

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

<b>Road No./County:</b>	County Home Road, County Road (CR) 450 East, and County Road (CR) 200 South, Wells County
<b>Designation Number(s):</b>	1802955
<b>Project Description/Termini:</b>	<p>Realignment and extension of County Home Road (CR 450 East) between approximately 0.12 mile south and 0.75 mile south of State Road 116 (CR 150 South).</p> <p>Reconstruction of CR 200 South from County Home Road to 0.15 mile west of County Home Road.</p>

	<b>Categorical Exclusion, Level 2</b> – Required Signatories: INDOT DE and/or INDOT ESD
	<b>Categorical Exclusion, Level 3</b> – Required Signatories: INDOT ESD
<b>X</b>	<b>Categorical Exclusion, Level 4</b> – Required Signatories: INDOT ESD and FHWA
	<b>Environmental Assessment (EA)</b> – Required Signatories: INDOT ESD and FHWA
	<b>Additional Investigation (AI)</b> – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

**Approval**

_____	_____
INDOT DE Signature and Date	INDOT ESD Signature and Date
_____	
FHWA Signature and Date	

**Release for Public Involvement**

N/A	2-7-2022
_____	_____
INDOT DE Initials and Date	INDOT ESD Initials and Date

**Certification of Public Involvement**

\_\_\_\_\_

INDOT Consultant Services Signature and Date

**INDOT DE/ESD Reviewer Signature and Date:** \_\_\_\_\_

**Name and Organization of CE/EA Preparer:** Neal Bennett, Butler, Fairman and Seufert, Inc.

## Indiana Department of Transportation

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### Part I – Public Involvement

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

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes	No
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If No, then:		
Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

#### **Notice of Entry Letters**

Notice of Entry letters were mailed to potentially affected property owners near the project area on December 11, 2019, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, G1. One property owner responded to the Notice of Entry letters via a telephone message, asking about the potential affect to their property because of the project. A return telephone call was held between the property owner (respondent) and Butler, Fairman and Seufert, Inc. (BF&S), answering the questions posed by the property owner (Appendix G, G2). The respondent explained that she did not receive the notice right away since her father was in a nursing home. BF&S explained that we notify the listed property owners per the county deed records and were not aware she did not receive the notice as the power of attorney. She was further concerned that right-of-way acquisition would occur without her knowledge. BF&S explained that right-of-way acquisition is a separate process that occurs after public involvement and that she will be notified during public involvement and provided information pertaining to any right-of-way acquisition that will be needed from her family's property. The respondent agreed to provide BF&S contact information for her and her sister for any future correspondence regarding the project. No other responses to the Notice of Entry were received.

#### **Public Information Meeting/Open House**

A public information meeting was held at the Wells County Commissioners Center on July 28, 2021. Notices for the meeting were published in the *Bluffton News-Banner* on July 14, 2021, and July 21, 2021 (Appendix G, G3). At the meeting, a presentation was given by BF&S explaining the project, followed by an open house to answer questions and request feedback from attendees (Appendix G, G5-G9). Approximately 18 members of the public attended. Public comments generally concerned the following (Appendix G, G10-G11):

- A lack of need for the project.
- Drainage and flood mitigation measures.
- Project funding.
- Construction access and the status of the decommissioned road after project completion.

One written comment was received (Appendix G, G12). The property owner objected to the relocation of her home. Alternatives involving the relocation of this property owner have since been dismissed from further consideration.

As a result of public feedback, additional alignments were evaluated (see Other Alternatives Considered section of this document for a detailed description of alternatives) (Appendix I-7 to I-10 for Additional Alternatives Report). In general, these alternatives would cause increased environmental impacts while only partially meeting the purpose and need of the project.

#### **Section 106**

To meet the public involvement requirements of Section 106 a legal notice of FHWA's finding of "No Historic Properties Affected" was published in the *Bluffton News Banner* on June 23, 2021, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later July 24, 2021. The text of the public notice and the affidavit of publication appear in Appendix D, D37). No public comments were received by the established deadline date of July 24, 2021.

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### Public Hearing

The project will meet the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Public Involvement Manual* which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

### Public Controversy on Environmental Grounds

*Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.*

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

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

Sponsor of the Project: The Wells County Board of Commissioners INDOT District: Fort Wayne

Local Name of the Facility: County Home Road, CR 450 East, and CR 200 South

Funding Source (mark all that apply): Federal  State  Local  Other\*

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

### PURPOSE AND NEED:

*The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.*

The need for the project is due to the condition of County Home Road, CR 450 East, and CR 200 South.

- Deteriorated pavement with alligator and block cracking, edge cracking and extensive patching throughout
- Inadequate lane and shoulder widths per functional class (existing: 9-foot lanes and 0 to 1-foot shoulders)
- Horizontal sight distance limitations due to 90-degree road curve and obstruction from trees at intersection with CR 200 South
- Roadway flooding during significant rain events due to inadequate drainage from lack of drainage infrastructure
- Road slopes are steeper than 4:1 which is the minimal design requirement per functional class

Further need for the project results from various deficiencies at this intersection and the approach roadway due to the following:

- The Sixmile Creek floodway extends over a portion of the roadway causing occasional road closure
- The curve has an advisory speed of 15 miles per hour and trucks and school busses often encroach across the centerline into oncoming traffic when navigating the curve
- Turning radii, cross slope, and shoulder width limitations at intersection of CR 200 South and County Home Road

The purpose of the project is to address ongoing roadway deterioration, narrow roadway geometrics such as travel lane and shoulder width, limited sight distances surrounding the intersection of CR 200 South and County Home Road and address the segment of roadway that is within the floodway of Sixmile Creek. Further, geometric design criteria for rural collector, local-agency routes require 11-foot lanes, 6-foot usable shoulders, and 4:1 or shallower sideslopes within the clear zone along with minimum vertical curve length for stopping sight distance (Appendix I, I-11 to I-14). This project is identified in the Wells County South Corridors Route Study prepared for Wells County in November 2018 (Appendix I, I-15 to I-34 for excerpt from route study).

## Indiana Department of Transportation

County: Wells      Route: County Home Road, CR 450 East, and CR 200 South      Des. No.: 1802955

### PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Wells      Municipality: Near the City of Bluffton, Indiana

Limits of Proposed Work: On County Home Road (CR 450 East): approximately 0.53-mile northeast and approximately 0.25 mile south of the intersection of County Home Road and CR 200 South. On CR 200 South: from County Home Road to 0.15 mile west of the intersection.

Total Work Length: 1.08 Mile(s)      Total Work Area: 18.5 Acre(s)

Is an Interstate Access Document (IAD)<sup>1</sup> required?

If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?

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

<sup>1</sup>If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.

*Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.*

#### **Project Location**

The project location center is approximately 0.75 mile southeast of the City of Bluffton, Indiana, south of SR 116 along County Home Road (CR 450 East). The project is also in Sections 11 and 14, Township 26 North, Range 12 East on the United States Geological Survey (USGS) 7.5-minute Bluffton, Indiana topographic quadrangle, Harrison Township, Wells County, Indiana (Appendix B, B2).

#### **Existing Conditions**

County Home Road and CR 450 East are both two (2) lane Rural Collectors with one (1) 9-foot-wide travel lane in each direction with 0 to 1-foot gravel shoulders and side slopes of 3:1 or steeper. Stormwater drainage is accomplished via intermittent roadside ditches. There are no sidewalks, medians, curbs, or gutters present in the project area. Overhead utility lines are located along the north side of CR 200 South, the east side of County Home Road south of CR 200 South, and the west side of CR 450 East north of CR 200 South. Sixmile Creek is located approximately 500 feet east of the existing 90-degree horizontal curve at the transition of County Home Road (CR 450 East) and CR 200 South. Portions of these roadways are located within the floodway limits of Sixmile Creek.

CR 200 South is a Rural Local Road with one (1) 9-foot-wide travel lane in each direction with 0 to 1-foot gravel shoulders and side slopes of 3:1 or steeper. Stormwater drainage is accomplished via intermittent roadside ditches. There are no sidewalks, medians, curbs, or gutters present in the project area.

The land use in the general vicinity of the project consists of single-family residences and agriculture. The area is vegetated primarily by row crops and tall, roadside vegetation. Deficiencies with the current transportation facility are related to the pavement condition, specifically, the presence of alligator and block cracks, edge cracking, and extensive patching along County Home Road, (CR 450 East) and CR 200 South within the project limits. In addition, the roadway sections for County Home Road and CR 450 East are narrower than the typical width for Rural Collectors including travel lane widths and shoulder widths. Also, horizontal and vertical alignments along some sections of the project create poor sight-distance conditions. Further interruptions to normal traffic flow occur during some flood events which close portions of the roadway that occur within the floodway of Sixmile Creek.

#### **Preferred Alternative**

North of CR 200 South, the project proposes to realign County Home Road (CR 450 East) a maximum of approximately 750 feet to the west, eliminating the 90-degree turn at CR 200 South. The center point of the existing intersection of County Home Road (CR 450 East) and CR 200 South will be relocated 90 feet southeast of its current location to accommodate the realignment of County Home Road (CR 450 East). County Home Road, CR 200 South, and remnant sections of CR 450 East will have a typical roadway cross-section consisting of two (2) 11-foot-wide asphalt travel lanes and 6-foot-wide shoulders (4-foot paved and 2-foot compacted aggregate) (Appendix I, I-11). CR 200 South will be reconstructed with a new Hot-Mix Asphalt (HMA) overlay and shoulder pavement. CR 450 East will be converted to a cul-de-sac south of the proposed realignment, approximately 0.07 mile north of the existing 90-degree curve to provide continued access to two residential properties. Drainage improvements will include new roadside

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ditches, storm water pipes, and erosion protection. Existing pavement no longer in use after the realignment may be removed or it may be left in place for use by neighboring residences. Design plans are provided in Appendix B, pages B9-B21.

The total overall anticipated project length is 1.08 miles. The total anticipated project length along County Home Road (CR 450 East) is 0.9 mile and extends approximately 0.45-mile northeast from the current intersection of County Home Road (CR 450 East) and CR 200 South, and approximately 0.25 mile south of the intersection, respectively. The total anticipated project length along CR 200 South is approximately 0.15 mile which extends west from the existing County Home Road (CR 450 East) / CR 200 South intersection.

**Maintenance of Traffic (MOT):**

During construction, the plan to maintain traffic flow along County Home Road, CR 450 East, and CR 200 South includes the use of closures and detour routes (Appendix B, B14). Phased construction may be utilized to maintain access to all adjacent properties during construction. A more detailed discussion of the MOT can be found in the MOT section later in this document.

**Fulfillment of Purpose and Need:**

The preferred alternative meets the purpose and need of the project by improving the roadway condition, upgrading the typical section, and improving the horizontal and vertical alignments for improved sight-distance and to reduce roadway flooding.

**Logical Termini/Independent Utility:**

The termini are logical in that they are the extent to which the preferred alternative layout must extend to meet the various needs found in the project area. These termini allow for the deteriorated pavement areas to be addressed, the horizontal and vertical alignments to be corrected, and for the geometric requirements for a Rural Collector to be met. This project provides independent utility by meeting the purpose and need without relying on other projects to improve the quality of the roadway conditions along County Home Road, CR 450 East, and CR 200 South.

### OTHER ALTERNATIVES CONSIDERED:

*Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.*

**No Build Alternative**

This alternative allows the intersection to operate with no improvements. While this alternative would eliminate construction costs and environmental impacts, it would not meet the purpose and need for the project, which is to address ongoing roadway deterioration, narrow roadway geometrics, and limited sight distances, and roadway flooding surrounding the intersection of CR 200 South and County Home Road. Therefore, this alternative has been dismissed from further consideration.

**Alternative 1**

Alternative 1 would consist of realigning and extending County Home Road north from CR 200 South approximately 1,600 feet, then east for approximately 1,200 feet to tie into CR 450 East identified as Option 1, Figure 2 (Appendix I, I-9). This alternative would cost approximately \$2,637,700. Alternative 1 would not improve roadway sight-distance, as CR 450 East/CR 200 South would continue to have a 90-degree curve. Further, this alternative would create a new T-intersection with County Home Road and CR 450 East and modify the existing County Home Road and CR 200 South intersection from a three-way into a four-way intersection. This alternative would add additional points of conflict for motorists, including placing a T-intersection directly facing a residence, creating the potential for a motorist to run the stop sign and potentially collide with the house (Option 1, Appendix I, I-7). Therefore, due to the lack of meeting the purpose and need and the creation of additional points of conflict for motorists, this alternative was dismissed from further consideration.

**Alternative 1A**

This Alternative would be similar to Alternative 1 but would include the improvements on the approaches on CR 200 South and County Home Road to the south as part of the project, identified as Option 1A, Figure 3 (Appendix I, I-10). The cost for this alternative would be approximately \$3,916,100. Alternative 1A would not improve roadway sight distance, as CR 450 East/CR 200 South would continue to have a 90-degree curve. This alternative would not fully satisfy the project's purpose and would create a new point of conflict for motorists. Therefore, this alternative has been dismissed from further consideration.

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**Alternative 2**

Alternative 2 would improve the 90-degree curve at CR 450 East/CR 200 South by keeping the curve but removing the sharp kink in the curve by shifting the alignment to the northwest by approximately 300 feet, identified as Option 2, Figure 4 (Appendix I, I-10). This realignment would remove the sharp kink in the existing curve but would not address the next intersection at CR 200 South and County Home Road. This alternative would cost approximately \$2,207,300. By removing the sharp kink in the curve, it would improve the sight-distance issue through the curve. However, this option would require one residential relocation. This owner has already sent a letter stating they are opposed to relocation of their home (Appendix G, G12). Even though this alternative would meet part of the purpose and need, this option would require a residential relocation and would not improve the intersection of CR 200 South and County Home Road. This intersection would still have sight distance, cross slope, turning radii, and shoulder width limitations which would not be corrected by Alternative 2. As a result, Alternative 2 was dismissed since this alternative does not meet all the project's objectives as well as requiring a residential relocation.

**Other Options**

There are other variations to the preferred alternative that were explored because of feedback received from the public. One variation included shifting the proposed cul-de-sac further south compared to the preferred alternative to create a larger farmable parcel between the cul-de-sac and County Home Road, identified as Option 3 (Appendix I, I-8). The 90-degree curve on CR 450 East/CR 200 South would still be eliminated. This option would cost approximately \$45,000 more than the preferred alternative and would affect the schedule due to the need for redesign. This option would require further evaluation for environmental impact analysis and engineering. At this time, it has been dismissed from further investigation. Another option mentioned by a property owner is a land swap with the County. This option is not viable as the purchase of any land for this project must follow the Uniform Act of 1970 to stay in compliance with federal regulations, identified as Option A (Appendix I, I-8).

**The No Build 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): It would not address the roadway flooding issues.

**ROADWAY CHARACTER:**

*If the proposed action includes multiple roadways, complete and duplicate for each roadway.*

Name of Roadway County Home Road  
 Functional Classification: Rural Collector  
 Current ADT: 350 VPD (2020)            Design Year ADT: 427 VPD (2040)             
 Design Hour Volume (DHV): 43 Truck Percentage (%) 5  
 Designed Speed (mph): 55 Legal Speed (mph): 55

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Through		Through	
Pavement Width:	18	ft.	22	ft.
Shoulder Width:	0-1	ft.	6	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

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Name of Roadway CR 200 South  
 Functional Classification: Rural Local  
 Current ADT: 453 VPD (2020) Design Year ADT: 553 VPD (2040)  
 Design Hour Volume (DHV): 55 Truck Percentage (%) 5  
 Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width:	18 ft.	22 ft.
Shoulder Width:	0-1 ft.	6 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

Name of Roadway CR 450 East  
 Functional Classification: Rural Local  
 Current ADT: 300 VPD (2020) Design Year ADT: 50\* VPD (2040)  
 Design Hour Volume (DHV): 38 Truck Percentage (%) 5  
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Through	Through
Pavement Width:	18 ft.	22 ft.
Shoulder Width:	0-1 ft.	6 ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

\*Reduction due to CR 450 East becoming a cul-de-sac, and traffic being put onto County Home Road.

### BRIDGES AND/OR SMALL STRUCTURE(S):

*If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.*

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

	Existing	Proposed
Bridge/Structure Type:		
Number of Spans:		
Weight Restrictions:	ton	ton
Height Restrictions:	ft.	ft.
Curb to Curb Width:	ft.	ft.
Outside to Outside Width:	ft.	ft.
Shoulder Width:	ft.	ft.

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 CR 450 East, and  
 CR 200 South \_\_\_\_\_

*Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.*

No bridges or small structures are located within the project area.

There are 17 storm water pipes and associated structures that will be installed as part of the project. None of these structures will impact any streams or other watercourses. They will outlet into an open water pond located in the southwest quadrant of CR 200 East and County Home Road. This outlet is explained in more detail in the Open Water Features section of this document.

### 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 below)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discuss closures and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Any local concerns about access and traffic flow should be detailed as well.*

The project will utilize phased construction and be constructed under traffic. During construction, the plan to maintain traffic flow along County Home Road, CR 450 East, and CR 200 South includes the use of closures and detour routes. Traffic traveling east on CR 200 South will be rerouted north on CR 350 East to turn east on SR 116. Traffic traveling west on SR 116 will be rerouted to CR 350 East to CR 200 South and County Home Road (Appendix B, B14). Traffic will reach the end of the detour at the intersection of County Home Road and CR 300 South. The length of the proposed detour is approximately 4.5 miles and will be in place approximately 3 to 6 months. Access to all adjacent properties will be maintained during construction. The MOT will follow all requirements listed in the INDOT Design Manual.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

### ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 383,778 (2020) Right-of-Way: \$ 150,000 (2022) Construction: \$ 3,843,473 (2024)

Anticipated Start Date of Construction: Spring 2024



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<b>RIGHT OF WAY:</b>
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Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	9.16	0.00
Commercial	0.00	0.00
Agricultural	9.34	0.00
Forest	0.00	0.00
Wetlands	0.00	0.00
Other:	0.00	0.00
Other:	0.00	0.00
TOTAL	18.50	0.00

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

Land use in the area is largely agricultural and single-family residences with some forested areas in the western terminus and proposed cul-de-sac location. The existing typical right-of-way (ROW) width for County Home Road is 40 feet and the proposed typical ROW width is 85 feet. The existing typical ROW width for CR 200 South is 40 feet and the proposed typical ROW width is 85 feet. The existing typical ROW width for CR 450 East is 40 feet and the proposed typical ROW width is 95 feet. The maximum existing ROW width for County Home Road is 40 feet and the proposed maximum ROW width is 108 feet. The maximum existing ROW width for CR 200 South is 40 feet and the proposed maximum ROW width is 110 feet. The maximum existing ROW width for CR 450 East is 40 feet and the proposed maximum ROW width is 110 feet.

The project requires approximately 18.50 acres of permanent ROW from the surrounding area which includes residential and agricultural properties. The project requires 9.16 acres of permanent ROW from the residential properties and 9.34 acres of permanent ROW from the agricultural properties surrounding the intersection improvement project. No temporary ROW acquisition is proposed for the project.

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

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

**SECTION A - EARLY COORDINATION:**

List the date(s) coordination was sent and all resource 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.

Early coordination letters were sent on October 13, 2020 (Appendix C, C1-C3).

<b>Agency</b>	<b>Date Sent</b>	<b>Response Date</b>	<b>Appendix Page</b>
Federal Highway Administration	October 13, 2020	No response	N/A
INDOT Fort Wayne District	October 13, 2020	No response	N/A
INDOT Public Hearings Office	October 13, 2020	No response	N/A
U.S. Fish and Wildlife Service (USFWS)	October 13, 2020, and April 29, 2021	October 22, 2020, and May 17, 2021	C11-C25
Indiana Geological and Water Survey (IGWS)	October 13, 2020	October 13, 2020	C4-C6
Indiana Department of Natural Resources (IDNR)	October 13, 2020	November 10, 2020	C8
U.S. Dpt. Of Housing and Urban Development	October 13, 2020	No response	N/A
National Park Service (NPS)	October 13, 2020	No response	N/A
United States Army Corps of Engineers (USACE)	October 13, 2020	No response	N/A
Natural Resources Conservation Service (NRCS)	October 13, 2020	November 17, 2020	C9-C10
Wells County Floodplain Manager	October 13, 2020	October 13, 2020	C7
Wells County Engineer	October 13, 2020	No response	N/A
Indiana Department of Environmental Management (IDEM)	October 13, 2020	October 13, 2020	C26-C28
INDOT Office of Aviation	January 13, 2022	January 14, 2022	C29

All applicable recommendations are included in the Environmental Commitments section of this CE document.

In addition to early coordination, the project was developed through coordination between Wells County, the City of Bluffton, the Northeastern Indiana Regional Coordinating Council (NIRCC), local businesses, and residents as part of a regional planning effort that is ongoing. This effort is a component of the Wells County Vision 2030 Comprehensive Plan ([Area Planning Commission - Wells County, Indiana](#)) which includes previous transportation studies and economic development opportunities.

**SECTION B – ECOLOGICAL RESOURCES:**

**Streams, Rivers, Watercourses & Other Jurisdictional Features**

- Federal Wild and Scenic Rivers
- State Natural, Scenic or Recreational Rivers
- Nationwide Rivers Inventory (NRI) listed
- Outstanding Rivers List for Indiana
- Navigable Waterways

**Presence**


**Impacts**

Yes	No

Total stream(s) in project area:   N/A   Linear feet      Total impacted stream(s):   N/A   Linear feet

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*Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on a desktop review, the aerial map of the project area (Appendix B, B3), the RFI report (Appendix E) there is one (1) NWI-Line, one (1) IDEM 303d listed stream, and four (4) streams located within the 0.5-mile search radius. That number was confirmed by the site visit on May 13, 2020, by BF&S. There is one (1) stream, Sixmile Creek, 250 feet east of the project area.

A Waters of the U.S. Determination / Wetland Delineation Report completed on April 7, 2021, by BF&S. Please refer to Appendix F for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that one (1) Waters of the U.S., Sixmile Creek, is located adjacent to the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction. There are no proposed impacts to Sixmile Creek. The preferred alternative avoids impacts to the stream.

There are no Federal, Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory waterways present in or adjacent to the project area. Sixmile Creek is located east of the curve of County Home Road; however, the stream is located approximately 250 feet southeast of the project limits at its nearest point. Therefore, no impacts are expected.

IDNR responded to early coordination on November 10, 2020 and provided recommendations on avoidance of impacts to the floodway of Sixmile Creek, erosion and sediment control by means of seeding disturbed streambanks, and not excavating or placing fill in riparian wetlands in order to protect any receiving waterways (Appendix C, C8). This project meets the United States Fish and Wildlife Service (USFWS) Interim Programmatic Agreement, and all applicable standard measures are included in the project commitments. All applicable recommendations are included in the Environmental Commitments section of this CE document.

All applicable agency recommendations are included in the Environmental Commitments section of this CE document.

Open Water Feature(s)	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Lakes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Farm Ponds	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retention/Detention Basin	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Storm Water Management Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E) there are 12 open water features within the 0.5-mile search radius. That number was confirmed by the site visit on May 13, 2020, by BF&S. There are two (2) open water features present within or adjacent to the project area.

An unnamed pond is located adjacent to the southern terminus of the project area. This pond is in the southwest quadrant of the County Home Road and CR 200 South intersection. It was determined that the project will infringe on the pond's limits by means of a drainage inlet/outlet ditch with riprap. Approximately 0.002 acre of the pond will be impacted. The pond drains into Craven Ditch which eventually outlets to the north into the Wabash River. This pond is also described as a wetland polygon on Appendix C, page C12. A note has been added to that attachment clarifying the distinction. Since this pond is documented here, it will not be redescribed in the Wetlands section of this document.

This pond will be used for the discharge point of the new drainage ditches to be placed along the roadway. Best management practices such as the inclusion of a riprap splash pad shall provide long-term erosion protection, while the use of silt fence and check dam will provide temporary erosion protection during construction. All applicable erosion and sediment control specifications from the INDOT Design Manual shall be followed during construction and will be included in the project design.

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An unnamed pond is located northeast of the northern terminus of the project. This pond is located approximately 275 feet east of the project area, therefore, no effect to this open water pond is expected.

A Waters of the U.S. Determination / Wetland Delineation Report was completed by BF&S on April 7, 2021. Please refer to Appendix F for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that one Waters of the US, a freshwater pond, is located within the project area. The USACE makes all final determinations regarding jurisdiction.

IDNR responded to early coordination on November 10, 2020 and provided recommendations on avoidance of impacts to the floodway of Sixmile Creek, erosion and sediment control by means of seeding disturbed streambanks, and not excavating or placing fill in riparian wetlands in order to protect any receiving waterways (Appendix C, C8). This project meets the USFWS Interim Programmatic Agreement, and all applicable standard measures will be included in the project commitments. All applicable recommendations are included in the Environmental Commitments section of this CE document.

	<b>Presence</b>	<b>Impacts</b>	
<b>Wetlands</b>		Yes	No
Total wetland area: <u>0.00</u> Acre(s)	Total wetland area impacted: <u>0.00</u> Acre(s)		

	<b>Documentation</b>	<b>ESD Approval Dates</b>
<b>Wetlands</b> (Mark all that apply)		
Wetland Determination	X	N/A, LPA Project
Wetland Delineation		
USACE Isolated Waters Determination		

**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; | X |
| Substantially increased project costs;  | X |
| Unique engineering, traffic, maintenance, or safety problems;                         | X |
| Substantial adverse social, economic, or environmental impacts, or                    |   |
| The project not meeting the identified needs.   | X |

*Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.*

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E), there are 11 wetlands within the 0.5-mile search radius. That number was confirmed by the site visit on May 13, 2020, by BF&S. No wetlands are present within or adjacent to the project area, therefore, no impacts are expected.

A Waters of the U.S. Determination / Wetland Delineation Report was completed by BF&S on April 7, 2021. Please refer to Appendix F for the Waters of the U.S. Determination / Wetland Delineation Report. It was determined that no additional palustrine wetlands are located within the project area other than those described in the Open Waters Features section of this document. No wetland features are close enough to require construction specifications to protect them from incidental impacts. The USACE makes all final determinations regarding jurisdiction.

IDNR responded to early coordination on November 10, 2020 and provided recommendations on avoidance of impacts to the floodway of Sixmile Creek, erosion and sediment control by means of seeding disturbed streambanks, and not excavating or placing fill in riparian wetlands in order to protect any receiving waterways (Appendix C, C8). This project meets the USFWS Interim Programmatic Agreement, and all applicable standard measures will be included in the project commitments. All applicable recommendations are included in the Environmental Commitments section of this CE document.

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

Total terrestrial habitat in project area: 18.5 Acre(s) Total tree clearing: 0.18 Acre(s)

*Describe types of terrestrial habitat (i.e., forested, grassland, farmland, lawn, etc.) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.*

Based on a desktop review, a site visit on May 13, 2020, by BF&S, and the aerial map of the project area (Appendix B, B3), there is two (2) terrestrial habitats, grassland, and farmland, present within the project area. Dominant plant species include purple dead nettle (*Lamium purpureum*), garlic mustard (*Alliaria petiolate*), various grasses, corn (*Zea mays*), hackberry (*Celtis occidentalis*), and cottonwood (*Populus deltoides*). Approximately 2.0 acres of grassland habitat and 9.34 acres of farmland will be removed for the proposed project. Approximately 0.18 acre of tree clearing will occur to construct the drainage ditch system that will divert stormwater into the pond located in the southwest quadrant of the County Home Road and CR 200 South intersection. There are no specific avoidance and minimization measures anticipated, as no mitigation is expected.

IDNR responded to early coordination on June 10, 2020 and provided recommendations on revegetating all bare and disturbed areas with a mixture of grasses and legumes as soon as possible upon completion (Appendix C, C8). All applicable recommendations are included in the Environmental Commitments section of this CE document.

**Protected Species**

**Federally Listed Bats**

	<u>Yes</u>	<u>No</u>
Information for Planning and Consultation (IPaC) determination key completed	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 7 informal consultation completed (IPaC cannot be completed)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 7 formal consultation Biological Assessment (BA) required	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Determination Received for Listed Bats from USFWS: NE  NLAA  LAA

**Other Species not included in IPaC**

	<u>Yes</u>	<u>No</u>
Additional federal species found in project area (based on IPaC species list)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State species (not bird) found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Migratory Birds**

	<u>Yes</u>	<u>No</u>
Known usage or presence of birds (i.e., nests)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State bird species based upon coordination with IDNR	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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*Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.*

Based on a desktop review and the RFI report (Appendix E), completed by BF&S on April 21, 2020, the IDNR Wells County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated June 10, 2020 (Appendix C, C8), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Early Coordination was submitted to the USFWS on October 13, 2020. The USFWS responded on October 22, 2020, that the project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*) and the threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Further, due to the new road alignment the project, it does not qualify for the Section 7 Rangewide Programmatic Informal Consultation process. However, since there is no known habitat for the bats within the project area, they agree that the project is not likely to adversely affect these species (Appendix C, C18-C19).

Even though early coordination was completed with USFWS, project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal to generate an official species list (Appendix C, C20-C25). The IPaC species list confirmed that no additional species were found within or adjacent to the project area other than the Indiana bat and the NLEB.

Based on the inclusion of non-exempted activities greater than 300 feet from the existing road/rail surface, which is the realignment of County Home Road, and the previous correspondence with the USFWS, this project does not qualify for the Rangewide Programmatic Informal Consultation for the Indiana bat and NLEB. Since updated project information was available, a Standard Informal Consultation letter was prepared and submitted for INDOT review on April 29, 2021 (Appendix C, C11 – C17). INDOT reviewed the standard coordination letter and submitted to USFWS for review on April 30, 2021. On May 17, 2021, USFWS found that the project was following current INDOT coordination policies and that the previous coordination letter was still valid, so an updated one was not issued. Avoidance and Minimization Measures (AMMs) to reduce potential impacts included measures for tree removal, lighting, and general avoidance measures. Avoidance and Minimization Measures (AMMs) are included as firm commitments in the Environmental Commitments section of this document.

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

**Geological and Mineral Resources**

- Project located within the Potential Karst Features Area of Indiana
- Karst features identified within or adjacent to the project area
- Oil/gas or exploration/abandoned wells identified in the project area

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

Date Karst Study/Report reviewed by INDOT EWPO (if applicable):     N/A    

*Discuss if project is located in Potential Karst Features Area of Indiana and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Describe if any impacts will occur to any karst features. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Karst MOU and coordinated and reviewed by INDOT EWPO)*

Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993, Memorandum of Understanding (MOU). According to the USGS quadrangle map of the project area (Appendix B, B2), and the RFI report (Appendix E), there are no karst features identified within or adjacent to the project area. In the early coordination response, March 11, 2021, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, C4-C6). In their report, IGWS did not provide any comments related to karst. Pertaining to geological hazards, they listed high liquefaction potential and floodway. Related to mineral resources, IGS listed high potential for bedrock resources and low potential for sand and gravel resources. Abandoned industrial mineral (i.e., sand/gravel) pits was noted. However, neither of these resources are located near the project area. The response from IGWS was communicated with the designer on October 13, 2020. No impacts are expected.

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### SECTION C – OTHER RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Drinking Water Resources</b>			
Wellhead Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Source Water Protection Area(s)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Water Well(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Urbanized Area Boundary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Yes	No
Is the project located in the St. Joseph Sole Source Aquifer (SSA):	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If Yes, is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>
If Yes, is a Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>

*Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.*

The project is in Wells County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

IDEM's Wellhead Proximity Determinator website [<https://www.in.gov/idem/cleanwater/information-about/groundwater-monitoring-and-source-water-protection/wellhead-protection-program/source-water-proximity-determination-tool/>] as accessed on May 4, 2021 by BF&S. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The Indiana Department of Natural Resources Water Well Record Database website [<https://www.in.gov/dnr/water/ground-water-wells/water-well-record-database/>] was accessed on May 4, 2021, by BF&S. The nearest mapped well is located approximately 0.05 mile southeast of the project area. The feature will not be affected because it is outside of the construction limits for the project. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that any wells are affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of the INDOT MS4 website [<https://entapps.indot.in.gov/MS4/>] by BF&S on May 4, 2020, and the RFI report; this project is not located in an Urban Area Boundary. No impacts are expected.

Based on a desktop review, a site visit on May 13, 2020, by BF&S, and the aerial map of the project area (Appendix B, B3) no public water systems were identified. Therefore, no impacts are expected.

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

If applicable, indicate the Floodplain Level?

Level 1     Level 2     Level 3     Level 4     Level 5

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Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

Based on a desktop review of The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmapping.dnr.in.gov/appsphp/fdms/>) by BF&S on May 4, 2021, and the RFI report, this project is located in a regulatory floodplain as determined from the Federal Emergency Management (FEMA) flood hazard layer map (Appendix F, F10). An early coordination letter was sent on October 13, 2020, to the local Floodplain Administrator. A response on October 13, 2020, from the local Floodplain Administrator voiced concern about potential net fill in the Special Flood Hazard Area (SFHA) associated with the removal of the roadway from the floodplain. The floodplain administrator recommended a submittal of a Floodplain Analysis and Regulatory Assessment (eFARA) and floodplain development permit prior to construction (Appendix C, C7). An eFARA request has been made to the IDNR Division of Water. This project qualifies as a Category 2 per the current INDOT CE Manual, which states "This project will not involve the replacement or modification of any existing drainage structures or the addition of any new drainage structures. As a result, this project will not affect flood heights or floodplain limits. This project will not increase flood risks or damage, and it will not adversely affect existing emergency services or emergency routes; therefore, it has been determined that this encroachment is not substantial."

A floodplain development permit will be obtained from the Wells County Area Plan Commission prior to Ready for Contract (RFC).

Farmland	<b>Presence</b>		<b>Impacts</b>	
	<input type="checkbox"/>	<input type="checkbox"/>	<b>Yes</b>	<b>No</b>
Agricultural Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Total Points (from Section VII of CPA-106/AD-1006*)</b>	<b>154</b>			

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

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, a site visit on May 13, 2020, by BF&S, and the aerial map of the project area (Appendix B, B3), the project will convert 9.34 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on October 13, 2020, to Natural Resources Conservation Services (NRCS). Coordination with NRCS resulted in a score of 154 on the AD 1006 Form (Appendix C, C10). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

### SECTION D – CULTURAL RESOURCES

<b>Minor Projects PA</b>	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A <b>X</b>
<b>Full 106 Effect Finding</b>	No Historic Properties Affected <input checked="" type="checkbox"/>	No Adverse Effect <input type="checkbox"/>	Adverse Effect <input type="checkbox"/>
<b>Eligible and/or Listed Resources Present</b>	NRHP Building/Site/District(s) <input type="checkbox"/>	Archaeology <input type="checkbox"/>	NRHP Bridge(s) <input type="checkbox"/>



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**Documentation Prepared** (mark all that apply)

APE, Eligibility and Effect Determination  
 800.11 Documentation  
 Historic Properties Report or Short Report  
 Archaeological Records Check and Assessment  
 Archaeological Phase Ia Survey Report  
 Archaeological Phase Ic Survey Report  
 Other:

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

**ESD Approval Date(s)**

June 21, 2021
June 21, 2021
August 7, 2020
April 14, 2021

**SHPO Approval Date(s)**

July 14, 2021
July 14, 2021
September 10, 2020
May 5, 2021

Memorandum of Agreement (MOA)

**MOA Signature Dates** (List all signatories)

--

*If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.*

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

The Area of Potential Effects (APE) includes the existing and proposed ROW, immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE is an irregular area around the proposed alignment, due to the presence of wooded areas to the east of the project area and the extent of agricultural fields to the north and south (Appendix D, D5).

**Coordination with Consulting Parties:**

In addition to the Indiana State Historic Preservation Officer (SHPO), the following individuals and organizations were sent an early coordination letter via email on June 19, 2020 and June 22, 2020 (Appendix D, D12-D18) and a copy of the letter was posted on INSCOPE at <http://erms.indot.in.gov/Section106Documents/>:

Consulting Party	Response
Indiana Landmarks Northeast Regional Field Office	None
Wells County Historian	None
Wells County Historical Society Museum	None
Wells County Commissioners	None
Wells County Highway Department	None
Delaware Nation of Oklahoma	June 30, 2020
Eastern Shawnee Tribe of Oklahoma	None
Miami Tribe of Oklahoma	July 10, 2021
Peoria Tribe of Indians of Oklahoma	None
Pokagon Band of Potawatomi Indians	None
Shawnee Tribe	None

The Delaware Nation responded on June 30, 2020, and stated, in part, "According to our files, the location of the proposed project does not endanger any known cultural, or religious sites of interest to the Delaware Nation. However, there is still the potential for the discovery of unknown resources," (Appendix D, D19).

The Miami Tribe of Oklahoma responded on July 10, 2020, and stated, accepting consulting party status, and stating they had no objections to the project at this time (Appendix D, D20).

The SHPO responded on July 16, 2020 and stated they did not know any additional consulting parties who should be contacted (Appendix D, D21-D22; DHPA No. 25891).

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No other responses to early coordination were received.

Archaeology:

Regarding archaeology, a Phase Ia archaeological reconnaissance was conducted by 106 Consulting, LLC on July 23-24, 2020, November 11, 2020, and February 27, 2021. The archaeologist did not locate any archaeological sites within the project area. No further work was recommended in the resulting archaeological short report (ASR; Appendix D, D9-D11). The INDOT Cultural Resources Office (CRO) approved the ASR on April 14, 2021. On April 14, 2021, a copy of the ASR was sent to the SHPO, and the Tribes were given instructions how to view the reports on INSCOPE (Appendix D, D30-D33). The SHPO responded on May 5, 2021, stating, in part, "A review of the report indicates that no new archaeological sites were identified as a result of the reconnaissance. Therefore, we concur with the recommendation that no additional archaeological reconnaissance is necessary" (Appendix D, D34-D35).

Historic Properties:

An Indiana Division of Historic Preservation and Archaeology (DHPA)-qualified professional with BF&S conducted a site visit on June 18, 2020. Information from the site visit and research regarding historic resources, which include buildings, structures, districts, and objects, were compiled into a Historic Property Short Report (HPSR; BF&S, August 17, 2020, Appendix D, D6-D8). The HPSR did not recommend any properties eligible for the National Register of Historic Places (National Register). The HPSR was approved by INDOT-CRO on August 7, 2020. A copy of the HPSR was sent to the SHPO on August 18, 2020 (Appendix D, D26), and consulting parties were given instructions how to view the reports on INSCOPE (Appendix D, D23-D25).

The SHPO responded on September 10, 2020, stating, in part, "We agree with the conclusion of the HPSR that there are no properties within the APE that are listed in or eligible for inclusion in the National Register of Historic Places," (Appendix D, D28-D29).

No other responses to the HPSR were received.

Documentation Finding:

A recommendation of "No Historic Properties Affected" is appropriate for this undertaking because there are no properties listed in, or eligible for listing in, the National Register within the APE.

INDOT, on behalf of FHWA, signed an 800.11(d) finding of "No Historic Properties Affected" on June 21, 2021 (Appendix D, D1-D4). The 800.11(e) finding was distributed to consulting parties on the same day (Appendix D, D38-D39).

The SHPO responded on July 14, 2021, stating, in part, "... we concur with INDOT's June 21, 2021, Section 106 finding of "No Historic Properties Affected" on behalf of FHWA for this federal undertaking," (Appendix D, D40-D41).

No other responses to the 800.11(d) finding were received.

Public Involvement:

To meet the public involvement requirements of Section 106, a legal notice of INDOT's finding of "No Historic Properties Affected" was published in the *Bluffton News-Banner* on June 23, 2021, offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed on July 24, 2021. The text of the public notice and the affidavit of publication appear in Appendix D, page D37. No comments were received. Therefore, the Section 106 process has been completed and the FHWA's Section 106 responsibilities have been fulfilled.

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

	<u>Presence</u>	<u>Use</u>	
		<u>Yes</u>	<u>No</u>
<b>Parks and Other Recreational Land</b>			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Wildlife and Waterfowl Refuges</b>			
National Wildlife Refuge	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
National Natural Landmark	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Wildlife Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Nature Preserve	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Historic Properties</b>			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b><u>Evaluations Prepared</u></b>			
Programmatic Section 4(f)	<input type="checkbox"/>		
"De minimis" Impact	<input type="checkbox"/>		
Individual Section 4(f)	<input type="checkbox"/>		
Any exception included in 23 CFR 774.13	<input type="checkbox"/>		

*Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.*

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

Based on a desktop review, the aerial map of the project area (Appendix B, B3), and the RFI report (Appendix E), there are no Section 4(f) resources located within the 0.5-mile search radius. According to additional research, the HPSR, and by the site visit on May 13, 2020, by BF&S, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

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

*Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.*

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

A review of 6(f) properties on the INDOT ESD website revealed a total of four (4) properties in Wells County (Appendix I, I-1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

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### SECTION F – Air Quality

**STIP/TIP and Conformity Status of the Project**

	Yes	No
Is the project in the most current STIP/TIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project located in an MPO Area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 No, 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"/>

Location in STIP: Fiscal Year (FY) 2020-2024, page 818

Name of MPO (if applicable): N/A

Location in TIP (if applicable): N/A

Level of MSAT Analysis required?

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

*Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.*

**STIP**

This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H, H1).

**Attainment Status**

This project is located in Wells County, which is currently in attainment for all criteria pollutants according to IDEM's website for Nonattainment Status for Indiana Counties ([IDEM: State Implementation Plans: Nonattainment Status of Counties](#)). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

**MSAT**

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

### SECTION G - NOISE

Noise	Yes	No
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Date Noise Analysis was approved/technically sufficient by INDOT ESD: June 10, 2021

*Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.*

Based on the noise analysis completed on August 3, 2020 and revised May 10, 2021, BF&S has not identified any impacted receptors. As a result, noise abatement was not evaluated. This noise analysis was based on preliminary design criteria. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have

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changed and noise impacts are identified, noise abatement will be evaluated at that time as to whether it is feasible and reasonable. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes. See Appendix J for the complete Noise Analysis Report.

### SECTION H – 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.)?

Does the community have an approved transition plan?

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

Does the project comply with the transition plan? (explain in the discussion below)

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

*Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.*

The event pages on the Wells County website and the City of Bluffton website were reviewed on January 13, 2022 by BF&S and it does not appear that any community events will be disrupted by the project. The project is not expected to have a significant impact on community cohesion or property values. No increase in local taxes will occur because of this project since all funds will come from FHWA and established local accounts. The project will not divide a community or destroy any areas where the community hosts events.

The area surrounding the project consists of agricultural and residential property. As a result, the project will change portions of the landscape from agricultural to transportation. The project will improve ongoing roadway deterioration, narrow roadway geometrics, and limited sight distances surrounding the intersection of CR 200 South and County Home Road. In addition, a cul-de-sac will be added to terminate CR 450 East, which will provide access to adjacent residences. This cul-de-sac may require a maintenance agreement which will be determined during the right-of-way process.

The proposed project conforms to the Wells County Americans with Disabilities Act (ADA) Transition Plan established on June 30, 2016 [<https://wellscounty.org/file/2020/09/Wells-County-ADA-Transition-Plan-rev-06-30-16.pdf>]; however, due to the location of the intersection, there is not a need for curb ramps or sidewalks.

#### Public Facilities and Services

*Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.*

Based on a desktop review, the aerial map of the project area (Appendix B, B3), and the RFI report (Appendix E) there is one (1) religious facility within the 0.5-mile search radius. Those numbers were confirmed by the site visit on May 13, 2020, by BF&S. There are no public facilities within or adjacent to the project area, therefore, no impacts are expected. Access to all properties will be maintained during construction.

INDOT Office of Aviation was contacted and they responded on January 14, 2022, that after review of the project information, they found no issue with any surrounding airspace or public-use airports. However, if any object will exceed 200 feet in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to RFC through the OEAAA web portal (Appendix C, C29). This information was provided to the project engineer and the engineer does not think there will be a conflict. However, a firm commitment has been included in case there is a need to cover this situation if it happens to arise.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any

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construction that would block or limit access.

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

During the development of the project were EJ issues identified?

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

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

Will the project result in adversely high and disproportionate impacts to EJ populations?

*Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high and adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.*

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 18.5 acres of permanent ROW. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Wells County, Indiana. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Hamilton Township, Wells County, Indiana. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the United States Census Bureau, Minority and Low-Income Data (American Community Survey 5-Year Estimates, 2019) [<https://data.census.gov/cedsci/>] was obtained from the Census Bureau on October 27, 2021, by BF&S. The data collected for minority and low-income populations within the AC are summarized in the below table (Appendix I, I-2 to I-5).

<b>Table: Minority and Low-Income Data (American Community Survey 5-Year Estimates, 2019)</b>		
	COC: Wells County, Indiana	AC1: Hamilton Township, Wells County, Indiana
Percent Minority	5.6%	6.1%
125% of COC	7.1%	AC <125% COC
EJ Population of Concern		No
Percent Low-Income	8.4%	10.5%
125% of COC	10.5%	AC =125% COC
EJ Population of Concern		YES

AC-1, Hamilton Township, Wells County, Indiana, has a percent minority of 6.1%. which is below 50% and is below the 125% COC threshold. Therefore, AC1 does not contain minority populations of EJ concern.

AC-1, Hamilton Township, Wells County, Indiana, has a percent low-income of 10.5% which is below 50% and is equal to 125% COC threshold. Therefore, AC1 is a low-income population of EJ concern.

Benefits of the proposed project will include improving the condition of County Home Road, CR 450 East, and CR 200 South, eliminating the 90-degree curve at CR450 East/CR 200 South, and roadway flood reduction with modification to the horizontal and vertical alignments. Negative impacts will include loss of agricultural land due to ROW acquisition.

Efforts to date to engage the public and other stakeholders in Wells County included a public information meeting held on July 28, 2021. As a result of public comments, no potential adverse impacts to EJ populations were identified. The primary impact from the project is to agricultural lands. The project will not divide a neighborhood and will not relocate residents or businesses.

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The EJ analysis was submitted to INDOT ESD for their review on October 29, 2021. INDOT ESD replied on November 2, 2021. They stated with the information provided, they would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non EJ populations. Therefore, no further EJ Analysis is required (Appendix I, I-6).

At this time, the proposed project is not expected to result in disproportionately high and adverse impacts to populations of EJ concern. Public involvement for the proposed project is ongoing, along with continuing efforts to engage the public.

**Relocation of People, Businesses or Farms**

Will the proposed action result in the relocation of people, businesses or farms?  
Is a BIS or CSRS required?

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

Number of relocations:      Residences:   0        Businesses:   0        Farms:   0        Other:   0  

*Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.*

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

Alternative 2 investigated improving the 90-degree curve at CR 450 East/CR 200 South by moving the alignment to the northwest by approximately 300 feet, identified as Option 2, Figure 4 (Appendix I, I-10). This would improve the sight-distance issue. Additionally, this option would require one residential relocation. This owner has already sent a letter stating they are opposed to relocation of their home (Appendix G, G11). As a result of this communication with the property owner, and the preferred alternative avoiding this property, it was determined that no relocation of this residence will be necessary.

### SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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

Documentation

- Red Flag Investigation (RFI)
- Phase I Environmental Site Assessment (Phase I ESA)
- Phase II Environmental Site Assessment (Phase II ESA)
- Design/Specifications for Remediation required?

<b>X</b>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

Date RFI concurrence by INDOT SAM (if applicable):   N/A, LPA Project  

*Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.*

Based on a review of GIS and available public records, a RFI was completed on July 21, 2020, by BF&S (Appendix E). No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.

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**Part IV – Permits and Commitments**

**PERMITS CHECKLIST**

Permits (mark all that apply)

Likely Required

**Army Corps of Engineers (404/Section10 Permit)**

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<b>X</b>
Individual Permit (IP)	<input type="checkbox"/>
Other	<input type="checkbox"/>

**IN Department of Environmental Management (401/Rule 5)**

Nationwide Permit (NWP)	<input type="checkbox"/>
Regional General Permit (RGP)	<b>X</b>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<b>X</b>
Other	<input type="checkbox"/>

**IN Department of Natural Resources**

Construction in a Floodway	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>
Other	<input type="checkbox"/>

**Mitigation Required**

<b>US Coast Guard Section 9 Bridge Permit</b>	<input type="checkbox"/>
<b>Others (Please discuss in the discussion below)</b>	<b>X</b>

*List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."*

The total work area for the project is approximately 18.50 acres. This is greater than the land disturbance area of 1.0 acre, thereby requiring the need for a Rule 5 permit.

Impacts a freshwater pond (a likely Waters of the U.S.) located in the southwest quadrant of the County Home Road / CR 200 South intersection will total 0.001 acre, thereby constituting the need for Section 401 permits from IDEM and Section 404 permits from USACE.

A floodplain development permit will be obtained from the Wells County Area Plan Commission prior to RFC.

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

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



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<hr style="border: 0; border-top: 1px solid black; margin-top: 5px;"/>		<hr style="border: 0; border-top: 1px solid black; margin-top: 5px;"/>		<hr style="border: 0; border-top: 1px solid black; margin-top: 5px;"/>	

### ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

**Firm:**

- 1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD, INDOT Fort Wayne District)
- 2) It is the responsibility of the project sponsor to notify school corporations, emergency services, and religious facilities at least two weeks prior to any construction that will block or limit access. (INDOT ESD)
- 3) Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers Permit. (INDOT ESD)
- 4) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 5) LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 6) TREE REMOVAL AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
- 7) TREE REMOVAL AMM 2: Apply time of year restrictions (October 1 to March 31) for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (No tree clearing from April 1 – September 30). (USFWS)
- 8) TREE REMOVAL AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)
- 9) TREE REMOVAL AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
- 10) A floodplain development permit will be obtained from the Wells County Area Plan Commission prior to RFC. (Wells County Area Plan Commission)
- 11) If any object will exceed 200 ft. in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to RFC through the OEAAA web portal (<http://oeaaa.faa.gov/oeaaa/external/searchAction.jsp>). (INDOT Office of Aviation)

**For Further Consideration:**

- 12) Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits. (IDNR)
- 13) Do not excavate or place fill in any riparian wetland. (IDNR)

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#### **Wells County, Indiana**

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APPENDIX A  
CE Level Threshold Table

## Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 <sup>1</sup>
<b>Section 106</b>	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement <sup>2</sup>
<b>Stream Impacts<sup>3</sup></b>	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit <sup>4</sup>
<b>Wetland Impacts<sup>3</sup></b>	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
<b>Right-of-way<sup>5</sup></b>	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
<b>Relocations</b>	None	-	-	< 5	≥ 5
<b>Threatened/Endangered Species (Species Specific Programmatic for Indiana bat &amp; northern long eared bat)*</b>	“No Effect”, “Not likely to Adversely Affect” (With select AMMs <sup>6</sup> )	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic <sup>7</sup>
<b>Threatened/Endangered Species (Any other species)*</b>	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
<b>Environmental Justice</b>	No disproportionately high and adverse impacts	-	-	-	Potential <sup>8</sup>
<b>Sole Source Aquifer</b>	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
<b>Floodplain</b>	No Substantial Impacts	-	-	-	Substantial Impacts
<b>Section 4(f) Impacts</b>	None	-	-	-	Any <sup>9</sup>
<b>Section 6(f) Impacts</b>	None	-	-	-	Any
<b>Permanent Traffic Alteration</b>	None	-	-	-	Any
<b>Noise Analysis Required</b>	No	-	-	-	Yes
<b>Air Quality Analysis Required</b>	No	-	-	-	Yes <sup>10</sup>
<b>Approval Level</b>	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA
<ul style="list-style-type: none"> <li>• District Env. (DE)</li> <li>• Env. Serv. Div. (ESD)</li> <li>• FHWA</li> </ul>					

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

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

<sup>3</sup> Total permanent impacts to streams (linear feet) and wetlands (acres).

<sup>4</sup> US Army Corps of Engineers Individual 404 Permit

<sup>5</sup> Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

<sup>6</sup> Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

<sup>7</sup> Projects that do not fall under a Species Specific Programmatic and results in a “Likely to Adversely Affect”. Other findings can be processed as a lower level CE.

<sup>8</sup> Potential for causing a disproportionately high and adverse impact.

<sup>9</sup> Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

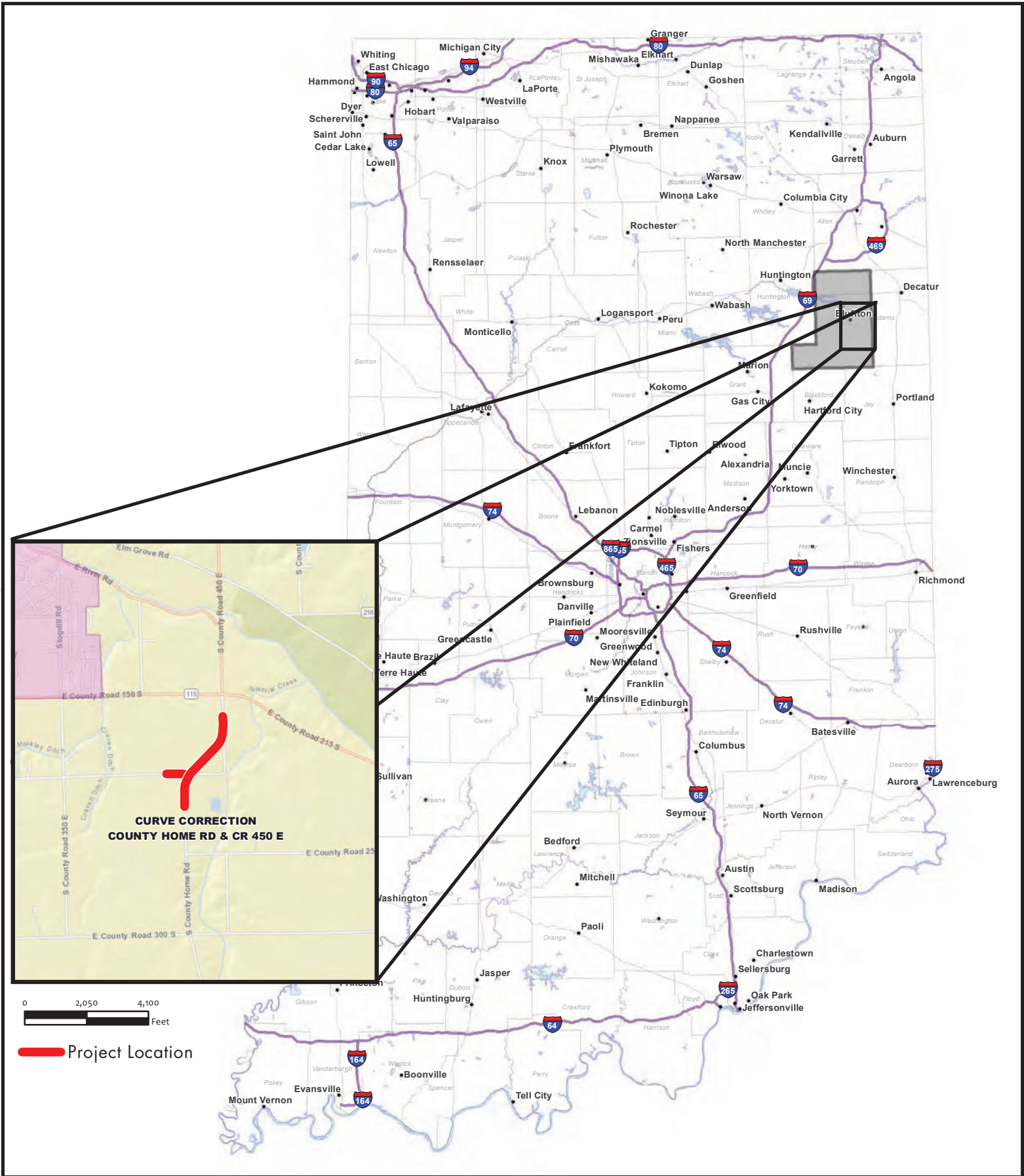
<sup>10</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\* Includes the threatened/endangered species critical habitat

Note: Substantial public or agency controversy may require a higher-level NEPA document.

