

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

<b>Road No./County:</b>	Drake Road (Rd), Noble County
<b>Designation Number(s):</b>	Des 1902750
<b>Project Description/Termini:</b>	The project involves the roadway reconstruction of Drake Rd from State Road (SR) 3 to near Briarwood Drive (Dr) and roadway rehabilitation from SR 3 to Beacon Rd and drainage system improvements in the City of Kendallville, Wayne and Allen Townships, Noble County, Indiana.

<b>X</b>	<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>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**

_____	_____	_____
INDOT DE Initials and Date	N/A	INDOT ESD Initials and Date
		ADWP March 6, 2023

**Certification of Public Involvement**

\_\_\_\_\_

INDOT Consultant Services Signature and Date

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

**Name and Organization of CE/EA Preparer:** \_\_\_\_\_

Kevin McLane, SJCA Inc.

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## Part I – Public Involvement

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

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes <input type="checkbox"/>	No <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 Survey letters were mailed to potentially affected property owners near the project area on April 5, 2021, and March 23, 2022, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. Sample copies of the Notice of Survey letters are included in Appendix G, pages 1 to 3.

The project will meet the minimum requirements described in the *current Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures 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: City of Kendallville INDOT District: Fort Wayne

Local Name of the Facility: Drake Rd

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.

#### **Need:**

The need for the project is due to the existing condition of the pavement on Drake Rd, which the October 2021 Preliminary Abbreviated Engineer's Assessment (Appendix I, page 11) states has experienced transverse, edge, alligator, and longitudinal cracking, along with moderate potholing. Drake Rd is classified as an Urban Minor Arterial roadway east of SR 3 and a Major Collector roadway west of SR 3 and is an important roadway in connecting vehicular traffic from SR 3 to downtown Kendallville.

The need for Americans with Disabilities Act (ADA) compliant pedestrian facilities is of particular interest given the proximity of East Noble Middle School that is immediately adjacent to the project to the east, the existing city park (Sunset Park) located to the east of the project, and a multi-family government-assisted housing complex (Drake Terrace Apartments), which is located within the project

This is page 2 of 24 Project name: Drake Rd Roadway Project Date: February 27, 2023

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limits. The City of Kendallville 2012 ADA Transition Plan (<https://www.kendallvillein.gov/media/ADA/ADA%20Transition%20Plan.pdf>) states that the City of Kendallville intends to move toward compliance with the accessibility requirements of the ADA for City facilities within and outside of the public ROW. A goal stated in the ADA Transition Plan is to provide full access to City programs, services, and activities to all citizens.

The 2019 City of Kendallville Comprehensive Plan (<https://www.kendallvillein.gov/media/Documents/Comprehensive%20Plan.pdf>) states that two of its main objectives are to develop and continue to maintain a street network that is efficient and safe and to develop a pedestrian network of sidewalks, side paths, and off-street trails that connect popular destinations and provide recreational opportunities. Another goal listed is to consider pedestrian safety, circulation, and accessibility as a component of street improvement projects or large development projects. The Comprehensive Plan also specifically mentions Drake Rd as a priority pedestrian collector that should be focused on to have at least one pedestrian facility completed between downtown and Hillcrest Dr, based on its link to neighborhoods, schools, parks, and downtown. Currently there are no pedestrian/bicycle facilities within the project area along the corridor of Drake Rd.

**Purpose:**

The purpose of this project is to provide a structurally sufficient and accessible transportation facility for vehicular and non-vehicular traffic along the Drake Road corridor, to meet the goals and objectives of the City of Kendallville 2019 Comprehensive Plan to enhance pedestrian facilities, and further the ADA Transition Plan goals of providing ADA compliant access along public ROW.

**PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County: Noble

Municipality: City of Kendallville

Limits of Proposed Work: Drake Rd, from Beacon Rd to near Briarwood Dr, with a paving exception at the intersection with SR 3. A drainage outfall will terminate north of Apex Dr, to the north of Drake Rd.

Total Work Length: 0.73 Mile(s)

Total Work Area: ~9.1 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: <input style="width: 100%;" type="text"/>	

<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.*

The City of Kendallville and the Federal Highway Administration (FHWA) intend to proceed with a roadway reconstruction and rehabilitation, drainage improvements, and pedestrian/bicycle facility project on Drake Rd.

**Location:**

This project is located on Drake Rd in Wayne and Allen Townships, in the City of Kendallville, Noble County, Indiana. The project extends from Briarwood Dr to Beacon Rd in Sections 5 and 6, Township 34 North, Range 11 East in Allen Township and Sections 31 and 32, Township 35 North, Range 11 East in Wayne Township. A project location map, United States Geological Survey (USGS) Kendallville 24K Quadrangle topographic map, and an aerial imagery map can be found in Appendix B, pages 1 to 4.

**Existing Conditions:**

The project area along Drake Rd is in a primarily residential suburban area, with some commercial properties such as a golf course, religious facilities, and an office building. East of the project area there is also one public school, East Noble Middle School, one fire station, and one public park, Sunset Park. Drake Rd is classified as an Urban Minor Arterial roadway east of SR 3 and a Major Collector roadway west of SR 3. The roadway is two 11-foot-wide travel lanes, one in each direction, with a pavement width of 22 feet with no shoulders. There are no existing sidewalks within the project area. SR 3 is a Minor Arterial roadway that intersects Drake Rd near the middle of the project area. Other intersections with Drake Rd within the project area are all local roads. At the

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intersection with Drake Rd, SR 3 has two through lanes and one dedicated left turn lane on the southbound side and two through lanes and two dedicated turn lanes on the northbound side. There is a grassy median separating northbound and southbound SR 3 and there is an existing traffic signal at the intersection of Drake Rd and SR 3. Existing utilities within the project area include buried water, fiber optic, and telephone lines and overhead telephone and electric lines. Roadside ditches and drainage pipes collect stormwater along Drake Rd. Within the project area, Drake Rd has experienced pavement deterioration in the form of transverse, edge, alligator, and longitudinal cracking and moderate potholing.

### Preferred Alternative:

The preferred alternative for this project includes reconstructing Drake Rd from SR 3 to Briarwood Dr and the rehabilitation of Drake Rd from Beacon Rd to SR 3. The intersection of Drake Rd and SR 3 will have a paving exception and no pavement work will occur on SR 3. Reconstruction will be a complete Hot Mix Asphalt (HMA) pavement replacement. Rehabilitation will consist of milling, widening, and overlay. Both reconstruction and rehabilitation activities will result in widened travel lanes from 11-foot-wide to 12-foot-wide lanes through the entire length of the project area. Combined concrete curb and gutter will be installed on both sides of Drake Rd adjacent to the roadway. New driveway and street approaches, new ornamental streetlights, pavement markings, and traffic control signs will be added. A 10-foot-wide multi-use path starting near the intersection with Beacon Rd will be constructed on the north side of Drake Rd west of SR 3 that ends at SR 3. A 10-foot wide multi-use path starting east of SR 3 will be constructed on the south side of Drake Rd and will end just past the intersection of Briarwood Dr, where it will connect to pedestrian improvements that are already under construction for a separate project, Des. No. 1702731. A 5-foot wide sidewalk will be constructed on the north side of Drake Rd starting east of SR 3 and ending just past the intersection of Briarwood Dr, where it will connect to pedestrian improvements that are already under construction for a separate project, Des. No. 1702731. A 5-foot-wide grass buffer will be provided between the sidewalks and multi-use paths and the new curbs and gutters. There are curb ramps proposed throughout the alignment at the following locations:

- Northeast and northwest corner of Glory Avenue (Ave) and Drake Rd.
- Northeast and northwest corner of Highpointe Crossing and Drake Rd.
- Northeast, northwest, and southeast corner of SR 3 and Drake Rd.
- Northeast and northwest corner of Hillcrest Dr and Drake Rd.
- Southeast and southwest corner of Bison Boulevard and Drake Rd.
- Southeast and southwest corner of Briarwood Dr and Drake Rd.

All new pedestrian facilities will be ADA compliant. A median pedestrian refuge will be constructed in the median of SR 3 to provide a crossing from the northwest corner of Drake Rd and SR 3 to the northeast corner of Drake Rd and SR 3. Pedestrian push buttons and countdown timer crossing signals will be installed at the Drake Rd crossing on the north side of the intersection with SR 3. The existing traffic signals will not be modified, replaced, or upgraded. New traffic signs and pavement markings will be placed to channelize traffic along the entire corridor. Decorative lighting will be installed along the entire corridor, generally at each intersection for better visibility at pedestrian crossings, as well as alternating sides of Drake Rd between intersections.

A new enclosed storm water sewer system will be installed under the curb and gutters. The new storm sewer system is needed due to the design which requires the widening of the roadway and placement of curb for separation between the roadway and sidewalk. The October 2021 Abbreviated Engineers Assessment (Appendix I, page 11) states that Drake Rd receives occasional flooding during heavy rainfall and does not have adequate drainage conditions within the project area. The new Drake Rd storm line west of SR 3 will outfall into an existing drainage detention area. The enclosed outfall line will follow a new drainage easement behind the existing homes along Glory Ave and Apex Dr, cross Apex Dr and terminate at an existing retention area north of Apex Dr. Drake Rd storm sewer east of SR 3 will be constructed to outfall into an existing storm sewer with a 30-inch outfall at Morton Street (St) located outside of the project area. Refer to Appendix B, pages 19 to 29 for storm sewer details and drainage easement.

No work will occur in or adjacent to any streams or wetlands; therefore, no impacts are expected. Tree removal will be required along the roadside of Drake Rd to allow for sidewalk and multi-use path construction. Temporary and permanent right-of-way (ROW) acquisition and a permanent drainage easement will be required for this project. No relocations of businesses or residents will be required for this project. Currently, the only known utility relocations will be two utility poles near the western terminus of the project area. Utility coordination is ongoing and will continue until project completion to ensure that impacts are minimized and avoided when possible.

Maintenance of Traffic (MOT) for vehicles will consist of temporary lane restrictions and flaggers during construction. Please see the MOT section of this document for more information as well as Appendix B, pages 13 to 18 for plans showing the proposed MOT for the project. Construction is anticipated to begin in Fall 2024 or early 2025.

This alternative meets the purpose and need of the project because it will provide a structurally sufficient and accessible transportation facility for vehicular and non-vehicular traffic along the Drake Rd corridor, will meet the goals of the City of Kendallville

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2019 Comprehensive Plan to improve pedestrian routes along Drake Rd, and will further the 2012 ADA Transition Plan goals of providing ADA compliant access along public ROW.

**Logical Termini/Independent Utility:**

The project construction area termini are located at existing intersections with Briarwood Dr and Beacon Rd. The western terminus ends at the City of Kendallville corporate limit. The eastern terminus ends at the Drake Rd Phase 1 project, which is a separate project currently under construction under the Des. No. 1702731 (see note on plan sheet in Appendix B, page 26). The sidewalk and multi-use paths will end at existing intersections to the west and will connect to pedestrian improvements that are already under construction under Des. No. 1702731. The Drake Rd Phase 1 will be completed in late Summer 2024 before this project starts. This project does not rely on any other projects for completion. Therefore, this project has logical termini and independent utility.

**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/Do Nothing Alternative**

A no build/do nothing alternative was considered. This option would require no expenditure of funds or construction and would not have any effects on the built or social environment. However, it would not address the deteriorated pavement conditions of Drake Rd or the lack of ADA compliant pedestrian facilities, nor would it contribute to meeting the goals outlined in the 2019 City of Kendallville Comprehensive Plan or the 2012 ADA Transition Plan. This alternative does not meet the purpose and need of the project; therefore, it was discarded from further consideration.

**Roadway Reconstruction with No Pedestrian Facilities Alternative**

This alternative would involve reconstructing Drake Rd from SR 3 to Weston Ave and the rehabilitation of Drake Rd from Beacon Rd to SR 3, but would not include the construction of pedestrian facilities along Drake Rd. This alternative would have the same activities and impacts described above in the preferred alternative that are related to the roadway work but would not construct the sidewalks or multi-use paths described in the preferred alternative. This alternative would require less impacts to terrestrial habitat and less acquisition of ROW and would not require the cost associated with constructing pedestrian infrastructure. This alternative would address the deteriorated condition of Drake Rd and provide a structurally sufficient roadway; however, this alternative would not address the lack of ADA compliant pedestrian facilities, nor would it contribute to meeting the goals outlined in the 2019 City of Kendallville Comprehensive Plan. This alternative does not meet the purpose and need of the project; therefore, it was discarded from further consideration.

**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 lack of ADA compliant pedestrian facilities.

**ROADWAY CHARACTER:**

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

**Note:** This project involves the reconstruction of Drake Rd from SR 3 to just past Briarwood Dr and the rehabilitation of Drake Rd from SR 3 to Beacon Rd. The intersection of Drake Rd and SR 3 (a minor arterial) will be a paving exception; however, the project will install new pedestrian push buttons, countdown timers, traffic signs, and pavement markings at the SR 3 existing signalized intersection. Drake Rd intersects with seven local roads and one minor arterial roadway within the project area. The local roads are Beacon Rd, Glory Ave, Highpointe Crossing, Hillcrest Dr, Bison Boulevard, Berry Lane, and Briarwood Dr. Construction at the local intersections and Weston Ave will involve the approach pavement and installation of curb and gutter only. No traffic studies were completed on the intersecting streets, so only the available data is included below.

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Name of Roadway Drake Rd  
 Functional Classification: Minor Arterial (east of SR 3)/ Major Collector (west of SR 3)  
 Current ADT: 1,852 VPD (2019) Design Year ADT: 2,725 VPD (2045)  
 Design Hour Volume (DHV): 273 Truck Percentage (%) 1  
 Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing	Proposed
Number of Lanes:	2	2
Type of Lanes:	Asphalt Through	Asphalt Through
Pavement Width:	22 ft.	22-24 ft.
Shoulder Width:	N/A ft.	N/A ft.
Median Width:	N/A ft.	N/A ft.
Sidewalk Width:	N/A ft.	5-10 ft.

Name of Roadway SR 3  
 Functional Classification: Minor Arterial  
 Current ADT: N/A VPD Design Year ADT: N/A VPD  
 Design Hour Volume (DHV): N/A Truck Percentage (%) N/A  
 Designed Speed (mph): N/A Legal Speed (mph): 55

	Existing	Proposed
Number of Lanes:	3 (southbound), 4 (northbound)	3 (southbound), 4 (northbound)
Type of Lanes:	Asphalt Through, Right and Left Turn Lanes	Asphalt Through, Right and Left Turn Lanes
Pavement Width:	40-55 ft.	40-55 ft.
Shoulder Width:	4-10 ft.	4-10 ft.
Median Width:	30 ft.	30 ft.
Sidewalk Width:	N/A ft.	N/A ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

### 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: N/A  
 (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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*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.*

This project does not involve any work on any bridges or culverts. Sixteen drainage structures that are under adjacent approach drives or under Drake Rd will be removed. Four existing inlets will be removed along Drake Rd. A new enclosed storm water sewer system will be installed under the curb and gutters along Drake Rd. The new storm line west of SR 3 will outfall into an existing drainage detention area north of Apex Dr. The storm sewer east of SR 3 will be constructed to outfall into an existing storm sewer with a 30-inch outfall at Morton St. Refer to the plans in Appendix B, pages 19 to 26 for the planned structure work.

**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"/>
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).	<input type="checkbox"/>	<input type="checkbox"/>

*Discuss closures, detours, 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. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.*

Drake Rd is a main connection between Main St and SR 3 in the City of Kendallville and East Noble Middle School and Kendallville Fire Station #1 are both located just east of the project area. Therefore, maintaining access for local residents, emergency vehicles, and school buses was an important goal for the City of Kendallville during construction.

The MOT for this project will require temporary lane restrictions and flaggers during construction. The construction east of SR 3 will utilize a single lane of one-way (eastbound) local traffic during construction to provide access for local residents and emergency vehicles. A detour using SR 3, US 6, and Main Street will be used for through traffic. The detour adds approximately 1.85 miles of additional travel. The construction west of SR 3 will utilize single lane, two-way traffic with flagger control during construction. There are no existing pedestrian facilities in the project area that will require a pedestrian MOT. Please see Appendix B, pages 13 to 18 for the planned MOT. Access will remain to all businesses and residences and to the nearby East Noble Middle School and Kendallville Fire Station #1 located to the east of the project area.

The lane restrictions and closures 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: \$ 539,942 (2021) Right-of-Way: \$ 345,400 (2022) Construction: \$ 4,593,605 (2024-25)

Anticipated Start Date of Construction: Spring 2025

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### RIGHT OF WAY (ROW):

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.820	0.235
Commercial	0.061	0.466
Agricultural	0.428	0.132
Forest	0	0
Wetlands	0	0
Other: Present Existing ROW in Roadway	0.892	
Other: Permanent Drainage Easement 0.50 acre	-	-
<b>TOTAL</b>	<b>2.201</b>	<b>0.833</b>

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

Typical existing ROW widths extend approximately 20 to 30 feet in both directions from the centerline of Drake Rd within the project area. Maximum existing ROW widths extend approximately 80 to 90 feet from the centerline in some areas of the intersection of Drake Rd and SR 3. Existing ROW use is comprised of private driveways, roadways, and utilities. Adjacent existing ROW has a variety of uses, such as residential, commercial, public parks, and schools. Existing ROW lines can be seen on the project plans in Appendix B, pages 11 to 12 and 19 to 26. Typical proposed ROW widths will extend approximately 25 feet to the north of Drake Rd and 35 feet to the south of Drake Rd in from the centerline of Drake Rd within the project area. Maximum proposed ROW widths will extend approximately 35 feet from the centerline of Drake Rd.

This project will require approximately 2.201 acres of permanent ROW, from residential, commercial, and agricultural properties along the north and south side of Drake Rd for the proposed roadway widening and construction of the new pedestrian facilities along the north and south side of the roadway. Approximately 0.892 acre of the permanent ROW is considered present existing ROW. Present existing ROW is the portions of ROW property owned by private landowners that extend to the centerline of the roadway. This ROW is already being used for transportation as an easement. Therefore, this project will be permanently acquiring this present existing ROW that extends into the roadway. The project will also require approximately 0.833 acres of temporary ROW, from residential, commercial, and agricultural properties along the north and south side of Drake Rd for drive approach construction and lawn grading. An additional 0.50 acre of permanent drainage easement will be required from the residential and commercial properties that are located north of Drake Rd, along Glory Ave and Apex Dr. A series of maps showing ROW acquisition was included in the MPPA and can be seen in Appendix D, pages 13 to 23.

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 (ECLs) were sent on February 9, 2022 (Appendix C, pages 1 to 2). The ECL was sent to the Kendallville Water Department on September 8, 2022. Further project information was sent to East Noble School District and CrossPointe Family Church on November 1, 2022 (Appendix C, pages 17 and 18).

Agency	Date Sent	Date Response Received	Appendix
Federal Highway Administration (FHWA)	2/9/2022	No response received	N/A
Indiana Geological and Water Survey (IGWS)	2/9/2022	Automated Response 2/9/2022	C3-C5
Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW)	2/9/2022	3/10/2022	C11-C12
Indiana Department of Environmental Management (IDEM) Wetland and Stormwater Programs	2/9/2022	No response received	N/A
National Park Service, Midwest Regional Office	2/9/2022	No response received	N/A
Indiana Department of Environmental Management (IDEM) Groundwater Section	2/9/2022	2/24/2022	C8-C10
US Department of Housing and Development	2/9/2022	No response received	N/A
INDOT Fort Wayne District Environmental Section	2/9/2022	No response received	N/A
INDOT Project Manager	2/9/2022	No response received	N/A
INDOT Office of Aviation	2/9/2022	2/14/2022	C7
Natural Resources Conservation Service (NRCS)	2/9/2022	3/11/2022	C13-C14
United States Army Corps of Engineers (USACE) Detroit District, Regulatory Michiana Branch	2/9/2022	No response received	N/A
Kendallville Common Council, Districts 2 and 4	2/9/2022	No response received	N/A
Noble County Surveyor	2/9/2022	No response received	N/A
Kendallville Street Department	2/9/2022	No response received	N/A
Kendallville Police Department	2/9/2022	No response received	N/A
Kendallville Fire Department	2/9/2022	No response received	N/A
Kendallville Wastewater and Municipal Separate Storm Sewer System (MS4)	2/9/2022	No response received	N/A
Kendallville Engineering Department	2/9/2022	No response received	N/A
Kendallville Employee in Responsible Charge (ERC)	2/9/2022	No response received	N/A
Noble County Highway Department	2/9/2022	No response received	N/A
Mayor of Kendallville	2/9/2022	No response received	N/A
East Noble School District	2/9/2022	2/9/2022	C6 & C18
Beacon Baptist Church	2/9/2022	No response received	N/A
CrossPointe Family Church	2/9/2022	3/21/2022	C15
Northern Indiana Public Service Company (NIPSCO)	2/9/2022	No response received	N/A
Kendallville Water Department	9/8/2022	9/8/2022	C16

All applicable recommendations are included in the Environmental Commitments section of this Categorical Exclusion (CE) document.

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**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

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
N/A				

*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 likely 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 (Appendix B, page 4), and the RFI report (Appendix E, page 3), there are three streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. There are no streams, rivers, watercourses, or other jurisdictional features within or adjacent to the project area, which was confirmed by the site visits on December 16, 2021, and June 23, 2022, by SJCA Inc. Therefore, no impacts are expected.

A *Waters of the US Determination / Wetland Delineation Report* was completed for the project on August 5, 2022. Please refer to Appendix F, pages 1 to 46 for the *Waters of the US Determination / Wetland Delineation Report*. It was determined that no streams were located within the investigated area. The USACE makes all final determinations regarding jurisdiction.

No Federal Wild and Scenic Rivers; State Natural, Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways; or National Rivers Inventory waterways were identified within or adjacent to the project area during the desktop review.

**Open Water Feature(s)**

- Reservoirs
- Lakes
- Farm Ponds
- Retention/Detention Basin
- Storm Water Management Facilities
- Other: \_\_\_\_\_

Presence


Impacts

Yes	No

*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 likely 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 (Appendix B, page 4), and the RFI report (Appendix E, page 3), there are five open water features located within the 0.5-mile search radius. No open water features are present within or adjacent to the project area, which was confirmed by the site visits on December 16, 2021, and June 23, 2022, by SJCA Inc. Therefore, no impacts are expected.

A *Waters of the US Determination / Wetland Delineation Report* was completed for the project on August 5, 2022. Please refer to Appendix F, pages 1 to 46 for the *Waters of the US Determination / Wetland Delineation Report*. It was determined that no open

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water features were located within the investigated area. The USACE makes all final determinations regarding jurisdiction.

