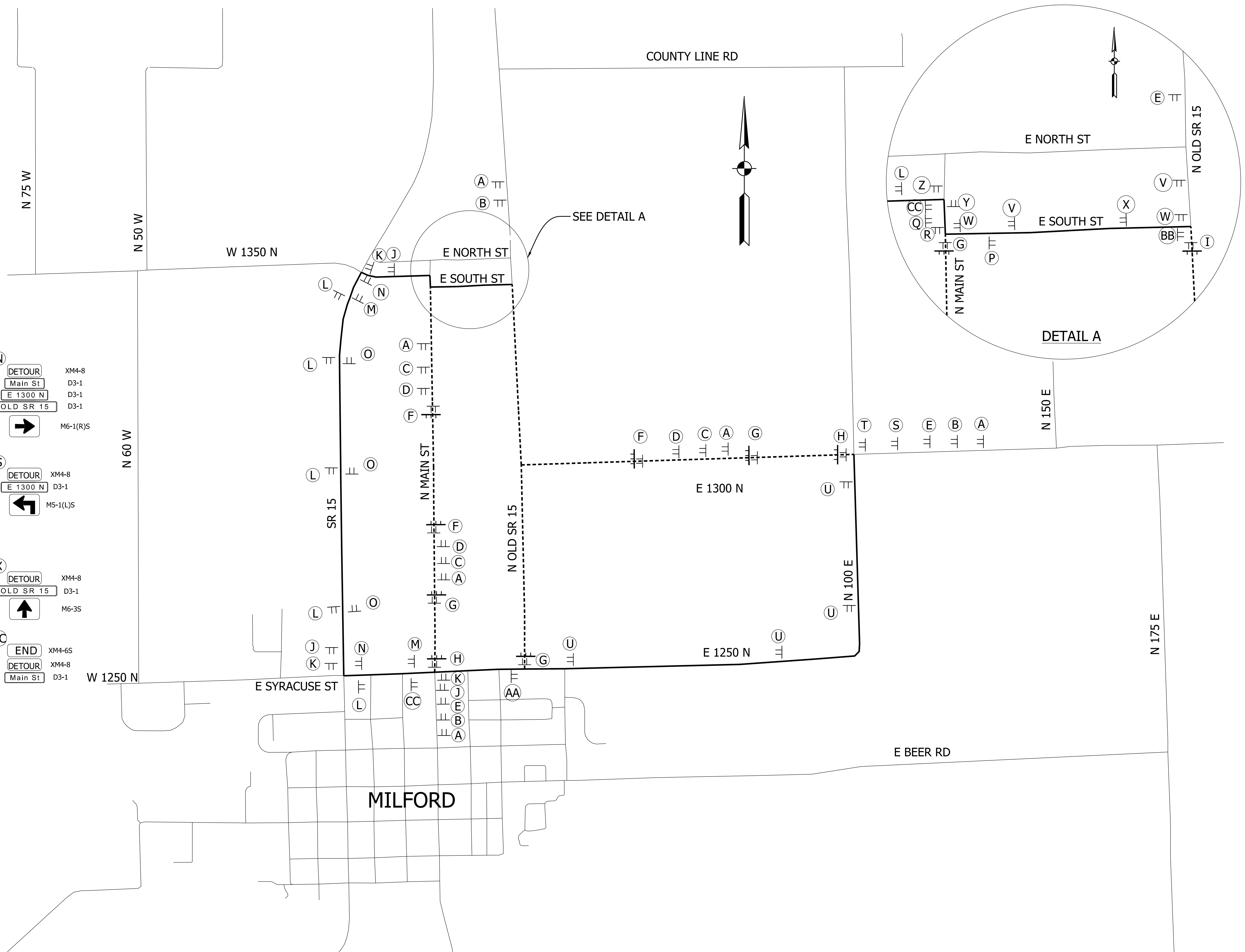


DETOUR ROUTE MARKER ASSEMBLIES

SUMMARY OF QUANTITIES		
ITEM	UNIT	1801935
DETOUR ROUTE ASSEMBLY	EACH	39
ROAD CLOSURE SIGN ASSEMBLY	EACH	10
CONSTRUCTION SIGN TYPE "A"	EACH	15
CONSTRUCTION SIGN TYPE "C"	EACH	3
BARRICADE TYPE III-B	LFT	240

LEGEND

- Road Closed
- Official Detour Route
- TTT Barricade Type III-B
- TT Construction Sign



RECOMMENDED FOR APPROVAL \_\_\_\_\_  
 DESIGN ENGINEER DATE \_\_\_\_\_

DESIGNED: \_\_\_\_\_ MAK \_\_\_\_\_ DRAWN: \_\_\_\_\_ MAK \_\_\_\_\_  
 CHECKED: \_\_\_\_\_ JRA \_\_\_\_\_ CHECKED: \_\_\_\_\_ JRA \_\_\_\_\_

**INDIANA DEPARTMENT OF TRANSPORTATION**

**DETOUR ROUTE**

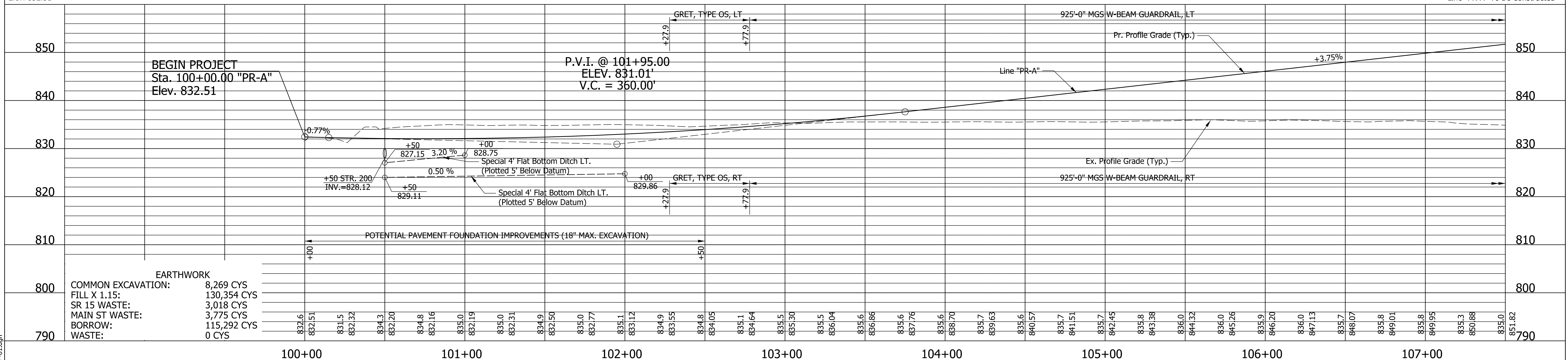
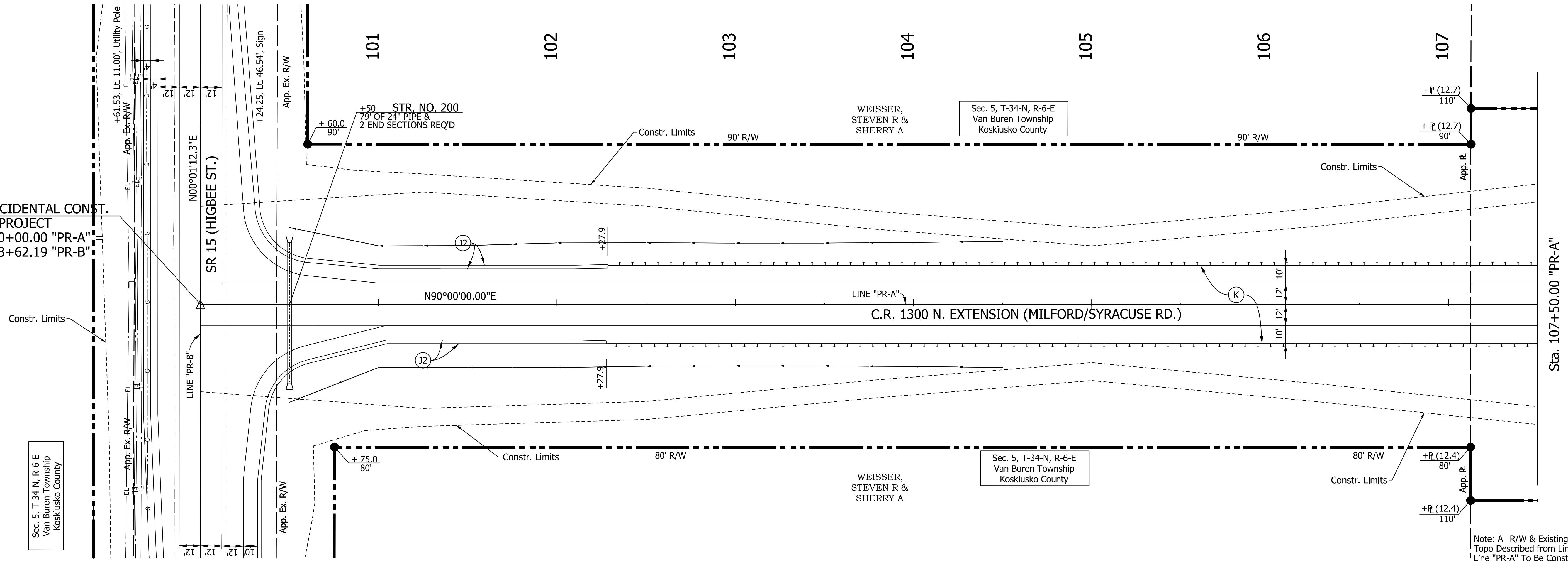
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N/A	
VERTICAL SCALE	DESIGNATION
N/A	1801935
SURVEY BOOK	SHEETS
	\$PAGE_NUM\$ of \$TOTAL_PAGES\$
CONTRACT	PROJECT
B-41847	1801935

END INCIDENTAL CONST.  
BEGIN PROJECT  
Sta. 100+00.00 "PR-A"  
Sta. 303+62.19 "PR-B"

Sec. 5, T-34-N, R-6-E  
Van Buren Township  
Kosciusko County

BEGIN PROJECT  
Sta. 100+00.00 "PR-A"  
Elev. 832.51

Note: All R/W & Existing  
Topo Described from Line "PR-A"  
Line "PR-A" To Be Constructed