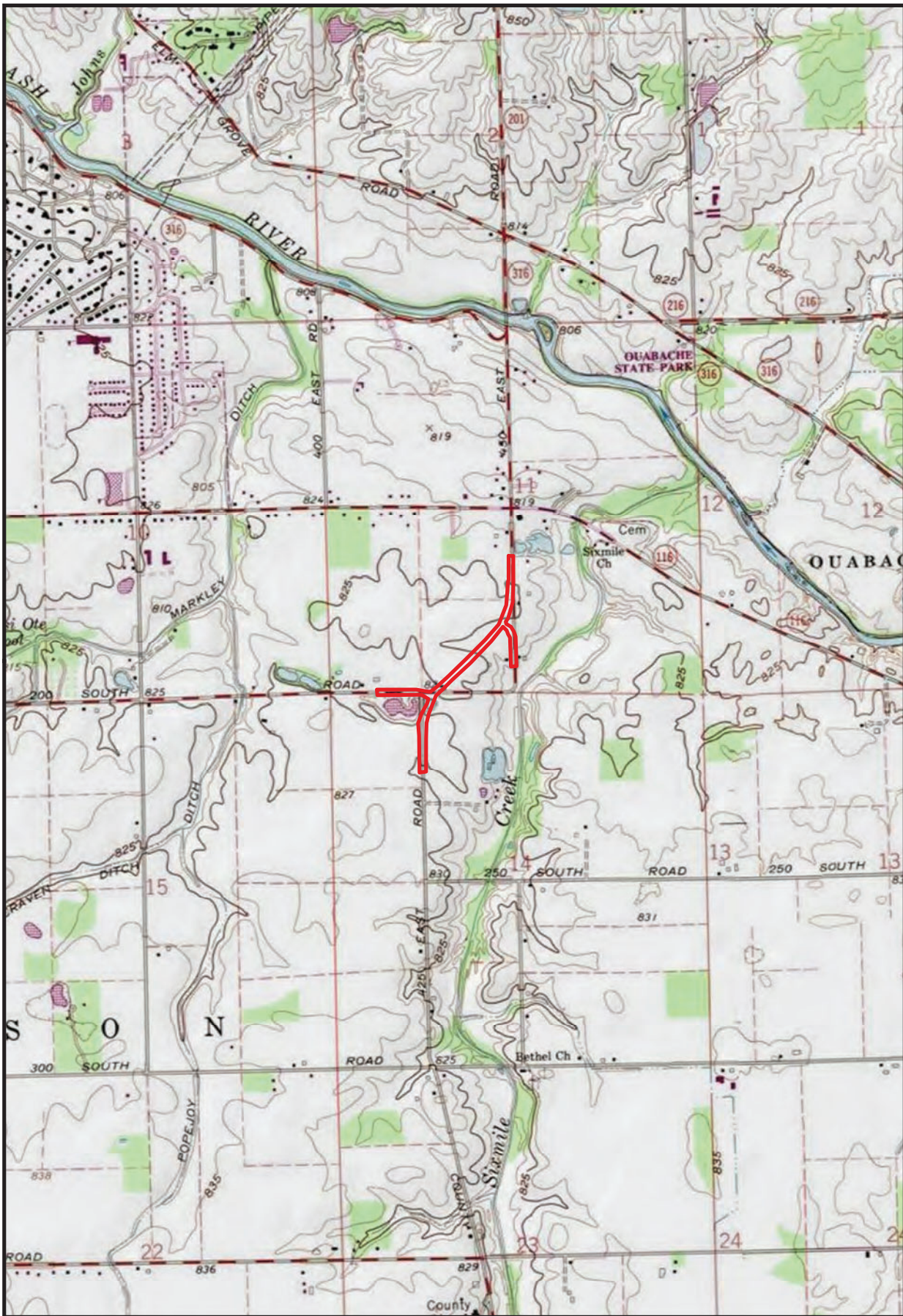
## APPENDIX B

### Project Graphics and Plan Sheets



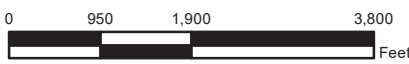
Map Source: Indiana Map

**State Map**  
Curve Correction of County Home Road & CR 450 E  
Wells County, Indiana  
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**Legend**  
 Project Area

Map Source: Indiana Geological Survey (IGS), IndianaMap, ArcGIS Online (ESRI) USA Topo Maps



**USGS Bluffton Quadrangle**



Curve Correction of County Home Road & CR 450 E  
 Wells County, Indiana  
 Section 11 & 14, Township 26N, Range 12E  
 Des. No. 1802955





**Legend**

 Project Area



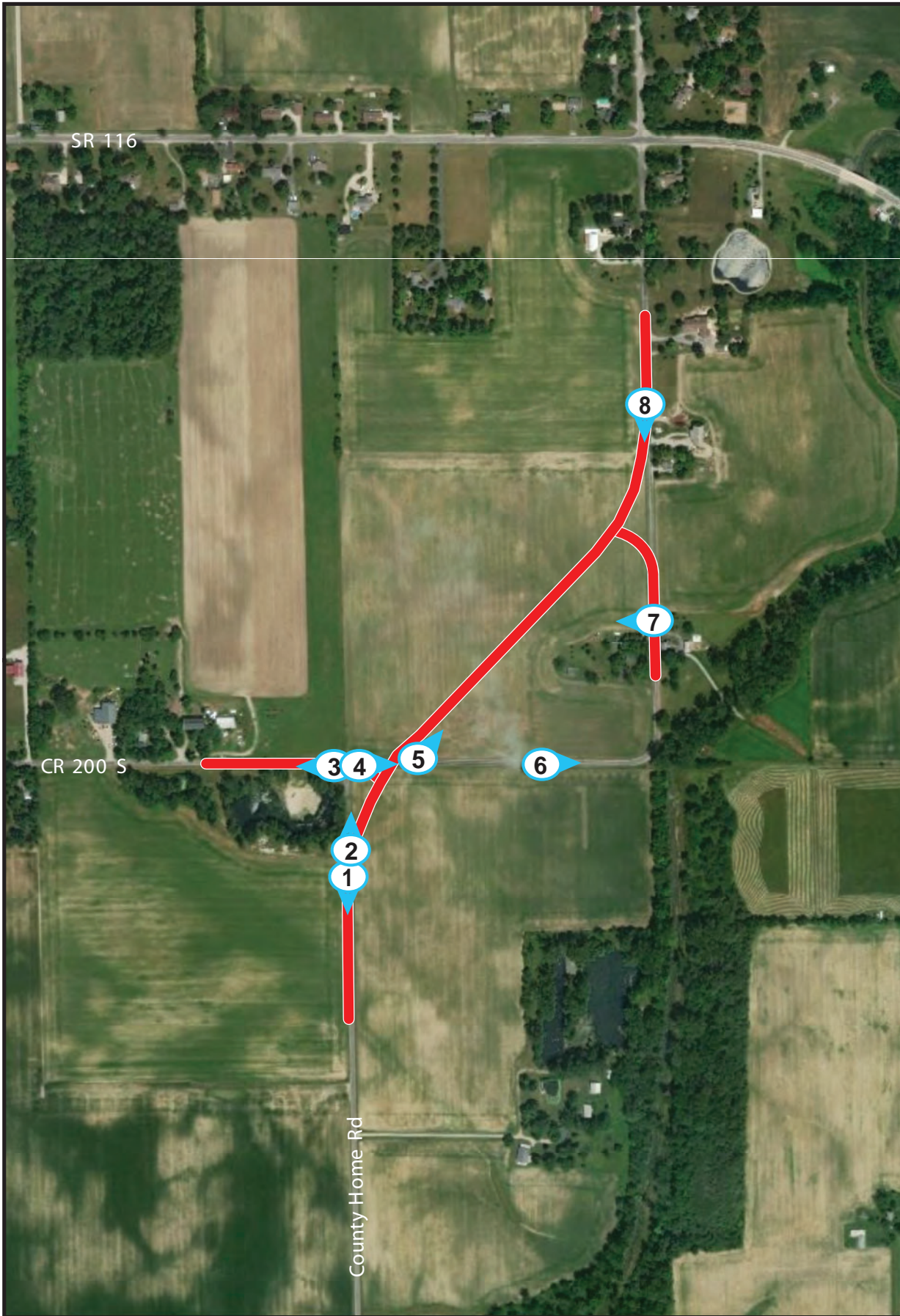
Map Source: Indiana Geological Survey (IGS), IndianaMap, 2019  
ArcGIS Online (ESRI) World Imagery.



**Aerial Map**



Curve Correction of County Home Road & CR 450 E  
Wells County, Indiana  
Des. No. 1802955



Legend

Project Area



Photo Number



Photo Key

Curve Correction of County Home Road & CR 450 E  
 Wells County, Indiana  
 Des. No. 1802955

Map Source: Indiana Geological Survey (IGS), Indiana Map, 2019  
 ArcGIS Online (ESRI) World Imagery.



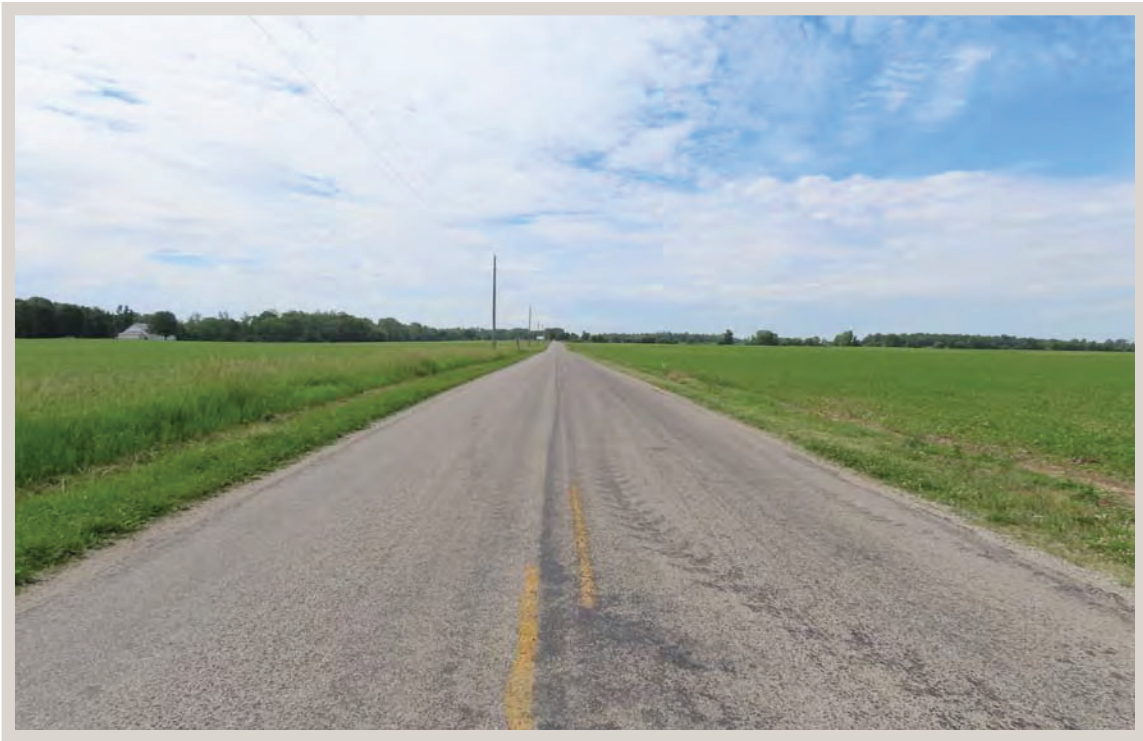


Photo 1: Looking south along County Home Road approximately 400 feet south of E. County Road 200 South.



Photo 2: Looking north along County Home Road towards E. County Road 200 South.



Photo 3: Looking west along E. County Road 200 South from County Home Road.



Photo 4: Looking east along E. County Road 200 South from County Home Road.



Photo 5: Looking northeast at the proposed new alignment from E. County Road 200 South.



Photo 6: Looking east along E. County Road 200 South towards the County Home Road curve.



Photo 7: Looking west from County Home Road/County Road 450 East approximately 600 feet north of E. County Road 200 South.



Photo 8: Looking south along County Home Road/County Road 450 East approximately 800 feet south of State Road 116/County Road 150 South.

PROJECT	DESIGNATION
1802955	1802955
CONTRACT	
R-41949	

# INDIANA DEPARTMENT OF TRANSPORTATION



## ROAD PLANS COUNTY HOME ROAD & C.R. 450 E INTERSECTION IMPROVEMENTS

PROJECT NO. 1802955 P.E. R/W CONST.

NOTE TO REVIEWER:  
DESIGN SPEEDS TO BE  
DISCUSSED DURING  
PRELIMINARY FIELD CHECK

INTERSECTION IMPROVEMENTS FOR COUNTY HOME ROAD AND COUNTY ROAD 450 EAST LOCATED AT THE INTERSECTION WITH CR 200 S. LOCATED IN SECTION 11 & 14, T 26 N., R 12 E., HARRISON TOWNSHIP, WELLS COUNTY, INDIANA

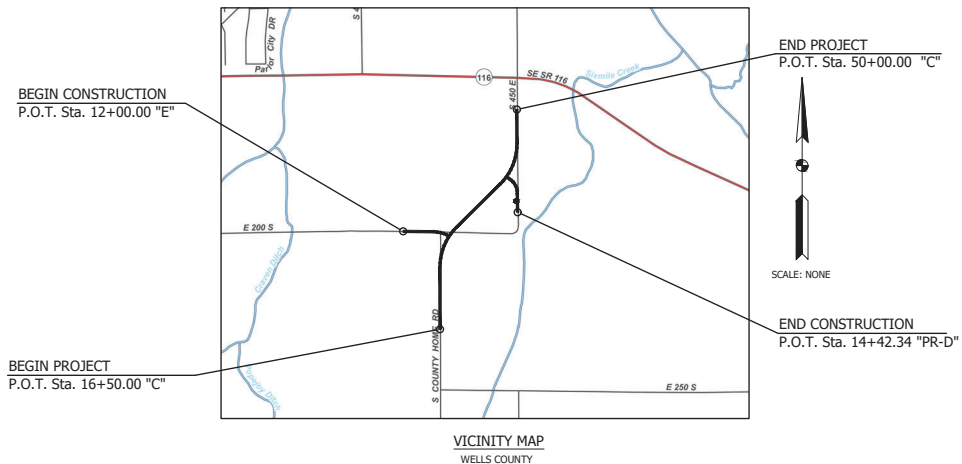
GROSS LENGTH: 1.08 Miles  
NET LENGTH: 1.08 Miles

SCALES:

PLAN LONG:- 1" = 30'  
TRANS:- 1" = 30'  
PROFILE HORIZ:- 1" = 30'  
VERT:- 1" = 10'  
MAX. GRADE: 5.5%

### WELLS COUNTY BOARD OF COMMISSIONERS

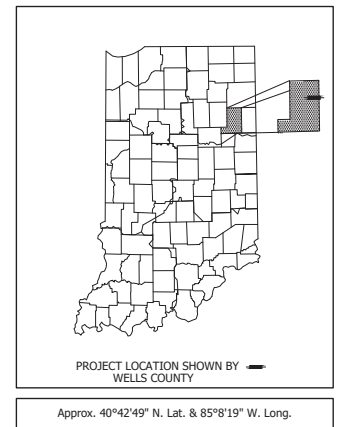
BLAKE GERBER COMMISSIONER  
TAMARA ROBBINS COMMISSIONER  
KEVIN S. WOODWARD COMMISSIONER  
BETH DAVIS AUDITOR



TRAFFIC DATA		COUNTY HOME ROAD	
A.A.D.T. (2020)	350	V.P.D.	
A.A.D.T. (2040)	427	V.P.D.	
D.H.V. (2040)	43	V.P.H.	
DIRECTIONAL DISTRIBUTION	50 %		
TRUCKS	5 % A.A.D.T.		
	5 % D.H.V.		

TRAFFIC DATA		CR 200 S	
A.A.D.T. (2020)	453	V.P.D.	
A.A.D.T. (2040)	553	V.P.D.	
D.H.V. (2040)	55	V.P.H.	
DIRECTIONAL DISTRIBUTION	50 %		
TRUCKS	5 % A.A.D.T.		
	5 % D.H.V.		

TRAFFIC DATA		CR 450 E	
A.A.D.T. (2020)	300	V.P.D.	
A.A.D.T. (2040)	50	V.P.D.	
D.H.V. (2040)	38	V.P.H.	
DIRECTIONAL DISTRIBUTION	50 %		
TRUCKS	5 % A.A.D.T.		
	5 % D.H.V.		



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

PLANS PREPARED BY: Butler Fairman and Seufert Inc. (317)713-4615 PHONE  
CERTIFIED BY: \_\_\_\_\_ DATE  
APPROVED FOR LETTING: \_\_\_\_\_ DATE  
INDIANA DEPARTMENT OF TRANSPORTATION

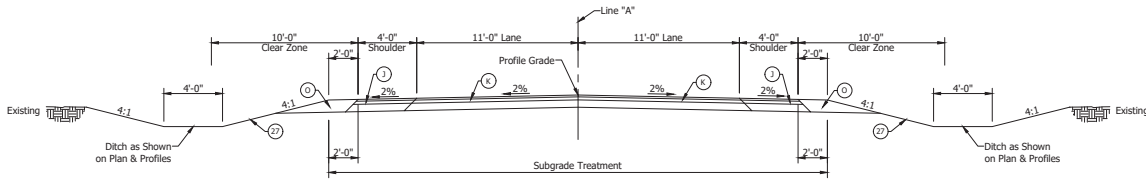
BRIDGE FILE	
DESIGNATION	1802955
SURVEY BOOK	SHEET
CONTRACT	PROJECT
R-41949	1802955

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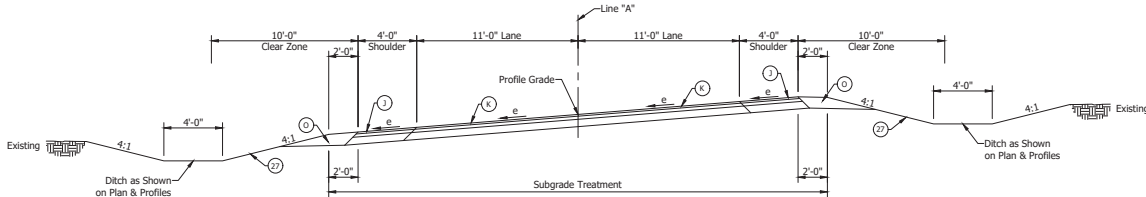




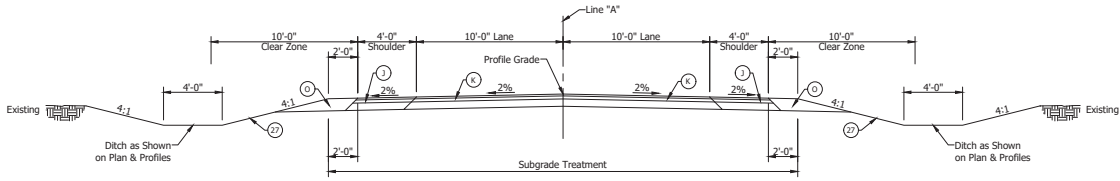
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**TYPICAL CROSS SECTION - COUNTY HOME ROAD & CR 200 S**  
 Scale: 1/4" = 1'-0"  
 Sta. 16+50.00 "C" to Sta. 20+43.10 "C"  
 Sta. 28+02.55 "C" to Sta. 38+46.12 "C"  
 Sta. 46+12.15 "C" to Sta. 50+00.00 "C"  
 Sta. 12+00.00 "E" to Sta. 20+00.00 "E"



**TYPICAL CROSS SECTION - COUNTY HOME ROAD**  
 Scale: 1/4" = 1'-0"  
 Sta. 20+43.10 "C" to Sta. 28+02.55 "C" (8.00% Rt.)  
 Sta. 38+46.12 "C" to Sta. 46+12.15 "C" (8.00% Lt.)



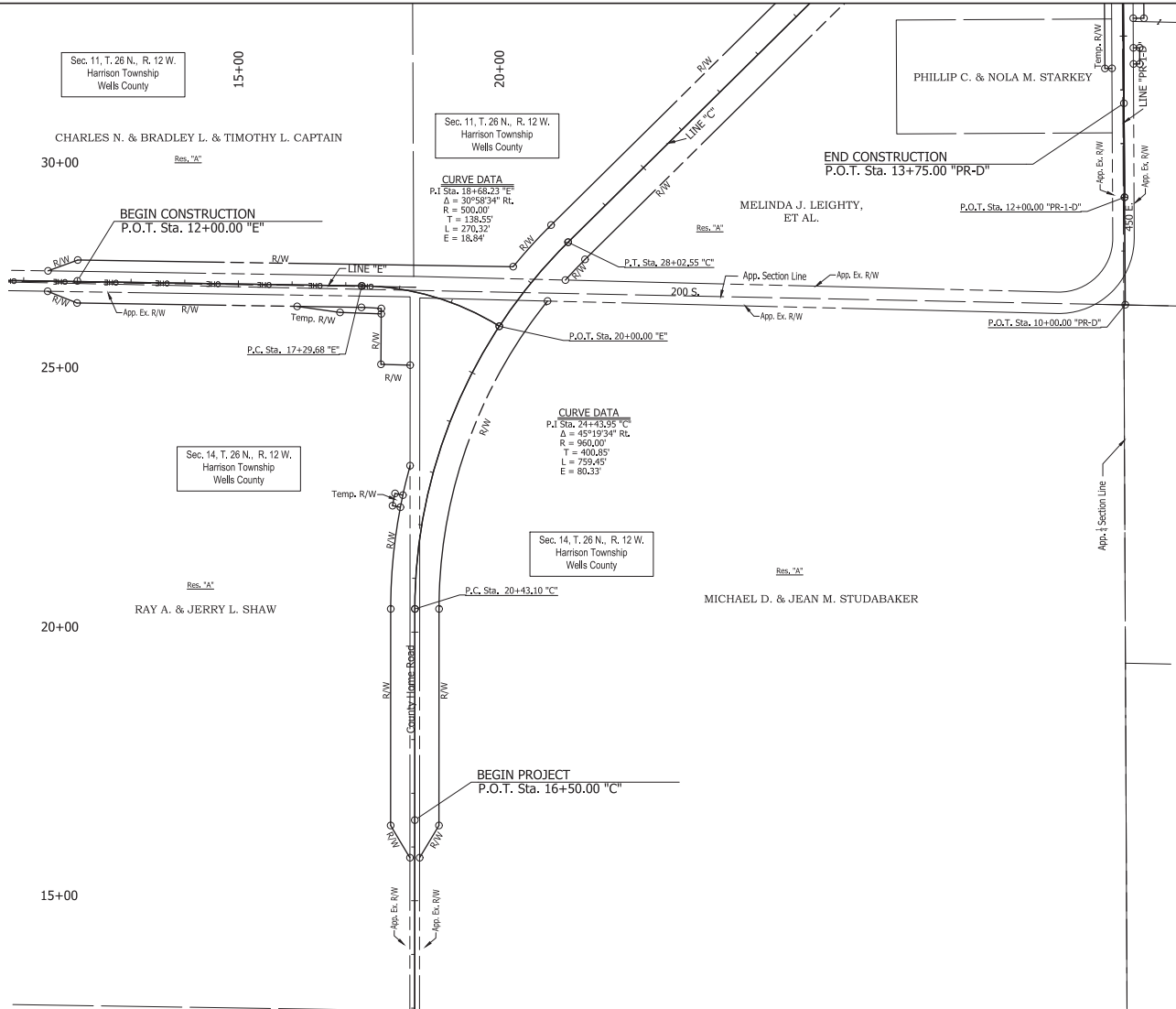
**TYPICAL CROSS SECTION - CR 450 E**  
 Scale: 1/4" = 1'-0"  
 Sta. 14+42.34 "PR-1-D" to Sta. 20+49.02 "PR-1-D"

**NOTE TO REVIEWER:**  
 SUPERELEVATION TO BE  
 DISCUSSED DURING  
 PRELIMINARY FIELD CHECK

- LEGEND**
- ① HMA Pavement:  
 165#/Syd. QC/QA-HMA, 2, 64, Surface, 9.5mm on  
 275#/Syd. QC/QA-HMA, 2, 64, Intermediate, 19.0mm on  
 6" Compacted Aggregate No. 53 on  
 Subgrade Treatment Type II
  - ② HMA Shoulder:  
 165#/Syd. QC/QA-HMA, 2, 64, Surface, 9.5mm on  
 275#/Syd. QC/QA-HMA, 2, 64, Intermediate, 19.0mm on  
 6" Compacted Aggregate No. 53 on  
 Subgrade Treatment Type II
  - ③ Comp. Agg. No. 53, Variable Depth
  - ④ Mulched Seeding, R

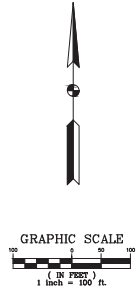
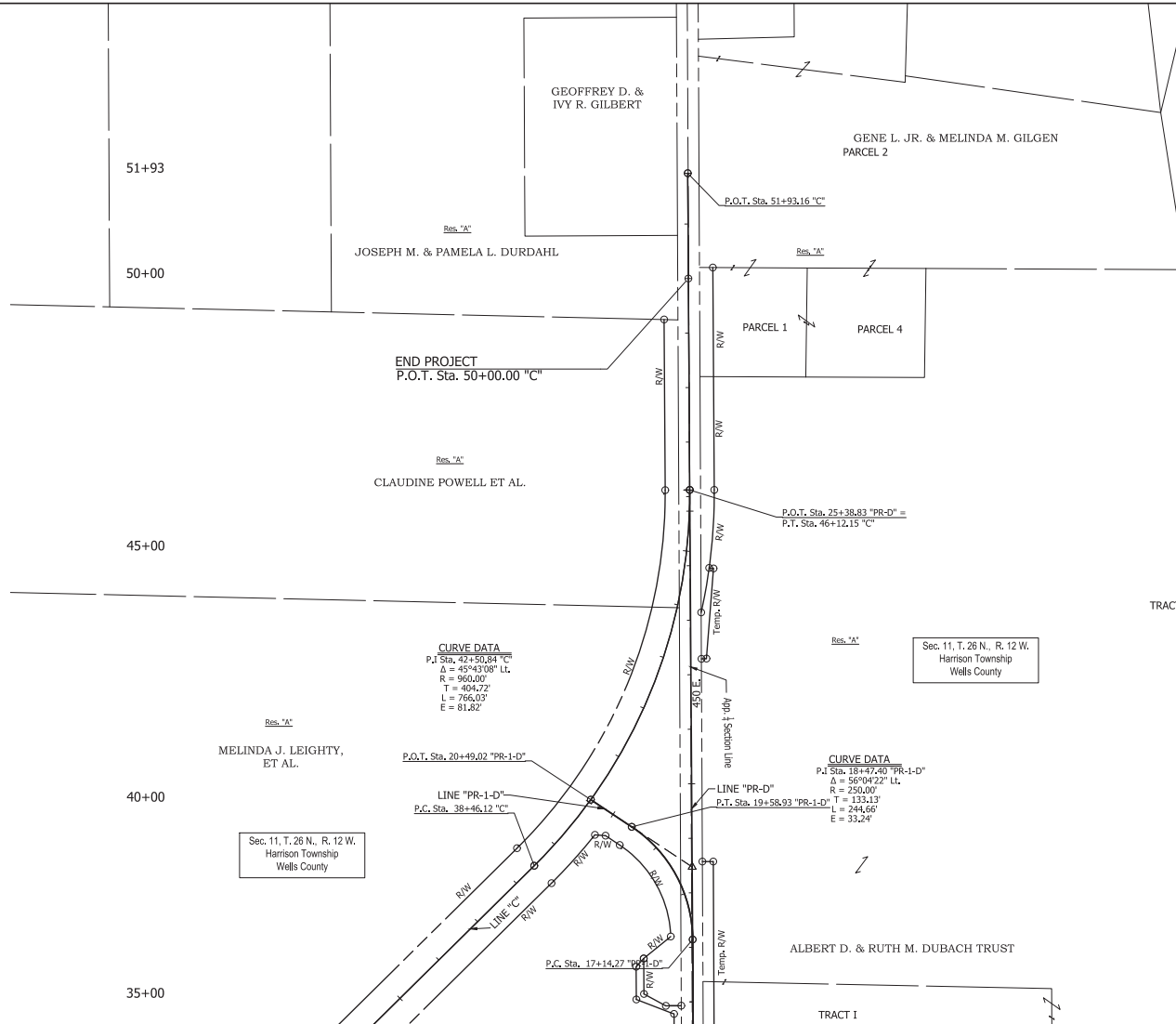
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	<b>TYPICAL CROSS SECTIONS</b>	VERTICAL SCALE N/A DESIGNATION 180295S
		SURVEY BOOK 3 OF 1 SHEET CONTRACT R-41949 PROJECT 180295S

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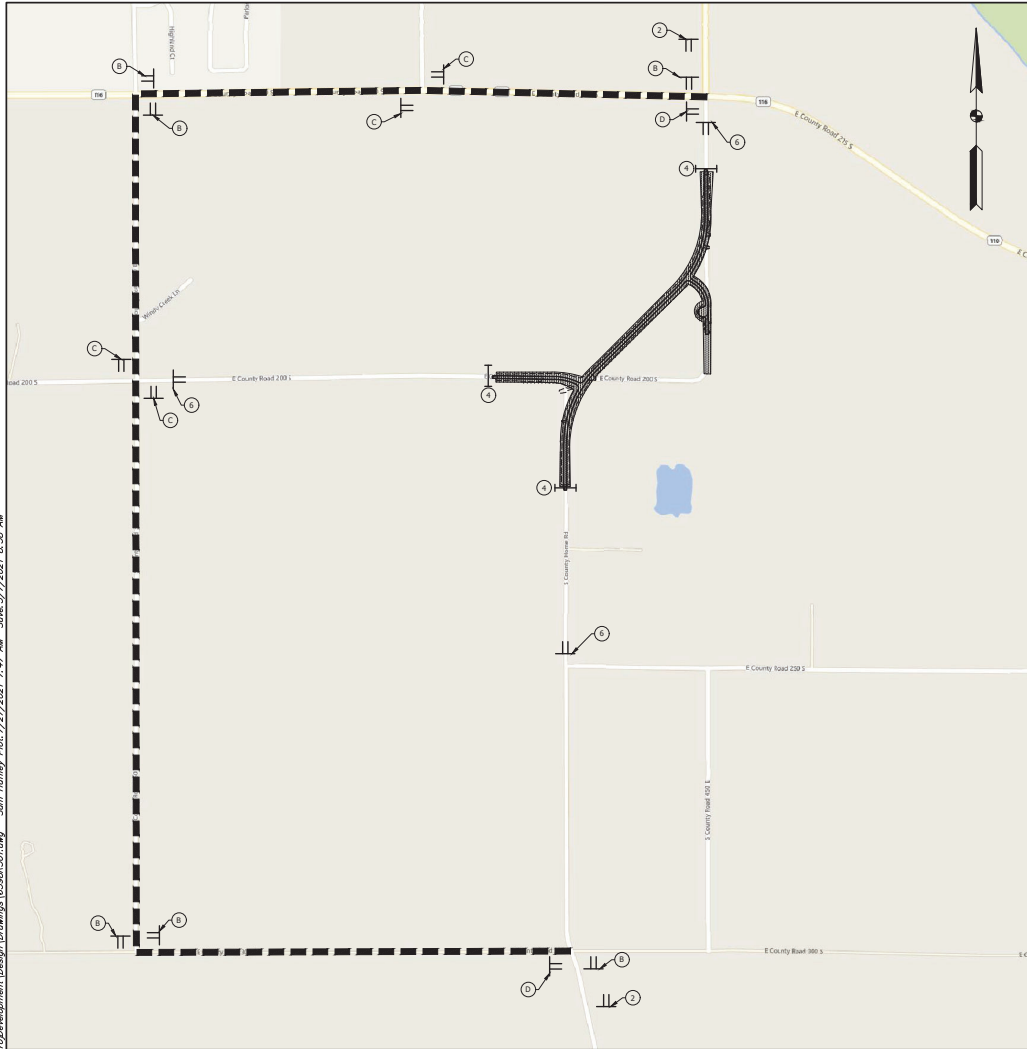
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		SURVEY BOOK CONTRACT R-41949	SHEET PROJECT 1802955

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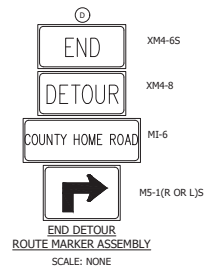
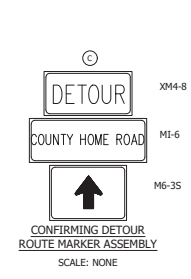
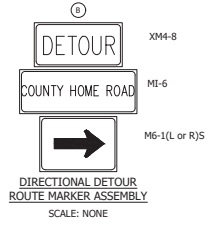
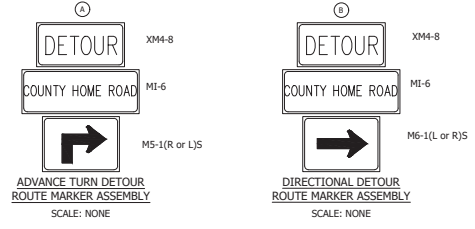


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	PLAT NO.1	VERTICAL SCALE	DESIGNATION 1802955
		SURVEY BOOK	SHEET 5 OF 50
CONTRACT R-41949		PROJECT 1802955	

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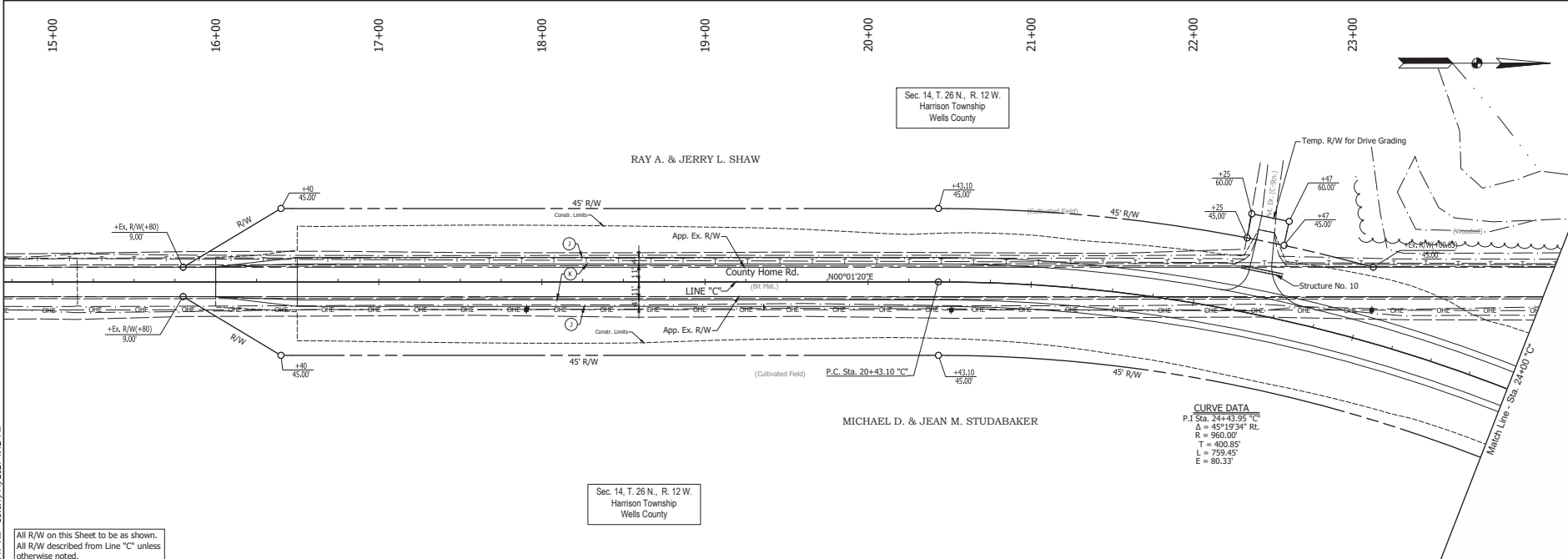
**DETOUR ROUTE**  
Not to Scale



DETOUR SIGN SUMMARY				
	MESSAGE	CODE	TYPE	QTY.
1	ROAD CLOSED AHEAD	XW20-3	A	
2	DETOUR AHEAD	XW20-2	A	2
3	WORK SITE PENALTY	XW2-6	A	
4	ROAD CLOSURE SIGN ASSEMBLY			3
5	ROAD CONSTRUCTION AHEAD	XW20-1	A	
6	ROAD CLOSED LOCAL TRAFFIC ONLY	R11-3	A	3
A	ADVANCE DETOUR MARKER ASSEMBLY			
B	DIRECTIONAL DETOUR MARKER ASSEMBLY			6
C	CONFIRMING DETOUR MARKER ASSEMBLY			4
D	END DETOUR MARKER ASSEMBLY			2
	BARRICADE, TYPE III-A			60

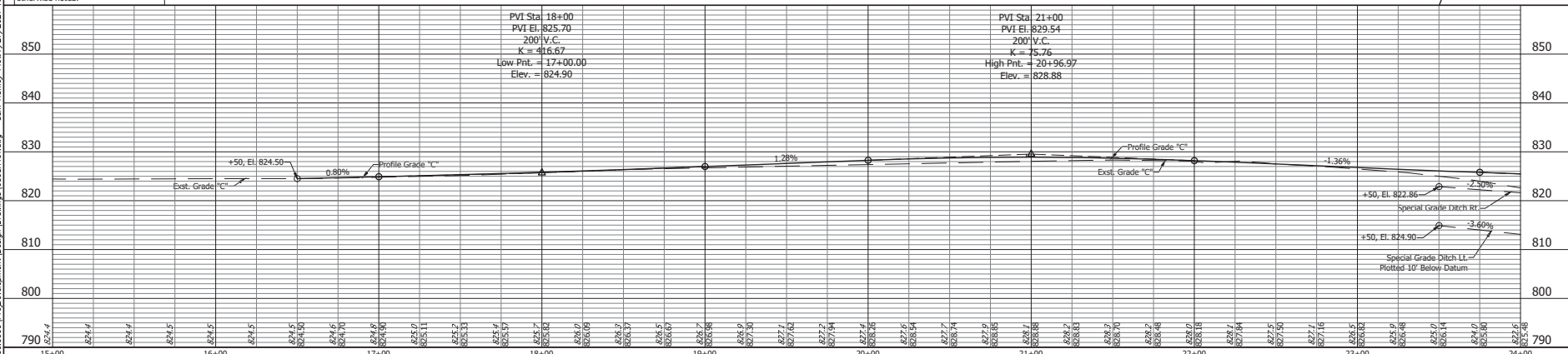
- LEGEND**
- DETOUR ROUTE
  - AREA OF CONSTRUCTION
  - TRAFFIC FLOW
  - TYPE III-A BARRICADE
  - CONSTRUCTION SIGN TYPE AS SHOWN W/ TYPE 'A' WARNING LIGHT
  - ROAD CLOSED AHEAD XW20-3
  - DETOUR AHEAD XW20-2
  - WORK SITE PENALTY XW2-6
  - ROAD CLOSURE SIGN ASSEMBLY
  - ROAD CONSTRUCTION AHEAD XW20-1
  - ROAD CLOSED LOCAL TRAFFIC ONLY (1/4 MI.) R11-3
  - ADVANCE DETOUR ROUTE MARKER ASSEMBLY
  - DIRECTIONAL DETOUR ROUTE MARKER ASSEMBLY
  - CONFIRMING DETOUR ROUTE MARKER ASSEMBLY
  - END DETOUR ROUTE MARKER ASSEMBLY

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE _____ DESIGNED BY: EC DRAWN BY: SHH CHECKED BY: BZ CHECKED BY: EC	<b>INDIANA</b> <b>DEPARTMENT OF TRANSPORTATION</b>  <b>DETOUR ROUTE</b>	<table border="1" style="width: 100%;"> <tr> <td>HORIZONTAL SCALE</td> <td>BRIDGE FILE</td> </tr> <tr> <td>AS NOTED</td> <td></td> </tr> <tr> <td>VERTICAL SCALE</td> <td>DESIGNATION</td> </tr> <tr> <td>N/A</td> <td>1802955</td> </tr> <tr> <td>SURVEY BOOK</td> <td>SHEET</td> </tr> <tr> <td></td> <td>6 OF 50</td> </tr> <tr> <td>CONTRACT</td> <td>PROJECT</td> </tr> <tr> <td>R-41949</td> <td>1802955</td> </tr> </table>	HORIZONTAL SCALE	BRIDGE FILE	AS NOTED		VERTICAL SCALE	DESIGNATION	N/A	1802955	SURVEY BOOK	SHEET		6 OF 50	CONTRACT	PROJECT	R-41949	1802955
HORIZONTAL SCALE	BRIDGE FILE																	
AS NOTED																		
VERTICAL SCALE	DESIGNATION																	
N/A	1802955																	
SURVEY BOOK	SHEET																	
	6 OF 50																	
CONTRACT	PROJECT																	
R-41949	1802955																	



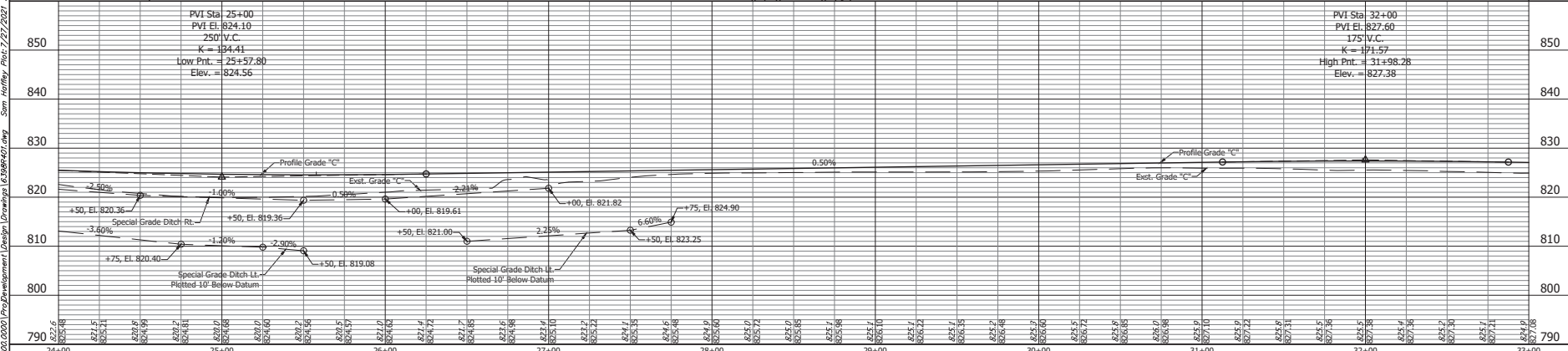
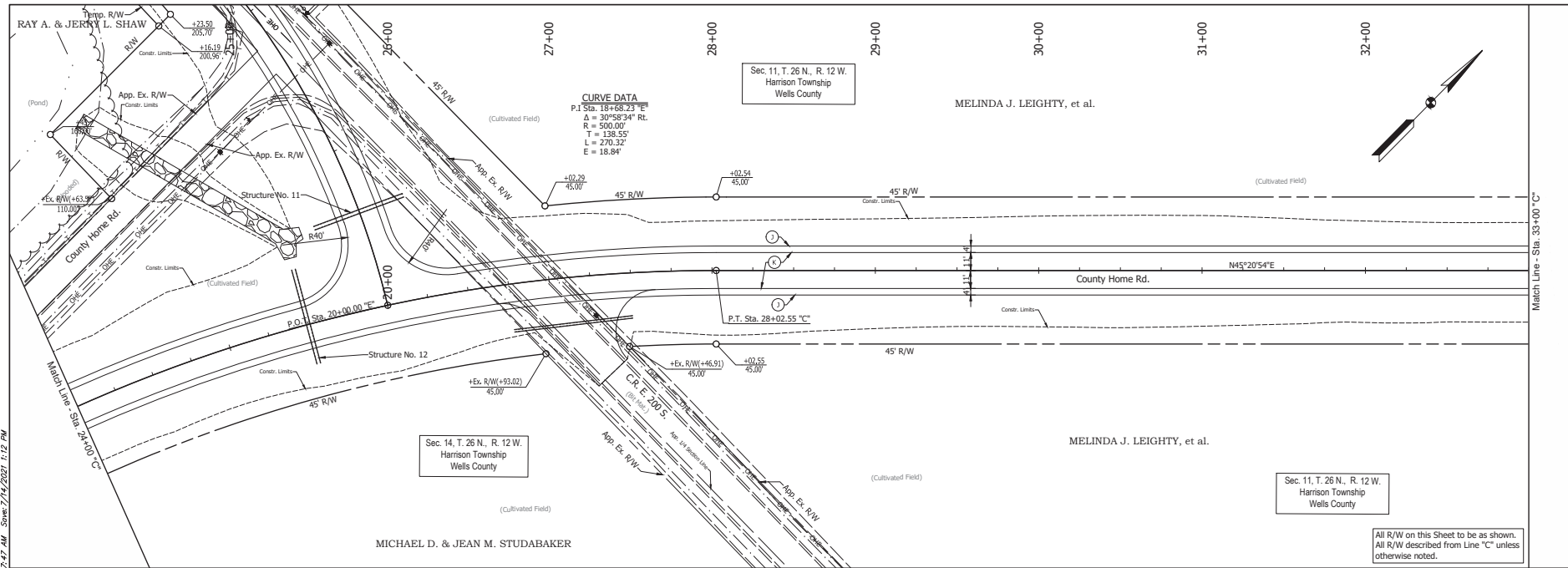
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 $\Delta = 45^{\circ}19'34''$  RL  
 $R = 960.00'$   
 $T = 400.85'$   
 $L = 759.45'$   
 $E = 80.33'$

All R/W on this Sheet to be as shown.  
 All R/W described from Line "C" unless otherwise noted.



<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%;">DESIGNED: EC</td> <td style="width:33%;">DRAWN: SHH</td> <td style="width:33%;">DATE:</td> </tr> <tr> <td>CHECKED: ACE</td> <td>CHECKED: EC</td> <td></td> </tr> </table>	DESIGNED: EC	DRAWN: SHH	DATE:	CHECKED: ACE	CHECKED: EC		<b>INDIANA</b> DEPARTMENT OF TRANSPORTATION  <b>PLAN &amp; PROFILE</b> <b>COUNTY HOME RD.</b> <b>LINE "C"</b>	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>HORIZONTAL SCALE</td> <td>BRIDGE FILE</td> </tr> <tr> <td>1" = 30'</td> <td></td> </tr> <tr> <td>VERTICAL SCALE</td> <td>DESIGNATION</td> </tr> <tr> <td>1" = 10'</td> <td>1802955</td> </tr> <tr> <td>SURVEY BOOK</td> <td>SHEET</td> </tr> <tr> <td>7</td> <td>1 OF 1 50</td> </tr> <tr> <td>CONTRACT</td> <td>PROJECT</td> </tr> <tr> <td>R-41949</td> <td>1802955</td> </tr> </table>	HORIZONTAL SCALE	BRIDGE FILE	1" = 30'		VERTICAL SCALE	DESIGNATION	1" = 10'	1802955	SURVEY BOOK	SHEET	7	1 OF 1 50	CONTRACT	PROJECT	R-41949	1802955
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CHECKED: ACE	CHECKED: EC																							
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1" = 30'																								
VERTICAL SCALE	DESIGNATION																							
1" = 10'	1802955																							
SURVEY BOOK	SHEET																							
7	1 OF 1 50																							
CONTRACT	PROJECT																							
R-41949	1802955																							

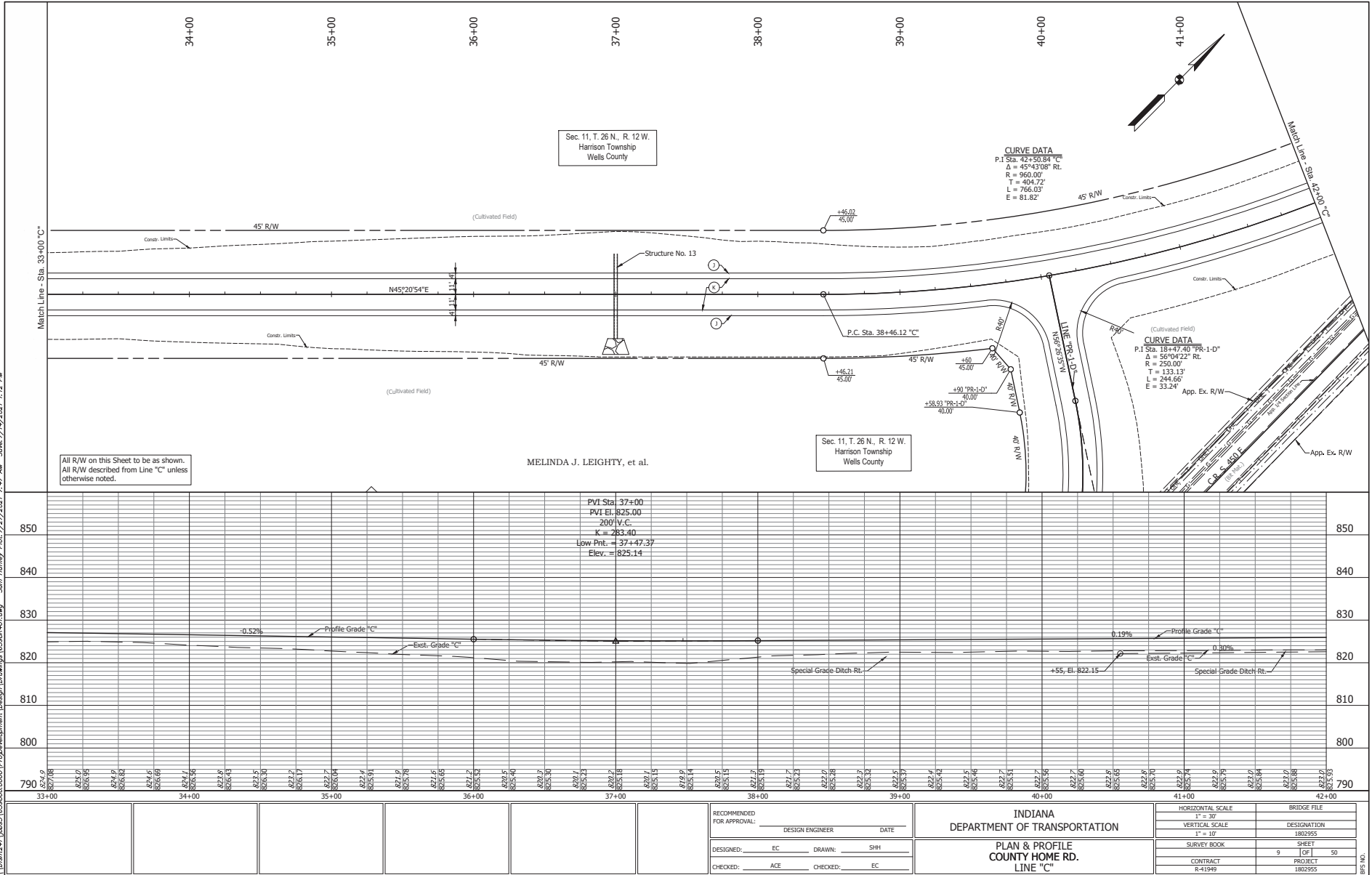
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RECOMMENDED FOR APPROVAL:	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE	
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CHECKED: ACE	CHECKED: EC			1" = 10'	1802955	
			PLAN & PROFILE COUNTY HOME RD. LINE "C"	SURVEY BOOK	SHEET	
					8	1 OF 1
				CONTRACT		PROJECT
				R-41949	1802955	

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All R/W on this Sheet to be as shown. All R/W described from Line "C" unless otherwise noted.

MELINDA J. LEIGHTY, et al.

