

**Environmental Assessment (EA)
US 33 New Roadway Construction
(formerly US 33 Added Travel Lanes)
Monroe Street to SR 15 (Main Street)
in the City of Goshen, Elkhart County, Indiana
Designation Number: 9222424**



**Prepared for:
Indiana Department of Transportation**

**Prepared By:
DLZ Indiana, LLC
2211 East Jefferson Boulevard
South Bend, Indiana 46615**

Indiana Department of Transportation

County Elkhart Route US 33 Des. No. 9222424 Project No. _____

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

Road No./County:	US 33, Elkhart County, Indiana
Designation Number:	9222424
Project Description/Termini:	US 33 New Roadway Construction (formerly US 33 Added Travel Lanes), from Monroe Street to SR 15 (Main Street) within the City of Goshen, Indiana

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"/>	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager).
<input type="checkbox"/>	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services).
<input type="checkbox"/>	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, and FHWA.
<input checked="" type="checkbox"/>	Environmental Assessment (EA) – 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, 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 _____ Date 2/7/14
ESM Signature ES Signature

James E. Newland _____ Date 2/18/14
FHWA Signature

Release for Public Involvement _____ Date _____
ESM Initials

_____ Date _____
ES Initials

Certification of Public Involvement _____ Date _____
Manager, Public Hearings Signature

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

Reviewer Signature Jason A. Stone Date 2-7-14

Name and organization of CE/EA Preparer: Jason A. Stone / DLZ Indiana, LLC

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Part I - PUBLIC INVOLVEMENT

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

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

Remarks:

Notice of Entry letters for project survey efforts were sent to the owners of potentially affected parcels on March 14, 2008 and August 23, 2012.

Community Advisory Committee (CAC) meetings were held on August 28, 2008, December 9, 2008, and June 22, 2011. CAC Meeting No. 1 was held to provide a project overview and begin discussions of preliminary alternatives. CAC Meeting No. 2 was held to discuss project alternatives in detail, including estimated costs and environmental impacts. The CAC indicated general support for providing a grade separation of the Norfolk Southern Railroad and the North Connector alternative. CAC Meeting No. 3 was held to discuss project alternatives, associated costs, and environmental impacts. Discussions focused on two alternatives along the existing US 33 alignment as well as North Connector alternatives. The CAC expressed general support for provision of a grade separation and reducing number of travel lanes proposed along US 33. The CAC also expressed general support for North Connector alternatives.

A Public Information Meeting was held on May 6, 2009 to inform the public of the alternatives under consideration and to obtain public input on these alternatives. Comments received did indicate general public support for a grade separated crossing of the Norfolk Southern Railroad; however, there was no clear consensus with regard to support for Existing Alignment or North Connector alternatives.

The opportunity for the public to comment on historic resources was provided in accordance with INDOT public involvement procedures. Legal notice was placed in the Goshen News, a widely circulated project area newspaper, to solicit comments from the general public regarding the FHWA approved determination of "Adverse Effect". The notice was published on May 10, 2013 (Appendix C, page 252). The comment period lapsed on June 10, 2013 with no comments received.

The project will involve acquisition of a substantial amount of land for new US 33 right of way, as well as a substantial number of residential/business relocations. In accordance with INDOT Public Involvement Procedures, a public hearing will be held for this project.

Public Involvement Documentation is presented in Appendix E.

Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts?

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

Remarks:

Based upon comments and input received through public involvement activities conducted to date, the project is not anticipated to involve substantial controversy concerning community and/or natural resource impacts.

Opportunity for a Public Hearing Required

Yes

No

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

Sponsor of the Project: Indiana Department of Transportation INDOT District: Fort Wayne District
Local Name of the Facility: Madison Street (US 33)

Funding Source: Federal State Local Private

PURPOSE AND NEED:

Describe the problem that the project will address.

Project Need:

The project need relates to relieving congestion and reducing crash frequency due to the increase of traffic between downtown Goshen and the developing industrial and commercial area in the southeast portion of the county. The minimum acceptable Level of Service (see note below) for an urban situation is Level of Service "D". The average daily traffic volume along existing US 33 within the project area is 22,400 vehicles per day (nearly 24% trucks). The roadway is currently operating at Level of Service "F". There were approximately 330 crashes within the project vicinity between 2010 and 2012, which is substantially higher than the statewide average for US Highways. Currently, school children travelling from the neighborhoods north of US 33 (Madison Street) to the Schools located along the south side of the roadway must cross this busy US highway.

Project Purpose:

The purpose of the project is to increase the capacity of US 33 within the project limits and enhance safety conditions for motorists as well as pedestrians.

Note: The determination of acceptable traffic operation is based on the Highway Capacity Levels of Service (LOS) calculated using the methods of the Transportation Research Board *Highway Capacity Manual*, 2010 Edition. The LOS is a quantitative measure that describes the quality of operating conditions within the traffic stream and the perception of motorists. Per INDOT guidelines, the minimum acceptable LOS in an urban setting is LOS "D". A LOS "E" results in unstable flow, operating at capacity. Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to maneuver in the traffic stream and speeds rarely reach the posted limit. Any incident will create serious delays. A LOS "F" results in "stop and go" conditions and a failure of the system to provide for a smooth, orderly flow of traffic. In this case, the volume often exceeds the capacity of the intersection. Traffic is interrupted and impeded to the point that it can become "gridlocked" and the capacity of the road system is greatly diminished.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Elkhart County
Municipality: City of Goshen, Indiana

Limits of Proposed Work: Construction of US 33 on new alignment, between Monroe Street and SR 15 (Main Street).
Total Work Length / Area: Approx. 1.0 mile new alignment roadway construction / 26 acres (r/w) _____ Mile(s) / Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?
If yes, when did the FHWA grant a conditional approval for this project?

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

¹If an IMS or IJS is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IMS/IJS.

In the Remarks box below, describe 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.

This project originally involved improvements to US 33 between CR 40 in Elkhart County and SR 15 (Main Street) in the City of Goshen; a total distance of about 4.7 miles. The original project included three Des. Nos. (9222424, 9222425 and 9222426). Des. Nos. 9222425 and 9222426 were for improvements along the US 33 existing alignment, between CR 40 and

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Monroe Street in the City of Goshen. Des. No. 9222424 included consideration of existing alignment alternatives as well as new alignment alternatives, for improvements between Monroe Street and SR 15 (Main Street). A graphic depicting the approximate limits of the originally proposed project segments is presented as **Appendix A, page 2**.

The Indiana Department of Transportation (INDOT) re-scoped the project in 2012. Des. Nos. 9222425 and 9222426 were eliminated. As currently proposed, the project is for reconstruction of US 33 (Madison Street) between Monroe Street and SR 15 (Des. No. 9222424). Additionally, through the alternatives analysis required for compliance with Section 4(f) of the USDOT Act, the North Connector – Overpass alternative is recommended as the alternative which best satisfies the project Purpose and Need, and the alternative which would result in the least overall harm to Section 4(f) property. As required by Section 4(f), the North Connector – Overpass alternative is recommended as the Preferred Alternative. The estimated project cost is \$22.53 million.

As currently proposed, the project is located in Sections 9 and 10, Township 36N, Range 6E in Elkhart Township, Elkhart County, Indiana (**Appendix A, page 1**). Within the City of Goshen, US 33 is an urban principal arterial highway, which currently provides one through travel lane in each direction with turning lanes at certain intersections and commercial drives. The existing right of way is approximately 66 feet wide, centered on the roadway. Paved sidewalks are present on both sides of the roadway within the project area. Madison Street does not provide on-street parking. Developed land uses adjacent to Madison Street include residential, educational, and commercial/industrial uses. Traffic volumes along this roadway are heavy. Large trucks make up a relatively high percentage of the traffic and contribute to a generally high level of noise considering the residential neighborhood setting. The project also includes a railroad crossing, traffic signal modernization, lighting and drainage improvements.

The project is located within the Goshen Historic District which is listed in the National Register of Historic Places (NR), and in close proximity to other properties determined eligible for NR-listing. The project involves relocation impacts to historic properties as well as right of way encroachments onto historic properties. A Section 4(f) Evaluation culminated in the determination there are no feasible and prudent alternatives that would avoid the use of Section 4(f) property, and recommendation of the North Connector – Overpass alternative as the Preferred Alternative. A Section 106 review determined that the project would have an Adverse Effect upon historic properties. The adverse effects are caused by the proposed demolition of properties that contribute to the District, and to visual and noise effects upon properties that remain in the District. A Memorandum of Agreement (MOA) was prepared and executed, which identifies mitigation measures that have been incorporated into the project's design.

Preferred Alternative:

The Preferred Alternative is for construction of the North Connector – Overpass alternative, between Monroe Street and SR 15. The project involves construction of approximately one mile (5,300 feet) of two-lane roadway on new alignment, approximately 2,000 feet of which will be elevated. The south project terminus along US 33 is just north of the Sander Avenue intersection, and the north terminus along Pike Street is at the SR 15 (Main Street) intersection. Beginning just north of the US 33/Sander Avenue intersection, the new alignment would diverge from the existing alignment approximately at Monroe Street and run northerly across Madison Street (near its east terminus) and Jefferson Street. From that point it would turn northwesterly and parallel the Norfolk Southern Marion Branch railroad tracks until turning westerly, following Pike Street to its intersection with Main Street (SR 15), where it would rejoin existing US 33.

The project will provide overpasses of Cottage Avenue, Lincoln Avenue, and the Norfolk Southern Marion Branch railroad spur which runs north-south along the east side of 9th Street. Separate Des. Nos. have been assigned under primary Des. No. 9222424 for each overpass bridge structure. These are 1382074, 1382073 and 1382072, respectively. Improvements are proposed at the US 33 intersections with Main Street, 5th Street/Pike Street, Madison Street and Monroe Street. Short connector roadways will be provided to link Clinton Street with 7th Street, and to link Washington Street with 10th Street. Even though an overpass would be provided over the Norfolk Southern Marion Branch railroad spur, the 9th Street crossing of the railroad would be closed. The elevated roadway section is proposed approximately between 10th Street and 7th Street. An at-grade multi-use trail is proposed along the southerly/westerly side of the proposed new roadway, between 5th Street and Madison Street. The multi-use trail will be a concrete pavement, 10 feet in width, and located a minimum of six feet away from the elevated roadway's supporting MSE (mechanically stabilized earth) wall.

The high-point of the elevated roadway is in the vicinity of 9th Street, where the top of the roadway barrier wall would be 34 feet above the railroad tracks. The elevated roadway would gradually slope downward as it proceeds northwest to Lincoln Avenue, where the top of the roadway barrier wall would be 27 feet above the ground. At Cottage Avenue, the top of the roadway barrier wall would be 23 feet above the ground. Graphics depicting the general layout of the project are presented in **Appendix A**. The graphics provide indications of impacts to historic and non-historic properties, as well as typical elevated, and at-grade cross sections of the proposed roadway.

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Drainage from the proposed roadway, north of the high-point of the elevated roadway, will be captured in a storm sewer trunk line and will link with an existing storm sewer system under Pike Street which flows to an existing outfall into the Elkhart River. Drainage from the proposed roadway, south of the high-point of the elevated roadway, will be captured in a storm sewer trunk line which will outlet to a proposed drainage basin located on the east side of the proposed roadway, north of Monroe Street (currently the location of a Goshen High School baseball field). Overflow from the basin will link to the existing storm sewer system at Monroe Street, which outlets to Rock Run Creek.

The project affects developed land uses and will require of a total of 31 residential building relocations and 5 business relocations. Traffic noise analyses identified receiver locations that would be impacted in the project vicinity and concluded that implementation of noise abatement measures was not reasonable and prudent. The project will require IDEM's issuance of a Rule 5 Permit.

The project will improve safety conditions within the project area by eliminating the existing at-grade US 33 crossing of the Norfolk Southern Railroad spur at 9th Street and by separating US 33 through traffic volumes from local traffic, which will decrease conflicts caused by vehicles that are stopped in the roadway and waiting to make turning movements. Reduced traffic volumes on US 33 (Madison Street) will also improve pedestrian safety conditions, particularly for students walking to area schools from neighborhoods north of Madison Street.

OTHER ALTERNATIVES CONSIDERED:

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

INDOT's 1998 Engineer's Report describes the project alternatives under consideration at that time. These alternatives included:

- 1) The No-Build Alternative;
- 2) Widen Existing US 33 to the North, with Railroad Grade Separation;
- 3) One Way Pair with Jefferson Street; and
- 4) New North Connector (with and without Grade Separation at SR 4).

Based upon continued engineering assessment and input received as a result of public involvement as well as Section 106 consultation, variations of the build alternatives listed above were developed. In addition to the No-Build Alternative, these alternatives include:

- 1) Improvements along the existing US 33 alignment;
- 2) Improvements along the existing US 33 alignment with addition of a center median;
- 3) Improvements along the existing US 33 alignment with addition of an overpass or underpass of the Norfolk Southern Railroad Spur at 9th Street;
- 4) Construction of a new-location "north connector roadway" built at-grade;
- 5) Construction of a new-location north connector roadway built on structure with the addition of grade separated overpasses of the Norfolk Southern Railroad Spur at 9th Street and SR 4 (Lincoln Avenue) and Cottage Avenue; and,
- 6) A one-way pair alternative utilizing the existing US 33 alignment along Madison Street, and Jefferson Street.

Additionally, an alternative locally referred to as a "south peripheral road" or a "south Goshen bypass" has been considered.

The seven build alternatives listed above were screened based on their ability to satisfy the project's stated Purpose and Need. For this initial screening, traffic volumes predicted for each alternative by MACOG's regional model were reviewed to determine the resulting design year (2035) Level of Service. Alternatives that provided Level of Service E or better were carried forward for detailed evaluation. This initial screening concluded that only the one-way pair alternative would result in Level of Service F in 2035. The one way pair alternative would also result in severe negative Section 106 effects upon the Goshen Historic District and other nearby properties that are eligible for listing in the National Register of Historic Places (NR). Under this alternative, two lanes of eastbound US 33 traffic would be routed along Jefferson Street; a local residential street within the Goshen Historic District. Funneling a high volume of traffic onto this local residential street, a high percentage of which is heavy trucks, would result in a detrimental impairment to the primary core of the Historic District. Due to its failure to satisfy a critical element of Purpose and Need and the severity of visual and auditory effects on historic properties, this alternative was determined not reasonable and was excluded from further consideration.