**EARTHWORK**

COMMON EXCAVATION:	8,269 CYS
FILL X 1.15:	130,354 CYS
SR 15 WASTE:	3,018 CYS
MAIN ST WASTE:	3,775 CYS
BORROW:	115,292 CYS
WASTE:	0 CYS

- LEGEND**
- (K1) 165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON
  - 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON
  - 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON
  - SUBGRADE TREATMENT, TYPE 1B
  - (27) SEED MIXTURE, R
  - (22) COMPACTED AGGREGATE, NO.53

RECOMMENDED FOR APPROVAL \_\_\_\_\_

DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

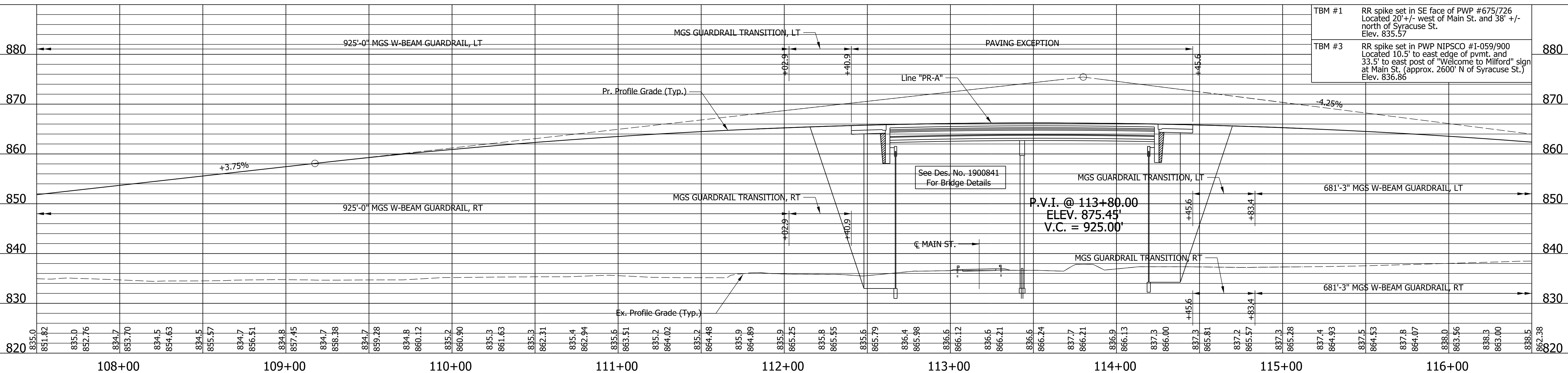
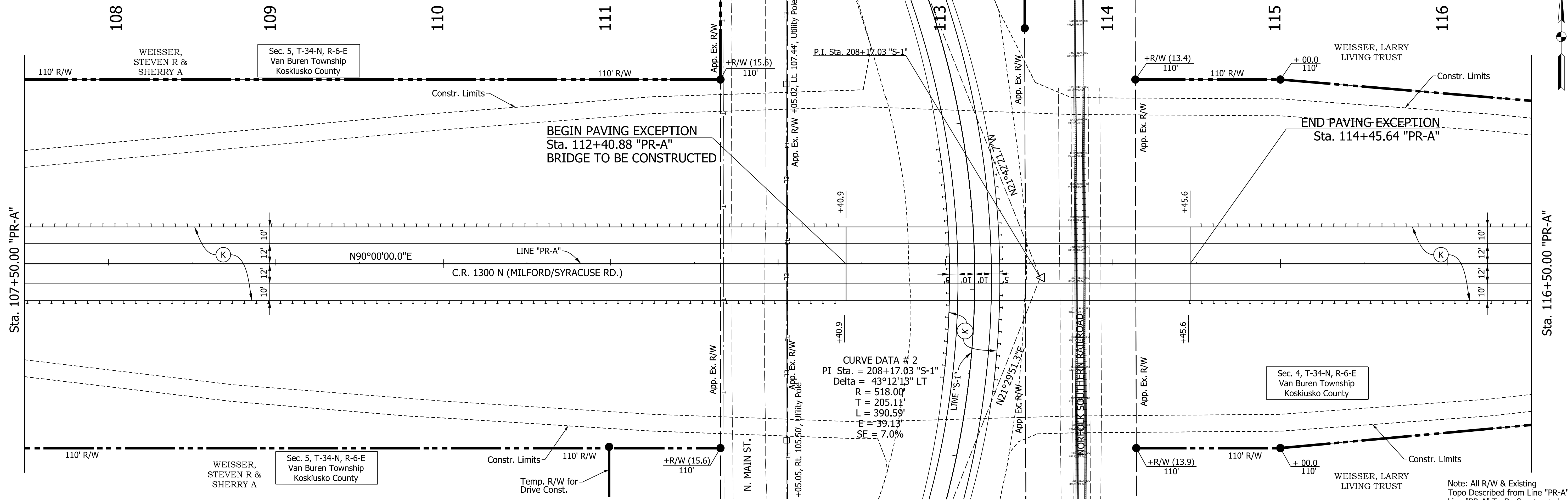
DESIGNED: KSC DRAWN: KSC

CHECKED: JRA CHECKED: JRA

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
**STA. 100+00.00 "PR-A" TO STA. 107+50.00 "PR-A"**

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	
VERTICAL SCALE	DESIGNATION
1"=10'	1801935
SURVEY BOOK	SHEETS
	9 of 64
CONTRACT	PROJECT
B-41847	1801935



- LEGEND**
- (K) 165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON
  - 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON
  - 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON
  - SUBGRADE TREATMENT, TYPE 1B
  - (27) SEED MIXTURE, R
  - (22) COMPACTED AGGREGATE, NO.53

RECOMMENDED FOR APPROVAL \_\_\_\_\_

DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

DESIGNED: KSC DRAWN: KSC

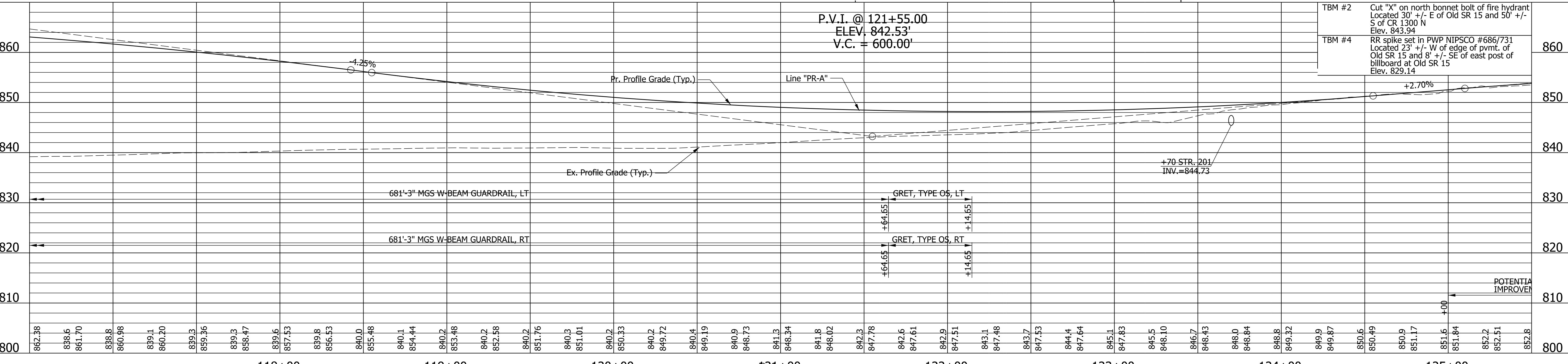
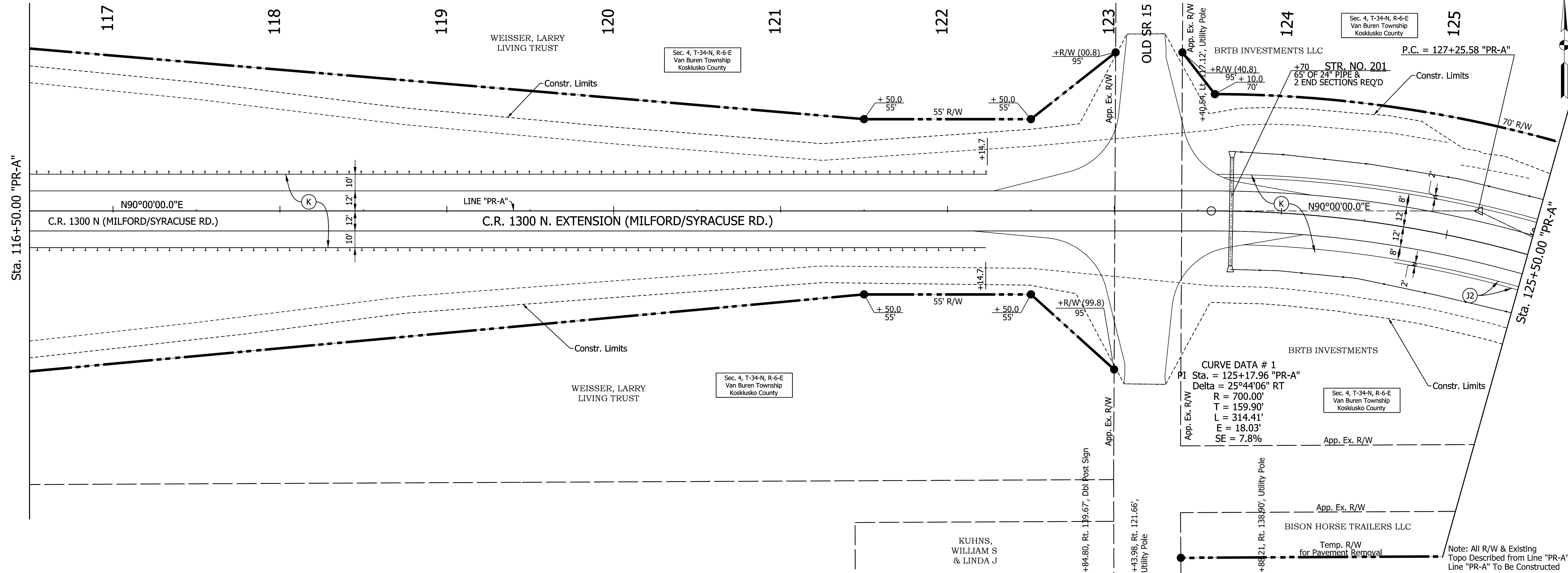
CHECKED: JRA CHECKED: JRA