**Presence**

**Impacts**

Yes      No

**Wetlands**




Total wetland area: N/A Acre(s)      Total wetland area impacted: N/A Acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
N/A				

**Documentation**

**ESD Approval Dates**

**Wetlands (Mark all that apply)**

Wetland Determination

Wetland Delineation

USACE Isolated Waters Determination

N/A (local public agency project)
N/A (local public agency project)

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

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


*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 likely 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 (Appendix B, page 4), and the RFI report (Appendix E, page 3), there are 28 wetlands within the 0.5-mile search radius. No wetlands are present within or adjacent to the project area, which was confirmed during the site visits on December 16, 2021, and June 23, 2022, by SJCA Inc. Therefore, no impacts are expected.

A *Waters of the US Determination / Wetland Delineation Report* was completed for the project on August 5, 2022. Please refer to Appendix F, pages 1 to 46 for the *Waters of the US Determination / Wetland Delineation Report*. It was determined that no wetlands were located within the investigated area. The USACE makes all final determinations regarding jurisdiction.

**Presence**

**Impacts**

Yes      No

**Terrestrial Habitat**




Total terrestrial habitat in project area: ~ 5.32 Acre(s)      Total tree clearing: 0.20 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.*

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Based on the desktop review, the site visits on December 16, 2021, and June 23, 2022, by SJCA Inc., and the aerial map of the project area (Appendix B, page 4), terrestrial vegetation present in the project area is characterized by grasses and weeds that are common in maintained lawns and along roadsides. A total of approximately 2.42 acres of terrestrial vegetation will be disturbed by this project. Large trees are present along the roadside of Drake Rd. Approximately 0.20 acre of trees will be removed as part of this project. Dominant trees that will be removed include eastern redbud (*Cercis canadensis*), black walnut (*Juglans nigra*), Callery pear (*Pyrus calleryana*), slippery elm (*Ulmus rubra*), blue spruce (*Picea pungens*), eastern white pine (*Pinus strobus*), and sugar maple (*Acer saccharum*). Avoidance of these impacts would not meet the Purpose and Need for the project. Impacts to terrestrial habitat have been minimized to the greatest extent possible. Mitigation for these impacts is not expected. Disturbed areas will be mulch seeded except where sodding is specified on the plans (see plans in Appendix B, pages 19 to 26).

The IDNR-DFW responded to the early coordination letter on March 10, 2022, with recommendations to revegetate all bare and disturbed areas with a mixture of grasses as soon as possible upon completion, to use appropriately designed measures for controlling erosion and sediment leaving the construction site and to maintain these measures until construction is complete and all disturbed areas are stabilized, and to plant five trees, 1 inch to 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches or greater in dbh (Appendix C, page 11). All applicable recommendations are included in the Environmental Commitments section of this CE document.

### Protected Species

#### Federally Listed Bats

Information for Planning and Consultation (IPaC) determination key completed  
 Section 7 informal consultation completed (IPaC cannot be completed)  
 Section 7 formal consultation Biological Assessment (BA) required

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

Determination Received for Listed Bats from USFWS:                      NE                       NLAA                       LAA

#### Other Species not included in IPaC

Additional federal species found in project area (based on IPaC species list)  
 State species (not bird) found in project area (based upon consultation with IDNR)

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

#### Migratory Birds

Known usage or presence of birds (i.e. nests)  
 State bird species based upon coordination with IDNR

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

*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, page 5), completed by SJCA Inc. on April 1, 2022, the IDNR Noble County Endangered, Threatened, and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated March 10, 2022, the Natural Heritage Program's Database has been checked (Appendix C, page 11). The state endangered Blanding's turtle (*Emydoidea blandingii*) and a northern lakes mesic upland forest natural community has been documented within 0.5-mile of the project area. No impacts to this community and the Blanding's turtle are expected. An INDOT 0.5-mile bat review occurred on October 27, 2021, and no documented bat roosting, hibernacula, or capture sites are within 0.5-mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 19 to 33). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). The monarch butterfly (*Danaus plexippus*) is listed as a candidate for federal listing, and no further coordination is required at this time. No additional federally endangered species were generated in the IPaC species list other than the Indiana bat and northern long-eared bat.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and NLEB*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on October 3, 2022, and based on the responses provided, the project was found to "may affect – not likely to adversely affect" the Indiana bat and/or the NLEB (Appendix C, pages 34 to 49). INDOT reviewed and verified

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the effect finding on October 3, 2022, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) were provided regarding lighting installation and tree removal. AMMs are included as firm commitments in the Environmental Commitments section of this document.

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 Indiana Karst Region
- 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 Evaluation reviewed by INDOT EWPO (if applicable): N/A

*Discuss if project is located in the Indiana Karst Region 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. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)*

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the USGS topographic map of the project area (Appendix B, pages 2 and 3) and the RFI report (Appendix E, page 3), there are no karst features identified within or adjacent to the project area. In the February 9, 2022, early coordination response, the IGWS did not indicate that karst features exist in the project area (Appendix C, pages 3 to 5). The IGWS response noted a moderate liquefaction potential, a floodway, a low potential for bedrock resources, a high potential for sand and gravel resources, and petroleum exploration wells within the 0.5-mile search radius. These features will not be affected because the project involves existing roadway alignment and no extraction sites or petroleum wells existing or planned are within or adjacent to the project area. The response from IGWS has been communicated to the designer on February 9, 2022. No impacts are expected.

## SECTION C – OTHER RESOURCES

### Drinking Water Resources

- Wellhead Protection Area(s)
- Source Water Protection Area(s)
- Water Well(s)
- Urbanized Area Boundary
- Public Water System(s)

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

- Is the project located in the St. Joseph Sole Source Aquifer (SSA):
- If Yes, is the FHWA/EPA SSA MOU Applicable?
- If Yes, is a Groundwater Assessment Required?

	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.*

### Sole Source Aquifer

The project is located in Noble County but located outside of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/Environmental Protection Agency (EPA) /INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no

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impacts are expected.

**Wellhead Protection Area and Source Water**

The IDEM Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on February 8, 2022 by SJCA Inc. This project is located within a Wellhead Protection Area but is not located within a Source Water Area. In an early coordination letter dated February 24, 2022, IDEM stated the project is located within a Wellhead Protection Area and not located within a Source Water Assessment Area (Appendix C, pages 8 to 10). Project information was sent to the owner of the Wellhead Protection Area property, Kendallville Water Department on September 8, 2022. In their response dated September 9, 2022, Kendallville Water Department stated that they have no concerns with the project (Appendix C, page 16). The feature will not be affected because the project will comply with the IDEM Wellhead Protection Program by minimizing and avoiding impacts to groundwater through the usage of best management practices regarding accidental spills and preventing pollution.

**Water Wells**

The IDNR Water Well Record Database website (<http://www.in.gov/dnr/water/3595.htm>) was accessed on September 13, 2022 by SJCA Inc. Four wells are located adjacent to the project area, along Drake Rd. The features will not be affected because there are no water wells located within the project area or near the locations where excavation will occur. Therefore, no impacts are expected. Should it be determined during the ROW phase that these wells will be affected, a cost to sure will likely be included in the appraisal to restore the wells.

**Urban Area Boundary**

Based on a desktop review of the INDOT Noble County Functional Classification Map (<https://data.indot.in.gov/data/FCMaps/Counties/nobleCounty.pdf>) on February 8, 2022 by SJCA Inc., this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on February 9, 2022 to the City of Kendallville Wastewater and MS4 Coordinator. The MS4 Coordinator did not respond within the 30-day time frame. The project will comply with the City of Kendallville's Storm Water Quality Management Plan by following all best management practices regarding erosion and sediment control and by meeting INDOT's storm water design standards.

**Public Water System**

Based on a desktop review, site visits on December 16, 2021, and June 23, 2022, by SJCA Inc., the aerial map of the project area (Appendix B, page 4), and the project plans (Appendix B, pages 19 to 26), this project is located where there is a public water system. The public water system is owned by City of Kendallville and impacts to the water system are not currently known as this time. Significant impacts to the public water system are not expected. Coordination between the project designer and the City of Kendallville watery utility has been initiated and will continue throughout project development.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
<b>Floodplains</b>			
Project located within a regulated floodplain	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Longitudinal encroachment	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If applicable, indicate the Floodplain Level?

Level 1     Level 2     Level 3     Level 4     Level 5

*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.*

The IDNR Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on February 8, 2022, by SJCA Inc. The project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page 7). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

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

Total Points (from Section VII of CPA-106/AD-1006\*) 90  
 \*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 January 4, 2022 by SJCA Inc., the aerial map of the project area (Appendix B, page 4), the project will convert approximately 0.43 acre of farmland as defined by the Farmland Protection Policy Act (FPPA). An early coordination letter was sent on February 2, 2022, to the NRCS. Coordination with the NRCS resulted in a score of 90 on the NRCS-AD-1006 form (Appendix C, pages 13 to 14). 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

Minor Projects PA Category(ies) and Type(s) Category B, Types B-1, B-2, B-8 INDOT Approval Date(s) 2/7/2023 N/A

Full 106 Effect Finding  
 No Historic Properties Affected  No Adverse Effect  Adverse Effect

Eligible and/or Listed Resources Present  
 NRHP Building/Site/District(s)  Archaeology  NRHP Bridge(s)

Documentation Prepared (mark all that apply)	ESD Approval Date(s)	SHPO Approval Date(s)
APE, Eligibility and Effect Determination		
800.11 Documentation		
Historic Properties Report or Short Report		
Archaeological Records Check and Assessment		
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input type="checkbox"/>
Other:	<input type="checkbox"/>	<input type="checkbox"/>

Memorandum of Agreement (MOA)  MOA Signature Dates (List all signatories) N/A

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.

After being sent updated project information, the INDOT Cultural Resources Office (CRO) determined on February 7, 2023, that this project falls within the guidelines of Category B, Types B-1, B-2, and B-8 under the Minor Projects Programmatic Agreement (MPPA) (Appendix D, pages 1 to 12). Type B-1 projects involve the replacement, repair, or installation of curbs, curb ramps, or sidewalks,

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including when such projects are associated with roadway work, and when the project is within or adjacent to National Register of Historic Places (NRHP) listed or eligible historic resources with unusual brick or stone features and no impacts to these features will occur. Type B-2 projects involve the installation of new lighting, signals, signage, and other traffic control devices.

The Singrey House at 1008 Drake Rd, Indiana Historic Sites and Structures Inventory (IHSSI) #113-310-00028, is rated "Notable" and is within the project area (see callouts in Appendix B, pages 4, 23, and 24). To avoid impacts to this NRHP-eligible resource, as part of the MPPA determination made by INDOT-CRO, the following firm commitments have been included in the Environmental Commitments section of this CE document:

- No new decorative lighting or traffic control signage will be placed on the north side of Drake Rd in front of the Singrey House or within its property boundary.
- The concrete carriage walk with a concrete block leading to the Singrey House will be avoided by the project. A note stating "Do Not Disturb" will be added to the plan sheet.

Type B-8 projects involve construction of pedestrian facilities including trails, multi-use paths, greenways, and associated minor activities where work occurs in undisturbed soils and an archaeological investigation is completed. As such, a Phase Ia field reconnaissance survey report and addendum were completed by SJCA Inc. (Jackson 2022a, 2022b). The report found two previously undocumented archaeological sites, neither of which were recommended NRHP eligible. The report was reviewed by INDOT-CRO archaeologists, who determined that if the commitment below, which is listed as firm in the Environmental Commitments section of this CE document, is put into place to avoid impacts to the archaeological sites, there are no archaeological concerns provided the scope of the project does not change.

- The recorded location of site 12N0326 outside of the project right-of-way must be completely avoided by all project-related activities. The location must be labeled on project plans as "Environmental Sensitive Area- Do Not Disturb" and should be marked for avoidance on the ground during construction (see Appendix B, page 27 for the location on the plans).

With these commitments in place, the criteria of MPPA Categories B-1, B-2, and B-8 apply. No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

### 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Publicly owned recreation area	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b><u>Evaluations Prepared</u></b>			
Programmatic Section 4(f)	<input type="checkbox"/>		
"De minimis" Impact	<input checked="" 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.*



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

Based on a desktop review, the aerial map of the project area (Appendix B, page 4), and the RFI map (Appendix E, page 2), there are two potential 4(f) recreational resources, Sunset Park and East Noble Middle School, located within the 0.5-mile search radius. No impacts to or uses of Sunset Park or East Noble Middle School will occur because these resources are outside the project limits. Early coordination was sent to East Noble School District on February 9, 2022; the district responded on the same day stating that they were aware of the project and their only concern is with traffic flow during the school months (Appendix C, page 6). SJCA Inc. responded on February 10, 2022, offering to send the MOT plan when it is available. The MOT plan was sent to the school on November 1, 2022 (Appendix C, page 18).

According to additional research and the site visit on June 14, 2022, by SJCA Inc. historians, there is one additional 4(f) resource, a historic property, located within or adjacent to the project area. The Singrey House (IHSSI #113-310-00028, rated "Notable") is located at 1008 Drake Rd, in the northeast quadrant of Drake Rd and Hillcrest Dr (Appendix B, pages 4, 23, and 24). The scope of work immediately adjacent to this resource is limited to reconstructing Drake Rd, installing curb and gutter with an enclosed storm water sewer system beneath, installing a 5-foot-wide sidewalk with a 5-foot-wide grass buffer between the sidewalk and curb, and constructing ADA compliant curb ramps. In addition, the project will require approximately 0.199 acre of permanent ROW for shoulder work, sidewalks, and storm sewer/drainage system installation and 0.015 acre of temporary ROW for grading, sidewalk connections, and driveway construction from the Singrey House. In addition, due to the property boundaries extending into the centerline of the roadway, approximately 0.056 acre of present existing ROW will be acquired from the Singrey House. See Appendix D, pages 17 to 18, for maps showing the ROW acquisition from this property.

Section 4(f) of the U.S. Department of Transportation Act of 1966 defines "use" of a Section 4(f) resource as:

- 1) Land is permanently incorporated into a transportation facility such as through permanent acquisition of property or a permanent easement on a property protected by Section 4(f) for maintenance or other transportation related purposes;
- 2) Temporary occupancy of a property for a construction related purpose. The property is not permanently incorporated into a transportation facility but the activity is considered to be adverse in terms of the preservation purpose of Section 4(f); and/or
- 3) Constructive use. A constructive use involves no actual physical use of the Section 4(f) property via permanent incorporation of land or a temporary occupancy of land into a transportation facility. A constructive use occurs when the proximity impacts of a proposed project adjacent to, or nearby, a Section 4(f) property result in substantial impairment to the property's activities, features, or attributes that qualify the property for protection under Section 4(f).

For the purposes of the MPPA Determination discussed above in Section D- Cultural Resources, INDOT-CRO and FHWA considered the taking of approximately 0.199 acre of permanent ROW, 0.015 acre of temporary ROW, and 0.056 acre of present existing ROW from the Singrey House (IHSSI #113-310-00028, rated "Notable") a *de minimis* 4(f) use of the property in accordance with the *Section 4(f) Memorandum of Understanding (MOU) between FHWA, the Indiana State Historic Preservation Officer (SHPO), and INDOT regarding Section 4(f) of the US Department of Transportation Act of 1966 and notification requirements of intent to make de minimis determinations for historic resources* (executed on June 8, 2020; see Appendix D, pages 1 and 8 to 11). With the three firm commitments from INDOT-CRO in the Environmental Commitments section of this CE document regarding the placement of decorative lighting, avoidance of the concrete carriage walk at the Singrey House property, and avoidance of the newly recorded archaeological site, the project will not adversely affect the property's activities, features, or attributes that qualify the property for protection under Section 4(f).

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**Section 6(f) Involvement**

**Presence**

**Use**

**Section 6(f) Property**

**Yes**

**No**




*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 23 properties in Noble County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

### SECTION F – Air Quality

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

- Is the project in the most current STIP/TIP?
- Is the project located in an MPO Area?
- Is the project in an air quality non-attainment or maintenance area?
- If Yes, then:
  - Is the project in the most current MPO TIP?
  - Is the project exempt from conformity?
- If No, then:
  - Is the project in the Transportation Plan (TP)?
  - Is a hot spot analysis required (CO/PM)?

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

Location in STIP:

2022-2026 Indiana State Transportation Improvement Program (STIP)

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/TIP**

This project is included in the Fiscal Year (FY) 2022-2026 STIP (Appendix H, page 1).

**Attainment Status**

This project is located in Noble County, which is currently in attainment for all criteria pollutants according to the US Environmental Protection Agency (EPA) Green Book website (<https://www.epa.gov/green-book>). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

**MSAT**

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

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### SECTION G - NOISE

**Noise**

**Yes      No**

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

Date Noise Analysis was approved/technically sufficient by INDOT ESD: \_\_\_\_\_ N/A

*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.*

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

### SECTION H – COMMUNITY IMPACTS

**Regional, Community & Neighborhood Factors**

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

- 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)

*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.*

No negative indirect or cumulative impacts are anticipated as a result of this project. This project will not result in changes in the pattern of land use, the population density, or the growth rate of the area. This project will benefit the community by improving the overall pedestrian connectivity to community assets, providing ADA compliant pedestrian facilities, and maintaining a functional roadway along Drake Rd. This project will also contribute to meeting the goals and objectives laid out in the City of Kendallville 2012 ADA Transition Plan (<https://www.kendallvillein.gov/media/ADA/ADA%20Transition%20Plan.pdf>) and the 2019 Comprehensive Plan (<https://www.kendallvillein.gov/media/Documents/Comprehensive%20Plan.pdf>).

The City of Kendallville has a 2012 ADA Transition Plan that has been amended in 2013 and 2019. The ADA Transition Plan states that the City of Kendallville intends to move toward compliance with the accessibility requirements of the ADA for City facilities within and outside of the public ROW. The City of Kendallville remains committed to the ADA and the elimination of barriers to public facilities and has continued the implementation of such plans and procedures. This project meets the goals of the ADA Transition Plan in providing full access to City programs, services, and activities through the installation of new ADA compliant sidewalks, multi-use paths, and curb ramps within the project area. Therefore, the project advances ADA accessibility in the area and complies with the ADA Transition Plan.

The 2019 City of Kendallville Comprehensive Plan states that two of its main objectives are to develop and continue to maintain a street network that is efficient and safe and to develop a pedestrian network of sidewalks, side paths, and off-street trails that connect popular destinations and provide recreational opportunities. Other goals listed include:

- Consider pedestrian safety, circulation, and accessibility as a component of street improvement projects or large development projects.
- Maintain and promote lighting of public ways, vehicular and pedestrian, to encourage safety.
- Work to provide safe pedestrian crosswalks, trail crossings, and railroad crossings.
- Mitigate dangerous intersections by redesigning, reconstructing, re-signing, installing signals, or other means.

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The Comprehensive Plan also specifically mentions Drake Rd as a priority pedestrian collector that should be focused on to have at least one pedestrian facility completed between downtown and Hillcrest Dr, based on its link to neighborhoods, schools, parks, and downtown. This project meets the objectives and goals stated in the Comprehensive Plan by providing new ADA compliant pedestrian facilities, improving pedestrian connectivity to schools, parks, and neighborhoods, installing new street lighting along Drake Rd, installing a new crosswalk at the intersection of SR 3 and Drake Rd with a median refuge, push buttons and crossing signals, and adding new traffic signs and pavement markings throughout the project area. Therefore, the project complies with the Comprehensive Plan.

The websites [www.fairsandfestivals.net](http://www.fairsandfestivals.net), [www.kendallvillein.org](http://www.kendallvillein.org), and [www.indianafestivals.org](http://www.indianafestivals.org) were reviewed to determine if the project would impact any community fairs or festivals in the vicinity of the project area. There are no published festivals or events held within the project area. Since the roadways will remain open during construction, impacts to community cohesion and local events will be minimized. It was concluded that the project will not substantially impact community cohesion or adversely impact local community events.

### 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, page 4), and the RFI report (Appendix E, page 2), there are two religious facilities, one school, one pipeline, and five railroad segments within the 0.5-mile search radius. There is one religious facility, one pipeline, and one school located adjacent to the project area. That number was confirmed by site visits on December 16, 2021, and June 23, 2022, by SJCA Inc. A review of the project plans and coordination with the project designer identified buried fiber optic lines along the north and south side of Drake Rd, overhead telephone and electric lines along the south side of Drake Rd, a buried telephone line on the north side of Drake Rd, and a buried water line along the north side of Drake Rd. The project designer has already begun coordination with all utility companies and will continue until project completion. Currently, it is anticipated that two utility poles near Beacon Rd and Glory Ave will need to be relocated. Early coordination was sent to NIPSCO, the owner of the gas pipeline, on February 9, 2022, no response was received. No relocations or impacts are currently anticipated to the gas pipeline.

There is one public-use airport, Kendallville Municipal, located within 3.8 miles (20,000) feet of the project. The Kendallville Airport is located approximately 2.5 miles north of the project area. Early coordination was sent to the INDOT Office of Aviation on February 9, 2022. INDOT Office of Aviation responded to early coordination on February 14, 2022, stating that if any object, obstruction, or equipment will exceed 152 feet in height, further coordination will be required with the INDOT Office of Aviation and the Federal Aviation Administration (FAA). This is due to the close proximity of Kendallville Airport and the need for any obstruction within 5 miles to meet a 100:1 glideslope to the nearest runway according to 14 CFR Part 77 standards (Appendix C, page 7). This response is listed as a firm commitment in the Environmental Commitments section of this CE document.

The Beacon Baptist Church is a religious facility located in the southwest corner of the intersection of Drake Rd and Beacon Rd. The scope of work at this intersection involves construction of an aggregate shoulder along Drake Rd and Beacon Rd and pavement approach on Beacon Rd (Appendix B, page 19). The project proposes acquisition of ROW from this facility. No other impacts are expected. Early coordination was sent to this religious facility on February 9, 2022; no response was received. Access to this property will be maintained during construction.

CrossPointe Family Church is a religious facility located north of Drake Rd, near the intersection of Apex Dr and Highpointe Crossing. The project proposes acquisition of ROW from property owned by this facility and a permanent drainage easement for the drainage outlet near Apex Dr (Appendix B, pages 27 to 29). No other impacts are expected. Early coordination was sent to this religious facility on February 9, 2022. CrossPointe Family Church responded to early coordination on March 21, 2022, with questions regarding the timing of construction and installation of the drainage outlet near Apex Dr (Appendix C, page 15). Additional project information, including timing and the MOT plan, was sent to CrossPointe Family Church on November 1, 2022, and they were given the contact for the project designer for further coordination. Access to this property will be maintained during construction (Appendix C, page 17).

East Noble Middle School is located just east of the project area, on the south side of Drake Rd and east of Weston Ave. Since it was adjacent to the project area, early coordination was sent to East Noble School District on February 9, 2022. East Noble School District responded on February 10, 2022, stating their concern for traffic flow during the school months (Appendix C, page 6).