Sec. 11, T. 26 N., R. 12 W.  
Harrison Township  
Wells County

Sec. 11, T. 26 N., R. 12 W.  
Harrison Township  
Wells County

**CURVE DATA**  
P.I. Sta. 42+50.84  
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R = 560.00'  
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L = 766.03'  
E = 81.82'

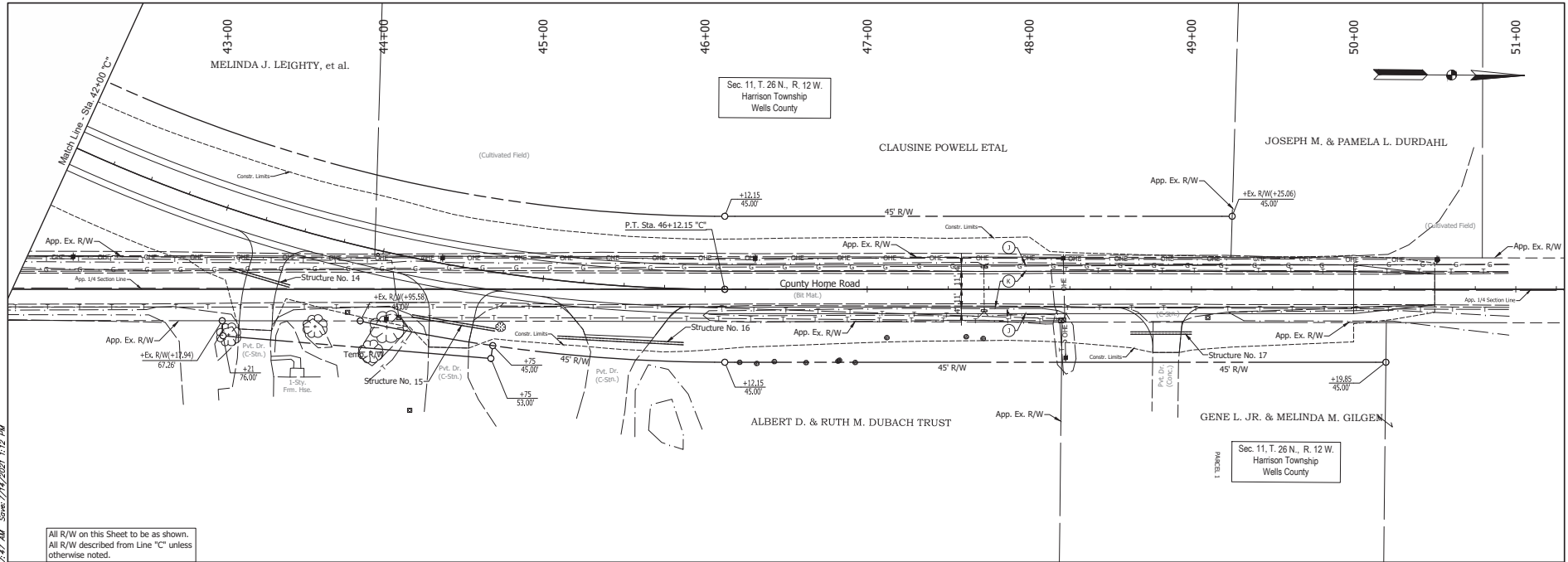
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R = 250.00'  
T = 133.13'  
L = 244.66'  
E = 33.24'

PVI Sta. 37+00  
PVI El. 825.00  
200' V.C.  
K = 283.40  
Low Pnt. = 37+47.37  
Elev. = 825.14

RECOMMENDED FOR APPROVAL:	DESIGN ENGINEER	DATE
DESIGNED: EC	DRAWN: SHH	
CHECKED: ACE	CHECKED: EC	

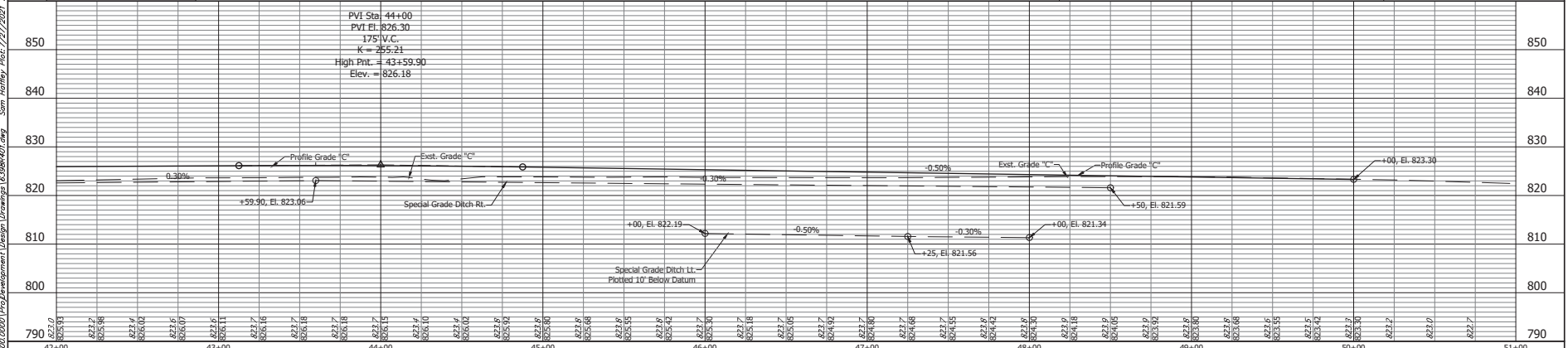
INDIANA DEPARTMENT OF TRANSPORTATION	
PLAN & PROFILE COUNTY HOME RD. LINE "C"	

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE
VERTICAL SCALE 1" = 10'	DESIGNATION 1802955
SURVEY BOOK	SHEET 9 OF 50
CONTRACT R-41949	PROJECT 1802955



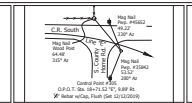
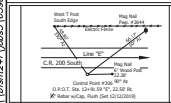
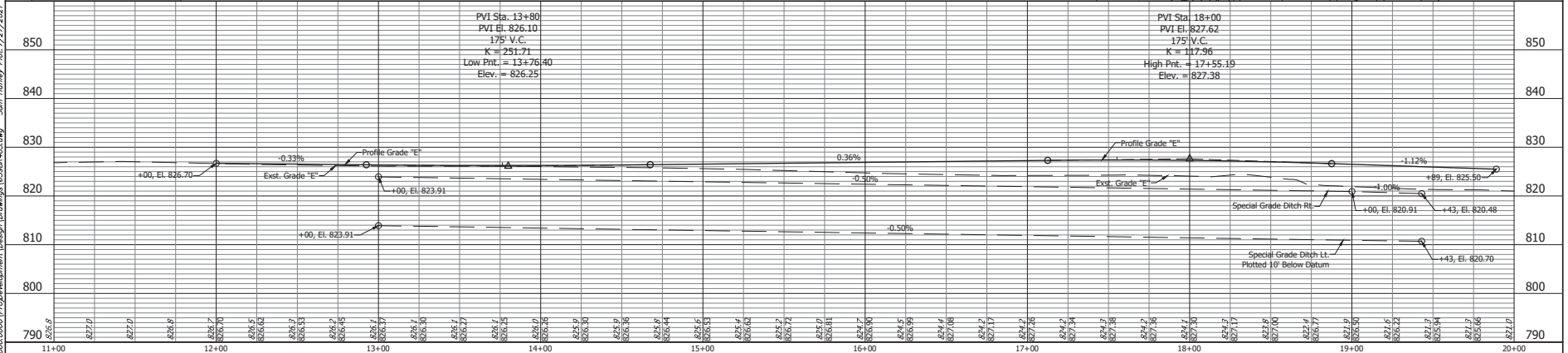
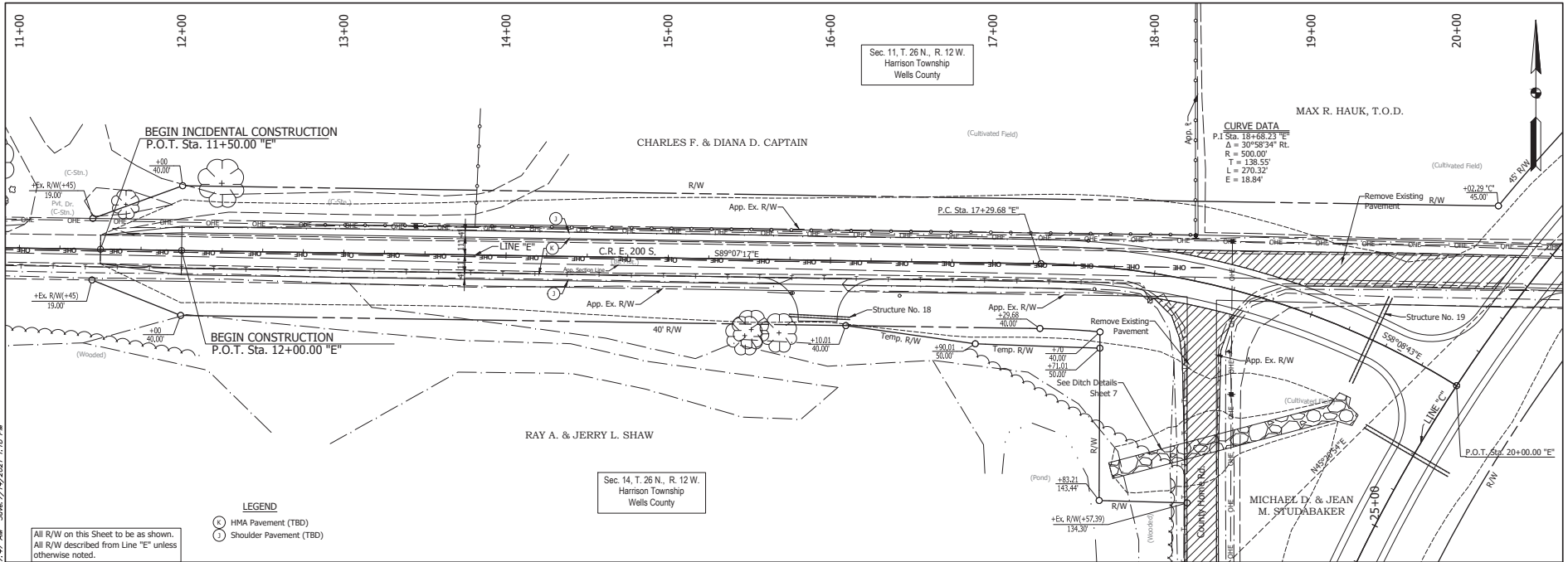
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All R/W described from Line "C" unless otherwise noted.

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RECOMMENDED FOR APPROVAL:		DESIGN ENGINEER		DATE	<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>  <b>PLAN &amp; PROFILE COUNTY HOME RD. LINE "C"</b>	HORIZONTAL SCALE	BRIDGE FILE
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CHECKED: ACE		CHECKED: EC				1" = 30'	1802955
						SURVEY BOOK	SHEET
						CONTRACT R-41949	PROJECT 1802955





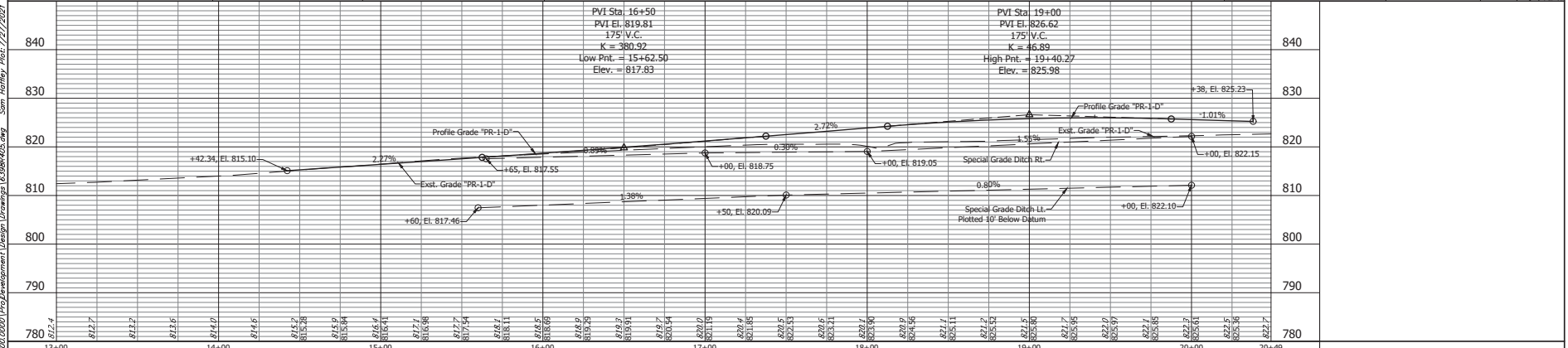
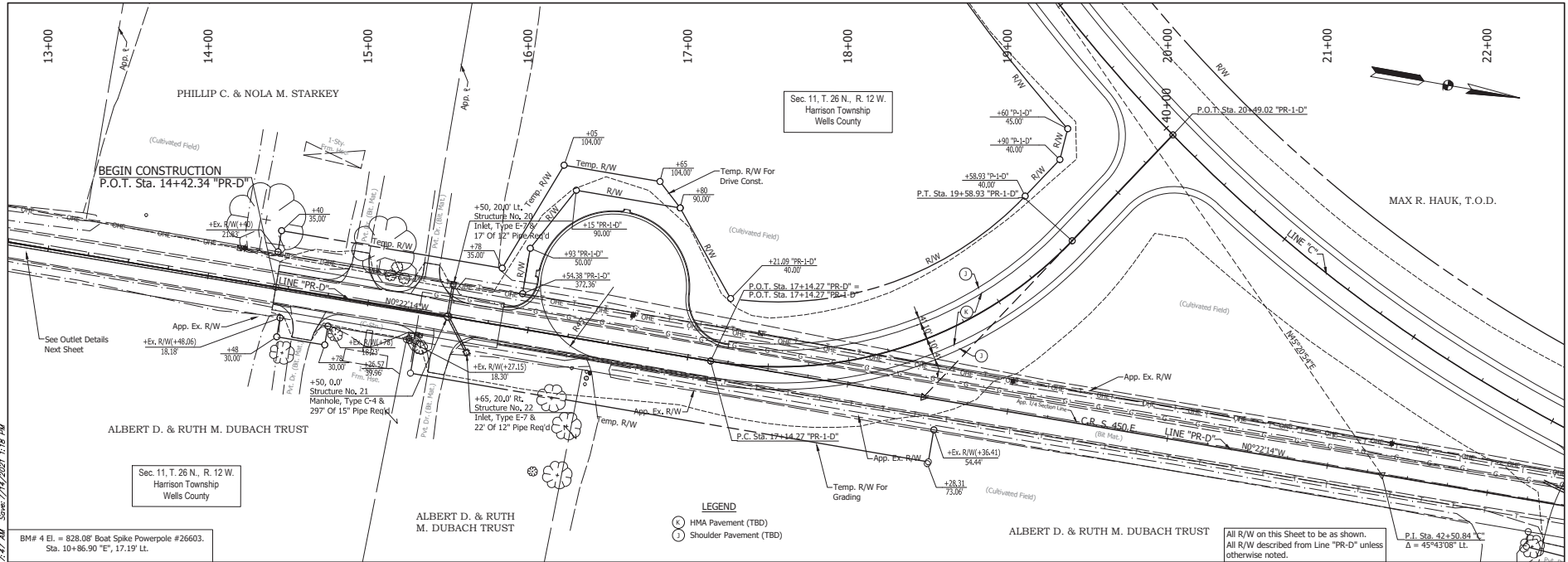
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DESIGNED:	EC	DRAWN: SHH
CHECKED:	ACE	CHECKED: EC

**INDIANA**  
DEPARTMENT OF TRANSPORTATION

**PLAN & PROFILE**  
**C.R. 200 S.**  
**LINE "E"**

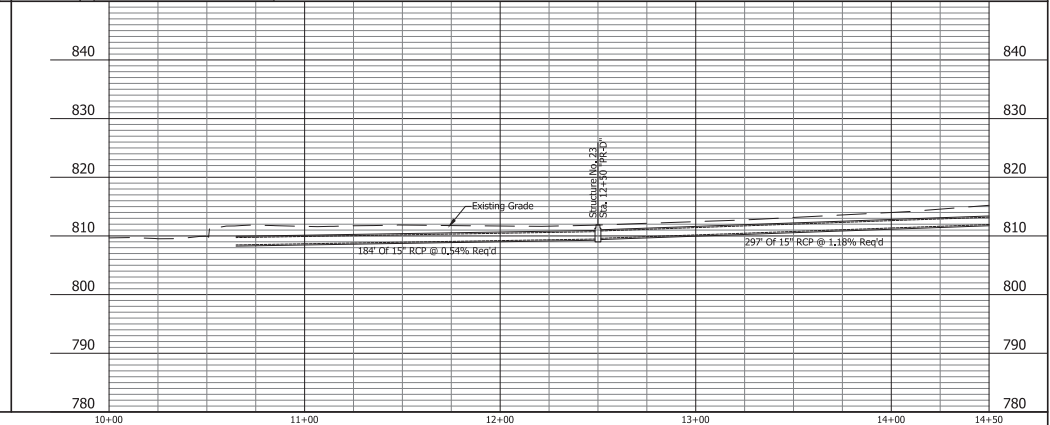
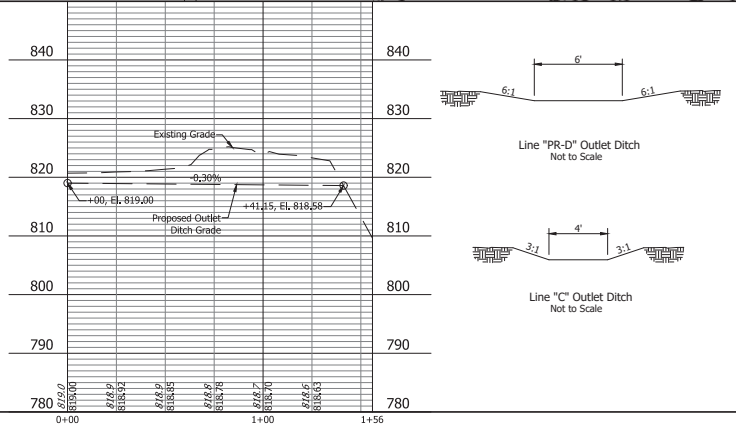
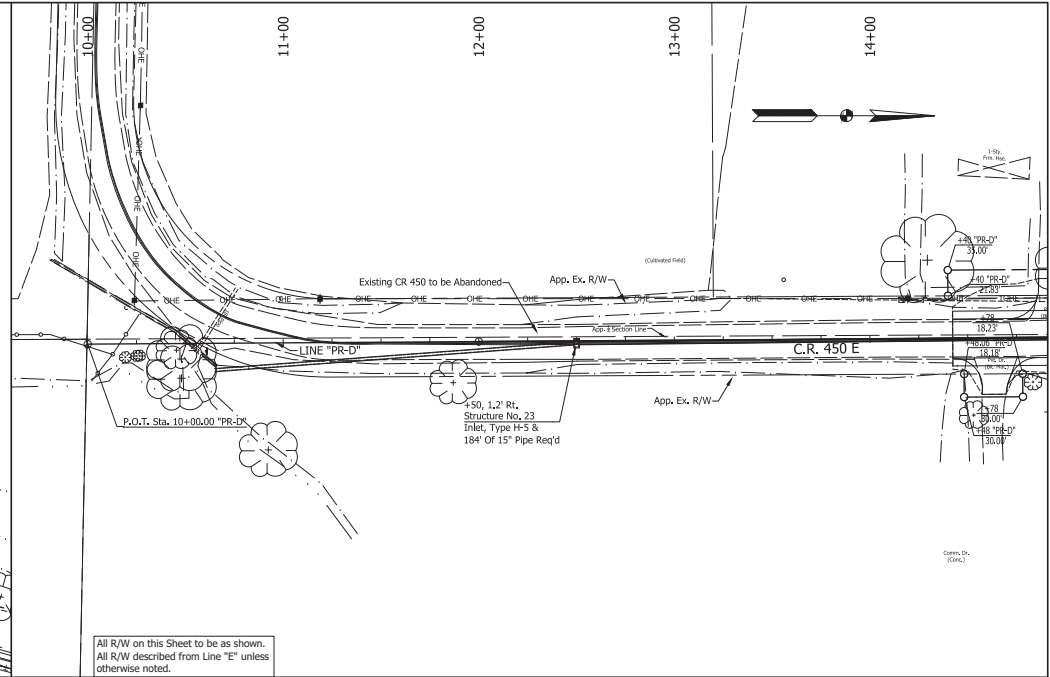
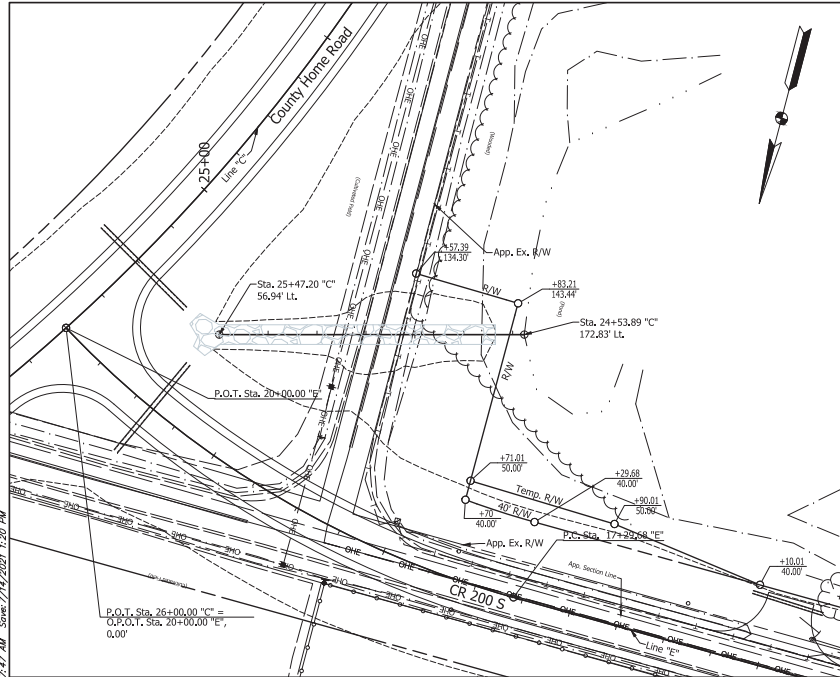
HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	
VERTICAL SCALE	DESIGNATION
1" = 5'	1802955
SURVEY BOOK	SHEET
	11 OF 50
CONTRACT	PROJECT
R-41949	1802955

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RECOMMENDED FOR APPROVAL:		DESIGN ENGINEER		DATE	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 30'	BRIDGE FILE
DESIGNED BY:	EC	DRAWN BY:	SHH		PLAN & PROFILE C.R. 450 E. LINE "PR-1-D"		VERTICAL SCALE 1" = 10'	DESIGNATION 1802955
CHECKED BY:	ACE	CHECKED BY:	EC				SURVEY BOOK	SHEET 1 OF 1 50
							CONTRACT R-41949	PROJECT 1802955

I:\projects\241\_base\1802955\1802955.dwg  
 User: jk241\_base\1802955\1802955.dwg  
 Date: 7/27/2017 7:47 AM  
 Scale: 1/4" = 1'-0"  
 Sheet: 1 of 1



I:\projects\2411\2411\_0001\2411\_0001\Development\Design\Drawings\6388414.dwg Sun 10/12/2021 7:47 AM Sheet 7/12/2021 1:30 PM

RECOMMENDED FOR APPROVAL:		DESIGN ENGINEER		DATE	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE 1" = 30'		BRIDGE FILE	
DESIGNED: EC		DRAWN: SHH			PLAN & PROFILE OUTLET DITCHES		VERTICAL SCALE 1" = 10'		DESIGNATION 1802955	
CHECKED: ACE		CHECKED: EC					SURVEY BOOK		SHEET 13 OF 50	
							CONTRACT R-41949		PROJECT 1802955	

APPENDIX C  
Early Coordination

October 13, 2020



## Sample Early Coordination Letter

### Headquarters:

8450 Westfield Blvd., Suite 300  
Indianapolis, IN 46240-5920  
T 317.713.4615  
F 317.713.4616  
E [bfs@BFSEngr.com](mailto:bfs@BFSEngr.com)  
[www.BFSEngr.com](http://www.BFSEngr.com)

### Branch Locations:

Fort Wayne  
Jeffersonville  
Lafayette  
Merrillville  
Plainfield

### Founded 1961



RE: Des. Nos.: 1802955, Roadway Project, County Home Road and County Road 450 East, Harrison Township, Wells County, Indiana.

Dear Ms. Stanifer:

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a curve correction on County Home Road, Des. No. 1802955. The proposed undertaking is on County Home Road and County Road 450 East between approximately 0.12 mile south of State Road 116, 0.11 mile west of County Home Road, and 0.17 mile south of County Road 200 South in Wells County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The need for the project is supported by the presence of alligator and block cracks, edge cracking, and extensive patching in poor condition throughout the project area. In addition, sections of the existing roadway either have no shoulders or are bordered by narrow, earth or gravel shoulder areas (0-1 foot in width). Horizontal and vertical alignments along some sections of the roadway create poor sight-distance conditions. The primary purpose of the project is to address ongoing roadway deterioration, narrow roadway geometrics, and limited sight distances surrounding the intersection of County Road 200 South and County Home Road. The proposed undertaking is within Harrison Township, USGS Bluffton, Indiana Quadrangle, in Sections 11 and 14, Township 26 North, Range 12 East.

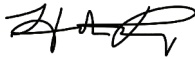
The project proposes to reconstruct the intersection of County Home Road and County Road 200 South. County Home Road, County Road 200 South, and County Road 450 East would have a typical section of two 11 ft. travel lanes and 6 ft. wide shoulders, consisting of 4 ft. paved and 2 ft. compacted aggregate. The roadway would be shifted to the west on a new alignment. Drainage improvements would include new roadside ditches and erosion protection. The new roadside ditches may be outlet into the nearby Six Mile Creek. The project is approximately 1.10 miles long. Approximately 18.5 acres of total area of construction is anticipated.

Land use in the area is largely agricultural with some residential homes near the termini of the project area. Butler, Fairman and Seufert, Inc., will perform waters and wetlands

determinations and a biological assessment to identify any ecological resources that may be present. The INDOT Cultural Resources Office (CRO) will investigate the areas of additional right-of-way for archaeological and historic resources for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence.

Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Hannah Bays, Environmental Preparer, Butler, Fairman and Seufert, Inc., [hbays@bfsengr.com](mailto:hbays@bfsengr.com), or Eduardo Calderin Project Manager, Butler, Fairman and Seufert, Inc., [ECalderin@bfsengr.com](mailto:ECalderin@bfsengr.com). Thank you in advance for your input.

Sincerely,



Hannah Bays  
Environmental Scientist  
Butler, Fairman and Seufert, Inc.

HB/NB

Attachments:

Maps (Location, Aerial, Topographic,

Photo Key)

Photographs

NWI, Soil, and FEMA Floodplain Map

Ecological Evaluation

Endangered Species List

[See Appendix B and Appendix F](#)



**cc:**

Kari Carmany-George  
Fort Wayne District  
Federal Highway Administration  
575 N Pennsylvania St#254  
Indianapolis, IN 46204  
[k.carmanygeorge@dot.gov](mailto:k.carmanygeorge@dot.gov)

Indiana Geological Survey  
<https://igs.indiana.edu/eAssessment/>

Karen Novak  
Environmental Section Manager  
INDOT Fort Wayne District  
5333 Hatfield Rd  
Fort Wayne, IN 46808  
[knovak@indot.in.gov](mailto:knovak@indot.in.gov)

Christie Stanifer,  
Environmental Coordinator  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
402 West Washington Street, W-264  
Indianapolis, IN 46204-2641  
[environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov)

Indiana Department of Environmental  
Management  
<https://www.in.gov/idem/5284.htm>

Manager, Public Hearings  
Indiana Department of Transportation  
100 N Senate Avenue, Rm. 6422  
Indianapolis, IN 46204  
[rclark@indot.in.gov](mailto:rclark@indot.in.gov)

Elizabeth McCloskey  
US Fish and Wildlife Service  
Northern Indiana Suboffice  
620 South Walker Street  
Bloomington, Indiana 47403  
[Robin\\_mcwilliams@fws.gov](mailto:Robin_mcwilliams@fws.gov)

Paul J. Lehmann, Regional Environmental  
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Chicago Regional Office, U.S Dpt. Of  
Housing and Urban Dvlpt.  
77 W. Jackson Blvd. Room 2401  
Chicago, IL 60604  
[Paul.J.Lehmann@hud.gov](mailto:Paul.J.Lehmann@hud.gov)

Hector Santiago  
National Park Service, Department of  
Interior  
601 Riverfront Drive  
Omaha, NE 68102  
[Hector\\_santiago@nps.gov](mailto:Hector_santiago@nps.gov)

Rick Neilson, State Conservationist  
Natural Resources Conservation Service  
6013 Lakeside Boulevard  
Indianapolis, IN 46278  
[rick.neilson@in.usda.gov](mailto:rick.neilson@in.usda.gov)

Greg McKay  
ATTN: CELRL-OPF-N  
Louisville District, USACE  
P.O. Box 59  
Louisville, KY 40201-0059  
[Gregory.a.mckay@usace.army.mil](mailto:Gregory.a.mckay@usace.army.mil)

Michael Lautzenheiser  
Floodplain Manager  
Wells County  
223 West Washington Street Room 211  
Bluffton, IN 46714  
[wcapc@wellscounty.org](mailto:wcapc@wellscounty.org)

MS4 Coordinator

Nate Rumschlag  
Wells County Engineer  
1600 W Washington Street  
Bluffton, IN 46714  
[chengineer@wellscounty.org](mailto:chengineer@wellscounty.org)

**Headquarters:**  
8450 Westfield Blvd., Suite 300  
Indianapolis, IN 46240-5920  
T 317.713.4615  
F 317.713.4616  
E [bfs@BFSEngr.com](mailto:bfs@BFSEngr.com)  
[www.BFSEngr.com](http://www.BFSEngr.com)

**Branch Locations:**  
Fort Wayne  
Jeffersonville  
Lafayette  
Merrillville  
Plainfield

**Founded 1961**





## Organization and Project Information

**Project ID:** 6398  
**Des. ID:** 1802955  
**Project Title:** Roadway Project  
**Name of Organization:** Butler, Fairman & Seufert, Inc.  
**Requested by:** Hannah Bays

## Environmental Assessment Report

### 1. Geological Hazards:

- High liquefaction potential
- Floodway

### 2. Mineral Resources:

- Bedrock Resource: High Potential
- Sand and Gravel Resource: Low Potential

### 3. Active or abandoned mineral resources extraction sites:

- Abandoned Industrial Minerals Sand Gravel Pits

\*All map layers from Indiana Map ([maps.indiana.edu](http://maps.indiana.edu))

### DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

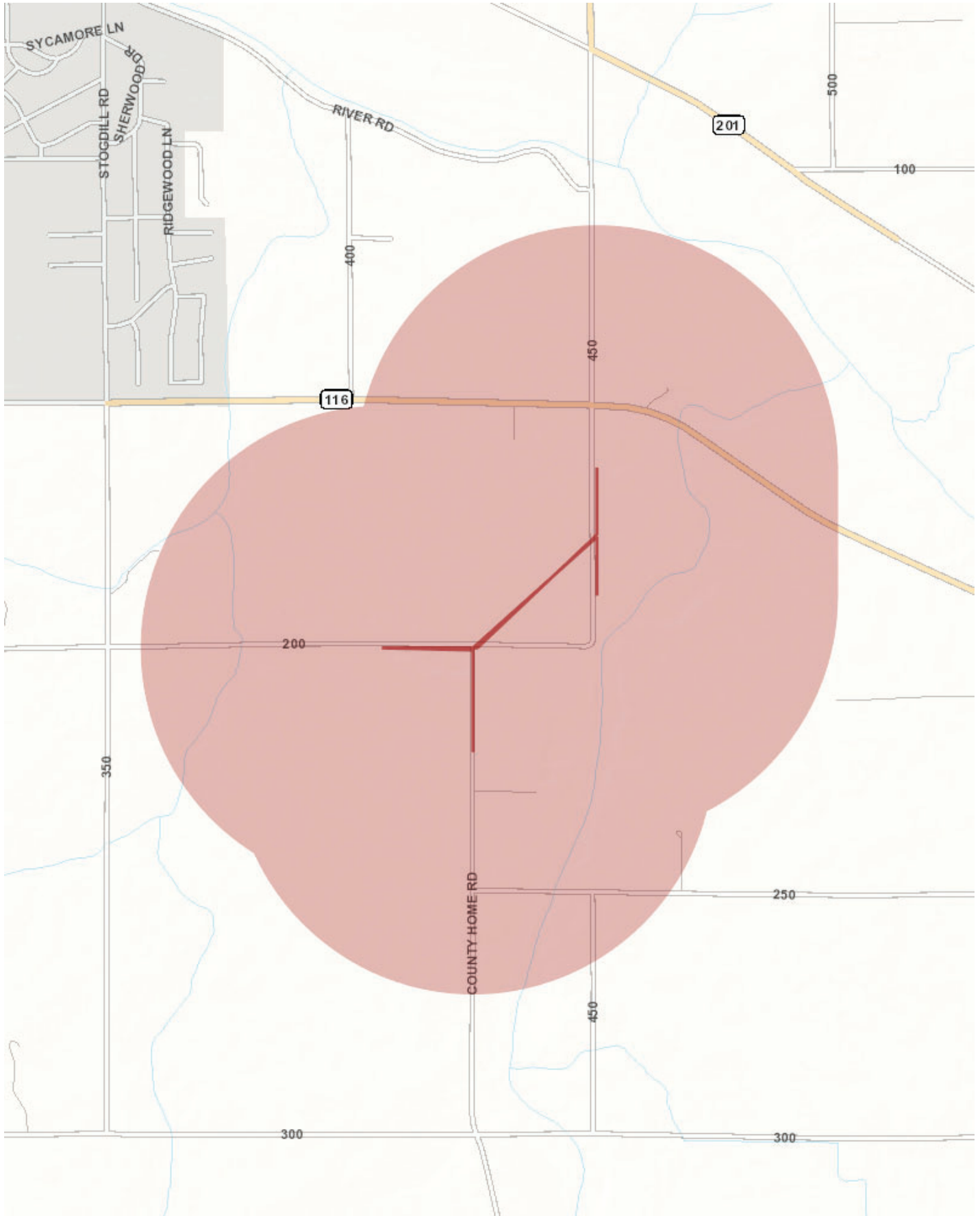
Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)

Phone: 812 855-7428

Date: October 13, 2020

C4





## Metadata:

- [https://maps.indiana.edu/metadata/Geology/Industrial\\_Minerals\\_Sand\\_Gravel\\_Pits\\_Abandoned.html](https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Pits_Abandoned.html)
- [https://maps.indiana.edu/metadata/Geology/Seismic\\_Earthquake\\_Liquefaction\\_Potential.html](https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html)
- [https://maps.indiana.edu/metadata/Geology/Industrial\\_Minerals\\_Sand\\_Gravel\\_Resources.html](https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html)
- [https://maps.indiana.edu/metadata/Hydrology/Floodplains\\_FIRM.html](https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html)
- [https://maps.indiana.edu/metadata/Geology/Bedrock\\_Geology.html](https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html)

**From:** [WCAPC](#)  
**To:** [Hannah Bays](#); [WCAPC](#)  
**Subject:** RE: Early Coordination Request Des No 1802955  
**Date:** Tuesday, October 13, 2020 11:14:54 AM  
**Attachments:** [image001.png](#)

---

Hannah,

Our primary concern and significant benefit of this project is to remove the roadway out of the floodplain and verify that construction will not create any net fill in the SFHA. There are better maps available than what is used in your report for the flood issue in this area. DNR has the best available data which you can access at <https://dnrmaps.dnr.in.gov/appsphp/fdms/> An EFARA to confirm flood elevation would be needed for this project. This project would require a floodplain development permit prior to construction from our office.

Sincerely,

**Michael W. Lautzenheiser, Jr. AICP & CFM**

Wells County Area Plan Commission Executive Director  
GIS Manager / Floodplain Administrator  
PH: 260.824.6407 / [GIS@wellscounty.org](mailto:GIS@wellscounty.org)  
Fax: 260.824.6415  
Wells County Area Plan Commission  
223 W. Washington St  
Bluffton, IN 46714

---

**From:** Hannah Bays <[HBays@bfsengr.com](mailto:HBays@bfsengr.com)>  
**Sent:** Tuesday, October 13, 2020 10:32 AM  
**To:** WCAPC <[wcapc@wellscounty.org](mailto:wcapc@wellscounty.org)>  
**Subject:** Early Coordination Request Des No 1802955

Dear Mr. Lautzenheiser,

Our firm has been retained by Wells County Board of Commissioners to prepare an environmental study for the project with Des No 1802955. Please find attached a request for technical assistance from your agency.

Thank you,

**Hannah Bays**  
**Environmental Scientist**

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

**DNR #:** ER-23134

**Request Received:** October 13, 2020

**Requestor:** Butler Fairman and Seufert Inc  
Hannah Bays  
8450 Westfield Boulevard, Suite 300  
Indianapolis, IN 46240-8302

**Project:** County Home Road, CR 450 East, and CR 200 South intersection reconstruction, and new roadway alignment; Des #1802955

**County/Site info:** Wells

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

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

**Regulatory Assessment:** This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of Sixmile Creek. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

**Fish & Wildlife Comments:** The measures below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits.
3. 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.
4. Do not excavate or place fill in any riparian wetland.

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

*Christie L. Stanifer*

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

**Date:** November 10, 2020

---

November 16, 2020

Hannah Bays  
Butler, Fairman & Seufert  
8450 Westfield Boulevard, Suite 300  
Indianapolis, Indiana 46240

Dear Ms. Bays:

The proposed project to make roadway improvements along County Home Road and County Road 450 in Harrison Township, Wells County, Indiana, (Des No 1802955) as referred to in your letter received October 13, 2020, will cause a conversion of prime farmland.

The attached packet of information is for your use competing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

RICK NEILSON  
State Soil Scientist



**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project <b>DES1802955 Curve Correction</b>		Federal Agency Involved <b>FHWA</b>			
Proposed Land Use <b>Roadway Improvement</b>		County and State <b>Wells County, Indiana</b>			
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS <b>10/13/2020</b>		Person Completing Form: <b>JRA</b>	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		Acres Irrigated	
				Average Farm Size <b>387 ac</b>	
Major Crop(s) <b>Corn</b>		Farmable Land In Govt. Jurisdiction Acres: <b>233733 % 99</b>		Amount of Farmland As Defined in FPPA Acres: <b>225946 % 95</b>	
Name of Land Evaluation System Used <b>LESA</b>		Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS <b>11/16/2020</b>	
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		<b>9.34</b>			
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		<b>18.50</b>			
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		<b>9.22</b>			
B. Total Acres Statewide Important or Local Important Farmland		<b>0.00</b>			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<b>0.004</b>			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		<b>41</b>			
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		<b>83</b>			
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		<b>Maximum Points</b>	Site A	Site B	Site C
1. Area In Non-urban Use		(15)	<b>14</b>		
2. Perimeter In Non-urban Use		(10)	<b>9</b>		
3. Percent Of Site Being Farmed		(20)	<b>20</b>		
4. Protection Provided By State and Local Government		(20)	<b>0</b>		
5. Distance From Urban Built-up Area		(15)	<b>10</b>		
6. Distance To Urban Support Services		(15)	<b>0</b>		
7. Size Of Present Farm Unit Compared To Average		(10)	<b>0</b>		
8. Creation Of Non-farmable Farmland		(10)	<b>8</b>		
9. Availability Of Farm Support Services		(5)	<b>5</b>		
10. On-Farm Investments		(20)	<b>5</b>		
11. Effects Of Conversion On Farm Support Services		(10)	<b>0</b>		
12. Compatibility With Existing Agricultural Use		(10)	<b>0</b>		
TOTAL SITE ASSESSMENT POINTS		<b>160</b>	<b>71</b>	<b>0</b>	<b>0</b>
<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	<b>83</b>	<b>0</b>	<b>0</b>
Total Site Assessment (From Part VI above or local site assessment)		160	<b>71</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>		<b>260</b>	<b>154</b>	<b>0</b>	<b>0</b>
Site Selected: <b>Site A</b>		Date Of Selection <b>10/13/2020</b>		Was A Local Site Assessment Used?	
				YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
Reason For Selection: <b>Using this site will avoid the need to relocate nearby residences.</b>					
Name of Federal agency representative completing this form: <b>Butler, Fairman, Seufert, Inc</b>					Date: <b>10/13/2020</b>



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

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

April 29, 2021

Elizabeth McCloskey  
U.S. Fish and Wildlife Service  
Northern IN Field Office  
Chesterton, Indiana 46304

Re: Standard Informal Consultation for the Indiana Bat and Northern Long-Eared Bat  
Des. No. 1802955  
County Home Road (County Road 450 E) and County Road 200 S Roadway Realignment Project, Wells  
County, Indiana

Dear Ms. McCloskey:

The Indiana Department of Transportation (INDOT), is acting on behalf of Federal Highway Administration (FHWA), and submitting this letter for standard informal consultation for the Indiana bat (*Myotis sodalis*) and Northern long-eared bat (*Myotis septentrionalis*) (NLEB). Based on the project description and aerial map (Page 6), the project is not within the scope of the *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and NLEB* due to the project not limited to exempted activities greater than 300 feet from the existing road/rail surface.

## **Background**

The existing roadway widths for S County Road 450 E, also known as County Home Road, and County Road 200 S are approximately 18-feet with two (2) travel lanes, one in each direction. Drainage ditches line the sides of the roadways. Sixmile Creek is located east of the existing horizontal curve of CR 200 South. The area surrounding the proposed project area consists of farmland, residences, and a patch of a lightly forested area. A pond is located in the southwest and northeast quadrant of the project area. This project is located in an area of suitable bat habitat. A 0.5 mile radius bat check around the project area resulted in no evidence of the reference bat species.

## **Proposed Improvements**

The primary purpose of the roadway realignment project is to address ongoing roadway deterioration, narrow roadway geometrics, and limited sight distances approaching the intersection of CR 200 South and County Home Road. The project proposes to realign County Home Road to the west, eliminating the 90-degree turn at CR 200 South. The existing CR 200 South pavement will be removed; however, no trees will be disturbed or removed. County Home Road and CR 200 South will have a typical section of two 11 ft. travel lanes and 6 ft. wide shoulders, consisting of 4 ft. paved and 2 ft. compacted aggregate. County Home Road will be converted to a cul-de-sac south of the proposed realignment, approximately 0.07 mile north of the existing 90-degree turn to maintain access to the two residential properties south of the realignment. Drainage improvements will include new roadside ditches and erosion protection. Tree removal will only be required for a proposed drainage ditch to the pond in the southwest quadrant See attachment 2 for the proposed project changes. Temporary lighting may be used during construction, but no permanent lighting is proposed.

### **Right-of-Way**

Approximately 2.0 acres of permanent right-of-way (ROW) acquisition will be required from agricultural and residential properties along the proposed alignment.

### **Construction Schedule and Maintenance of Traffic**

The project is proposed to be constructed in 2023. Maintenance of traffic will require closure of the road and the institution of a detour.

### **Coordination Completed**

Coordination with the Indiana Department of Natural Resources (IDNR) was initiated on October 13, 2020. A response on November 10, 2020 included coordination for the Flood Control Act for any potential impacts to Sixmile Creek's floodway and additional standard measures associated with revegetation, excavation in the waterway, and erosion and sediment control (Attachment 12). The Natural Heritage Program's database indicated no plant or animal species that are state of federally threatened, endangered, or rare in the project vicinity. There are no additional species or critical habitats listed on the generated IPaC species list (Attachment 13).

### **Existing Habitat and Bat Data**

According to IPaC and the coordination response from DNR, there are no current roosting locations or known habitats within a 0.5 mile radius of the project area. The surrounding vicinity of the project area contains mostly farmland. Trees are located at the southwestern terminus of the project area, surrounding the pond, and at the southern terminus of South County Road 450 East.

### **Assessment of Potential Suitable Summer Habitat**

There is suitable summer habitat located within 0.5 mile of the project area. Two (2) trees, cottonwood and silver maple, will be removed for the drainage structure installation to the pond. The drainage structure includes a drainage ditch with riprap channel from the proposal realignment of County Home Road which will include 0.04 acres of terrestrial habitat (grassland) impacts. See attachments 19-30 for detailed plan sheets. The trees will be removed during the inactive bat season.

### **Water Resources and Wetlands**

From the National Wetland Inventory there appears to be four (4) wetland polygons located within the 0.5 miles search radius. The nearest wetland polygon is mapped within the project area, approximately 0.1 mile southwest of the intersection of County Home Road and CR 200 at the southwest end of the project. Sixmile Creek is located east of the project area and will not be impacted (Attachment 2).

### **Impacts**

In addition to the two trees that will be removed for the proposed project, there will be minimal impacts to the wetland polygon 0.1 mile southwest of the intersection of County Home Road and CR 200 South. The 0.002 acre impacts to this wetland area, which is a pond, will include rerouting drainage ditches to outlet into the pond from the proposed road realignment. The drainage ditch itself is new and will cause 0.04 acres of terrestrial habitat (grassland) impacts (Attachment 24). This was the alternative with the least impacts to improve roadway drainage. Only temporary lighting will be used for nighttime work. The realignment of the new road will raise percussives over a normal level. This project is located in suitable summer habitat for bats. No tree clearing will occur beyond 300 feet from the existing roadway, only roadway realignment construction actions will occur 300 feet from the existing



roadway. The proposed tree clearing is shown on the aerial photograph on Attachment 4 and is summarized below.

*Table 1. Tree Clearing Summary*

Acres of trees to be cleared within 100 feet of existing road/rail	Acres of trees to be cleared more than 100 feet, but less than 300 feet from existing road/rail	Acres of trees to be cleared more than 300 feet from existing road/rail	Total Acres of Trees
0.18	0.00	0.00	0.18

**Commitments**

The following commitments are proposed as Avoidance and Minimization Measures (AMMs) to reduce potential impacts to the Indiana Bat and NLEB.

**TREE REMOVAL AMM 1**

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

**LIGHTING AMM 1**

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

**TREE REMOVAL AMM 2**

Apply time of year restrictions (October 1 to March 31) for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (No tree clearing from April 1 – September 30).

**TREE REMOVAL AMM 3**

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

**TREE REMOVAL AMM 4**

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

**GENERAL AMM 1**

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

## **Conclusion**

In consultation with USFWS, it was determined that the Proposed Action is not within the scope of the *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and NLEB* and will be processed as standard informal consultation.












Based on the review of existing data, assessment of likely suitable summer habitats, tree clearing quantities/mapping, and applied AMMs, the FHWA has determined the proposed project has an effect finding of "May Affect, Not Likely to Adversely Affect - with AMMs" for the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened NLEB (*Myotis septentrionalis*).

The FHWA is requesting USFWS concurrence with this project "May Affect, Not Likely to Adversely Affect - with AMMs" determination.

Please contact Hannah Deguch, [hbays@bfsengr.com](mailto:hbays@bfsengr.com), if you have any questions or require additional information. We appreciate your attention to this project.



**Legend**

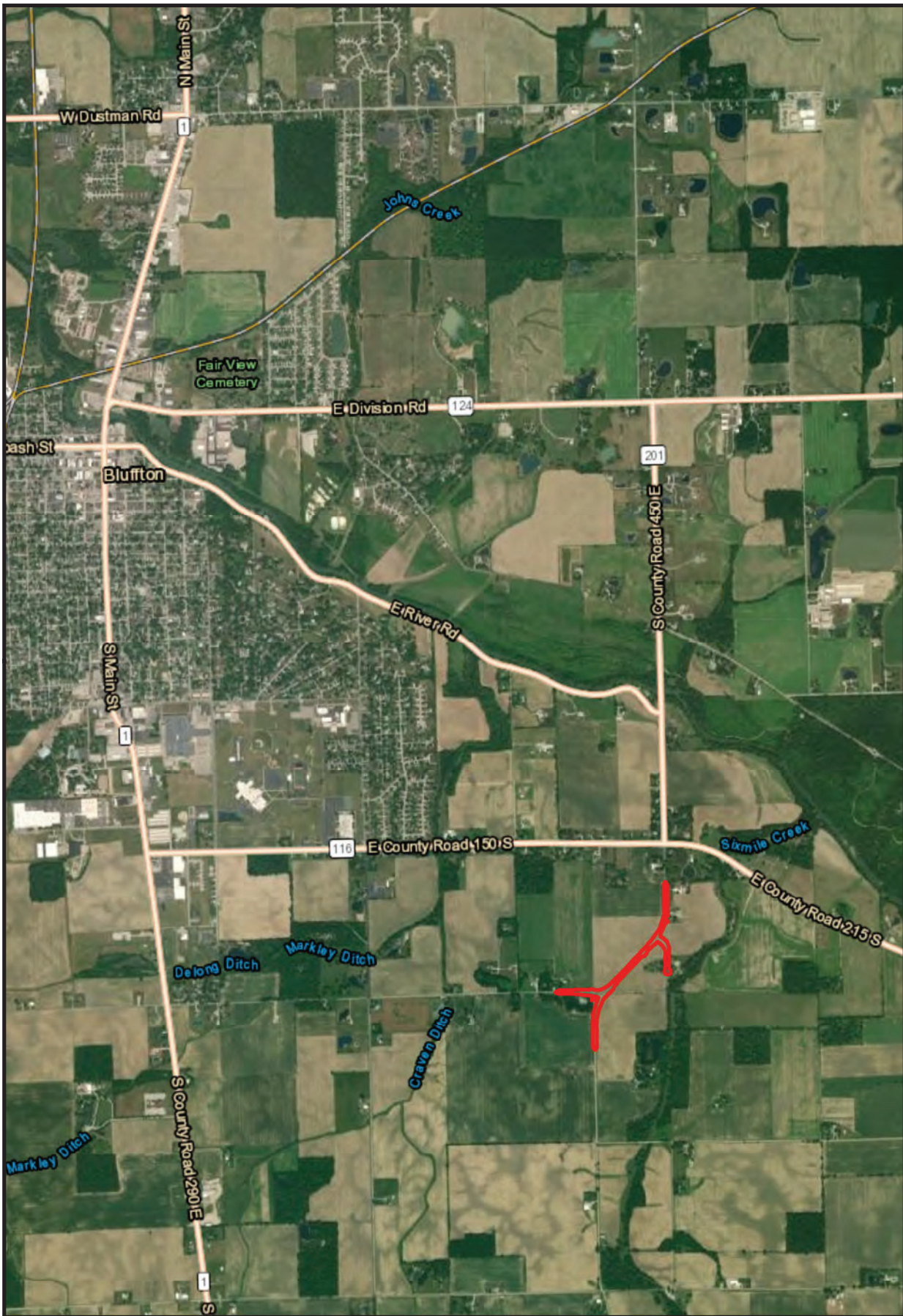
-  Tree Clearing
-  Pavement Removal
-  Project Area
- Wetlands**
- WETLANDS**
-  Estuarine and Marine Deepwater
-  Estuarine and Marine Wetland
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Lake
-  Other
-  Riverine

Map Source: Indiana Geological Survey (IGS), IndianaMap, 2019  
 ArcGIS Online (ESRI) World Imagery.



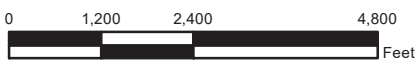
**Aerial Map**

County Home Road Realignment  
 Wells County, Indiana  
 Des. No. 1802955



**Legend**  
 Project Area

Map Source: Indiana Geological Survey (IGS), IndianaMap, 2019  
 ArcGIS Online (ESRI) World Imagery.



**Aerial Map**

County Home Road Realignment  
 Wells County, Indiana  
 Des. No. 1802955

PROPOSED TREE CLEARING LOCATION FOR DRAINAGE INLET





# United States Department of the Interior

## Fish and Wildlife Service



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

October 22, 2020

Ms. Hannah Bays  
Butler, Fairman and Seufert, Inc.  
8450 Westfield Boulevard, Suite 300  
Indianapolis, Indiana 46240-5920

Project No.: Des. 1802955  
Project: Relocation of County Home Road and County Road 450 East  
Location: Wells County

Dear Ms. Bays:

This responds to your letter dated October 13, 2020, requesting our comments on the aforementioned project.

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

The proposed project consists of the reconstruction of County Home Road and CR 450 East on a new alignment through active agricultural land. County Home Road intersects CR 200 South as a T intersection from the south; CR 200 South then continues east 0.25 mile to a 90 degree curve to the north, where it becomes CR 450 East. The project plan is to construct a new combined County Home Road and CR 450 East on a southwest to northeast diagonal, thus eliminating the 90 degree curve. CR 200 South would then have a "T" intersection with the new roadway, and a spur roadway would connect the remaining southern section of CR 450 East to the new roadway in order to provide access to properties in that area.

The project would be about 1.10 miles long and require approximately 18.5 acres of mostly new right-of-way to provide a new, wider road with shoulders and drainage. The project would impact cropland and some existing roadway. It appears that no trees would need to be removed.

## ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*) and the threatened northern long-eared bat (*Myotis septentrionalis*). The project does not qualify for the bat Section 7 Range-wide Programmatic Informal Consultation process because of the new alignment. There is no known habitat for the bats within the proposed project area, so we agree that the proposed project is not likely to adversely affect these endangered and threatened species.

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

We appreciate the opportunity to comment at this early stage of project planning. If project plans change, please recoordinate with our office as soon as possible. For further discussion, please contact Elizabeth McCloskey at [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov).

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt  
Supervisor

Sent via email October 22, 2020; no hard copy to follow.