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
**STA. 107+50.00 "PR-A" TO STA. 116+50.00 "PR-A"**

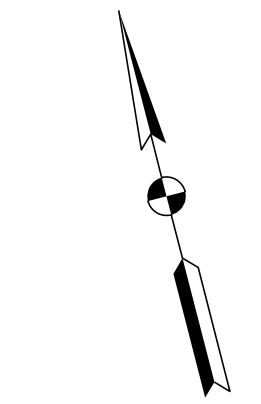
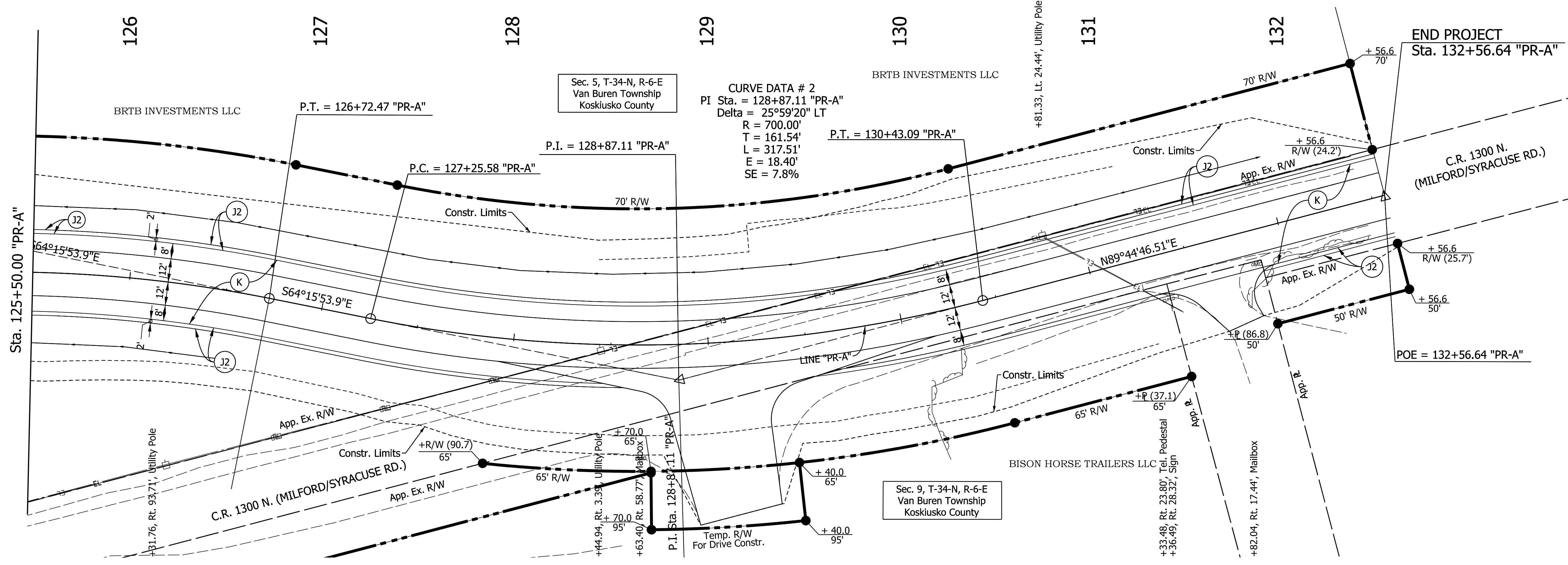
HORIZONTAL SCALE 1"=30'	BRIDGE FILE
VERTICAL SCALE 1"=10'	DESIGNATION 1801935
SURVEY BOOK	SHEETS
CONTRACT B-41847	10 of 64
	PROJECT 1801935

2/18/2021

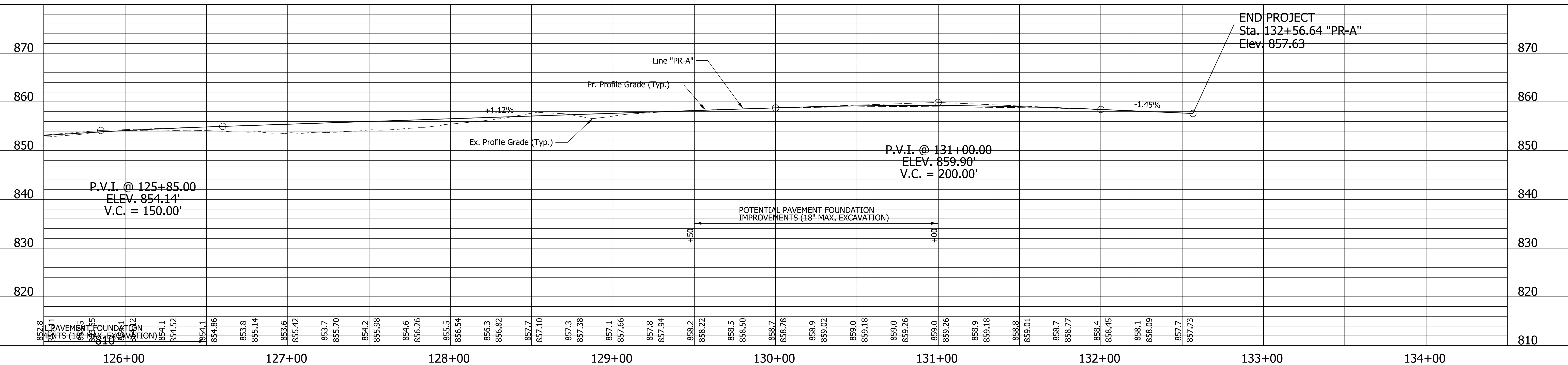


Note: All R/W & Existing Topo Described from Line "PR-A". Line "PR-A" To Be Constructed





Note: All R/W & Existing Topo Described from Line "PR-A". Line "PR-A" To Be Constructed



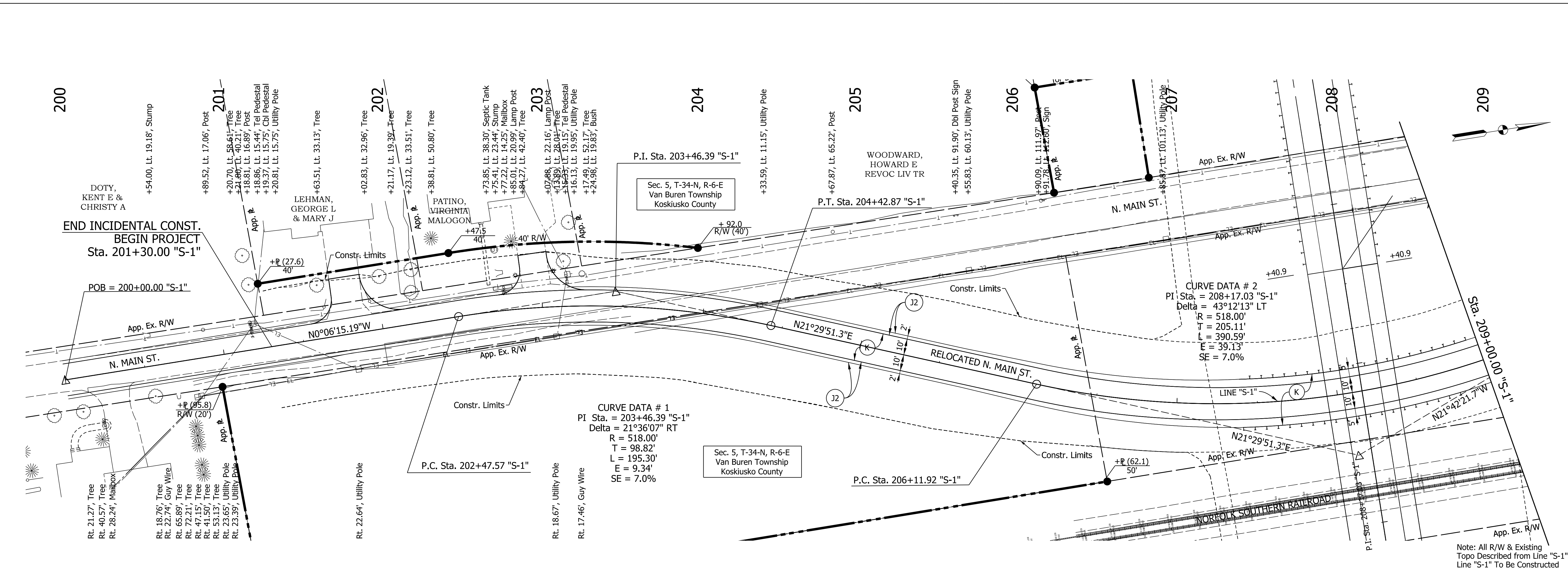
- LEGEND**
- (K1) 165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON SUBGRADE TREATMENT, TYPE 1B
  - (27) SEED MIXTURE, R
  - (22) COMPACTED AGGREGATE, NO.53

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: KSC	DRAWN: KSC	
CHECKED: JRA	CHECKED: JRA	