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Additional project information, including timing and the MOT plan, was sent to East Noble School District on November 1, 2022, and they were given the contact information for the project designer for further coordination (Appendix C, page 18). Access to this property will be maintained during construction. The lane restrictions will pose a temporary inconvenience to the school bus routes; however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion. Early Coordination letters were sent to the Kendallville Fire Department and Police Department on February 9, 2022. No response was received within the 30-day comment period.

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

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

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

*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 or 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 2.2 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 exist and whether there could be disproportionately high and adverse impacts to them. The reference population may be a country, city, or town and is called the community of comparison (COC). In this project, the COC is Noble County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 9719 in Noble County. 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 2020 American Community Survey (ACS) 5-Year Estimates and 2020 Decennial Census was obtained from the US Census Bureau Website (<https://data.census.gov/cedsci/>) on May 31, 2022 by SJCA Inc. The data collected for minority and low-income populations within the AC are summarized in the table below.

	COC – Noble County, IN	AC-1 – Census Tract 9719, Noble County, IN
Percent Minority	12.9%	10.9%
125% of COC	16.1%	AC < 125% of COC
EJ Population of Concern?	--	No
Percent Low-Income	7.8%	10.7%
125% of COC	9.7%	AC > 125% of COC
EJ Population of Concern?	--	Yes

AC-1 Census Tract 9719 has a percent minority of 10.9%, which is below 50% and is below the 125% COC threshold. Therefore, AC-1 is not a minority population of EJ concern.

AC-1 Census Tract 9719 has a percent low-income of 10.7% which is below 50% and is above the 125% COC threshold. Therefore, AC-1 is a low-income population of EJ concern.

This project will provide community-wide positive impacts in the form of improving roadway conditions and longevity and providing new, ADA-compliant sidewalk and trail, thereby increasing connectivity between the adjacent neighborhoods and downtown Kendallville, including East Noble Middle School. ROW acquisition will occur in the areas immediately surrounding all sides of the project area on Drake Rd, with no relocation of residences or businesses. This project will require approximately 2.2 acres of permanent ROW, from residential, commercial, and agricultural properties along the north and south side of Drake Rd for the proposed roadway work and pedestrian facilities. The project will also require approximately 1.073 acres of temporary ROW, from residential, commercial, and agricultural properties along the north and south side of Drake Rd for drive approach construction and lawn grading. An additional 0.50 acre of permanent drainage easement will be required from the residential and commercial

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properties that are located north of Drake Rd, along Glory Ave and Apex Dr. The proposed permanent and temporary ROW acquisition will impact private property owners adjacent to the project area; the ROW to be acquired consists primarily of roadside vegetation and a few trees and will not impact the EJ population more than any other population. It was determined that there would be no disproportionately high and adverse effects to the EJ population because the project will not disrupt community cohesion or create any physical barriers of access. Both tree clearing and terrestrial habitat disturbance will be required for project activities and incidental construction. Mitigation of these impacts is not anticipated and will be determined during the permitting process. Minimal tree clearing will occur along the Drake Rd corridor but is not anticipated to significantly impact property values or noise levels at the properties. The terrestrial habitat disturbances and clearing will not impact the EJ population more than any other population, as the disturbances will not cause a disruption to community cohesion or create any physical barriers of access.

In addition, the MOT for this project will require temporary lane restrictions and flaggers during construction. The construction east of SR 3 will utilize a single lane of one-way (eastbound) local traffic during construction to provide access for local residents and emergency vehicles. A detour using SR 3, US 6, and Main Street will be used for through traffic. The detour adds approximately 1.85 miles of additional travel. The construction west of SR 3 will utilize single lane, two-way traffic with flagger control during construction. There are no existing pedestrian facilities in the project area that will require a pedestrian MOT. The MOT will impact all travelers regardless of income or ethnicity and will not impact the EJ population more than any other population, increase any physical barriers of access, or disrupt community cohesion. As part of the public involvement process, all adjacent property owners will be sent a hard copy of the public notice offering an opportunity to submit comments and/or request a public hearing. Therefore, it was concluded that this project will not have a disproportionately high and adverse effect to the minority population of EJ concern present within AC-1, Census Tract 9719.

The EJ analysis conducted for this project was forwarded to INDOT ESD on July 14, 2022 (Appendix I, pages 3 to 9). INDOT ESD responded on July 22, 2022, concurred the findings in the EJ analysis and stated that no further EJ analysis was required (Appendix I, page 2).

### 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.

## SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

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

- 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?

### Documentation

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

Date RFI concurrence by INDOT SAM (if applicable): April 1, 2022

*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 geographic information system (GIS) data and available public records, the RFI was completed on April 1, 2022, and INDOT Site Assessment and Management (SAM) provided their concurrence on April 1, 2022 (Appendix E, page 5).

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There are 15 hazardous materials sites of concern (hazmat sites) within 0.5 mile of the project area. None of the hazmat sites identified will impact the project. Further investigation for hazardous materials concerns is not required at this time.

The project area changed from what was in the RFI that was signed on April 1, 2022, by INDOT SAM. Therefore, the 0.5-mile radius was re-evaluated for any new impacts, concerns, or recommendations on November 10, 2022. No resources were noted within or adjacent to the updated project area that would warrant an addendum to add new recommendations to the RFI. INDOT SAM concurred that no further action was required on November 14, 2022 (Appendix E, page 12).

### 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)	<input type="checkbox"/>
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)	<input type="checkbox"/>
Individual Permit (IP)	<input type="checkbox"/>
Isolated Wetlands	<input type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>
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**

**US Coast Guard Section 9 Bridge Permit**

**Others (Please discuss in the discussion below)**

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

Due to the disturbance of more than one acre of land, an IDEM Construction Stormwater General Permit (CSGP; formerly referred to as a Rule 5 permit) will be required. No other permits are anticipated.

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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### 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) will be contacted immediately. (INDOT ESD and INDOT Greenfield District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. 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)
4. Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
5. Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of the year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (USFWS, IDNR-DFW)
6. 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)
7. Tree Removal AMM 4: Do not remove document 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)
8. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
9. Lighting AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)
10. The concrete carriage walk with a concrete block leading to IHSSI #113-310-00028 (Singrey House; 1008 Drake Road; "notable") will be avoided by the project. A note stating "Do Not Disturb" will be added to the plan sheet. (INDOT-CRO)
11. No new decorative lighting or traffic control signage will be placed on the north side of Drake Road in front of IHSSI #113-310-00028 (Singrey House; 1008 Drake Road; "notable") or within its property boundary. (INDOT-CRO)
12. The recorded location of site 12NO326 outside of the project right-of-way must be completely avoided by all project-related activities. The location must be labeled on project plans as "Environmental Sensitive Area – Do Not Disturb" and should be marked for avoidance on the ground during construction. (INDOT-CRO)
13. If any object, obstruction, or equipment will exceed 152 feet in height, further coordination will be required with the INDOT Office of Aviation and the Federal Aviation Administration (FAA). This is due to the close proximity of Kendallville Airport and the need for any obstruction within 5 miles to meet a 100:1 glideslope to the nearest runway according to 14 CFR Part 77 standards. (INDOT Office of Aviation)

#### For Further Consideration:

14. Plant five trees, 1 inch to 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter-at-breast height. (IDNR-DFW)



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Appendix A  
INDOT Supporting Documentation

## 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

<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.

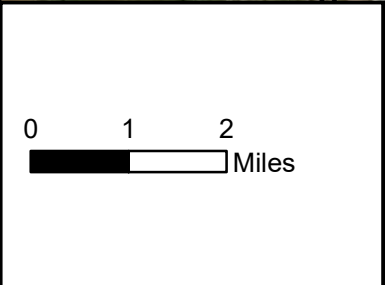
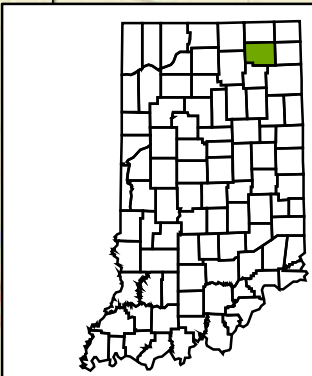
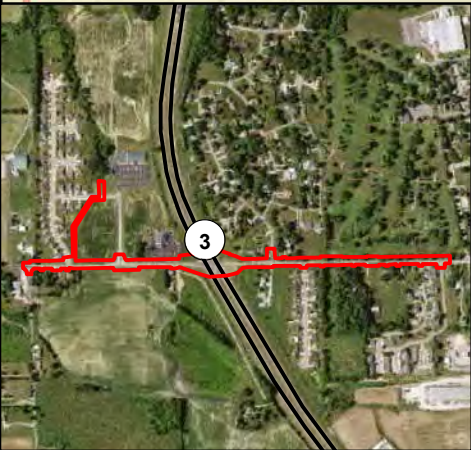
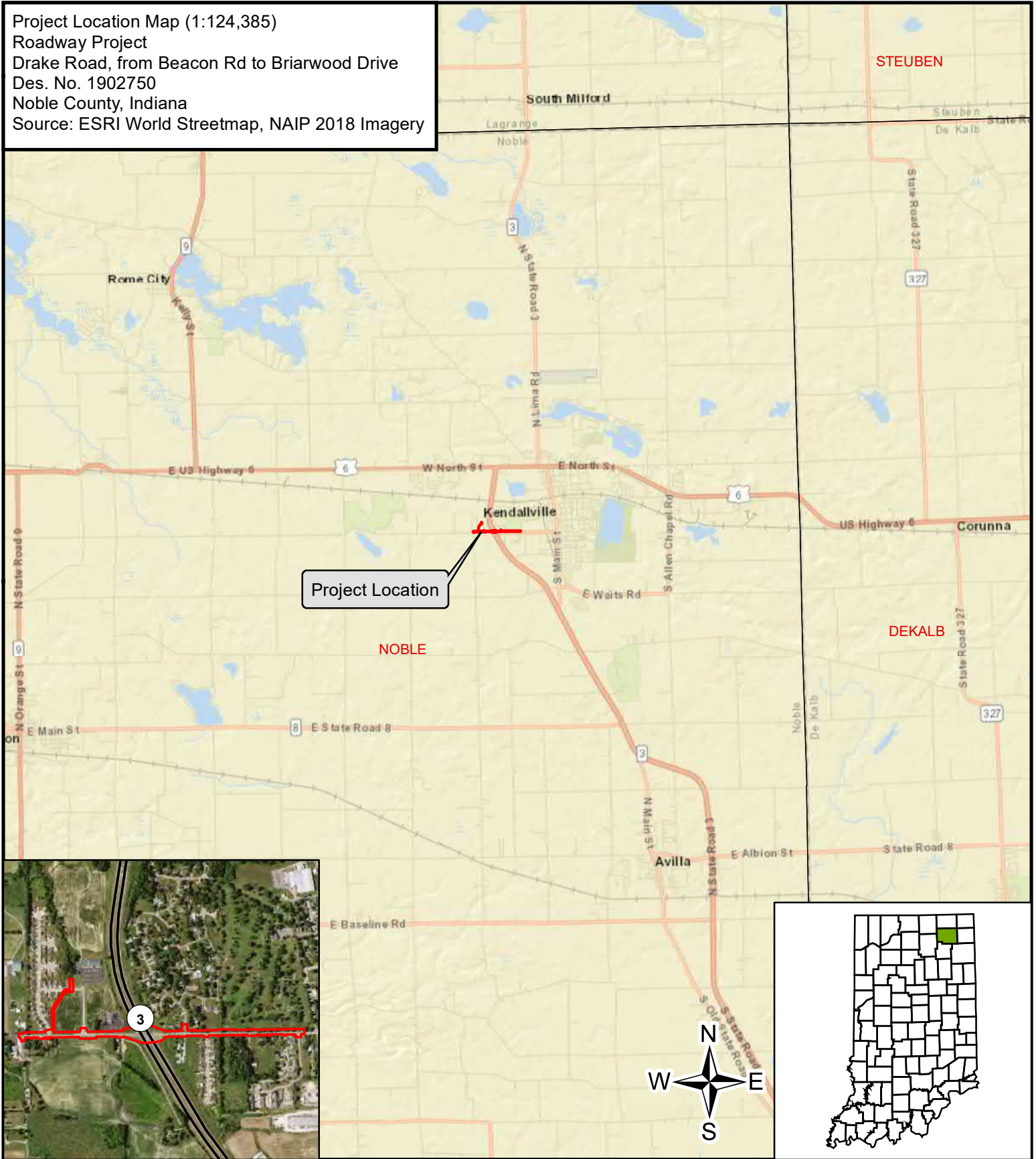
<sup>10</sup> Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

\* Includes the threatened/endangered species critical habitat

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

Des. No. 1902750  
Appendix B  
Graphics

Project Location Map (1:124,385)  
 Roadway Project  
 Drake Road, from Beacon Rd to Briarwood Drive  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: ESRI World Streetmap, NAIP 2018 Imagery

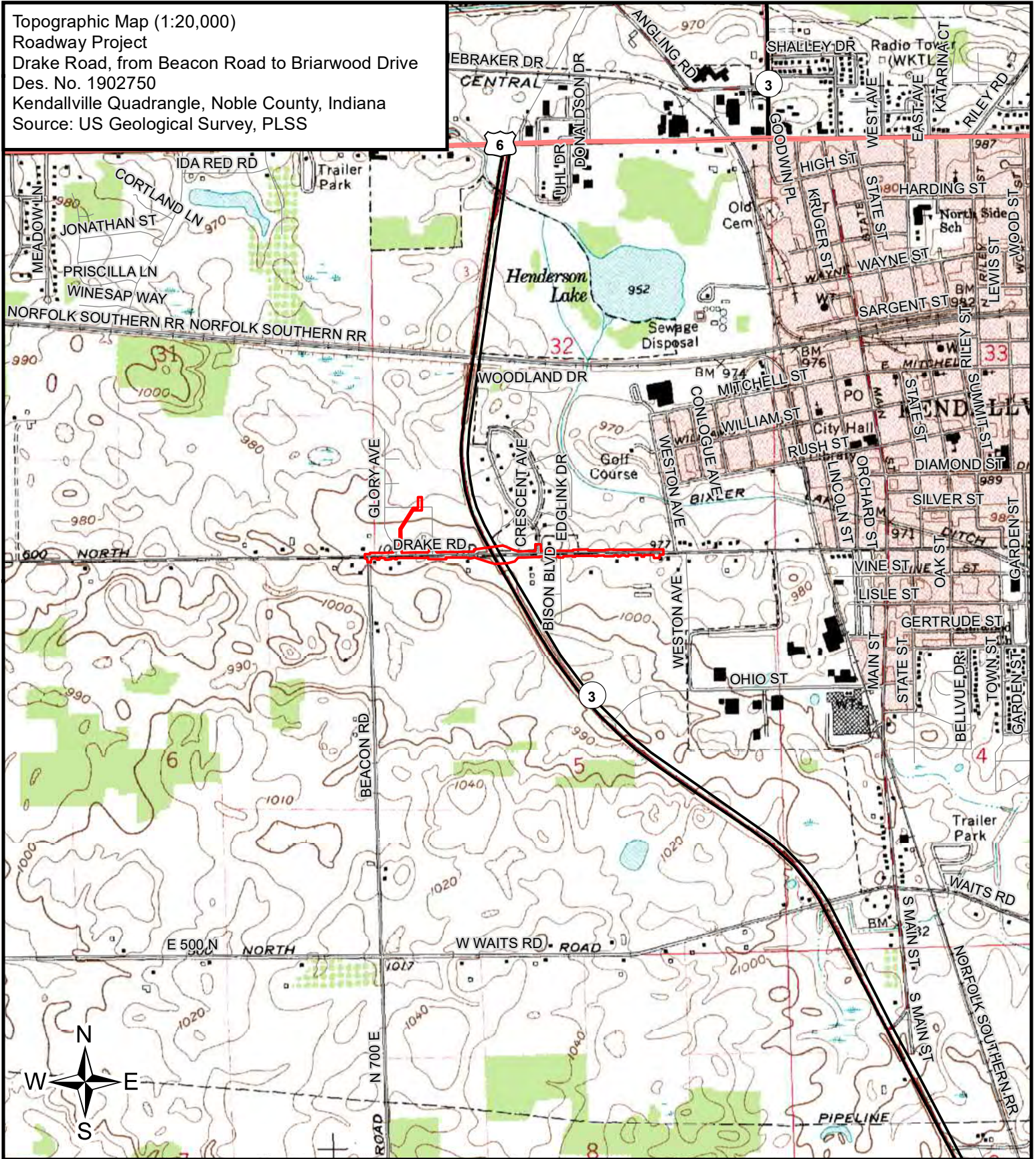


- Project Area
- County Boundary
- Project County

11/11/2022



Topographic Map (1:20,000)  
 Roadway Project  
 Drake Road, from Beacon Road to Briarwood Drive  
 Des. No. 1902750  
 Kendallville Quadrangle, Noble County, Indiana  
 Source: US Geological Survey, PLSS



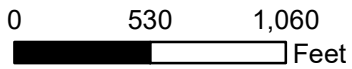
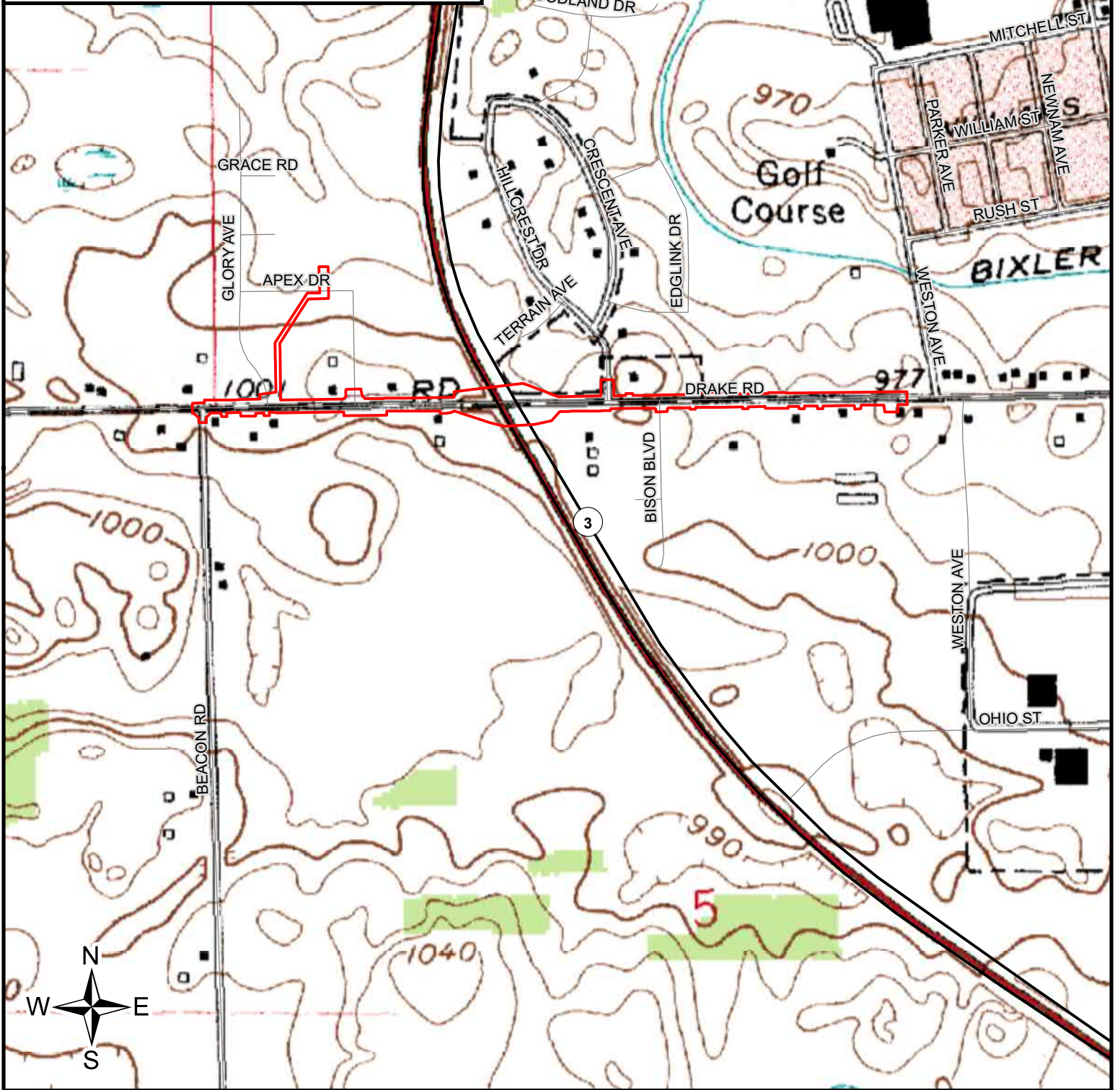
0 1,100 2,200  
 Feet

 Project Area



11/11/2022

Topographic Map (1:9,000)  
Roadway Project  
Drake Road, from Beacon Road to Briarwood Drive  
Des. No. 1902750  
Kendallville Quadrangle, Noble County, Indiana  
Source: US Geological Survey, PLSS



 Project Area



11/11/2022

Photo Location & Orientation Map (1:8,000)  
 Roadway Project  
 Drake Road, from Beacon Road to Briarwood Drive  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: NAIP 2018 Imagery



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

0 475 950  
 Feet

# Photo Location

Project Area





**Note: These photographs were sent when the eastern project terminus ended at Weston Ave.**



Image 1: Northwestern termini of the project area, facing southwest.



Image 2: Intersection of Drake Rd and Beacon Rd at the northwestern termini of the project area, facing west.



Image 3: Drake Rd east of intersection of Beacon Rd, facing east.



Image 4: Intersection of Drake Rd and Glory Ave facing east.



Image 5: Intersection of Drake Rd and Highpoint Crossing, facing east.



Image 6: Intersection of Drake Rd and Highpoint Crossing, facing west.



Image 7: Intersection of Drake Rd and SR 3 (Lima Rd), facing southeast.



Image 8: The intersection of Drake Rd and SR 3 (Lima Rd), facing northwest.



Image 9: The intersection of Drake Rd and Bison Blvd, facing west.



Image 10: The intersection of Drake Rd and Briarwood Dr, facing east.



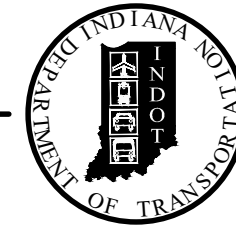
Image 11: Eastern termini of the project area, facing west.



Image 12: The eastern termini of the project area at the intersection of Drake Rd and Weston Ave, facing southeast.