To satisfy the requirements of Section 4(f) of the USDOT Act, alternatives that would not result in the use of Section 4(f) property (including the Do Nothing or No-Build Alternative), as well as alternatives (in addition to the Preferred Alternative)

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that would result in the use of Section 4(f) property, were considered. This alternatives analysis concluded that there are no feasible and prudent alternatives which fully avoid the use of Section 4(f) property, and recommended that the North Connector – Overpass alternative is the alternative which results in the least overall harm to Section 4(f) property. Detailed information regarding the impacts associated with these alternatives is contained in the Section 4(f) Evaluation document, which is presented as **Appendix I**. Graphics depicting the general locations of these alternatives are presented in **Appendix A**. A summary evaluation of impacts associated with project alternatives that would satisfy the project Purpose and Need is presented in the table at the end of this section.

Section 4(f) Avoidance Alternatives

No-Build Alternative

Such an alternative would not satisfy the project Purpose and Need as it would not provide increased capacity or improve safety conditions within the project area. Therefore, while feasible to implement, this alternative is not considered prudent. This alternative has been excluded from further consideration.

Southern Peripheral Road, also known as South Goshen Bypass

An alternative that would route US 33 on new location around the south and west sides of the City of Goshen has been considered. The general concept is for US 33 to depart its existing alignment near CR 40 and then proceed westerly to a possible extension of CR 17. The roadway would then follow CR 17 to its intersection with US 33.

This alternative is feasible to construct; however review of traffic volumes predicted by the Michiana Area Council of Government's (MACOG) regional model indicate that if an alternative along this concept were to be constructed, added capacity and safety improvements would still be needed within the project area (predicted LOS "E" along the existing US 33). Therefore, such an alternative would not satisfy the project Purpose and Need and cannot be considered prudent, and has been excluded from further consideration.

The conclusion drawn from consideration of the above-described Section 4(f) Avoidance Alternatives is that there is no feasible and prudent alternative that completely avoids the use of Section 4(f) property.

Alternatives that would Use Section 4(f) Property

Existing US 33 Alignment / Existing US 33 Alignment with Underpass or Overpass

These alternatives would involve roadway widening and reconstruction along the existing US 33 alignment throughout the project limits. Two travel lanes would be provided in each direction. Paved sidewalks 6 feet wide would be installed at the back of curb. The existing curb/gutter would be reconstructed. These alternatives would reconstruct approximately 4,000 feet of US 33 along the existing alignment. A design option would include construction of an overpass or underpass to provide a grade separated crossing of the Norfolk Southern Railroad.

The Section 4(f) property impacts associated with these alternatives are equal. These alternatives would each have direct effects upon five Section 4(f) properties of high significance. These properties are the Goshen Historic District and the four individually eligible properties located within, and that also contribute to, the District at the Madison Street/5th Street intersection. These alternatives would not require relocation of any individually eligible or contributing properties within the District but would result in encroachment impacts upon the four individually eligible properties at Madison Street/5th Street, proximity impacts to five other NR-eligible properties near Madison Street, as well as ten additional encroachment impacts upon properties that contribute to the District. Features that would be impacted within these properties include landscaping, walkways, trees, etc. This alternative would result in severe negative effects upon the Goshen Historic District and other NR-eligible properties, among other factors. Due to the severity of these negative effects, this alternative is not considered to be the alternative which results in the least harm to Section 4(f) property.

Existing US 33 Alignment with Center Median

This alternative would involve roadway widening and reconstruction along the existing US 33 Alignment, and installation of a median beginning between 5th and 6th Street and ending at Monroe Street. This alternative would reconstruct approximately 4,000 feet of US 33 along the existing alignment.

This alternative would have direct effects upon five Section 4(f) properties of high significance. These properties are the Goshen Historic District and the four individually eligible properties located within, and that also contribute to, the District at the Madison Street/5th Street intersection. This alternative would not require relocation of any individually eligible properties within the District, but would result in encroachment impacts upon the four individually eligible properties at the Madison Street/5th Street intersection and proximity impacts to five other NR-eligible properties near Madison Street. Impacts to these properties would be the same as the impacts associated with the Existing US 33 Alignment alternatives discussed above.

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However, the addition of a center median would result in relocations of contributing properties to the east along Madison Street, rather than encroachments. This alternative would require relocation of seven properties and encroachment upon three properties that contribute to the District. Features that would be impacted within these properties include landscaping, walkways, trees, etc. This alternative would result in severe negative effects upon the Goshen Historic District and other NR-eligible properties, among other factors. Due to the severity of these negative effects, this alternative is not considered to be the alternative which results in the least harm to Section 4(f) property.

North Connector – At Grade

This alternative would involve construction of an at-grade "north connector" roadway that would relocate US 33, beginning approximately at Monroe Street. The new roadway would run northerly across Madison Street (near its east terminus) and Jefferson Street where it would parallel the Norfolk Southern Marion Branch railroad tracks, to Washington Street. This alternative would then follow Washington Street to the mid-block alley between 7th and 8th Street and turn northwesterly to cross Lincoln Avenue (SR 4) at its intersection with 7th Street. This alternative would then run northerly along 7th Street and again turn northwesterly to parallel the railroad tracks, and finally turn westerly to follow Pike Street to its intersection with Main Street. This alternative would involve approximately 5,600 feet of new alignment roadway construction.

This alternative would have direct effects upon the Goshen Historic District; a Section 4(f) property of high significance. The four Section 4(f) properties of high significance located within the District at the Madison Street/5th Street intersection would benefit from the relocation of US 33 and the associated reduction in traffic volume and noise through the intersection. However, this alternative would be in close proximity to four other individually eligible properties (three of which also contribute to the District), located along 6th Street, 7th Street, Lincoln Avenue and 8th Street, resulting in increased traffic noise at these locations. This alternative would not require relocation of, or encroachments upon, any individually eligible properties within the District. This alternative would require relocation of seven properties, and encroachments upon five additional properties that contribute to the District. Features that would be impacted within these properties include landscaping, walkways, trees, etc. This alternative would result in severe negative effects upon the Goshen Historic District and other NR-eligible properties, among other factors. Due to the severity of these negative effects, this alternative is not considered to be the alternative which results in the least harm to Section 4(f) property.

Additional information regarding these alternatives is contained in the Draft Section 4(f) Evaluation, presented as **Appendix I**.

No other alternatives were considered.

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Summary of Alternatives Evaluation and Impacts

Project Impacts / Effects	Project Alternatives				
	Existing Alignment	Existing Alignment / Median	Existing Alignment / Underpass or Overpass	North Connector -At Grade	North Connector - Overpass

Properties Within the National Register-Listed Goshen Historic District - Relocations / Encroachments

Individually Eligible Residential Properties	0 / 3	0 / 3	0 / 3	0 / 0	0 / 0
Individually Eligible Business Properties	0 / 1	0 / 1	0 / 1	0 / 0	0 / 0
Contributing Residential Properties	0 / 9	6 / 3	0 / 9	7 / 4	7 / 1
Contributing Business Properties	0 / 1	1 / 0	0 / 1	0 / 0	0 / 0
Non-Contributing Residential Properties	0 / 4	3 / 1	0 / 4	4 / 1	3 / 1
Non-Contributing Business Properties	1 / 4	3 / 2	1 / 4	2 / 1	1 / 1

Factors for Consideration (774.3(c)(1)(i-vii))

Ability to mitigate adverse effects	Low	Low-Mod.	Low-Mod.	Low-Mod.	Moderate
Relative severity of remaining harm after mitigation	Highest	High	High	High	Moderate
Relative significance of each Section 4(f) property	High	High	High	Moderate	Moderate
Views of officials with jurisdiction (SHPO) – Adverse Effect for all alternatives, relative severity	Severe	Severe	Severe	Less Severe	Least Severe
Relative satisfaction of Purpose and Need	= / +	+	+	+	++

Magnitude of any adverse effects to non-4(f) resources

Neighborhood cohesion	--	-	--	--	+
Environmental Justice	=	=	=	=	=
Business Relocations / Encroachments Outside of Goshen Historic District	0 / 7	0 / 7	0 / 7	2 / 2	4 / 1
CAC / Public input	-	=	=	+	++
Public Informational Meeting input	No Consensus	No Consensus	No Consensus	No Consensus	No Consensus
Additional residential building relocations	6	5	6	20	21
Natural Resources (streams, wetlands, forest)	=	=	=	=	=
Project Cost (millions)**	7.8	9.3	17.5	16.8	22.53

** Project cost estimates include construction, right of way (not including relocation), and engineering costs.
Key: ++ Very Positive Effect; + Positive Effect; = Status Quo; - Negative Effect; -- Very Negative Effect

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

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

X
X

ROADWAY CHARACTER:

US 33
 Functional Classification: Principal Arterial
 Current ADT: 22,400 VPD 2015 Design Year ADT: 22,400 VPD 2035 (see remarks below)
 Current Year DHV 2,240 Trucks (%) 23.9 Design Year DHV 2,240 Trucks (%) 23.9
 Designed Speed (mph): 35 Legal Speed (mph): 35

Remarks: ADT projections are from the MPO transportation model (run of September 20, 2012), based on the 2 lane North Connector Alternative. There are other planned capacity improvements included in the transportation model that may be influencing the ultimate distribution of traffic along the relocated US 33 corridor. The highest ADT values from the model were between Monroe Street and Madison Avenue, and are 22,400 for both 2015 and 2035 model runs.

	Existing	Proposed
Number of Lanes:	<u>2 (12 ft)</u>	<u>2 (12 ft)</u>
Type of Lanes:	<u>Through travel</u>	<u>Through travel</u>
Pavement Width:	<u>31</u> ft.	<u>40</u> ft.
Shoulder Width:	<u>3.5</u> ft.	<u>8</u> ft.
Median Width:	<u>N/A</u> ft.	<u>N/A</u> ft.
Sidewalk Width:	<u>6</u> ft.	<u>10 (west side only)</u> ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

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

DESIGN CRITERIA FOR BRIDGES:

Des No. 1382072 – US 33 over Norfolk Southern Marion Line Spur
 Structure Number(s): 33-20-09982 Sufficiency Rating: N/A

	Existing	Proposed
Bridge Type:	<u>N/A</u>	<u>Composite Steel Welded Plate Girder</u>
Number of Spans:	<u>N/A</u>	<u>1</u>
Weight Restrictions:	<u>N/A</u> ton	<u>36</u> ton
Height Restrictions:	<u>N/A</u> ft.	<u>N/A</u> ft.
Curb to Curb Width:	<u>N/A</u> ft.	<u>40</u> ft.
Outside to Outside Width:	<u>N/A</u> ft.	<u>50</u> ft. <u>2</u> in.
Shoulder Width:	<u>N/A</u> ft.	<u>8</u> ft.
Length of Channel Work:	<u>N/A</u> ft.	<u>None</u> ft.

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

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Remarks:

The project will have no involvement with existing bridge structures.

The proposed structure for the crossing at the Norfolk Southern Railroad Spur is a single span bridge with a composite steel welded plate girder superstructure. The length of the structure will be approximately 203 feet with a minimum vertical clearance of 23.5 feet over the railroad. The end bents will be integral and founded on piles. All bridge rails will be FC type (TL-4) railings.

No other drainage structures/culverts are proposed.

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.

Des. No. 1382073 – US 33 over SR 4 (Lincoln Avenue)
 Structure Number(s): 33-20-09983 Sufficiency Rating: N/A

	Existing	Proposed	
Bridge Type:	N/A	Composite Prestressed Concrete Bulb Tee Beam	
Number of Spans:	N/A	1	
Weight Restrictions:	N/A ton	36 ton	
Height Restrictions:	N/A ft.	N/A ft.	
Curb to Curb Width:	N/A ft.	40 ft.	
Outside to Outside Width:	N/A ft.	50 ft.	2 in.
Shoulder Width:	N/A ft.	8 ft.	
Length of Channel Work:	N/A ft.	None ft.	

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

Remarks:

The project will have no involvement with existing bridge structures.

The proposed structure for the crossing of Lincoln Avenue is a single span bridge with a composite prestressed concrete bulb tee beam superstructure. The length of the structure will be approximately 172.5 feet, with a minimum vertical clearance of approximately 16.5 feet over SR 4. The end bents will be integral and founded on piles. All bridge rails will be FC type (TL-4) railings.

No other drainage structures/culverts are proposed.

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.

Des No. 1382074 – US 33 over Cottage Avenue
 Structure Number(s): 33-20-09984 Sufficiency Rating: N/A

	Existing	Proposed	
Bridge Type:	N/A	Composite Prestressed Concrete Bulb Tee Beam	
Number of Spans:	N/A	1	
Weight Restrictions:	N/A ton	36 ton	
Height Restrictions:	N/A ft.	N/A ft.	
Curb to Curb Width:	N/A ft.	40 ft.	
Outside to Outside Width:	N/A ft.	50 ft.	2 in.
Shoulder Width:	N/A ft.	8 ft.	
Length of Channel Work:	N/A ft.	None ft.	

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

Remarks:

The project will have no involvement with existing bridge structures.

The proposed structure for the crossing of Cottage Avenue is a single span bridge with a composite prestressed concrete bulb tee beam superstructure. The length of the structure will be approximately 83.5 feet, with a minimum vertical clearance of 15'-8" over Cottage Avenue. The end bents will be integral and founded on piles. All bridge rails will be FC type (TL-4) railings.

No other drainage structures/culverts are proposed.

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.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input type="checkbox"/>	<input checked="" 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:

Because this project is for reconstruction of US 33 on a new alignment, the majority of the new roadway and bridge construction can be accomplished while traffic is maintained on existing US 33 (Madison Street). Some local street detours will be required for SR 4 (Lincoln Avenue) and other local streets affected by the construction. Once the new roadway is constructed and ready for traffic, the connections to existing US 33 at the north and south project termini will be constructed in phases. Lanes will be shifted so that the roadway connection can be constructed half at time, with traffic maintained on US 33.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 1,163,000 (2013) Right-of-Way: \$ 8,000,000 (2014) Construction: \$ 2,300,000 (2015)
 Anticipated Start Date of Construction: Winter, 2015 \$ 17,087,000 (2016)

Date project incorporated into STIP July 11, 2013
 If in an MPO area, location of project in TIP 2014-2017 TIP Project List, Page 37 which was incorporated by reference into the STIP on July 11, 2013

Remarks:

It should be noted that the current estimated project cost, including engineering, right of way (not including relocation costs) and construction costs, is \$22.53 million. Engineering costs (2013) are not shown in the current MACOG TIP and INDOT STIP documents, as these documents pertain to the years 2014 – 2017. The right of way and construction costs indicated above are the costs listed in the current MACOG TIP and INDOT STIP documents. These amounts include the costs associated with the relocations required for the project.