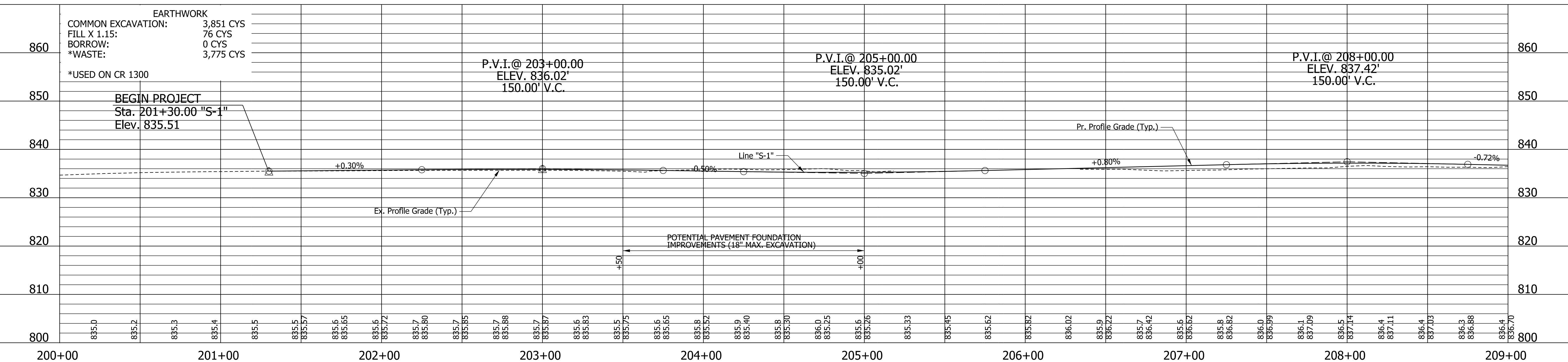
**INDIANA DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
STA. 125+50.00 "PR-A" TO STA. 132+56.64 "PR-A"

HORIZONTAL SCALE 1"=30'	BRIDGE FILE
VERTICAL SCALE 1"=10'	DESIGNATION 1801935
SURVEY BOOK	SHEETS
CONTRACT B-41847	12 of 64 PROJECT 1801935



Note: All R/W & Existing Topo Described from Line "S-1" Line "S-1" To Be Constructed



**LEGEND**

- (K1) 165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON
- 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON
- 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON
- SUBGRADE TREATMENT, TYPE 1B
- (27) SEED MIXTURE, R
- (22) COMPACTED AGGREGATE, NO.53

**RECOMMENDED FOR APPROVAL**

DESIGN ENGINEER: \_\_\_\_\_ DATE: \_\_\_\_\_

DESIGNED: KSC DRAWN: KSC

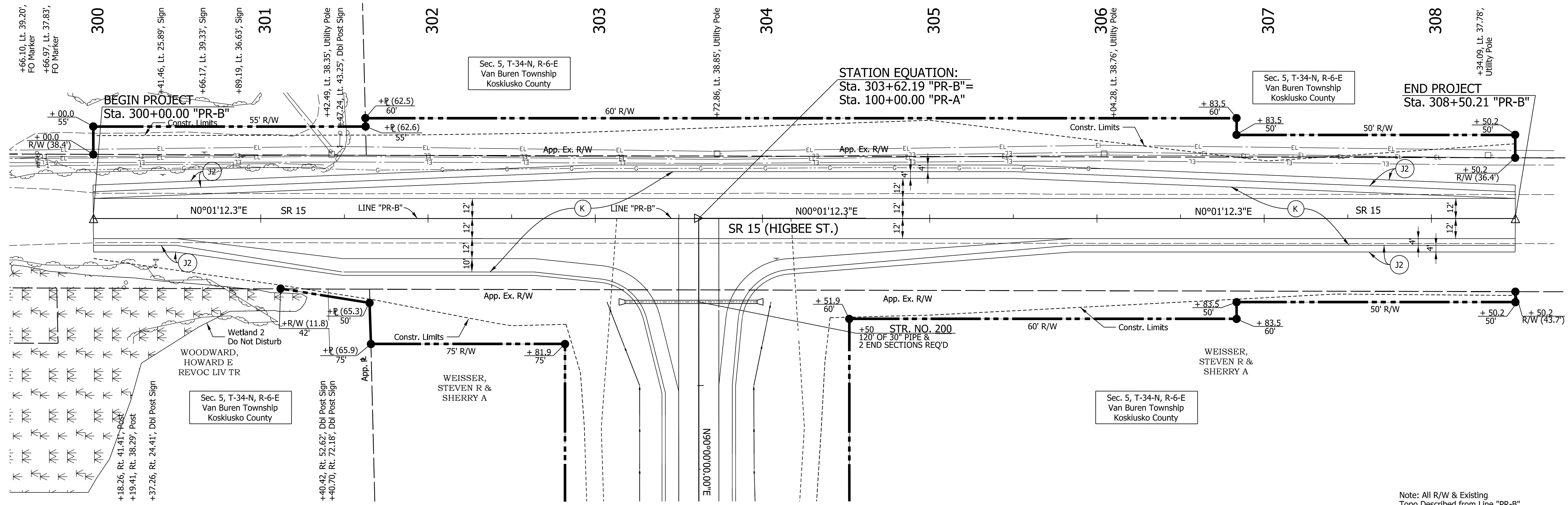
CHECKED: JRA CHECKED: JRA

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
**STA. 200+00.00 "S-1" TO STA. 209+00.00 "S-1"**

HORIZONTAL SCALE 1"=30'	BRIDGE FILE
VERTICAL SCALE 1"=10'	DESIGNATION 1801935
SURVEY BOOK	SHEETS
CONTRACT B-41847	13 of 64 PROJECT 1801935

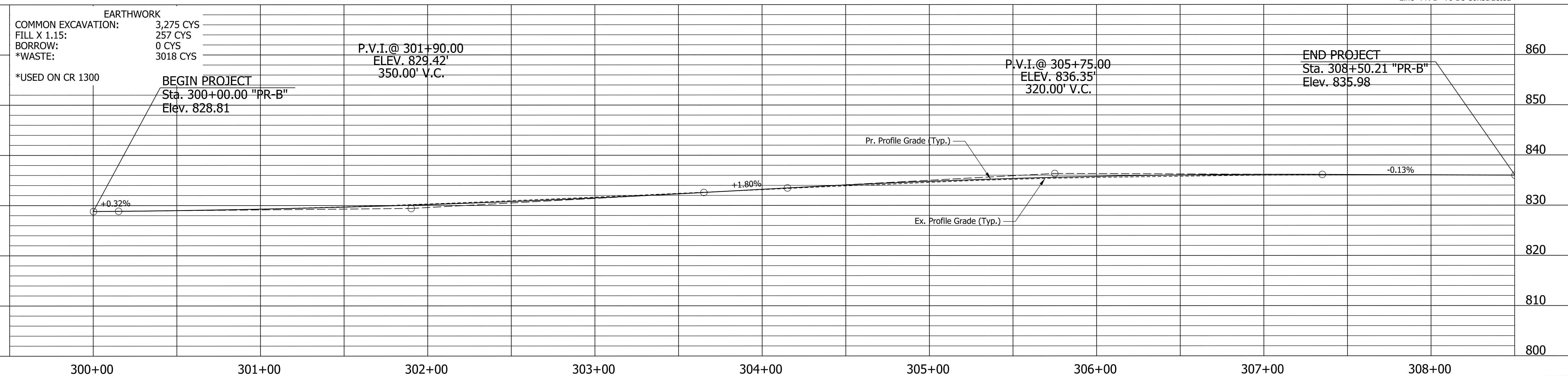




STATION EQUATION:  
Sta. 303+62.19 "PR-B" =  
Sta. 100+00.00 "PR-A"

END PROJECT  
Sta. 308+50.21 "PR-B"

Note: All R/W & Existing  
Topo Described from Line "PR-B"  
Line "PR-B" To Be Constructed



- LEGEND**
- (K1) 165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON SUBGRADE TREATMENT, TYPE 1B
  - (27) SEED MIXTURE, R
  - (22) COMPACTED AGGREGATE, NO.53

RECOMMENDED FOR APPROVAL \_\_\_\_\_  
DESIGN ENGINEER DATE \_\_\_\_\_

DESIGNED: KSC DRAWN: KSC  
CHECKED: JRA CHECKED: JRA

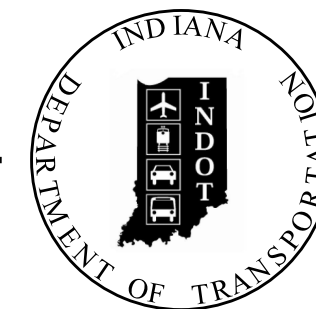
INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
STA. 300+00.00 "PR-B" TO STA. 308+50.21 "PR-B"

HORIZONTAL SCALE 1"=30'	BRIDGE FILE
VERTICAL SCALE 1"=10'	DESIGNATION 1801935
SURVEY BOOK	SHEETS
CONTRACT B-41847	15 of 64 PROJECT 1801935

PROJECT	DESIGNATION
1900841	1900841
CONTRACT	BRIDGE FILE
B-41847	XX-XX-XXXX

# INDIANA DEPARTMENT OF TRANSPORTATION



STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
XX-XX-XXXX	PRESTRESSED CONC. BULB-TEE BEAM	2 SPANS @ 81'-0" NO SKEW	NORFOLK SOUTHERN RAILROAD & MAIN STREET	113+43.26 "PR-A"

KIN PROJECT INFORMATION	
DESIGNATION	
1801935	CR 1300 N EXTENSION BETWEEN OLD SR 15 AND SR 15

TRAFFIC DATA		C.R. 1300 N.	
A.A.D.T. (2020)	2,650	V.P.D.	
A.A.D.T. (2040)	4,000	V.P.D.	
D.H.V (2040)	2603	V.P.H.	
DIRECTIONAL DISTRIBUTION	50 %		
TRUCKS	10 %	A.A.D.T.	
	18 %	D.H.V.	
DESIGN DATA			
DESIGN SPEED	45	M.P.H.	
PROJECT DESIGN CRITERIA	4R NEW CONSTRUCTION		
FUNCTIONAL CLASSIFICATION	MAJOR LOCAL COLLECTOR		
RURAL/URBAN	RURAL		
TERRAIN	LEVEL		
ACCESS CONTROL	NONE		