PROJECT 1902750	DESIGNATION 1902750
CONTRACT R-42771	

# INDIANA DEPARTMENT OF TRANSPORTATION

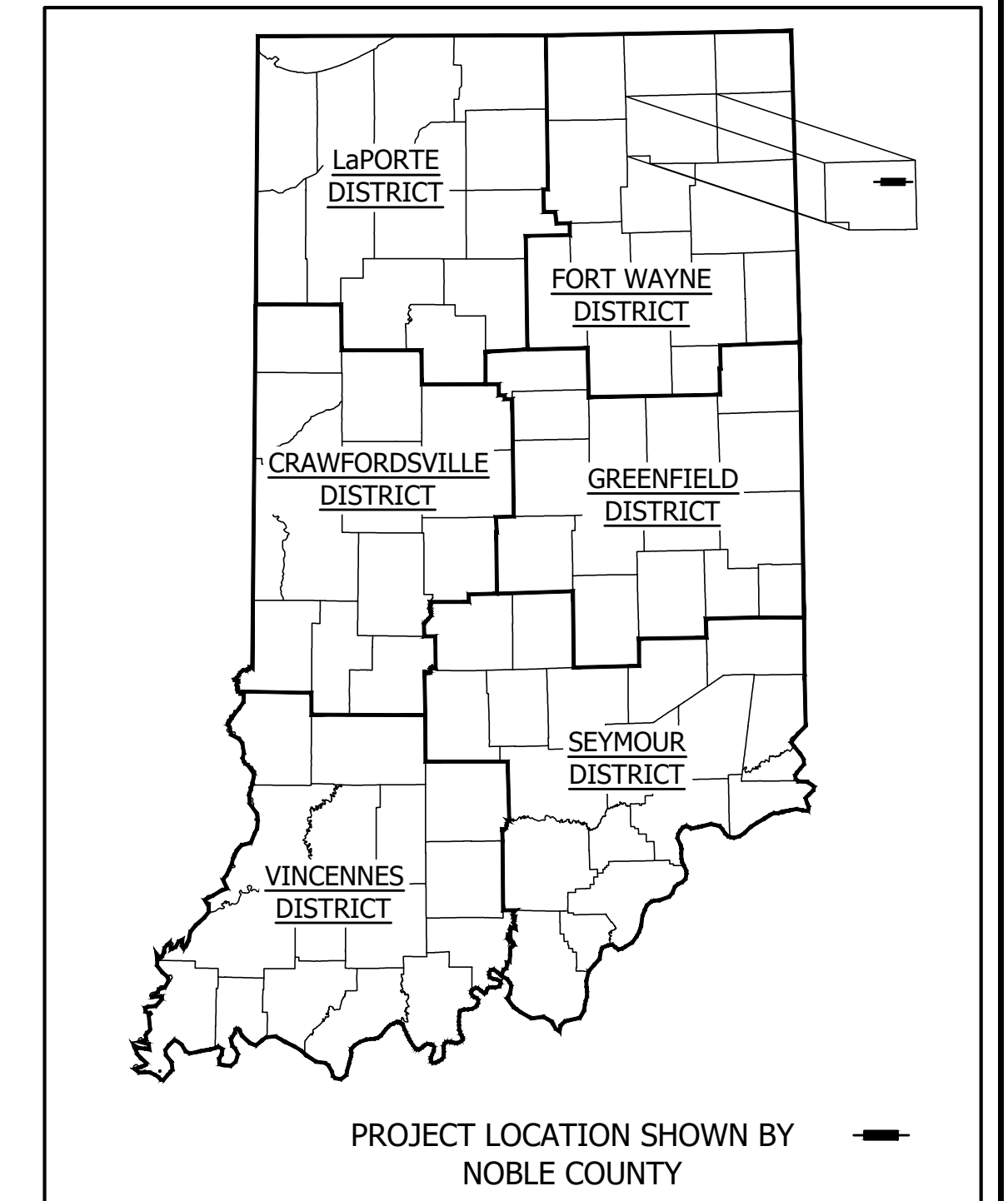


## DRAKE ROAD IMPROVEMENTS - PHASE II ALONG DRAKE ROAD, FROM BEACON ROAD TO WESTON AVENUE CITY OF KENDALLVILLE, INDIANA PROJECT NO. 1902750

TRAFFIC DATA (DRAKE ROAD)	
A.A.D.T. (2019)	1,852 V.P.D.
A.A.D.T. (2045)	2,725 V.P.D.
D.H.V. (2045)	273 V.P.H.
DIRECTIONAL DISTRIBUTION	52%
TRUCKS	1.0% A.A.D.T. 0.1% D.H.V.
DESIGN DATA	
DESIGN SPEED	30 M.P.H.
PROJECT DESIGN CRITERIA	MINOR ARTERIAL
FUNCTIONAL CLASSIFICATION	URBAN
RURAL/URBAN	RURAL
TERRAIN	LEVEL
ACCESS CONTROL	NONE

ROAD RECONSTRUCTION OF DRAKE ROAD FROM BEACON ROAD TO WESTON AVENUE  
SECTIONS 5 AND 6, TOWNSHIP 34 N, RANGE 11 E, ALLEN TOWNSHIP, AND  
SECTIONS 31 AND 32, TOWNSHIP 35 N, RANGE 11 E,  
WAYNE TOWNSHIP, NOBLE COUNTY, INDIANA

P.E. 1902750  
R/W 1902750  
CONST. 1902750



LATITUDE: N 41° 26' 16"	LONGITUDE: W 85° 16' 56"
GROSS LENGTH: 0.710 MILES	NET LENGTH: 0.680 MILES
MAXIMUM GRADE: 4.15%	
HUC: 04050001170050	

**BOARD OF PUBLIC WORKS**

W. SUZANNE HANDSHOE, MAYOR

JAMES C. DAZEY, II, CHAIRMAN

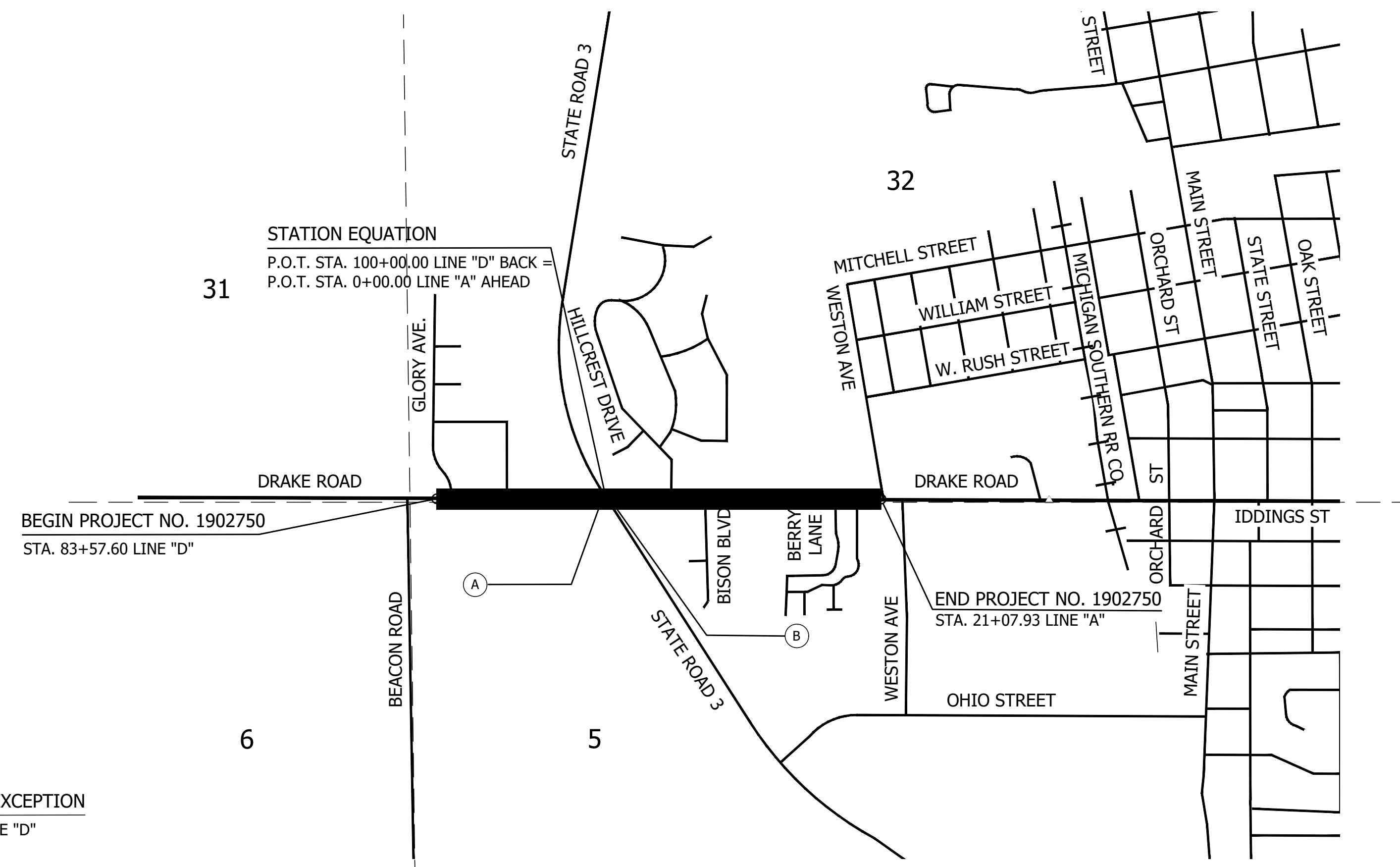
DON GURA, MEMBER

**ATTEST:**

KATHREN RITCHIE, CLERK TREASURER

**EMPLOYEE IN RESPONSIBLE CHARGE (ERC):**

SCOTT DERBY, ENGINEERING ADMINISTRATOR



- (A) BEGIN PAVING EXCEPTION  
STA. 98+70.51 LINE "D"
- (B) END PAVING EXCEPTION  
STA. 100+00.00 LINE "D"  
= STA. 0+28.58 LINE "A"

LOCATION MAP  
SCALE: 1" = 300'

INDIANA DEPARTMENT OF TRANSPORTATION  
STANDARD SPECIFICATIONS DATED 2022  
TO BE USED WITH THESE PLANS

S:\2021 Projects\21-889 Indiv-Drake Rd Ph2\CAD\21-889 IS.dwg 9/30/2022 1:11:11 PmDoverport



PLANS PREPARED BY: A & Z ENGINEERING, LLC

260.485.7077  
PHONE NUMBER

CERTIFIED BY:

DATE

APPROVED FOR LETTING:

INDIANA DEPARTMENT OF TRANSPORTATION

DATE

CONTRACT R-42771	PROJECT 1902750
DESIGNATION 1902750	SHEETS 01 OF --

PRELIMINARY - NOT FOR CONSTRUCTION

STAGE 2 SUBMITTAL

## UTILITIES & CONTACTS

UTILITY	COMPANY	ADDRESS	CONTACT	PHONE	EMAIL
CABLE TELEVISION	MEDIACOM	4507 49TH AVENUE MOLINE, IL 61265	MITCH HANCOCK	p 563-529-1866	mhancock@mediacomcc.com
ELECTRIC DISTRIBUTION	INDIANA MICHIGAN POWER	3514 LANDIN ROAD NEW HAVEN, IN 46774	JILL HOULIHAN	p 260.749-3074	jahoulihan@aep.com
GAS	NIPSCO	1053 AUBURN DRIVE AUBURN, IN 46706	DYLAN DYAR	p 574-229-4071	ddyar@nisource.com
COMMUNICATIONS	AT&T - DISTRIBUTION	116 EAST TAYLOR STREET KOKOMO, IN 46901	DAVID W. SMITH	p 765-454-5021	ds8383@att.com
TELEPHONE	LIGTEL COMMUNICATIONS	414 SOUTH CAVIN STREET LIGONIER, IN 46767	BUB DURHAM	p 260.894.7161	bdurham@ligtel.net
FIBER OPTICS	ZAYO	1710 DIRECTOR ROW FT. WAYNE, IN 46808	JASON GILPIN	p 260.570.5677	jason.gilpin@zayo.com
SANITARY/STORM SEWER	CITY OF KENDALLVILLE	501 WEST WAYNE STREET KENDALLVILLE, IN 46755	MARK SCHULTZ	p 260.347.1362	mschultz@kendallville-in.org
WATER	CITY OF KENDALLVILLE	234 SOUTH MAIN STREET KENDALLVILLE, IN 46755	SCOTT MOSLEY	p 260.347.7044	water@kendallville-in.org



REVISIONS	
DATE	ITEM

## GENERAL NOTES:

1. THE PLANS SHOW UTILITIES LOCATED WITHING THE LIMITS OF THE CONTRACT ACCORDING TO INFORMATION OBTAINED FROM VARIOUS UTILITY COMPANIES. THE ACCURACY OF THE UTILITIES ON THE PLANS IN THIS RESPECT ARE NOT GUARANTEED. CONTRACTOR SHALL FIELD VERIFY LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION OPERATIONS.
2. ALL EARTH SHOULDERS, MEDIAN AREAS, AND CUT AND FILL SLOPES SHALL BE PLAIN OR MULCHED SEEDED EXCEPT WHERE SODDING IS SPECIFIED ON THE PLANS.
3. SHEET SIGNS AND POSTS SHALL NOT BE ORDERED UNTIL THE EXACT NUMBER OF SIGNS AND LENGTHS OF EACH POST HAVE BEEN DETERMINED BY FIELD INVESTIGATION.

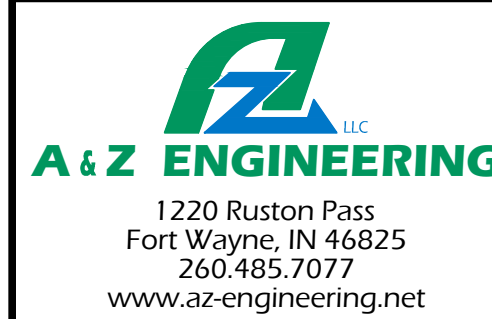
## INDEX

SHEET NO.	DESIGNATION
1	TITLE SHEET
2	INDEX SHEET
3	TYPICAL CROSS SECTIONS
4-5	PLAT NO. 1
6-11	MAINTENANCE OF TRAFFIC
10-17	PLAN & PROFILE
18-20	INTERSECTION & CURB RAMP DETAILS
21-26	EROSION CONTROL
27-28	PAVEMENT MARKING, SIGNAGE & LIGHTING PLAN
	LIGHTING SCHEDULE
	MISCELLANEOUS DETAILS
	CROSS SECTIONS
	PAVEMENT MARKINGS TABLE
	SIGNAGE TABLE
	APPROACH TABLE
	STRUCTURE DATA TABLE
	UNDERDRAIN TABLE

## LEGEND

	EXISTING FLAGPOLE		EXISTING FIBER OPTIC DROP
	EXISTING MAILBOX		EXISTING TELEPHONE HAND HOLE
	EXISTING STREET SIGN		EXISTING UNDERGROUND FIBER OPTIC
	EXISTING ROAD NAME SIGN		EXISTING UNDERGROUND TELEPHONE
	EXISTING DITCH CENTERLINE		EXISTING OVERHEAD TELEPHONE
	EXISTING TOP OF BANK		EXISTING UNDERGROUND ELECTRIC
	EXISTING TOE OF SLOPE		EXISTING OVERHEAD ELECTRIC
	EXISTING 5' CONTOUR		EXISTING ELECTRIC DROP
	EXISTING 1' CONTOUR		EXISTING ELECTRIC BOX
	EXISTING EDGE OF LANDSCAPING		EXISTING LIGHT POLE
	EXISTING SHRUB/BRUSH/HEDGE LINE		EXISTING POWER POLE
	EXISTING TREE LINE		EXISTING GUY ANCHOR
	EXISTING DECIDUOUS TREE		EXISTING MAST ARM LIGHT POLE
	EXISTING CONIFEROUS TREE		EXISTING STRAIN POLE
	EXISTING SHRUB		EXISTING TRAFFIC MANHOLE
	EXISTING TREE STUMP		EXISTING TRAFFIC DETECTOR HOUSING
	EXISTING BOULDER/ROCK		EXISTING TRAFFIC SIGNAL CABINET
	EXISTING CHAIN LINK/WRGT. IRON FENCE		EXISTING GAS MAIN
	EXISTING VINYL FENCE		EXISTING GAS VALVE
	EXISTING WOOD FENCE		EXISTING GAS MARKER/RISER
	EXISTING FENCE POST		EXISTING RAILROAD POST
	EXISTING YARD LIGHT		EXISTING RIGHT-OF-WAY MARKER
	EXISTING WATER WELL		EXISTING MONUMENT/SECTION CORNER
	EXISTING SOIL BORING		EXISTING RE-BAR
	EXISTING VENT LID		EXISTING IRON PIN
	EXISTING BOLLARD		EXISTING MAG NAIL
	EXISTING WATER MAIN		SURVEY CONTROL POINT
	EXISTING WATER MANHOLE		SURVEY BENCHMARK
	EXISTING FIRE HYDRANT		EXISTING SECTION LINE
	EXISTING WATER VALVE		EXISTING PROPERTY LINE
	EXISTING WATER CURB STOP		EXISTING RIGHT-OF-WAY LINE
	EXISTING SANITARY SEWER LATERAL/PIPE		
	EXISTING SANITARY SEWER MANHOLE		
	EXISTING STORM SEWER PIPE		
	EXISTING PIPE END SECTION		
	EXISTING STORM SEWER MANHOLE		
	EXISTING STORM SEWER INLET (BEEHIVE)		
	EXISTING STORM SEWER INLET (CURB)		

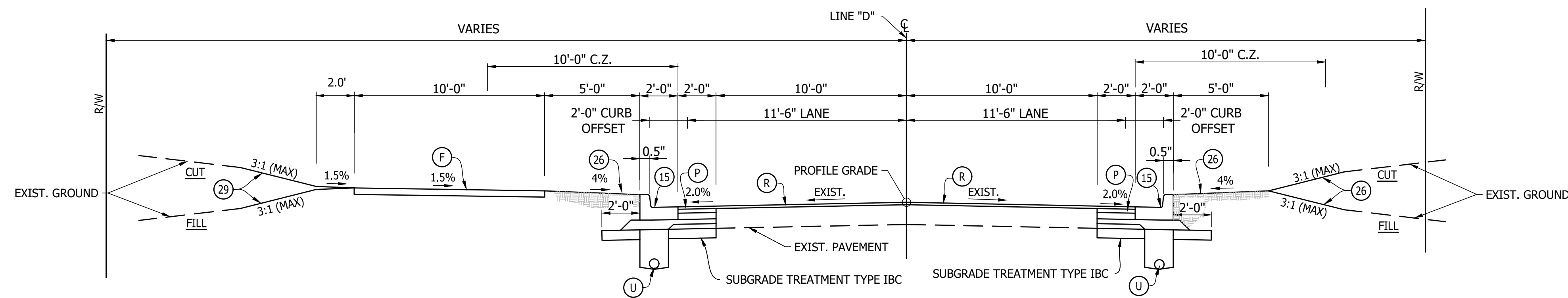
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION		SCALE	
DESIGNED: NVT	DRAWN: PDH		DRAKE ROAD RECONSTRUCTION		N/A	DESIGNATION
CHECKED: NVT	CHECKED: NVT		INDEX			1902750
						SHEETS
						02 OF --
						CONTRACT
						R-42771
						PROJECT
						1902750

PRELIMINARY - NOT FOR CONSTRUCTION

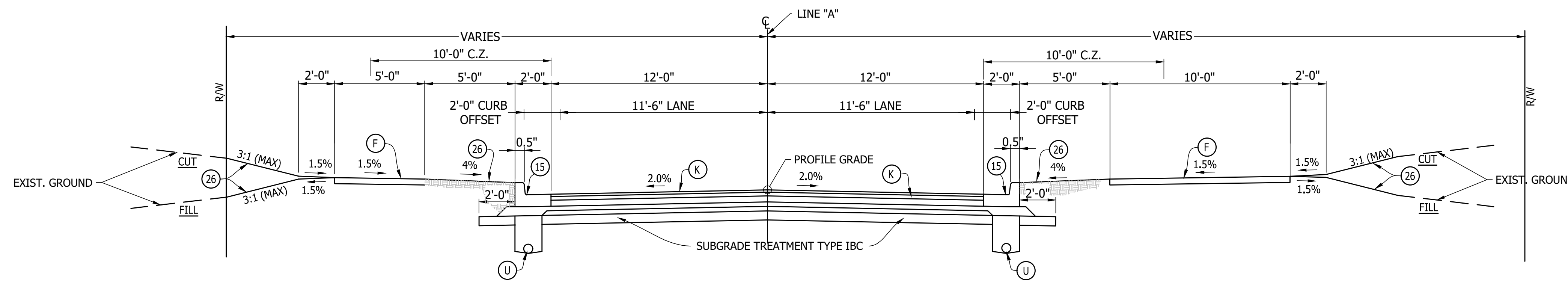
STAGE 2 SUBMITTAL



**TANGENT SECTION - DRAKE RD**

SCALE: 1/4" = 1'  
 STATION 83+57.60, LINE "D" TO STATION 98+70.51, LINE "D"  
 STATION 98+70.51, LINE "D" TO STATION 0+28.58, LINE "A" (PAVING EXCEPTION)  
 STA. 100+00.00 "D" = STA. 0+00.00 "A"

**NOTE TO REVIEWER:**  
 PAVEMENT SECTIONS,  
 SUBGRADE TREATMENT AND  
 LEGEND ITEMS WILL BE  
 FINALIZED AT NEXT  
 SUBMITTAL.