The project scope is accurately reflected in the MACOG 2014-2017 TIP, the INSTIP, and the USDOT TP

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(conformity finding dated July 11, 2013). While the TIP still refers to the project as an "Added Travel Lanes" project, this is a carry-over from the original project's listing in the TIP, prior to the project being re-scoped. For the 2014-2017 TIP, the project was modeled as construction of two travel lanes on new alignment between Monroe Street and Main Street (SR 15). The 2014-2017 TIP and IN STIP will be amended to indicate that the project is for new roadway construction, as opposed to added travel lanes.

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	5.9	0.005
Commercial	3.0	0.035
Agricultural	0	0
Forest	0	0
Wetlands	0	0
Other: Railroad	2.0	0.25
Other: School	4.0	0.11
Other: City of Goshen Roadway Right of Way	10.7	0
TOTAL	25.6	0.4

Remarks:

The project will require the acquisition of a total of 26 acres of land for new US 33 right of way, from the above-listed land uses. The 26 total acres to be acquired consists of 25.6 acres for permanent new right-of-way and 0.4 acres as temporary right-of-way.

The typical proposed right of way width for the at-grade portions of the proposed roadway is 87 feet; 46 feet left and 41 feet right of the centerline. The typical proposed right of way width for the elevated portion of the proposed roadway is 91 feet. The maximum proposed right of way width, in the vicinity of the proposed detention basin, is 231 feet.

No advance acquisitions are proposed.

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

SECTION A – ECOLOGICAL RESOURCES

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Streams, Rivers, Watercourses & Jurisdictional Ditches	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wild, Scenic or Recreational River	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

A review of the IndianaMap GIS data layers (<http://inmap.indiana.edu/viewer.htm>) was performed as part of the Red Flag Investigation for the project (**Appendix D**). No water resources were noted within the anticipated construction limits.

Field reconnaissance of the project area was conducted by a DLZ Wetland Scientist during spring, 2013. No jurisdictional waterways were identified within the project area.

In a July 30, 2008 Early Coordination response (**Appendix B, page 25**), the IDNR indicated that the project will not require approval under the regulatory programs administered by the IDNR Division of Water.

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

Remarks:

A review of the IndianaMap GIS data layers (<http://inmap.indiana.edu/viewer.htm>) was performed as part of the Red Flag Investigation for the project (**Appendix D**). No water resources were noted within the anticipated construction limits.

Field reconnaissance of the project area was conducted by a DLZ Wetland Scientist during spring, 2013. No surface waters were identified within the project area.

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Total wetland area: N/A acre(s) Total wetland area impacted: N/A 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
N/A	N/A	N/A	N/A	No wetlands are present in the project area.

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Wetlands

Wetland Determination
 Wetland Delineation Report
 USACE Isolated Waters Determination
 Mitigation Plan

Documentation

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

ES Approval Dates

Individual
Wetland
Finding

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

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

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

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

Remarks:

A review of the IndianaMap GIS data layers (<http://inmap.indiana.edu/viewer.htm>), including the National Wetlands Inventory (NWI) layer, was performed as part of the Red Flag Investigation for the project (**Appendix D**). No water resources were noted within the anticipated construction limits.

Field reconnaissance of the project area was conducted by a DLZ Wetland Scientist during spring, 2013. No areas meeting the definition of jurisdictional wetlands or potential wetland areas were identified within the project area.

Terrestrial Habitat

<u>Presence</u>		<u>Impacts</u>	
Yes	No	Yes	No
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Use the remarks

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

Remarks:

The project will primarily affect land within residential, commercial and school-owned parcels. Impacts upon natural terrestrial habitats are not proposed; however residential lawns and areas with trees and brush will be impacted between Madison Street and North 7th Street. Given the project area's proximity to the active railroad and other developed land uses, the natural terrestrial habitat value of the affected areas is low.

In a June 11, 2008 Early Coordination response (**Appendix B, page 13**), the USFWS indicated that the project should be designed to minimize the loss of trees, and recommended that trees impacted by the project be replaced at a ratio of 2:1.

In a July 30, 2008 Early Coordination response (**Appendix B, page 25**), the IDNR indicated that fish, wildlife and botanical resource losses can be minimized through implementation of the following measures. These items will be addressed through implementation of INDOT Standard Specifications:

- Revegetate "low maintenance" areas with a mixture of grasses (excluding all varieties of tall fescue), legumes and native shrub and hardwood tree species as soon as possible upon completion; low endophyte tall fescue may be used in "high maintenance" areas only.
- Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.

IDNR also recommended that for each tree ten inches or greater at dbh that is removed by the project, five trees, at least 2 inches dbh should be planted.

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The project will not require the issuance of a Construction in a Floodway Permit (IDNR) or a Section 401/404 Permit (IDEM and US Army Corps of Engineers). Therefore, the USFWS and IDNR recommendations pertaining to tree planting are not required to be implemented. The feasibility of incorporating tree planting into the project's design, within the proposed right-of-way, will be considered and determined during the development of the project's landscaping design.

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

Karst

Is the proposed project located within or adjacent to the potential Karst Area of Indiana?
Are karst features located within or adjacent to the footprint of the proposed project?

	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"/> N/A

Use the remarks table to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks:

The project is located outside of the designated karst area of the state as identified in the October 13, 1993 MOU. No karst features were observed by DLZ Environmental Scientists during field investigations (spring 2013) or are known to exist within or adjacent to the proposed project area.

Threatened or Endangered Species

Within the known range of any federal species?
Any critical habitat identified within project area?
Federal species found in project area (based upon informal consultation)?
State species found in project area (based upon consultation with IDNR)?
Is Section 7 formal consultation required for this action?

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Within the known range of any federal species?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Any critical habitat identified within project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Is Section 7 formal consultation required for this action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

In an Early Coordination response dated June 11, 2008 (**Appendix B, page 13**), the USFWS indicated that the project is within the known range of the federally endangered Indiana bat (*Myotis sodalis*) and the candidate eastern massasauga rattlesnake (*Sistrurus catenatus catenatus*). However, there is no habitat present for these species in the project area and the project is not likely to adversely affect these endangered and candidate species. Further coordination under Section 7 of the Endangered Species Act of 1973, as amended, is not required.

In an Early Coordination response dated July 30, 2008 (**Appendix B, page 25**), the IDNR Division of Fish and Wildlife indicated that a review of its Natural Heritage Program data noted an occurrence of the state endangered Virginia rail (*Rallus limicola*) near the intersection of US 33 and College Avenue. This location is more than one mile southeast of the project's current south terminus. The project will not affect habitat suitable for this species.

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SECTION B – OTHER RESOURCES

	Presence		Impacts	
	Yes	No	Yes	No
Drinking Water Resources				
Sole Source Aquifer (SSA)	X			
Is the Project in the St. Joseph Aquifer System?	X			X
Is the FHWA/EPA SSA MOU Applicable?	X			X
Initial Groundwater Assessment Required?	X			
Detailed Groundwater Assessment Required?		X		
Source Water Protection Area(s)		X		
Public Water System(s)	X		X	
Residential Well(s)		X		
Wellhead Protection Area		X		

Remarks:

In an Early Coordination response dated May 16, 2008 (**Appendix B, page 9**), IDEM indicated the project is not within a wellhead protection area.

The project is located within the St. Joseph Sole Source Aquifer System. The project will construct a two-lane highway on a new alignment and the FHWA/EPA Sole Source Aquifer MOU is applicable.

In an Early Coordination response dated May 28, 2008, the USEPA (EPA) expressed the opinion that the project did not pose a substantial threat to the St. Joseph Sole Source Aquifer System. The 2008 Early Coordination materials included a description of the project alternatives under consideration, including the North Connector-Overpass alternative, but detailed information pertaining to associated drainage improvements was not included as these details were not known at that time. Via e-mail, on July 25, 2013, the EPA was informed that the project had been re-scoped and limited to improvements between Monroe Street and SR 15 in the City of Goshen. The EPA was informed that the North Connector-Overpass alternative had been selected as the Preferred Alternative. Modifications to the existing drainage conditions were described as follows, and the EPA was requested to comment on the project's potential to affect the Sole Source Aquifer.

- The high-point of the elevated roadway is in the vicinity of 9th Street. Drainage from the proposed new roadway, north of the high-point of the elevated roadway, will be captured in a storm sewer trunk line and will link with an existing storm sewer system under Pike Street which flows to an existing outfall into the Elkhart River.
- Drainage from the proposed roadway, south of the high-point of the elevated roadway, will be captured in a storm sewer trunk line which will outlet to a proposed drainage basin located on the east side of the proposed roadway, north of Monroe Street (currently the location of a Goshen High School baseball field).
- Overflow from the basin will link to the existing storm sewer system at Monroe Street, which outlets to Rock Run Creek.

In a July 25, 2013 e-mail response, the EPA requested additional information pertaining to the existing and proposed drainage conditions, the spill response plans that would be in place, and details pertaining to the proposed drainage basin and its maintenance requirements. To address the request for additional information, an Initial Groundwater Assessment was performed, and a response was provided to the EPA via e-mail on September 5, 2013. The EPA responded to the additional information in a letter dated September 10, 2013, and expressed the opinion that the project as currently proposed does not pose a substantial threat to the St. Joseph Sole Source Aquifer System. The EPA suggested that appropriate safeguards and best management practices be implemented during construction and operation to ensure that ground water is not endangered, such as informing contractors of the sensitive nature of the work site, securing adequate protections for fueling and servicing equipment, and developing contingency plans to handle the release of any hazardous materials.

The project will impact City water utilities and may result in brief disruptions in service. All activities involving the water service will be coordinated with the City's Water Superintendent. The project is not anticipated to result in long term negative impacts upon public drinking water supplies or residential wells.

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Flood Plains

Longitudinal Encroachment
 Transverse Encroachment
 Is the project located in a FEMA designated floodplain?
 Homes located in floodplain within 1000' up/downstream from project.

Presence		Impacts	
Yes	No	Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<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 project does not encroach upon a regulatory floodplain as determined from available FEMA flood plain maps (**Appendix D, page 9**). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 65, 23 CFR 771, and 44 CFR.

Farmland

Agricultural Lands
 Prime Farmland (per NRCS)
 NRCS Form AD-1006/CPA-106 scored ≥ 160 ?

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

Provide the NRCS Form AD-1006/CPA-106 score and state whether there is a significant loss of farmland as a result of the project in the remarks section. See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks:

In response to the 2008 Early Coordination request, the NRCS responded in a letter dated June 24, 2008, and indicated that the project would result in a conversion of prime farmland. However, it is noted that the project's potential farmland impacts were near CR 40, within a segment of the project that has been eliminated from the project as it is currently proposed. Via e-mail, on January 27, 2014, NRCS was informed that the project has been re-scoped and no longer includes work in proximity to farmed land.

The current project will affect only developed land uses, including land under residential, commercial, railroad and school uses. The project will not convert farmed land to non-farm uses.

SECTION C – CULTURAL RESOURCES

Minor Projects PA Clearance

Category	Type	INDOT Approval Dates
N/A		

Results of Research

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

Eligible and/or Listed Resource Present	
Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Project Effect	Yes	Not Applicable	SHPO/ES/FHWA Approval Dates
No Historic Properties Affected	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
No Adverse Effect	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Adverse Effect	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/7/2013 (SHPO), 5/6/2013 (FHWA)

Documentation Prepared

Documentation	Yes	Not Applicable	SHPO/ES/FHWA Approval Dates
Historic Properties Short Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Historic Property Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	10/12/2011 (SHPO), 8/30/2011 (ES/FHWA)
Indiana Archaeological Short Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/7/2013 (SHPO), 4/1/2013 (ES/FHWA)
Archaeological Records Check/ Review	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/7/2013 (SHPO), 4/1/2013 (ES/FHWA)
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/7/2013 (SHPO), 4/1/2013 (ES/FHWA)
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Archaeological Phase II Investigation Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Archaeological Phase III Data Recovery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
APE, Eligibility and Effect Determination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/7/2013 (SHPO), 5/6/2013 (FHWA)
800.11 Documentation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	6/7/2013 (SHPO), 5/6/2013 (FHWA)
Memorandum of Agreement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7/11/2013 (SHPO), 6/18/2013 (ES), 6/23/2013 (FHWA)

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

Remarks:

Area of Potential Effect (APE):

The APE consists of the land adjacent to the proposed roadway improvements throughout the project limits. The APE boundary encompasses land from which the undertaking will be visible, within a reasonable proximity. Refer to **Appendix C, page 16** for a graphical depiction of the APE.

Coordination with Consulting Parties:

The agencies/parties listed below were invited in writing to participate as consulting parties for this project, and were provided project information on July 18, 2008:

- National Trust for Historic Preservation / No Response - Declined
- Mayor, City of Goshen / Accepted
- Indiana Landmarks – Northern Regional Office / Accepted
- Pennsylvania Deitsch Society / Declined
- Elkhart County Historian / No Response - Declined
- Elkhart County Historical Society / Accepted
- Indiana Historical Bureau / Declined
- Downtown Goshen / Face of the City / Accepted
- Indiana Historical Society / No Response - Declined
- The Elkhart Centre, Inc. / No Response - Declined
- Goshen Historical Society, Inc. / Accepted
- Jimtown Historical Museum, Inc. / No Response - Declined
- Wakarusa Historical Society, Inc. / Accepted
- Elkhart Historic and Cultural Preservation Commission / Declined
- New Paris Historical Society / No Response - Declined
- Jimtown Historical Society / No Response - Declined
- Old Town Neighborhood Association / Accepted
- Mr. Marvin Bartel / Accepted
- Ms. Cynthia Cannaday / No Response - Declined
- Mrs. Patricia Kirkpatrick / No Response - Declined

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- Dr. Melvin J. Loewen / Accepted
- Ms. Debra Lefever / No Response - Declined
- Goshen College / No Response - Declined
- Mr. Thomas Payne / Accepted
- Nappanee Main and Market Streets / No Response - Declined
- Ms. Carol Rhudy / Accepted
- St. John the Evangelist Catholic Church / Accepted
- Ms. Carol Summy / No Response - Declined
- Mr. James Malcolm / Accepted
- Ms. Virginia C. Mordy / No Response - Declined

Per FHWA-IN procedures the SHPO, FHWA-IN and INDOT are automatically consulting parties. The SHPO was requested to identify the need to include additional consulting parties. The SHPO recommended that Ms. Virginia C. Mordy be invited to participate in the Section 106 review. An invitation was sent to Ms. Mordy on August 20, 2008. No response was received.