## BRIDGE PLANS

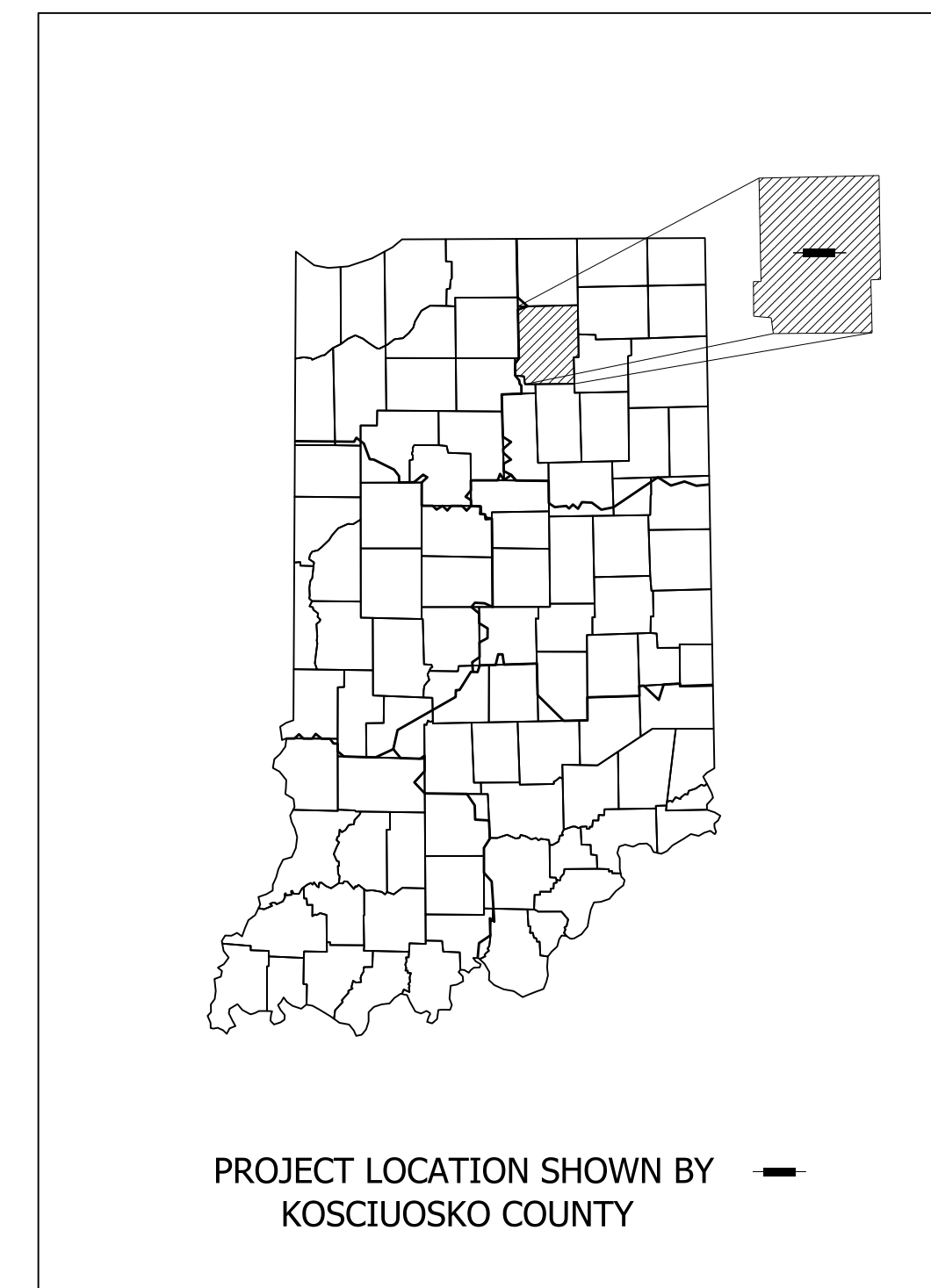
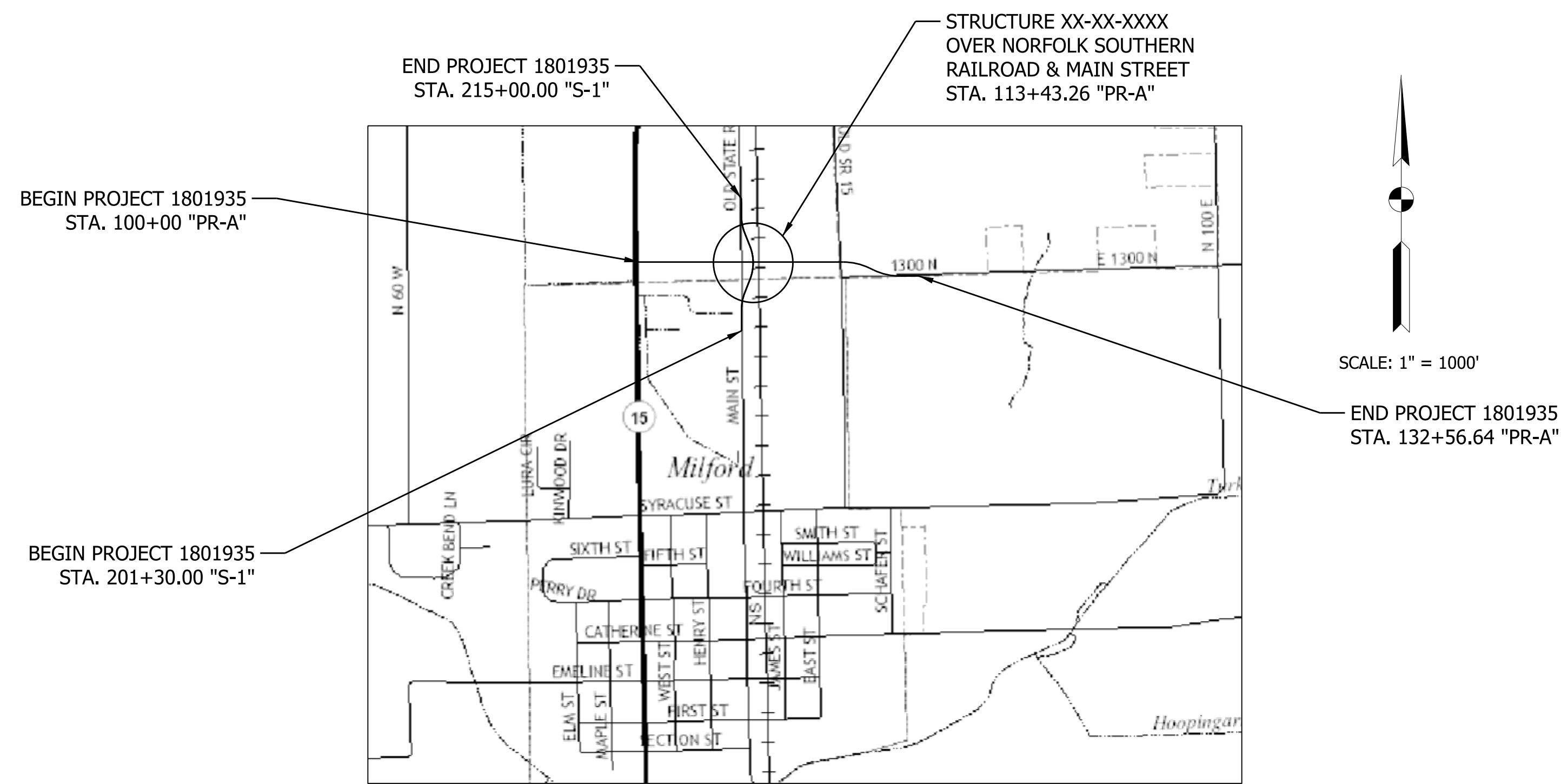
FOR SPANS OVER 20 FEET  
KOSCIUSKO COUNTY ROAD 1300N EXTENSION  
OVER  
NORFOLK SOUTHERN RAILROAD AND MAIN STREET

PROJECT NO. 1900841 P.E.  
R/W  
1900841 CONST.

NO ADDITIONAL RIGHT-OF-WAY  
REQUIRED FOR THIS PROJECT

**NOTE TO REVIEWER**  
STRUCTURE NUMBER NOT AVAILABLE AT TIME OF SUBMITTAL WILL BE INCLUDED IN NEXT SUBMITTAL  
VERTICAL PROFILE TO BE ADJUSTED FOR LINE "PR-A" DURING STAGE III TO PROVIDE 23'-3" OVER RAILROAD

NEW BRIDGE STRUCTURE CARRYING KOSCIUSKO CR 1300 N OVER NORFOLK SOUTHERN RAILROAD AND MAIN STREET. LOCATED 0.25 MILES EAST OF SR 15 IN SECTION 8, T-34-N, R-6-W, IN VAN BUREN TOWNSHIP OF KOSCIUSKO COUNTY, INDIANA



LATITUDE: 41°25'15" N	LONGITUDE: 85°50'44" W
BRIDGE LENGTH: 0.031	MI.
ROADWAY LENGTH: --	MI.
TOTAL LENGTH: --	MI.
MAX. GRADE: 4.25	%

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

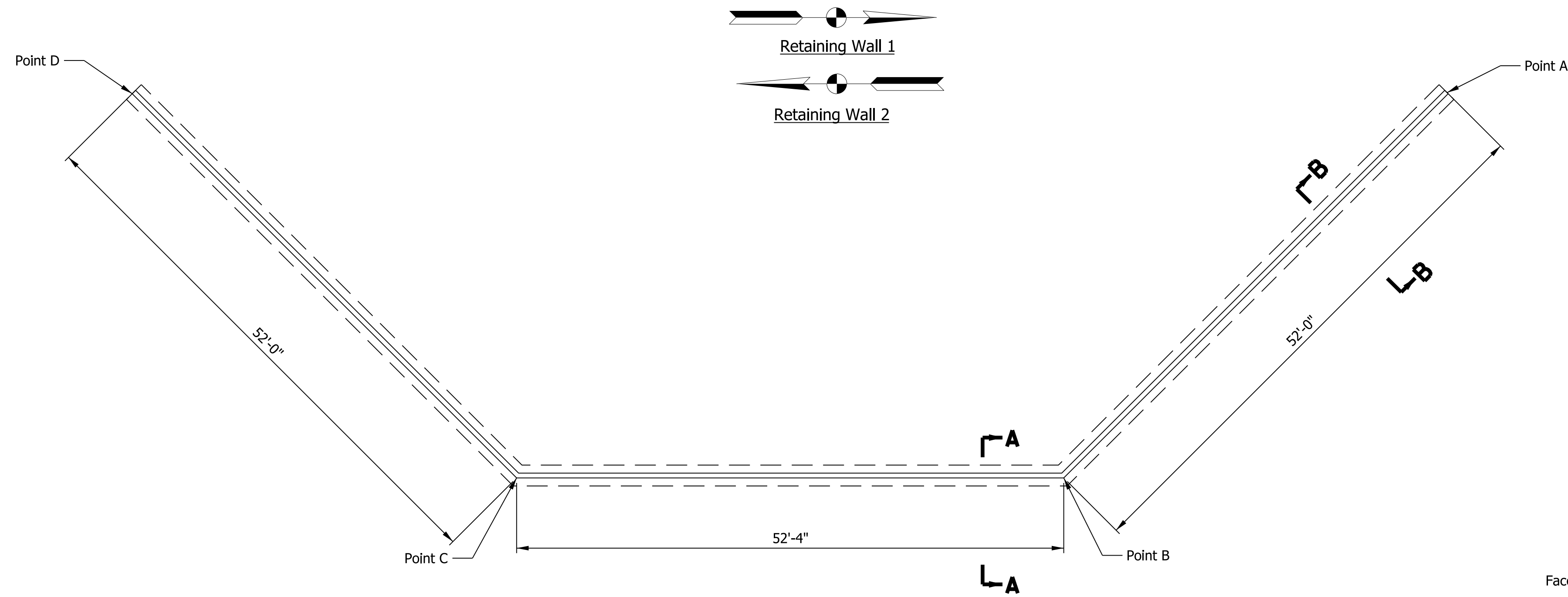


Michael Baker International  
3925 River Crossing Parkway, Suite 150  
Indianapolis, IN 46240  
Tel: 317-663-8430 Fax: 317-663-8410  
www.mbakertnt.com