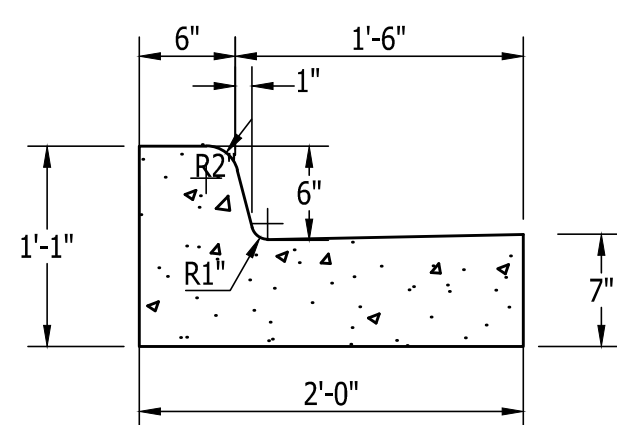


**TANGENT SECTION - DRAKE RD**

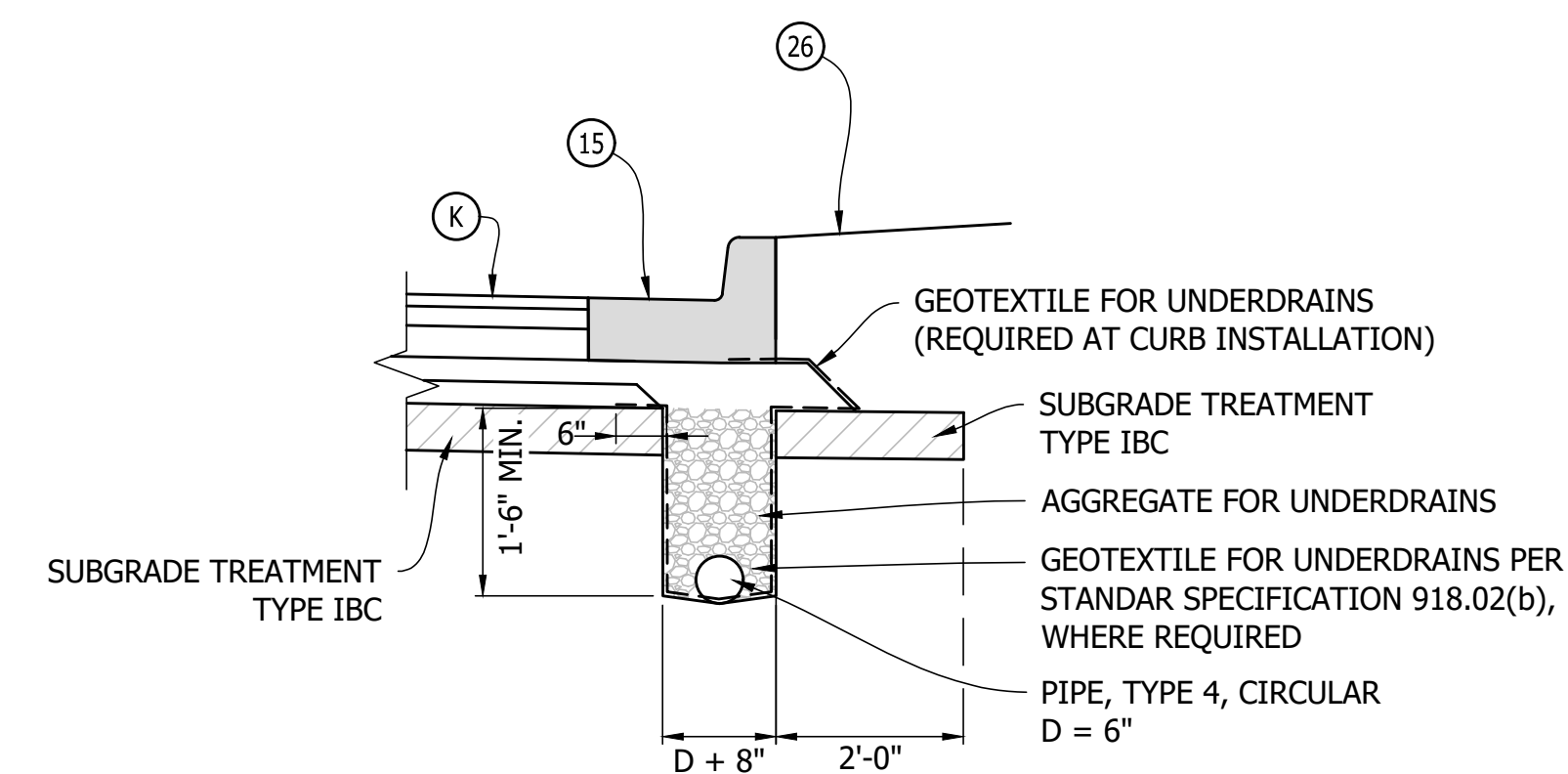
SCALE: 1/4" = 1'  
 STATION 0+28.58, LINE "A" TO STATION 21+07.93, LINE "A"

**LEGEND**

- (F) SIDEWALK, CONCRETE, 4 IN.
- (K) HMA FOR MAINLINE  
 165 #/SY TYPE B, HMA, 2, 64, SURFACE 9.5 MM ON  
 275 #/SY TYPE B, HMA, 2, 64, INTERMEDIATE 19.0 MM ON  
 330 #/SY TYPE B, HMA, 2, 64, BASE 19.0 MM ON  
 SUBBASE CONSISTING OF  
 300 #/SY TYPE B, HMA, 4, 76, INTERMEDIATE OG, 19.0  
 MM (FOR DRAINAGE LAYER) ON  
 4 IN. OF COMPACTED AGGREGATE, NO. 53 ON  
 SUBGRADE TREATMENT TYPE IBC
- (P) HMA PATCHING  
 165 #/SY TYPE B, HMA, 2, 64, SURFACE 9.5 MM ON  
 275 #/SY TYPE B, HMA, 2, 64, INTERMEDIATE 19.0 MM ON  
 330 #/SY TYPE B, HMA, 2, 64, BASE 19.0 MM ON  
 SUBBASE CONSISTING OF  
 300 #/SY TYPE B, HMA, 4, 76, INTERMEDIATE OG, 19.0  
 MM (FOR DRAINAGE LAYER) ON  
 4 IN. OF COMPACTED AGGREGATE, NO. 53 ON  
 SUBGRADE TREATMENT TYPE IBC
- (R) HMA FOR OVERLAY  
 165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON  
 VARIABLE DEPTH WEDGE & LEVEL ON  
 MILLING, ASPHALT, 1.5 IN
- (U) UNDERDRAIN
- (15) CURB AND GUTTER, CONCRETE, MODIFIED (SEE DETAIL)
- (26) SODDING (NURSERY)



**15 CURB AND GUTTER, CONCRETE, MODIFIED**  
 SCALE: 1"=1'



**UNDERDRAIN DETAIL**  
 SCALE: 1"=2'

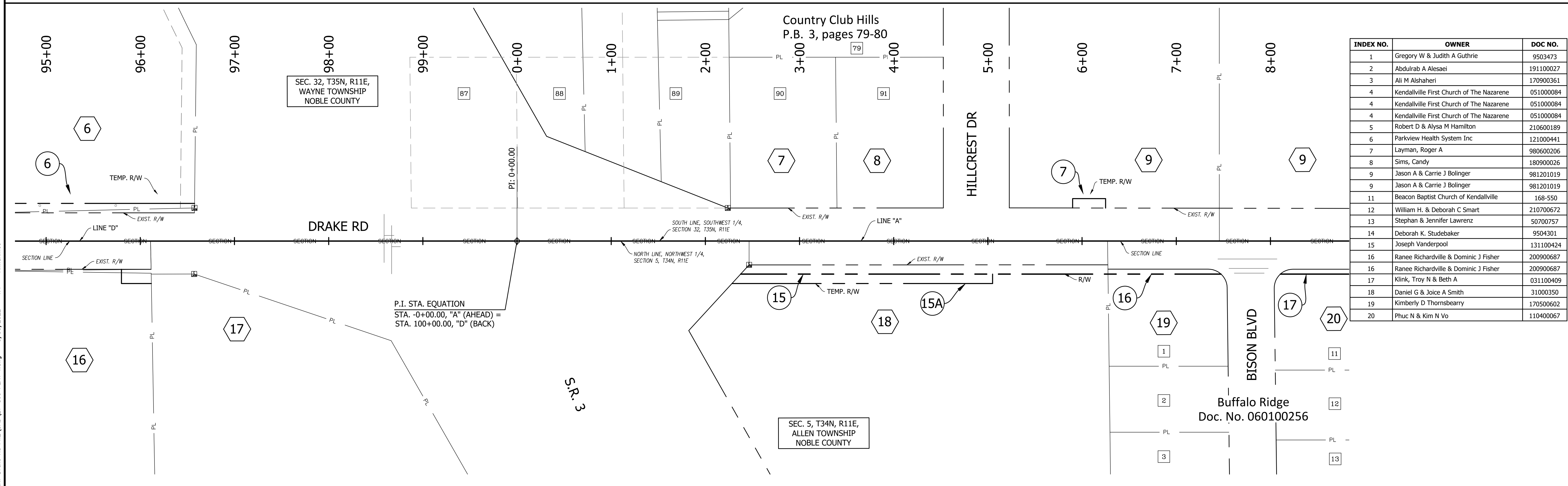
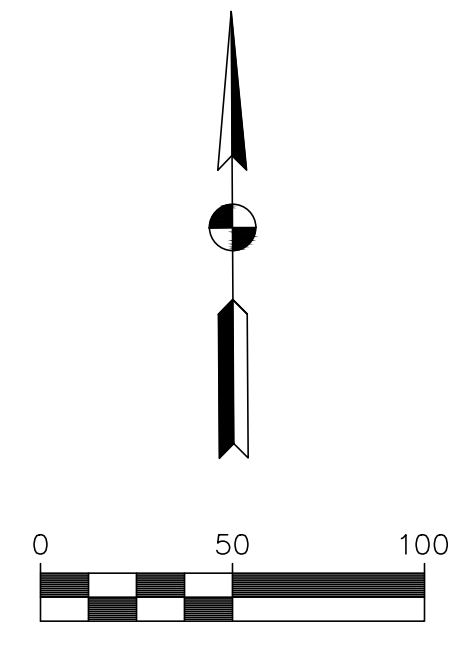
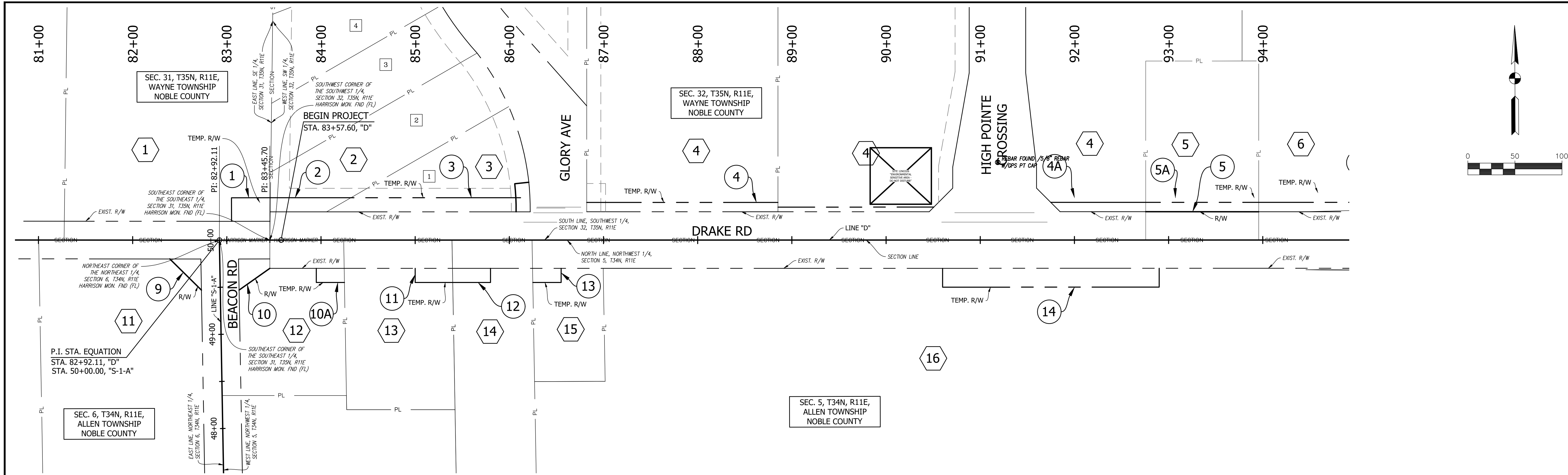
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**A & Z ENGINEERING**  
 1220 Ruston Pass  
 Fort Wayne, IN 46825  
 260.485.7077  
 www.az-engineering.net

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: PDH	
CHECKED: NVT	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION	
TYPICAL CROSS SECTIONS	

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'	N/A
	DESIGNATION
	1902750
	SHEETS
	03 OF --
CONTRACT	PROJECT
R-42771	1902750



INDEX NO.	OWNER	DOC NO.
1	Gregory W & Judith A Guthrie	9503473
2	Abdulrab A Alesaei	191100027
3	Ali M Alshaheri	170900361
4	Kendallville First Church of The Nazarene	051000084
4	Kendallville First Church of The Nazarene	051000084
4	Kendallville First Church of The Nazarene	051000084
5	Robert D & Alysa M Hamilton	210600189
6	Parkview Health System Inc	121000441
7	Layman, Roger A	980600206
8	Sims, Candy	180900026
9	Jason A & Carrie J Bolinger	981201019
9	Jason A & Carrie J Bolinger	981201019
11	Beacon Baptist Church of Kendallville	168-550
12	William H. & Deborah C Smart	210700672
13	Stephan & Jennifer Lawrenz	50700757
14	Deborah K. Studebaker	9504301
15	Joseph Vanderpool	131100424
16	Ranee Richardville & Dominic J Fisher	200900687
16	Ranee Richardville & Dominic J Fisher	200900687
17	Klink, Troy N & Beth A	031100409
18	Daniel G & Joice A Smith	31000350
19	Kimberly D Thornsbeary	170500602
20	Phuc N & Kim N Vo	110400067

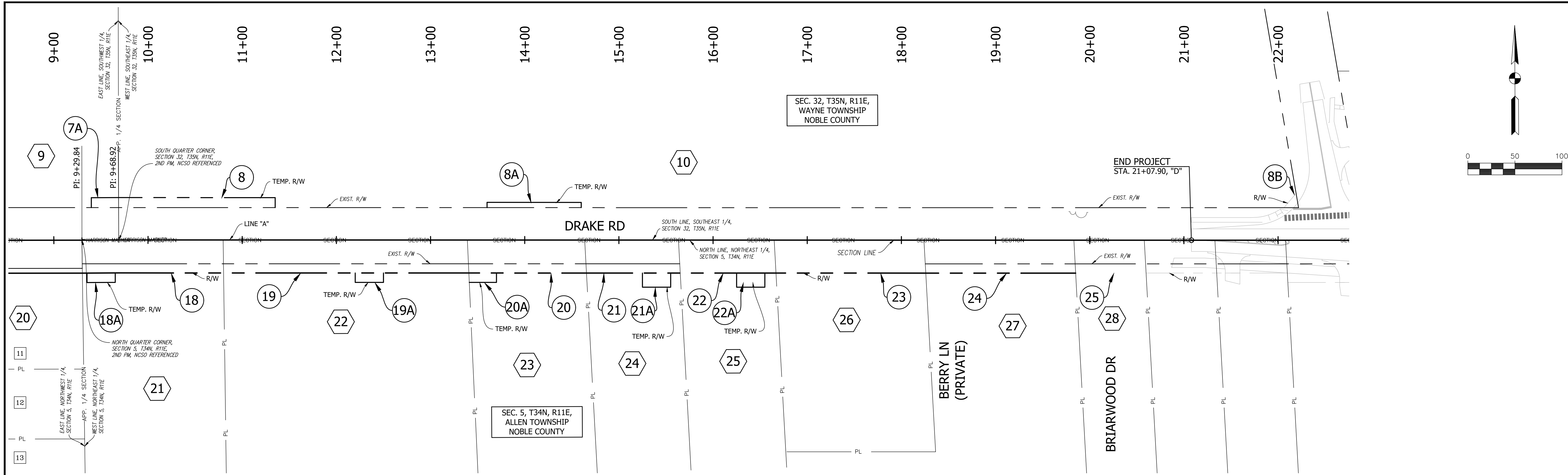
**A & Z ENGINEERING**  
 1220 Ruston Pass  
 Fort Wayne, IN 46825  
 260.485.7077  
 www.az-engineering.net

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: PDH	
CHECKED: NVT	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION  
**DRAKE ROAD RECONSTRUCTION - PHASE II**  
 PLAT NO. 1

HORIZONTAL SCALE	1" = 50'
DESIGNATION	1902750
SURVEY BOOK	AZ ENG 04 OF --
CONTRACT PROJECT	R-42771 1902750

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10	Kendallville Lodge 1194	Not found
10	Kendallville Lodge 1194	Not found
20	Phuc N & Kim N Vo	110400067
21	Troy M & Britney M Harmeyer	200800302
22	Seth Thomas & Deborah Sue Smolinske	120100592
23	Adam P Anthony	190300149
24	Ryan Chaffins	30600212
25	Virginia Ritchie	160600066
25	Virginia Ritchie	160600066
26	Blue Ridge Holdings LLC	191200289
27	Drake Terrace Limited	70100379
28	Kendallville Assoc. LP	Not found

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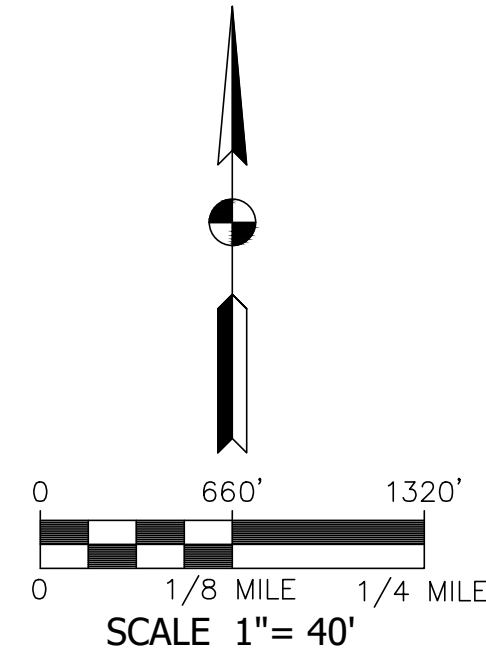
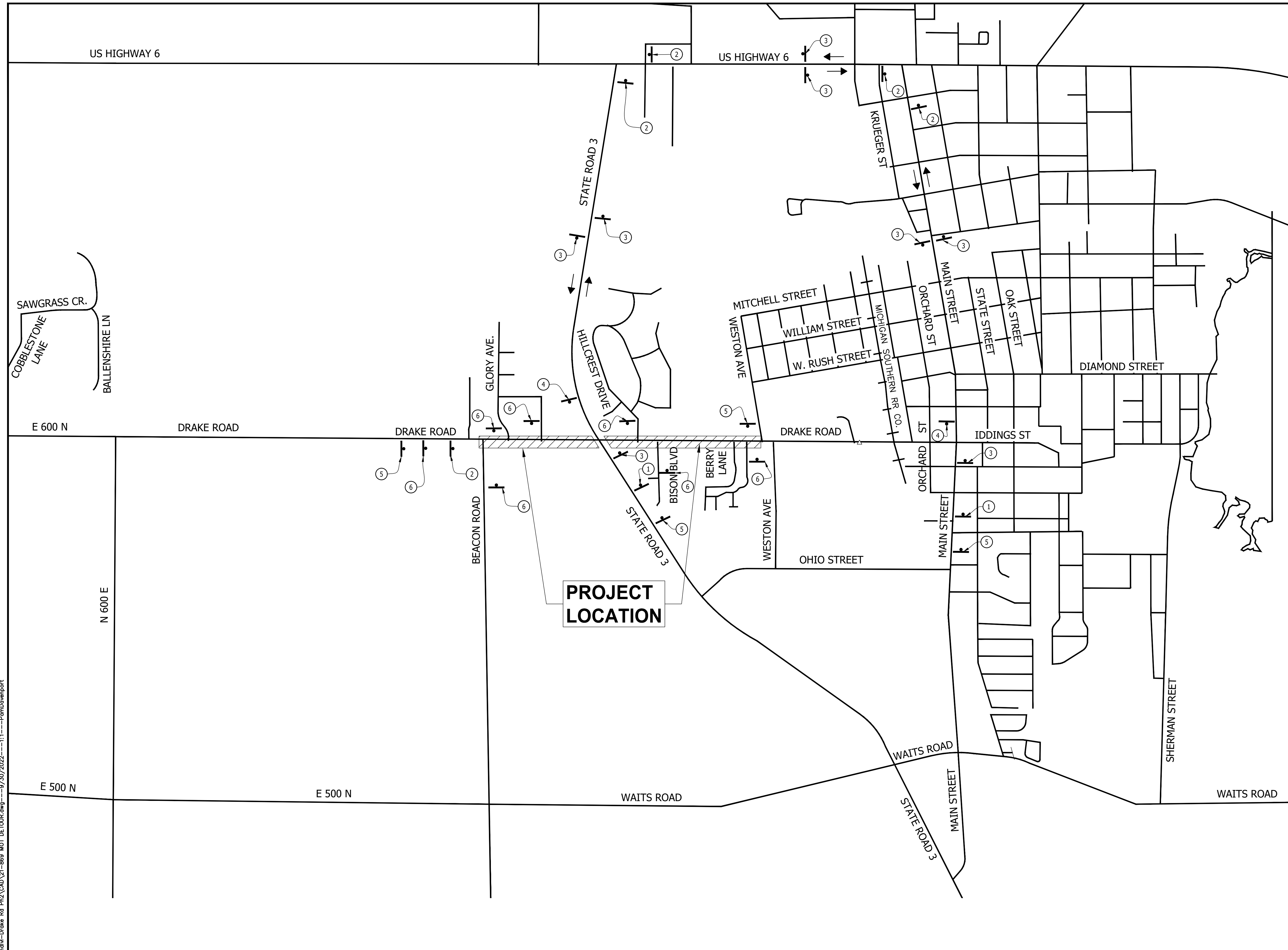
**A & Z ENGINEERING**  
 1220 Ruston Pass  
 Fort Wayne, IN 46825  
 260.485.7077  
 www.az-engineering.net
















RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: PDH	
CHECKED: NVT	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION - PHASE II	
PLAT NO. 1	

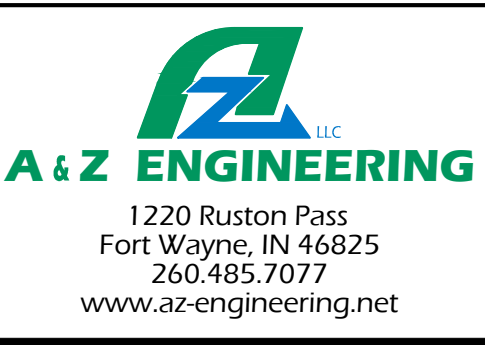
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1" = 50'	
DESIGNATION	
1902750	
SURVEY BOOK	
AZ ENG	
CONTRACT	
R-42771	
SHEETS	
05 OF --	
PROJECT	
1902750	





- 
- 1 DETOUR AHEAD**  




- 2 ADVANCE TURN DETOUR ROUTE MARKER ASSEMBLY**  




- 3 CONFIRMING DETOUR ROUTE MARKER ASSEMBLY**  




- 4 END DETOUR ROUTE MARKER ASSEMBLY**  

- 5 ROAD WORK AHEAD**  

- 6 ROAD CLOSED TO THRU TRAFFIC**

S:\2021 Projects\21-889 Indiv-Drake Rd Ph2\CAD\21-889 MOT DETOUR.dwg---9/30/2022---1:1---PamDavenport