The parties that accepted consulting party invitation were provided with the first Historic Properties Report (HPR) prepared for this undertaking on September 17, 2008. Comments were requested. No party expressed disagreement with the recommended identification of historic properties within the APE.

HPR Addendum No. 1 was prepared to account for adjustments to the APE made necessary due to revisions in the design of an alternative under consideration at that time. This addendum was provided to the SHPO and consulting parties on January 8, 2008. Comments were requested. No party expressed disagreement with the recommended identification of historic properties within the APE.

Representatives of FHWA-IN, INDOT and SHPO met at the project area on April 1, 2009 to review project alternatives under consideration at that time. In a letter dated May 20, 2009, the SHPO expressed the opinion that it may be appropriate to expand the APE further north and east in the vicinity of the North Connector alternatives (at-grade and overpass options).

HPR Addendum No. 2 was prepared and provided to the SHPO and consulting parties on May 13, 2009. Comments were requested. In a letter dated June 5, 2009, the SHPO concurred with the addendum's National Register of Historic Places (NR) eligibility recommendations. No consulting party expressed objections to the addendum's NR-eligibility recommendations.

HPR Addendum No. 3 was prepared to account for expansion of the APE relating to the currently proposed North Connector elevated roadway's potential visual effects. This addendum document also summarized the results of all efforts undertaken to identify historic properties. This addendum was approved by INDOT on August 30, 2011, and was provided to the SHPO and consulting parties on September 6, 2011, along with an invitation to attend Consulting Party Meeting No. 1. The purpose of the meeting was to afford the SHPO and consulting parties an opportunity to comment on all of the historic property identification efforts that had been undertaken. SHPO and consulting party comments regarding this addendum were requested at the close of Consulting Party Meeting No. 1. In a letter dated October 12, 2011, the SHPO concurred with the HPR Addendum No. 3's NR-eligibility recommendations. No other consulting party expressed objections to the addendum's NR-eligibility recommendations.

Archaeology:

Archaeological investigations (Wappenstein and Plunkett, 1999) were conducted for a previous iteration of this project which proposed improvements along the existing US 33 alignment. It was determined that no archaeological sites were present within the limits of construction activities that would be affected by the alternatives studied at that time. This report is on file with the SHPO.

Archaeological investigations were conducted of the area to be affected by the North Connector – Overpass alternative (Bubb and Zoll, 2013). No archaeological resources were located within the project area. INDOT concurred with the report's recommendations regarding the presence of archaeological resources within the project area on April 1, 2013. The SHPO concurred with the report's recommendations on June 7, 2013. No NR-listed or NR-eligible archaeological sites were identified within the APE.

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Historic Properties:

As documented in the above-mentioned HPR documents, historic properties within the APE include the NR-listed Goshen Historic District and four properties determined eligible for NR listing, three of which are located within and contribute to the Goshen Historic District. Brief descriptions of the identified properties are as follows.

House, Upright and Wing/Italianate, 111 South 8th Street - IHSSI No. 039-243-53116

This ca. 1870 one and one-half-story Upright and Wing house rests on a fieldstone foundation and is capped by a cross gable roof sheathed with asphalt shingles. This building's detailing is indicative of the Italianate design influence. The building appears to have undergone very little in the way of alterations, although a one-story aluminum siding clad addition extends from the rear elevation. The house is a highly intact example of a late nineteenth-century residence in Goshen. The house is eligible for listing in the NR under Criterion C, as it embodies the distinctive characteristics of a type, period, or method of construction.

Goshen Historic District - IHSSI No. 039-243-51001 - 858

The Goshen Historic District is located in the City of Goshen, Indiana, and was listed in the NR in 1983 under Criteria A and C. This historic district contains 17 properties that are individually eligible for NR-listing and numerous other properties that contribute to the District. The historic district is significant for its architecture and for its role in the early commercial, industrial and residential development of the city. The district's buildings illustrate the growth patterns of smaller Midwestern cities from the late 1800s into the early 1900s. The historic district boundary as described on the NR nomination form reads:

Beginning at the southeast corner of the intersection of 2nd and Pike Streets; continuing east along the south side of Pike to the southern Penn Central Railroad right of way line; then southeast along the railroad right of way to Cottage Avenue; then south along the west side of Cottage Avenue to Plymouth Avenue; then west along the north side of Plymouth Avenue across Main Street; then northwest along the rear lines of properties fronting on the west side of Main Street to Purl Street; then west along the north side of Purl to the west bank of the Hydraulic Canal; then north along the west bank of the Canal to the east edge of the southern extension of Second Street; then north along the east side of Second Street to the point of origin.

House, American Foursquare/Colonial Revival, 113 South 7th Street - IHSSI No. 039-243-51767

The ca. 1905 house is an outstanding example of the American Foursquare house type, and is further embellished with Colonial Revival details. The combination of the two architectural styles elevates its significance as a contributing element of the Goshen Historic District and distinguishes this house from others in the neighborhood. Design elements consistent with the Colonial Revival style further decorate the house and include a nearly rectilinear form, façade symmetry, dormers, Tuscan columns, an elaborate portico, a porte-cochere, large double-hung windows with transoms, and porch and roof balustrades. The house is individually eligible for listing in the NR under Criterion C.

John Lesh House, Italianate, 313 Lincoln Avenue - IHSSI No. 039-243-51056

The ca. 1879 John Lesh House is one of only a handful of Italianate style residences in the City of Goshen. The house is highly valuable to Goshen's architectural heritage. The house is also a contributing element in the Goshen Historic District. An original two-story section features a raised basement of colored coursed stone topped by red brick walls. The overall detailing of the original section of the house reflects the Italianate style with a low-pitched, hipped roof, wide, overhanging eaves, bracketed cornice, carved stone lintels, and heavily molded woodwork. The house has remained largely unaltered. The John Lesh House is individually eligible for listing in the NR under Criterion C.

House, American foursquare/Craftsman, 117 N. 6th Street - IHSSI No. 039-243-51638

This ca. 1908 house is an example of the American Foursquare house type that has been embellished with Craftsman style elements. This combination elevates the significance of the house, making it highly valuable to Goshen's architectural heritage. The house is a contributing element in the Goshen Historic District. The nearly square floor plan, blocky shape, slightly raised basement, and full-width porch are all common design elements of the American Foursquare house type. Design elements consistent with the Craftsman style include broad overhanging eaves, casement windows with geometric muntins, and stucco. The house is individually eligible for listing in the NR under Criterion C.

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Documentation, Findings:

The project will result in the demolition of buildings which contribute to the Goshen Historic District, as well as right of way encroachments on additional contributing properties. In addition the project will result in the introduction of the proposed modern roadway, with attendant roadway slopes, MSE walls, bridge structures, multi-use trail and lighting into the identified properties' historic settings will result in visual and auditory changes of a magnitude that will diminish the integrity of their significant historic features. Therefore, it has been found that the project will result in adverse effects upon each of the identified properties.

FHWA/INDOT approved a finding of Adverse Effect and supporting final Section 800.11(e) documentation on May 6, 2013. Also on that date, Findings documentation and supporting Section 800.11(e) documentation were provided to the SHPO and consulting parties for review and comment. The SHPO responded in a letter dated June 7, 2013, and concurred with the finding of Adverse Effect. No other consulting party commented on the Findings documentation.

A Memorandum of Agreement (MOA) between FHWA, INDOT and the SHPO, which lists mitigation measures that have been incorporated into the project's design, has been executed. A Draft MOA was provided to the SHPO and consulting parties as part of the May 6, 2013 consultation submittal. The SHPO recommended revisions in its response letter dated June 7, 2013, and a Final MOA was sent to the SHPO for signature on June 12, 2013. The SHPO signed the MOA on July 11, 2013. A fully executed copy of the MOA was sent to the SHPO on July 15, 2013. FHWA provided the executed MOA to the Advisory Council on Historic Preservation on December 17, 2013.

Mitigation measures specified in the MOA include photographic documentation of the part of the Goshen Historic District that will be altered by this undertaking. The photographic documentation materials were provided to the SHPO on July 25, 2013. The SHPO provided comments on these materials and requested revisions in a letter dated August 28, 2013. The revised photographic materials were provided to the SHPO on September 9, 2013. The MOA specifies that INDOT will develop the design for the appearance of the proposed mechanically stabilized earth (MSE) wall treatments in a context sensitive manner and will coordinate the design with the SHPO and consulting parties. INDOT will submit proposed wall treatments for a 30-day SHPO and consulting party review/comment period. If requested by the SHPO and/or consulting parties, a meeting will be held to discuss the design of the MSE walls. INDOT will make a good faith effort to incorporate recommendations proposed by these parties into the design plans. Finally, the MOA specifies that INDOT will develop the proposed landscaping in a context sensitive manner and will coordinate the design with the SHPO and consulting parties. INDOT will submit proposed landscape designs for a 30-day SHPO and consulting party review/comment period. If desired by the SHPO and/or consulting parties, a meeting will be held to discuss the landscaping design. INDOT will make a good faith effort to incorporate recommendations proposed by these parties into the design plans.

Section 106 documentation prepared for this project is presented in **Appendix C**.

Public Involvement:

Views of the public pertaining to the FHWA/INDOT Finding of Adverse Effect were sought through publication of a legal notice in the Goshen News newspaper on May 10, 2013. Comments were requested by June 10, 2013. No comments were received.

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

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

Section 4(f) Involvement

	<u>Presence</u>		<u>Use</u>		<u>FHWA Approval/date</u>
	Yes	No	Yes	No	
Parks & Other Recreational Land					
Publicly owned park	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Publicly owned recreation area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Programmatic Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
"De minimis" Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

	<u>Presence</u>		<u>Use</u>		<u>FHWA Approval/date</u>
	Yes	No	Yes	No	
Wildlife & Waterfowl Refuges					
National Wildlife Refuge	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
State Fish & Wildlife Area – recreation or refuge areas only	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Programmatic Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
"De minimis" Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

	<u>Presence</u>		<u>Use</u>		<u>FHWA approval/date</u>
	Yes	No	Yes	No	
Historic Properties					
Sites eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Programmatic Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Individual Section 4(f) Evaluation	<input checked="" type="checkbox"/>	<input type="checkbox"/>			12/31/2013
"De minimis" Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Discuss Programmatic Section 4 (f) and De minimis Section 4(f) impacts in the remarks section 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) documents please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

Based upon coordination with federal, state and local officials, field reconnaissance and review of the data contained on the IndianaMap Website (<http://inmap.indiana.edu/viewer.htm>), there are no publicly owned parks, recreation areas, or wildlife and waterfowl refuges that would be impacted, either by direct encroachment or by changes in access.

Segments of existing and planned trails/sidewalks are located along 5th Street, 9th Street and Monroe Street. Through coordination with the Superintendent of the Goshen City Parks Department it has been confirmed that these trails/sidewalks function primarily as transportation facilities. As such, they are excepted from Section 4(f) approval requirements.

Through coordination with the officials with jurisdiction over school properties located throughout the project limits, it has been determined that no impacted school-owned property qualifies for consideration under Section 4(f).

Archaeological investigations (Bubb and Zoll, 2013) were conducted of the area to be affected by the project. No archaeological resources were located within the project area.

Historic property surveys prepared for the project document the presence of the Goshen Historic District within the project area. This District is listed in the National Register of Historic Places (NR). This District contains 17 properties that, in addition to contributing to the District, are individually eligible for listing in the NR. Two such properties are in close proximity to the North Connector – Overpass alternative. The North Connector – Overpass alternative is also in close proximity to another individually eligible property located outside the Historic District.

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The North Connector – Overpass alternative will result in a Section 4(f) use of the Goshen Historic District. Seven properties that contribute to the District will be demolished (relocation impacts) and a right of way encroachment is proposed at one additional contributing property. No Section 4(f) uses of individually eligible properties, within or outside the District, are proposed.

An Individual Section 4(f) Evaluation was prepared. This evaluation describes the project alternatives that were considered and demonstrates that there is no feasible and prudent alternative which would completely avoid the use of Section 4(f) property. Because the avoidance alternatives were found not to satisfy the project Purpose and Need, it was concluded that such alternatives are not prudent. Therefore, avoidance alternatives were eliminated from further consideration. The evaluation also provides justification for recommending that the North Connector – Overpass alternative is the alternative that results in the least overall harm to Section 4(f) property, and that the project includes all possible planning to minimize harm from such use. The Individual Section 4(f) Evaluation prepared for this project is presented as **Appendix I**.

Section 6(f) Involvement

	Presence		Use	
	Yes	No	Yes	No
Section 6(f) Property	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Remarks: No Section 6(f) resources were identified within the project area based upon a review of the information available at the National Park Service website (<http://waso-lwcf.nrc.nps.gov/public/index.cfm>) and by site inspection during summer, 2013. The project will not involve any properties acquired by or improved with the Land and Water Conservation Fund.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project

	Yes	No
Is the project in an air quality non-attainment or maintenance area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If YES, then:		
Is the project in the most current MPO TIP?	<input type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input type="checkbox"/>
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?	<input type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input type="checkbox"/>	<input type="checkbox"/>
Is an MSAT level 1a Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 1b Analysis required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is an MSAT level 2 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 3 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 4 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 5 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: Elkhart County is designated as being in attainment for all criteria pollutants. The project is not exempt from conformity.

The project scope is accurately reflected in the MACOG TIP, the INSTIP, and the USDOT TP (conformity finding dated July 11, 2013). While the TIP still refers to the project as an "Added Travel Lanes" project, this is a carry-over from the original project's listing in the TIP, prior to the project being re-scoped. For the 2014-2017 TIP, the project was modeled as construction of two travel lanes on new alignment between Monroe Street and Main Street (SR 15). The 2014-2017 TIP and IN STIP will be amended to indicate that

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the project is for new roadway construction, as opposed to added travel lanes.

The design concept and scope have not changed since the TP and TIP were found to conform.

MSAT level 1b: The purpose of this project is to increase the capacity of the route to improve the level of service while reducing congestion during peak hours, mitigate the traffic flow problems, and provide increased pedestrian safety. This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the No-Build Alternative. Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES model forecasts a combined reduction of over 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

SECTION F - NOISE

Noise

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

Yes No

	No	Yes/ Date
ES Approval of Noise Analysis	<input type="checkbox"/>	Yes / July 23, 2013

Remarks:

This project meets the definition of a Type 1 project due to the proposed construction of a highway on a new alignment and the addition of a through-traffic lane(s). In accordance with 23 CFR 772 and the INDOT Traffic Noise Policy (effective July 13, 2011), a formal noise analysis was conducted (**See Appendix G**).