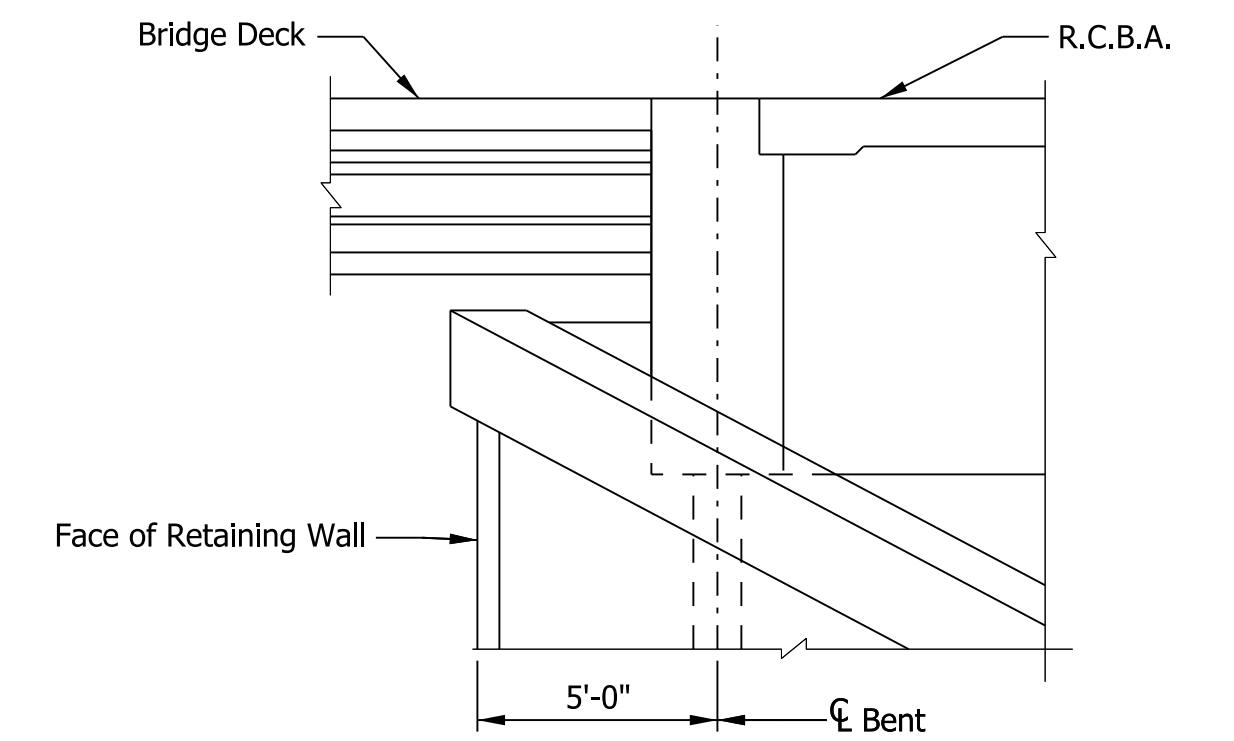
PLANS PREPARED BY: MICHAEL BAKER JR., INC.	317-663-8430 PHONE NUMBER
CERTIFIED BY: _____	DATE
APPROVED FOR LETTING: _____	DATE
INDIANA DEPARTMENT OF TRANSPORTATION	