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

In Reply Refer To:

January 25, 2021

Consultation Code: 03E12000-2020-SLI-2430

Event Code: 03E12000-2021-E-02964

Project Name: Des No. 1802955, County Home Road and CR 450 East Realignment, Wells County, Indiana

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

To Whom It May Concern:

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you



determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

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

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

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

Attachment(s):

- Official Species List

## **Official Species List**

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

This species list is provided by:

### **Indiana Ecological Services Field Office**

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

## Project Summary

Consultation Code: 03E12000-2020-SLI-2430

Event Code: 03E12000-2021-E-02964

Project Name: Des No. 1802955, County Home Road and CR 450 East Realignment, Wells County, Indiana

Project Type: TRANSPORTATION

Project Description: The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a curve correction on County Home Road, Des. No. 1802955. The proposed undertaking is on County Home Road and County Road 450 East between approximately 0.12 mile south of State Road 116, 0.11 mile west of County Home Road, and 0.17 mile south of County Road 200 South in Wells County, Indiana. The project proposes to reconstruct the intersection of County Home Road and County Road 200 South. County Home Road, County Road 200 South, and County Road 450 East would have a typical section of two 11 ft. travel lanes and 6 ft. wide shoulders, consisting of 4 ft. paved and 2 ft. compacted aggregate. The roadway would be shifted to the west on a new alignment. Drainage improvements would include new roadside ditches and erosion protection. The project is approximately 1.08 miles long. Approximately 2.0 acres of permanent right-of-way acquisition is anticipated. The preferred method of traffic maintenance will include the closure of County Home Road, CR 200 South and CR 450 E. Access to all private properties will be maintained during construction. No permanent lighting will be installed. Temporary lighting may be used for nighttime work. Suitable summer habitat is located in the project vicinity. Two (2) trees will be removed for the drainage structure installation to the pond. The trees will be removed during the inactive season. During Butler, Fairman & Seufert's field investigation on May 13, 2020, no presence of endangered bats was identified. The letting date for this project is scheduled to be July 2023 with construction anticipated to occur Spring 2024. A review of the USFWS database on August 13, 2020, did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@40.71481701356674,-85.1385875427155,14z>



Counties: Wells County, Indiana

## Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

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

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

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

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

## Mammals

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

## Critical habitats

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

# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

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

Wells County Board of Commissioners

Butler, Fairman & Seufert, Inc.  
Hannah Bays  
8450 Westfield Blvd  
Indianapolis, IN 46240

IN  
Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The project proposes to reconstruct the intersection of County Home Road and County Road 200 South. County Home Road, County Road 200 South, and County Road 450 East would have a typical section of two 11 ft. travel lanes and 6 ft. wide shoulders, consisting of 4 ft. paved and 2 ft. compacted aggregate. The roadway would be shifted to the west on a new alignment. Drainage improvements would include new roadside ditches and erosion protection. The new roadside ditches may be outlet into the nearby Six Mile Creek. The project is approximately 1.10 miles long. Approximately 18.5 acres of total area of construction is anticipated.

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

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

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

## WATER AND BIOTIC QUALITY

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

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

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

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

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

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

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

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

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq>) (<http://www.in.gov/idem/4917.htm#constreq>), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150>) (PDF) (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html>) (<http://www.in.gov/isda/soil/contacts/map.html>).

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

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

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

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

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

## AIR QUALITY

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

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

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

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

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

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

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: [http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf)) ([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf)). It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit: <http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

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

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

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

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

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

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

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ais.org/legislative/iac/T03260/A00080.PDF>) (<http://www.ais.org/legislative/iac/T03260/A00080.PDF>).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: [www.ais.org/legislative/iac/t03260/a00020.pdf](http://www.ais.org/legislative/iac/t03260/a00020.pdf) (<http://www.ais.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0176 or OAMPROD atdem.state.in.us.

## LAND QUALITY

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

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

## FINAL REMARKS

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

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

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

---

## Signature(s) of the Applicant

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

### Project Description

The project proposes to reconstruct the intersection of County Home Road and County Road 200 South. County Home Road, County Road 200 South, and County Road 450 East would have a typical section of two 11 ft. travel lanes and 6 ft. wide shoulders, consisting of 4 ft. paved and 2 ft. compacted aggregate. The roadway would be shifted to the west on a new alignment. Drainage improvements would include new roadside ditches and erosion protection. The new roadside ditches may be outlet into the nearby Six Mile Creek. The project is approximately 1.10 miles long. Approximately 18.5 acres of total area of construction is anticipated.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 11-19-2020

Signature of the INDOT  
Project Engineer or Other Responsible Agent: \_\_\_\_\_

Date: 10/13/2020

Signature of the  
For Hire Consultant: \_\_\_\_\_

Hannah Bays



**From:** [Courtade, Julian](#)  
**To:** [Neal Bennett](#)  
**Subject:** RE: Des 1802955 Early Coordination for County Home Road in Wells County, IN  
**Date:** Friday, January 14, 2022 3:53:50 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

---

Neal –

I reviewed the Early Coordination Letter and found no issues with any surrounding airspace or public-use airports. This is due to the project meeting the required glideslope criteria from the nearest public-use facility according to 14 CFR Part 77 – Safe, efficient use, and preservation of the navigable airspace.

If any object will exceed 200 ft in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the OEAAA portal below.

<https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp>

Please let me know if you have any questions!

Thanks,

**Julian L. Courtade**

**Chief Airport Inspector**

100 North Senate Ave, N758-MM

Indianapolis, IN 46204

**Cell:** (317) 954-7385

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



APPENDIX D  
Section 106 of the NHPA

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECT  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
County Home Road Realignment  
DES. NO.: 1802955**

**AREA OF POTENTIAL EFFECTS  
(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effects (APE) includes the existing and proposed right-of-way, immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE is an irregular area around the proposed alignment, due to the presence of wooded areas to the east of the project area and the extent of agricultural fields to the north and south (Appendix B, B3). The Archaeological APE is represented by the 16.3 acre survey area that includes the project footprint.

**ELIGIBILITY DETERMINATIONS  
(Pursuant to 36 CFR 800.4(c)(2))**

The APE does not contain any properties listed in or eligible for the National Register of Historic Places (NRHP).

**EFFECT FINDING**

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), has determined a "No Historic Properties Affected" finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

**SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)**

This undertaking will not convert property from any Section 4(f) historic property to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.

*Anuradha V. Kumar*

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Anuradha V. Kumar, for FHWA  
Manager  
INDOT Cultural Resources

06/21/2021

---

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
NO HISTORIC PROPERTIES AFFECTED  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR Section 800.4(d)(1)  
County Home Road Realignment  
DES. NO.: 1802955**

## **1. DESCRIPTION OF THE UNDERTAKING**

The Wells County Board of Commissioners proposes a realignment of the 90-degree curve of County Home Road/County Road (CR) 450 East and East County Road 200 South. Work will entail elimination of the curve by rerouting County Home Road to the west. The realignment will occur between approximately 0.12 mile south of State Road 116 (CR 150 South), 0.11 mile west of County Home Road, and 0.17 mile south of East CR 200 South.

The project is located in Harrison Township, Wells County, in Sections 11 and 14, Township 26 North, Range 12 East on the USGS Bluffton, Indiana Quadrangle (Appendix B, B2). The total project length is approximately 1.08 miles.

The primary purpose of the project is to address ongoing roadway deterioration, narrow roadway geometrics, and limited sight distances surrounding the intersection of CR 200 South and County Home Road. The need for the project is supported by the presence of alligator and block cracks, edge cracking, and extensive patching in poor condition throughout the project area. In addition, sections of the existing roadway either have no shoulders or are bordered by narrow earth or gravel shoulder areas (0-1 foot in width). The poor site conditions are the result of the current horizontal and vertical alignments. The existing alignments also lead to flooding that interrupts normal traffic flow during large rain events.

The project proposes to realign County Home Road to the west, eliminating the 90-degree turn at CR 200 South. County Home Road, CR 200 South, and CR 450 East will have a typical section of two 11-foot travel lanes and 6-foot-wide shoulders, consisting of 4 feet of pavement and 2 feet of compacted aggregate. County Home Road will be converted to a cul-de-sac south of the proposed realignment, approximately 0.12 mile north of the existing 90-degree turn, to provide access to the two residential properties south of the realignment. The location of the proposed cul-de-sac was revised from 0.07 mile north of the intersection to 0.12 mile north of the intersection on the basis of feedback received by Wells County from local residents. Drainage improvements will include new roadside ditches and erosion protection. Existing pavement no longer in use after the realignment will be removed.

Approximately 16.3 acres of permanent right-of-way (ROW) acquisition is anticipated from agricultural and residential properties along the proposed alignment. The project will require closure of the road and the institution of a detour.

The Area of Potential Effects (APE) includes the existing and proposed ROW, immediately adjacent properties, and those areas where a visual differentiation may occur between an existing structure and the project area. The APE is an irregular area around the proposed alignment, due to the presence of wooded areas to the east of the project area and the extent of agricultural fields to the north and south (Appendix B, B3). The Archaeological APE is represented by the 16.3 acre survey area that includes the project footprint.

## 2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The National Register of Historic Places (National Register) and the Indiana Register of Historic Sites and Structures (State Register) were consulted. No listed properties were found within the APE. The 2010 *Wells County Interim Report* and the Indiana Buildings, Bridges, and Cemeteries Map, which contain the Indiana Historic Sites and Structures Inventory (IHSSI) data, were checked by Butler, Fairman, & Seufert, Inc. (BF&S) on May 22, 2020. Four previously-surveyed properties were found within the APE. An Indiana Division of Historic Preservation and Archaeology (DHPA)-qualified professional with BF&S conducted a site visit on June 18, 2020. Information from the site visit and research regarding historic resources were compiled into a Historic Property Short Report (HPSR; BF&S, August 17, 2020, Appendix C, C1-C3). The HPSR did not recommend any properties eligible for the National Register. The HPSR was approved by the Indiana Department of Transportation-Cultural Resources Office (INDOT-CRO) on August 7, 2020.

The Indiana State Historic Preservation Officer (SHPO) is considered an automatic consulting party, and an early coordination letter was sent to the SHPO on June 19, 2020. All potential consulting parties were invited to view the letter on INSCOPE at <http://erms.indot.in.gov/Section106Documents/>. In addition to the SHPO, the following individuals and organizations were sent an early coordination letter via email on June 19, 2020 and June 22, 2020 (Appendix D, D1-D7):

Indiana State Historic Preservation Officer  
Indiana Landmarks Northeast Regional Field Office  
Wells County Historian  
Wells County Historical Society Museum  
Wells County Commissioners  
Wells County Highway Department  
Delaware Nation of Oklahoma  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe

The Delaware Nation responded on June 30, 2020 stating in part, "*According to our files, the location of the proposed project does not endanger any known cultural, or religious sites of interest to the Delaware Nation. However, there is still the potential for the discovery of unknown resources,*" (Appendix D, D8).

The Miami Tribe of Oklahoma responded on July 10, 2020, accepting consulting party status and stating they had no objections to the project at this time (Appendix D, D9).

The SHPO responded on July 16, 2020 and stated they did not know any additional consulting parties who should be contacted (Appendix D, D10-D11; DHPA No. 25891).

On August 18, 2020, a copy of the HPSR was sent to the SHPO and participating consulting parties were given instructions how to view the reports on INSCOPE (Appendix D, D12-D15).

The SHPO responded on September 10, 2020, stating, in part, "*We agree with the conclusion of the HPSR that there are no properties within the APE that are listed in or eligible for inclusion in the National Register of Historic Places,*" (Appendix D, D16-D17).

No other responses to the HPSR were received.

In regard to archaeology, a Phase Ia archaeological reconnaissance was conducted by 106 Consulting, LLC on July 23-24, 2020, November 11, 2020, and February 27, 2021. The archaeologist did not locate any archaeological sites within the project area. No further work was recommended in the resulting Archaeological Short Report (ASR; Appendix C, C4-C6). INDOT-CRO approved the ASR on April 14, 2021.

On April 14, 2021, a copy of the ASR was sent to the SHPO and participating consulting parties (Tribes only) were given instructions how to view the reports on INSCOPE (Appendix D, D19-D22).

The SHPO responded on May 5, 2021, stating, in part, *“In terms of archaeology, no currently known archaeological resources eligible for inclusion in the National Register of Historic Places have been recorded within the proposed project area. [...] we concur with the recommendation that no additional archaeological reconnaissance is necessary,”* (Appendix D, D23-D24).

The Pokagon Band of Potawatomi responded on May 13, 2021 and stated there will be “No Historic Properties in Area of Potential Effects (APE) significant to the Pokagon Band of Potawatomi Indians,” (Appendix D, D25).

No other responses to the ASR were received.

Coordination with INDOT-CRO regarding the change in the location of the proposed cul-de-sac took place on May 21, 2021. INDOT-CRO determined this change would not result in new ROW outside the previously surveyed area and no further work was necessary. The relocation of the cul-de-sac does not have the potential to introduce any effects beyond the APE identified in the HPSR and described above.

### **3. BASIS FOR FINDING**

A recommendation of “No Historic Properties Affected” is appropriate for this undertaking because there are no properties listed in, or eligible for listing in, the National Register within the APE.

A public notice of “No Historic Properties Affected” will be published in the *Bluffton News-Banner*. A 30-day comment period will be given. This document will be revised, if necessary, after the public notice to reflect any comments received.

## **APPENDIX**

- Appendix A: Invited Consulting Parties
- Appendix B: Graphics
- Appendix C: Cultural Resource Report Excerpts
- Appendix D: Correspondence

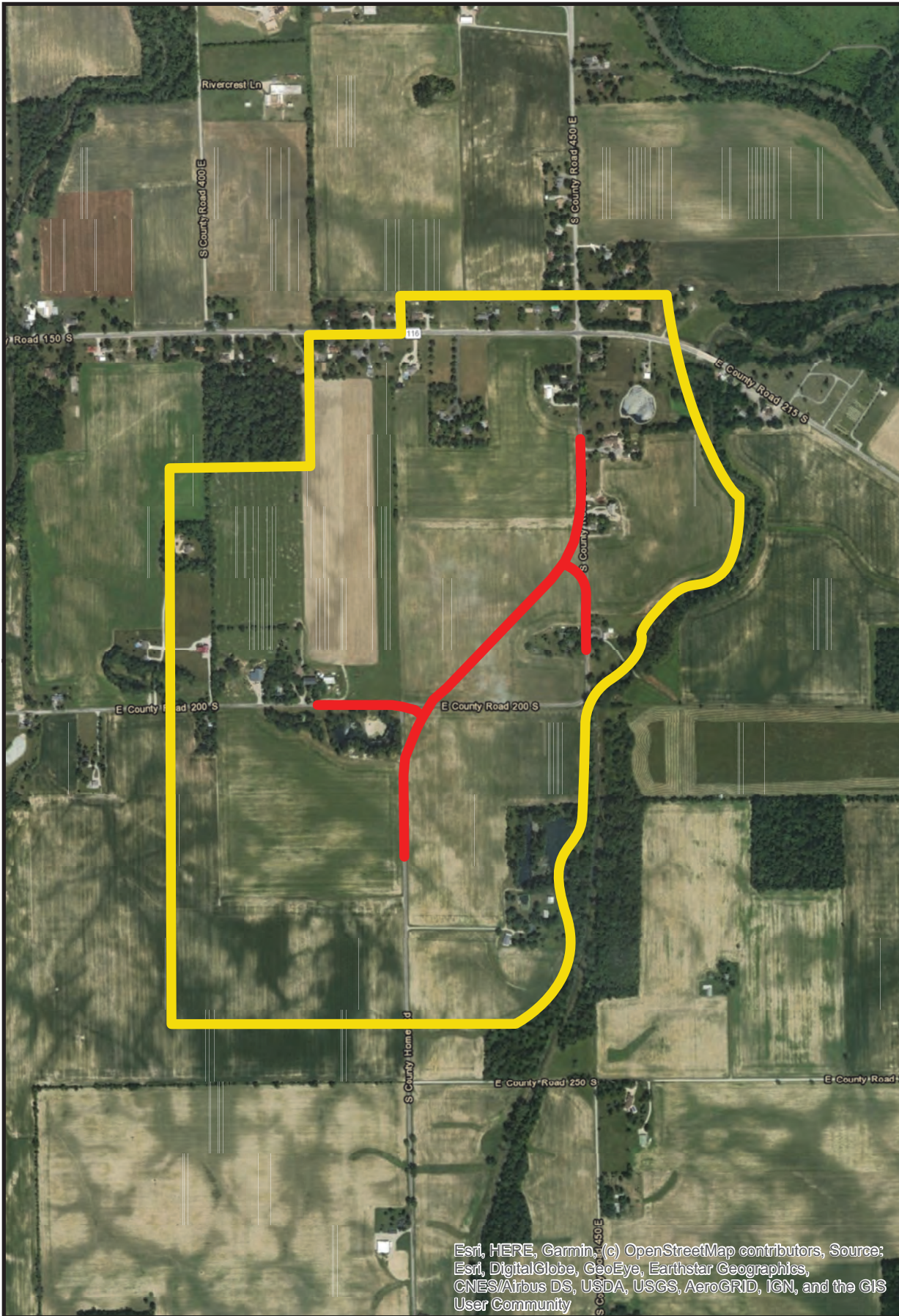


**Legend**

Project Area



APE



Esri, HERE, Garmin, (c) OpenStreetMap contributors, Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Map Source: Indiana Geological Survey (IGS), IndianaMap, ArcGIS Online (ESRI) World Imagery.



**APE Map**

Curve Correction of County Home Road & CR 450 E  
Wells County, Indiana  
Des. No. 1802955



# HISTORIC PROPERTY SHORT REPORT

County Home Road Realignment  
Harrison Township, Wells County, Indiana  
Des. No.: 1802955



Elizabeth Biggio  
Butler, Fairman & Seufert, Inc.  
8450 Westfield Blvd., Suite 300  
Indianapolis, IN 46240  
(317) 713-4615  
ebiggio@bfsengr.com  
August 17, 2020



**Abstract**

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the County Home Road realignment project in Harrison Township, Wells County, Indiana. Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (National Register). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains no properties listed in the National Register.

The APE contains no properties recommended eligible for listing in the National Register.

With the exception of resources already listed in the National Register (either individually and/or as part of a historic district), the text of the HPSR includes National Register-eligibility evaluations of all potential historic districts and all properties that the historian rated “notable” or “outstanding,” whether previously surveyed or not. The historian who prepared the HPSR considered the potential National Register eligibility of every above-ground resource within the APE.

### National Register of Historic Places Eligibility Evaluations and Recommendations

Of the 24 properties within the APE, 19 properties will meet the 50-year age criteria at time of project letting (2023), while the remaining properties have not achieved significance within the past 50 years. Land use within the APE is residential and agricultural.

No properties within the APE were rated “notable” or “outstanding”; therefore no properties will be evaluated in-depth for National Register-eligibility. A table of the “contributing” properties can be found in Appendix C. Non-contributing properties consist of residential properties constructed c. 1985-2005 (Properties 2, 3, 7, 11, and 14) and properties that have reached 50 years of age that have been heavily altered and lack substantial design and material integrity (Properties 5, 11, and 13).

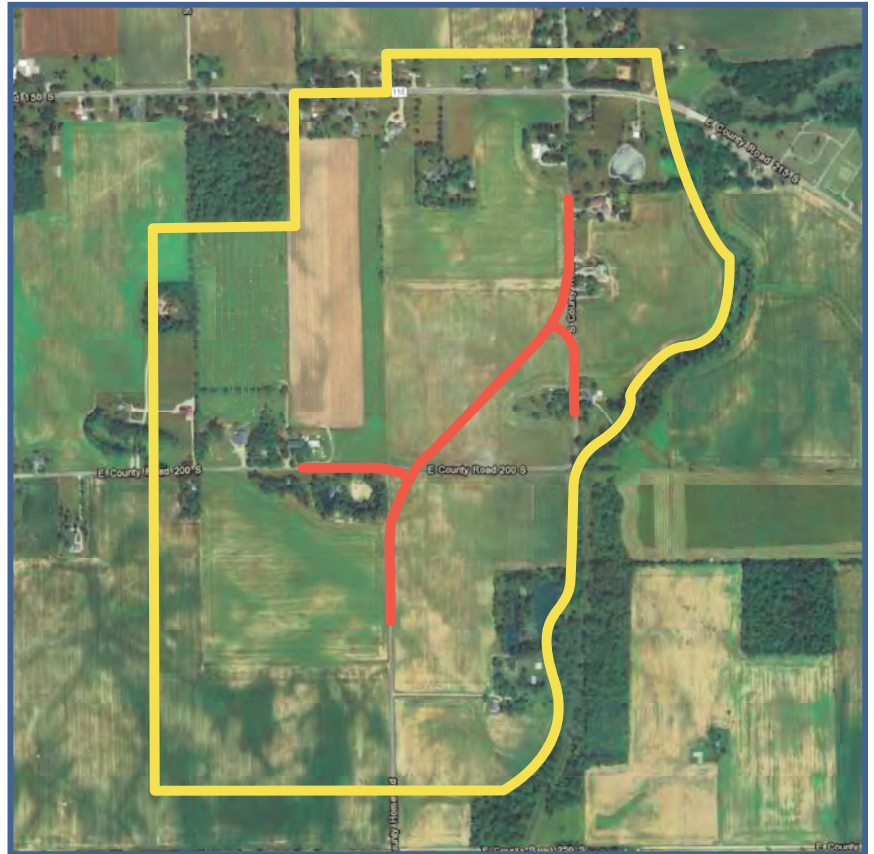


Figure 2: APE Map (APE indicated in yellow)

### Conclusions

The APE contains no properties listed in the National Register.

As a result of identification and evaluation efforts for this project, no properties are recommended eligible for listing in the National Register.

Phase Ia Archaeological Field Reconnaissance for the Proposed  
Realignment of County Home Road and C.R. 450 East (Des. 1802955) in  
Harrison Township, Wells County, Indiana

***Prepared by:***

Emily Culver, MA & Louis Bubb, MA

***Submitted By:***

Louis Bubb, MA  
Principal Investigator  
106 Consulting LLC  
4425 Redmont Avenue  
Deer Park, Ohio 45236-3138  
(513) 620-6770  
[LouisBubb@Gmail.com](mailto:LouisBubb@Gmail.com)

***Submitted To:***

Elizabet Biggio  
Butler, Fairman & Seufert  
8450 Westfield Blvd., Suite 300  
Indianapolis, Indiana 46240-8302  
317.713.4615

***Lead Agency:***

Federal Highway Administration

March 26, 2021

A handwritten signature in black ink that reads "Louis Bubb". The signature is written in a cursive style with a large, stylized "L" and "B".

---

Louis Bubb, MA, Principal Investigator  
Project #106C-0480




**INDIANA ARCHAEOLOGICAL  
SHORT REPORT**  
State Form 54566 (R2 / 11-20)

**INDIANA DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF HISTORIC PRESERVATION AND ARCHAEOLOGY**  
402 West Washington Street, Room W274  
Indianapolis, Indiana 46204-2739  
Telephone Number: (317) 232-1646  
Fax Number: (317) 232-0693  
E-mail: [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov)

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology (DHPA).

Name(s) of author(s) Emily Culver, MA & Louis Bubb, MA		Date (month, day, year) March 26, 2021
Title of project Phase Ia Archaeological Field Reconnaissance for the Proposed Realignment of County Home Road and C.R. 450 East (Des. 1802955) in Harrison Township, Wells County, Indiana		
This document is being used to report on the results of: <input type="checkbox"/> Records check only <input type="checkbox"/> Records check and Phase Ia archaeological reconnaissance <input type="checkbox"/> An addendum to a previous archaeological report. <i>For an addendum, provide the following information.</i>		
Name(s) of author(s) of previous report		
Title of previous report		
Date of previous report (month, day, year)	DHPA number	

PROJECT OVERVIEW			
Description of project The reconstruction of the County Home Road and County Road 200 South intersection is proposed. This project would address ongoing roadway deterioration, narrow roadway geometrics and limited sight distances. The existing roadways either have no shoulders or are bordered by very narrow earthen or gravel shoulders and are badly cracked, have been extensively patched and are in generally poor condition.  As presently designed, County Home Road, County Road 200 South and County Road 450 East would each be rehabilitated to include two 11 ft. travel lanes and 6 ft. wide shoulders. As proposed, County Home Road would be shifted to the west and the existing roadway would be converted into a cul-de-sac. New ditches and erosion protection would also be installed.			
INDOT designation number(s) 1802955	Project number	DHPA number	DHPA plan number
Prepared for: (Company / Institution / Agency) Butler, Fairman & Seufert, Inc.			
Name of contact Elizabet Biggio			
Address (number and street, city, state, and ZIP code) 8550 Westfield Blvd., Suite 300			
Telephone number (317)713-4615	E-mail address		
Name of principal investigator Louis Bubb, MA			
Name of company / institution 106 Consulting LLC			
Address (number and street, city, state, and ZIP code) 4425 Redmont Avenue Deer Park, OH 45236			
Telephone number (513) 620-6770	E-mail address louisbubb@gmail.com		
Signature of principal investigator (Required) 		Date (month, day, year) March 23, 2021	

PROJECT LOCATION						
County Wells	USGS 7.5' series topographic quadrangle Bluffton				Civil township Harrison	
Legal Location						
Grid alignment SW						
1/4	1/4	1/4	1/4	Section	Township	Range
			NW	14	26N	12E

<p>Records check <i>(Check all that apply.)</i></p> <p><input type="checkbox"/> No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources.</p> <p><input checked="" type="checkbox"/> A Phase Ia archaeological reconnaissance is recommended.</p> <p><input type="checkbox"/> A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery.</p>
<p>Phase Ia archaeological reconnaissance <i>(Check all that apply.)</i></p> <p><input checked="" type="checkbox"/> It is recommended that the project be allowed to proceed as planned because the Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation.</p> <p><input type="checkbox"/> It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.</p>
<p>Other recommendations / commitments</p>

***Pursuant to IC-14-21-1, 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. In that event, please call (317) 232-1646.***

REQUIRED ATTACHMENTS
<p><input checked="" type="checkbox"/> Figure showing project location within Indiana</p> <p><input checked="" type="checkbox"/> USGS topographic map showing the project area (1:24,000 scale)</p> <p><input checked="" type="checkbox"/> Aerial photograph showing the project area, land use and survey methods</p> <p><input checked="" type="checkbox"/> Photographs of the project area, including, if applicable, photographs documenting disturbances</p> <p><input type="checkbox"/> Project plans <i>(if available)</i></p>
<p>Other attachments</p> <p>Attachment A: References Cited</p> <p>Attachment B: Project Maps</p> <p>Attachment C: Photographs</p>
<p>References cited <i>(See short report instructions for required references to be consulted.)</i></p> <p>see Attachment A: References Cited</p>
<p>Comments</p>

CURATION
<p>Location of project documentation</p> <p>106 Consulting LLC &amp; Indiana Division of Historic Preservation &amp; Archaeology</p>



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

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

June 19, 2020

This letter was sent to the listed parties.

RE: County Home Road and CR 450 East Realignment, Des. No. 1802955, Wells County, Indiana

Dear Consulting Party (see attached list),

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a curve correction on County Home Road, Des. No. 1802955. Butler, Fairman, & Seufert (BF&S) is under contract with Wells County to advance the environmental documentation for the referenced project.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking is on County Home Road and County Road 450 East between approximately 0.12 mile south of State Road 116, 0.11 mile west of County Home Road, and 0.17 mile south of County Road 200 South in Wells County, Indiana. It is within Harrison Township, USGS Bluffton, Indiana Quadrangle, in Sections 11 and 14, Township 26 North, Range 12 East.

The primary purpose of the project is to address ongoing roadway deterioration, narrow roadway geometrics, and limited sight distances surrounding the intersection of County Road 200 South and County Home Road. The need for the project is supported by the presence of alligator and block cracks, edge cracking, and extensive patching in poor condition throughout the project area. In addition, sections of the existing roadway either have no shoulders or are bordered by narrow, earth or gravel shoulder areas (0-1 foot in width). Horizontal and vertical alignments along some sections of the roadway create poor sight-distance conditions

The project proposes to reconstruct the intersection of County Home Road and County Road 200 South. County Home Road, County Road 200 South, and County Road 450 East would have a typical section of two 11 ft. travel lanes and 6 ft. wide shoulders, consisting of 4 ft. paved and 2 ft. compacted aggregate. The roadway would be shifted to the west on a new alignment. Drainage improvements would include new roadside ditches and erosion protection. The project is approximately 1.08 miles long. Approximately 2.0 acres of permanent right-of-way acquisition is anticipated.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you are

hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

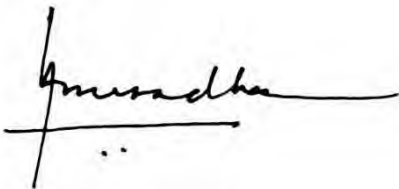
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabeth Biggio  
Architectural Historian II  
Butler, Fairman, & Seufert, Inc.  
8450 Westfield Boulevard, Suite 300  
Indianapolis, IN 46240  
[ebiggio@bfsengr.com](mailto:ebiggio@bfsengr.com)

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

Topographic map

**See Appendix B**

Distribution List:

Indiana State Historic Preservation Officer  
Indiana Landmarks Northeast Regional Field Office  
Wells County Historian  
Wells County Historical Society Museum  
Wells County Commissioners  
Wells County Highway Department  
Delaware Nation of Oklahoma  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe



## Elizabeth Biggio

---

**From:** Elizabeth Biggio  
**Sent:** Friday, June 19, 2020 9:11 AM  
**To:** Slider, Chad (DNR); northeast@indianalandmarks.org; jcsturgeon@adamswells.com; tlrobbinswcc@gmail.com; zero@adamswells.com; kwoodward1052@gmail.com; highway@wellscounty.org  
**Cc:** Ross, Anthony; Anuradha Kumar; Branigin, Susan; Miller, Shaun (INDOT)  
**Subject:** FHWA Project: Des. No. 1802955; County Home Road Realignment, Wells County, Indiana  
**Attachments:** County Home Rd Realignment\_Des1802955\_Sec 106 ECL\_2020-06-19.pdf  
  
**Categories:** Filed by Newforma

**Des. No.: 1802955**

**Project Description: Roadway curve realignment**

**Location: County Home Road and County Road 450 East, Wells County**

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with a realignment of County Home Road at County Road 450 East, Des. No. 1802955.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Indiana State Historic Preservation Officer  
Indiana Landmarks Northeast Regional Field Office  
Wells County Historian  
Wells County Historical Society Museum  
Wells County Commissioners  
Wells County Highway Department  
Delaware Nation of Oklahoma  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent

with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,

**Elizabet Biggio**  
**Architectural Historian**

Butler, Fairman & Seufert, Inc.  
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |  
p 317-713-4615 | f 317-713-4616  
[EBiggio@bfsengr.com](mailto:EBiggio@bfsengr.com) | [www.BFSEngr.com](http://www.BFSEngr.com)



\*\*\*\*\*  
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\*\*\*\*\*

## Elizabeth Biggio

---

**From:** Ross, Anthony <ARoss3@indot.IN.gov>  
**Sent:** Monday, June 22, 2020 8:37 AM  
**To:** thpo@estoo.net; Diane Hunter; lpappenfort@peoriatribe.com; Matthew Bussler (Matthew.Bussler@pokagonband-nsn.gov); tonya@shawnee-tribe.com; dkelly@delawarenation-nsn.gov; ethompson@delawarenation-nsn.gov  
**Cc:** Elizabet Biggio; Miller, Shaun (INDOT); Branigin, Susan; Allen, Michelle (FHWA)  
**Subject:** FHWA Project: Des. No. 1802955; County Home Road Realignment, Wells County, Indiana  
**Attachments:** County Home Rd Realignment\_Des1802955\_Sec 106 ECL\_2020-06-19.pdf

**Des. No.: 1802955**

**Project Description: Roadway curve realignment**

**Location: County Home Road and County Road 450 East, Wells County**

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with a realignment of County Home Road at County Road 450 East, Des. No. 1802955.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

Indiana State Historic Preservation Officer  
Indiana Landmarks Northeast Regional Field Office  
Wells County Historian  
Wells County Historical Society Museum  
Wells County Commissioners  
Wells County Highway Department  
Delaware Nation of Oklahoma  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,

**Anthony Ross, Ph.D.**

*LPA Program Administrator*

*Cultural Resources Office*

*Environmental Services*

100 N. Senate Ave., Room N642-ES

Indianapolis, IN 46204

**Office:** (317) 234-0142

**Email:** [aross3@indot.in.gov](mailto:aross3@indot.in.gov)





*The Delaware Nation*  
**Historic Preservation Department**  
31064 State Highway 281  
Anadarko, OK 73005  
Phone (405)247-2448

June 30, 2020

To Whom It May Concern:

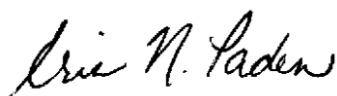
The Delaware Nation Historic Preservation Department received correspondence regarding the following referenced project(s).

**Project(s): County Home Road and CR 450 East Realignment  
Des. No. 1802955  
Wells County, Indiana**

Our office is committed to protecting tribal heritage, culture and religion with particular concern for archaeological sites potentially containing burials and associated funerary objects.

The Lenape people occupied the area indicated in your letter during and prior to European contact until their eventual removal to our present locations. According to our files, the location of the proposed project does not endanger any known cultural, or religious sites of interest to the Delaware Nation. However, there is still the potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

Please note the Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Band of Mohican Indians are the only Federally Recognized Delaware/Lenape entities in the United States and consultation must be made only with designated staff of these three tribes. We appreciate your cooperation in contacting the Delaware Nation Cultural Preservation Office to conduct proper Section 106 consultation. Should you have any questions, feel free to contact our offices at 405-247-2448 ext. 1403.



Erin Paden  
Director of Historic Preservation  
Delaware Nation  
31064 State Highway 281  
Anadarko, OK 73005  
Ph. 405-247-2448 ext. 1403  
epaden@delawarenation-nsn.gov



## Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355  
Ph: (918) 541-1300 • Fax: (918) 542-7260  
www.miamination.com



Via email: [smiller@indot.in.gov](mailto:smiller@indot.in.gov)

July 10, 2020

Shaun Miller  
Archaeological Team Lead, Cultural Resources Office  
Indiana DOT  
575 North Pennsylvania Street  
Indianapolis, IN 46204

Re: Des. No. 1802955; County Home Road Realignment, Wells County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1802955.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at [dhunter@miamination.com](mailto:dhunter@miamination.com) to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter  
Tribal Historic Preservation Officer



July 16, 2020

Elizabet Biggio  
Architectural Historian II  
Butler, Fairman, & Seufert, Inc.  
8450 Westfield Boulevard, Suite 300  
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Early coordination letter for the County Home Road and CR 450 East Realignment, in Harrison  
Township, Wells County, Indiana (Des. No. 1802955; DHPA No. 25891)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed INDOT’s early coordination letter, which we received June 19, 2020 for the aforementioned project.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. However, if right-of-way is likely to be taken from a potentially historic property, it would be advisable to invite the owner of that property as soon as possible. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties have accepted the invitation and provide contact information (preferably, an e-mail address).

We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources that the early coordination letter indicated will be forthcoming.

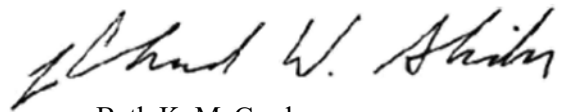
Based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature.

If any prehistoric or historic 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 be reported to INDNR-DHPA within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is John Carr. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the County Home Road and CR 450 East Realignment in Wells County (Des. No. 1802955), please refer to DHPA No. 25891.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:RAS:JLC:jlc

emc: Karstin Carmany-George, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Anthony Ross, Ph.D., INDOT  
Elizabeth Biggio, Butler, Fairman, & Seufert, Inc.  
Nate Rumschlag, P.E., Wells County Engineer  
Rachel Sharkey, INDNR-DHPA  
John Carr, INDNR-DHPA





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

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

August 17, 2020

This letter was sent to the listed parties.

RE: County Home Road and CR 450 East Realignment, Des. No. 1802955, Wells County, Indiana

Dear Consulting Party,

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a curve correction on County Home Road, Des. No. 1802955.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on June 19, 2020.

The proposed undertaking is on County Home Road and County Road 450 East between approximately 0.12 mile south of State Road 116, 0.11 mile west of County Home Road, and 0.17 mile south of County Road 200 South in Wells County, Indiana. It is within Harrison Township, USGS Bluffton, Indiana Quadrangle, in Sections 11 and 14, Township 26 North, Range 12 East.

The primary purpose of the project is to address ongoing roadway deterioration, narrow roadway geometrics, and limited sight distances surrounding the intersection of County Road 200 South and County Home Road. The need for the project is supported by the presence of alligator and block cracks, edge cracking, and extensive patching in poor condition throughout the project area. In addition, sections of the existing roadway either have no shoulders or are bordered by narrow, earth or gravel shoulder areas (0-1 foot in width). Horizontal and vertical alignments along some sections of the roadway create poor sight-distance conditions

The project proposes to reconstruct the intersection of County Home Road and County Road 200 South. County Home Road, County Road 200 South, and County Road 450 East would have a typical section of two 11 ft. travel lanes and 6 ft. wide shoulders, consisting of 4 ft. paved and 2 ft. compacted aggregate. The roadway would be shifted to the west on a new alignment. County Home Road (County Road 450 East) would be converted to a cul-de-sac approximately 0.07 mile north of the existing 90-degree turn to provide access to the two residential properties to the south. Drainage improvements would include new roadside ditches and erosion protection. The project is approximately 1.08 miles long. Approximately 2.0 acres of permanent right-of-way acquisition is anticipated.

Butler, Fairman, & Seufert (BF&S) is under contract with Wells County to advance the environmental documentation for the referenced project. 106 Consulting, LLC has been subcontracted to complete archaeology for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no above-ground resources are recommended as eligible for listing in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

The Historic Property Report is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven (7) days.

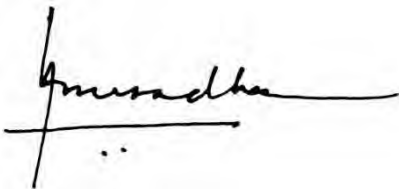
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabet Biggio  
Architectural Historian II  
Butler, Fairman, & Seufert, Inc.  
8450 Westfield Boulevard, Suite 300  
Indianapolis, IN 46240  
[ebiggio@bfsengr.com](mailto:ebiggio@bfsengr.com)

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

Historic Property Short Report

Distribution List:

Indiana State Historic Preservation Officer

Delaware Nation

Miami Tribe of Oklahoma

## Elizabeth Biggio

---

**From:** Elizabeth Biggio  
**Sent:** Tuesday, August 18, 2020 11:32 AM  
**To:** 'Carr, John'; 'rsharkey@dnr.in.gov'  
**Cc:** Ross, Anthony; Branigin, Susan; Anuradha Kumar; Miller, Shaun (INDOT)  
**Subject:** FHWA Project: Des. No. 1802955; County Home Road Realignment, Wells County, Indiana  
**Attachments:** County Home Rd Realignment\_Des1802955\_Section 106 Report Distribution Letter\_2020-08-17.pdf

**Des. No.: 1802955**

**Project Description: Roadway curve realignment**

**Location: County Home Road and County Road 450 East, Wells County**

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with a realignment of County Home Road at County Road 450 East, Des. No. 1802955. The Section 106 Early Coordination Letter for this project was originally distributed on June 19, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report has been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,

**Elizabeth Biggio**  
**Architectural Historian**

Butler, Fairman & Seufert, Inc.  
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |  
p 317-713-4615 | f 317-713-4616  
[EBiggio@bfsengr.com](mailto:EBiggio@bfsengr.com) | [www.BFSEngr.com](http://www.BFSEngr.com)



\*\*\*\*\*  
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## Elizabeth Biggio

---

**From:** Ross, Anthony <ARoss3@indot.IN.gov>  
**Sent:** Tuesday, August 18, 2020 12:36 PM  
**To:** Diane Hunter; ethompson@delawarenation-nsn.gov; dkelly@delawarenation-nsn.gov; Erin Paden  
**Cc:** Miller, Shaun (INDOT); Elizabet Biggio; Branigin, Susan; Allen, Michelle (FHWA)  
**Subject:** FHWA Project: Des. No. 1802955; County Home Road Realignment, Wells County, Indiana  
**Attachments:** County Home Rd Realignment\_Des1802955\_Section 106 Report Distribution Letter\_2020-08-17.pdf

**Des. No.: 1802955**

**Project Description: Roadway curve realignment**

**Location: County Home Road and County Road 450 East, Wells County**

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with a realignment of County Home Road at County Road 450 East, Des. No. 1802955. The Section 106 Early Coordination Letter for this project was originally distributed on June 19, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Short Report has been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

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Thank you in advance for your input,

**Anthony Ross, Ph.D.**

*LPA Program Administrator*

*Cultural Resources Office*

*Environmental Services*

100 N. Senate Ave., Room N642-ES

Indianapolis, IN 46204

**Office:** (317) 234-0142

**Email:** [aross3@indot.in.gov](mailto:aross3@indot.in.gov)



Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739  
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



September 10, 2020

Elizabet Biggio  
Architectural Historian II  
Butler, Fairman, & Seufert, Inc.  
8450 Westfield Boulevard, Suite 300  
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Historic property short report (Biggio, 8/17/2020) for the County Home Road and  
CR 450 East Realignment, approximately 0.12 miles south of SR 116, 0.11 mile  
west of County Home Road, and 0.17 mile south of CR 200 South, in Harrison  
Township of Wells County, Indiana (Des. No. 1802955; DHPA No. 25891)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed INDOT’s August 17, 2020 letter, enclosing the historic property short report (“HPSR”; Biggio, 8/17/2020), which we received by e-mail on August 18, for the aforementioned project.

The area of potential effects (“APE”) that is proposed in the HPSR appears to be of appropriate dimensions to encompass the geographic area in which the project might cause effects on historic above-ground properties.

We agree with the conclusion of the HPSR that there are no properties within the APE that are listed in or eligible for inclusion in the National Register of Historic Places.

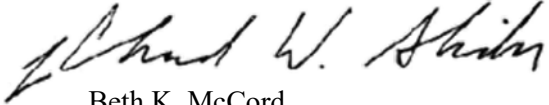
We look forward to reviewing the report that will be forthcoming regarding the archaeological investigation of the project area.

The Indiana SHPO staff’s archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is John Carr. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

Elizabet Biggio  
September 10, 2020  
Page 2

In all future correspondence about the County Home Road and CR 450 East Realignment in Wells County (Des. No. 1802955), please continue to refer to DHPA No. 25891.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:JLC:jlc

emc: Karstin Carmany-George, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Anthony Ross, Ph.D., INDOT  
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.  
Nate Rumschlag, P.E., Wells County Engineer  
Delaware Nation, Oklahoma  
Miami Tribe of Oklahoma  
Rachel Sharkey, INDNR-DHPA  
John Carr, INDNR-DHPA



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

PHONE: (317) 296-0799

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

April 14, 2021

This letter was sent to the listed parties.

RE: County Home Road and CR 450 East Realignment, Des. No. 1802955, Wells County, Indiana

Dear Consulting Party,

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a curve correction on County Home Road, Des. No. 1802955.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on June 19, 2020. Additionally, a letter distributed on August 18, 2020 notified consulting parties that a historic property report was available for review and comment.

The proposed undertaking is on County Home Road and County Road 200 South between approximately 0.12 mile south of State Road 116, 0.11 mile west of County Home Road, and 0.17 mile south of County Road 200 South in Wells County, Indiana. It is within Harrison Township, USGS Bluffton, Indiana Quadrangle, in Sections 11 and 14, Township 26 North, Range 12 East.

The primary purpose of the project is to address ongoing roadway deterioration, narrow roadway geometrics, and limited sight distances surrounding the intersection of County Road 200 South and County Home Road. The need for the project is supported by the presence of alligator and block cracks, edge cracking, and extensive patching in poor condition throughout the project area. In addition, sections of the existing roadway either have no shoulders or are bordered by narrow, earth or gravel shoulder areas (0-1 foot in width). Horizontal and vertical alignments along some roadway sections create poor sight-distance conditions.

The project proposes to reconstruct the intersection of County Home Road (County Road 450 East) and County Road 200 South on a new alignment. County Home Road (County Road 450 East) and County Road 200 South would have a typical section entailing two 11 ft. travel lanes and 6 ft. wide shoulders, consisting of 4 ft. paved and 2 ft. compacted aggregate. The roadway would be shifted to the west. County Home Road (County Road 450 East) would be converted to a cul-de-sac approximately 0.07 mile north of the existing 90-degree turn to provide access to the two residential properties to the south. Drainage improvements would include new roadside ditches and erosion protection along the south side of County Road 200 South between County Home Road and Six Mile Creek. The project is approximately 1.10 miles long. Approximately 2.0 acres of permanent right-of-way acquisition is anticipated.

Butler, Fairman, & Seufert (BF&S) is under contract with Wells County to advance the environmental documentation for the referenced project. 106 Consulting, LLC has been subcontracted to complete archaeology for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list. The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.



The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no above-ground resources are recommended as eligible for listing in the NRHP.

With regards to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no sites were recommended as eligible for listing in the NRHP and no further work is recommended.

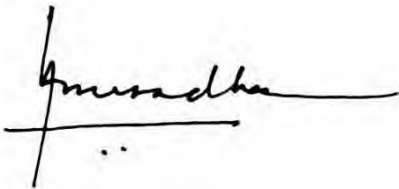
The Archeology Report (tribes only) is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard copy of this material, please respond with your request as soon as you are able. Please review the information and comment within thirty (30) calendar days of receipt.

All future responses regarding the proposed project should be forwarded to BF&S at the following address:

Elizabet Biggio  
Architectural Historian II  
Butler, Fairman, & Seufert, Inc.  
8450 Westfield Boulevard, Suite 300  
Indianapolis, IN 46240  
[ebiggio@bfsengr.com](mailto:ebiggio@bfsengr.com)

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [k.carmanygeorge@dot.gov](mailto:k.carmanygeorge@dot.gov) or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

Archaeology Report

Distribution List:

Indiana State Historic Preservation Officer  
Delaware Nation  
Miami Tribe of Oklahoma  
Eastern Shawnee Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe

## Elizabeth Biggio

---

**From:** Elizabeth Biggio  
**Sent:** Wednesday, April 14, 2021 7:52 AM  
**To:** rsharkey@dnr.in.gov; Slider, Chad (DNR)  
**Cc:** Korzeniewski, Patricia J; Ross, Anthony; Miller, Shaun (INDOT); SBranchin@indot.IN.gov; Anuradha Kumar; Hannah Deguch  
**Subject:** FHWA Project: Des. No. 1802955; County Home Road Realignment, Wells County, Indiana  
**Attachments:** County Home Rd Realignment\_Des1802955\_Section 106 Report Distribution Letter\_2021-04-14.pdf  
**Categories:** Filed by Newforma

**Des. No.: 1802955**

**Project Description: Roadway curve realignment**

**Location: County Home Road and County Road 450 East, Wells County**

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with a realignment of County Home Road at County Road 450 East, Des. No. 1802955. The Section 106 Early Coordination Letter for this project was originally distributed on June 19, 2020. Additionally, a letter distributed on August 18, 2020 notified consulting parties that a historic property report was available for review and comment.

As part of Section 106 of the National Historic Preservation Act, an Archaeology Report has been prepared and is ready for review and comment by consulting parties (Tribes only).

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [k.carmanygeorge@dot.gov](mailto:k.carmanygeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

**Elizabeth Biggio**  
**Architectural Historian**

Butler, Fairman & Seufert, Inc.  
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |  
p 317-713-4615 | f 317-713-4616  
[EBiggio@bfsengr.com](mailto:EBiggio@bfsengr.com) | [www.BFSEngr.com](http://www.BFSEngr.com)



\*\*\*\*\*  
CONFIDENTIALITY NOTICE: This Email and any attachments are confidential

## Elizabeth Biggio

---

**From:** Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>  
**Sent:** Wednesday, April 14, 2021 8:02 AM  
**To:** thpo@estoo.net; Diane Hunter; lpappenfort@peoriatribe.com; Matthew.Bussler@pokagonband-nsn.gov; tonya@shawnee-tribe.com; epaden@delawarenation-nsn.gov  
**Cc:** Korzeniewski, Patricia J; Ross, Anthony; Miller, Shaun (INDOT); Hannah Deguch; Carmany-George, Karstin (FHWA); Elizabeth Biggio  
**Subject:** FHWA Project: Des. No. 1802955; County Home Road Realignment, Wells County, Indiana  
**Attachments:** County Home Rd Realignment\_Des1802955\_Section 106 Report Distribution Letter\_2021-04-14.pdf

Des. No.: 1802955

**Project Description:** Roadway curve realignment

**Location:** County Home Road and County Road 450 East, Wells County

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with a realignment of County Home Road at County Road 450 East, Des. No. 1802955. The Section 106 Early Coordination Letter for this project was originally distributed on June 19, 2020. Additionally, a letter distributed on August 18, 2020 notified consulting parties that a historic property report was available for review and comment.

As part of Section 106 of the National Historic Preservation Act, an Archaeology Report has been prepared and is ready for review and comment by consulting parties (Tribes only).

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [k.carmanygeorge@dot.gov](mailto:k.carmanygeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

Patricia Jo Korzeniewski  
Archaeologist and Environmental Manager  
INDOT, Cultural Resources Office  
100 North Senate Avenue, N758-ES  
Indianapolis, Indiana 46204  
[PKorzeniewski@indot.in.gov](mailto:PKorzeniewski@indot.in.gov)  
1-317-416-4377

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739  
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



May 5, 2021

Elizabet Biggio  
Architectural Historian II  
Butler, Fairman, & Seufert, Inc.  
8450 Westfield Boulevard, Suite 300  
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Phase Ia archaeological field reconnaissance report (Bubb, 3/26/2021) for the County  
Home Road and CR 450 East Realignment in Wells County (Des. No. 1802955)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “DNR-DHPA”) has reviewed INDOT’s April 14, 2021 letter, including the archaeological short report (Bubb, 3/26/2021), which we received on April 14, 2021, for the aforementioned project.

As previously stated, the area of potential effects (“APE”) that is proposed in the HPSR appears to be of appropriate dimensions to encompass the geographic area in which the project might cause effects on historic above-ground properties. We agree with the conclusion of the HPSR that there are no properties within the APE that are listed in or eligible for inclusion in the National Register of Historic Places.

In terms of archaeology, no currently known archaeological resources eligible for inclusion in the National Register of Historic Places have been recorded within the proposed project area. Thank you for the submission of the archaeological reconnaissance report by 106 Consulting (Bubb, 3/26/2021). A review of the report indicates that no new archaeological sites were identified as a result of the reconnaissance. Therefore, we concur with the recommendation that no additional archaeological reconnaissance is necessary.

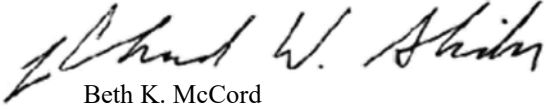
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. 800.

The Indiana SHPO staff’s archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Chad Slider. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

Elizabet Biggio  
May 5, 2021  
Page 2

In all future correspondence about the County Home Road and CR 450 East Realignment in Wells County (Des. No. 1802955), please continue to refer to DHPA No. 25891.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:RAS:ras

emc: Karstin Carmany-George, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Anthony Ross, Ph.D., INDOT  
Elizabet Biggio, Butler, Fairman, & Seufert, Inc.  
Nate Rumschlag, P.E., Wells County Engineer  
Delaware Nation, Oklahoma  
Miami Tribe of Oklahoma  
Rachel Sharkey, DNR-DHPA  
Chad Slider, DNR-DHPA



## Pokégnek Bodéwadmik

POKAGON BAND OF POTAWATOMI  
LANGUAGE & CULTURE

05/13/2021

Shaun Miller  
INDOT  
317-416-0876  
smiller@indot.in.gov

INDOT – Des. No. 1802955

Dear Responsible Party:

Migweth for contacting me regarding these projects. As THPO, I am responsible for handling Section 106 Consultations on behalf of the tribe. I am writing to inform you that after reviewing the details for the project referenced above, I have made the determination that there will be **No Historic Properties in Area of Potential Effects (APE)** significant to the Pokagon Band of Potawatomi Indians. However, if any archaeological resources are uncovered during this undertaking, please stop work and contact me immediately. Should you have any other questions, please don't hesitate to contact me at your earliest convenience.

Sincerely,

Matthew J.N. Bussler  
Tribal Historic Preservation Officer  
Pokagon Band of Potawatomi Indians  
Office: (269) 462-4316  
Cell: (269) 519-0838  
Matthew.Bussler@Pokagonband-nsn.gov

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Douglas RB

Date: 23-Jun 2021

Title: Publisher

**PUBLISHER'S AFFIDAVIT**

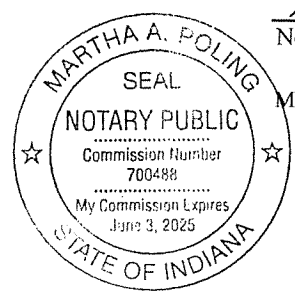
Personally appeared before me, a notary public in and for said county and state, the undersigned, Douglas R. Brown who, being duly sworn, says that he is publisher of the News-Banner newspaper in the (city) (town) of Bluffton in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 time(s) the dates of publication being as follows: June 23, 2021

Douglas RB

Subscribed and sworn to before me this 23 day of Jun-21

Martha A. Poling  
Notary Public (Wells Co.) Martha A. Poling

My Commission expires: June 3, 2025



**Public Notice**  
**Des. No. 1802955**  
The Wells County Board of Commissioners is planning to undertake a road reconstruction project funded in part by the Federal Highway Administration (FHWA). The project is located on County Home Road between approximately 0.12 mile south of State Road 116, 0.11 mile west of County Home Road, and 0.17 mile south of County Road (CR) 200 South. Under the preferred alternative, the existing 90-degree curve of County Home Road/CR 450 East will be realigned to the west to eliminate the curve. County Home Road, CR 200 South, and CR 450 East will have a typical section of two 11-foot travel lanes and 6-foot wide shoulders. County Home Road will be converted to a cul-de-sac south of the proposed realignment. Drainage improvements will include new roadside ditches and erosion protection. The project will require closure of the road and the institution of a detour. The total project length is approximately 1.08 miles. Approximately 16.3 acre of permanent right-of-way acquisition is anticipated. The purpose of the project is to address roadway deterioration, narrow roadways, and limited sight distances surrounding the intersection of CR 200 South and County Home Road. The need for the project is supported by pavement cracking, poor sight distances, and sections of the existing roadway with no shoulders or narrow earth or gravel shoulder areas. The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project due to the fact that no historic properties are present within the Area of Potential Effects (APE). In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a) (4). Pursuant to 36 CFR 800.4(d) (1), the documentation specified in 36 CFR 800.11(d) is available for inspection in Butler, Fairman, & Seufert, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Elizabeth Biggio, Butler, Fairman, & Seufert, Inc., 9450 Westfield Blvd, Suite 300, Indianapolis, IN 46240, 317-713-4615, [ebiggio@bfsengr.com](mailto:ebiggio@bfsengr.com) no later than July 24, 2021. In accordance with the "Americans with Disabilities Act", if you have a disability for which Wells County needs to provide accessibility to the document(s) such as interpreters or readers, please contact the ADA Coordinator, Nate Rumschlag, at 260-824-6430 or [ADA@wellscounty.org](mailto:ADA@wellscounty.org)

## Elizabeth Biggio

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**From:** Elizabeth Biggio  
**Sent:** Tuesday, June 22, 2021 7:46 AM  
**To:** Slider, Chad (DNR); rsharkey@dnr.in.gov  
**Cc:** Ross, Anthony; Korzeniewski, Patricia J; Hannah Deguch; Anuradha Kumar; Miller, Shaun (INDOT); SBranigin@indot.IN.gov  
**Subject:** FHWA Project: Des. No. 1802955; NHPA Finding, County Home Road Realignment, Wells County, Indiana  
**Categories:** Filed by Newforma

**Des. No.: 1802955**

**Project Description: Roadway curve realignment**

**Location: County Home Road and County Road 450 East, Wells County**

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with a realignment of County Home Road at County Road 450 East, Des. No. 1802955. The Section 106 Early Coordination Letter for this project was originally distributed on June 19, 2020. Additionally, a letter distributed on August 18, 2020 notified consulting parties that a historic property report was available for review and comment. A letter distributed on April 14, 2021 notified consulting parties that an archaeological report was available for review and comment.