A total of 276 receptors representing 295 residential dwelling units and other noise sensitive entities (i.e., churches and commercial facilities) were modeled. There are 252 residential dwelling units that have an Activity Category B NAC Classification, 42 commercial operations that have an Activity Category E NAC Classification, and one school property that has an Activity Category D NAC Classification.

The measured Existing Conditions Noise Levels (L_{eq}) ranged from 52.4 dBA L_{eq} at Site S-7 to 78.3 dBA L_{eq} at Site S-19. The Year 2035 No-Build predicted noise levels (L_{eq}) noise levels ranged from 50.3 dBA L_{eq} at Site R-256 to 69.9 dBA L_{eq} at Site R-236. These predicted noise levels represent a difference from existing noise levels ranging from -23.8 dBA L_{eq} to + 9.9 dBA L_{eq} . The Year 2035 Build predicted L_{eq} noise levels ranged from 53.1 dBA L_{eq} at Site R-243 to 73.2 dBA L_{eq} at Site R-268. These predicted noise levels represent a difference from the existing noise levels ranging from -20.2 dBA L_{eq} to +12.4 dBA L_{eq} and a difference from the Year 2035 No-Build scenario noise levels ranging from -9.0 dBA L_{eq} to +16.1 dBA L_{eq} .

There are twenty-seven (27) receptor locations, representing thirty (30) locations that are classified as traffic noise impacts. Twenty-six (26) of the receptor locations have predicted noise levels that approach or exceed the NAC for the Activity Category B Classification and four (4) of the receptor locations have predicted noise levels that approach or exceed the NAC for the Activity Category E Classification. In accordance with the *INDOT Traffic Noise Analysis Procedure, (2011)*, an abatement analysis was performed to evaluate possible mitigation measures for these sites where noise impacts were predicted to occur. Eighteen (18) of the impacted receptors are located along streets that do not have access control. As a result, it is not feasible to construct an effective noise barrier along these roadways because of the existing driveways access points.

The remaining (9) impacted receptors, represent twelve (12) residential units that are located along the alignment of the proposed US 33 roadway and the results of the barrier analysis indicated that it is acoustically feasible to provide a 5 dBA reduction for a majority of these twelve (12) impacted residential

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units. As a result, the proposed noise barrier was then analyzed to determine if it meets the INDOT Design Goal for Noise Abatement. Based on the barrier analysis, a predicted 7 dBA noise reduction was only achieved at three (3) of the impacted first row residential units. Since the noise reduction design goal was unable to be achieved at a majority of the first row impacted receptors, the proposed noise barrier does not meet the reasonableness criteria.

Based on the studies thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. Based upon preliminary design costs and design criteria, noise abatement has been found to be feasible at the proposed noise barrier location based on engineering and acoustical reasons. Noise abatement has not been found to be reasonable at the proposed noise barrier location based on the inability of the proposed noise barriers to satisfy the INDOT Design Goal for Noise Abatement reasonableness criteria. If during final design it has been determined that conditions have changed such that noise abatement is both feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any noise abatement measure(s) will be made upon the completion of the project's final design and the public involvement process.

SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

- Will the proposed action comply with the local/regional development patterns for the area?
- Will the proposed action result in substantial impacts to community cohesion?
- Will the proposed action result in substantial impacts to local tax base or property values?
- Will construction activities impact community events (festivals, fairs, etc.)?

Yes	No
X	
	X
	X
	X

Remarks:

The City of Goshen is a project advocate and has been actively involved in the development of the alignments of the project alternatives. No negative regional impacts are anticipated. The project will remove 31 residential buildings from neighborhoods within the six City blocks approximately between 6th Street and 11th Street. However, from a community cohesion standpoint, this impact was viewed more favorably than the impacts associated with the North Connector-At Grade alternative, which would separate nearly two residential blocks (north of Washington Street and east of 7th Street) from the remaining neighborhoods in the area, and the US 33 Existing Alignment alternatives, which would perpetuate the presence of US 33 within the core of the Downtown area. The CAC, the City of Goshen and the public have expressed concern that any widening of Madison Street and addition of a grade separated crossing of the Marion Branch Rail Spur would effectively represent barriers to pedestrians including children walking to schools from neighborhoods to the north. The project is anticipated to result in long term positive effects due to improved conditions for pedestrians.

Based upon input received through Section 106 consultation, the CAC and the public regarding the negative effects of the US 33 Existing Alignment alternatives, it has been determined that the neighborhoods in the Goshen Historic District, as a whole, will benefit from the removal of US 33 from its core. Implementation of the Preferred Alternative will allow Madison Street to again function as a residential street and allow the core of the Historic District to regain its historic, cohesive adjacency of commercial and residential uses.

The Elkhart County 4-H Fair is annually held during mid to late July at the Elkhart County Fair 4-H Fairgrounds, located along the south side of Monroe Street, approximately 0.75 mile east of the US 33/Monroe Street intersection. US 33 lane restrictions will be avoided during the week of the Elkhart County 4-H Fair.

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Indirect and Cumulative Impacts

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

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

Remarks:

The project will not result in substantial indirect or cumulative impacts. The project will not affect access to abutting and nearby parcels, nor will it affect future changes in land use in the area. The elevated roadway will not accommodate driveway access. The project is not expected to encourage redevelopment of adjacent land.

Public Facilities & Services

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

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

Remarks:

No public facilities or services will be impacted. The project will not negatively affect access to public facilities or services during or after construction. Traffic will be maintained during construction. Access to all properties will be maintained during construction.

The project will improve safety conditions within the project area by eliminating the existing at-grade US 33 crossing of the Norfolk Southern Railroad spur at 9th Street and by separating US 33 through traffic volumes from local traffic, which will decrease conflicts caused by vehicles that are stopped in the roadway and waiting to make turning movements. Reduced traffic volumes on US 33 (Madison Street) will also improve pedestrian safety conditions, particularly for students walking to area schools from neighborhoods north of Madison Street.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

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

Are any EJ populations located within the project area?

Will the project result in adversely high or disproportionate impacts to the EJ population?

Remarks:

The project's right of way and relocation requirements exceed both of the impact thresholds, either of which would require the need for an EJ analysis. For the analysis of EJ impacts, data from the 2010 Census contained on the US Census Bureau Website (<http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>) were reviewed on-line to determine the presence of minority populations and/or low-income populations within the affected community (AC) by calculating their percentages relative to a community of comparison (COC). An EJ population is present in the AC when its minority population or low-income population is greater than 50% of the total AC population, or, when its minority population or low-income population exceeds the COC's minority population or low-income population by 25%. If an EJ population is determined to be present, the next step of the analysis is to determine whether the identified EJ population would be adversely or disproportionately affected by the project.

Data from the 2010 Summary File 1 (P5), at the block group level, was used for the minority EJ analysis. Because block group data is not available at the 2010 decennial census level, ACS 5 year estimates data (B17001) was used at the census tract level for the low-income EJ analysis.

For the minority EJ analysis, the AC was determined to be comprised of Block Group 1 - Census Tract 1, Block Group 2 - Census Tract 1, Block Group 3 - Census Tract 2, Block Group 1 - Census Tract 3.02, and Block Group 2 - Census Tract 3.02, in Elkhart County. For the low income EJ analysis, the AC was determined to be comprised of Census Tracts 1, 2, and 3.02 in Elkhart County, Indiana. Because the project falls entirely within the limits of the City of Goshen, the City was determined to be the COC. Refer to the maps and information presented in **Appendix H**.

As shown in the **Table 1** below, the percentages of non-white or minority individuals within the ACs are not greater than 50% of the total AC population. The percentages of non-white or minority individuals within the ACs 1, 2, 4 and 5 are less than the percentages of non-white or minority individuals within the COC. Because these ACs do not contain

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concentrations of minority individuals that exceed those of the COC, no minority populations of concern for environmental justice are present within these ACs. AC 3 contains concentrations of minority individuals that exceed 125% of those in the COC. Therefore, a minority population of concern for environmental justice is present within AC 3.

Table 1: Minority EJ Population Analysis (Block Group)

	AC 1 Block Group 1, Census Tract 1	AC 2 Block Group 2, Census Tract 1	AC 3 Block Group 3, Census Tract 2	AC 4 Block Group 1, Census Tract 3.02	AC 5 Block Group 2, Census Tract 3.02	COC Goshen City
Total:	2,262	940	3,522	918	739	31,719
Not Hispanic or Latino:	1,523	724	2,015	844	533	22,816
White alone	1,434	685	1,863	819	495	21,140
Percent Minority	36.60%	27.13%	47.10%	10.78%	33.02%	33.35%
					125% COC	41.69%
AC > 50% or > 125% COC?	No	No	Yes	No	No	
Minority EJ Population of Concern	No	No	Yes	No	No	

As shown in the **Table 2** below, the percentages of individuals with low income status in the ACs are not greater than 50% of the total AC populations. The percentages of individuals with low income status in two of the ACs (Census Tracts 1 and 3.02) do not exceed the percentage of individuals with low income status in the COC. Because these ACs do not contain concentrations of individuals with low income status that exceeds 125% of those of the COC, no low income status populations of concern for environmental justice are present within these ACs. The percentage of individuals with low income status in one AC (Census Tract 2) exceeds 125% of the percentage of individuals with low income status in the COC. Therefore, this AC contains a low income status population of concern for environmental justice.

Table 2: Low Income Status EJ Population Analysis (Census Tract)

	AC CT 1	AC CT 2	AC CT 3.02	COC Goshen City
Total:	3,339	6,508	5,407	30,056
Income (past 12 months) below poverty level:	554	1,574	1,079	5,426
Percent Low Income	16.59%	24.19%	19.96%	18.05%
				125% of COC
AC > 50% or > 125% COC?	No	Yes	No	
Low Income EJ Population of Concern?	No	Yes	No	

As shown in the **Table 3** below, relocation impacts within the EJ Census Tract and Block Group (2 total), are substantially fewer than those proposed in the non-EJ Census Tracts and Block Groups (35 total). Therefore it has been determined that the project will not result in adverse and disproportionate effects upon the identified environmental justice population. Additionally, as noted above, while the project will remove residential buildings from neighborhoods within the project area, this impact was viewed more favorably from a community cohesion standpoint than the impacts associated with the other alternatives considered.

Table 3: Analysis of Disproportionately High and Adverse Impacts

Relocation Impacts	Non-EJ Census Tracts and Block Groups	EJ Census Tract and Block Group	Total
Residential	29	2	31
Business	5	0	5
Other (Storage Bldg.)	1	0	1
Total	35	2	37

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Relocation of People, Businesses or Farms:

Will the proposed action result in the relocation people, businesses or farms?

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Number of

relocations: Residences: 31 Businesses: 5 Farms: 0 Other: 1 (Storage Bldg.)

Yes	No
X	
	X
X	

If a BIS or CSRS is required, discuss the results in the Remarks section.

Remarks:

The project will require the total acquisition of 31 parcels occupied by residential buildings, 5 parcels occupied by businesses, and one parcel that is occupied by a building (masonry storage building) that is neither a residence nor a business. The project will not require the relocation of farms. The project exceeds INDOT's relocation impact threshold for development of a Conceptual Stage Relocation Study (CSRS). The CSRS, which was reviewed and approved by INDOT on November 8, 2013, is presented as **Appendix J**.

The CSRS concluded that there is adequate decent, safe and sanitary housing immediately available for all proposed relocates, within their financial means, and within areas reasonably convenient to employment and other facilities. A wide variety of commercial properties are available in Goshen and surrounding areas including land in industrial parks that may serve as potential building sites for multiple displaced businesses. A limited number of commercial properties are also available in the downtown area as potential locations for the businesses needing to remain in the downtown area.

The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Those relocated will receive full relocation and advisory services in accordance with 49 CFR Part 24 and in accordance with all policies and procedures of the INDOT Real Estate Division. All Relocation Benefits will be calculated in accordance with all Federal Regulations, approved by INDOT Central Office and all relocation claims will be reviewed, approved and paid in a timely manner. Relocation resources are available to all residential and business relocatees without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Red Flag Investigation
 Hazardous Materials Site Assessment Form
 Phase I Initial Site Assessment (ISA)
 Phase II Preliminary Site Investigation (PSI)
 Design/Specifications for Remediation required?

Documentation	
Yes	No
X	
X	
	X
	X
	X

	No	Yes/ Date
ES Review of Investigations		October 5, 2012

Include a summary of findings for each investigation.

Remarks:

The Red Flag Investigation (RFI) document prepared for this project is presented as **Appendix D**. Multiple Red Flag items are located within the half-mile Red Flag Investigation study area. Recommendations stated in the RFI summary are as follows:

Regarding infrastructure, coordination with NIPSCO will be undertaken regarding the required pipeline crossing. Coordination with the Goshen Community School Corporation regarding school operations will continue as the project is developed. Coordination with the Norfolk Southern Railroad will be undertaken as the project is developed.

Regarding water resources, a wetland/waters determination will be performed, to determine the presence

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of jurisdictional water resources in the project area.

Regarding ecological information, one vertebrate animal listed as a state endangered species has been observed within the 1/2 mile buffer. Coordination will continue with the USFWS and IDNR to identify these agencies' concerns over the project's potential to impact Federal or state-listed threatened or endangered species or habitats.

Regarding cultural resources, a Section 106 review will be undertaken to assess the potential for the project to affect the identified properties. Consultation between INDOT/FHWA, the SHPO and the consulting parties will continue as the project is developed.

Regarding hazardous materials, underground storage tanks to be affected by the project will be identified during later stages of project development. Phase I and Phase II assessments will be conducted as determined appropriate.

Since the RFI was completed, it has been determined that the project will not impact water resources. The USFWS and IDNR have not expressed concerns for the project to impact Federal or state-listed threatened or endangered species or habitats. The Section 106 review process has been completed with a Finding of Adverse Effect and execution of a Memorandum of Agreement.

IDEM Virtual File Cabinet (<http://vfc.idem.in.gov/Pages/Member/Search.aspx>) records were reviewed to determine the status of the following underground storage tank locations that may be affected by the proposed new alignment roadway construction.

Bell Mart - 224 North Main Street

The Bell Mart property is a currently operating convenience store and gas station located in the southeast quadrant of the Main Street/Pike Street intersection. Six underground tanks are present. Available Virtual File Cabinet (VFC) records do not indicate a history of contamination at this site. The project involves roadway reconstruction along the property's Pike Street frontage. As currently proposed the project will require the acquisition of right-of-way from this property to preserve intersection sight distance. No construction within the property is proposed.