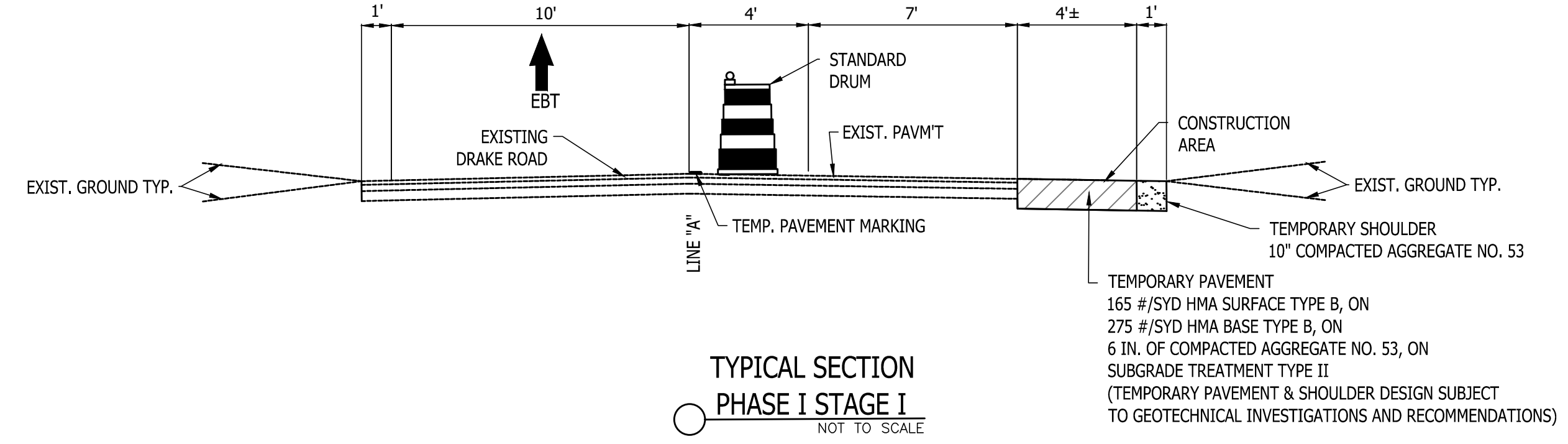
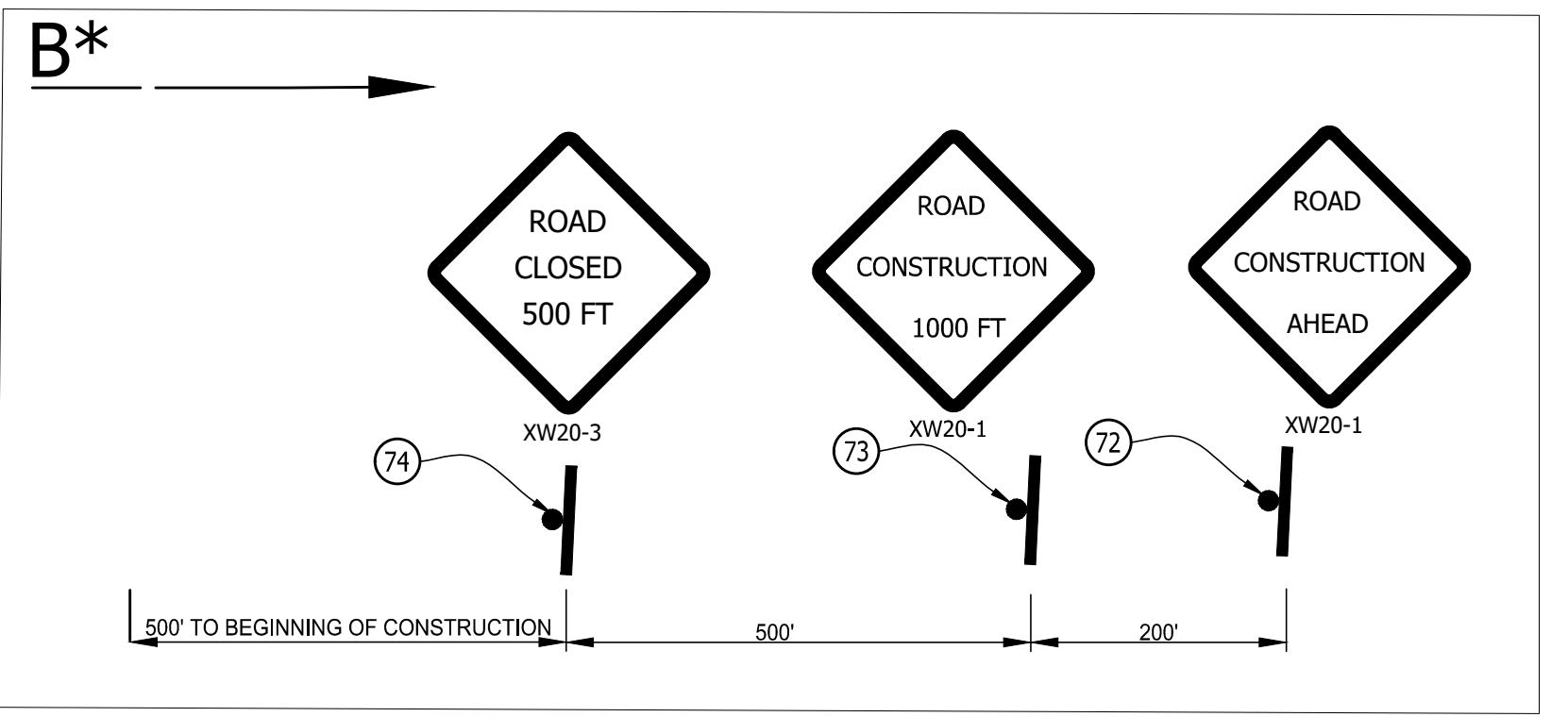
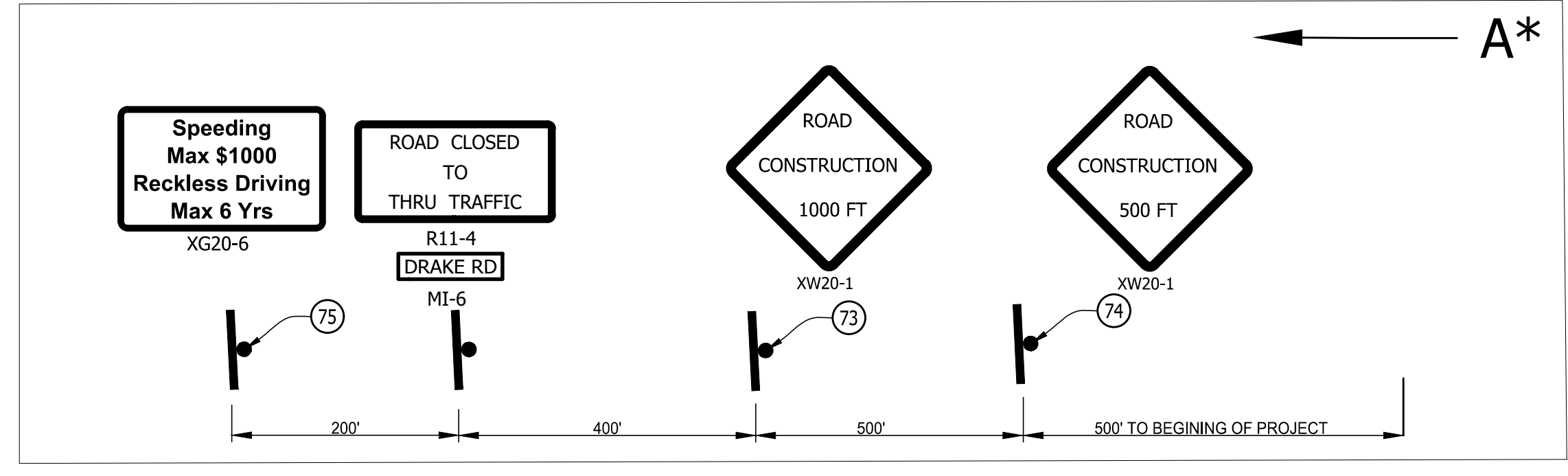
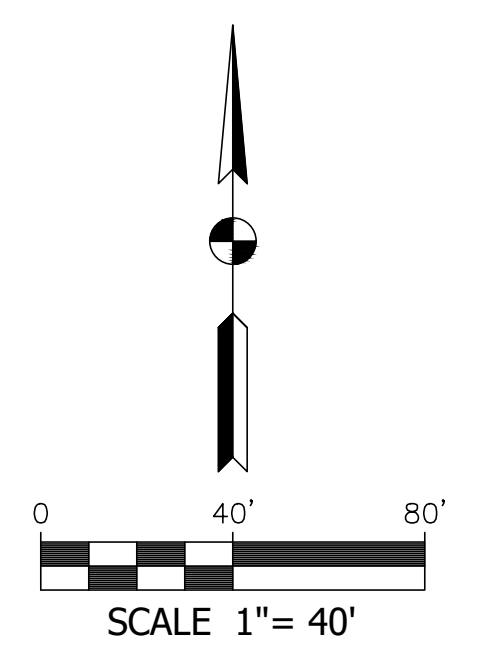
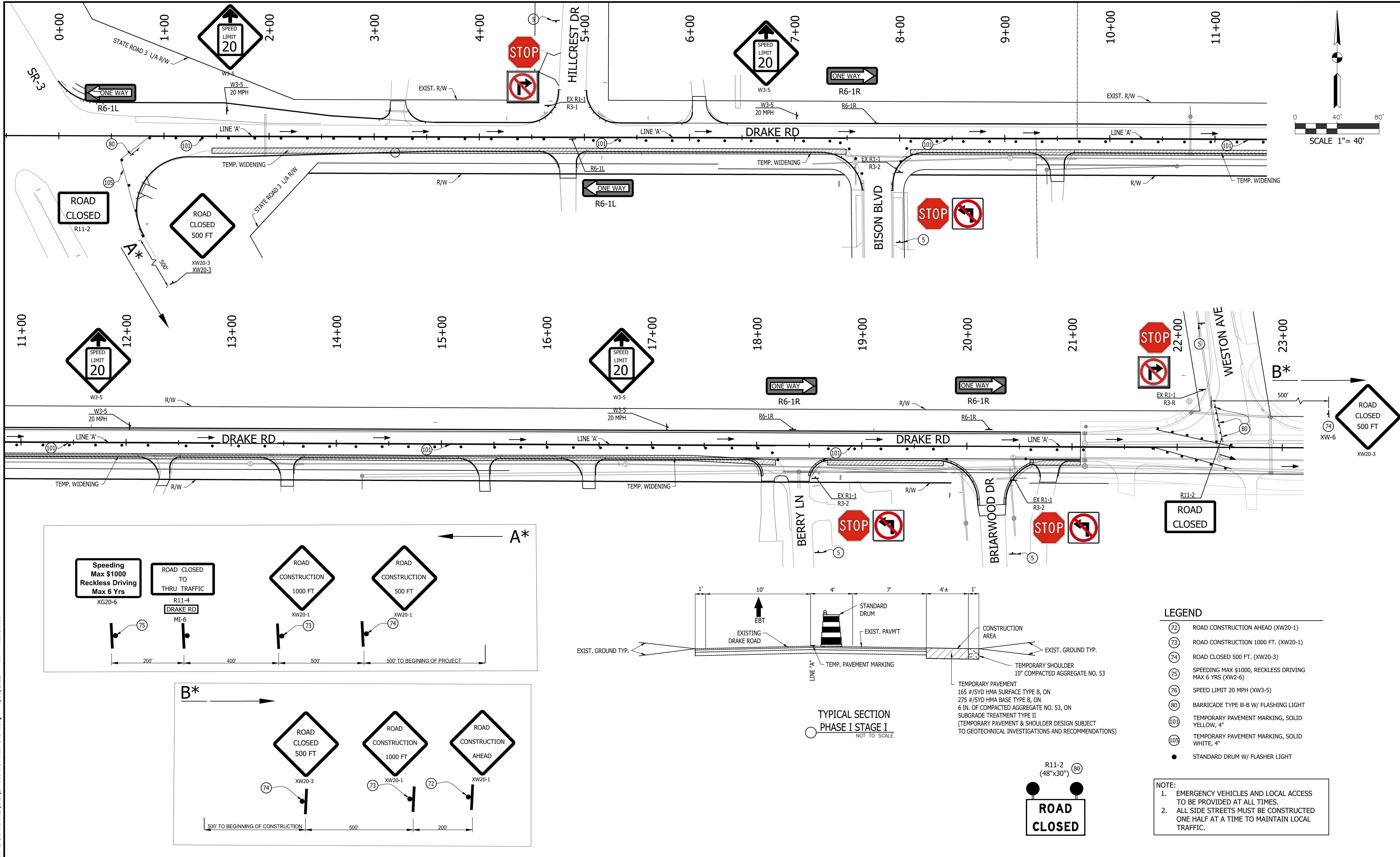


**A & Z ENGINEERING**  
 1220 Ruston Pass  
 Fort Wayne, IN 46825  
 260.485.7077  
 www.az-engineering.net

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: NVT	DRAWN: DRT	
CHECKED: WD	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION
<b>DRAKE ROAD RECONSTRUCTION</b>
<b>MAINTENANCE OF TRAFFIC - DETOUR PLAN</b>

HORIZONTAL SCALE	BRIDGE FILE
1" = 660'	N/A
	DESIGNATION
	1902750
SURVEY BOOK	SHEETS
AZ ENG	06 OF --
CONTRACT	PROJECT
R-42771	1902750



**LEGEND**

(72)	ROAD CONSTRUCTION AHEAD (XW20-1)
(73)	ROAD CONSTRUCTION 1000 FT. (XW20-1)
(74)	ROAD CLOSED 500 FT. (XW20-3)
(75)	SPEEDING MAX \$1000, RECKLESS DRIVING MAX 6 YRS (XW20-6)
(76)	SPEED LIMIT 20 MPH (W3-5)
(80)	BARRICADE TYPE III-B W/ FLASHING LIGHT
(101)	TEMPORARY PAVEMENT MARKING, SOLID YELLOW, 4"
(105)	TEMPORARY PAVEMENT MARKING, SOLID WHITE, 4"
●	STANDARD DRUM W/ FLASHER LIGHT

**NOTE:**

- EMERGENCY VEHICLES AND LOCAL ACCESS TO BE PROVIDED AT ALL TIMES.
- ALL SIDE STREETS MUST BE CONSTRUCTED ONE HALF AT A TIME TO MAINTAIN LOCAL TRAFFIC.

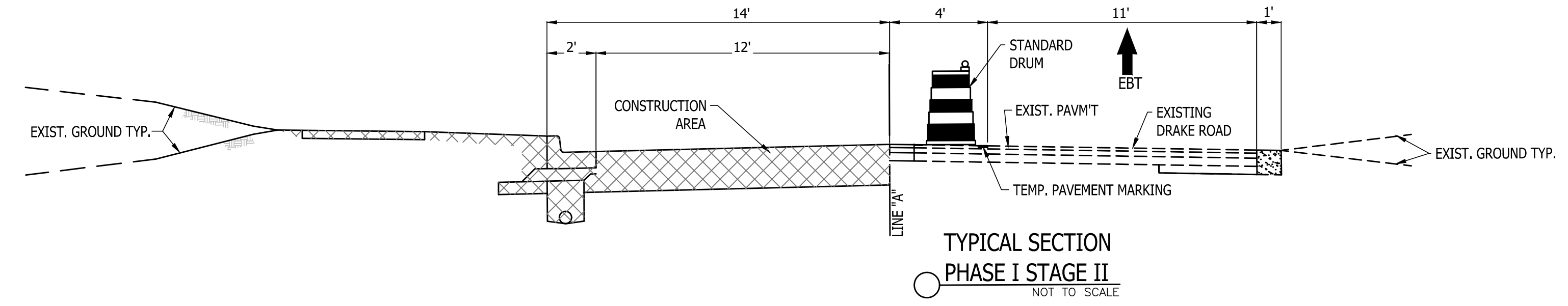
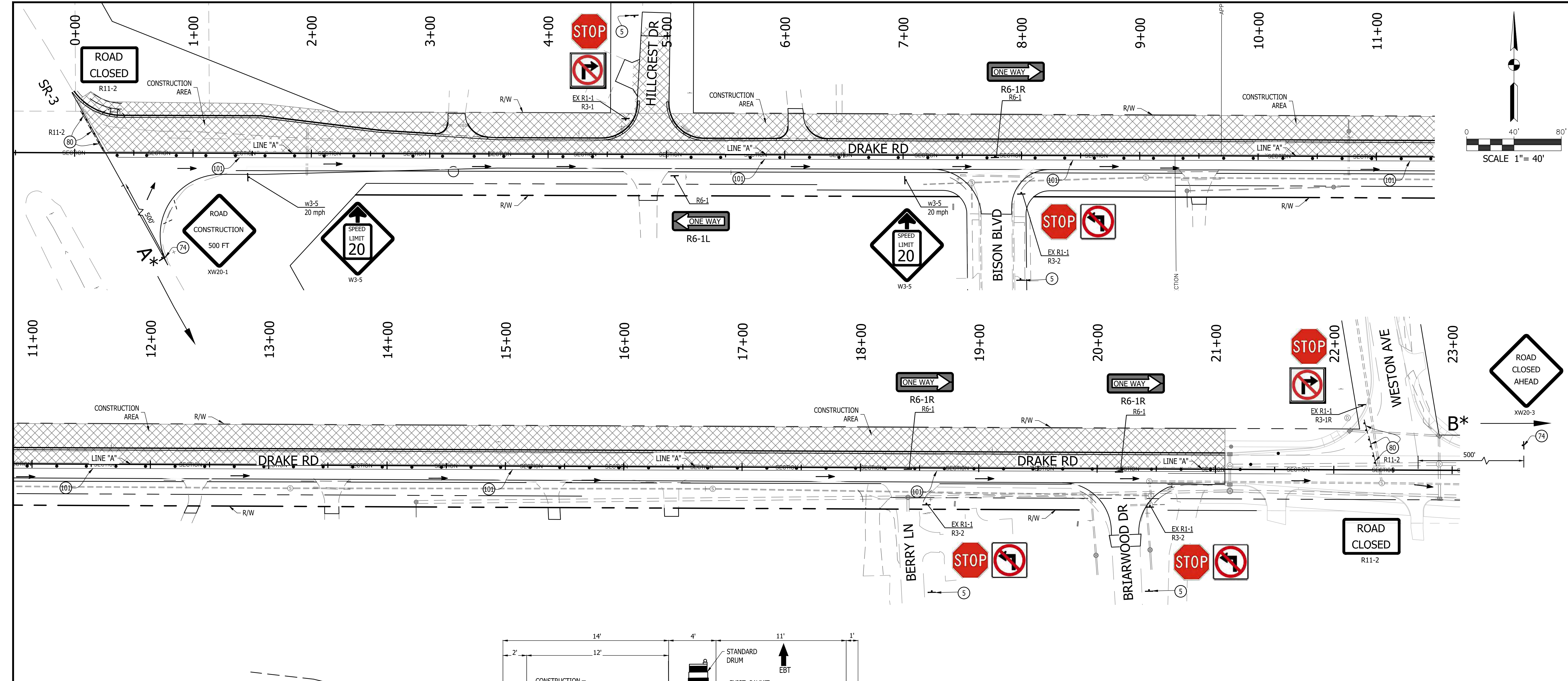
**A & Z ENGINEERING**  
1220 Ruston Pass  
Fort Wayne, IN 46825  
260.485.7077  
www.az-engineering.net

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: DRT	
CHECKED: WD	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION
<b>DRAKE ROAD RECONSTRUCTION</b>
<b>MAINTENANCE OF TRAFFIC - PH I STAGE I</b>