INDOT, on behalf of FHWA, has signed a determination of “No Historic Properties Affected” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of “No Historic Properties Affected” electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

**Elizabeth Biggio**  
Architectural Historian

Butler, Fairman & Seufert, Inc.  
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |  
p 317-713-4615 | f 317-713-4616  
[EBiggio@bfsengr.com](mailto:EBiggio@bfsengr.com) | [www.BFSEngr.com](http://www.BFSEngr.com)





## Elizabeth Biggio

---

**From:** Miller, Shaun (INDOT) <smiller@indot.IN.gov>  
**Sent:** Tuesday, June 22, 2021 8:49 AM  
**To:** 'Matthew.Bussler@pokagonband-nsn.gov'; Diane Hunter  
**Cc:** Ross, Anthony; Korzeniewski, Patricia J; Elizabet Biggio  
**Subject:** FW: FHWA Project: Des. No. 1802955; NHPA Finding, County Home Road Realignment, Wells County, Indiana

**Des. No.: 1802955**

**Project Description: Roadway curve realignment**

**Location: County Home Road and County Road 450 East, Wells County**

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with a realignment of County Home Road at County Road 450 East, Des. No. 1802955. The Section 106 Early Coordination Letter for this project was originally distributed on June 19, 2020. Additionally, a letter distributed on August 18, 2020 notified consulting parties that a historic property report was available for review and comment. A letter distributed on April 14, 2021 notified consulting parties that an archaeological report was available for review and comment.

INDOT, on behalf of FHWA, has signed a determination of “No Historic Properties Affected” for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other consulting parties that responded to the early coordination letter are being provided the documentation for this finding. You can view the determination of “No Historic Properties Affected” electronically by accessing INDOT’s Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

Shaun Miller  
INDOT, Cultural Resources Office  
Archaeology Team Lead  
(317)416-0876

Division of Historic Preservation & Archaeology 402 W. Washington Street, W274 Indianapolis, IN 46204-2739  
Phone 317-232-1646 Fax 317-232-0693 dhpa@dnr.IN.gov



July 14, 2021

Elizabet Biggio  
Butler, Fairman, & Seuftert, Inc.  
8450 Westfield Boulevard, Suite 300  
Indianapolis, Indiana 46240

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Indiana Department of Transportation’s finding of “no historic properties affected” on behalf  
of the Federal Highway Administration for the County Home Road and CR 450 East  
Realignment (Des. No. 1802955; DHPA #25891)

Dear Ms. Biggio:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation Officer regarding the implementation of the Federal Aid Highway Program in the State of Indiana,” the staff of the Indiana State Historic Preservation Officer has conducted an analysis of the materials dated June 21, 2021 and received on June 22, 2021, for the above indicated project in Harrison Township, Wells County, Indiana.

As previously indicated, we have not identified any historic buildings, structures, districts, or objects listed in or eligible for inclusion in the National Register of Historic Places within the probable area of potential effects.

In terms of archaeology, no currently known archaeological resources eligible for inclusion in the National Register of Historic Places have been recorded within the proposed project area.

Accordingly, we concur with INDOT’s June 21, 2021, Section 106 finding of “No Historic Properties Affected” on behalf of FHWA for this federal undertaking.

If any prehistoric or historic 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. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. 800.

The Indiana SHPO staff’s archaeological reviewer for this project is Rachel Sharkey, and the structures reviewer is Chad Slider. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In any future correspondence about the County Home Road and CR 450 East Realignment project in Wells County (Des. No. 1802955), please continue to refer to DHPA No. 25891.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:RAS:ras

emc: Karstin Carmany-George, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Anthony Ross, Ph.D., INDOT  
Elizabeth Biggio, Butler, Fairman, & Seufert, Inc.  
Nate Rumschlag, P.E., Wells County Engineer  
Delaware Nation, Oklahoma  
Miami Tribe of Oklahoma  
Rachel Sharkey, INDNR-DHPA  
Chad Slider INDNR-DHPA

APPENDIX E  
Red Flag Investigation

Date: July 21, 2020

From: Neal Bennett  
Butler, Fairman, & Seufert, Inc.  
8450 Westfield Boulevard, Suite 300  
Indianapolis, IN 46240  
nbennett@bfsengr.com

Re: RED FLAG INVESTIGATION  
DES 1802955, Local Project  
Roadway Curve Realignment  
County Home Road and County Road 450 East  
Wells County, Indiana

## PROJECT DESCRIPTION

### Brief Description of Project:

The Wells County Board of Commissioners proposes a project to improve County Home Road and CR 200 South Intersection as well as CR 450 East and County Home Road East Realignment, Wells County Indiana. More specifically, it is within Harrison Civil Township in Sections 11 and 14, Township 26 North, Range 12 East on the USGS Bluffton, Indiana Quadrangle. The project is a full reconstruction of approximately 1.08 miles. The roadway will be shifted west to avoid the flooding at the curve where CR 200 S intersect CR 450 E. The new horizontal and vertical alignment will provide proper sight distance. Roadside safety will be improved, and Right of Way acquired to provide appropriate clear zone. Drainage improvements will include new roadside ditches and erosion protection.

Bridge and/or Culvert Project: Yes  No  Structure # \_\_\_\_\_

If this is a bridge project, is the bridge Historical? Yes  No  , Select  Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Proposed right of way: Temporary  # Acres \_\_\_\_\_ Permanent  # Acres 19, Not Applicable

Type and proposed depth of excavation: Up to 10 ft.

Maintenance of traffic (MOT): Road closures and detour

Work in waterway: Yes  No  Below ordinary high water mark: Yes  No

State Project:  LPA:

Any other factors influencing recommendations: Project description subject to additional changes

## INFRASTRUCTURE TABLE AND SUMMARY

<b>Infrastructure</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	<b>1</b>	Recreational Facilities	<b>N/A</b>
Airports <sup>1</sup>	<b>N/A</b>	Pipelines	<b>N/A</b>
Cemeteries	<b>1</b>	Railroads	<b>N/A</b>
Hospitals	<b>N/A</b>	Trails	<b>N/A</b>
Schools	<b>N/A</b>	Managed Lands	<b>N/A</b>

<sup>1</sup>In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

Explanation:

Religious Facilities: One (1) religious facility is located within the 0.5 mile search radius. The religious facility, Six Mile Church, is located approximately 0.25 mile northeast of the project area. No impact is expected.

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. The cemetery, Six Mile Cemetery, is located approximately 0.31 mile northeast of the project area. No impact is expected.

**WATER RESOURCES TABLE AND SUMMARY**

<b>Water Resources</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	<b>N/A</b>	Canal Routes - Historic	<b>N/A</b>
Karst Springs	<b>N/A</b>	NWI - Wetlands	<b>11</b>
Canal Structures – Historic	<b>N/A</b>	Lakes	<b>12</b>
NPS NRI Listed	<b>N/A</b>	Floodplain - DFIRM	<b>4</b>
NWI-Lines	<b>1</b>	Cave Entrance Density	<b>N/A</b>
IDEM 303d Listed Streams and Lakes (Impaired)	<b>1</b>	Sinkhole Areas	<b>N/A</b>
Rivers and Streams	<b>4</b>	Sinking-Stream Basins	<b>N/A</b>

Explanation:

NWI-Lines: One (1) NWI-Line segment is located within the 0.5 mile search radius. The NWI-Line segment is located approximately 0.20 mile east of the project area. No impact is expected.

IDEM 303 Listed Streams and Lakes (Impaired): One (1) IDEM 303d Listed Stream segment is located within the 0.5 mile search radius. The impaired stream segment, Six Mile Creek, is located approximately 0.20 mile east of the project area. No impact is expected.

Rivers and Streams: Four (4) stream segments are located within the 0.5 mile search radius. The nearest stream segment, Six Mile Creek, is located approximately 0.20 mile east of the project area. No impact is expected.

NWI-Wetlands: Eleven (11) wetlands are located within the 0.5 mile search radius. The nearest wetland is located approximately 0.02 mile west of the project area. No impact is expected.

Lakes: Twelve (12) lakes are located within the 0.5 mile search radius. One (1) lake is located within the project area. A Waters of the US Report is recommended and coordination with the appropriate agency, if applicable, will occur.

Floodplain-DFIRM: Four (4) floodplain polygons are located within the 0.5 mile search radius. The nearest floodplain polygon is 0.02 mile east of the project area. No impact is expected.

## MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

<b>Mining/Mineral Exploration</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	<b>N/A</b>	Mineral Resources	<b>N/A</b>
Mines – Surface	<b>N/A</b>	Mines – Underground	<b>N/A</b>

Explanation: No mining and mineral resources were identified within the 0.5 mile search radius.

## HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

<b>Hazardous Material Concerns</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	<b>N/A</b>	Manufactured Gas Plant Sites	<b>N/A</b>
RCRA Generator/ TSD	<b>N/A</b>	Open Dump Waste Sites	<b>N/A</b>
RCRA Corrective Action Sites	<b>N/A</b>	Restricted Waste Sites	<b>N/A</b>
State Cleanup Sites	<b>N/A</b>	Waste Transfer Stations	<b>N/A</b>
Septage Waste Sites	<b>N/A</b>	Tire Waste Sites	<b>N/A</b>
Underground Storage Tank (UST) Sites	<b>N/A</b>	Confined Feeding Operations (CFO)	<b>N/A</b>
Voluntary Remediation Program	<b>N/A</b>	Brownfields	<b>N/A</b>
Construction Demolition Waste	<b>N/A</b>	Institutional Controls	<b>N/A</b>
Solid Waste Landfill	<b>N/A</b>	NPDES Facilities	<b>N/A</b>
Infectious/Medical Waste Sites	<b>N/A</b>	NPDES Pipe Locations	<b>N/A</b>
Leaking Underground Storage (LUST) Sites	<b>N/A</b>	Notice of Contamination Sites	<b>N/A</b>

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation: No hazardous materials were identified within the 0.5 mile search radius.

## ECOLOGICAL INFORMATION SUMMARY

The Wells County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A review of the Indiana Natural Heritage Database by The Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

## **RECOMMENDATIONS SECTION**

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE: N/A

WATER RESOURCES:

A Waters of the US Report is recommended and coordination with the appropriate agency, if applicable, will occur for the following features:

- One (1) lake is located within the project area.

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION:

Prepared by:  
Neal Bennett  
Environmental Scientist  
Butler, Fairman, & Seufert, Inc.

### **Graphics:**

SITE LOCATION: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

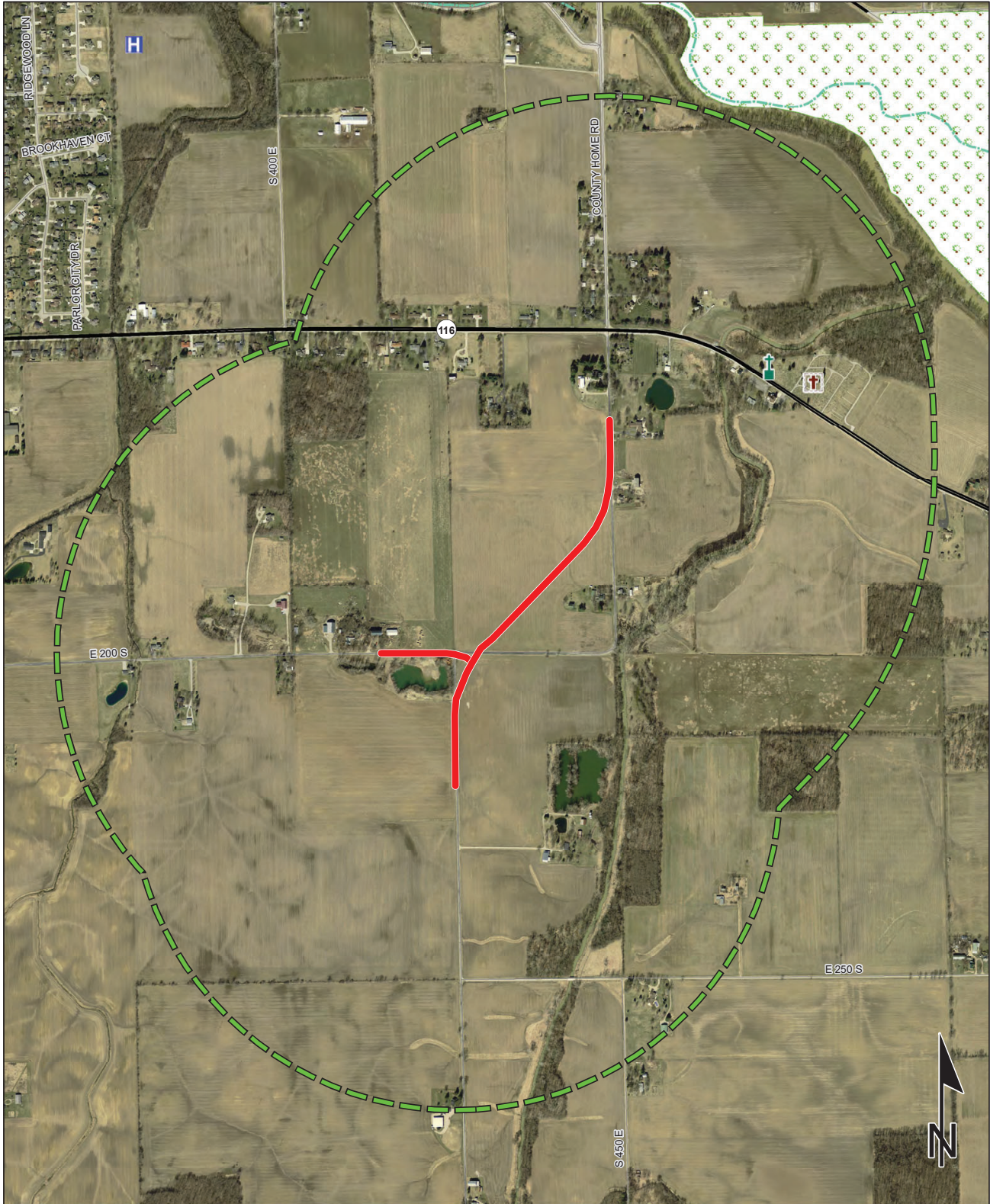


# Red Flag Investigation - Infrastructure

## Curve Correction of County Home Road & CR 450 E

### Wells County, Indiana

#### Des. No. 1802955



**Sources:** 0.15 0.075 0 0.15 Miles  
**Non Orthophotography Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

**This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.**

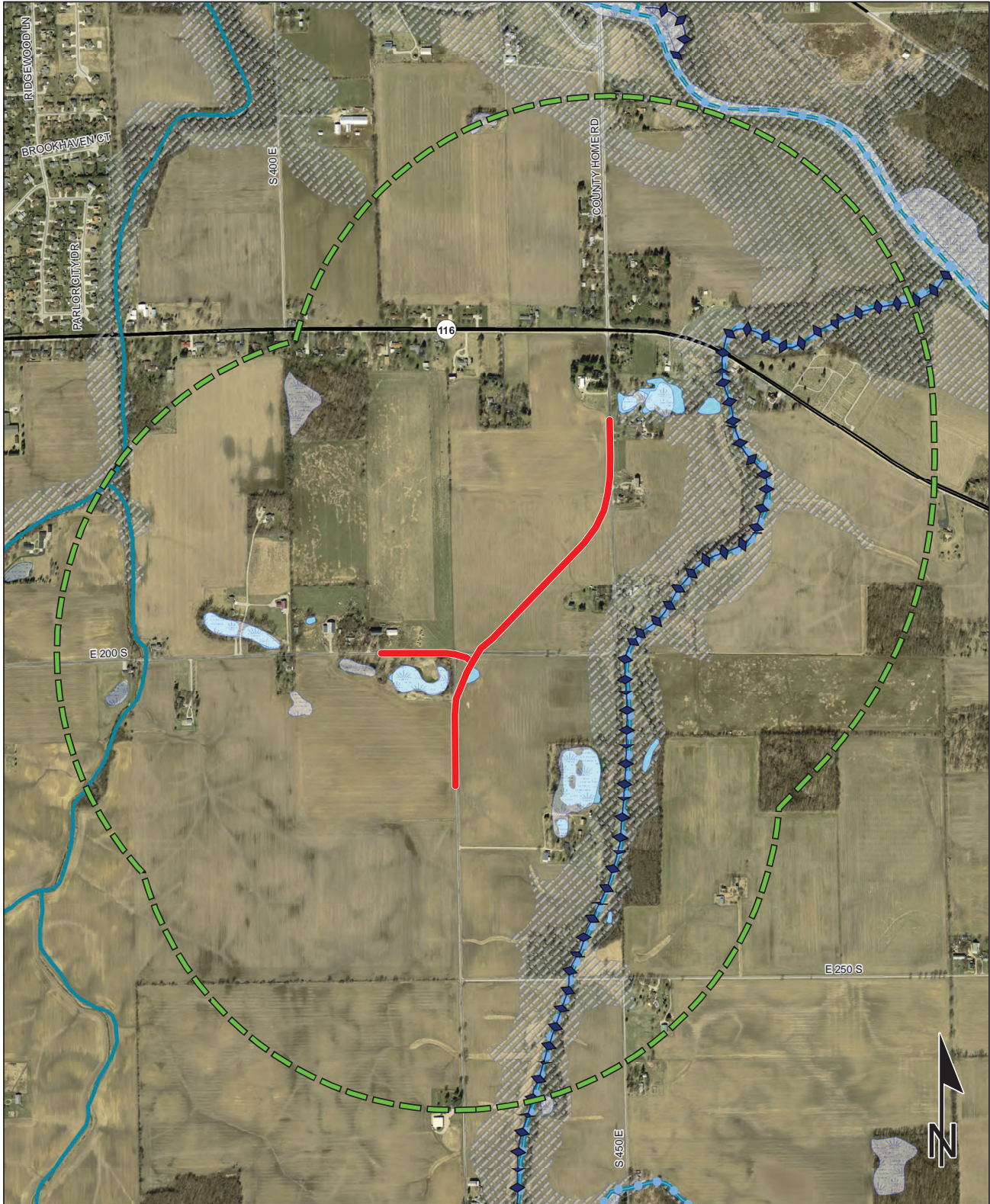
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

# Red Flag Investigation - Water Resources

## Curve Correction of County Home Road & CR 450 E

### Wells County, Indiana

#### Des. No. 1802955



**Sources:**  
**Non Orthophotography**  
**Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

**This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.**




APPENDIX F  
Ecological and Waters Resources

## **“WATERS OF THE U.S.” DETERMINATION REPORT**

County Home Road Realignment

Wells County, Indiana

INDOT Des No. 1802955

Prepared By: Hannah Deguch,

[hdeguch@bfsengr.com](mailto:hdeguch@bfsengr.com), 317-713-4615

Butler, Fairman & Seufert, Inc.

April 7, 2021

**Date of Field Investigation:** May 13, 2020

**Project Location:** The project is located along County Home Road/County Road (CR) 450 East between approximately 0.12 mile south of State Road 116 (CR 150 South), 0.11 mile west of County Home Road, and 0.17 mile south of E, Wells County, Indiana. Specifically, the project is located in Harrison Township, Wells County, in Sections 11 and 14, Township 26 North, Range 12 East on the USGS Bluffton, Indiana 7.5-minute topographic Quadrangle. The total project length is approximately 1.08 miles (see page 9).

LAT 40.713717°N; LONG -85.140536°W

### **Project Description:**

The Wells County Board of Commissioners, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a road realignment on County Home Road, Des. No. 1802955.

The primary purpose of the project is to address ongoing roadway deterioration, narrow roadway geometrics, and limited sight distances surrounding the intersection of CR 200 South and County Home Road. The need for the project is supported by the presence of alligator and block cracks, edge cracking, and extensive patching in poor condition throughout the project area. In addition, sections of the existing roadway either have no shoulders or are bordered by narrow, earth or gravel shoulder areas (0-1 foot in width). Horizontal and vertical alignments create poor sight-distance conditions.

The project proposes to realign County Home Road to the west, eliminating the 90-degree turn at CR 200 South. County Home Road, CR 200 South, and CR 450 East will have a typical section of two 11 ft. travel lanes and 6 ft. wide shoulders, consisting of 4 ft. paved and 2 ft. compacted aggregate. County Home Road will be converted to a cul-de-sac south of the proposed realignment, approximately 0.07 mile north of the existing 90-degree, turn to provide access to the two residential properties south of the realignment. Drainage improvements will include new roadside ditches and erosion protection.

Approximately 2.0 acres of permanent right-of-way (ROW) acquisition would be anticipated from agricultural and residential properties along the proposed alignment. The project will require closure of the road and the institution of a detour.

### **DESKTOP RECONNAISSANCE**

#### **Site(s) Background:**

Prior to the field investigation, several reference materials were consulted to gain information about the site. The USGS Bluffton, IN quadrangle was used to determine contours of the site and locate any water bodies in the area, as well as to provide a legal description of the area (see page 9). The Natural Resources Conservation Service (NRCS) Web Soil Survey website for Wells County, Indiana was consulted to determine if the study area contained any soils listed in either the *Hydric Soils of the United States* manual or the state list of hydric soils publication, along with a description of characteristics displayed by the mapped soil types of the area (see pages 21–23). The U.S. Fish and

Wildlife Service (USFWS) National Wetlands Inventory (NWI) map was used to find and classify any previously cataloged wetlands in the study area (see page 20). The Federal Emergency Management Agency’s (FEMA) floodplain map was consulted to gain an understanding of historic flood locations and frequency (see page 24). All this information provides a background for the hydrologic regime of the area.

**Soils:**

According to the Soil Survey Geographic (SSURGO) Database for Wells County, Indiana, the study area does have mapped soil types with hydric inclusions (see pages 21–23). The following soil types are mapped within the proposed project limits:

**Soil Map Summary Table**

<u>Soil Name</u>	<u>Map Abbreviation</u>	<u>Hydric Range</u>
Blount-Del Rey silt loam 1-4% slopes	BkB2	Hydric 3% Hydric
Del Rey-Blount silt loam 0-1% slopes	DeA	Hydric 10% Hydric
Eldean loam 0-2% slopes	EoA	Hydric 5% Hydric
Eldean variant silt loam 2-6% slopes	EsB2	Hydric 3% Hydric
Haskins loam 0-3% slopes	HbA	Hydric 8% Hydric
Pewamo silty clay loam 0-1% slopes	Pm	Hydric 91% Hydric
Rawson fine sandy loam 2-6% slopes	RIB	Hydric 5% Hydric
Rensselaer loam 0-1% slopes	OkA	Hydric 88% Hydric
Udorthents	Ud	Not Hydric

The results of the soil mapping indicate that soils in the project area have sufficient hydrology to be considered hydric according to the criteria used by the NRCS under the definition of hydric soils.

**National Wetland Inventory (NWI) Information:**

According to the NWI website (<https://www.fws.gov/wetlands/data/Mapper.html>), there are mapped wetland and riverine features within and adjacent to the project area (see page 20).

<u>Wetland/Water Feature Type</u>	<u>Location</u>
Riverine (R2UBHx)	Mapped adjacent to the project area, east of S 450 E bend.
Freshwater Emergent Wetland (PEM1F)	Mapped adjacent to the western terminus of the project area.
Freshwater Emergent Wetland (PEM1F)	Mapped adjacent to the northern terminus of the project area.
Freshwater Pond (PUBGx)	mapped adjacent southwest of S 450 E and the intersection of S County Home Road
Freshwater Pond (PUBGx)	mapped east of the northern terminus of the project area

**Hydrologic Unit Code (HUC):** 051201010801(west) 051201010603 (east)

**The USGS National Hydrography Dataset (NHD):**

According to the USGS NHD Map service (<https://viewer.nationalmap.gov/advanced-viewer/>), there are (2) streams mapped within the project area that are conveyed under the roadway (see page 25).

**Attached documents:**

- Maps (Project Location: State, Topographic, Aerial, NWI, NRCS Soils, FEMA FIRM, NHD, Photo Reference, Water Resources Map)
- Photographs with orientation
- Wetland Data Sheets

**FIELD RECONNAISSANCE**

The footprint of the investigation consisted of the area that has the potential to be impacted based on the proposed project. The area of investigation was evaluated for the presence or absence of wetlands and waterways. Features listed mapped on the NHD were unable to be located in the field. There is one (1) pond and one (1) stream, Sixmile Creek, located outside of the project limits but are adjacent. (see page 26). The area was investigated by topographical survey within the study limits. OHWM and bankfull measurements were taken when present at a water feature. If present, roadside ditches along the roadway were examined for possible jurisdictional status. Field observations revealed no wetlands or jurisdictional stream features within the study area.

**Waterways:**

There is one (1) waterway located adjacent to the study area, Sixmile Creek, east of the curve of County Home Road. This stream is classified as a riverine, lower perennial, unconsolidated bottom, permanently flood and excavated stream. Erosion control measures will be required; however, no impacts are expected.

**Wetlands:**

No wetlands were observed within the study area; therefore, no impacts are expected.

**Open Water:**

There is one (1) freshwater pond mapped immediately adjacent to the study area. This lake is an approximate 1.78-acre instream freshwater pond, created by excavation. This pond is in the southwest quadrant of the Center County Home Road and CR 200 S intersection. It was determined that the project will infringe on the pond’s limits by means of a drainage inlet/outlet ditch with riprap. Approximately 0.001 acre or 8 square yards of the pond. The pond drains into Craven Ditch which outlets to the north in the Wabash River. The freshwater pond should be considered a Waters of the U.S.

**Floodplain:**

The project is in a regulated floodway. (See page 24)

**Conclusion and Recommendations:**

Field observations revealed that the investigated area contained one (1) freshwater pond that is likely a “Waters of the U.S.” Every effort should be taken to avoid and minimize impacts to the pond. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers (USACE).

**Acknowledgement:**

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator’s training, experience and professional judgement in conformance with the 1987 Corps of Engineers Wetlands Delineation Manual, the appropriate regional supplement, the USACE Jurisdictional Determination Form Instructional Guidebook, and other appropriate agency guidelines.



Signed: April 7, 2021  
Hannah Deguch  
Environmental Scientist  
Butler, Fairman, & Seufert, Inc.

**Supporting Documentation:**

	<b>Page Number(s)</b>
State Map .....	6
USGS Bluffton Indiana Quadrangle Map.....	7
Aerial Maps.....	8
Photo Orientation Map.....	9
Photographs.....	10-15
U.S. Fish and Wildlife Service’s (USFWS) National Wetland Inventory (NWI) map .....	16
Natural Resources Conservation Service Soils Map .....	17-19
FEMA FIRM Regulated Floodway Map.....	20
NHD Map.....	21
Aerial Wetland Data Map.....	22
Preliminary Jurisdictional Form .....	23-25

## **References:**

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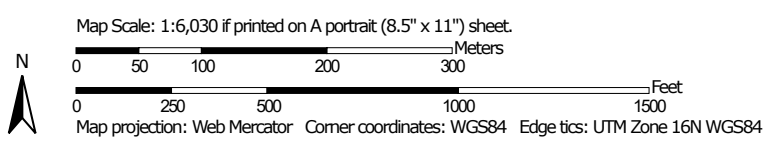
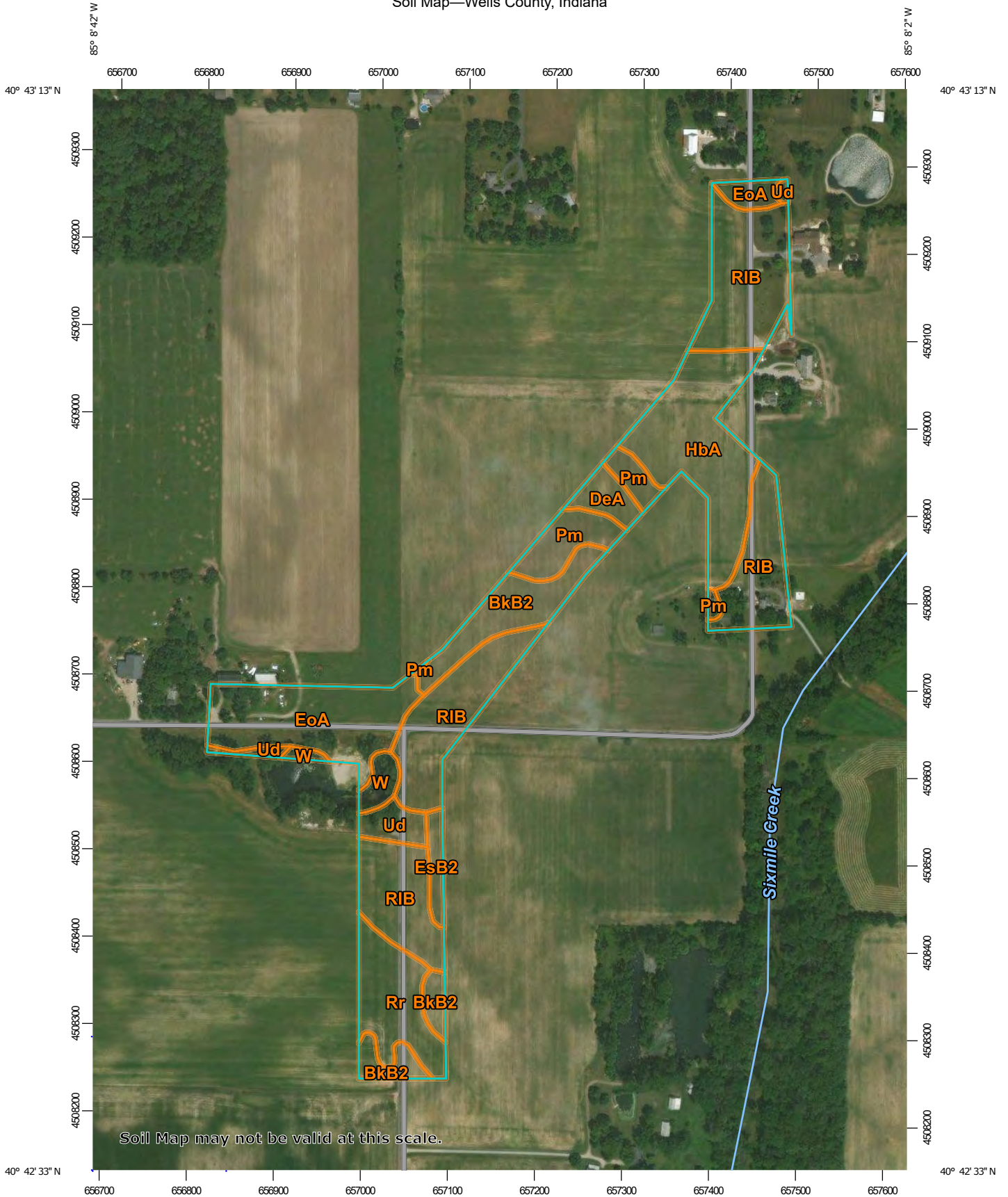
May 20, 2020

**Wetlands**

- Estuarine and Marine Deepwater
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Other
- Riverine
- Study Area

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.


Soil Map—Wells County, Indiana



 Study Area

### MAP LEGEND

**Area of Interest (AOI)**

 Area of Interest (AOI)




















**Soils**



 Soil Map Unit Polygons

 Soil Map Unit Lines


 Soil Map Unit Points

**Special Point Features**






-  Blowout
-  Borrow Pit
-  Clay Spot
-  Closed Depression
-  Gravel Pit
-  Gravelly Spot
-  Landfill
-  Lava Flow
-  Marsh or swamp
-  Mine or Quarry
-  Miscellaneous Water
-  Perennial Water
-  Rock Outcrop
-  Saline Spot
-  Sandy Spot
-  Severely Eroded Spot
-  Sinkhole
-  Slide or Slip
-  Sodic Spot

-  Spoil Area
-  Stony Spot
-  Very Stony Spot
-  Wet Spot
-  Other
-  Special Line Features

**Water Features**

 Streams and Canals

**Transportation**

-  Rails
-  Interstate Highways
-  US Routes
-  Major Roads
-  Local Roads

**Background**

 Aerial Photography

### MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

**Warning:** Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
 Web Soil Survey URL:  
 Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Wells County, Indiana  
 Survey Area Data: Version 24, Jun 11, 2020

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Feb 14, 2012—Apr 1, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

## Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
BkB2	Blount-Del Rey silt loams, 1 to 4 percent slopes, eroded	3.3	10.1%
DeA	Del Rey-Blount silt loams, 0 to 1 percent slopes	0.8	2.3%
EoA	Eldean loam, 0 to 2 percent slopes	4.9	14.9%
EsB2	Eldean variant silt loam, 2 to 6 percent slopes, eroded	0.5	1.6%
HbA	Haskins loam, 0 to 3 percent slopes	5.2	15.6%
Pm	Pewamo silty clay loam, 0 to 1 percent slopes	2.0	6.1%
RIB	Rawson fine sandy loam, 2 to 6 percent slopes	12.0	36.2%
Rr	Rensselaer loam, 0 to 1 percent slopes	2.7	8.1%
Ud	Udorthents, loamy	1.0	3.1%
W	Water	0.7	2.1%
<b>Totals for Area of Interest</b>		<b>33.1</b>	<b>100.0%</b>

# National Flood Hazard Layer FIRMMette



85°8'38"W 40°43'9"N



## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D

OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall

OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance
		17.5 Water Surface Elevation
		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
OTHER FEATURES		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature

MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped

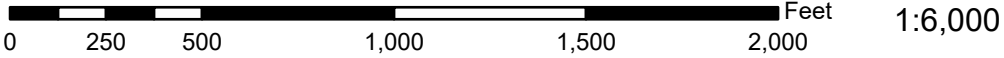
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

### Study Area

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **8/26/2020 at 2:25 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

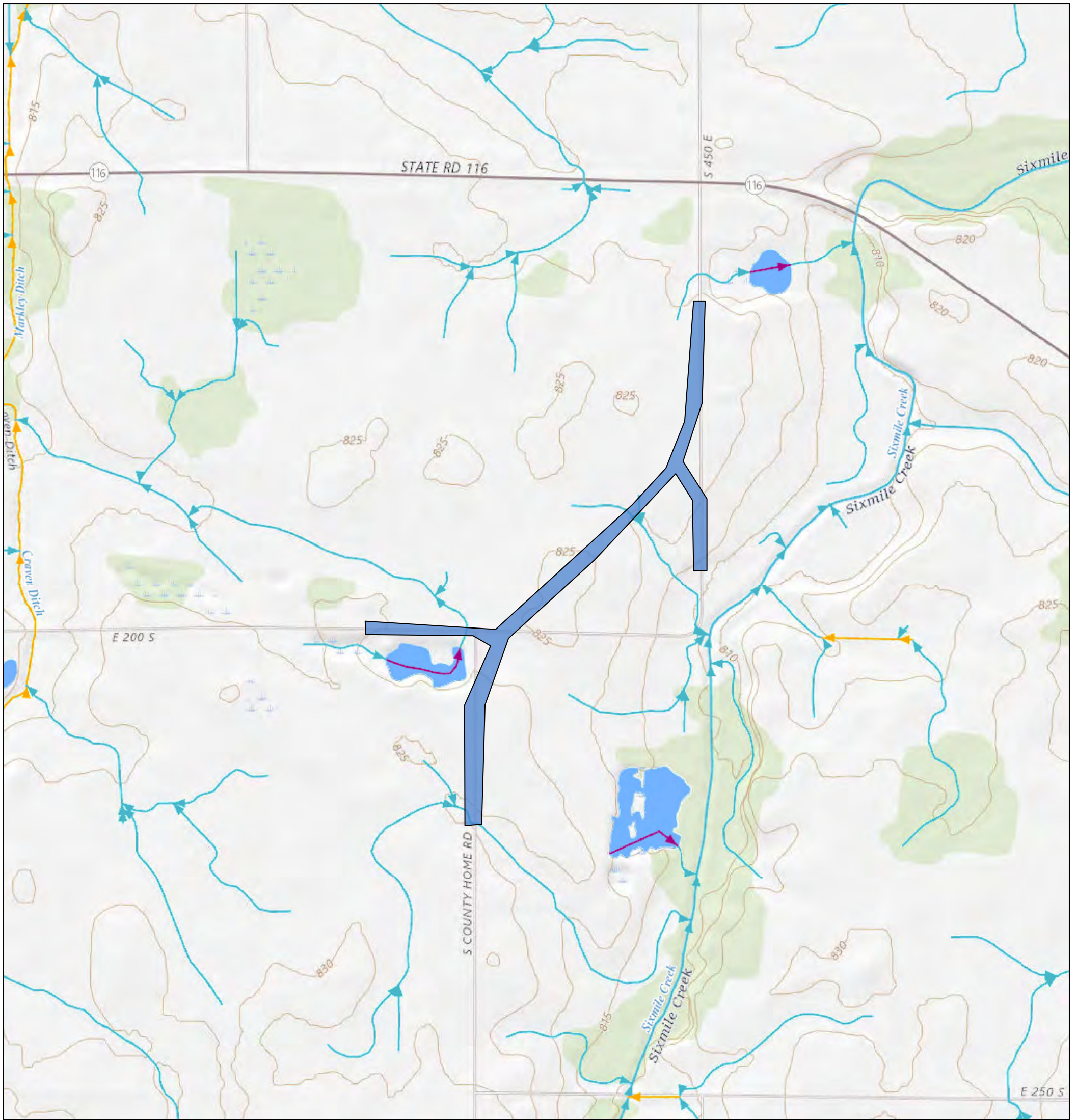
This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



85°8'W 40°42'42"N

USGS The National Map: Orthoimagery. Data refreshed April 2020

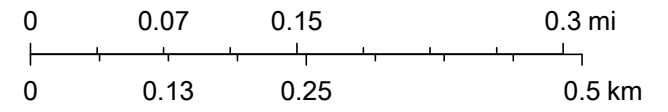
# County Home Road Realignment



3/26/2021, 11:56:32 AM

1:9,028

- |                                |                  |                               |                             |
|--------------------------------|------------------|-------------------------------|-----------------------------|
| 6398_ProjectArea_Updated       | DamWeir          | Water Intake/Outflow          | Underground Conduit         |
| <b>Waterbody - Large Scale</b> | Flume            | <b>Flowline - Large Scale</b> | Stream/River                |
| Estuary                        | Foreshore        | Perennial                     | Stream/River - Perennial    |
| Ice Mass                       | Hazard Zone      | Intermittent                  | Stream/River - Intermittent |
| Lake/Pond                      | Inundation Area  | Ephemeral                     | Stream/River - Ephemeral    |
| Playa                          | Lock Chamber     | Artificial Path               | Pipeline                    |
| Reservoir                      | Rapids           | Canal/Ditch                   | Artificial Path             |
| Swamp/Marsh                    | Sea/Ocean        | Coastline                     | <b>Line - Large Scale</b>   |
| <b>Area - Large Scale</b>      | Special Use Zone | Connector                     | Line                        |
| Area of Complex Channels       | Spillway         | Pipeline                      | Tunnel                      |
| Area to be Submerged           | Stream/River     | Underground Conduit           | <b>Point Event</b>          |
| Bay/Inlet                      | Submerged Stream | Dam                           | Gaging Station              |
| Bridge                         | Wash             | <b>Flow Direction</b>         | Divergence Structure        |
| Canal/Ditch                    |                  | Connector                     |                             |
|                                |                  | Canal/Ditch                   |                             |



Study Area

USGS TNM – National Hydrography Dataset. Data Refreshed January, 2021., USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover



**Legend**

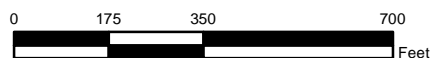
-  Freshwater Pond
-  Project Area

E County Road 200 S

E County Road 200 S

S County

S County Road 450 E



**Aerial Wetland Data Map**

County Home Road Realignment  
 Wells County, Indiana  
 Des. No. 1802955

Map Source: Indiana Geological Survey (IGS), IndianaMap, 2019  
 ArcGIS Online (ESRI) World Imagery.

**Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM**

**BACKGROUND INFORMATION**

**A. REPORT COMPLETION DATE FOR PJD:** March 29, 2021

**B. NAME AND ADDRESS OF PERSON REQUESTING PJD:** Hannah Deguch, Butler, Fairman, & Seufert, Inc.,  
8450 Westfield Blvd., Indianapolis, IN 46240

**C. DISTRICT OFFICE, FILE NAME, AND NUMBER:**

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:**

**(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)**

State: Indiana County/parish/borough: Wells City: Bluffton

Center coordinates of site (lat/long in degree decimal format):

Lat.: 40.713717°N Long.: -85.140536°W

Universal Transverse Mercator: 657062.62, 4508640.47

Name of nearest waterbody: East Fork Wildcat Creek

**E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):**

Office (Desk) Determination. Date:

Field Determination. Date(s):

**TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.**

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Freshwater Pond 1	40.713146°	-85.142091°	0.001	Non-wetland waters	Section 404



- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring “pre-construction notification” (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant’s acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there “*may be*” waters of the U.S. and/or that there “*may be*” navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:


**SUPPORTING DATA. Data reviewed for PJD (check all that apply)**

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:  
Map: Bluffton USGS 7.5-minute Quadrangles, Aerial and State Location Map
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - Office concurs with data sheets/delineation report.
  - Office does not concur with data sheets/delineation report. Rationale: \_\_\_\_\_
  
- Data sheets prepared by the Corps: \_\_\_\_\_
- Corps navigable waters' study: \_\_\_\_\_
- U.S. Geological Survey Hydrologic Atlas: \_\_\_\_\_
  - USGS NHD data.
  - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: USGS Bluffton, IN 7.5-minute Quads
  
- Natural Resources Conservation Service Soil Survey. Citation: Websoil Survey Wells County County, IN
- National wetlands inventory map(s). Cite name: USFWS Wells County, IN Map
  
- State/local wetland inventory map(s): \_\_\_\_\_
- FEMA/FIRM maps: Wells County
  
- 100-year Floodplain Elevation is: \_\_\_\_\_ (National Geodetic Vertical Datum of 1929)
- Photographs:  Aerial (Name & Date): 2019 Orthophotography  
or  Other (Name & Date): Site Photos taken on May 15, 2020
  
- Previous determination(s). File no. and date of response letter: \_\_\_\_\_
- Other information (please specify): \_\_\_\_\_

**IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.**

N/A  
\_\_\_\_\_  
Signature and date of  
Regulatory staff member  
completing PJD

 4/7/2021  
\_\_\_\_\_  
Signature and date of  
person requesting PJD  
(REQUIRED, unless obtaining  
the signature is impracticable)<sup>1</sup>

APPENDIX G  
Public Involvement

December 11, 2019

NOTICE OF SURVEY

Sample Notice of  
Survey Letter

*RE: Topographic Survey for the Reconstruction of County Home Road  
& 450 East, Wells County, Indiana*

*Dear Property Owner(s):*

*The Wells County Board of Commissioners has selected Butler, Fairman and Seufert, Inc., to survey and design the referenced project. Courthouse records show that you are a property owner within the limits of the area where data will be collected for the project survey. It may be necessary for our employees to enter your property to complete this work. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.*

*At this stage, we generally do not know what effect, if any, our project can eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.*

*The survey work will include mapping the location of features such as trees, buildings, fences and drives, and obtaining ground elevations. The survey is needed for the proper planning and design of this bridge project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If problems do occur, please contact our field crew or contact me at the telephone number or address shown above or the included e-mail address.*

*Sincerely,*

*BUTLER, FAIRMAN and SEUFERT, INC.*

*Mark W. Neal, P.S.  
mneal@bfsengr.com*

MWN:sc

## Conference Call Regarding Max Hauk Property

October 15, 2020, 2:00 pm EST

### Attendees:

Sam Haffley, BFS

Mark Neal, BFS

Ben Zobrist, BFS

Melinda Leighty, Power of Attorney for Max Hauk

### Call Summary:

Ms. Leighty explained that the owner of the property, Max Hauk, is her father. This property has been in their family for approximately 100 years and provides a lot of income from farming to their family. She explained that Mr. Hauk is in a nursing home, and she, being the power of attorney, did not receive the Notice of Survey Letter and did not know about the project until approximately 5 or 6 days ago.

Mark explained that the process of notifying a property owner, according to Indiana code, requires a letter be sent to all property owners letting them know of the survey activities. Property owner information is obtained from county records or online data services.

Ms. Leighty was concerned about right-of-way acquisition occurring without her knowledge. Ben explained that the process of acquiring the right-of-way is a separate process that will occur after a public hearing. The public hearing will be an opportunity for Ms. Leighty and Mr. Hauk's family to voice their concerns about the project. Ms. Leighty and family will be notified about the hearing and be given informative material about any right-of-way processes that might occur.

Ms. Leighty agreed to provide mailing addresses for herself and her sister, Cindy, for any future correspondence and notifications regarding the project.

PUBLISHER'S CLAIM

STATE OF INDIANA

SS: Legal Notice

WELLS COUNTY

Butler, Fairman & Seufert, Inc.

TO: Bluffton News-Banner

NEWS-BANNER PUBLICATIONS, INC.
125 North Johnson St., PO Box 436
Bluffton, IN 46714

Charges for Advertisement

Charges for extra proofs
(\$1.00 for each additional proof)

Total amount of claim

DATA FOR COMPUTING COST

Width of single column: 12.5 ems

Number of insertions: 2

NOTICE OF PUBLIC INFORMATION MEETING
DES# 1802955: Roadway Project for County Home Road (County Road 450 East) and County Road 200 South, Wells County

The Wells County Board of Commissioners will host a public information meeting for the proposed projects on July 28, 2021 at the Wells County Community Center, 1240 4-H Park Road, Bluffton, IN 46714.

The purpose of the public information meeting is to offer all interested persons an opportunity to review the current preliminary plans for the projects, speak informally with INDOT and design consultant representatives, ask questions and provide feedback.

The need for the project is supported by the presence of alligator and block cracks, edge cracking, and extensive patching in poor condition throughout the project area. In addition, sections of the existing roadway either have no shoulders or are bordered by narrow, earth or gravel shoulder areas (0-1 foot in width).

Initial considerations to address the purpose and need of the project includes the realignment of County Home Road, eliminating the 90-degree turn at CR 200 South, County Home Road, CR 200 South, and CR 450 East will have a typical section of two 11 ft. travel lanes and 6 ft. wide shoulders, consisting of 4 ft. paved and 2 ft. compacted aggregate.

East will be converted to a cul-de-sac south of the proposed realignment, approximately 0.20 mile north of the existing 90-degree, turn to provide access to the two residential properties south of the realignment. Drainage improvements will include new roadside ditches, culverts, storm sewers, and erosion protection.

The total anticipated project length along County Home Road (CR 450 E) is 0.93 mile and extends approximately 0.53 mile northeast and approximately 0.25 mile south of the intersection of County Home Road and CR 200 South, respectively. County Road 450 East will be realigned and will connect to County Home Road. The realignment will include a cul-de-sac south of the proposed realignment, approximately 0.20 mile north of the existing 90 degree curve. Approximately 18.5 acres of permanent right-of-way acquisition for the project is anticipated; however, no residential relocations are anticipated. Initial stages of construction expected to begin in Spring 2024.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to the natural environment. Therefore, the project is being processed as a Categorical Exclusion.

A link to the public information meeting presentation will be posted to the project website via the project sponsor's web page (https://wellscounty.org) by July 28, 2021.

The public is encouraged to provide statements regarding the project utilizing one or more of the following methods: fill out the enclosed comment form and return it to the design consultant (contact information provided below); fill out a comment form at the public information meeting and leave it with the design consultant or INDOT staff members (at any of the project information stations); call or email Neal Bennett, Environmental Scientist for the projects, at 317-713-4615 or nbennett@hspaxlp.com

nb 7/14, 7/21 hspaxlp

...ct, that the amount claimed is legally due, after been paid.

[Signature]

Title: Publisher

PUBLISHER'S AFFIDAVIT

I, Douglas R. Brown, publisher of the News-Banner (city) (town) of Bluffton in state and county do hereby certify that the printed matter attached hereto is a true copy, which was published in said paper for 2 time(s) publication being as follows: July 14, 21, 2021

[Signature]

...orn to before me this 21 day of Jul-21

Notary Public (Wells Co.) Martha A. Poling



June 3, 2025

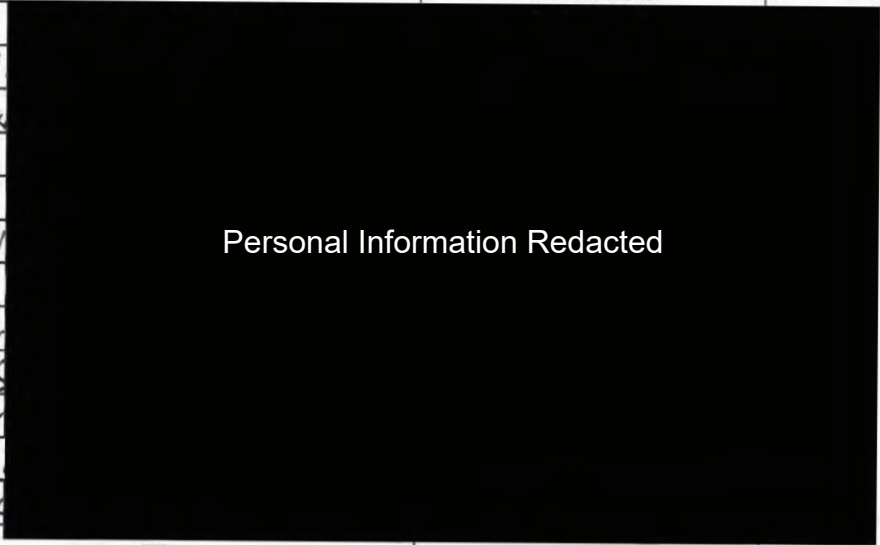
# MEETING ATTENDANCE RECORD

**PROJECT:** County Home Road & CR 450 E Intersection Improvements

**DESCRIPTION:** DES #1802955

**DATE:** July 28, 2021


NAME	ADDRESS	E-MAIL ADDRESS	PHONE #
Charles F. Carlson	4087 E 200 South		
Nola Starkov	1916 S. 450 E.		
TED MARKLEY	3827 E. Old Meyers, Bloomington, IN		
KENNY GROVER	2230 E 200 S BLUEFORD, IN 46714		
Grant & Mike Studabaker	2708 S. County Home Rd Bluffton		
DOUG MYFFELON	1650 E 950 N OSSIAN		DN
TERRY PUSHTEN	2845 E 300S Bluffton		
Jarrod Hahn	102 West Market St Bluffton		Sur
Kevin Shaw	5333 Hatfield Rd Fort Wayne, IN		KS
Clayton Carlson	1936 S Hoobier Hwy Bluffton		
Cliff & Jenny Halberstam	949 E. 250 S. Bluffton, IL		can
Matt & Danielle Studabaker	2305 S. County Home Rd		
Adam King	226 Oak Forest Drive		



Personal Information Redacted

# COUNTY HOME ROAD & CR 450 EAST REALIGNMENT PUBLIC INFORMATION MEETING

Wednesday July 28<sup>th</sup>, 2021 @ 6 PM

1

## AGENDA

- WELCOME/OPENING REMARKS
- PROJECT TEAM OVERVIEW
- PUBLIC INFORMATION MEETING
- PROJECT OVERVIEW
  - Project Limits
  - Existing Corridor
  - Project Need and Purpose
  - Current Activities
- ENVIRONMENTAL DOCUMENTATION PROCESS
- PROJECT SCHEDULE




2

## WELCOME

Thank you so much for taking time out of your day to partner with Wells County on the County Home Road Improvements. Your feedback is valuable and critical to the success of this project!




3

## PROJECT TEAM OVERVIEW



**Eduardo Calderin**  
Project Manager  
Butler, Fairman and Seufert, Inc  
[ecalderin@bfsengr.com](mailto:ecalderin@bfsengr.com)  
317-713-4615



**Nate Rumschlag**  
Wells County Highway Engineer  
[chengeiner@wellscounty.org](mailto:chengeiner@wellscounty.org)  
260-824-6430



**Sam Haffley**  
Road Design Engineer  
Butler, Fairman and Seufert, Inc  
[shaffley@bfsengr.com](mailto:shaffley@bfsengr.com)  
317-713-4615




4



## COUNTY HOME ROAD PUBLIC INFORMATION MEETING

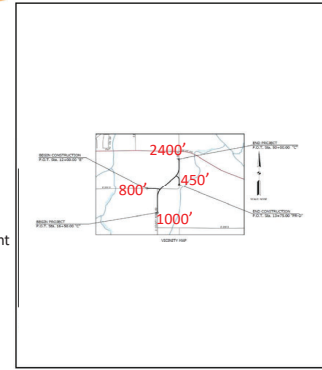
- Purpose of Meeting
  - Share information about the project
  - Provide feedback
  - Ask Questions



5

## PROJECT LIMITS

- Approximately 1000' south of CR 200 S
- Approximately 800' west of County Home Road
- Approximately 2400' north of CR 200 S
- Approximately Cul-de-Sac 450' east of new alignment



6

## EXISTING CORRIDOR

- Sub-Standard Travel Lane widths less than 10'
- Narrow Shoulders if any
- Poor Intersection Sight Distance
- Flooding issues
- Poor Pavement Conditions



7

## PURPOSE AND NEED

The **purpose** of the project is to improve the roadway deterioration, narrow geometric and limited sight distance by the realignment of the 90-degree curve of County Home Road/County Road (CR) 450. This project follows all the guidelines for Federal Aid projects.