404 South 11th Street

One underground storage tank is known to have been present at this property, between the existing building and Madison Street. Available VFC records do not indicate a history of contamination at this site and also indicate the tank was removed from the property. The project involves roadway construction on new alignment across the parcel's northeast corner, over 100 feet to the east of the tank location noted in the VFC records. Right of way will be acquired from the parcel, but not in close proximity to the tank location as described in the VFC records.

Even though the VFC records did not indicate known releases of hazardous materials or the presence of contamination at the above-listed properties, due to presence of the recorded underground storage tank locations within the project area, the project has the potential to encounter contaminated soil materials. Soils samples will be taken within the proposed limits of construction to determine the presence of contaminated soils prior to construction. The construction documents will contain appropriate pay items to address the handling and disposal of such materials, in the event they are encountered during construction.

Lincolnway Sales and Service - 500 Lincolnway East

This property is currently operating as a used car sales lot/automotive service facility, but in the past was the location of a gas station. Four underground storage tanks are known to have been present. Available VFC records do not indicate a history of contamination at this site and also indicate the tanks were removed from the property. The project involves roadway construction on new alignment across the parcel's US 33 frontage as well as improvements to Monroe Street. The property will be acquired and this business will be relocated. Phase I and Phase II assessments were conducted for this property in 2000 (Bruce Carter and Associates, LLC, BCA Nos.7604/99-399 and 7604/00-90, respectively). The Phase II assessment indicated that no gasoline-range TPH was detected in soil probes and that no BTEX was detected in the groundwater. The Phase II assessment concluded that no further investigations were warranted. INDOT reviewed the Phase II assessment in January, 2014, and recommended that a second Phase II assessment be conducted for this property, in accordance with the current version of IDEM's Remediation Closure Guide. This assessment will be performed, and its recommendations will be incorporated into the project's design.

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Groundwater monitoring wells associated with the Johnson Controls property were observed in the project area just east of the US 33/Monroe Street intersection. If any of these wells fall within the proposed construction limits, the property owner will be coordinated with to determine if affected wells should be perpetuated, capped/abandoned, or replaced.

SECTION I – PERMITS CHECKLIST

	<u>Required</u>	<u>Not Required</u>
Army Corps of Engineers (404/Section10 Permit)		
Individual Permit (IP)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IDEM		
Section 401 WQC	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Isolated Wetlands determination	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stream Mitigation required	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IDNR		
Construction in a Floodway	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lake Preservation Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mitigation Required	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US Coast Guard Section 9 Bridge Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (Please discuss in the Remarks section below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks:

Applicable permits are to be applied for by the designer and are to be acquired prior to construction.

The project will disturb more than one acre, and will require IDEM issuance of a Rule 5 Permit. No other permits are anticipated to be required.

SECTION J- ENVIRONMENTAL COMMITMENTS

Information below must be included on Commitments Summary Form. List all commitments, indicating which are firm and which are optional.

Remarks:

Firm:

1. The current version of the Indiana Department of Transportation Standard Specifications will be implemented during construction in order to minimize potential adverse construction impacts upon environmental and community resources including, but not limited to, erosion, sedimentation, construction noise, dust and air pollutants, clearing and disturbance of vegetation and storage and handling of hazardous materials. (INDOT)
2. If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days (Telephone - (317) 232-1646). (INDR-DHPA)
3. The project's acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. (INDOT)

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4. US 33 lane restrictions will be avoided during the week of the Elkhart County 4-H Fair. (INDOT)
5. Even though IDEM Virtual File Cabinet records did not indicate known releases of hazardous materials or the presence of contamination at the Bell Mart (224 North Main Street), 404 South 11th Street properties, due to the recorded presence of underground storage tank locations within the project area, the project has the potential to encounter contaminated soil materials. Soils samples will be taken within the proposed limits of construction to determine the presence of contaminated soils in proximity to these properties prior to construction. The construction documents will contain appropriate pay items to address the handling and disposal of such materials, in the event they are encountered. (INDOT)
6. INDOT determined that a second Phase II assessment is required for the property at 500 Lincolnway East. This assessment will be performed in accordance with the current version of IDEM's Remediation Closure Guide, and its recommendations will be incorporated into the project's design. (INDOT)
7. If any potential hazardous materials are discovered during construction the IDEM Spill Line shall be notified with details of the discovery within 24 hours. (IDEM)
8. As noted on the Hazardous Materials Site Assessment Form completed for this project, groundwater monitoring wells associated with the Johnson Controls property were observed in the project area just east of the US 33/Monroe Street intersection. If any of these wells fall within the proposed construction limits, the property owner will be coordinated with to determine if affected wells should be perpetuated, capped/abandoned, or replaced. (INDOT)
9. Implementation of noise abatement measures has been found to be feasible but not reasonable, based on the inability to satisfy the INDOT Design Goal for Noise Abatement reasonableness criteria. If during final design it is determined that conditions have changed such that noise abatement is both feasible and reasonable, the abatement measures could be provided. The final decision on the installation of any noise abatement measure(s) will be made upon the completion of the project's final design and the public involvement process. (INDOT)
10. IDNR recommended that five trees, at least 2 inches dbh, should be planted for each tree, ten inches or greater at dbh, removed by the project. USFWS indicated that the project should be designed to minimize the loss of trees, and recommended that trees impacted by the project be replaced at a ratio of 2:1. The project will not require the issuance of a Construction in a Floodway Permit (IDNR) or a Section 401/404 Permit (IDEM and US Army Corps of Engineers). Therefore, the USFWS and IDNR recommendations pertaining to tree planting are not required to be implemented. The feasibility of incorporating tree planting into the project's design, within the proposed right-of-way, will be considered and determined during the development of the project's landscaping design. (IDNR and USFWS)
11. A Memorandum of Agreement (MOA) between FHWA, INDOT and the SHPO, which lists mitigation measures that have been incorporated into the project's design, has been executed. The MOA specifies that INDOT will develop the design for the appearance of the proposed mechanically stabilized earth (MSE) wall treatments in a context sensitive manner and will coordinate the design with the SHPO and consulting parties. INDOT will submit proposed wall treatments for a 30-day SHPO and consulting party review/comment period. If requested by the SHPO and/or consulting parties, a meeting will be held to discuss the design of the MSE walls. INDOT will make a good faith effort to incorporate recommendations proposed by these parties into the design plans. Finally, the MOA specifies that INDOT will develop the proposed landscaping in a context sensitive manner and will coordinate the design with the SHPO and consulting parties. INDOT will submit proposed landscape designs for a 30-day SHPO and consulting party review/comment period. If desired by the SHPO and/or consulting parties, a meeting will be held to discuss the landscaping design. INDOT will make a good faith effort to incorporate recommendations proposed by these parties into the design plans. The photographic documentation materials were provided to the SHPO on July 25, 2013. The SHPO provided comments on these materials and requested revisions in a letter dated August 28, 2013. The revised photographic materials were provided to the SHPO on September 9, 2013. The SHPO has approved the photographic documentation materials. This commitment has been fulfilled. (IDNR-DHPA)
12. Appropriate safeguards and best management practices, such as informing contractors of the sensitive nature of the work site, securing adequate protections for fueling and servicing equipment, and developing contingency plans to handle the release of any hazardous materials, will be implemented during construction and operation to ensure that ground water is not endangered. (USEPA)
13. The project will impact City water utilities and may result in brief disruptions in service. All activities involving the water service will be coordinated with the City's Water Superintendent, Mr. Kent Holdren (Telephone - (574) 238-0723). (INDOT)

For Further Consideration:

There are no environmental commitments for further consideration.

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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.

Remarks:

Agency/Party	Response Date(s)
Federal and State Natural Resource/Regulatory Agencies - Sent 5/16/2008	
INDOT – Aeronautics Section; Inter-Modal Transportation Division	6/26/2008
US Coast Guard	No Response
US Fish and Wildlife Service (USFWS)	6/11/2008
USDA – Natural Resources Conservation Service (NRCS)	6/24/2008
Indiana Geological Survey	6/9/2008
Indiana Department of Natural Resources (IDNR)	5/20/2008, 7/30/2008
USEPA	5/28/2008, 9/10/2013
Indiana Department of Environmental Management (IDEM)	5/16/2008
IDEM Wellhead Proximity	5/16/2008
Detroit District, Army Corps of Engineers	5/23/2008, 8/30/2011
National Park Service	6/4/2008
Local and County Agencies - Sent 5/16/2008	
MACOG	No Response
Elkhart County Surveyor	6/17/2008
Elkhart County Commissioners	No Response
Goshen Community Schools	No Response
Goshen Park and Recreation Department	No Response
Goshen Fire Department	No Response
Elkhart County Drainage Board	No Response
Goshen Engineering Department	No Response
Goshen Police Department	No Response

Early Coordination and other correspondence are presented in **Appendix B**.

US 33 New Roadway Construction - Monroe Street to SR 15
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Appendices

A. Graphics

- A1-A2 Project Location Graphics
- A3 GIS Resource Map/Aerial Photograph
- A4-A5 Project Area Photographs
- A6 Indiana Karst Features Region Map

B. Early Coordination and Resource Agency Correspondence

- B1-B3 Early Coordination Letter and Information Sheet (graphics removed)
- B4-B8 IDEM – 5/16/2008
- B9 IDEM Wellhead Proximity – 5/16/2008
- B10 IDNR Initial Response - 5/20/2008
- B11 USACOE – 5/23/2008
- B12 USEPA – 5/28/2008
- B13-18 USFWS – 6/11/2008
- B19 IGS – 6/9/2008
- B20 Elkhart County Surveyor – 6/17/2008
- B21 INDOT Aviation – 6/26/2008
- B22-24 USACOE – 8/30/2011
- B25 IDNR – 7/30/2008
- B26 NPS – 7/4/2008
- B27 NRCS – 7/24/2008
- B28 USEPA – 9/10/2013

C. Section 106 Documentation

- C1-C2 May 6, 2013 Finding of Adverse Effect
- C3-C251 Supporting Section 800.11(e) Documentation
- C252 Publisher's Affidavits for Publication of Legal Notices
- C253 ACHP's 5/22/2013 Letter Declining Participation
- C254-C261 Memorandum of Agreement (MOA)

D. Red Flag Investigation / Hazardous Materials Site Assessment Form

- D1-D23 Red Flag Investigation Document
- D24 Hazardous Materials Site Assessment Form

E. Public Involvement Documentation

- E1-E4 2008 Notice of Survey Letter and Recipients List
- E5-E9 2012 Notice of Survey Letter and Recipients List
- E10-E22 Documentation of CAC Meeting No. 1
- E23-E46 Documentation of CAC Meeting No. 2
- E47-E65 Documentation of CAC Meeting No. 3

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F. Air Quality Documentation

G. Traffic Noise Analysis

- G1 Pages from 2014-2017 INDOT STIP
- G2-G3 Pages from 2014-2017 MPO TIP
- G4 IDEM Map of Attainment Areas by County

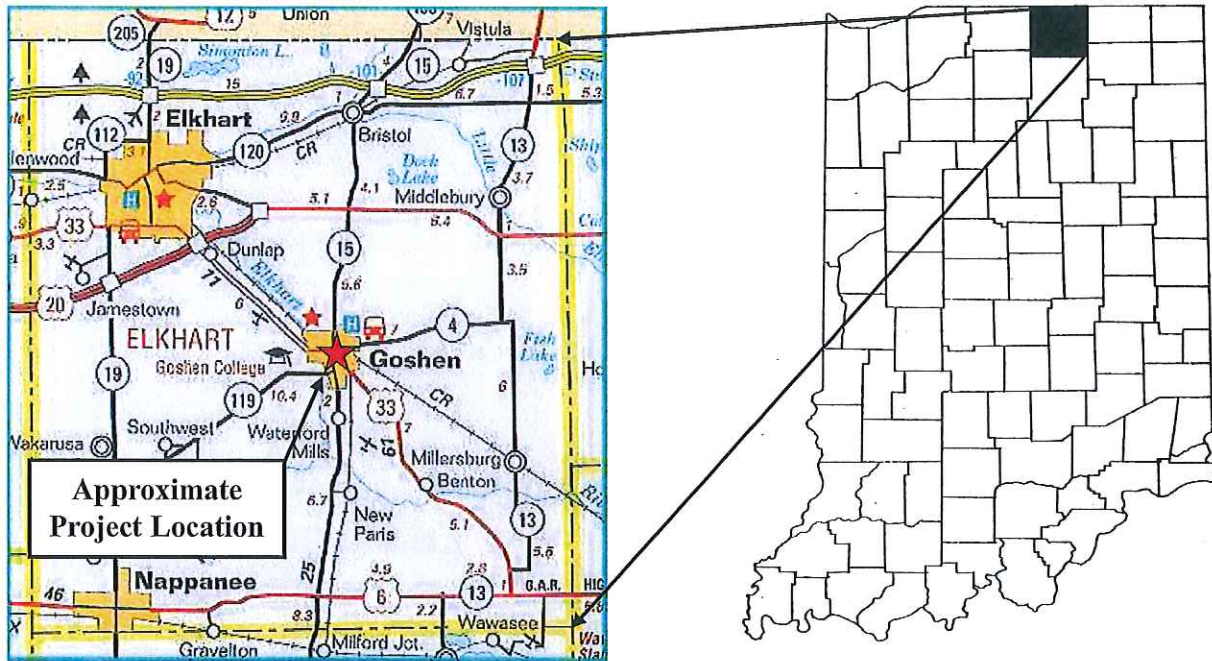
H. Environmental Justice Documentation

- H1 Map of Goshen City and Affected Census Tracts
- H2 Map of Goshen City and Affected Census Tract Block Groups
- H3-H7 Low Income EJ Analysis Download Spreadsheet
- H8 Minority EJ Analysis Download Spreadsheet