BRIDGE FILE	
XX-XX-XXXX	
DESIGNATION	
1900841	
SURVEY BOOK	SHEETS
	1 of 20
CONTRACT	PROJECT
B-41847	1900841

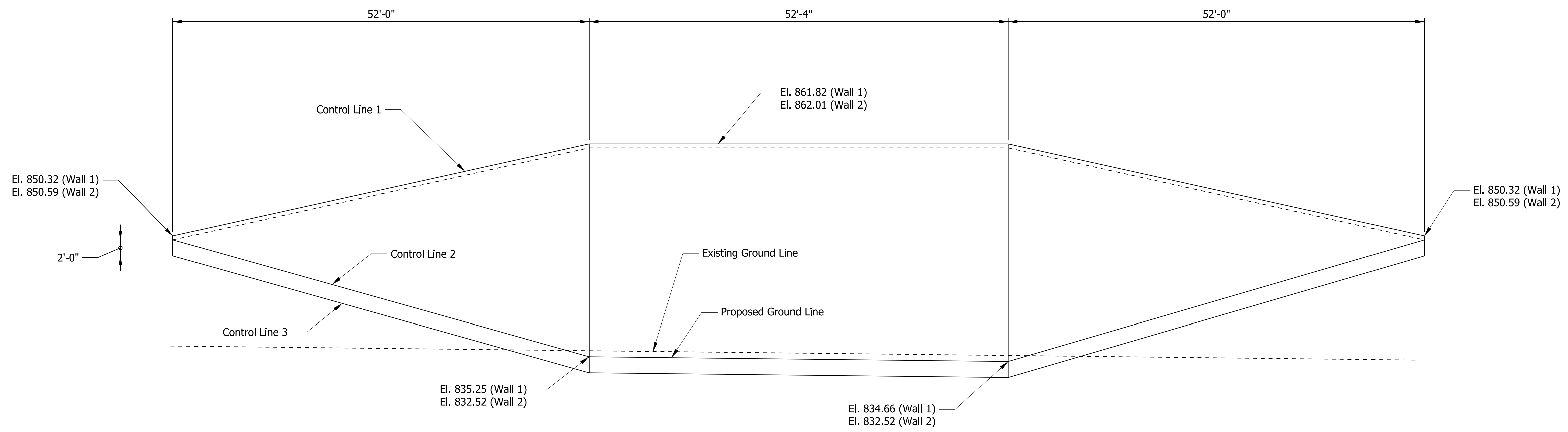




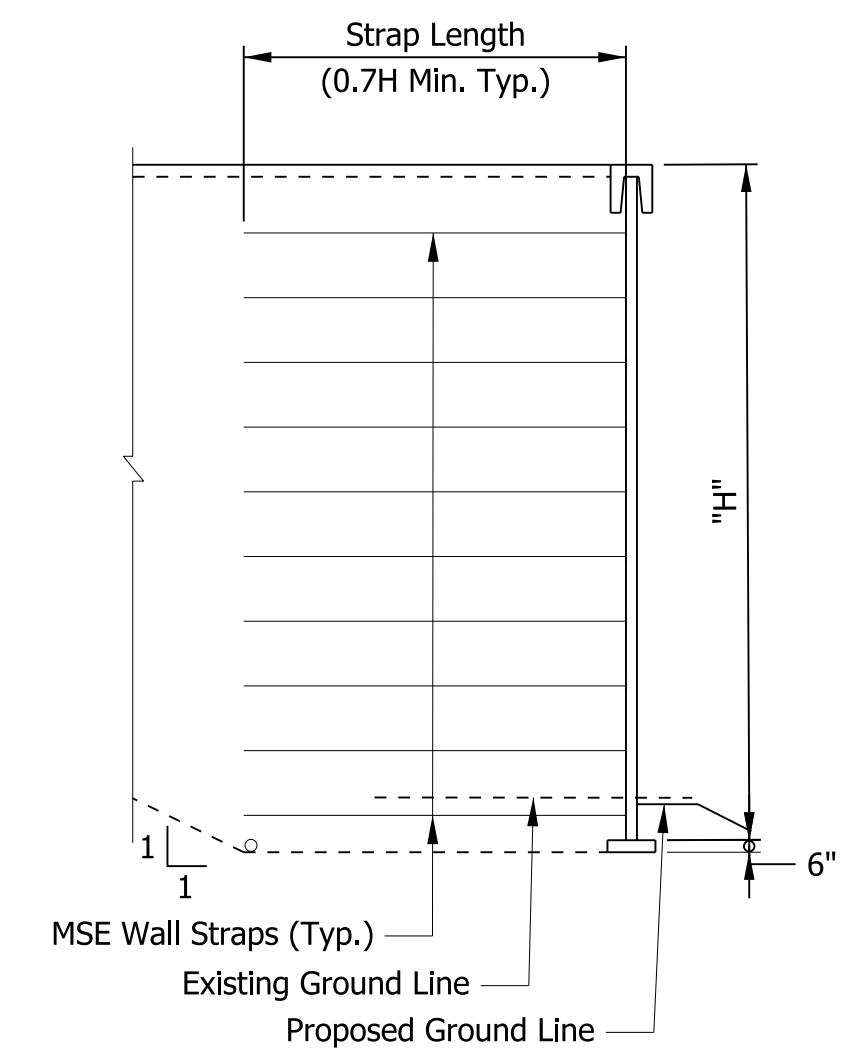
PLAN VIEW



SECTION A-A



ELEVATION VIEW



SECTION A-A

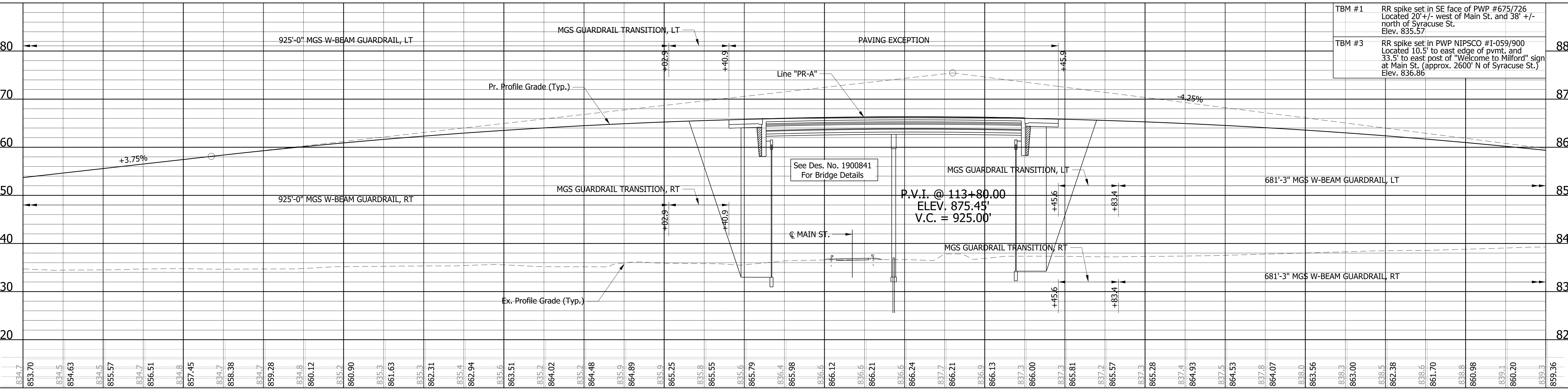
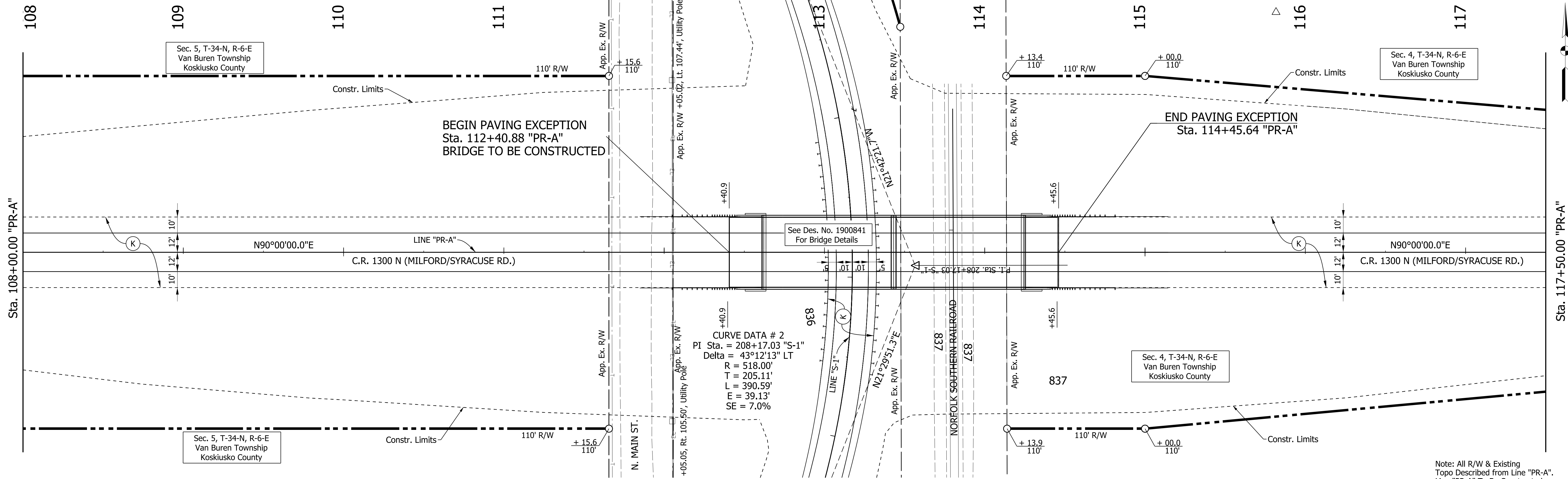
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DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMB	DRAWN: JLR	
CHECKED: CAB	CHECKED: CMB	

INDIANA DEPARTMENT OF TRANSPORTATION	
MSE WALL DETAILS	

HORIZONTAL SCALE 3/8" = 1'-0"	BRIDGE FILE XX-XX-XXXX
VERTICAL SCALE	DESIGNATION 1900841
SURVEY BOOK	SHEETS 9 OF 20
CONTRACT B-41847	PROJECT 1900841



TBM #1	RR spike set in SE face of PWP #675/726 Located 20' +/- west of Main St. and 38' +/- north of Syracuse St. Elev. 835.57
TBM #3	RR spike set in PWP NIPSCO #I-059/900 Located 10.5' to east edge of pvm. and 33.5' to east post of "Welcome to Milford" sign at Main St. (approx. 2600' N of Syracuse St.) Elev. 836.86

- LEGEND**
- (K1) 165#/SY QC/QA-HMA, 3, 64, SURFACE, 9.5 mm ON 275#/SY QC/QA-HMA, 3, 64, INTERMEDIATE, 19.0 mm ON 660#/SY QC/QA-HMA, 3, 64, BASE, 19.0 mm ON SUBGRADE TREATMENT, TYPE 1B
  - (Z) SEED MIXTURE, R
  - (J2) COMPACTED AGGREGATE, NO.53

**FROM DES. 1801935 ROADWAY PLAN SET  
FOR INFORMATION ONLY**

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: KSC	DRAWN: KSC	
CHECKED: JRA	CHECKED: JRA	

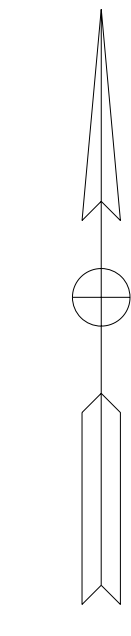
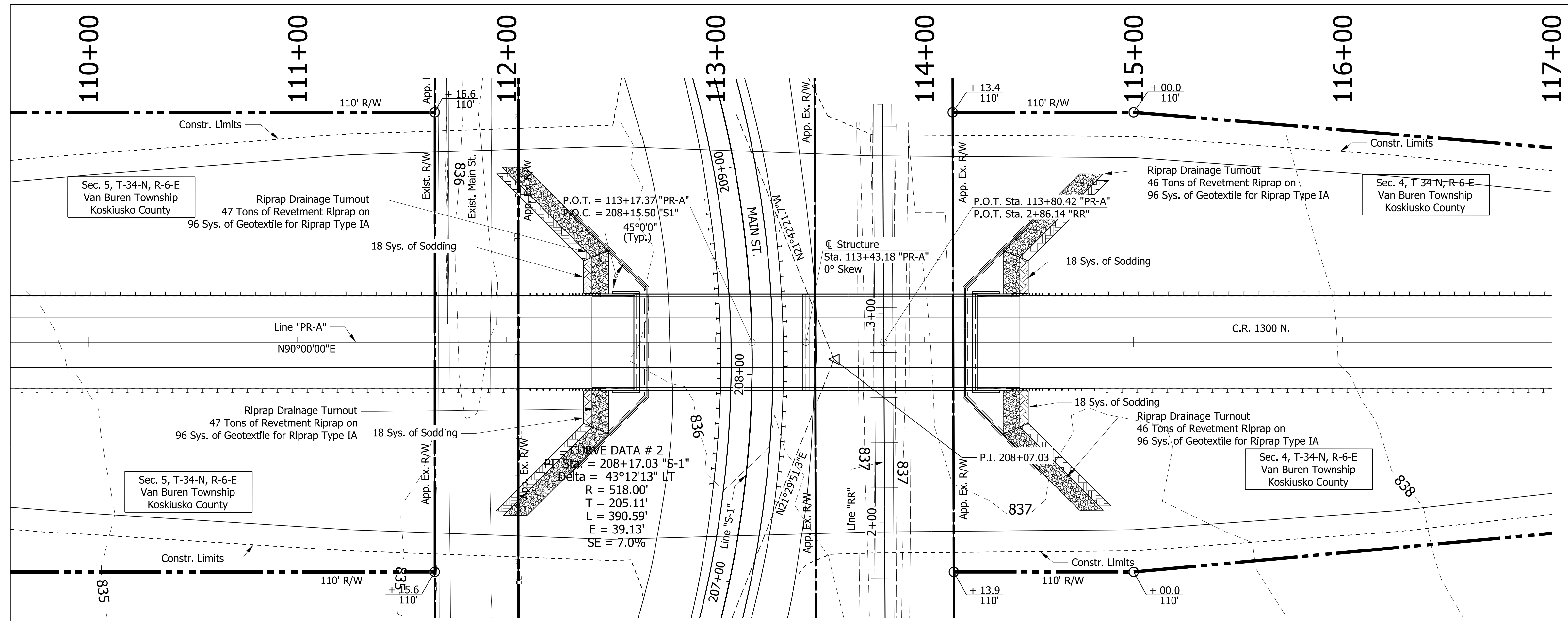
**INDIANA  
DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**

STA. 108+00.00 "PR-A" TO STA. 117+50.00 "PR-A"

HORIZONTAL SCALE	BRIDGE FILE	
1" = 30'		
VERTICAL SCALE	DESIGNATION	
1" = 10'	1801935	
SURVEY BOOK	DWG. NO.	SHEET NO.
CONTRACT	PP-02	10 of 20
B-41847	PROJECT	1801935