- 11' Travel Lanes
- 6' Shoulders 4' Paved 2' Compacted Aggregate
- Side ditches with small culverts and 4:1 side slope

The **need** for the project derives from road closures due to flooding and the existing sub-standard road features



8

## CURRENT ACTIVITIES

- Developing Environmental Document
  - following the National Environmental Policy Act ( NEPA)
- Gathering stakeholder feedback
- Working on INDOT Stage 3 Plans Submittal



9

## SCHEDULE

- Draft CE submittal target October 2021
- Right of Way Clear 7/21/2023
- Permits 01/20/2023
- Letting Date December 13, 2023
- Start Construction Spring 2024



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## NEXT STEPS

- Review comments and feedback
- Continue with Environmental Study and Documentation
- Continue with plan development

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## FEEDBACK

### Ways to provide feedback



- Fill out a comment form



- Email team member



- Call a team member

**Please Submit comments by August 15, 2021**



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# CONTACT INFORMATION

Nate Rumschlag, WELLS COUNTY HIGHWAY  
[chengeiner@wellscounty.org](mailto:chengeiner@wellscounty.org)  
260-824-6430

Damien Perry, INDOT Project Manager  
[dperry1@indot.IN.gov](mailto:dperry1@indot.IN.gov)  
260-969-8266

Eduardo Calderin, BFS  
[ecalderin@bfsengr.com](mailto:ecalderin@bfsengr.com)  
317-713-4615

Sam Haffley, BFS  
[shaffley@bfsengr.com](mailto:shaffley@bfsengr.com)  
317-713-4615

Neal Bennett, BFS  
[nbennett@bfsengr.com](mailto:nbennett@bfsengr.com)  
317-713-4615



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# County Home Road Environmental Document

## NEPA - National Environmental Policy Act of 1970

- Required for all federally funded highway improvements
- Level of review based on location and scope

Levels:

Categorical Exclusion (CE) < Environmental Assessment\* < Environmental Impact Statement

*\*This project will be processed as a Categorical Exclusion*



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# County Home Road Environmental Document

## GENERAL PROCESS

- Coordinate** with local/state/federal resource agencies
- Conduct** field assessments of resources present at the project site
- Schedule** public information meetings & get feedback
- Select** Preferred Alternative



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# County Home Road Environmental Document

## GENERAL PROCESS

- **Design** to avoid / minimize / mitigate for project impacts
- **Offer** Public Hearing for Preferred Alternative
- **Finalize** plans based on public hearing input
- **Obtain** CE approval from INDOT
- **Right of Way** starts after CE approval



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# THANK YOU

Again for Additional Questions and Comments??

Nate Rumschlag, WELLS COUNTY HIGHWAY  
[chengineer@wellscounty.org](mailto:chengineer@wellscounty.org)  
260-824-6430

Damien Perry, INDOT Project Manager  
[dperry1@indot.IN.gov](mailto:dperry1@indot.IN.gov)  
260-969-8266

Eduardo Calderin, BFS  
[ecalderin@bfsengr.com](mailto:ecalderin@bfsengr.com)  
317-713-4615

Sam Haffley, BFS  
[shaffley@bfsengr.com](mailto:shaffley@bfsengr.com)  
317-713-4615

Neal Bennett, BFS  
[nbennett@bfsengr.com](mailto:nbennett@bfsengr.com)  
317-713-4615



## Public Information Meeting- Public Comment Summary

County Home Road Realignment

Wells County, Indiana

Des. No. 1600669

6 p.m. July 28, 2021

- Chad Captain expressed concerns regarding the property at the SE corner of the CR 450 and CR 200 intersection, as the property lines are not correct on the GIS website. It was explained that BF&S right of way engineering will obtain correct legal documentation to establish property lines during title work.
  - It was explained that the County could release the abandoned road to the adjacent property owners during the right of way phase as well.
  - The property owner had concerns about trucks needing to park on that road during harvest season.
- There were concerns by multiple property owners about the purpose of the project. It was explained that:
  - The project was part of the south corridor study in 2016-2017.
  - There is possible residential growth in the area over the next 20 years.
  - The Sixmile Creek floodplain extends over the roadway.
  - The curve has an advisory speed of 15 mph and trucks often encroach across the centerline into oncoming traffic.
  - There have been six accidents in the vicinity of the project.
- According to residents, the road only floods about once per year, and floodwaters drain relatively quickly.
- One property owner suggested to increase the radius or to raise the grade of the existing curve.
  - MSE walls would be necessary to raise the grade and avoid relocation of houses; these would be very costly.
  - Mitigation would be required since fill would be added to a floodway.
- It was stated that various arrowheads and chiseled rocks have been found throughout the area.
- There was general concern about increased speeds if the road is realigned.
  - Any unposted road in Wells County has a speed limit of 55 mph.
- Property owners had concerns about snow removal off the cul-de-sac and access drive.
  - The road may remain County right-of-way. Alternatively, a maintenance agreement could be made with the County by the property owners during the right-of-way acquisition phase.
- A few property owners felt that the idea of major development happening in the area was “getting stretched.”
  - One property owner raised concerns about the mail services and possible address changes. It was explained that any changes that Wells County would make would have to go through the Postmaster.
- A property owner pointed out that there is very sandy soil near an old aggregate pit near the new intersection of County Home Road and CR 200.
- Several property owners asked about drainage and flood mitigation measures.

- Drainage will be propagated as it is now. The existing culvert near the curve in question will be replaced. A new 24-inch culvert will be installed under the new alignment.
- Property owners were concerned about the current state of land acquisition. It was explained no land had been purchased yet and no purchase would occur without the knowledge of the property owners.
- Some people inquired about the funding for the project.
  - The local portion could possibly be funded by the county income tax, a grant from the state, or general county funds.
- There were several questions about access during construction.
  - All access will be maintained throughout entire construction timeline.
  - There will be a representative from Wells County onsite to coordinate with property owners.
  - Property owners can voice their concerns during construction during right-of-way acquisition.
  - This will most likely be a phased construction schedule with most of the work on the new alignment occurring with minimal traffic disruption.
- The schedule for the project was laid out and it is as follows:
  - Construction will not happen until 2024.
  - The public hearing is the property owners' opportunity to have their concerns formally in writing in the environmental document.
  - The environmental (NEPA) document is going to be submitted in October or November.
  - The deadline for comments from this meeting is August 15<sup>th</sup>.

**From:** [Nola Starkey](#)  
**To:** [Neal Bennett](#)  
**Subject:** Wells Co County Home Rd Project  
**Date:** Friday, August 13, 2021 4:26:35 PM

---

August 13, 2021

To Whom It May Concern,

This is a formal response to comments made at the July 28th public meeting in Bluffton, Indiana. My home is situated at 1916 S 450 E, just north of the sharp curve at 200 S. The house was built in 1847 and is in excellent condition for a home that old. If I'm not mistaken, it is the second oldest home in Wells County. We are very attached to this home where we raised our children and watch our grandchildren play. I am requesting that the option to displace my home would be removed from your consideration.

Another point brought up at the meeting is the maintenance of the county road in front of my home and the residence directly across from mine. Please have it written in the final agreement that the county highway department will continue maintenance of county road 450 E during construction as well as after project completion.

I had a conversation with Courtney Pfister, owner of the affected field, this week and he suggested a more north-western construction of the road. County Home Road would extend along the East border of the Captain property, making a wide curve to border the South edge of the Powell property. This route would be less invasive to the farming of the affected field. I ask you to consider his recommendation as an option.

I appreciate your time and consideration of the property owners involved.

Sincerely,

Nola Starkey  
nolastarkey@yahoo.com

[Sent from Yahoo Mail for iPhone](#)

## APPENDIX H

### Air Quality



Indiana Department of Transportation (INDOT)  
 State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Wells County	41852 / 1900838	M 33	IR 1003	Railroad Crossing Removal	Rerouting of Hoosier HWY in Wells Co. to connect to Adams St. at Bluffton City Limits	Fort Wayne	0	STBG	\$7,899,412.35	Local Funds	CN	\$0.00	-\$410,667.65			(\$1,624,456.01)	\$1,213,788.36	
										Statewide Consulting	CN	\$160,878.00	\$0.00				\$160,878.00	
										Group IV Program	CN	\$643,512.00	\$0.00			(\$4,208,123.99)	\$4,851,635.99	
Performance Measure Impacted: Transit																		
Comments:No MPO - Moved CN \$5,012,513.99 from FY 2022 to FY 2023.																		
Indiana Department of Transportation	41874 / 1800677	Init.	SR 218	HMA Overlay, Preventive Maintenance	From SR 3 to SR 1	Fort Wayne	11.607	STBG		Road Construction	CN	\$2,189,418.40	\$547,354.60		\$2,736,773.00			
Performance Measure Impacted: Pavement Condition																		
Indiana Department of Transportation	41874 / 1800677	A 17	SR 218	HMA Overlay, Preventive Maintenance	From SR 3 to SR 1	Fort Wayne	11.607	STBG	\$6,809,307.00	Bridge Construction	CN	\$712,756.80	\$178,189.20			\$890,946.00		
										Bridge ROW	RW	\$48,000.00	\$12,000.00	\$15,000.00	\$5,000.00	\$40,000.00		
										Road Construction	CN	\$2,473,270.40	\$618,317.60		(\$2,736,773.00)	\$5,828,361.00		
Performance Measure Impacted: Pavement Condition																		
Comments:No MPO. DES 1383561, 1383678, 1383560, 1383564, 1800677, 1900621. Adding ROW for FY20 for \$15,000, FY21 for \$5000, and FY22 for \$40,000. Taking out CN for FY21 -\$2,736,773 and adding CN to FY22 for \$5,828,361.																		
Indiana Department of Transportation	41874 / 1900621	A 01	SR 1	HMA Overlay, Preventive Maintenance	From SR 124 S. Jct. (Wabash River Bridge) to SR 116 N. Jct. (Dustman Rd.)	Fort Wayne	1.02	STBG	\$3,101,553.00	Road Construction	CN	\$2,135,642.40	\$533,910.60			\$2,669,553.00		
										Road Consulting	PE	\$345,600.00	\$86,400.00	\$432,000.00				
Performance Measure Impacted: Pavement Condition																		
Comments:NO MPO. DES 1900621 adding PE to FY 2020 and CN to FY 2022 into FY 2020 - 2024 STIP.																		
Wells County	41949 / 1802955	A 04	IR 4701	New Road Construction	County Home Road and CR 450 East Realignment	Fort Wayne	.5	STBG	\$4,378,000.00	Group IV Program	PE	\$307,022.40	\$0.00	\$307,022.40				
										Group IV Program	RW	\$120,000.00	\$0.00			\$120,000.00		
										Group IV Program	CN	\$3,074,778.00	\$0.00					\$3,074,778.00
										Local Funds	PE	\$0.00	\$76,755.60	\$76,755.60				
										Local Funds	RW	\$0.00	\$30,000.00			\$30,000.00		
										Local Funds	CN	\$0.00	\$768,694.50					\$768,694.50
Performance Measure Impacted: Pavement Condition																		
Comments:Add Project to STIP. No MPO																		

APPENDIX I  
Additional Studies

List of LWCF Properties in Wells County, Indiana

1800008	1800008	Wells	Ouabache State Park
1800095	1800095	Wells	Wells County Community Swimming Pool
1800159	1800159	Wells	Roush Park
1800164	1800164	Wells	Ouabache State Park
1800171	1800171I	Wells	Oubache State Park
1800182	1800182	Wells	Ouabache State Park
1800300	1800300	Wells	Ouabache State Park
1800312	1800312J	Wells	Ouabache State Park
1800363	1800363U	Wells	Ouabache State Park
1800579	1800579	Wells	Archbold Wilson Memorial Park
1800588	1800588	Wells	Roush Park
1800594	1800594C	Wells	Ouabache State Park

County Home Road Realignment  
Wells County, Indiana  
Des. No. 1600669

Environmental Justice: Minority and Low-Income Data*		
	COC	AC1
	Wells County, Indiana	Harrison Township, Wells County, Indiana
<b>LOW-INCOME</b>		
Population for whom poverty status is determined: Total	27,346	8,413
Income in the past 12 months below poverty level	2,302	886
<b>Percent Low-income</b>	<b>8.4%</b>	<b>10.5%</b>
<b>125 Percent of COC</b>	<b>10.5%</b>	<b>AC =125% COC</b>
<b>Potential Low-income EJ Impact?</b>		<b>YES</b>
<b>MINORITY</b>		
Total population: Total	28,011	8,620
Total population: Not Hispanic or Latino	27,150	8,328
Total population: Not Hispanic or Latino; White alone	26,429	8,090
Total population: Not Hispanic or Latino; Black or African American alone	224	194
Total population: Not Hispanic or Latino; American Indian and Alaska Native alone	63	3
Total population: Not Hispanic or Latino; Asian alone	115	16
Total population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0
Total population: Not Hispanic or Latino; Some other race alone	0	0
Total population: Not Hispanic or Latino; Two or more races	319	25
Total population: Hispanic or Latino	861	292
Total population: Hispanic or Latino; White alone	389	190
Total population: Hispanic or Latino; Black or African American alone	0	0
Total population: Hispanic or Latino; American Indian and Alaska Native alone	0	0
Total population: Hispanic or Latino; Asian alone	0	0
Total population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0
Total population: Hispanic or Latino; Some other race alone	309	66
Total population: Hispanic or Latino; Two or more races	163	36
<b>Number Non-white/minority</b>	<b>1,582</b>	<b>530</b>
<b>Percent Non-white/Minority</b>	<b>5.6%</b>	<b>6.1%</b>
<b>125 Percent of COC</b>	<b>7.1%</b>	<b>AC &lt;125% COC</b>
<b>Potential Minority EJ Impact?</b>		<b>No</b>

\*(American Community Survey 5-Year Estimates, 2019 )

// Search / Map / B17001

Total:—Estimate in 2019

Geos: 1

27,346—27,346

1

*Italicized numbers indicate the number of geography areas in each data class.*



**VIEW TABLE**

— Project area

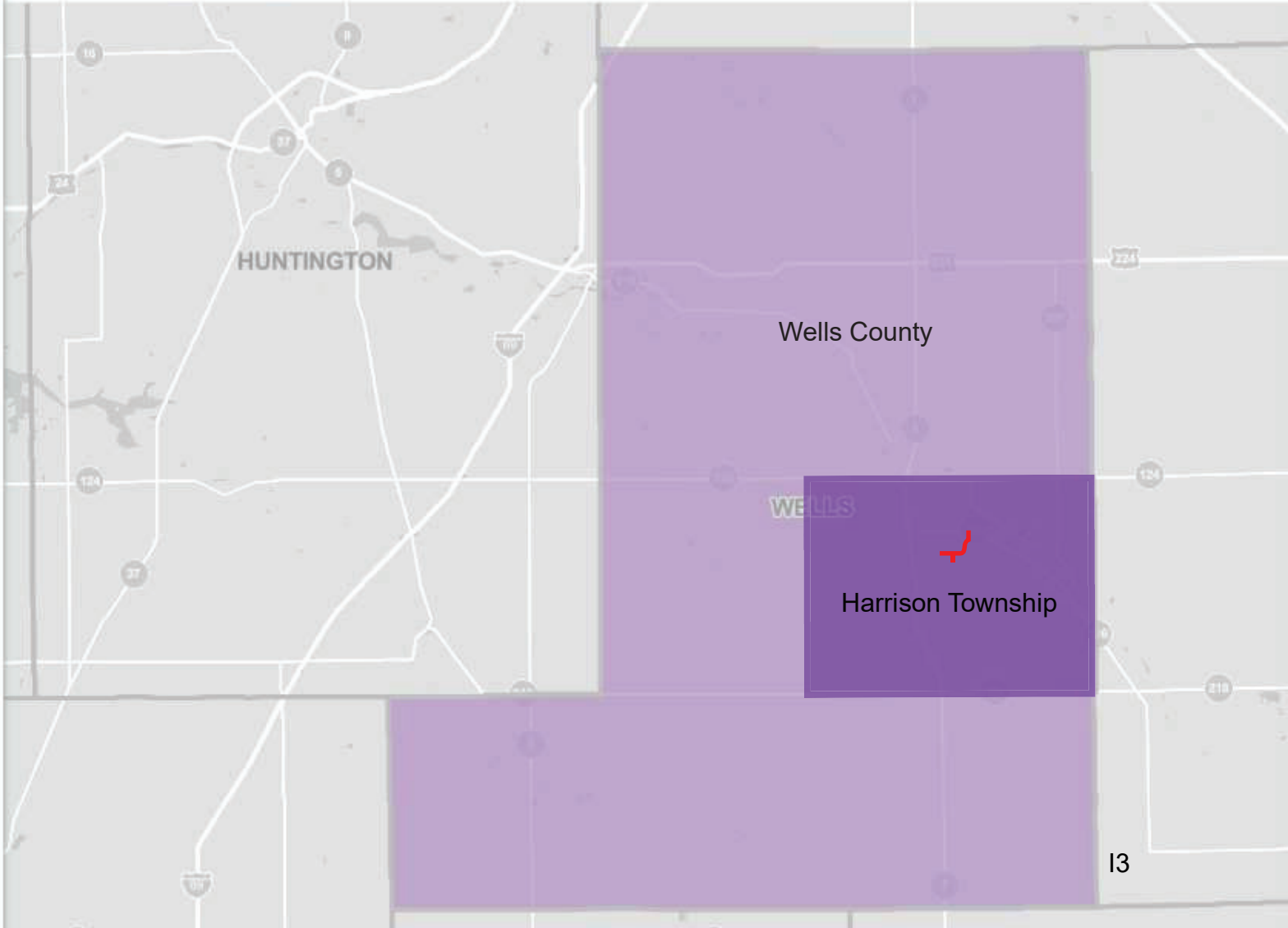
Total:—Estimate **in 1 Geos** in 2019

Survey/Program: American Community Survey

Produ

Geographies: County

- Select
- Clear Geos
- Basemap
- Table
- Notes



**Environmental Justice Map**  
County Home Road Realignment  
Wells County, Indiana  
Des. No. 1802955

13

## POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

**Note:** This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	Wells County, Indiana		Harrison township, Wells County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	27,346	±168	8,413	±93
▼ Income in the past 12 months below poverty level:	2,302	±435	886	±310
> Male:	937	±223	382	±164
> Female:	1,365	±252	504	±162
▼ Income in the past 12 months at or above poverty level:	25,044	±450	7,527	±307
> Male:	12,520	±233	3,964	±237
> Female:	12,524	±279	3,563	±182



# HISPANIC OR LATINO ORIGIN BY RACE

**Note:** This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	Wells County, Indiana		Harrison township, Wells County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
▼ Total:	28,011	*****	8,620	±29
▼ Not Hispanic or Latino:	27,150	*****	8,328	±153
White alone	26,429	±22	8,090	±177
Black or African American alone	224	±94	194	±101
American Indian and Alaska Native alone	63	±70	3	±6
Asian alone	115	±95	16	±25
Native Hawaiian and Other Pacific Islander alone	0	±22	0	±17
Some other race alone	0	±22	0	±17
▶ Two or more races:	319	±150	25	±33
▼ Hispanic or Latino:	861	*****	292	±150
White alone	389	±171	190	±129
Black or African American alone	0	±22	0	±17
American Indian and Alaska Native alone	0	±22	0	±17
Asian alone	0	±22	0	±17
Native Hawaiian and Other Pacific Islander alone	0	±22	0	±17
Some other race alone	309	±171	66	±46
▶ Two or more races:	163	±136	36	±39

## EJ Analysis Coordination with INDOT ESD

### Elizabeth Biggio

---

**From:** Bales, Ronald <rbales@indot.IN.gov>  
**Sent:** Tuesday, November 2, 2021 8:32 AM  
**To:** Elizabeth Biggio  
**Cc:** Neal Bennett  
**Subject:** RE: Des1802955- County Home Road, Wells Co- EJ Analysis  
**Attachments:** Des1802955\_County Home Rd\_EJ Analysis.pdf

INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project requires agricultural right-of-way, requires no relocations, and would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.

#### Ron Bales

INDOT-Environmental Services Division  
**Office:** (317) 515-7908  
**Email:** [rbales@indot.in.gov](mailto:rbales@indot.in.gov)

---

**From:** Elizabeth Biggio <EBiggio@bfsengr.com>  
**Sent:** Friday, October 29, 2021 9:11 AM  
**To:** Bales, Ronald <rbales@indot.IN.gov>  
**Cc:** Neal Bennett <NBennett@bfsengr.com>  
**Subject:** Des1802955- County Home Road, Wells Co- EJ Analysis

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

---

Ron,

Please see the attached environmental justice analysis for a project (Des. 1802955) with a low-income population of concern, for your review.

Thank you,

**Elizabeth Biggio**  
**Architectural Historian**

Butler, Fairman & Seufert, Inc.  
8450 Westfield Blvd., Suite 300 | Indianapolis, IN 46240-8302 |  
p 317-713-4615 | f 317-713-4616  
[EBiggio@bfsengr.com](mailto:EBiggio@bfsengr.com) | [www.BFSEngr.com](http://www.BFSEngr.com)



October 1, 2021

Mr. Nate Rumschlag, PE  
 Wells County Highway Engineer  
 1600 West Washington Street  
 Bluffton, IN 46714

Re: County Home Road Additional Alternatives

Dear Mr. Rumschlag:

Per your request below please find the costs for the additional options considered to improve County Home Road:

OPTIONS	CONSTRUCTION COST ESTIMATE	CONTINGENCY 25%	SOFT COST INCREASE	RIGHT OF WAY COST	TOTAL	ROUNDED TOTAL
	A	B	C	D	A+B+C+D	
CURRENT	\$2,260,799.00	\$565,199.75	\$0.00	\$233,984.00	\$3,059,982.75	<b>\$3,059,900.00</b>
OPTION 1	\$1,780,542.00	\$445,135.50	\$267,081.30	\$145,000.00	\$2,637,758.80	<b>\$2,637,700.00</b>
OPTION 1A	\$2,803,261.00	\$700,815.25	\$267,081.30	\$145,000.00	\$3,916,157.55	<b>\$3,916,100.00</b>
OPTION 2	\$1,346,411.50	\$336,602.88	\$168,301.44	\$356,000.00	\$2,207,315.81	<b>\$2,207,300.00</b>
OPTION 3	\$361,601.00	\$90,400.25	\$45,200.13	\$24,000.00	\$521,201.38	<b>\$521,200.00</b>
OPTION A	Land Swap is not recommended					

**CURRENT OPTION:** The current option includes approximately 0.15 mile of CR 200 S improvement west of County Home Road, 0.11 mile of the cul-de-sac along CR 450 E and 0.18 mile of County Home Road Improvement south of CR 200 S as well as drainage improvements the curve. See Figure 1.

**OPTION 1:** Option 1 does not include approximately 0.15 mile of CR 200 S improvement west of County Home Road, 0.11 mile of the cul-de-sac along CR 450 E and 0.18 mile of County Home Road Improvement south of CR 200 S as well as drainage improvements the curve, although the cost for Option 1 is less than the current proposed alignment. This alignment won't provide a safe roadway, specially at the T-intersection where the proposed road will connect to CR 450 E and the house located at this proposed intersection. Records show that similar intersections are

very dangerous because drivers occasionally fail to stop, and unfortunately, some fatalities have occurred. This option will add travel time due to the stopping conditions. Finally, this option will require additional survey, archaeological investigation, a new environmental document, significantly delay the schedule and jeopardize the federal funding. See Figure 2.

**OPTION 1A** This option is the same expands upon Option 1, including CR 200 S and County Home Road south approach improvements. See Figure 3.

**OPTION 2:** Option 2, like Option 1, does not include approximately 0.15 mile of CR 200 S improvement west of County Home Road, 0.11 mile of the cul-de-sac along CR 450 E and 0.18 mile of County Home Road Improvement south of CR 200 S as well as drainage improvements the curve, although the cost for Option 1 is less than the current proposed alignment. This alignment would provide a safer roadway. However, this option will require the Starkey relocation and will significantly delay the schedule and jeopardize the federal funding as well. See Figure 4.

**OPTION 3:** This option includes a realignment of the cul-de-sac from the current layout. It is shifted to the south to be create a larger farmable parcel between the cul-de-sac and County Home Road. The difference in price is very small, due to minimal changes to pavement areas. However, there will be an increase in soft cost due to additional environmental investigation and design fee.

**OPTION A:** This option involves a land swap between the county and a property owner. This option is not recommended, because it may jeopardize the availability of Federal Funding for the project.



Figure 1. Current Design

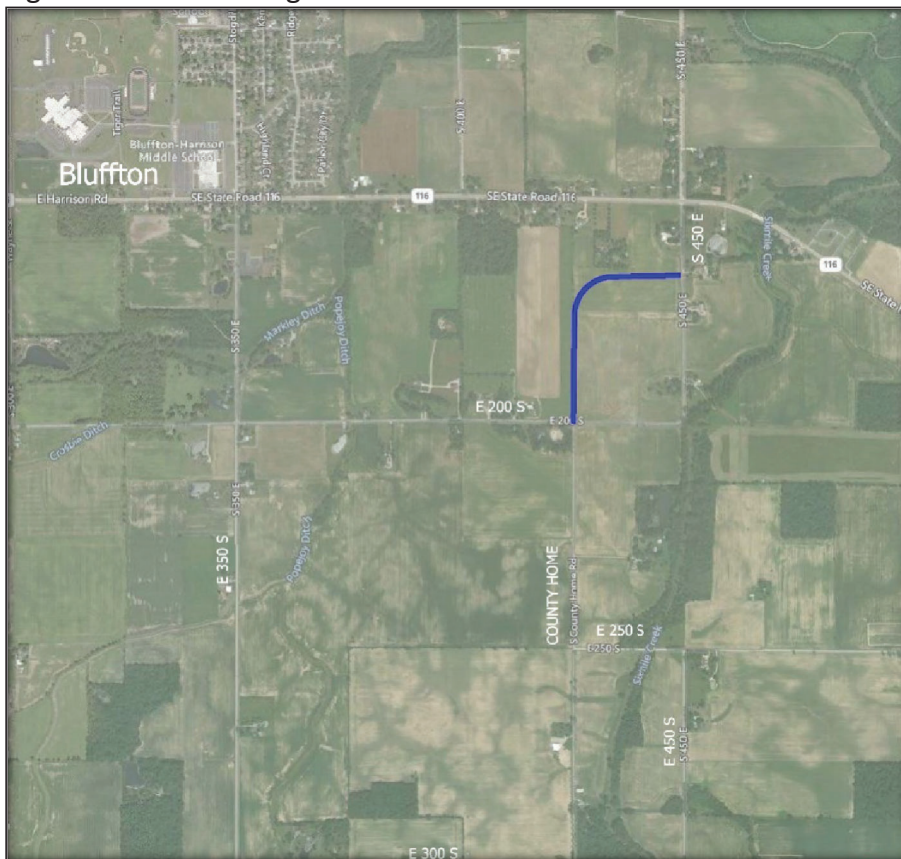


Figure 2. Option 1

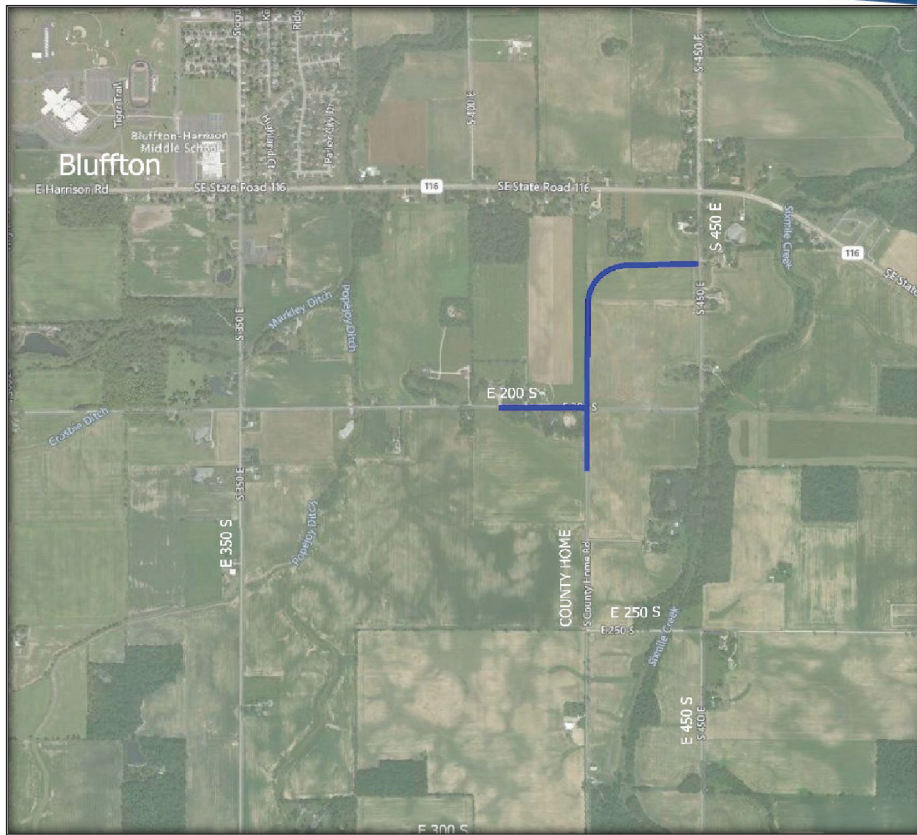


Figure 3. Option 1A

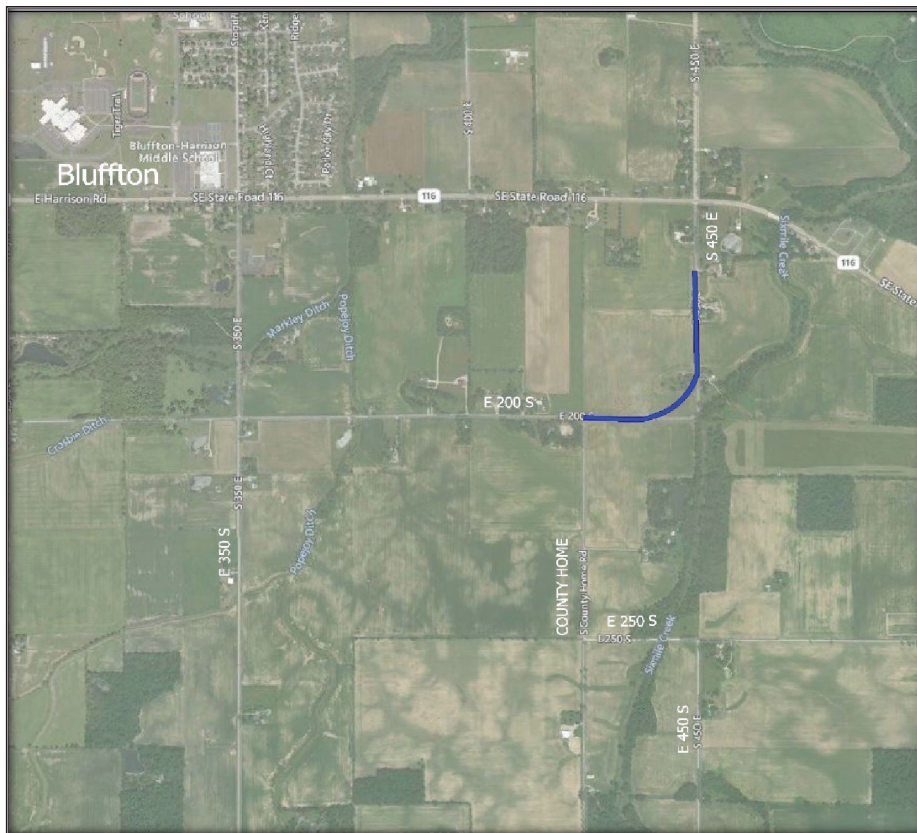


Figure 4. Option 2

Design Element			Manual Section	2 Lanes				
Design Controls	Design-Year Traffic, AADT		40-2.01	< 400	400 ≤ AADT < 1500	1500 ≤ AADT < 2000	≥ 2000	
	Design Forecast Period		40-2.02	20 Years				
	*Design Speed, mph (3)	Level	40-3.0	35 - 55	50 - 55	50 - 55	60	
		Rolling		30 - 55	35 - 55	35 - 55	50 - 55	
	Access Control		40-5.0	None				
Level of Service		40-2.0	Desirable: B; Minimum: C					
Cross-Section Elements	Travel Lane	*Width (4)	45-1.01	10 ft (4a)	11 ft	11 ft (4b)	12 ft	
		Typical Surface Type	Chp. 304	Asphalt / Concrete				
	Shoulder	*Width Usable	45-1.02	Des: 4 ft Min: 2 ft (5)	Des: 6 ft Min: 4 ft	Des: 8 ft Min: 6 ft	Des: 10 ft Min: 8 ft	
		*Width Paved, optional	45-1.02	2 ft	4 ft	6 ft	8 ft	
		Typical Surface Type	Chp. 304	Asphalt / Aggregate / Earth				
	Cross Slope	*Travel Lane (6)	45-1.01	2%				
		Shoulder (6A)	45-1.02	Paved Width ≤ 4 ft: 2%; Paved Width > 4 ft: 4% - 6% Asphalt; 6%-8% Aggregate; 8% Earth				
	Auxiliary Lane	Lane Width	45-1.03	10 ft		Desirable: 11 ft Minimum: 10 ft	Desirable: 12 ft Minimum: 10 ft	
		Shoulder Width		Desirable: Same as Next to Travel Lane; Minimum: 2 ft				
	Clear-Zone Width			49-2.0	(7)			
	Side Slopes (8)	Cut	Foreslope	45-3.0	Des: 6:1; Max: 4:1 (9)			
Ditch Width			4 ft (10)					
Backslope			4:1 for 20 ft; 3:1 Max. to Top (11)					
Fill		45-3.0	Des: 6:1 to Clear Zone; Max: 3:1 to Toe					
Bridges	New or Reconstructed Bridge	*Structural Capacity	Chp. 403	HL-93				
		*Clear-Roadway Width (12)	45-4.01	Travelway + 4 ft	Travelway + 6 ft	Travelway + 8 ft	Full Paved Approach Width	
	Existing Bridge to Remain in Place	*Structural Capacity	Chp. 72	HS-15				
		*Clear-Roadway Width (13)	45-4.01	22 ft	22 ft	24 ft	28 ft	
	*Vertical Clearance, Collector Under	New or Replaced Overpassing Bridge (14)	44-4.0	14.5 ft				
Existing Overpassing Bridge		4 ft						
Vertical Clearance, Collector Over Railroad (15)		Chp. 402-6.01	13 ft					

Des: Desirable; Min: Minimum.

\* Level One controlling criterion, see page 2 of 4

**GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE  
(New Construction or Reconstruction)**

**Figure 53-4 (Page 1 of 4)**

Geometric Criteria for Rural Collectors

Design Element		Manual Section	2 Lanes						
Alignment Elements	Design Speed		30 mph	35 mph	45 mph	50 mph	55 mph	60 mph	
	*Stopping Sight Distance	42-1.0	200 ft	250 ft	360 ft	425 ft	495 ft	570 ft	
	Decision Sight Distance	Speed / path / direction change	42-2.0	450 ft	525 ft	675 ft	750 ft	865 ft	990 ft
		Stop Maneuver		220 ft	275 ft	395 ft	465 ft	535 ft	610 ft
	Passing Sight Distance	42-3.0	1090 ft	1280 ft	1625 ft	1835 ft	1985 ft	2135 ft	
	Intersection Sight Distance, -3% to +3% (19)	46-10.0	P: 330 ft SUT: 420 ft	P: 390 ft SUT: 490 ft	P: 500 ft SUT: 630 ft	P: 630 ft SUT: 780 ft	P: 730 ft SUT: 890 ft	P: 840 ft SUT: 1020 ft	
	*Minimum Radius, e=8%	43-2.0	270 ft	410 ft	590 ft	750 ft	1000 ft	1290 ft	
	*Superelevation Rate	43-3.0	e <sub>max</sub> = 8% (16)						
	*Horizontal Sight Distance	43-4.0	(17)						
	*Vertical Curvature, K-value	Crest	44-3.0	19	29	61	84	114	151
		Sag		37	49	79	96	115	136
	*Maximum Grade (18)	Level	44-1.02	7%	7%	6%	6%	5.5%	5%
Rolling		9%		8%	7%	7%	6.5%	6%	
Minimum Grade	44-1.03	Desirable: 0.5%; Minimum: 0.0%							

\* Level One controlling criterion. Except as noted in this chapter, the values shown in AASHTO's *A Policy on Geometric Design of Highways and Streets* (the *Green Book*) may be used as minimum values if they are lower than similar values shown herein. A controlling criterion that does not meet the minimum value is a design exception and is subject to approval. See Section 40-8.0.

These criteria apply only to a federal-aid project.

**GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE  
(New Construction or Reconstruction)**

**Figure 53-4 (Page 2 of 4)**

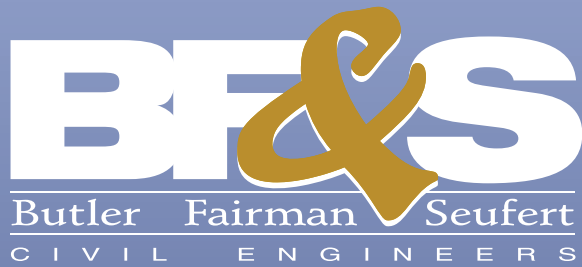
- (1) (Blank.)
- (2) (Blank.)
- (3) Design Speed. The minimum design speed should equal the minimum value or the anticipated posted speed limit after construction, whichever is greater. The legal speed limit is 55 mph on a non-posted highway.
- (4) Travel-Lane Width. The following will apply.
  - a. Use an 11-ft width if the design speed is 55 mph.
  - b. Use a 12-ft width if the design speed is 55 mph.
- (5) Shoulder Width. The following will apply.
  - a. If guardrail is required, the minimum width is 4 ft.
  - b. Usable-shoulder width is defined as the distance from the edge of the travel lane to the shoulder break point.
  - c. If curbs are to be used, the criteria described in Figure 53-8 should be applied.
- (6) Cross Slope, Travel Lanes. Cross slopes of 1.5% are acceptable on an existing bridge to remain in place.
- (6A) Cross Slope, Shoulder. See Figure 45-1A(1) or Figure 45-1A(2) for more-specific information.
- (7) Clear-Zone Width. This will vary according to design speed, traffic volume, side slopes, and horizontal curvature. See Section 49-2.0.
- (8) Side Slope. Value is for new construction. See Section 45-3.0 for more information. For a reconstruction project, see Section 49-3.0.
- (9) Foreslope. See Sections 49-2.0 and 49-3.0 for the lateral extent of the foreslope in a ditch section.
- (10) Ditch Width. A V-ditch should be used in a rock cut.
- (11) Backslope. The backslope for a rock cut will vary according to the height of the cut and the geotechnical requirements. See Sections 45-3.02 and 107-6.02 for typical rock-cut sections.

**GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE**  
**(New Construction or Reconstruction)**  
**Figure 53-4 (Page 3 of 4)**

- (12) Width, New or Reconstructed Bridge. See Section 402-6.02(01) for more information. The bridge clear-roadway width is the algebraic sum of the following:
  - a. the approach traveled-way width;
  - b. the approach usable shoulder width without guardrail; and
  - c. a bridge-railing offset (see Figure 402-6H).
- (13) Width, Existing Bridge to Remain in Place. Clear-roadway width will be at least equal to the approach traveled-way width or the table value, whichever is greater. For a bridge longer than 100 ft, the value does not apply. The acceptability of such a bridge will be assessed individually.
- (14) Vertical Clearance, Collector Under. Value includes an additional 6 in. allowance for future pavement overlays. Vertical clearance applies from usable edge to usable edge of shoulders.
- (15) Vertical Clearance, Collector Over Railroad. See Chapter 402-6.01(03) for additional information on railroad clearance under a highway.
- (16) Superelevation Rate. See Section 43-3.0 for value of superelevation rate based on design speed and radius.
- (17) Horizontal Sight Distance. For a given design speed, the necessary middle ordinate will be determined by the radius and the sight distance which applies at the site. See Section 43-4.0.
- (18) Maximum Grade. For a grade along a longitudinal distance of less than 480 ft (PVT to PVC), a one-way downgrade, or a road with AADT < 400, the maximum grade may be up to 2% steeper than the table value.
- (19) Intersection Sight Distance. For a left turn onto a 2-lane roadway: P = Passenger car; SUT = single unit truck. See Figure 46-10G for value for a combination truck.

**GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE**  
**(New Construction or Reconstruction)**  
**Figure 53-4 (Page 4 of 4)**





Excerpt from Report

**WELLS COUNTY  
SOUTH CORRIDORS  
ROUTE STUDY**

PREPARE FOR WELLS COUNTY

NOVEMBER 2018

---

BUTLER, FAIRMAN, & SEUFERT, INC. 8450  
WESTFIELD BLVD., STE 300 INDIANAPOLIS,  
IN 46240-8302  
(317) 713-4615



**WELLS COUNTY  
ROUTE STUDY  
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## **INTRODUCTION & PURPOSE**

Butler, Fairman & Seufert, Inc. (BF&S) is pleased to present to the Wells County this Route Study. This study is the product of a collaborative effort by County staff, Northeastern Indiana Regional Coordinating Council (NIRCC) local business, residents and BF&S design professionals.

Wells County highway corridors are the windows to the future. Along these major roads residents and visitors can enjoy the diversity of natural beauty, businesses, and activities that Wells County has to offer. The purpose of this report is intended to serve as a guide to improve safety and traffic mobility for vehicles accessing the City of Bluffton and Bluffton Industrial Park.

To address this challenge, Wells County must use data-driven strategies to prioritize limited funds and target roadway improvements in the places where they will have the most impact. This Route Study is part of those strategies

The Route Study improvement recommendations were based on a process that consisted on the County future developments, site conditions and cost analysis. The costs and conceptual layout included in this study are subject to refinement as more detailed information is compiled.

## **CORRIDOR DESCRIPTION**

New alignment for connectivity for the extension of Adams Street and Hoosier Highway from County Road 200 South to County Road 300 South. This new road would serve as the southwest industrial connector road. The Bluffton Industrial Park is situated along the west boundary of the City of Bluffton and is positioned south of SR 124 and along the existing Norfolk & Southern Railroad. Substantial investment has been made by private and corporate investors in this area over the years. In 2013, the City of Bluffton improved Adams Street corridor between SR 124 and CR 200 South. This improvement resolved an immediate need but implied a vision for development within the County that has up to this date not been supported by action.



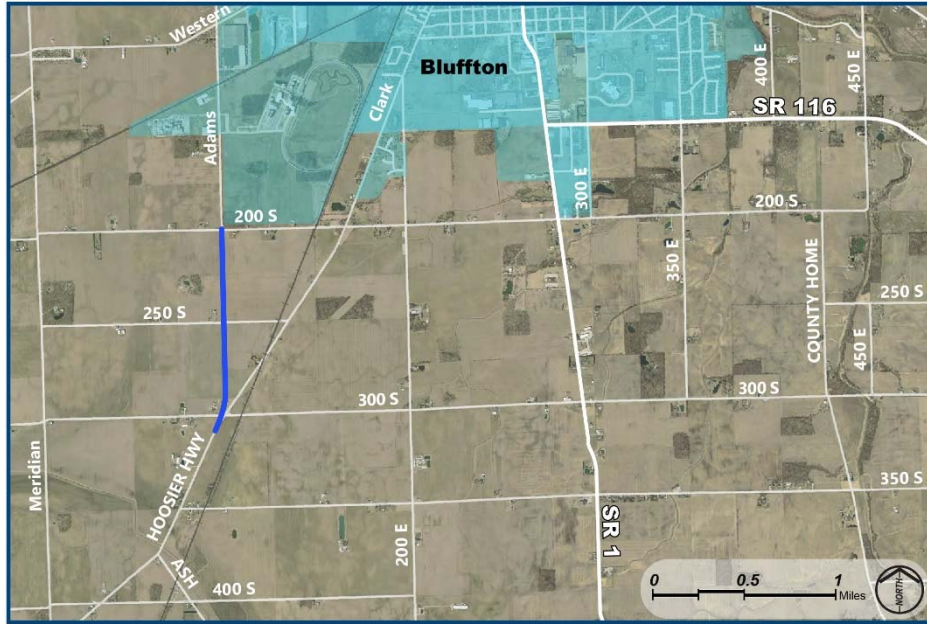
This study is part of a larger development plan to create a system of transportation corridors consistent with the functional classification plan and development needs of Wells County. Recent development planning meetings, housing shortage and growth plans have encouraged local leaders to take action on a forward direction for Wells County. In the future this will provide a roadway network that allow immediate opportunities for growth of the County and its partner cities and towns.

The study includes improvements of County Road 300 South from CR 200 East to County Road 450 East. This section would also include the Norfolk & Southern railroad crossing east of Hoosier Highway. This would serve as the new south truck route into Bluffton's west industrial park. Three existing at grade crossings are proposed to be eliminated once all projects have completed. These crossing are located on CR 250 South gravel road crossing, CR 300 South east of Hoosier Highway and the Hoosier Highway south of CR 200 South. The County is also working on three separate Hoosier Highway improvement projects to the south that are complimentary to this plan in advance of this realignment work. The corridor area is located south of Bluffton, Indiana. The corridor limits are County Road South 100 East on the west side. County Road East 300 South on the south side, County Road South 450 East & County Home Road on the east side and County Road East 200 South on the north side. Additionally the study also includes intersection improvements for the intersection of County Home Road and CR 200 South and County Home Road and CR 300 South. All in Sections 18, 17, 16, 15, 19, 20, 21 & 22. Township 26 North, Range 12 East, Harrison Civil Township, Bluffton Indiana. The area consists mainly of farm land and residential.

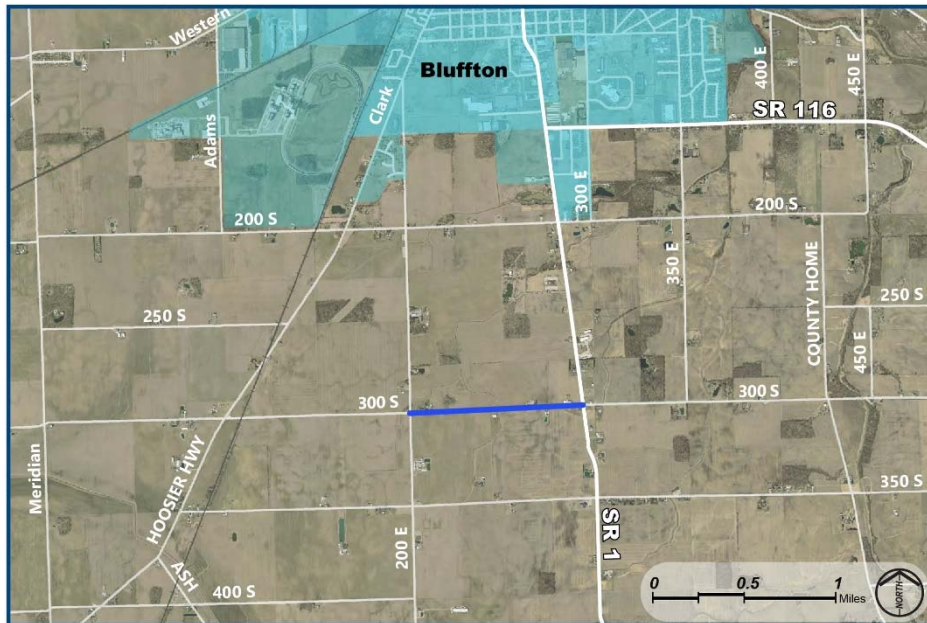
**SCOPE OF THE ROUTE STUDY**

The scope of the study consists of the following segments:

- **Hoosier Highway** between approximately 500 feet south of CR 300 South to the intersection of CR 200 South and CR 100 E (Adam Street)

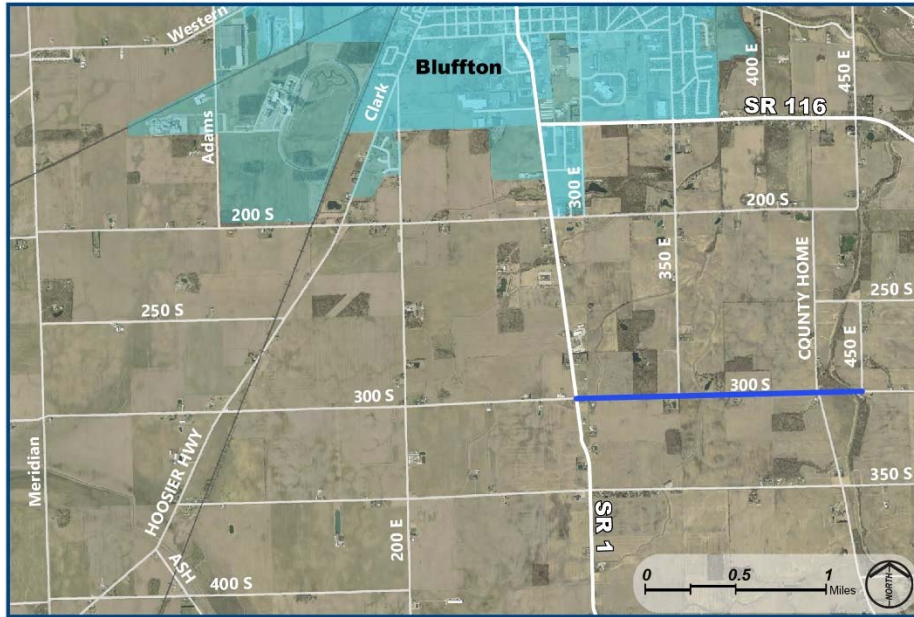


- **CR 300 South from CR 200 East to SR 1**

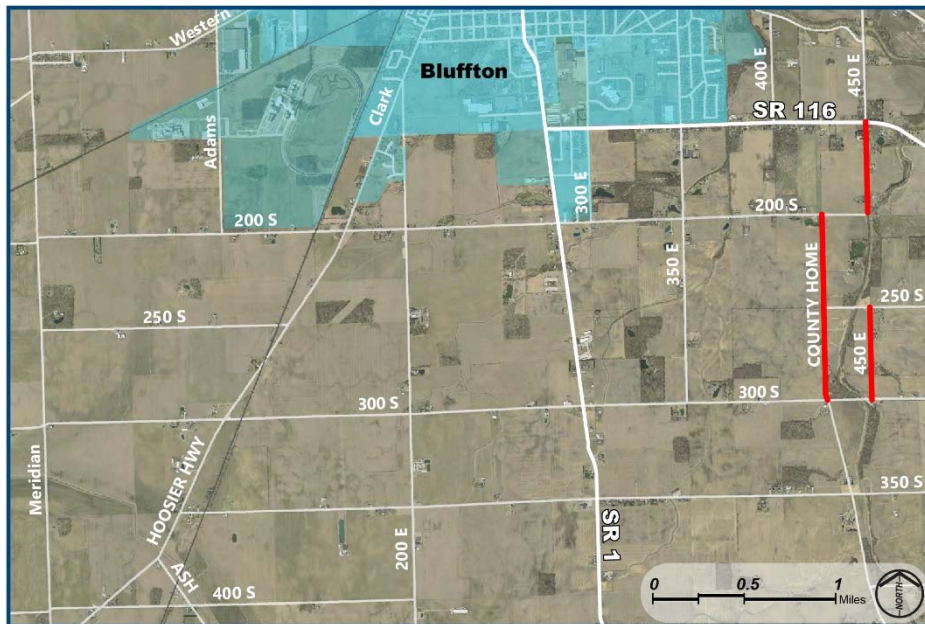




- **CR 300 South from SR 1 to CR 450 East**

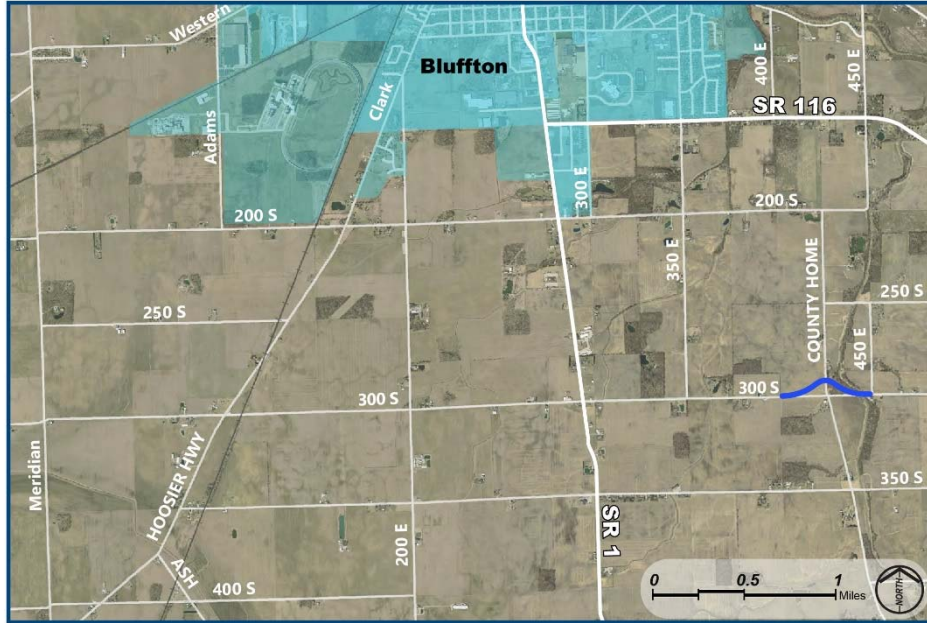


- **CR 450 East from CR 200 South to SR 116**

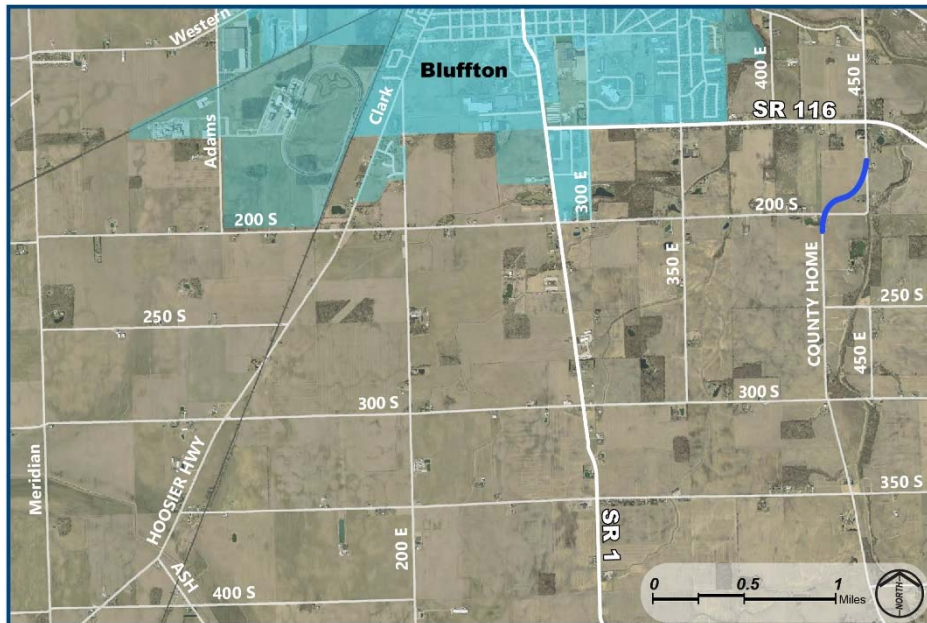




- CR 300 South curve correction at the intersection with County Home Road/CR 450 E



- County Home Road curve correction at the intersection with CR 200 South and CR 450 East.