I. Draft Section 4(f) Evaluation

J. Conceptual Stage Relocation Study Report

Project Area Location Maps



Project Location – Street Map



Source: <http://maps.indiana.edu/ie8.html>



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Scale: NTS

Appendix A, Page 1

APPENDIX A

Graphics

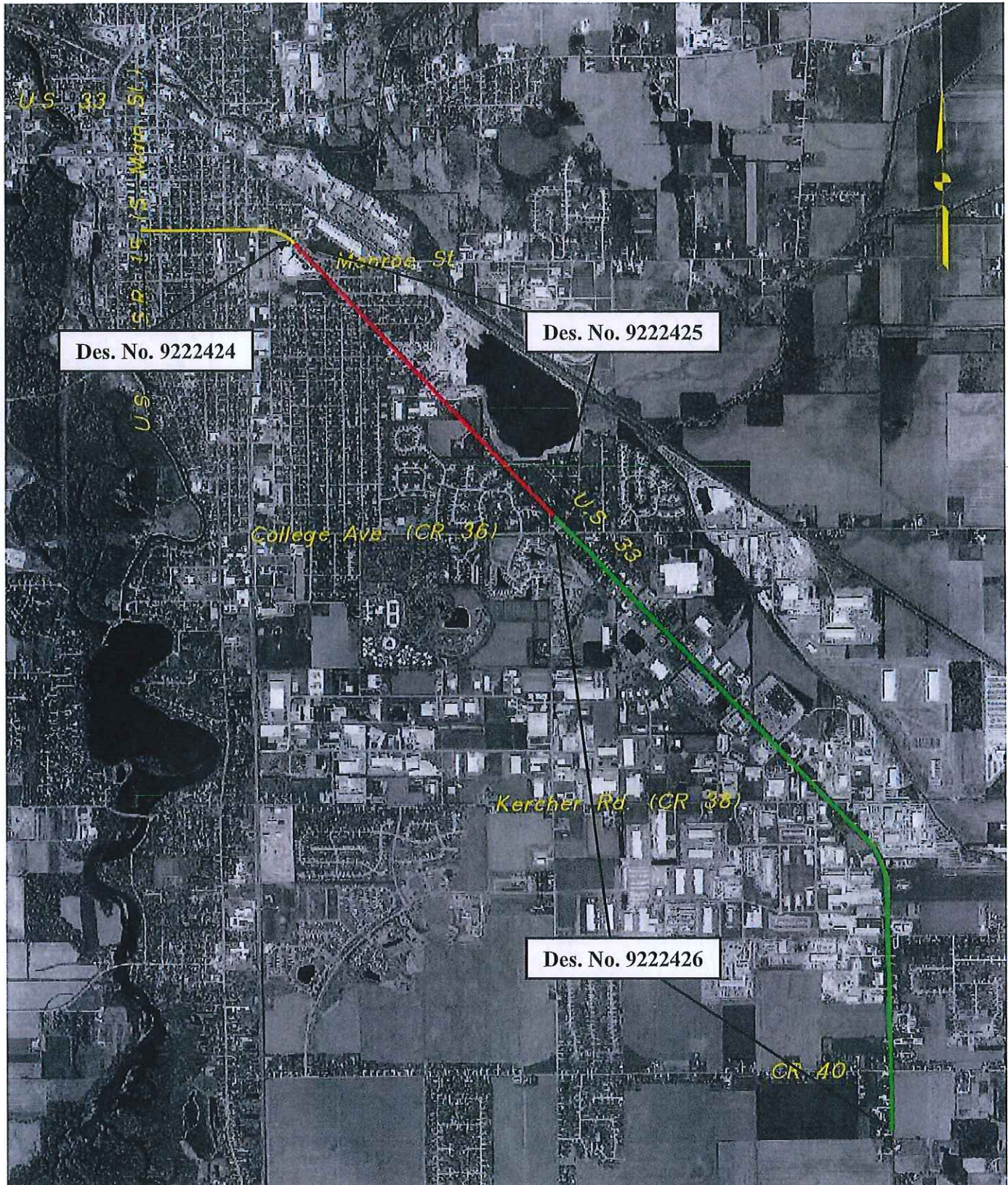


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Appendix A

Limits of Original Project Segments

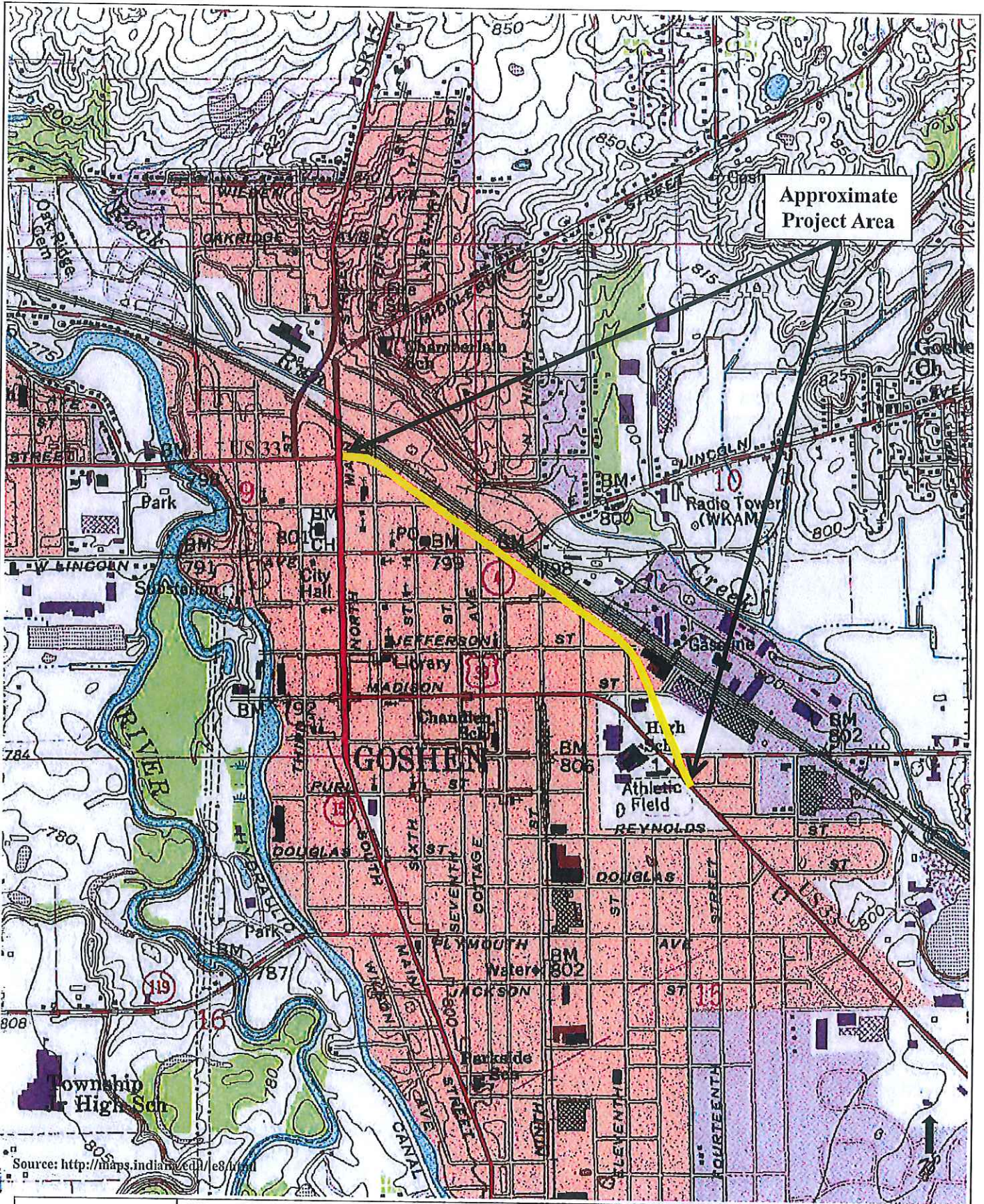


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Scale: NTS

Appendix A, Page 2



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Scale: 1" = 1,500'

Appendix A, Page 3



View northwest from south of Monroe St. (south terminus)



View northwest from Madison Street/11th St.



View northwest from Washington St. between 9th St. and 10th St.



View northwest from Washington St./10th St.



View northwest from 9th St.



View northwest from Lincoln Ave./8th St.



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Scale: 1" : 1,500'

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View northwest from Cottage Ave.



View northwest from 7th St.



View northwest from Clinton St. west of 7th St.



View northwest from north end of 6th St.



View northwest from 5th St. toward Pike St.



View west along Pike St. toward Main Street (north terminus)

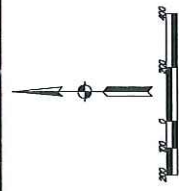
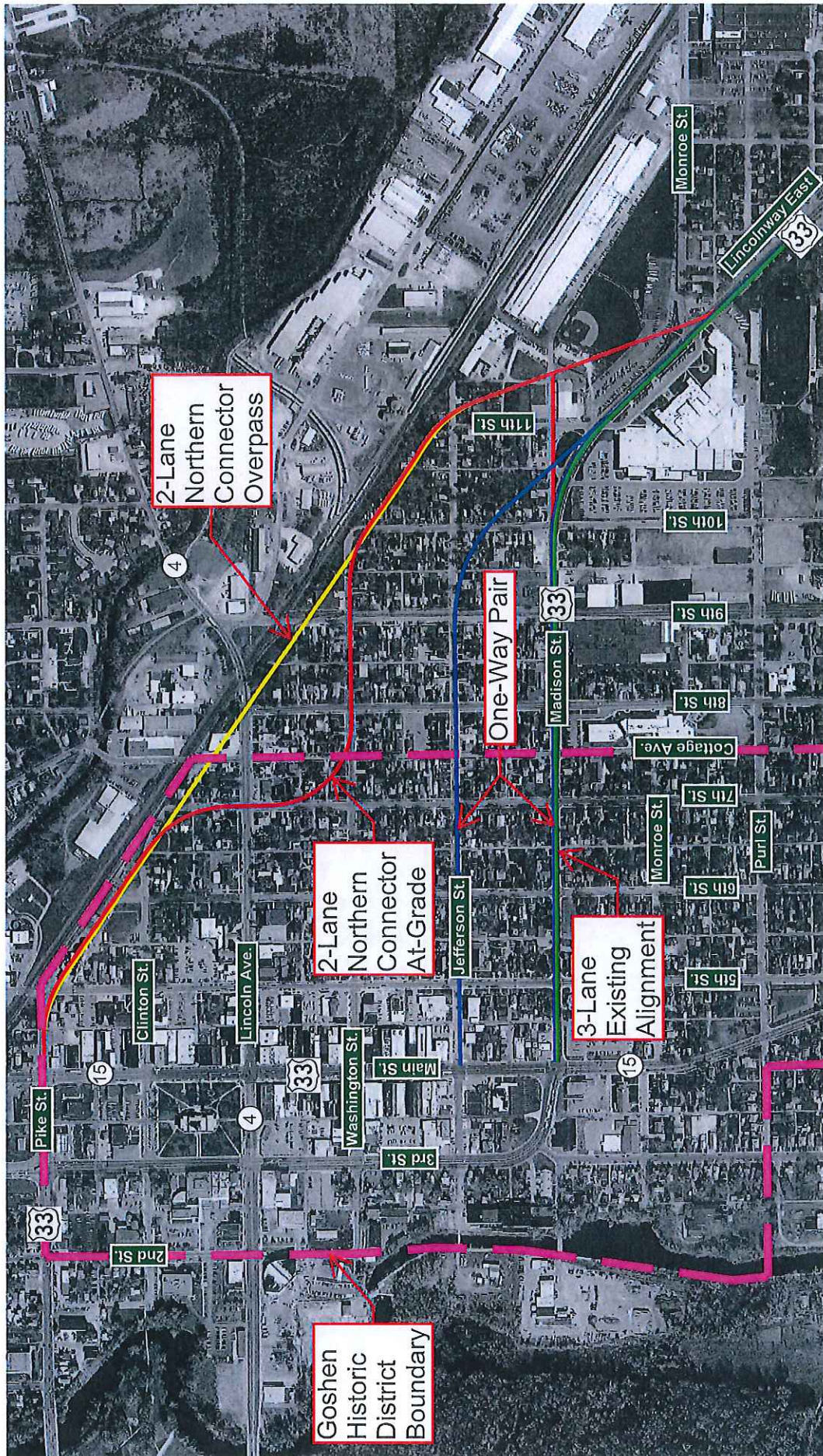


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Scale: 1" : 1,500'

Appendix A, Page 5



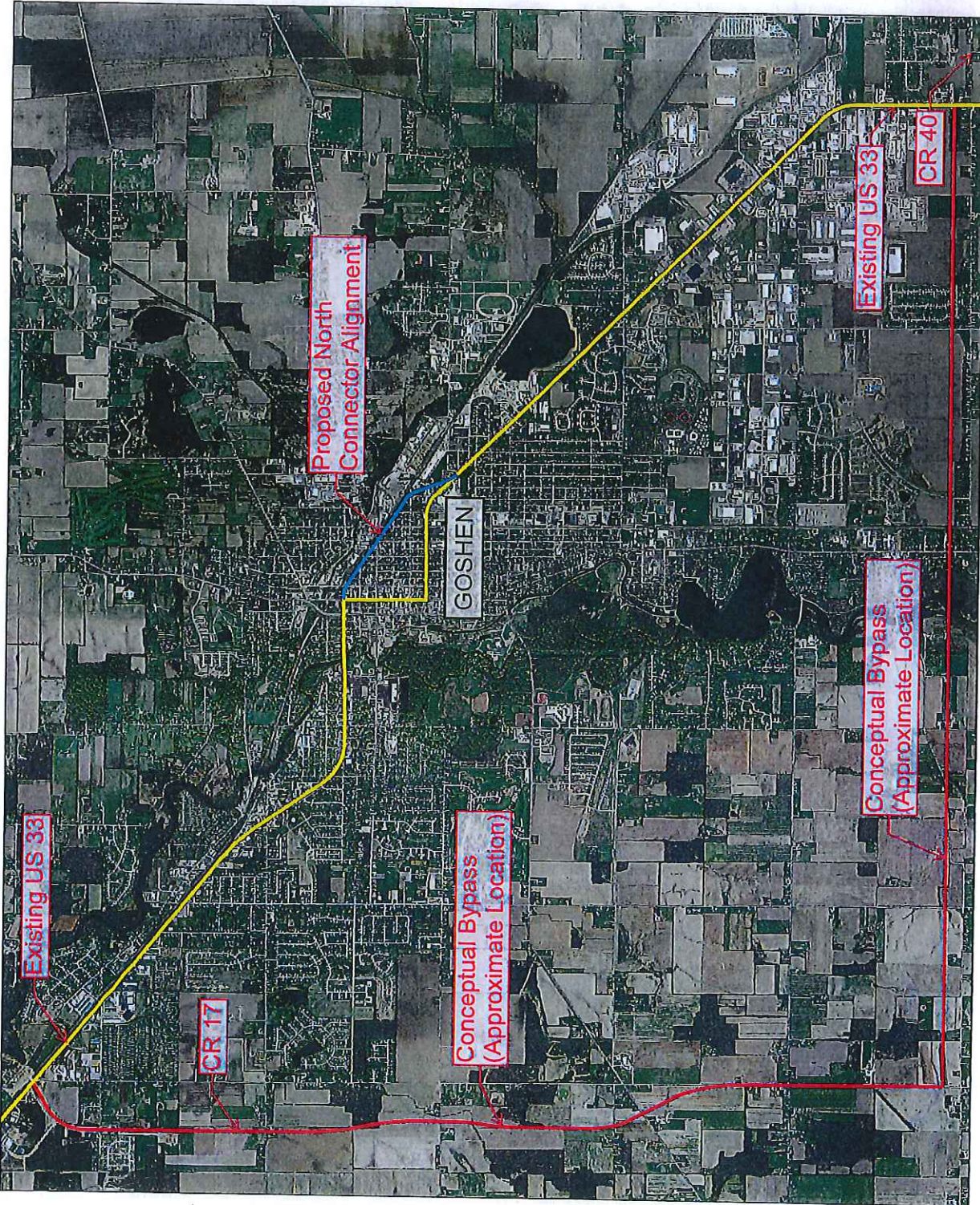
The City Of Goshen
 Department of Public Works & Safety
 Office of Engineering
 204 East Jefferson Street, Goshen, Indiana 46528
 Phone: 574-534-2201 Fax: 574-533-8626

US 33 - Alternatives Map

PRELIMINARY
 PROPOSED ROADWAY ALIGNMENT INFORMATION
 IS PRELIMINARY AND SUBJECT TO CHANGE
 ADDITION OR DELETION BASED ON FURTHER
 STUDY AND PUBLIC COMMENT.