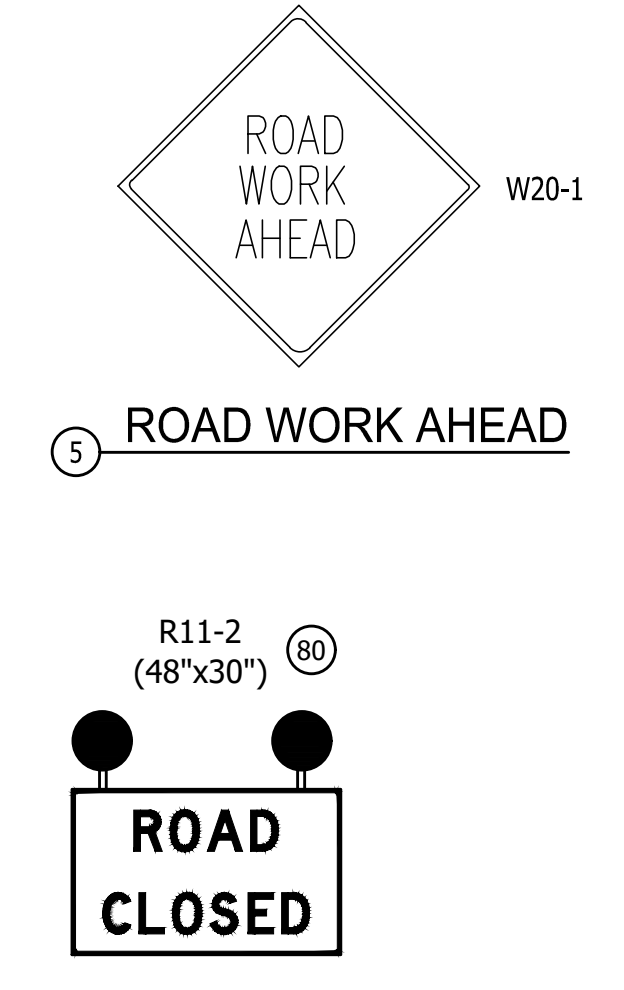
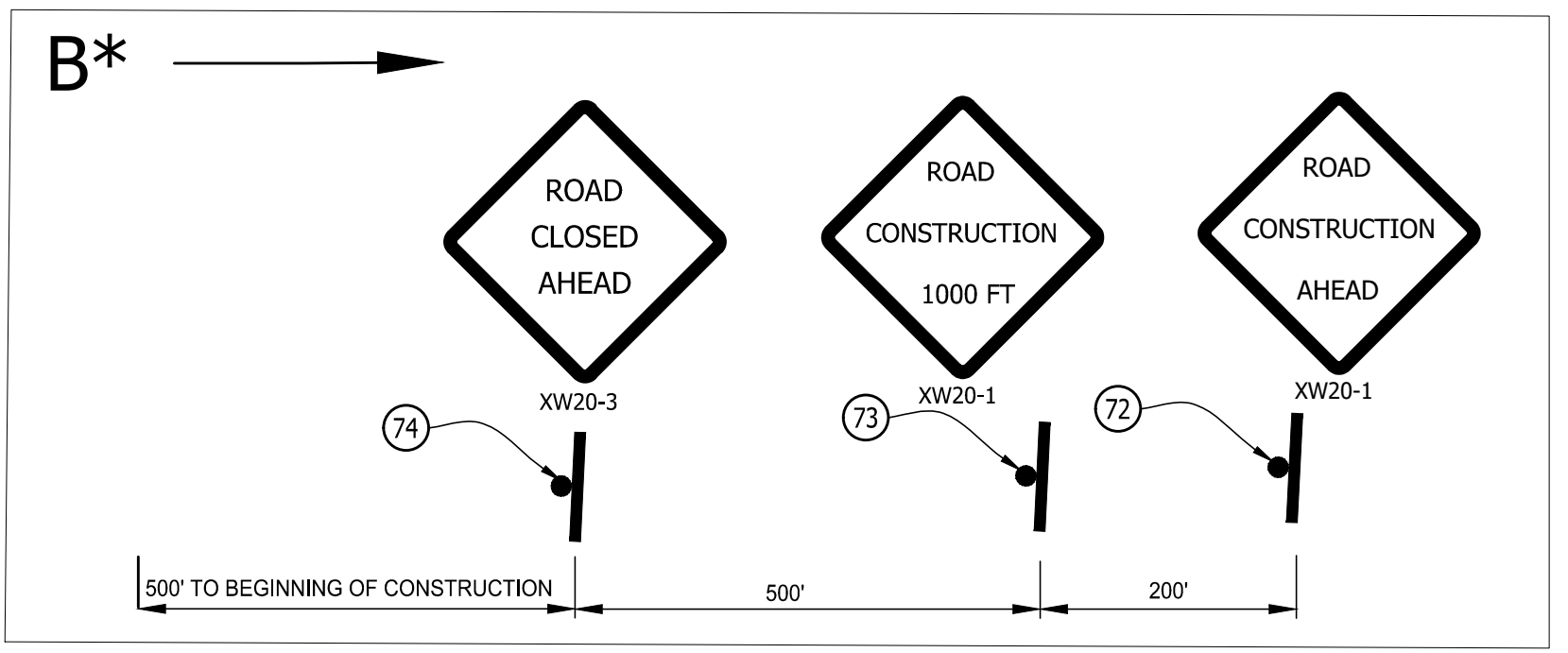
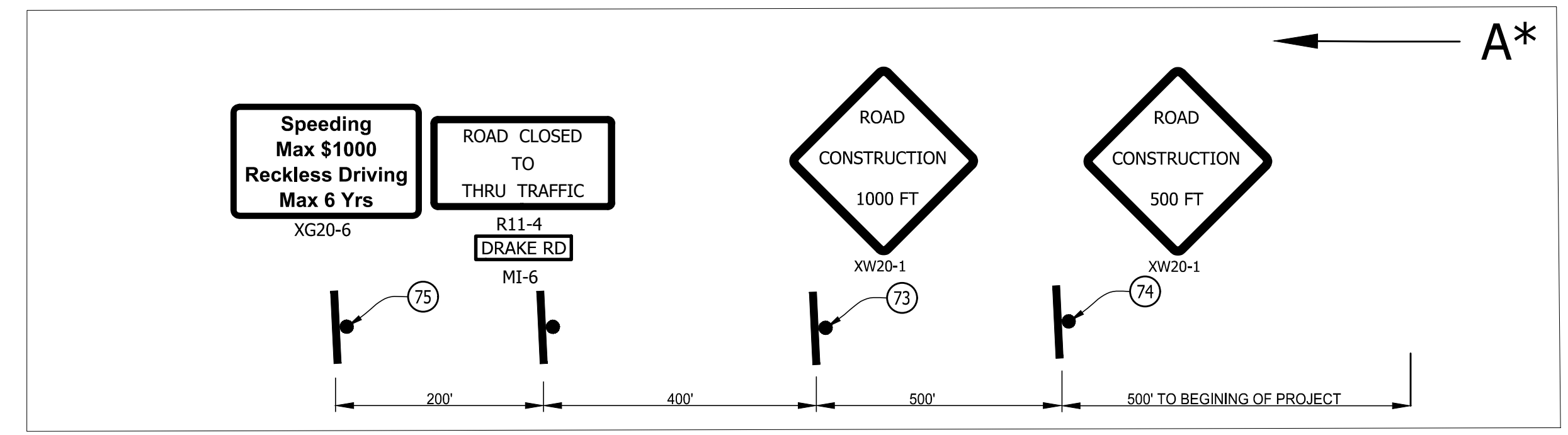
HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
	DESIGNATION
	1902750
SURVEY BOOK	SHEETS
AZ ENG	07 OF --
CONTRACT	PROJECT
R-42771	1902750

S:\2021 Projects\21-889 Indiv-Drake Rd Ph2\CAD\21-889 MOT PH1-STG 1.dwg ---9/30/2022---1:11---Anna/mec



**NOTE:**

- EMERGENCY VEHICLES AND LOCAL ACCESS TO BE PROVIDED AT ALL TIMES.
- ALL SIDE STREETS MUST BE CONSTRUCTED ONE HALF AT A TIME TO MAINTAIN LOCAL TRAFFIC.



**LEGEND**

(72)	ROAD CONSTRUCTION AHEAD (XW20-1)
(72)	ROAD CONSTRUCTION 1000 FT. (XW20-1)
(74)	ROAD CLOSED 500 FT. (XW20-3)
(75)	SPEEDING MAX \$1000, RECKLESS DRIVING MAX 6 YRS (XW2-6)
(76)	SPEED LIMIT 20 MPH (XW3-5)
(80)	BARRICADE TYPE III-B W/ FLASHING LIGHT
(101)	TEMPORARY PAVEMENT MARKING, SOLID YELLOW, 4"
●	STANDARD DRUM W/ FLASHER LIGHT

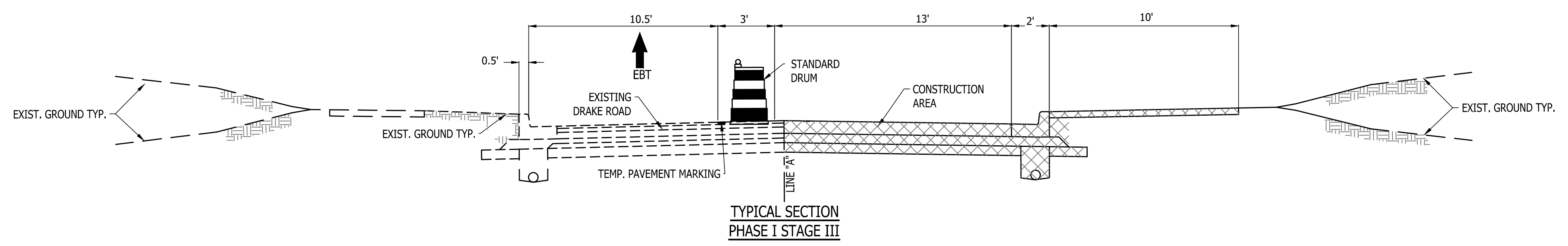
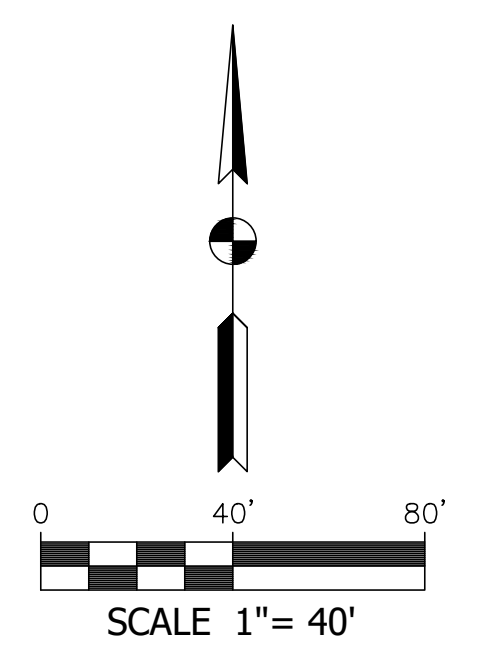
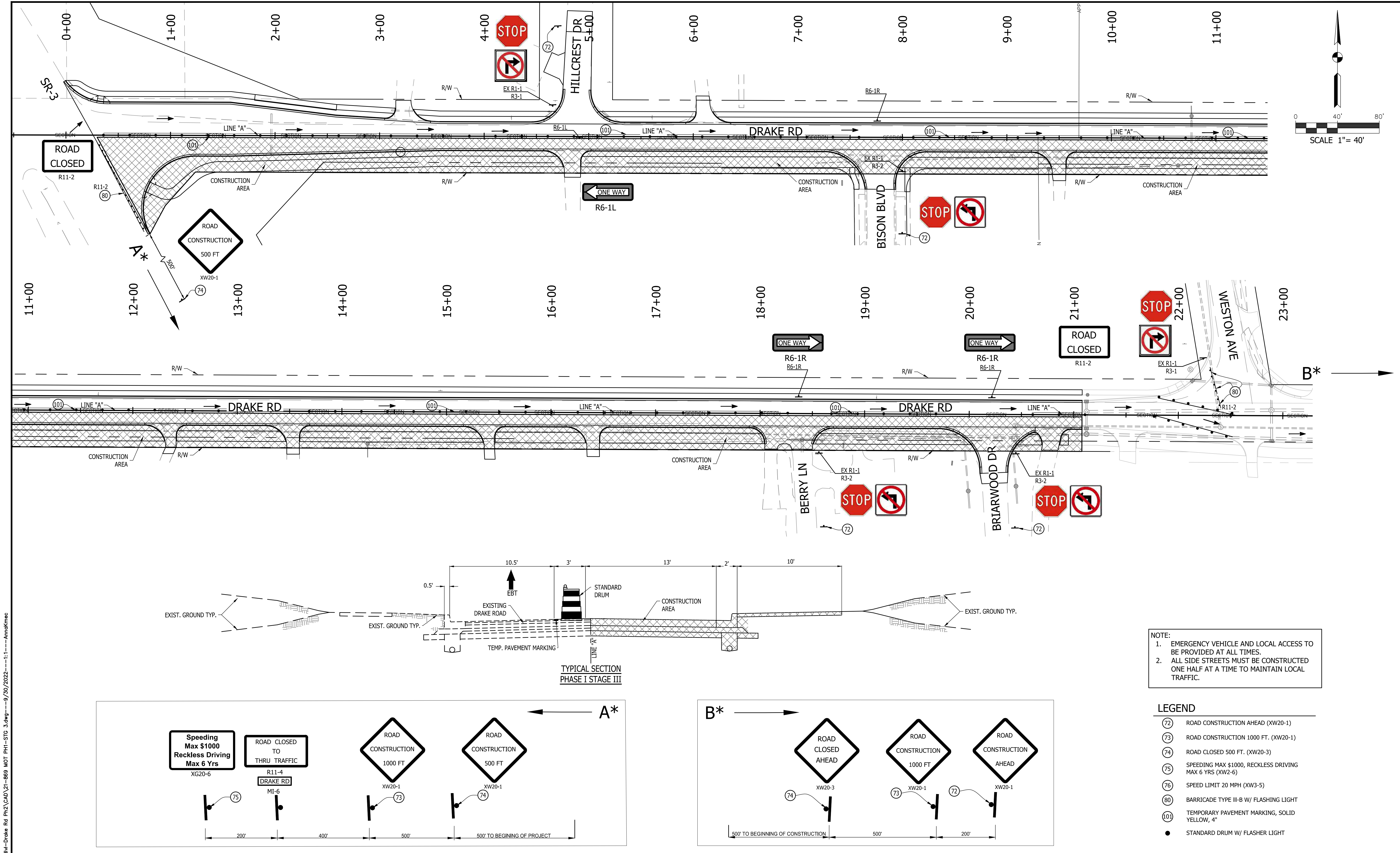
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**A & Z ENGINEERING**  
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 260.485.7077  
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: DRT	
CHECKED: WD	CHECKED: NVT	

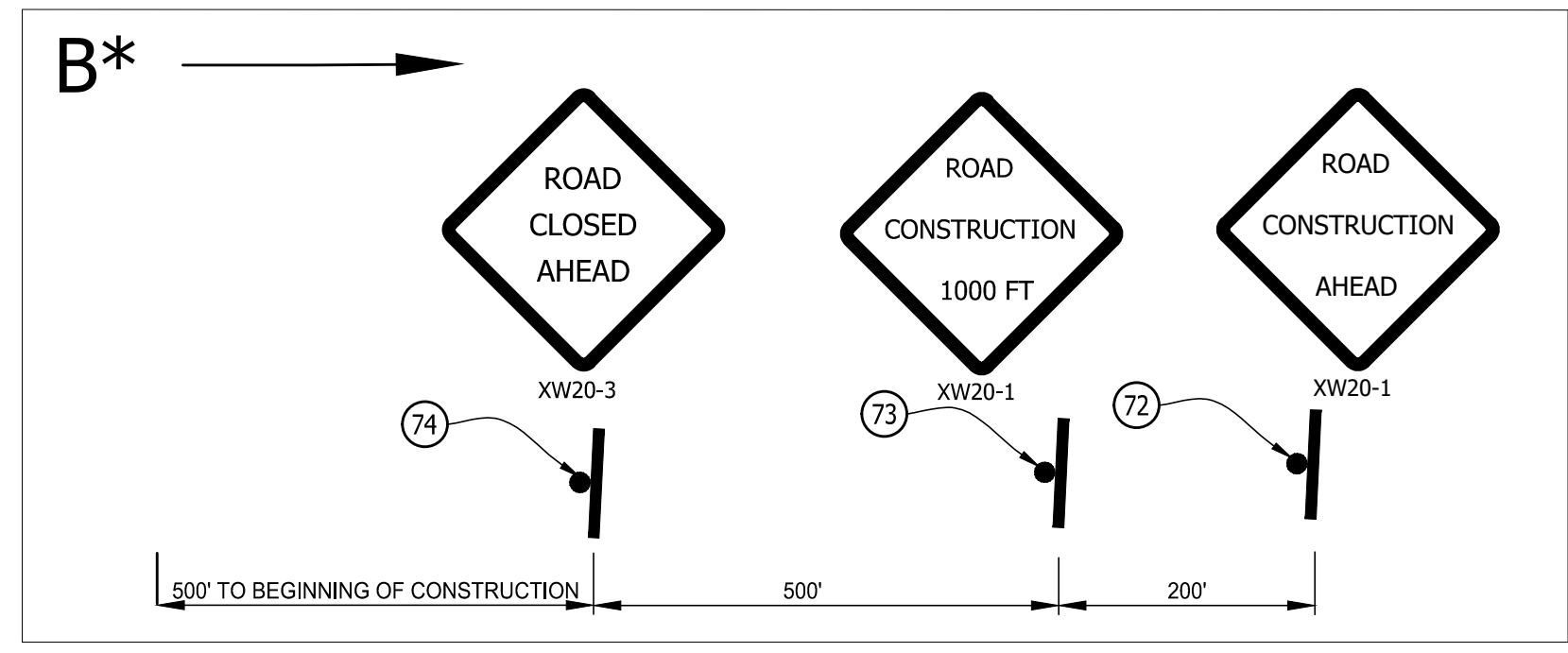
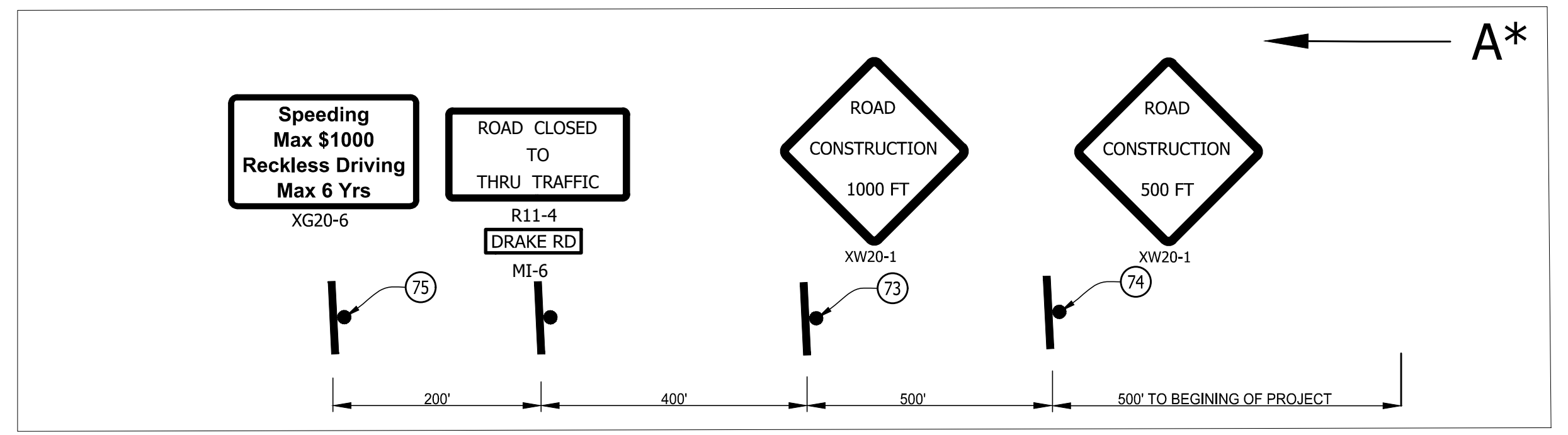
INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION	
MAINTENANCE OF TRAFFIC - PH I STAGE II	

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
SURVEY BOOK	DESIGNATION
AZ ENG	1902750
CONTRACT	SHEETS
R-42771	08 OF --
	PROJECT
	1902750



**NOTE:**

- EMERGENCY VEHICLE AND LOCAL ACCESS TO BE PROVIDED AT ALL TIMES.
- ALL SIDE STREETS MUST BE CONSTRUCTED ONE HALF AT A TIME TO MAINTAIN LOCAL TRAFFIC.



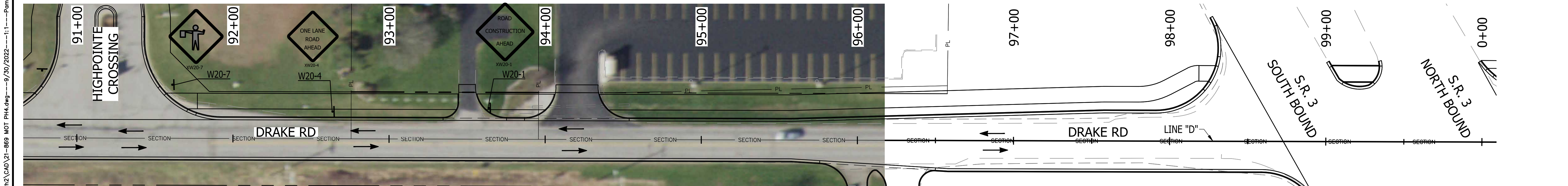
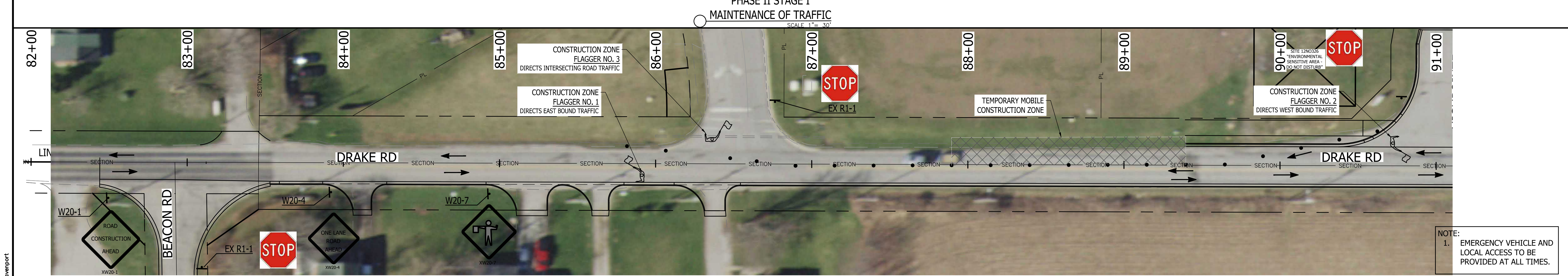
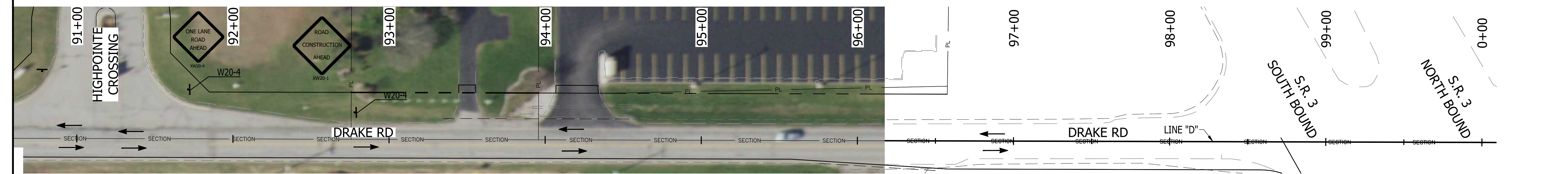
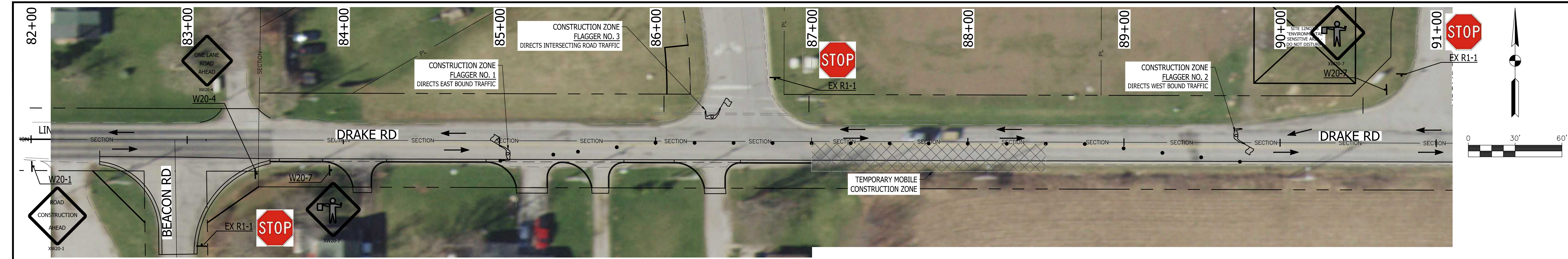
- LEGEND**
- (72) ROAD CONSTRUCTION AHEAD (XW20-1)
  - (73) ROAD CONSTRUCTION 1000 FT. (XW20-1)
  - (74) ROAD CLOSED 500 FT. (XW20-3)
  - (75) SPEEDING MAX \$1000, RECKLESS DRIVING MAX 6 YRS (XW2-6)
  - (76) SPEED LIMIT 20 MPH (XW3-5)
  - (80) BARRICADE TYPE III-B W/ FLASHING LIGHT
  - (101) TEMPORARY PAVEMENT MARKING, SOLID YELLOW, 4"
  - STANDARD DRUM W/ FLASHER LIGHT

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: DRT	
CHECKED: WD	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION	
MAINTENANCE OF TRAFFIC - PH I STAGE III	