The study will provide the Wells County a guidance document for developing improvements on the facilities referenced above. The study report development process will include: assessment of the current facilities and development of recommendations for new facilities, with proposed typical sections, alternate alignments, right of way and permit requirements, impacts to environmental, railroad crossings, utilities impacts and potential relocations, geotechnical requirements and associated costs.

The Study also focuses upon the proper utilization of the existing roads and upon necessary improvements along those roads considered the most important to the future traffic movement system. Except in areas adjacent to the county's larger populations centers, Bluffton and Ossian.

The end result of the study is to provide an environment to redevelop as a high-quality and attractive corridor with provisions for future mixed-use land development with place-making. This will in part be accomplished by realigning the current Hoosier Highway and eliminating two railroad crossings.

### **PREVIOUS STUDIES**

The Wells County has been the focus of several studies. In 1993 and 2000 two County Comprehensive Plans were completed for Wells County by Bonar Group. These studies created an early transportation plan. Then in 2010 Northeastern Indiana Regional Coordination Council completed a Transportation Plan. In 2016 NIRCC also completed a Transportation Summary Report and a Wells County Mobility Improvement Southern Corridor (Red Flag Investigation Report).

In recent years the County's Functional Classification Map has been modified to include the Wells County Corridor and surrounding roadways have their designation change to address the needs and future growth plan for the County.

### **EXISTING CONDITIONS SUMMARY**

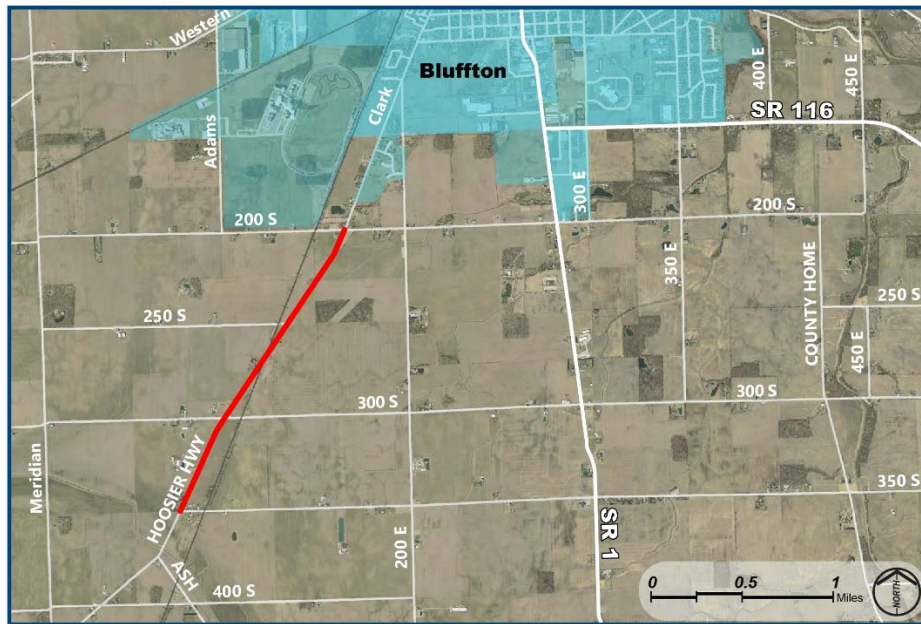
**The Hoosier Highway** is classified as a Rural Major Collector and runs in a northeast and southwest direction and is one of the most heavily travelled of the County Roads





with an AADT of 2088 north of the railroad tracks and an AADT of 1480 north of CR 350 South. This road has an average of commercial truck of 3.2%.

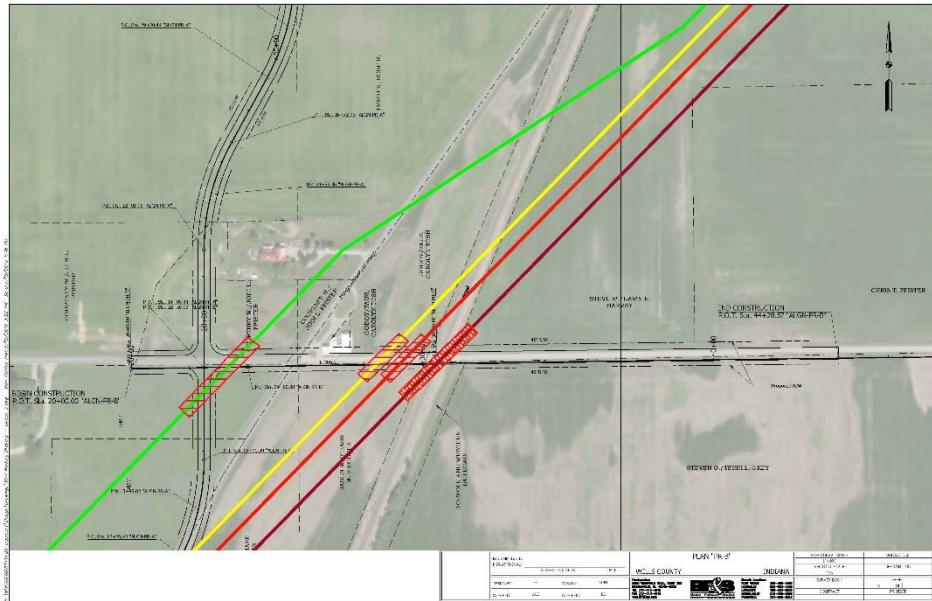
Hoosier Highway from CR 300 South to CR 200 South the road length is approximately 1.22 miles. The road consists of two 12 ft. travel lanes with no shoulders. There is a railroad crossing approximately 2000 ft. north of County Road 300 South. There are side ditches on both side of the road with no apparent outfall. The surrounding area is flat and the existing pavement is bituminous asphalt. The posted speed southbound just north of Travisville is posted 40 MPH. CR 200 South is 40 MPH north of the intersection with Hoosier Highway. The current Hoosier Highway route also requires traffic to cross the Norfolk & Southern Railroad at Hoosier Highway and at CR 200 South before turning back onto Adams Street and the Industrial corridor.



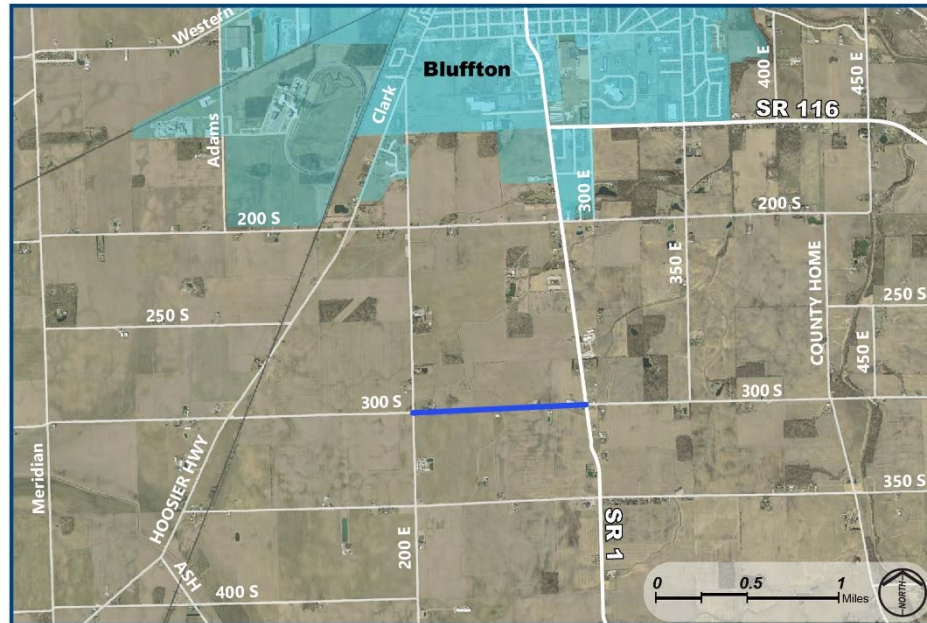
**CR 300 South between Hoosier Highway and CR 200 East** is classified as a Rural Major Collector that runs in an east and west direction with an AADT of 40 VPD east of Hoosier Highway. This 1 mile of gravel road consists of two 9 ft. travel lanes with no shoulders. The surrounding area is flat with side ditches on both side of the road with some culverts along this section of CR 300 South. There is a railroad crossing approximately 500 ft. east of Hoosier Highway. There is no posted speed on this section of CR 300 South.



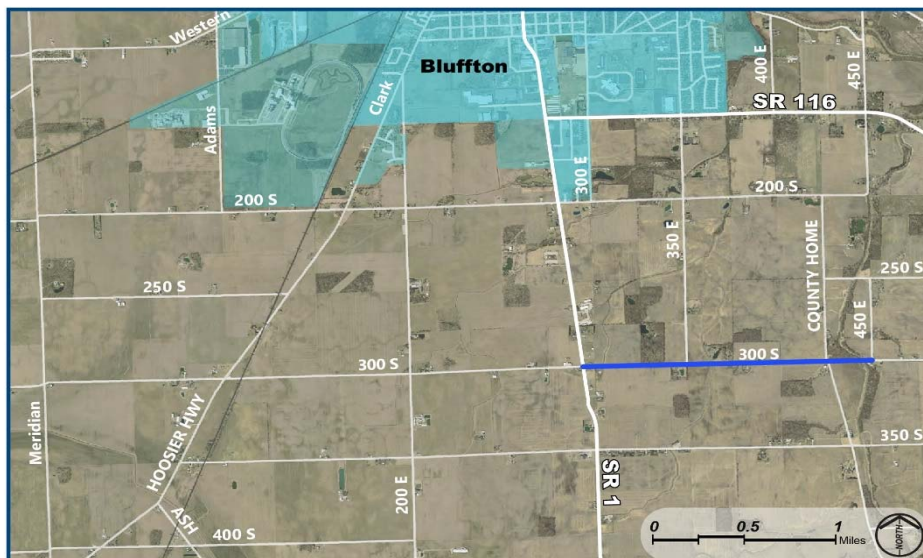
This section of CR 300 South crosses four Pandandle Eastern Pipe Line (PEPL). These four lines are large diameter high pressure natural gas transmission mainline. Preliminary investigations show that the widening of this section of CR 300 South will affect these pipe lines. The costs to protect these PEPL assets will be extremely expensive.



**CR 300 South between CR 200 East and SR 1** is classified as a Rural Major Collector that runs in an east and west direction with an AADT of 40 VPD east of Hoosier Highway. There is no traffic count available on this section of CR 300 South. CR 300 South from CR 200 East to SR 1 is approximately 0.95 miles of gravel road. The road consists of two 9 ft. travel lanes with no shoulders. The surrounding area is flat with side ditches on both side of the road with some culverts along this section of CR 300 South. There is no posted speed on this section of CR 300 South.



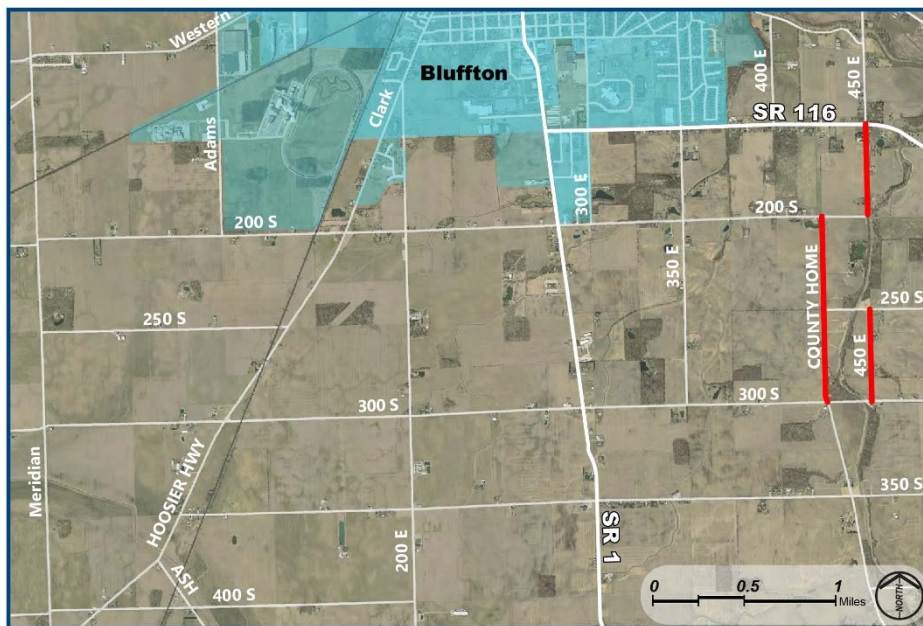
**CR 300 South between SR 1 and CR 450 East** is also classified as a Rural Major Collector that runs in an east and west direction only an AADT of 40 VPD east of Hoosier Highway is available. From SR 1 to CR 450 East the length is approximately 1.6 miles of paved roadway from SR 1 to CR 450 East. The road consists of two 9 ft. travel lanes with 1' shoulders. The surrounding area is flat with side ditches on both side of the road with some culverts along this section of CR 300 South. There is no posted speed on this section of CR 300 South.





**County Home Road** is classified as a Rural Minor Collector and runs in a north and south direction. AADT is not available for this road.

From CR 300 South to CR 200 South the length is approximately 1.0 miles. The road consists of two 9 ft. travel lanes with no shoulders. There are side ditches on both side of the road with no apparent outfall. The surrounding area is flat and the existing pavement is bituminous asphalt. There is no posted speed on this section of County Home Road. Current traffic from this region of the County travel a variety of rural county roads with a 2 and 4-way stops, offset intersections, and narrow right of way.

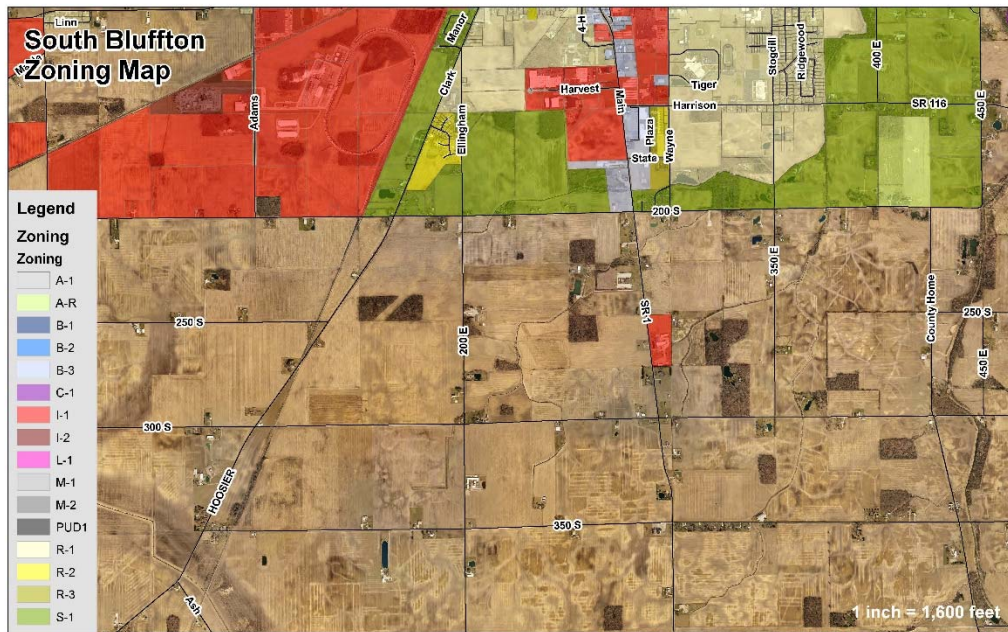


**CR 450 East** is classified as a Rural Minor Collector and runs in a north and south direction. The AADT between CR 200 South and SR 116 is 506 vehicle per day. From CR 200 South to SR 116 the length is approximately 0.5 miles. The road consists of two 9 ft. travel lanes with no shoulders. There are side ditches on both side of the road with no apparent outfall. The surrounding area is flat and the existing pavement is bituminous asphalt. There is no posted speed on this section of CR 450 East.



**LAND USE INFORMATION**

Currently the majority of the land within the study area consists of agriculture land and residential. Hoosier Highway from approximately CR 300 South to connect it with Adams Street at approximately CR 200 South, the area in question includes approximately 1,100 acres of predominate agricultural land now under tillage. Limiting the complete development of the entire area is an oil pipeline bisecting the western most portion of the area eliminating approximately 70 acres from development due to deed restrictions of building over or near the pipeline. Assuming the 1,100 acres needs 25% for rights-of-way, detention ponds and other infrastructure and the pipeline restrictions, leaves approximately 755 acres developable.



**CRASH REPORT INFORMATION**

Hoosier Highway historical crash data from September 23, 2008 to December 27, 2017 was obtained from Wells County. The crash report covers from CR 300 South to CR 200 South. After analyzing the crash data, it was determined that there were 14 accidents.



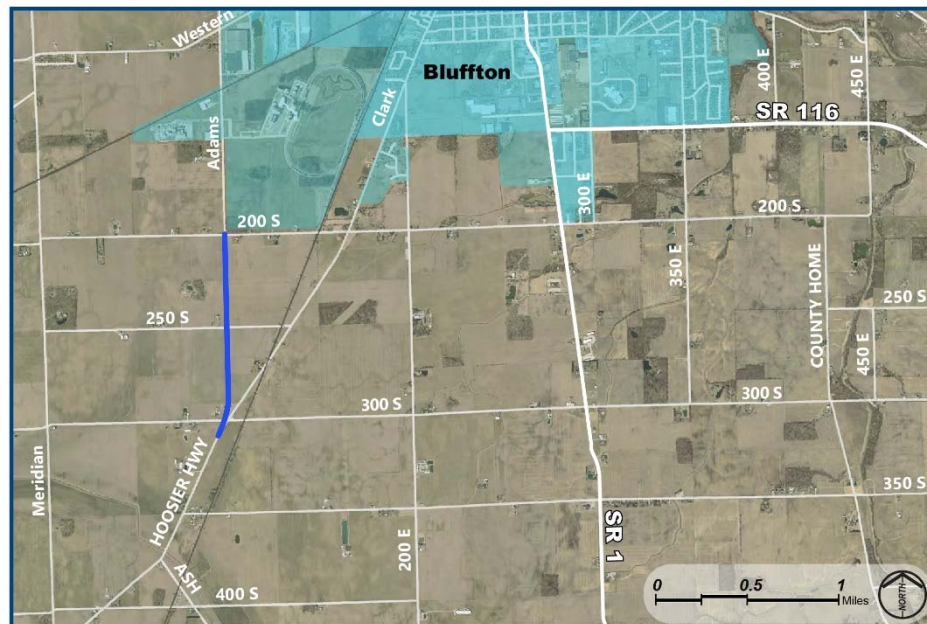
Within those 14 accidents there were no fatalities within this segment of Hoosier Highway in the past nine years. However there were a total of 5 injuries with 4 injuries in just one accident. Among the primary factors for the accidents were ran off the road, roadway surface conditions, speed and animal or object in the roadway.

**ROADWAY - ANALYSIS OF THE ROUTES**

**The first option will be to construct Hoosier Highway** on the new alignment. Hoosier Highway is classified as a Rural Major Collector with an AADT of 2088 north of the railroad tracks and an AADT of 1480 north of CR 350 South. Figure 53-4 of INDOT Design Manual will be used for the design. Based on the design table the design speed shall be 55 mph and the travel lane width shall be 12 ft. with a minimum usable shoulder width of 8 ft. The travel lane cross slope should be 2% and the shoulder cross slope will vary depending on the shoulder width and the type of surface.

The minimum desirable profile grade of 0.5% may be used and a maximum of 5.5% for a level condition.

The proposed alignment for Hoosier Highway will start approximately 1200 ft. south of CR 300 S and continue north to Adams Street (CR 200 S). The intersection of Hoosier Highway and CR 300 S will be shifted approximately 300 ft. to the west.





The proposed alignment will potentially include the reconstruction of CR 300 South to approximately 2000 ft. east of the existing Hoosier Highway. The following two railroad crossings: 477-195J (Hoosier Highway) and 477-196R (CR 250 South) will be eliminated. Three cul-de-Sacs will be added to the design to continue providing access to the existing properties before the existing crossings. The existing pavement from the cul-de-sacs to the railroad crossing will be removed.

The proposed improvements of Hoosier Highway realignment with Adams Street expands the existing Bluffton Industrial Park from the intersection of CR 200 South to CR 300 South. The portion of Norfolk & Southern Railroad will have 1 mile of uninterrupted track access for staging of rail cars south of CR 200 South.

The number of trains per day for each crossing is 31. Crossing 477-195J has an AADT of 2,085 VPD and the crossing has gates. For 477-196R the AADT is 56 VPD and the crossing has stop signs. This proposed alignment will also require major improvements to the safety equipment and crossing at 477-194C (CR 300 South). With the proposed plan the traffic utilizing this route will now never cross the railroad tracks and will remain west of the railroad which is where Wells County's connections to I-69 (SR 116, SR 218 and SR 124 via SR 5) are.

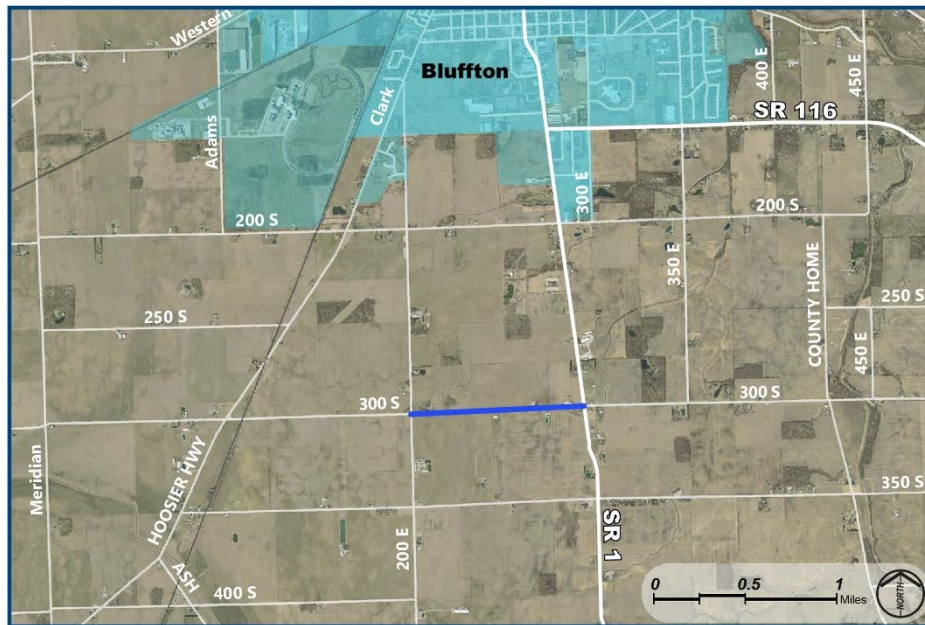
The existing ground is flat and any existing stream is as far as 0.7 miles. Consequently it is anticipated that drainage will be accomplished by roadway side ditches and equalizer structures with no outfall.

**CR 300 South from CR 200 east to SR 1** reconstruction is classified as a Rural Major Collector that runs in an east and west direction with an AADT of 40 east of Hoosier Highway Figure 53-4 of INDOT Design Manual will be used for the design. Since this road does not have a posted speed, based on the design table the design speed shall be 35-55 mph and the travel lane width could be 10-12 ft. with a minimum usable shoulder width of 2 ft. The travel lane cross slope should be 2% and the shoulder cross slope will vary depending on the shoulder width and the type of surface. The minimum desirable profile grade of 0.5% may be used and a maximum of 7% for a level condition.

The existing ground is flat and there are several small structures crossing CR 300 S. It is anticipated that drainage will be accomplished by roadway side ditches and use of either



the existing or new drainage structures.

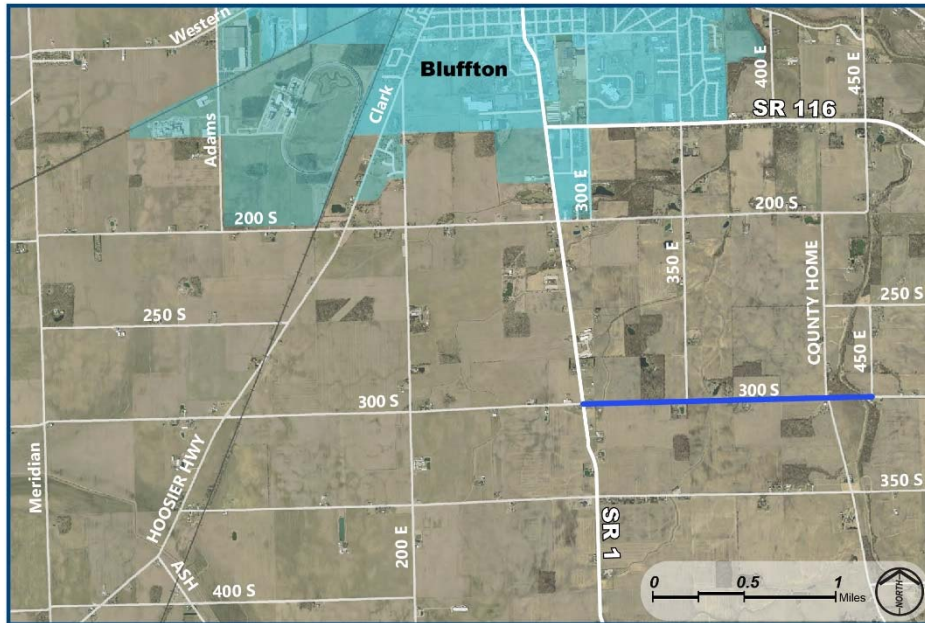


**CR 300 South from SR 1 to CR 450 east** is classified as a Rural Major Collector that runs in an east and west direction with an AADT of 66 VPD east of SR 1.

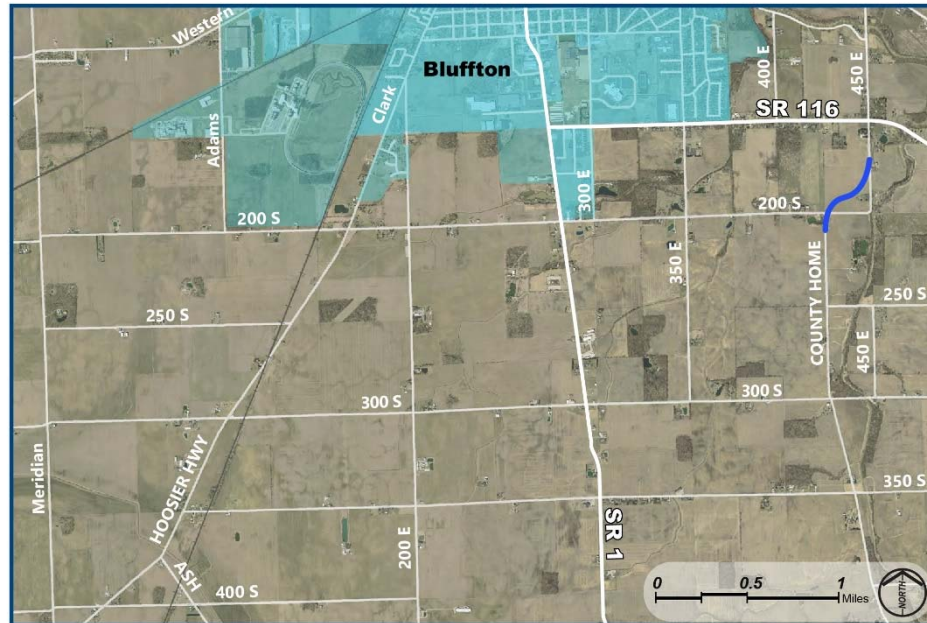
Figure 53-4 of INDOT Design Manual will be used for the design. Since this road does not have a posted speed, based on the design table the design speed shall be 35-55 mph and the travel lane width could be 10-12 ft. with a minimum usable shoulder width of 2 ft. The travel lane cross slope should be 2% and the shoulder cross slope will vary depending on the shoulder width and the type of surface. The minimum desirable profile grade of 0.5% may be used and a maximum of 7% for a level condition. However as now this will be a milling a resurfacing project.

The existing ground is flat and there are several small structures crossing CR 300 S. It is anticipated that drainage will be accomplished by roadway side ditches and use of either the existing or new drainage structures.

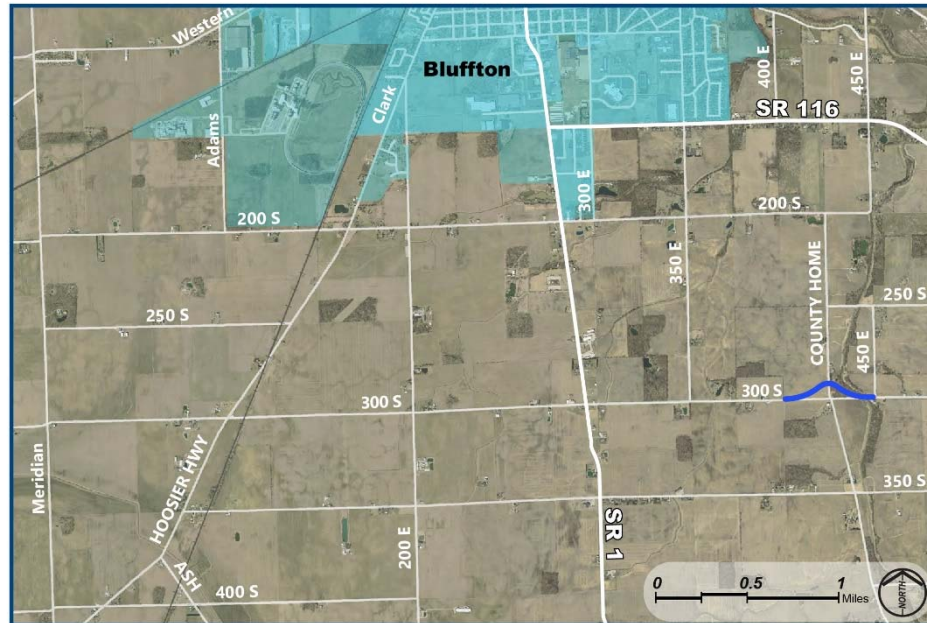




**County Home Road South & CR 200 South** intersection improvements. The proposed alignment is intended to avoid the floodplain. County Home Road is classified as a Rural Minor Collector and runs in a north and south direction. AADT is not available for this road. There is no posted speed on this section of County Home Road. Figure 53-4 of INDOT Design Manual will be used for the design. Since this road does not have a posted speed, based on the design table the design speed shall be 35-55 mph and the travel lane width could be 10 or 12 ft. with a minimum usable shoulder width of 2 ft. The travel lane cross slope should be 2% and the shoulder cross slope will vary depending on the shoulder width and the type of surface. The minimum desirable profile grade of 0.5% may be used and a maximum of 7% for a level condition. The existing ground is flat and there are several small structures crossing CR 300 S. It is anticipated that drainage will be accomplished by roadway side ditches and use of either the existing or new drainage structures.



**County Home Road/CR 450 E & CR 300 South intersection improvement.** CR 300 South and County Home Road South are both classified as a Rural Minor Collector. County Home Road runs in a north and south direction. The AADT between CR 200 South and SR 116 is 506 VPD. Figure 53-4 of INDOT Design Manual will be used for the design. Since this road does not have a posted speed, based on the design table the design speed shall be 35-55 mph and the travel lane width of 11 ft. with a minimum usable shoulder width of 4 ft. The travel lane cross slope should be 2% and the shoulder cross slope will vary depending on the shoulder width and the type of surface. The minimum desirable profile grade of 0.5% may be used and a maximum of 7% for a level condition. The existing ground is flat and it is anticipated that drainage will be accomplished by roadway side ditches and the existing or new structures.



**BRIDGE – ASSESSMENT**

The standard geometrics for an overpass over railroad tracks are 23 feet of vertical clearance from the top of rail and 25 feet horizontal clearance each direction from the centerline of the tracks. This requires approximately 28 feet of vertical grade difference along the roadway and a bridge spanning approximately 65 feet. Several options were evaluated to traverse the railroad tracks along CR 300 South, including on existing alignment and shifting the roadway off existing alignment. There are also several gas pipelines to contend with which influenced the alternatives. The most feasible alternative is to construct an overpass structure on existing alignment and utilize MSE walls. The length of the walls would be approximately 85 feet and would be designed to prevent the fill from entering the railroad right-of-way. The bridge structure would be a single span structure with integral end bents and no joints. This structure would reduce future maintenance of the bridge and provide a design life of over 75 years.

**ENVIRONMENTAL RED FLAG INVESTIGATION (NIRCC)**

A Red Flag investigation (RFI) is an examination of an area around a project that is completed prior to preliminary engineering or designing. An RFI was going to be



conducted by Butler, Fairman & Seufert to determine where a project should best be located. However, since Northeastern Indiana Regional Coordinating Council (NIRCC) already completed a Red Flag Investigation Report for Wells County Mobility Improvement Southern Corridor, it was decided to use NIRCC's report with the route study.

APPENDIX J  
Noise Analysis Report

# NOISE ANALYSIS

DES 1802955, Local Project  
Roadway Curve Realignment  
County Home Road and County Road 450 East  
Wells County, Indiana



Looking north along County Home Road at the intersection of CR 200 South



August 3, 2020 (revised May 10, 2021)

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## EXECUTIVE SUMMARY

Roadway Curve Realignment  
 County Home Road and County Road 450 East  
 Wells County, Indiana  
 Des. No.: 1802955

The Wells County Board of Commissioners proposes a project to improve County Home Road and CR 200 South Intersection as well as CR 450 East and County Home Road East Realignment, southeast of the City of Bluffton, Wells County Indiana. The project proposes to reconstruct the intersection of County Home Road and County Road 200 South. County Home Road, County Road 200 South, and County Road 450 East would have a typical section of two 11 ft. travel lanes and 6 ft. wide shoulders, consisting of 4 ft. paved and 2 ft. compacted aggregate. County Road 450 East would be shifted to the west on a new alignment to connect into an extension of County Home Road. Drainage improvements would include new roadside ditches and erosion protection. The project is approximately 1.08 miles long. Funding for the project would come from Wells County, and the Indiana Department of Transportation (INDOT) via the Federal Highway Administration (FHWA).

This report documents the results of a noise analysis for the proposed project. This study was done in accordance with the FHWA noise standards, *Procedures for Abatement of Highway Traffic and Construction Noise, 23 CFR 772* and the INDOT *Traffic Noise Analysis Procedure, 2017*.

The Federal-Aid Highway Act of 1970 mandated that the FHWA develop highway traffic noise standards. The traffic noise standards and the description of highway traffic noise prediction requirements, noise analyses, noise abatement criteria (NAC), and requirements for informing local officials are found in Title 23, Code of Federal Regulation, Part 772 (23 CFR 772), entitled "Procedures for Abatement of Highway Traffic Noise and Construction Noise". The FHWA policy requires each State Department of Transportation to adopt a state specific noise policy, approved by FHWA, which defines specific terms and describes how the State implements the noise standard. The current INDOT *Traffic Noise Analysis Procedure, 2017*, became effective July 1, 2017.

The FHWA noise standards and the INDOT *Traffic Noise Analysis Procedure, 2017*, require the determination and consideration for traffic noise impacts for what are called Type I projects. The proposed project is considered to be a Type I project because it includes the construction of a roadway on a new location.

The following noise analysis for the County Home Road extension project was performed to implement the requirements under 23 CFR 772 and the noise related requirements of the National Environmental Policy Act of 1969. The noise study was done in accordance with the INDOT *Traffic Noise Analysis Procedure, 2017*, using the FHWA Traffic Noise Model Version 2.5 (FHWA - TNM 2.5) computer program. Current (2020) and projected (2040) noise levels were calculated to determine whether any receptors would receive future exterior noise impacts as defined by the INDOT *Traffic Noise Analysis Procedure, 2017*. Impacts occur when predicted future noise levels approach or exceed land-use based NAC levels (to be within 1.0 A-weighted decibel (dBA) of the appropriate noise abatement category) or when future noise levels substantially exceed the existing noise levels by 15 or more decibels (as predicted by FHWA - TNM 2.5). Table 1 summarizes the results of the impact determination.

TABLE 1  
 SUMMARY OF NOISE IMPACTS

Receptor Number	Receptor Type	Activity Category	Existing 2020 dBA	Proposed 2040 dBA	Proposed 2040 Increase over Existing 2020 Sound Levels (dBA)	Land-use based NAC (dBA)	Impacted Based on NAC?	Impacted Based on Substantial Increase	Disposition
1	Residential	B	51.0	52.8	1.8	66	NO	NO	NONE
2	Residential	B	55.0	55.9	0.9	66	NO	NO	NONE
3	Residential	B	41.8	46.3	4.5	66	NO	NO	NONE



4	Residential	B	47.0	52.3	5.3	66	NO	NO	NONE
5	Residential	B	50.1	50.2	0.1	66	NO	NO	NONE
6	Residential	B	48.0	48.4	0.4	66	NO	NO	NONE
7	Residential	B	48.8	51.1	2.3	66	NO	NO	NONE

In the FHWA - TNM 2.5 noise model for proposed year 2040, none of the receptors exceeded the land-use based NAC in 2040 or the substantial increase criteria.

Since no noise impacts were identified, noise abatement was not evaluated.

The 66.0 dBA and 71.0 dBA contour lines have been identified on a project aerial (Appendix A, A5) and will be provided to Wells County for their future planning of undeveloped areas.

Based on the studies completed to date, Butler, Fairman and Seufert, Inc. has identified no impacted receptors. As a result, noise abatement was not evaluated. This noise analysis was based on preliminary design criteria. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed and noise impacts are identified, noise abatement will be evaluated at that time as to whether it is feasible and reasonable.

# NOISE ANALYSIS

Roadway Curve Realignment  
County Home Road and County Road 450 East  
Wells County, Indiana  
Des. No.: 1802955  
August 3, 2020 (updated May 10, 2021)

## 1.0 Introduction

This report documents the results of a noise analysis prepared for the roadway curve realignment project along County Home Road and County Road 450 East. The project is located near the City of Bluffton, Wells County, Indiana (Appendix A, A1-A3).

The noise analysis was performed by Ryan Scott, Environmental Services, Butler, Fairman and Seufert, Inc. Ambient noise measurements were taken at various representative receptors within the proposed project on June 18, 2020 (Appendix C, C4).

## 1.1 Criteria for Determining Impacts

The Federal-Aid Highway Act of 1970 mandated that the Federal Highway Administration (FHWA) develop highway traffic noise standards. The traffic noise standards and the description of highway traffic noise prediction requirements, noise analyses, NAC, and requirements for informing local officials are found in Title 23, Code of Federal Regulations, Part 772 (23 CFR 772), entitled "*Procedures for Abatement of Highway Traffic Noise and Construction Noise*". The FHWA policy requires each state Department of Transportation to adopt a state specific noise policy, approved by FHWA, which defines specific terms and describes how the state implements the noise standard. The current Indiana Department of Transportation (INDOT) *Traffic Noise Analysis Procedure, 2017*, became effective July 1, 2017.

The FHWA noise regulations and the INDOT *Traffic Noise Analysis Procedure, 2017*, require the determination and consideration for traffic noise impacts for what are called Type I projects. Type I projects are those which consist of one or more of the following:

1. The construction of a highway on a new location; or,
2. The physical alteration of an existing highway where there is either:
  - a. Substantial Horizontal Alteration. A project that halves the distance between the traffic noise source and the closest receptor between the existing condition to the future build condition; or
  - b. Substantial Vertical Alteration. A project that removes shielding, and therefore, exposes the line-of-sight between the receptor and the traffic noise source. This is done by either altering the vertical alignment of the highway or by altering the topography between the highway traffic noise source and the receptor; or,
3. The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a High-Occupancy Vehicle (HOV) lane, High-Occupancy Toll (HOT) lane, bus lane, or truck climbing lane; or,
4. The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane; or,
5. The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; or,
6. Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane; or
7. The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot or toll plaza.

The proposed project is considered to be a Type I project because it would construct a roadway on new alignment.

Traffic noise levels are expressed in terms of the hourly, A-weighted equivalent sound level in decibels (dBA). A sound level represents the level of the rapid air pressure fluctuations caused by sources such as traffic that are heard as noise. A decibel is a unit that relates the sound pressure of a noise to the faintest sound the human ear can hear. The A-weighting refers to the amplification or attenuation of the different frequencies of the sound to correspond to the way the human ear "hears" these frequencies.

Because most environmental noise fluctuates from moment to moment, it is standard practice to condense data into a single level called the equivalent sound level (Leq). The Leq is a steady sound level that would contain the same amount of sound energy as the actual time-varying sound evaluated over the same time period. The Leq averages the louder and quieter moments, but gives much more weight to the louder moments in the averaging. For traffic noise assessment purposes, Leq is typically evaluated over the worst one-hour period and is written as Leq(h).

The following noise analysis for the proposed project was performed to implement the requirements under 23 CFR 772 and the noise related requirements of the National Environmental Policy Act of 1969. The noise study was done in accordance with the INDOT *Traffic Noise Analysis Procedure, 2017*, using the FHWA Traffic Noise Model Version 2.5 (FHWA – TNM 2.5) computer program. Current (2020) and projected (2040) noise levels were calculated to determine whether any receptors would receive future exterior noise impacts as defined by the INDOT traffic noise policy. Impacts occur when predicted future noise levels approach or exceed land-use based NAC levels (to be within 1.0 dBA (A-weighted sound level) of the appropriate noise abatement category) or when future noise levels substantially exceed the existing noise levels by 15 or more decibels (as predicted by FHWA – TNM 2.5).

## 2.0 Project Description

### 2.1 Existing Conditions

County Home Road currently approaches County Road 200 South from the south and forms a T-intersection. County Home Road consists of two 10-foot wide, asphalt paved through lanes (one in each direction) and is bordered by 0-2-foot-wide gravel shoulders. County Home Road is controlled by a stop condition at County Road 200 South.

County Road 200 South is a tangent east-west roadway and contains a 90-degree curve at County Road 450 East. County Road 200 South consists of two 10-foot wide, asphalt paved through lanes (one in each direction) and is bordered by 0-2-foot-wide gravel shoulders.

County Road 450 East is a tangent north-south roadway north of the 90-degree curve at County Road 200 South and connects to State Road 116 north of the north terminus of this project. County Road 450 East consists of two 10-foot wide, asphalt paved through lanes (one in each direction) and is bordered by 0-2-foot-wide gravel shoulders.

State Road 116 is a tangent east-west roadway within the limits of the study area for this project and is intersected by County Road 450 East from the north and south. The intersection is controlled by stop conditions for County Road 450 East traffic. State Road 116 consists of two 12-foot-wide asphalt paved travel lanes (one in each direction) bordered by 5-foot wide shoulders (2-foot paved, 3-foot gravel).

### 2.2 Proposed Project

The Wells County Board of Commissioners proposes to realign County Home Road from north-south to northeast-southwest starting approximately 500 feet south of County Road 200 South, and extend County Home Road on a similar angled alignment to connect to County Road 450 East approximately 1,500 feet north of County Road 200 South. The project will also include realigning County Road 450 East from north-south to northwest-southeast starting approximately 900 feet north of County Road 200 South so that it will intersect the new alignment of County Home Road and maintain access for residential properties to the south. The new south terminus of County Road 450 East will consist of a cul-de-sac to be constructed approximately 350 north of County Road 200 South. Treatment of the abandoned sections of County Home Road, County Road 200 South and County Road 450 East will include pavement removal, grading and seeding. Funding for the project would come from the FHWA and Wells County.

The proposed typical cross section of the County Home Road / County Road 450 East realignment will consist of two 11-foot travel lanes (one in each direction) bordered by 6-foot wide stabilized shoulders (4 feet paved).

The proposed typical cross sections of the realigned portions of County Road 200 South and County Road 450 East will consist of two 10-foot travel lanes (one in each direction) bordered by 6-foot wide stabilized shoulders (4 feet paved).

### 3.0 Methodology

A noise analysis for the project corridor was performed to implement the requirements under 23 CFR 772, the noise related requirements of the National Environmental Policy Act of 1969 and the INDOT *Traffic Noise Analysis Procedures, 2017*. The noise study was done in accordance with the INDOT *Traffic Noise Analysis Procedures, 2017*, using the FHWA Traffic Noise Model Version 2.5 (FHWA – TNM 2.5). Criteria established by the INDOT *Traffic Noise Analysis Procedures, 2017*, indicates that traffic noise impacts (or defined as impacted receptors) occur when predicted future noise levels approach or exceed land-use based NAC levels (to be within 1.0 dBA of the appropriate noise abatement category) or when future noise levels substantially exceed the existing noise levels by 15 or more decibels (as predicted by FHWA – TNM 2.5).

Current and predicted noise levels, using FHWA – TNM 2.5, were determined for the County Home Road project based upon terrain, surface, motorist speed and vehicles per hour for automobiles, medium and heavy trucks, buses and motorcycles, and the vertical elevation differences, or Z-Axis, between the roadway and adjacent receptors. For multiple-lane roadways, each travel lane was modeled as a separate TNM “roadway” with the traffic divided evenly across all lanes. Receptors within 500 feet of the project area were identified by land use type, numbered on an aerial and the distance established from the center of the nearest through-traffic lane to the nearest outdoor activity center was measured (Appendix A, A5).

The year 2040 was established for predicted noise levels since it would be 20 years beyond the 2020 compiled traffic data for the study/design year. These noise levels were taken to determine whether the predicted future noise levels would approach or exceed land-use based NAC levels (to be within 1.0 dBA of the appropriate noise abatement category) or substantially exceed the existing noise levels by 15 or more decibels as predicted by FHWA – TNM 2.5.

#### 3.1 Validation of the Traffic Noise Model

The INDOT *Traffic Noise Analysis Procedure, 2017*, requires validation of the FHWA – TNM 2.5 computer program that is used to calculate worst-hour equivalent sound levels for existing (2020) and future (2040) receptors. Validation involves taking noise measurements at select points near the roadway(s) while recording traffic counts and vehicle speeds. The traffic counts are then factored up to hourly volumes and along with the speeds and measurement locations entered into a FHWA – TNM 2.5 model created for the existing facilities. The modeled levels are compared with the measured levels. If the modeled levels (FHWA – TNM 2.5) are within +/- 3.0 dBA of the measured levels, the model is said to be validated.

Representative samples of ambient noise were taken with a minimum of one measurement for each common noise environment. The study area included agricultural and residential noise environments. Measurements were taken at a total of two (2) locations along the project area (see Appendix C, C4 for measurement locations).

The ambient noise measurements were taken on June 18, 2020 by Ryan Scott, Environmental Services, Butler, Fairman and Seufert, Inc. for a full 10-minute sample using an SPER Scientific Integrating Sound Datalogger (Datalogger) Model 850017. The Datalogger was calibrated prior to and subsequent to each measurement with an Extech Instruments 94dB Sound Calibrator Model 407744. Wind speed and temperature was recorded using a Speedtech Instruments meter Model SM-18. The ambient measurements were taken at 5 second intervals within the 10-minute period for a total of 120 samples at each measurement location. Traffic counts and estimated speeds of automobiles, motorcycles, buses, medium trucks and heavy trucks were taken for each 20-minute period for the ambient noise location areas. Background noise was also identified at each sampling site (see Table 2 below). The recorded traffic counts were then converted to an hourly count.

All data was downloaded from the Datalogger into Integrating Sound Level computer files. The measured Leq values (dBA) for each 120 recorded noise samples at each sampling station were then compared with the existing FHWA – TNM 2.5 predicted scenario. This was accomplished by entering the ambient noise

measurement locations and converted hourly traffic data into the FHWA – TNM 2.5 traffic noise model. Table 2 indicates the location, average temperature, average wind speed, sky condition, time start and end, measured noise levels, predicted noise levels per FHWA – TNM 2.5 and the difference between the ambient noise measurements and the predicted FHWA – TNM 2.5 noise levels.

The difference in the predicted and measured noise levels for validation locations 1 and 2 are within +/- 3.0 dBA.

**TABLE 2**  
**MODEL VALIDATION RESULTS**  
 Roadway Curve Realignment  
 County Home Road and County Road 450 East  
 Wells County, Indiana  
 Des. No.: 1802955

Location	Ave. Temp. (F°)	Ave. Wind Speed (mph)	Sky Condition	Time Start	Time End	Measured Value Leq, dB(A)	Predicted Value Leq, dB(A)	Predicted Minus Measured Difference dB(A)
1. Agricultural Field	73	5.5	Sunny	11:14 am	11:24 am	51.5	48.9	2.6
2. Residential Property / Receptor 4	80	5.9	Sunny	11:37 pm	11:47 pm	51.4	50.2	1.2

#### 4.0 Land Use

Land uses that were noted along the project corridor included residential and undeveloped/agricultural land (Appendix A, A3).

#### 4.1 Criteria for Determining Impacts

Noise impacts are determined by comparing future “design year” project worst-hour  $L_{eq}(h)$  values (equivalent continuous sound levels over a specified period of time) at areas of frequent human use (outdoor activity centers) to a set of NAC for different land use categories and existing  $L_{eq}(h)$  values. The FHWA noise standards (23 CFR 772) and the INDOT *Traffic Noise Analysis Procedure, 2017*, state that when traffic noise impacts have been identified, noise abatement should be considered. The NAC that was established by the FHWA in accordance with 23 CFR 772 for these land use types include the following:

**TABLE 3**  
**NOISE ABATEMENT CRITERIA**  
 [Hourly A-Weighted Sound Level Decibels, dBA]

Activity Category	Activity Leq(h)	Evaluation Location	Activity Description
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Exterior	Residential
C	67	Exterior	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A-D or F.
F	-	-	Agricultural, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	-	-	Undeveloped lands that are not permitted

Source: (Federal Highway Administration) (23 CFR Part 772)

A receptor can be impacted in one of two ways:

1. The predicted, worst hour, design year  $L_{eq}(h)$  “approaches” or exceeds the NAC, even if there is not a substantial increase over the existing levels. Approach is defined by the INDOT *Traffic Noise Analysis Procedure, 2017*, as 1 dBA less than the appropriate NAC. For example, single and multi-family residences (Activity Category B) the NAC is 67 dBA. An impact would occur if the design year  $L_{eq}(h)$  is predicted to be 66 dBA or higher at the outdoor activity center.
2. The predicted, worst hour, design year  $L_{eq}(h)$  “substantially” exceeds the existing  $L_{eq}(h)$ , even if the NAC is not “approached” or exceeded. The INDOT *Traffic Noise Analysis Procedure, 2017*, defines “substantially” as 15 or more dBA.

#### 4.2 Noise Abatement Evaluation Requirements

In accordance with the INDOT *Traffic Noise Analysis Procedure, 2017*, if noise impacts are identified then completion of a noise abatement evaluation is required. Noise abatement needs to be studied first for “feasibility” and if feasible, for “reasonableness”. When evaluating noise barriers, they must be both feasible and reasonable to be deemed likely for construction.

The feasibility of noise abatement includes both acoustic feasibility and engineering feasibility. For acoustic feasibility, INDOT requires that noise barriers achieve a 5 dBA reduction at a majority (greater than 50%) of the impacted receptors. If a barrier cannot achieve this acoustic goal, abatement is considered to not be acoustically feasible. For engineering feasibility, INDOT requires noise abatement measures to be based on sound engineering practices and standards, and requires that any measures be evaluated at the optimum location. Engineering feasibility takes into account topography, drainage, safety, barrier height, utilities and access/maintenance needs (which may include right-of-way considerations). If a barrier poses engineering problems, it may be judged as not feasible even if it meets the acoustical feasibility criterion, and it would not be recommended for construction. Noise barriers require long, uninterrupted segments of barrier to be feasible. As such, if there are existing access points and/or driveways, it is not feasible to construct effective noise barriers for the roadway.

If feasible, noise barriers are then assessed for reasonableness in accordance with the INDOT *Traffic Noise Analysis Procedure, 2017*. All proposed noise abatement must meet the following three criteria to be considered reasonable by INDOT. If any of the criteria is not met, noise abatement measures would not be constructed.

##### 1. *Consideration and Obtaining Views of Residents and Property Owners*

The viewpoints of the affected property owners and residents are important. For those barriers found to be reasonable by the Cost-Effectiveness and Design Goal criteria below, viewpoints of the benefited receptors and affected property owners would be sought.

##### 2. *Cost-Effectiveness*

If the cost-effectiveness of constructing a noise barrier (including installation and additional necessary construction such as foundations or guardrails) divided by the number of benefited receptors (those who would receive a reduction of at least 5 dBA) is \$25,000 or less per benefited receptor, a barrier is considered to be cost-effective. If more than 50% of the receptors were in place prior to the initial construction of the roadway, the criterion is raised to \$30,000 per benefited receptor. Placing noise barriers on structures creates additional challenges, since reinforcement of the structure may be necessary to support the increased load. In these situations, other options should be assessed to determine whether cost-effective abatement can be provided without requiring complicated and expensive structural modifications. These could include lighter-weight barriers, shorter barriers, or other considerations. For initial considerations, a unit cost of \$30 per square foot is used in this cost-effectiveness calculation.

##### 3. *Design Goal for Noise Abatement*

INDOT’s goal for substantial noise reduction is to provide at least a 7.0 dBA reduction for a majority (greater than 50%) of the impacted first row receptors in the design year.