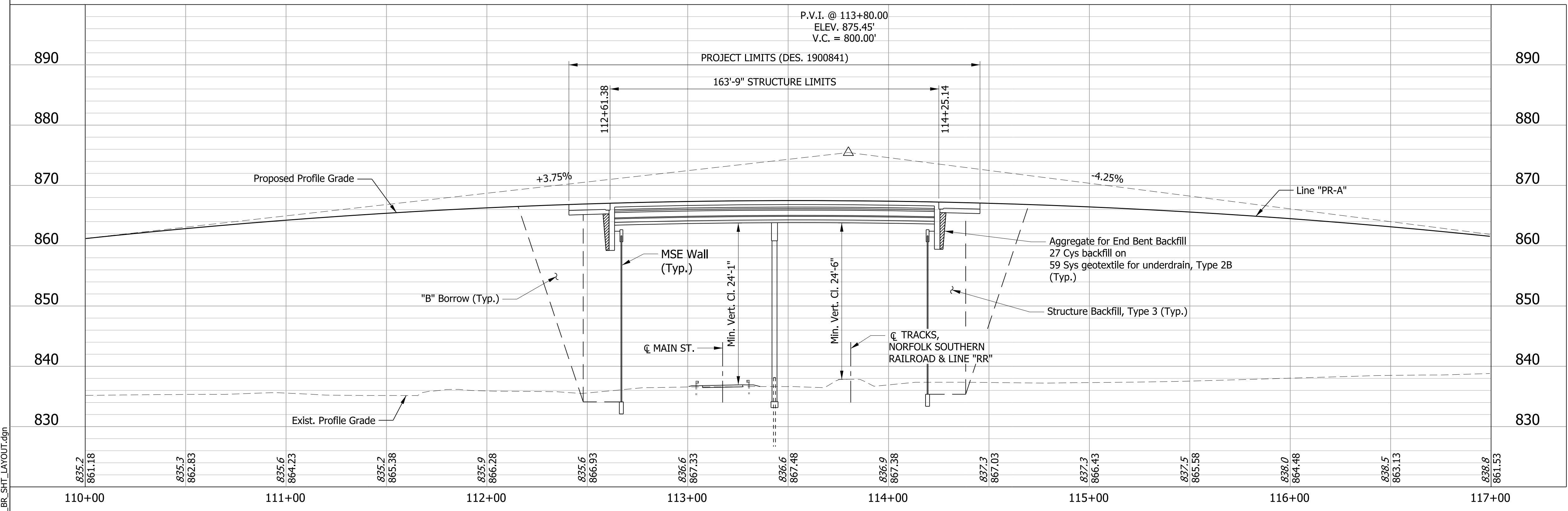
**EXISTING STRUCTURE**  
NONE

**UTILITIES**  
SEE INDEX, SHEET 2

**EARTHWORK TABULATION**  
SEE ROAD PLANS DES. NO. 1801935

**BENCHMARK INFORMATION**

- TBM #1- Railroad spike set in the southeast face of the power pole #675/726, 1'± above ground. Located 20'± west of the centerline of Main Street and 38'± north of the centerline of Syracuse Street. Elev. 835.57
- TBM #2- Cut "X" on north bonnet bolt of a fire hydrant. Located 30'± east of the centerline of Old State Road 15 and 50'± south of the centerline of County Road 1300 N. Elev. 843.94
- TBM #3- Railroad spike set in the power pole Nipsco #I-059/900, 1' above ground. 10.5' to the east edge of pavement and 33.5' to the east post "Welcome to Milford" sign at Main Street, ~2,600' north of Syracuse Street. Elev. 836.86
- TBM #4- Railroad spike set in the power pole Nipsco #686/731, 3' above ground. Located 23'± west of the west edge of pavement and 8'± southeast of the east post of billboard at Old State Road 15, ~2,600' north of Syracuse Street. Elev. 829.14



**PRESTRESSED CONCRETE BULB-TEE GIRDER**  
2 SPANS @ 81'-0"  
43'-4" CLEAR ROADWAY; NO SKEW  
C.R. 1300 N. OVER NORFOLK SOUTHERN  
RAILROAD & MAIN ST.  
KOSCIUSKO COUNTY, INDIANA

**NOTE TO REVIEWER:**  
REFERENCE TIES NOT AVAILABLE  
AT TIME OF SUBMITTAL

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: JPD	DRAWN: JLR	
CHECKED: CAB	CHECKED: JPD	

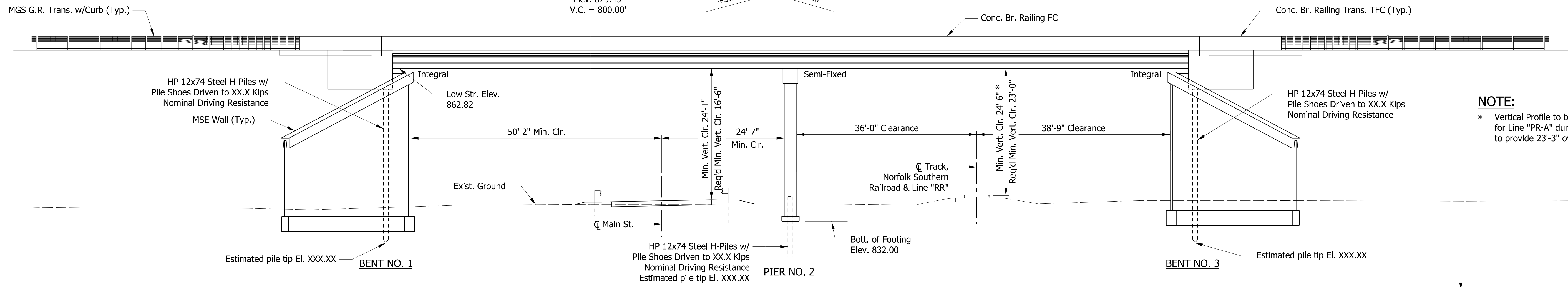
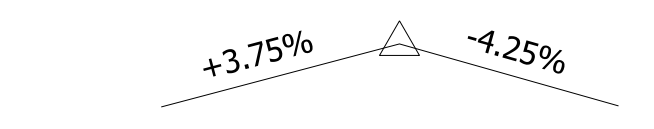
**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**

**LAYOUT**

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	XX-XX-XXXX
VERTICAL SCALE	DESIGNATION
1"=10'	1900841
SURVEY BOOK	SHEETS
	11 of 20
CONTRACT	PROJECT
B-41847	1900841

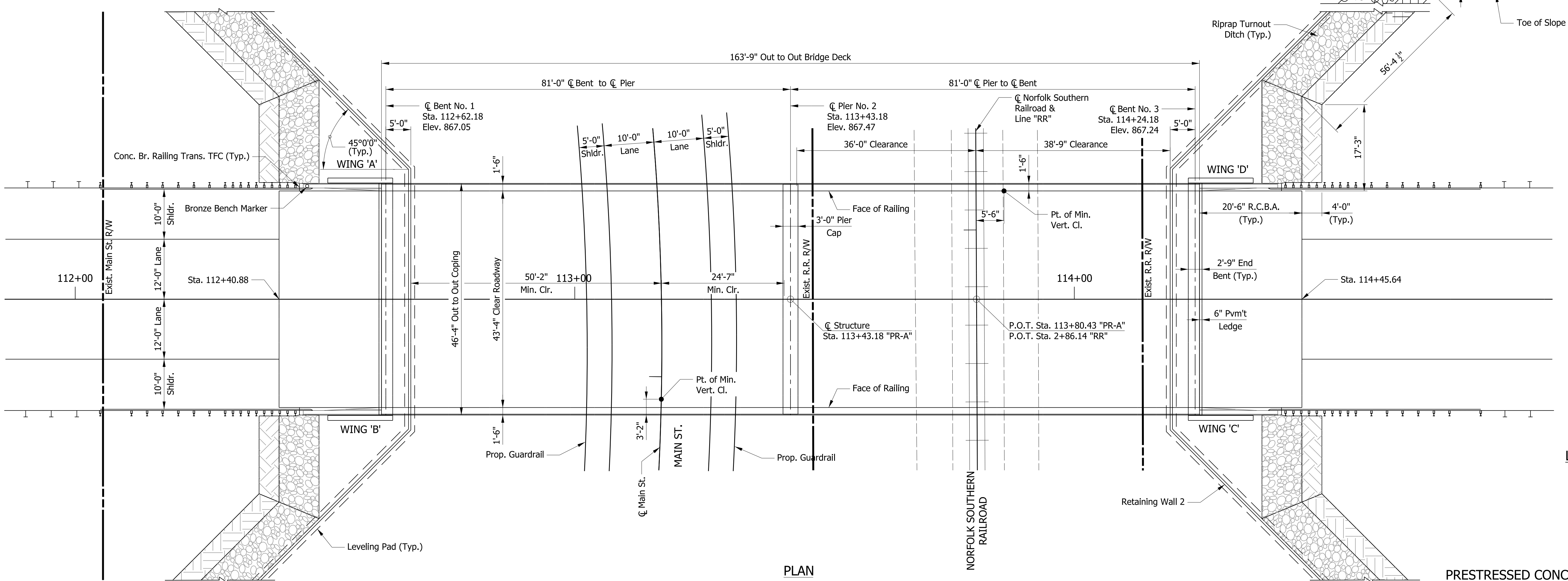
IP: P:\P\pdm05050\Kosciusko\_BR\_SHT\_LAYOUT.dgn

Vertical Curve Data  
 P.V.I. 113+80.00  
 Elev. 875.45'  
 V.C. = 800.00'



**NOTE:**  
 \* Vertical Profile to be adjusted for Line "PR-A" during Stage III to provide 23'-3" over Railroad.

ELEVATION



PLAN

**LEGEND:**  
 Revetment Riprap  
 Sodding

**PRESTRESSED CONCRETE BULB-TEE GIRDER**  
 2 SPANS @ 81'-0"  
 43'-4" CLEAR ROADWAY; NO SKEW  
 C.R. 1300 N. OVER NORFOLK SOUTHERN  
 RAILROAD & MAIN ST.  
 KOSCIUSKO COUNTY, INDIANA

IP\_PWP:dms02650\kosciskco\_BR\_SHT\_GP.dgn

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: CMB	DRAWN: JLR	
CHECKED: CAB	CHECKED: CMB	

INDIANA  
 DEPARTMENT OF TRANSPORTATION  
  
 GENERAL PLAN

HORIZONTAL SCALE	BRIDGE FILE
3/2" = 1'-0"	XX-XX-XXXX
VERTICAL SCALE	DESIGNATION
	1900841
SURVEY BOOK	SHEETS
	12 OF 20
CONTRACT	PROJECT
B-41847	1900841