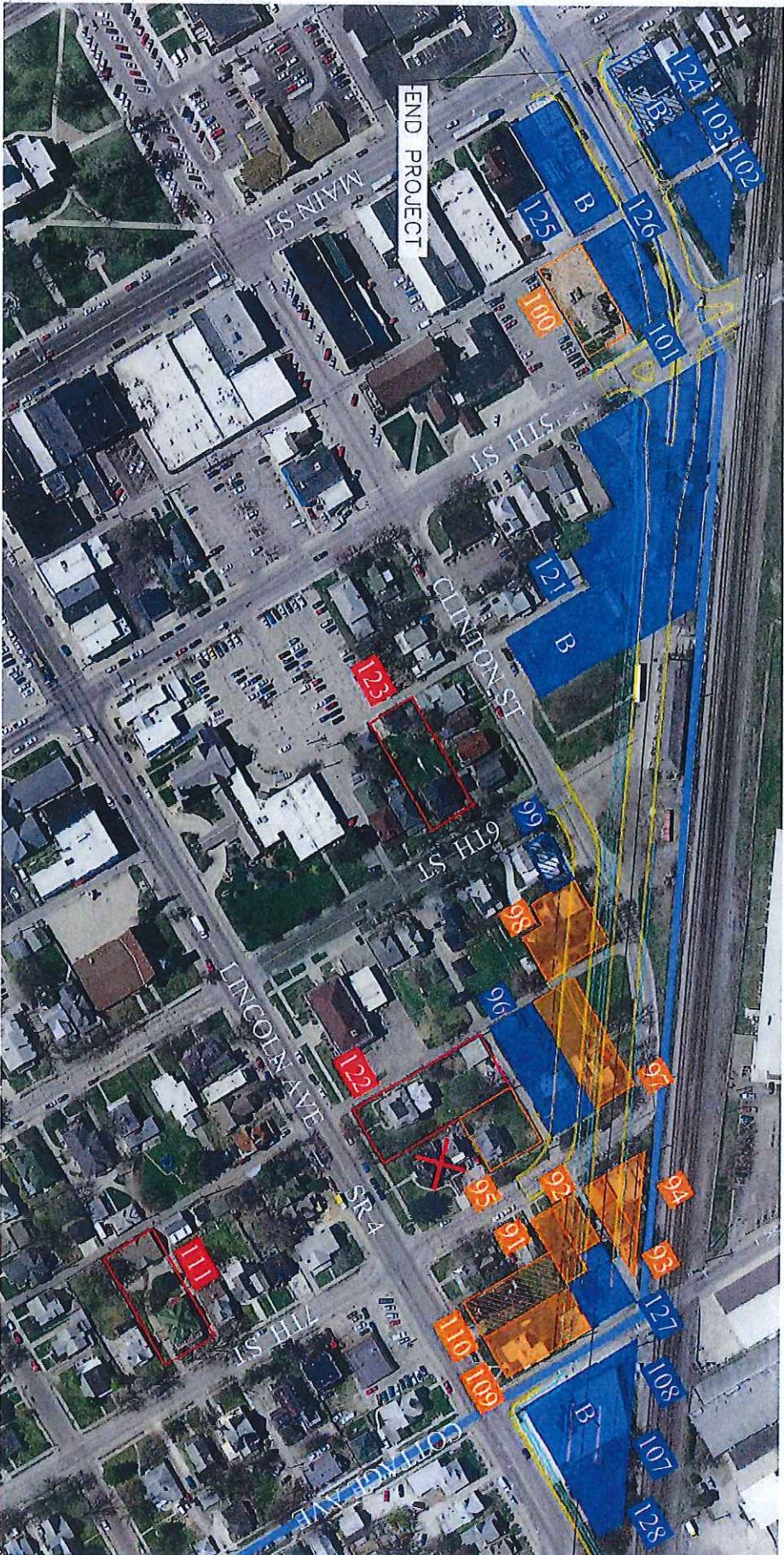
US 33 - Bypass Alternative

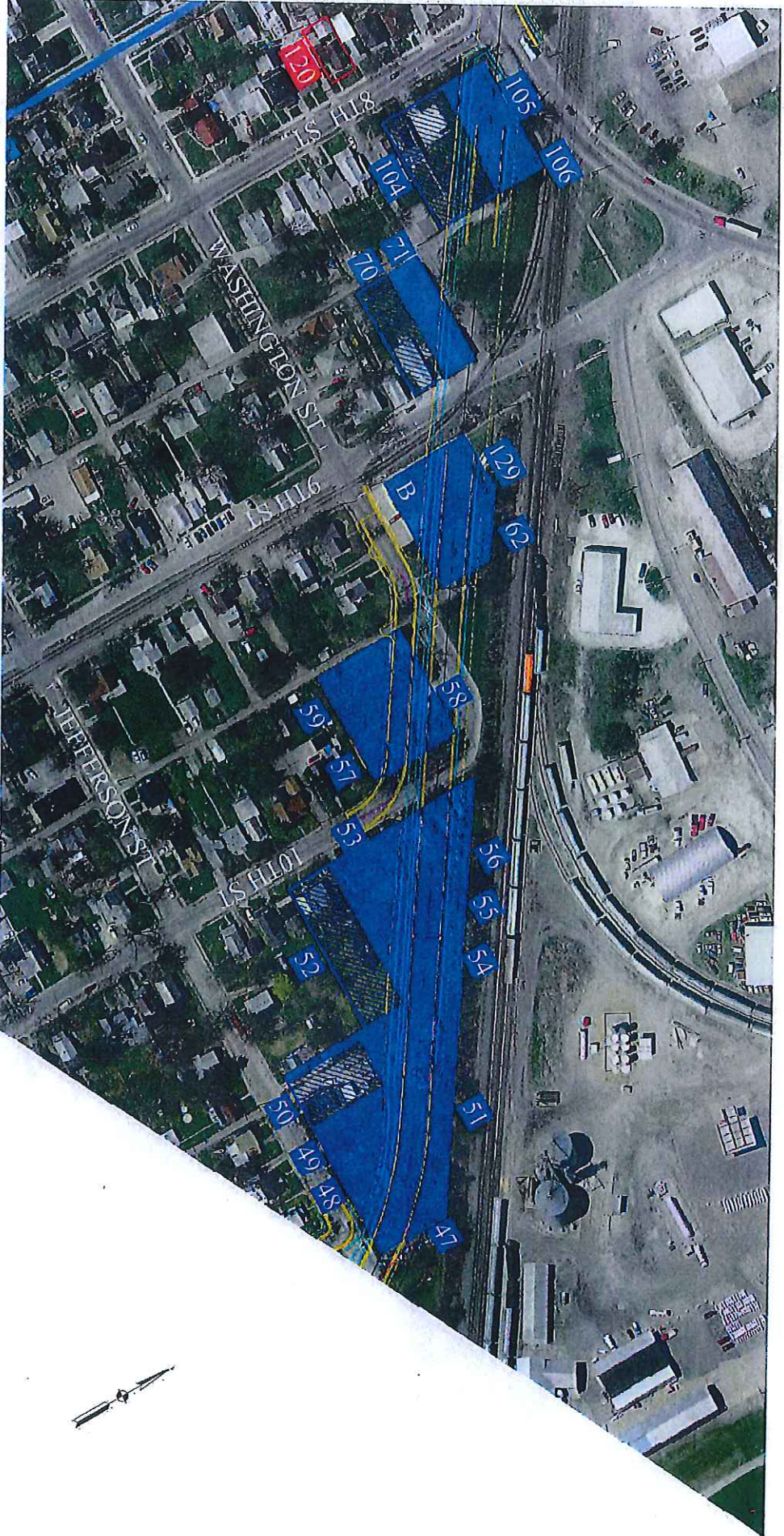
















US 33 - North Connector (Overpass) - Historic Property Impacts

- = Contributing Total Take
- = Contributing R/W Impact
- = Contributing No Impact
- = Individually Eligible No Impact
- = Total Take
- = R/W Impact
- = Demolished
- = Goshen Historic District Boundary
- = Business
- = Proposed Pavement, Curb and Sidewalk
- = Proposed Limits of Elevated Roadway
- = Proposed Right of Way





-  = Contributing Total Take
-  = Contributing 3/4 Impact
-  = Contributing No Impact
-  = Individually Eligible No Impact
-  = Total Take
-  = R/W Impact
-  = Demolished
-  = Goehen Historic District Boundary
-  = Business
-  = Proposed Pavement, Curb and Sidewalk
-  = Proposed Limits of Elevated Roadway
-  = Proposed Right of Way



**US 33 - North Connector (Overpass) -
Historic Property Impacts**

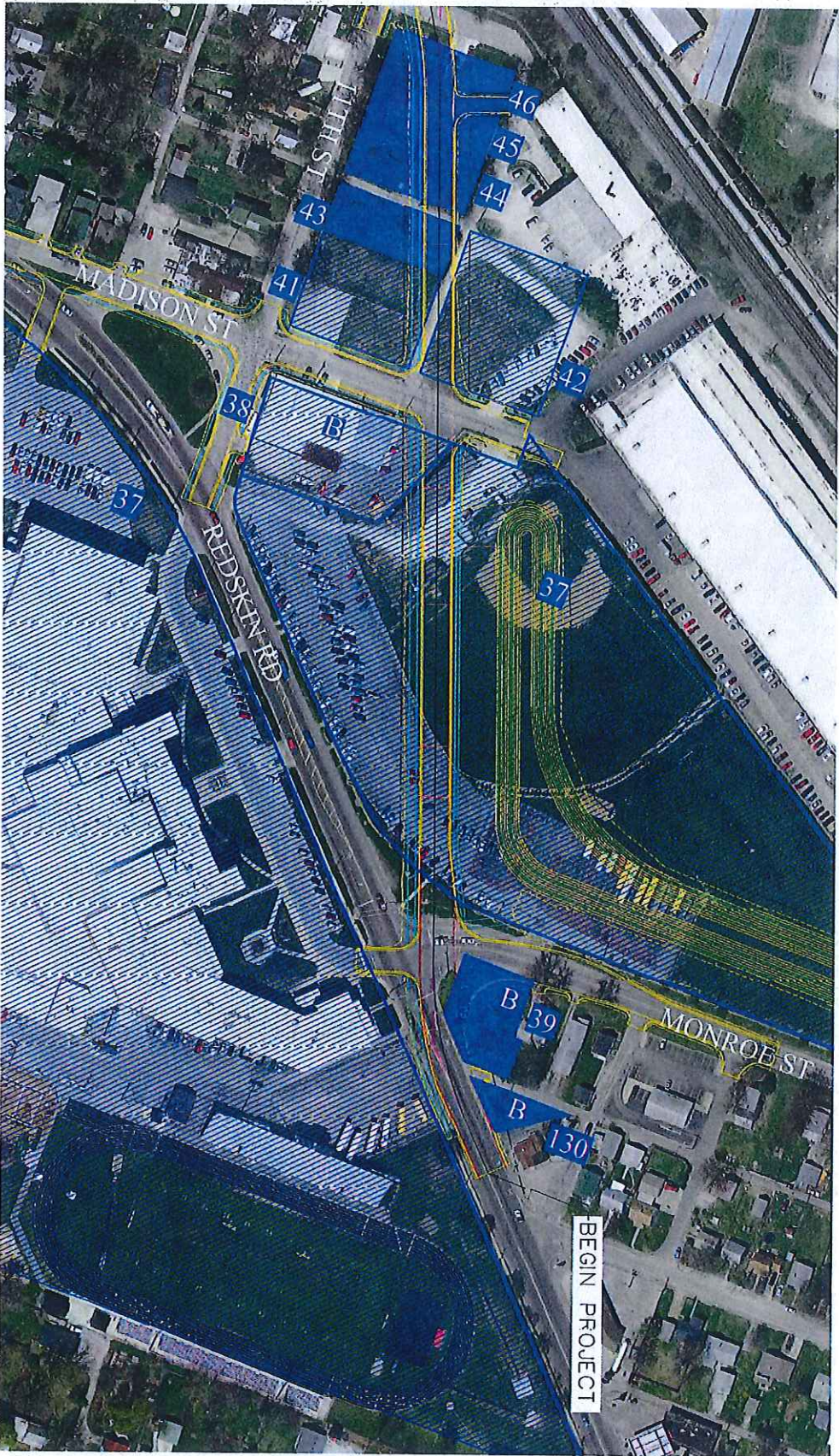


- Contributing Total Take
- Contributing R/W Impact
- Contributing No Impact

- Individually Eligible No Impact
- Total Take
- R/W Impact

- Demolished
- Goshen Historic District Boundary
- Business

- Proposed Pavement, Curb and Sidewalk
- Proposed Limits of Elevated Roadway
- Proposed Right of Way



US 33 - North Connector (Overpass) -
Historic Property Impacts