## 5.0 Existing Noise Analysis

The FHWA – TNM 2.5 computer program was used to calculate worst-hour equivalent sound levels for the receptors identified for the existing (2020) scenario. Design hourly volumes and truck percentages were provided by Butler, Fairman and Seufert, Inc., who is the Lead Consultant designing the proposed project.

Receptors were modeled by FHWA – TNM 2.5 “receiver” points at areas of frequent human use (outdoor activity center) of a property. For residences, it included front, side or back outdoor activity centers within 500 feet of the roadways in the analysis. The default ground surface of lawn grass was used as the project area is in a suburban use.

Existing 2020 noise levels, using FHWA – TNM 2.5, were as listed in the table below.

TABLE 4  
EXISTING 2020  
NOISE RESULTS

Receptor	Land Use Activity Category	NAC Category Approach Threshold	NAC Category Threshold	Existing Noise Level Result
1 Residential	B	66 dBA	67 dBA	51.0 dBA
2 Residential	B	66 dBA	67 dBA	55.0 dBA
3 Residential	B	66 dBA	67 dBA	41.8 dBA
4 Residential	B	66 dBA	67 dBA	47.0 dBA
5 Residential	B	66 dBA	67 dBA	50.1 dBA
6 Residential	B	66 dBA	67 dBA	48.0 dBA
7 Residential	B	66 dBA	67 dBA	48.8 dBA

None of the residential receptors approached or exceeded their category thresholds.

## 6.0 Future Proposed Noise Analysis

The proposed roadway design was entered into the FHWA – TNM 2.5 proposed model. Input information including traffic data, vehicle speed, horizontal and vertical roadway points were adjusted to reflect design information for the future (2040) model. The default ground surface of lawn grass was retained.

Future 2040 noise levels, using FHWA – TNM 2.5, were as listed in the table below.

TABLE 5  
FUTURE 2040  
NOISE RESULTS

Receptor	Land Use Activity Category	NAC Category Approach Threshold	NAC Category Threshold	Future Noise Level Result
1 Residential	B	66 dBA	67 dBA	52.8 dBA
2 Residential	B	66 dBA	67 dBA	55.9 dBA
3 Residential	B	66 dBA	67 dBA	46.3 dBA
4 Residential	B	66 dBA	67 dBA	52.3 dBA
5 Residential	B	66 dBA	67 dBA	50.2 dBA
6 Residential	B	66 dBA	67 dBA	48.4 dBA
7 Residential	B	66 dBA	67 dBA	51.1 dBA

None of the residential receptors approached or exceeded their category thresholds, and none of the receptors will result in a substantial increase compared to existing noise levels (15 decibels or more).

#### 7.0 Analysis of Noise Abatement

Since no noise impacts were identified, noise abatement was not evaluated.

#### 7.1 Feasibility of Noise Abatement

The feasibility of noise abatement includes both acoustic feasibility and engineering feasibility, as described in Section 4.2 of this report. One factor associated with Engineering Feasibility is that noise barriers require long, uninterrupted segments of barrier to be feasible. As such, if there are existing access points and/or driveways, it is not feasible to construct effective noise barriers for the roadway. Future noise levels for all residential (Activity Category B) receptors were found to not approach or exceed NAC. Therefore, feasibility of noise abatement will not be determined for this project.

#### 7.2 Reasonableness of Noise Abatement Measures

Future noise levels for all residential (Activity Category B) receptors were found to not approach or exceed NAC. Therefore, reasonableness of noise abatement will not be determined for this project.

#### 8.0 Construction Noise

State, county and local pertinent noise ordinances would be followed. The project will result in a temporary increase in the ambient noise level in the vicinity of the roadway. Equipment associated with construction generally includes backhoes, graders, pavers, concrete trucks, compressors, and other miscellaneous heavy equipment. Construction can produce up to 95 dBA of noise.



Construction noise mitigation strategies should be considered for implementation into the project commitments. These strategies include, but are not limited to, conducting the noisiest construction activities primarily during daytime hours, sequencing noisy project operations to occur concurrently, and, where possible, selecting equipment that produces less noise.

## 9.0 Statement of Significance

Based on the studies completed to date, Butler, Fairman and Seufert, Inc. has identified no impacted receptors. As a result, noise abatement was not evaluated. This noise analysis was based on preliminary design criteria. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed and noise impacts are identified, noise abatement will be evaluated at that time as to whether it is feasible and reasonable.

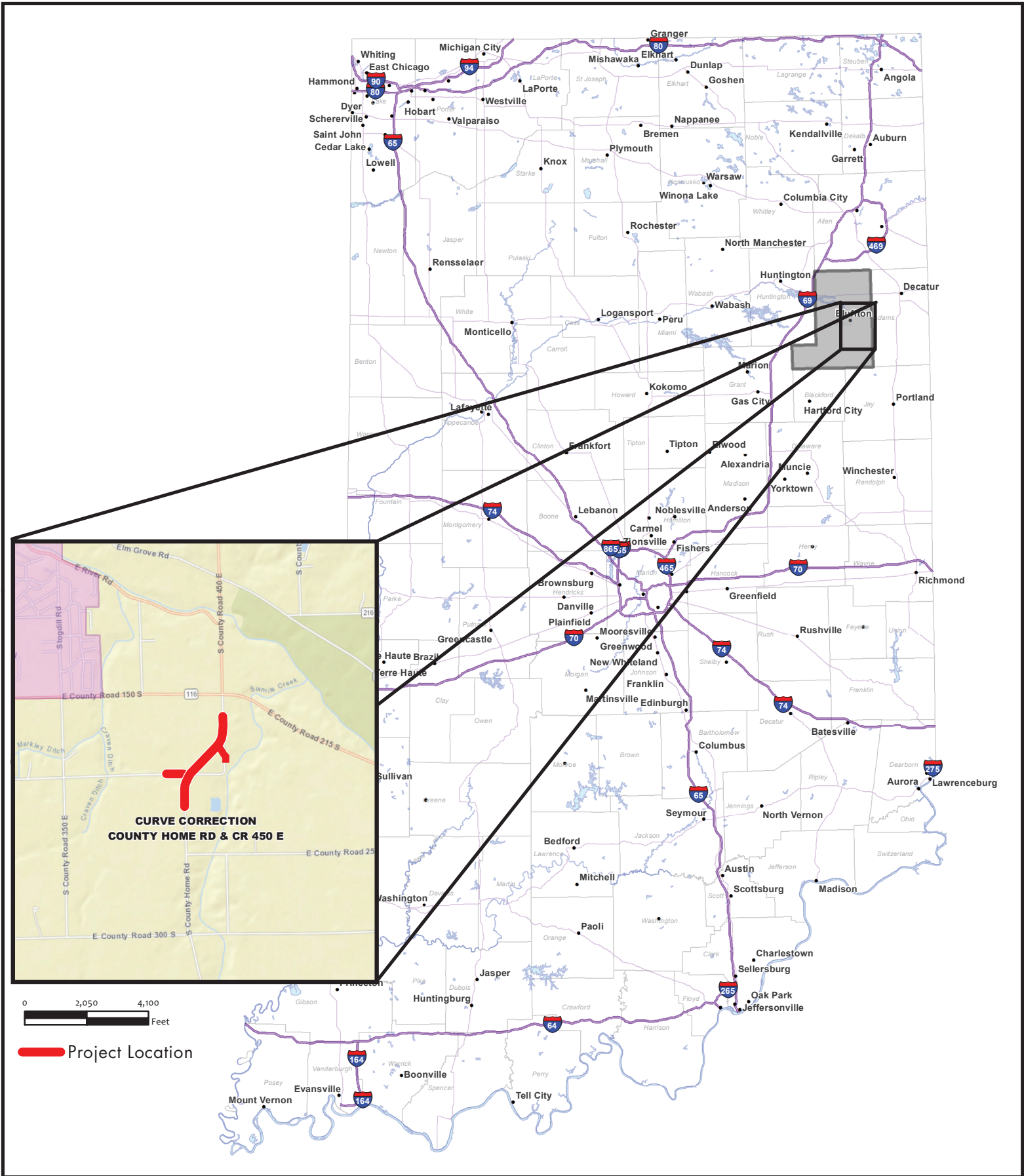
## 10.0 Future Planning

The 66.0 dBA and 71.0 dBA contour lines are provided on the attached aerial (Appendix A, A5) for local planning purposes. These lines are a rough estimate of where the worst hourly future noise levels are located that would result in residential and commercial land uses having difficulty using exterior property due to elevated noise levels. The table below summarizes the approximate distances to the 66.0 dBA and 71.0 dBA contours along the project.

TABLE 6  
FUTURE PLANNING NOISE  
CONTOURS

Roadway	Approximate Distance from Roadway Centerline to 66.0 dBA Contour	Approximate Distance from Roadway Centerline to 71.0 dBA Contour
County Home Road	20 feet	15 feet
County Road 450 East	18 feet	13 feet
County Road 200 South	18 feet	13 feet

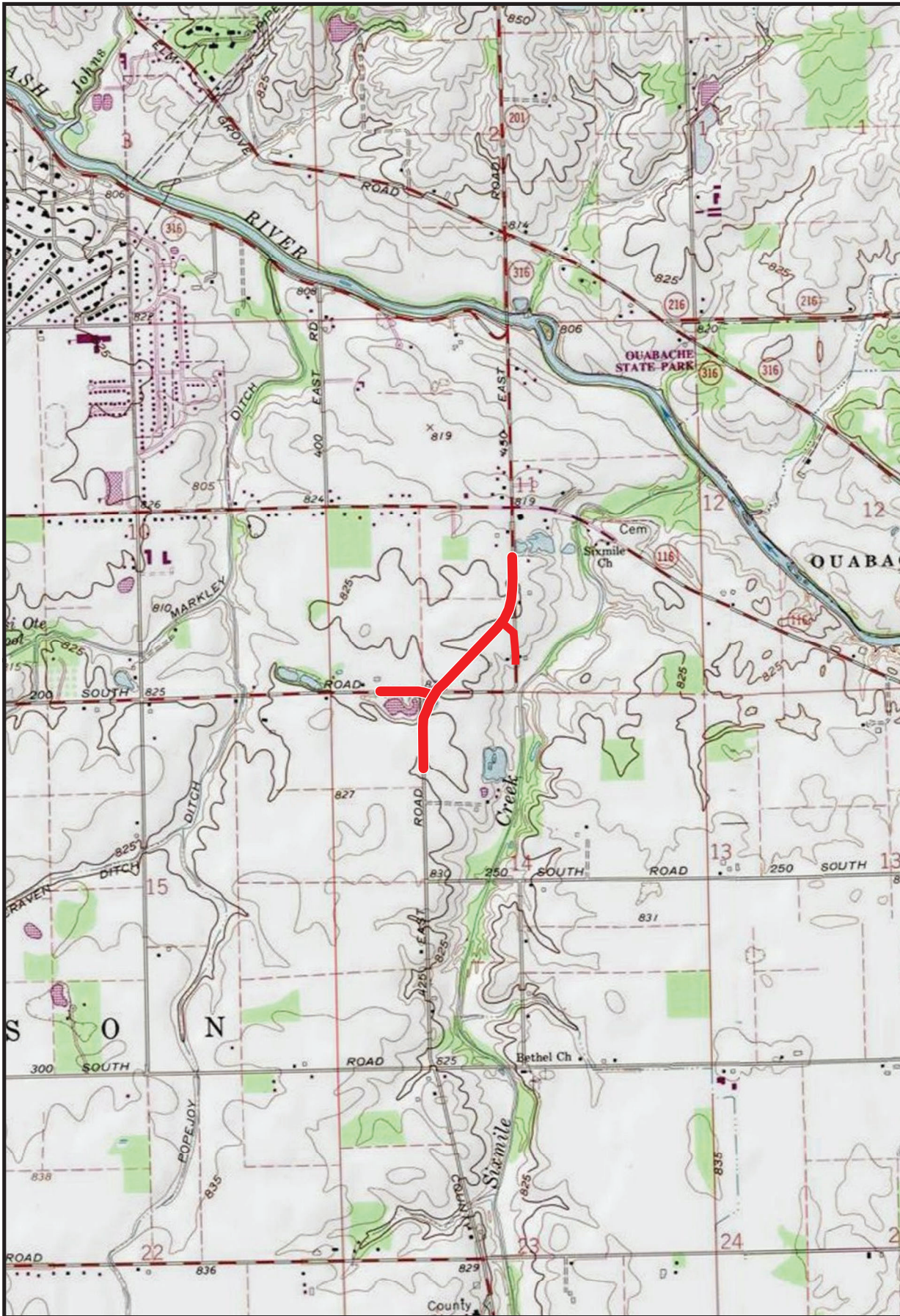
APPENDIX A:  
GRAPHICS



**State Map**  
 Curve Correction of County Home Road & CR 450 E  
 Wells County, Indiana  
 Section 11 & 14, Township 26N, Range 12E  
 Des. No. 1802955 J14



Map Source: Indiana Map



Legend  
Project Area

Map Source: Indiana Geological Survey (IGS), IndianaMap, ArcGIS Online (ESRI) USA Topo Maps

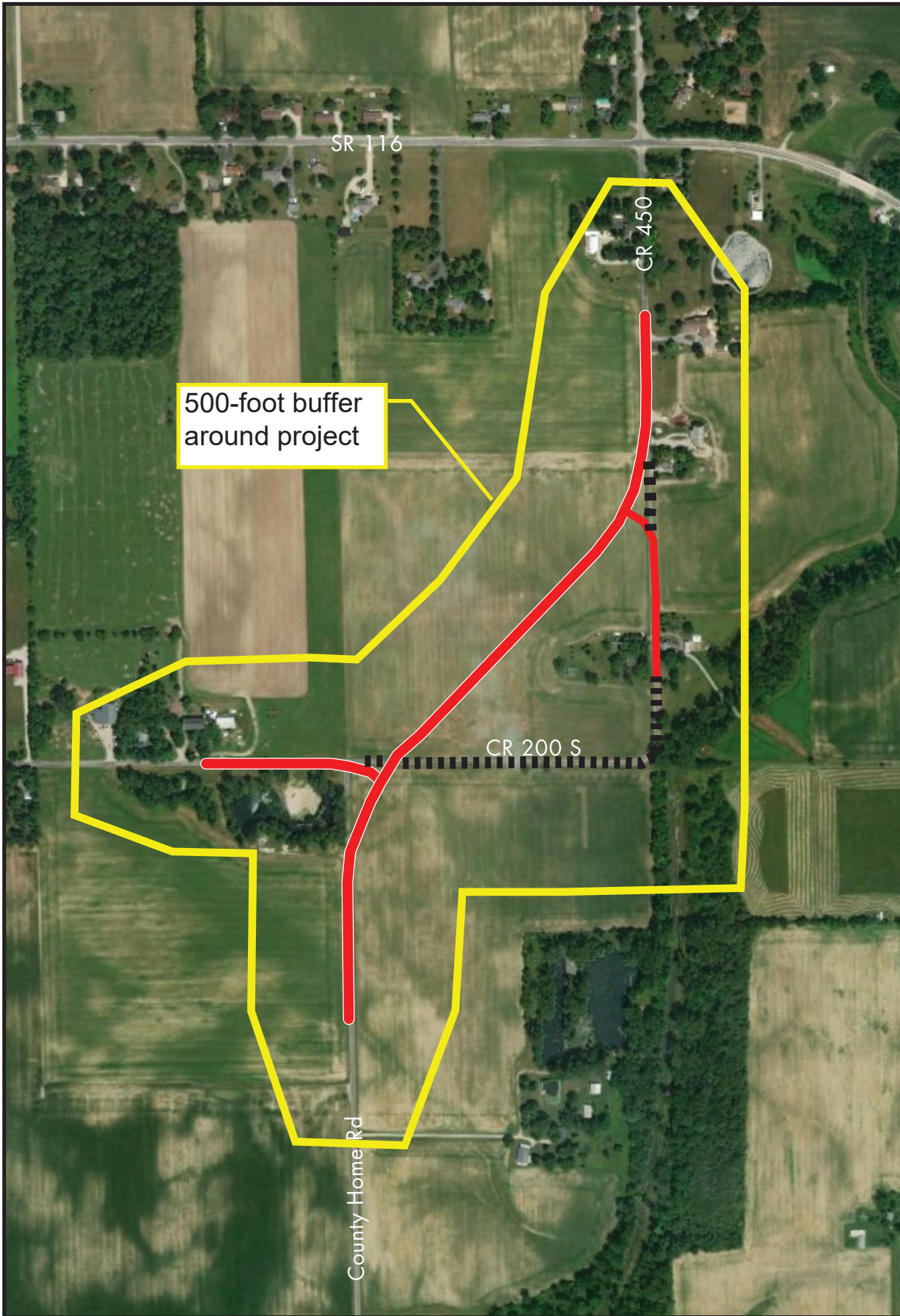


**USGS Bluffton Quadrangle**

Curve Correction of County Home Road & CR 450 E  
Wells County, Indiana  
Section 11 & 14, Township 26N, Range 12E  
Des. No. 1802955

J15





**Legend**

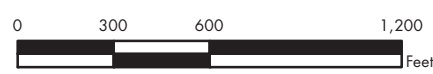
Project Area



Pavement Removal Areas



Map Source: Indiana Geological Survey (IGS), IndianaMap, 2019  
 ArcGIS Online (ESRI) World Imagery.

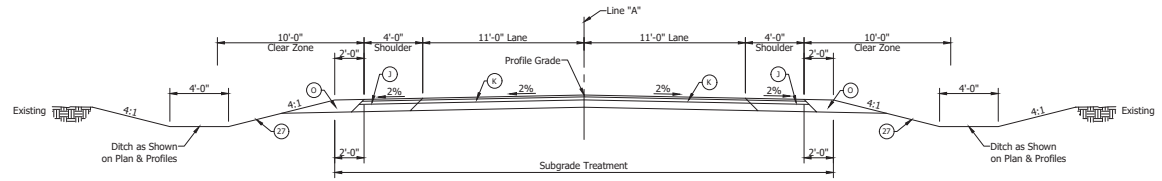


**Aerial Map**

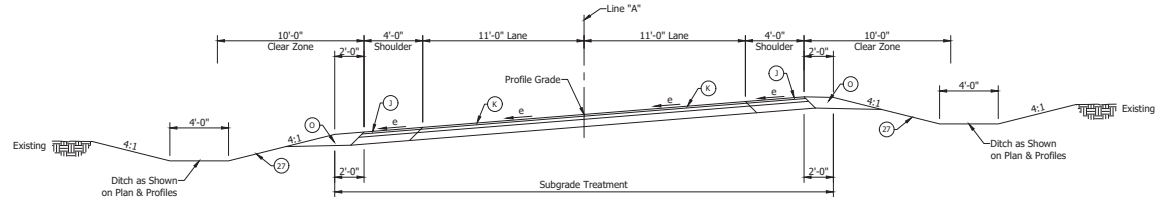
Curve Correction of County Home Road & CR 450 E  
 Wells County, Indiana  
 Des. No. 1802955



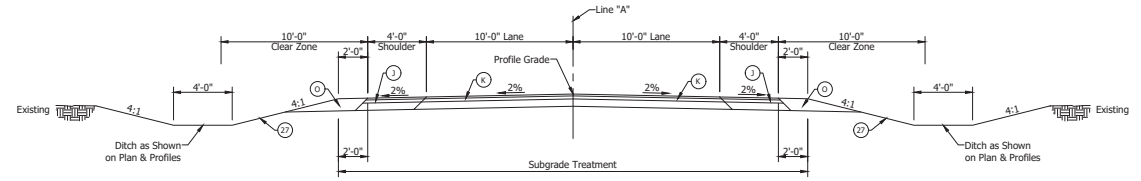
I:\s\1241\_1\ss-51\180295\0001\proj\development\Design\Drawings\180295.dwg - Sun 11/14/2020 8:54 AM - Sun 6/19/2020 7:45 AM



**TYPICAL CROSS SECTION - COUNTY HOME ROAD & CR 200 S**  
 Scale: 1/4" = 1'-0"  
 Sta. 16+50.00 "C" to Sta. 20+43.10 "C"  
 Sta. 28+02.55 "C" to Sta. 38+46.12 "C"  
 Sta. 46+12.15 "C" to Sta. 50+00.00 "C"  
 Sta. 12+00.00 "E" to Sta. 20+00.00 "E"



**TYPICAL CROSS SECTION - COUNTY HOME ROAD**  
 Scale: 1/4" = 1'-0"  
 Sta. 20+43.10 "C" to Sta. 28+02.55 "C" (8.00% Rt.)  
 Sta. 38+46.12 "C" to Sta. 46+12.15 "C" (8.00% Lt.)

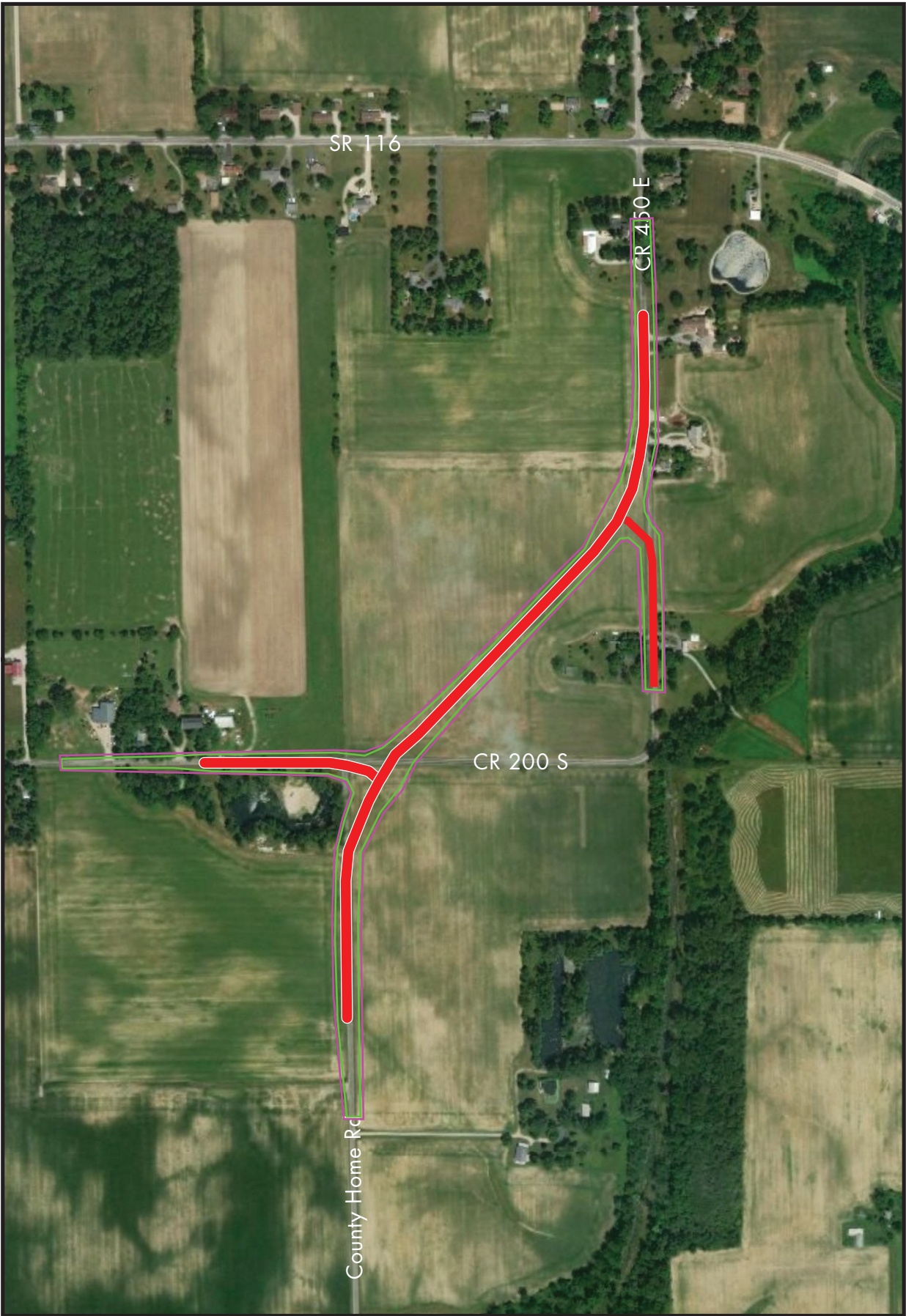


**TYPICAL CROSS SECTION - CR 450 E**  
 Scale: 1/4" = 1'-0"  
 Sta. 13+75.00 "PR-1-D" to Sta. 20+49.02 "PR-1-D"

**NOTE TO REVIEWER:  
 SUPERELEVATION TO BE  
 DISCUSSED DURING  
 PRELIMINARY FIELD CHECK**

- LEGEND**
- (X) HMA Pavement (TBD)
  - (S) Shoulder Pavement (TBD)
  - (C) Comp. Agg. No. 53, Variable Depth
  - (M) Mulched Seeding, R

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER          DATE	<b>INDIANA                  DEPARTMENT OF TRANSPORTATION</b>	HORIZONTAL SCALE	BRIDGE FILE
		10" = 1'-0"	DESIGNATION
		N/A	180295S
DESIGNED: EC          DRAWN: SHH	<b>TYPICAL CROSS SECTIONS</b>	SURVEY BOOK	SHEET
CHECKED: BZ          CHECKED: EC		3	1 OF 1
CONTRACT R-41949		PROJECT	180295S



**Legend**

Project Area



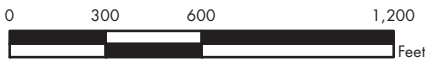
66.0 dBA Contour



71.0 dBA Contour



Map Source: Indiana Geological Survey (IGS), IndianaMap, 2019  
ArcGIS Online (ESRI) World Imagery.



**Future Land Use Planning Map  
Aerial Map**

Curve Correction of County Home Road & CR 450 E  
Wells County, Indiana  
Des. No. 1802955



APPENDIX B:

2020 AND 2040 TRAFFIC DATA AND NOISE TABLES

FHWA TNM 2.5

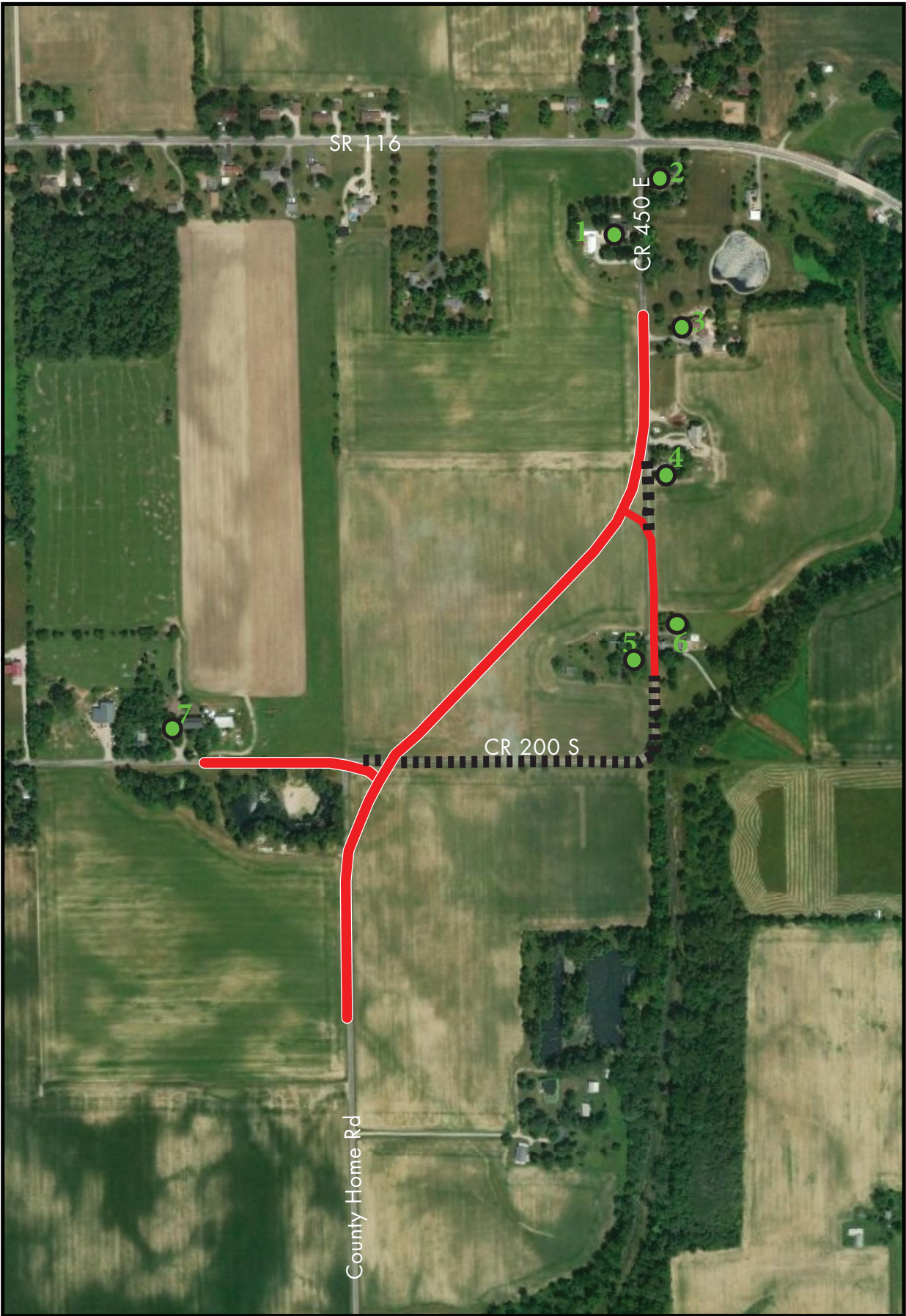


## 2020 Existing Traffic Counts

Roadway	Automobiles	Medium Trucks	Heavy Trucks	Buses	Motorcycles	Speed (MPH)
County Home Road (northbound)	17	0	1	0	0	55
County Home Road (southbound)	17	0	1	0	0	55
CR 200 South (eastbound)	21	0	2	0	0	40
CR 200 South (westbound)	21	0	2	0	0	40
CR 450 East (northbound)	14	0	1	0	0	30
CR 450 East (southbound)	14	0	1	0	0	30
SR 116 (eastbound)	98	0	9	0	0	45
SR 116 (westbound)	98	0	9	0	0	45

## 2040 Proposed Traffic Counts

Roadway	Automobiles	Medium Trucks	Heavy Trucks	Buses	Motorcycles	Speed (MPH)
County Home Road (northbound)	20	0	2	0	0	55
County Home Road (southbound)	20	0	2	0	0	55
CR 200 South (eastbound)	26	0	2	0	0	55
CR 200 South (westbound)	26	0	2	0	0	55
CR 450 East (northbound)	2	0	1	0	0	30
CR 450 East (southbound)	2	0	1	0	0	30
SR 116 (eastbound)	110	0	10	0	0	45
SR 116 (westbound)	110	0	10	0	0	45



- Legend**
- Project Area █
  - Pavement Removal Areas
  - Noise Receptor Locations ●



**Aerial Map**  
 Curve Correction of County Home Road & CR 450 E  
 Wells County, Indiana  
 Des. No. 1802955

Map Source: Indiana Geological Survey (IGS), IndianaMap, 2019  
 ArcGIS Online (ESRI) World Imagery.



RESULTS: SOUND LEVELS

County Home Road Curve Correction

BF&S Inc.													2 August 2020	
R. Scott													TNM 2.5	
													Calculated with TNM 2.5	
RESULTS: SOUND LEVELS														
PROJECT/CONTRACT:			County Home Road Curve Correction											
RUN:			2020 Existing											
BARRIER DESIGN:			INPUT HEIGHTS						Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.					
ATMOSPHERICS:			68 deg F, 50% RH											
Receiver														
Name		No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing	Type	Calculated	Noise Reduction				
				Calculated	Crit'n		Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal	Calculated	
								Sub'l Inc					minus	
				dB	dB	dB	dB	dB		dB	dB	dB	dB	dB
Receiver1	1	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0		
Receiver2	2	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0		
Receiver3	3	1	0.0	41.8	66	41.8	10	----	41.8	0.0	8	-8.0		
Receiver4	4	1	0.0	47.0	66	47.0	10	----	47.0	0.0	8	-8.0		
Receiver5	5	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0		
Receiver6	6	1	0.0	48.0	66	48.0	10	----	48.0	0.0	8	-8.0		
Receiver7	7	1	0.0	48.8	66	48.8	10	----	48.8	0.0	8	-8.0		
Dwelling Units			# DUs	Noise Reduction										
				Min	Avg	Max								
				dB	dB	dB								
All Selected		7	0.0	0.0	0.0									
All Impacted		0	0.0	0.0	0.0									
All that meet NR Goal		0	0.0	0.0	0.0									

RESULTS: SOUND LEVELS

County Home Road Curve Correction

BF&S Inc.													2 August 2020	
R. Scott													TNM 2.5	
													Calculated with TNM 2.5	
RESULTS: SOUND LEVELS														
PROJECT/CONTRACT:			County Home Road Curve Correction											
RUN:			2040 Proposed											
BARRIER DESIGN:			INPUT HEIGHTS						Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.					
ATMOSPHERICS:			68 deg F, 50% RH											
Receiver														
Name		No.	#DUs	Existing LAeq1h	No Barrier LAeq1h	Increase over existing		Type	With Barrier	Noise Reduction				
				Calculated	Calculated	Crit'n	Calculated	Crit'n	Impact	Calculated LAeq1h	Calculated	Goal	Calculated minus Goal	
				dB	dB	dB	dB	dB		dB	dB	dB	dB	
Receiver1	1	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0		
Receiver2	2	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0		
Receiver3	3	1	0.0	46.3	66	46.3	10	----	46.3	0.0	8	-8.0		
Receiver4	4	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0		
Receiver5	5	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0		
Receiver6	6	1	0.0	48.4	66	48.4	10	----	48.4	0.0	8	-8.0		
Receiver7	7	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0		
Dwelling Units			# DUs	Noise Reduction										
				Min	Avg	Max								
				dB	dB	dB								
All Selected			7	0.0	0.0	0.0								
All Impacted			0	0.0	0.0	0.0								
All that meet NR Goal			0	0.0	0.0	0.0								

**NOISE RESULT COMPARISON TABLE  
EXISTING 202 VS. PREDICTED FUTURE 2040**

Receptor	NAC Category	Activity Leq(h)	Existing 2020 dBA	Proposed 2040 dBA	Difference (Proposed – Existing)
1	B	67.0	51.0	52.8	1.8
2	B	67.0	55.0	55.9	0.9
3	B	67.0	41.8	46.3	4.5
4	B	67.0	47.0	52.3	5.3
5	B	67.0	50.1	50.2	0.1
6	B	67.0	48.0	48.4	0.4
7	B	67.0	48.8	51.1	2.3

Roadway Curve Realignment  
County Home Road and County Road 450 East  
Wells County, Indiana  
Des. No.: 1802955

APPENDIX C:  
AMBIENT NOISE MEASUREMENTS

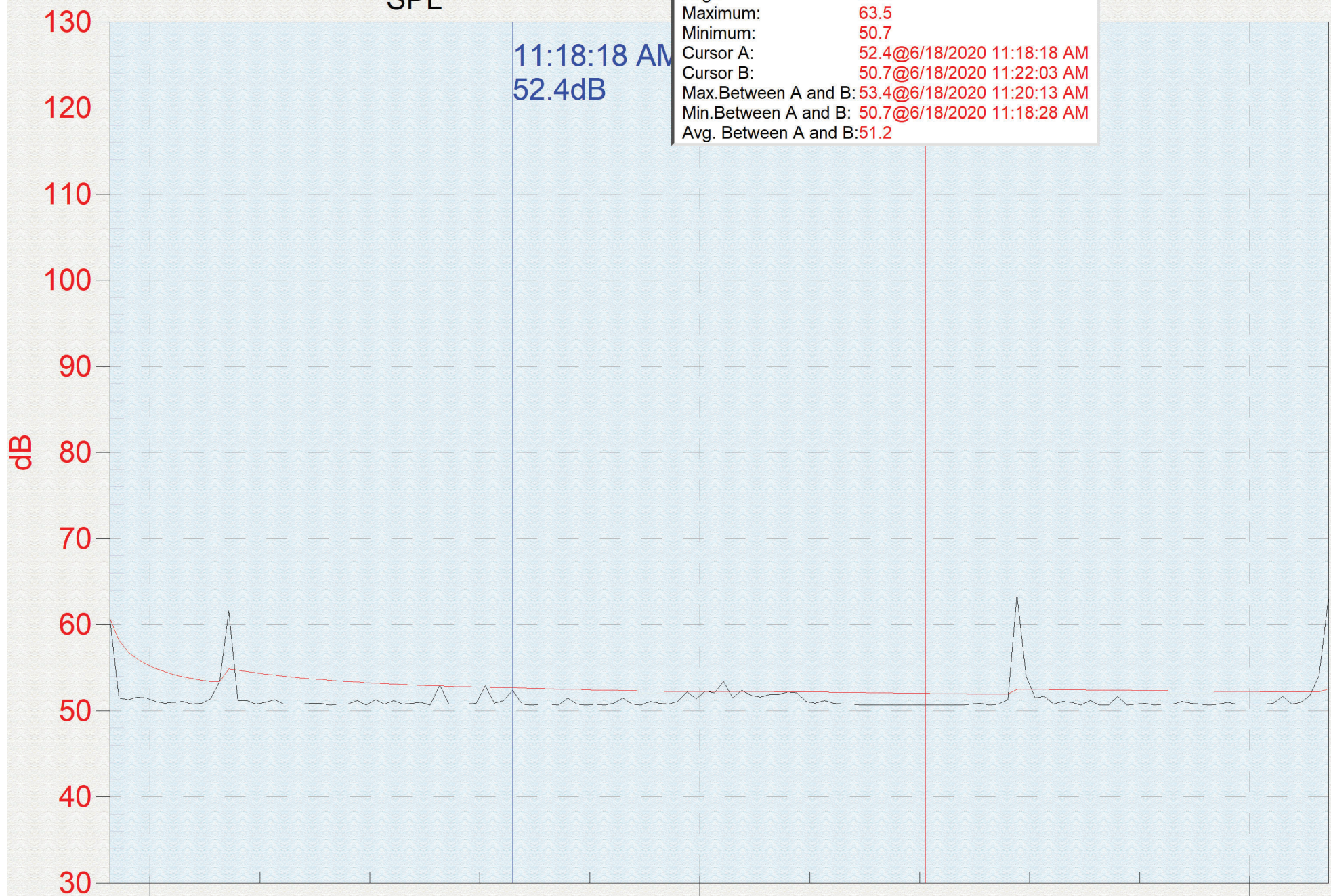
**RESULTS: SOUND LEVELS**

**County Home Road Curve Realignment**

BF&S Inc.													2 August 2020		
R. Scott													TNM 2.5		
													Calculated with TNM 2.5		
<b>RESULTS: SOUND LEVELS</b>															
<b>PROJECT/CONTRACT:</b>			County Home Road Curve Realignment												
<b>RUN:</b>			Ambient Measurements												
<b>BARRIER DESIGN:</b>			INPUT HEIGHTS			Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.									
<b>ATMOSPHERICS:</b>			68 deg F, 50% RH												
<b>Receiver</b>															
<b>Name</b>		<b>No.</b>	<b>#DUs</b>	<b>Existing LAeq1h</b>	<b>No Barrier LAeq1h</b>	<b>Increase over existing</b>			<b>Type</b>	<b>With Barrier</b>					
				<b>Calculated</b>	<b>Calculated</b>	<b>Crit'n</b>	<b>Calculated</b>	<b>Crit'n</b>	<b>Impact</b>	<b>Calculated LAeq1h</b>	<b>Noise Reduction</b>		<b>Calculated</b>	<b>Goal</b>	<b>Calculated minus Goal</b>
				<b>dB</b>	<b>dB</b>	<b>dB</b>	<b>dB</b>	<b>dB</b>		<b>dB</b>	<b>dB</b>	<b>dB</b>	<b>dB</b>	<b>dB</b>	<b>dB</b>
Ambient Site 1		8	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0		
Ambient Site 2		9	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0		
<b>Dwelling Units</b>			<b># DUs</b>	<b>Noise Reduction</b>											
				<b>Min</b>	<b>Avg</b>	<b>Max</b>									
				<b>dB</b>	<b>dB</b>	<b>dB</b>									
All Selected			2	0.0	0.0	0.0									
All Impacted			0	0.0	0.0	0.0									
All that meet NR Goal			0	0.0	0.0	0.0									

SPL

Start Time: 6/18/2020 11:14:38 AM  
Sampling Rate: 5.0  
DataNo: 134  
Avg.: 51.5  
Maximum: 63.5  
Minimum: 50.7  
Cursor A: 52.4@6/18/2020 11:18:18 AM  
Cursor B: 50.7@6/18/2020 11:22:03 AM  
Max. Between A and B: 53.4@6/18/2020 11:20:13 AM  
Min. Between A and B: 50.7@6/18/2020 11:18:28 AM  
Avg. Between A and B: 51.2



11:18:18 AM  
52.4dB

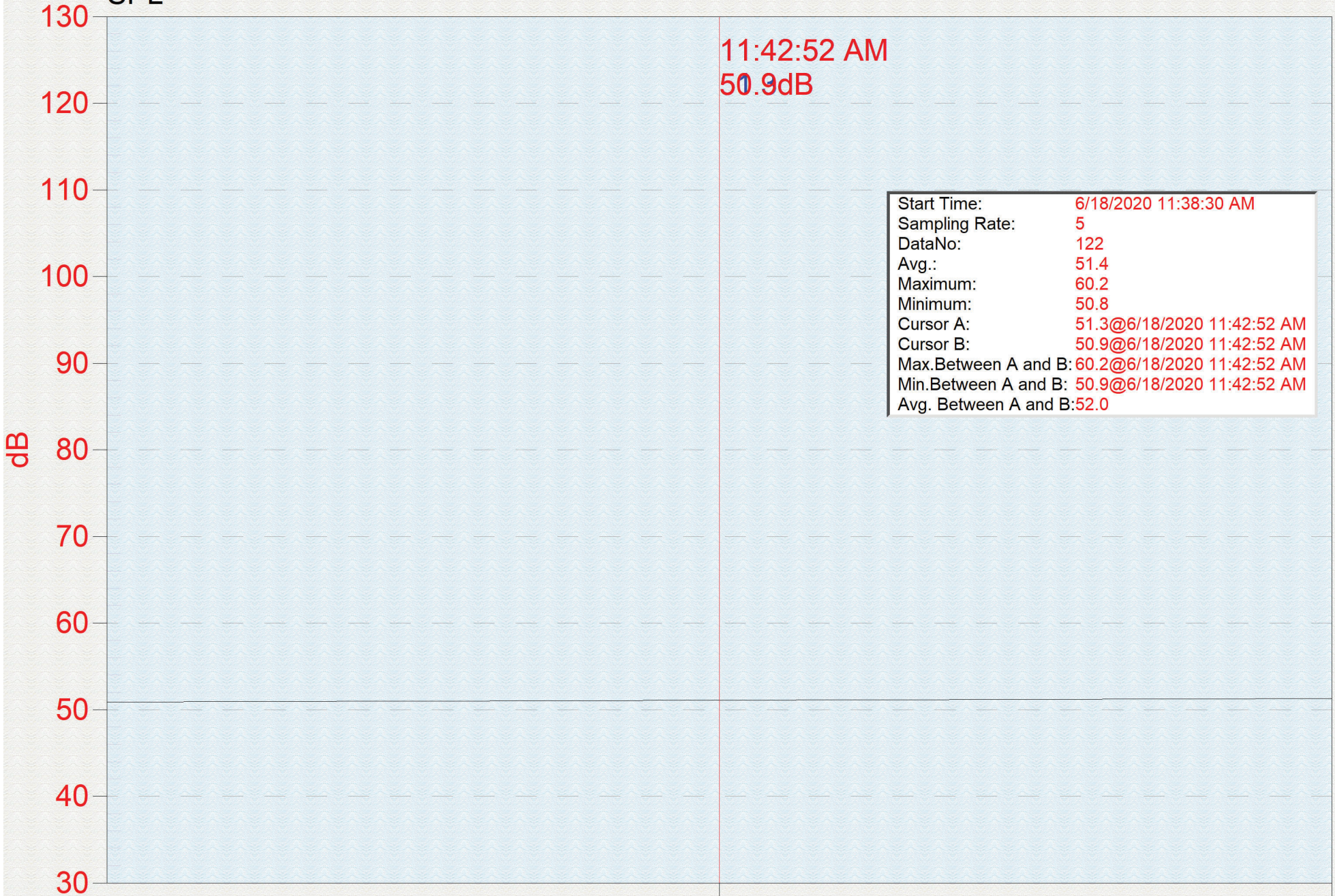
11:15  
Jun 18 Thu 2020

11:20  
Time

11:25  
J27



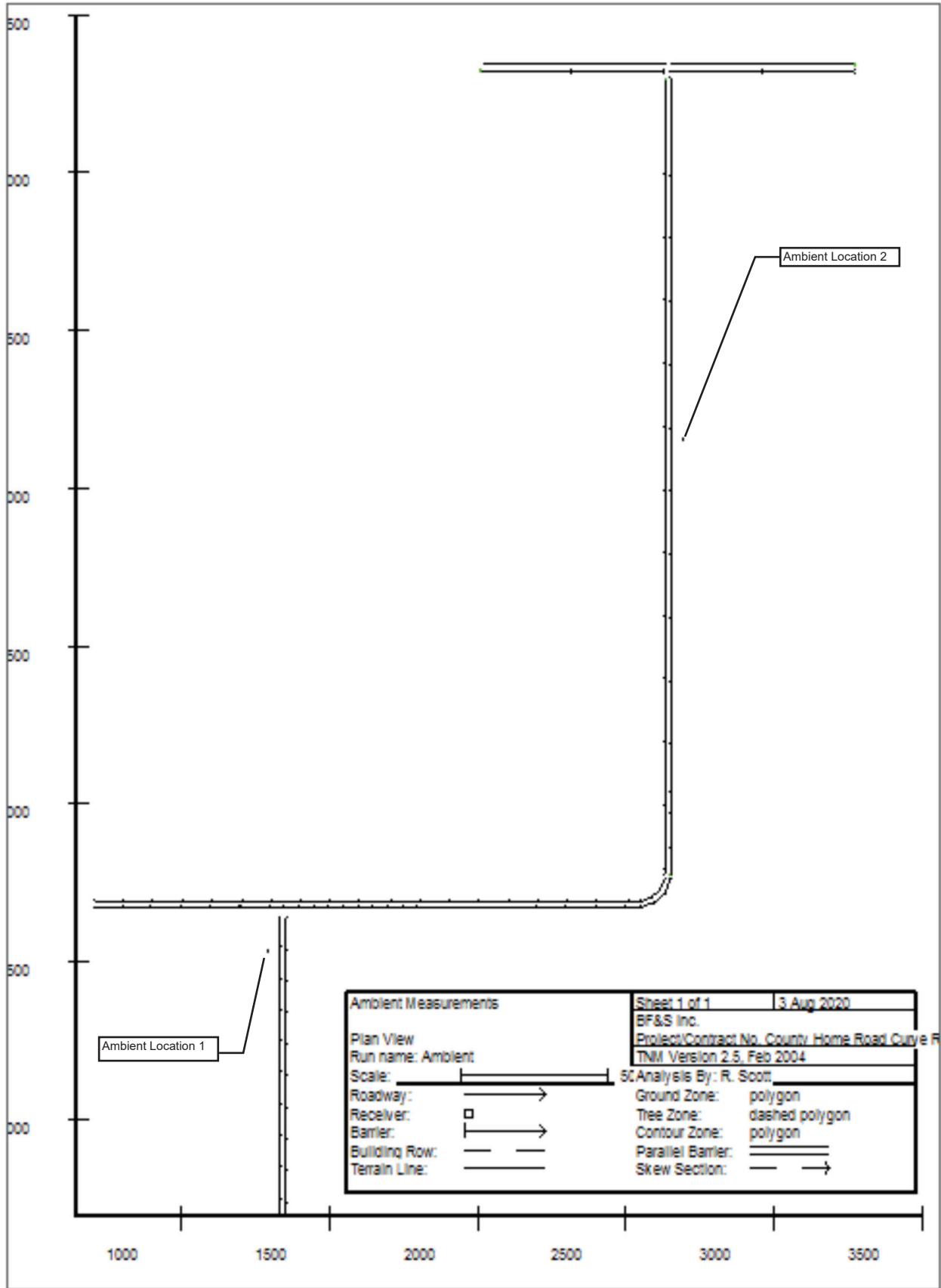
SPL



Jun 18 Thu 2020

11:45  
Time

J28 11:50



Date: June 18, 2020

Background Noise  
None observed

Temperature: 73-degrees Fahrenheit

Wind Speed: 4-7 MPH (Max Gust 10 MPH)

Location: Soybean Field west of County Home Road and south of CR 200 South

Time Start: 11:14.38 AM

Time End: 11:24.38 AM

Interval of Counts: 10 minutes

Increment of Counts: 5 seconds

AUTO (2 AXELS/4 TIRES)	MEDIUM TRUCK 2 AXELS/6 TIRES	HEAVY TRUCK 3+ AXELS	BUSES	MOTORCYCLES	TOTAL
6					6

Traffic Speed: 30-40 MPH

Date: June 18, 2020

Background Noise  
None observed

Temperature: 80-degrees Fahrenheit

Wind Speed: 4-7 MPH (Max Gust 9 MPH)

Location: Drive on east side of CR 450 East just north of Receptor 4

Time Start: 11:14.38 AM

Time End: 11:24.38 AM

Interval of Counts: 10 minutes

Increment of Counts: 5 seconds

AUTO (2 AXELS/4 TIRES)	MEDIUM TRUCK 2 AXELS/6 TIRES	HEAVY TRUCK 3+ AXELS	BUSES	MOTORCYCLES	TOTAL
6					6

Traffic Speed: 30-40 MPH

## APPENDIX D:

### EQUIPMENT CALIBRATION CERTIFICATES

**CERTIFICATE OF CALIBRATION**

Sper Scientific certifies that the instrument listed above meets the specifications of the manufacture and has been calibrated in a controlled environment at 94.0 dB SPL, single point with a 1 kHz frequency using an instrument which is traceable to the U. S. National Institute of Standards and Technology.

Equipment Used:

Manufacturer	Model	Serial No.	Date Due:
Brüel & Kjær	Type 4231	2169956	9/13/2020

This acoustic calibrator has been calibrated using standards with values traceable to the National Institute of Standards and Technology . The calibration of this standard was accomplished using a test system which conforms with the requirement of ANSI/NCSL Z540 -1, ISO/IEC 17025, and the guidelines of ISO 10012-1, Trace Number: CAS-207006-M7S6P7-601. Reported values represent expended uncertainties expressed at approximately 95% confidence level using a coverage factor of K =2.Supporting documentation relative to traceability is on file at this office, and is available for examination upon request.

(Uncertainties of the standards : Acoustic output level - 0.12dB , Output Frequency- 100 ppm )

**Acoustical Calibration Test Report**

<b>Certificate No.:</b> 170913079083	<b>Model No.:</b> 850017C
<b>Calibration Type:</b> Single Point	<b>Serial No.:</b> 079083

Operating Mode	94dB Acoustical Source As Found	dB Tolerance	Pass/Fail
A-Weighting	93.7	92.6 to 95.4	PASS
C-Weighting	93.7	92.6 to 95.4	PASS

Operating Mode	Acoustical Reading After Calibration	dB Tolerance	Pass/Fail
A-Weighting	94.0	92.6 to 95.4	PASS
C-Weighting	94.0	92.6 to 95.4	PASS

Note: acoustical calibration uses an acoustical signal at 1000Hz, 94dB. It is normal, if the reading after calibration varies ± 0.2 dB from the Acoustical Test Report, due to the different conditions and temp.

<b>Relative Humidity:</b> 35%	<b>Calibration Date:</b> 9/13/2019
<b>Temperature:</b> 22°C	<b>Recommended Due Date:</b> 9/13/2020
<b>Test Report Line Number:</b> 69283	

*NIK VINNIKOV*

Quality Assurance  
Sper Scientific

# Certificate of Calibration

Certificate Number: 174673

Document Number: 124159

**Customer Details:**

Customer Name: BUTLER, FAIRMAN &amp; SEUFERT INC

**Instrument Details:**

Manufacturer: EXTECH INSTRUMENTS

Calibration Date: AUGUST 22, 2019

Description: SOUND LEVEL CALIBRATOR

Calibration Due: AUGUST 22, 2020

Model Number: 407744

Cal. Interval: 12 MONTHS

Serial Number: H246007

As Received: INTERMITTENT

Equip. ID Number: N/A

**Environmental Details:**

Temperature: 21 Deg. +/- 5 C

Relative Humidity: 40 % +/- 15 C

**Procedures Used:**

Calibration Procedure: EICM407744-CP

## Certification

Extech Instruments certifies that the instrument listed above meets the specifications of the manufacturer at the completion of its calibration. Standards used are traceable to the National Institute of Standards and Technology (NIST), or have been derived from accepted values, natural physical constants, or through the use of self-calibration techniques. Methods used are in accordance with ISO 10012-1 and ANSI/NCSL Z540-1-1994. This certificate is not to be reproduced other than in full, except with prior written approval of Extech Instruments Corporation.

**Technicians Notes:**

Technician: ALAN WILSON

Approved By: 

## Noise Analysis Report Coordination with INDOT ESD

**Ryan Scott**

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**From:** Miller, Brandon <BraMiller1@indot.IN.gov>  
**Sent:** Thursday, June 10, 2021 7:55 AM  
**To:** Ryan Scott  
**Cc:** Bales, Ronald  
**Subject:** County Home Road, Wells County, Des 1802955

INDOT Environmental Services Division (ESD) has reviewed the noise analysis for the above-referenced project and found it to be technically sufficient. As you are aware, INDOT no longer comments on recommendations provided in noise studies for local agency projects. However, it is our assessment that the study has been completed in accordance with federal guidelines and state policy. Thank you.

**Brandon Miller**

**NEPA Team Lead**

**INDOT Environmental Services Division**

100 N. Senate Ave., Rm. N758-Environmental Services

Indianapolis, IN 46204

**New Work Cell Number:** (317) 439-7500