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
SURVEY BOOK	DESIGNATION
AZ ENG	1902750
CONTRACT	SHEETS
R-42771	09 OF --
	PROJECT
	1902750

S:\2021 Projects\21-889 Indiv-Drake Rd Ph2\CAD\21-889 IND PH1-STG 3.dwg-----9/20/2022-----1:11:11:Amo\mme



PHASE II STAGE II  
MAINTENANCE OF TRAFFIC  
SCALE 1" = 30'

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DESIGNED: NVT	DRAWN: DRT	
CHECKED: WD	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION	
MAINTENANCE OF TRAFFIC - PH II FOR MOVING OPERATION	

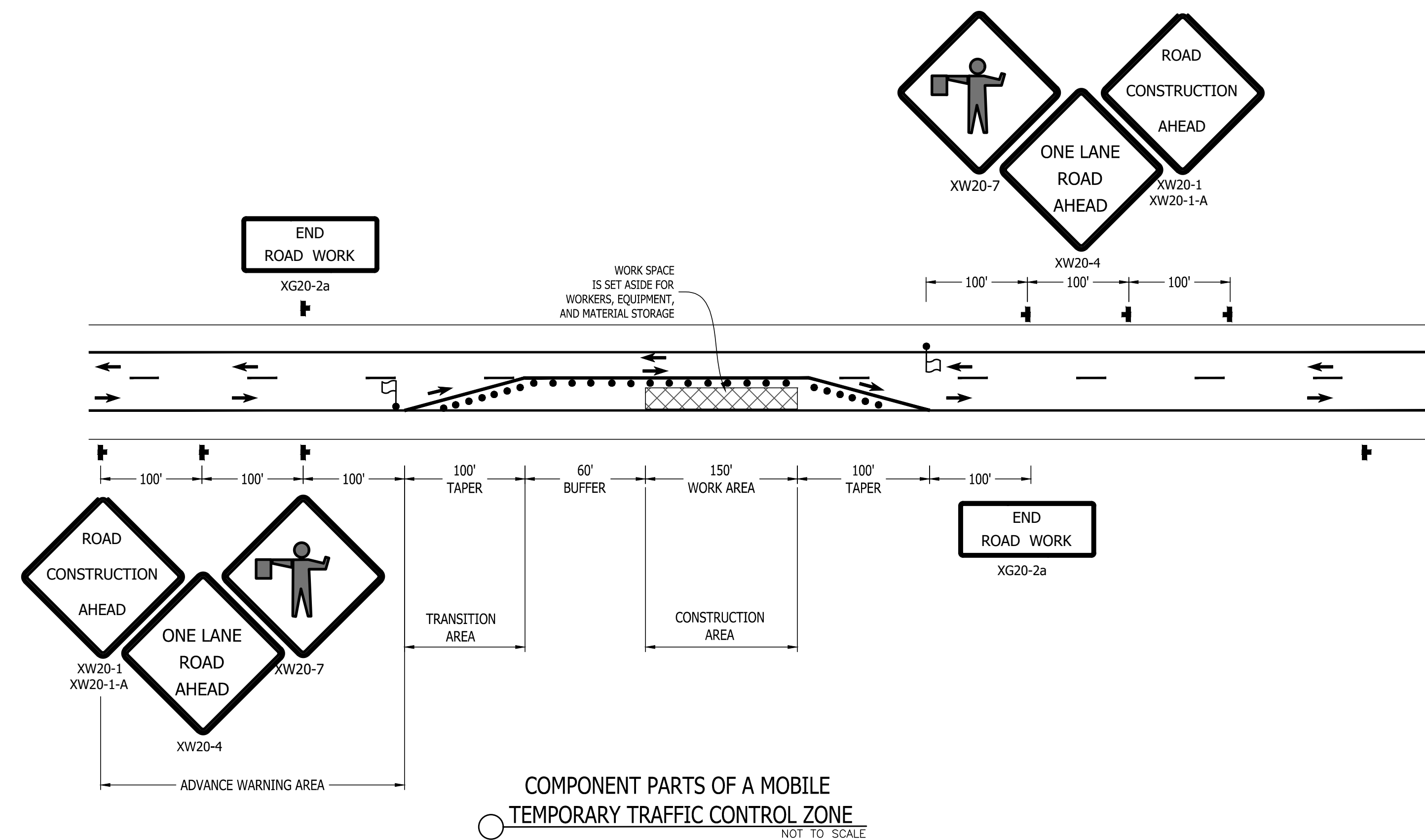
HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
SURVEY BOOK	DESIGNATION
AZ ENG	1902750
CONTRACT	SHEETS
R-42771	10 OF --
	PROJECT
	1902750

INDIANA DEPARTMENT OF TRANSPORTATION
DRAKE ROAD RECONSTRUCTION
MAINTENANCE OF TRAFFIC - PH II FOR MOVING OPERATION

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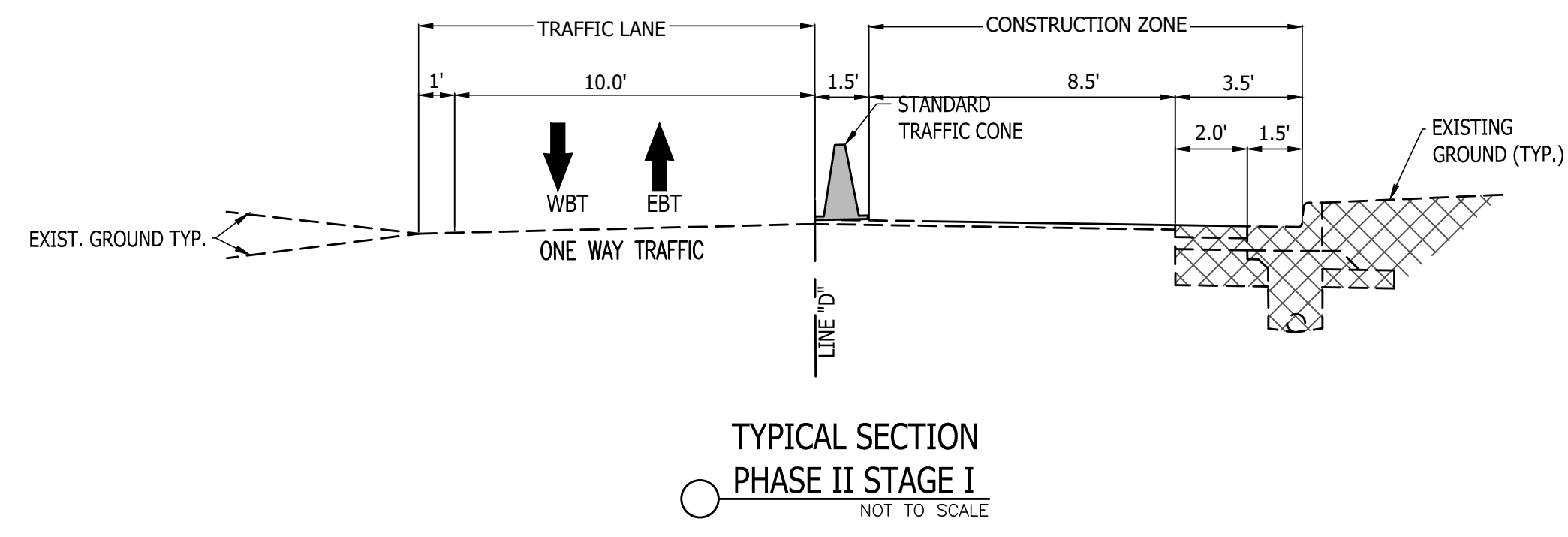
PRELIMINARY - NOT FOR CONSTRUCTION

STAGE 2 SUBMITTAL

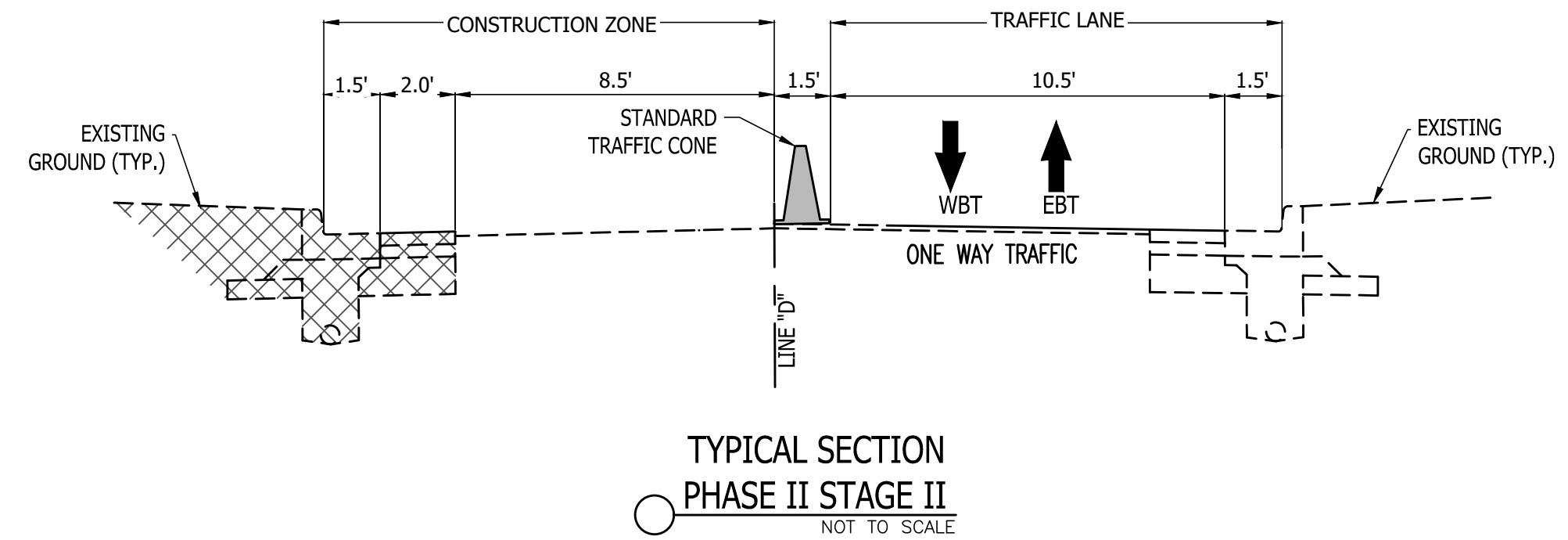


COMPONENT PARTS OF A MOBILE TEMPORARY TRAFFIC CONTROL ZONE  
NOT TO SCALE

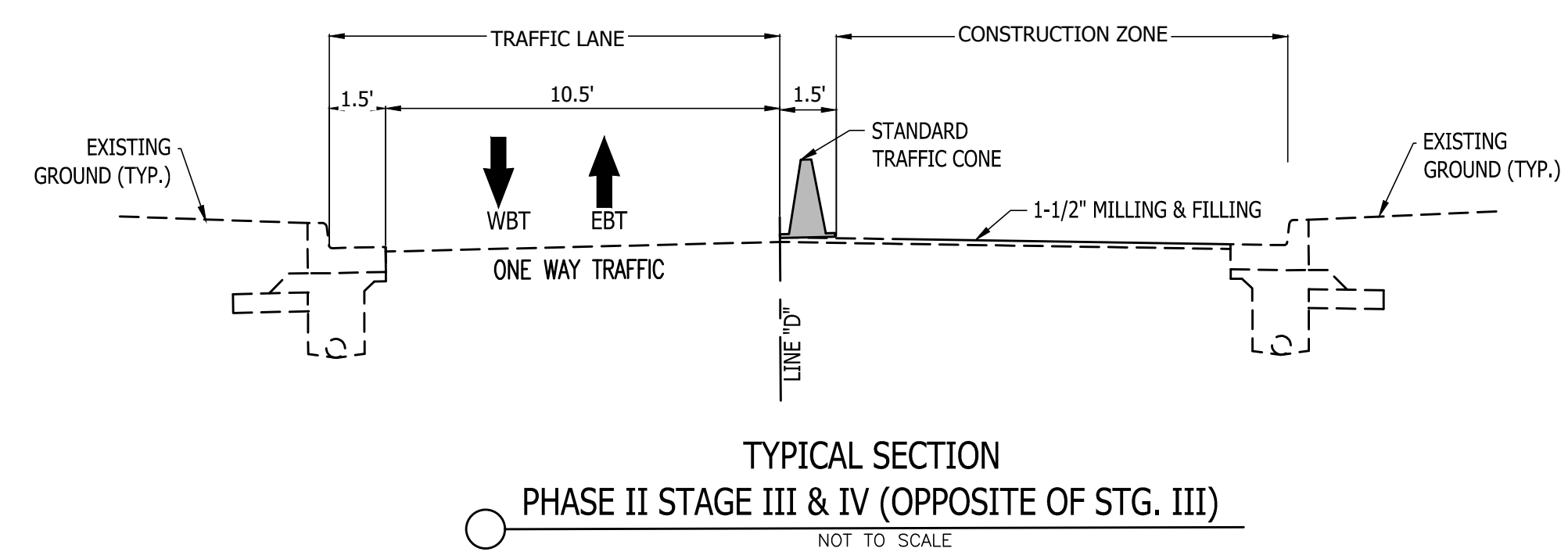
- LEGEND
- - DIRECTION OF TRAVEL
  - - CHANNELIZING DEVICE
  - ▨ - WORK SPACE
  - - SIGN



TYPICAL SECTION PHASE II STAGE I  
NOT TO SCALE



TYPICAL SECTION PHASE II STAGE II  
NOT TO SCALE



TYPICAL SECTION PHASE II STAGE III & IV (OPPOSITE OF STG. III)  
NOT TO SCALE

LEGEND

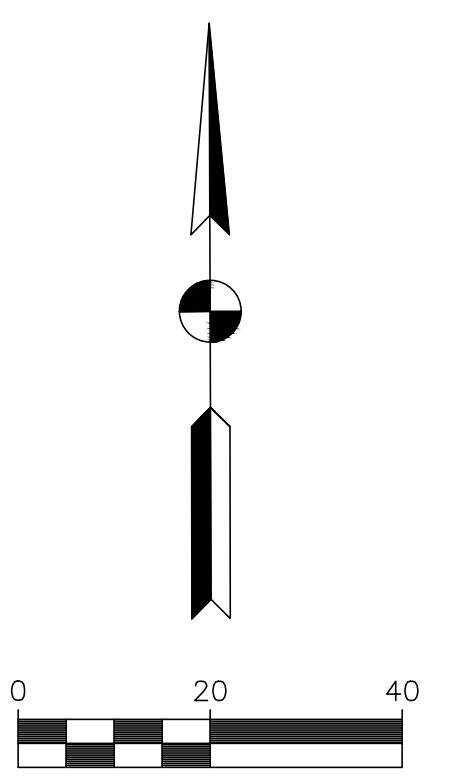
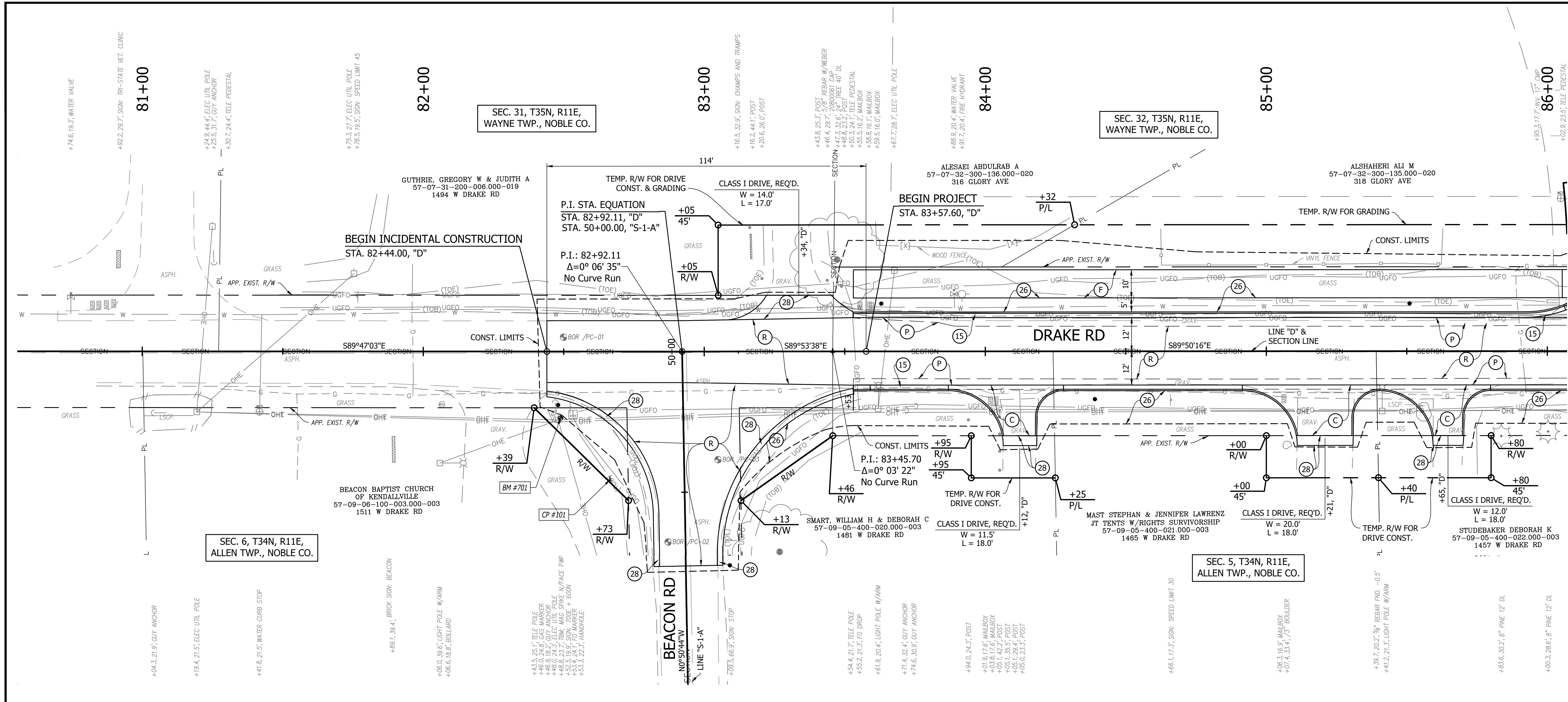
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**A & Z ENGINEERING**  
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: DRT	
CHECKED: WD	CHECKED: NVT	

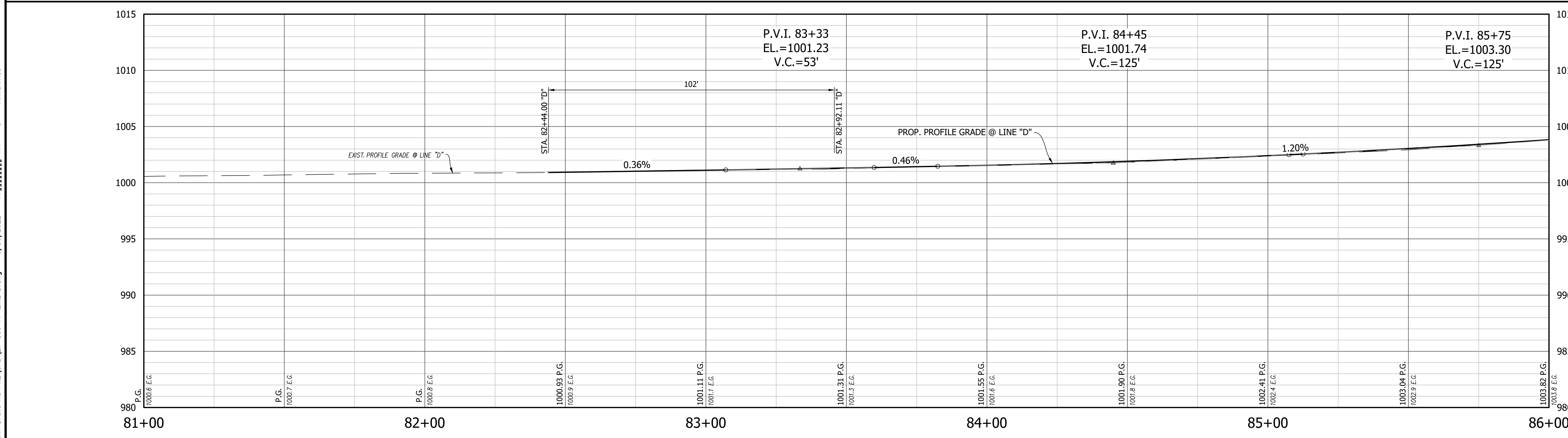
INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION	
MAINTENANCE OF TRAFFIC - PH II FOR MOVING OPERATION	

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	N/A
	DESIGNATION
	1902750
SURVEY BOOK	SHEETS
AZ ENG	11 OF --
CONTRACT	PROJECT
R-42771	1902750



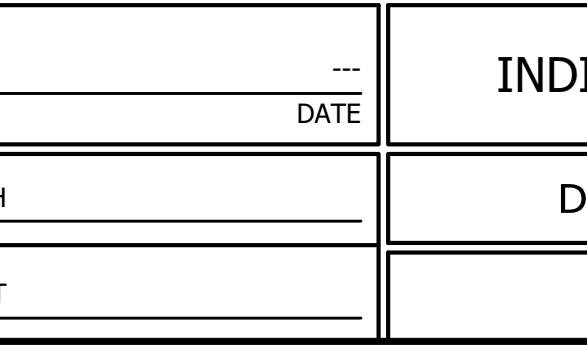
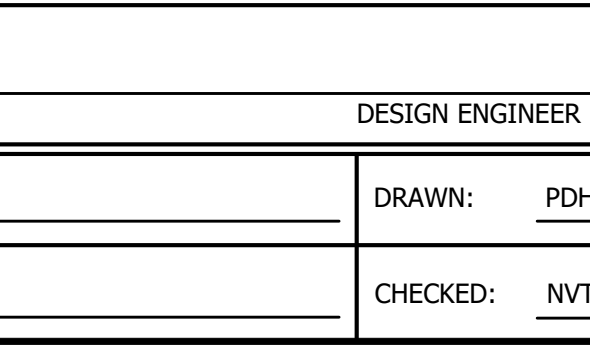
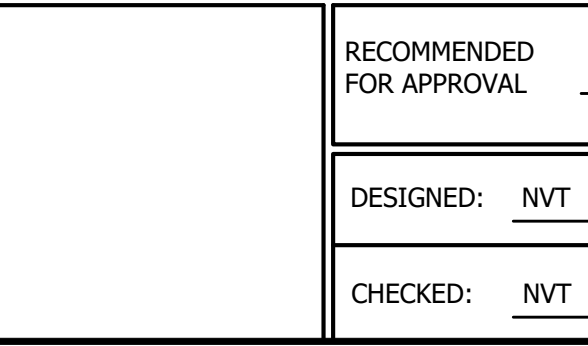
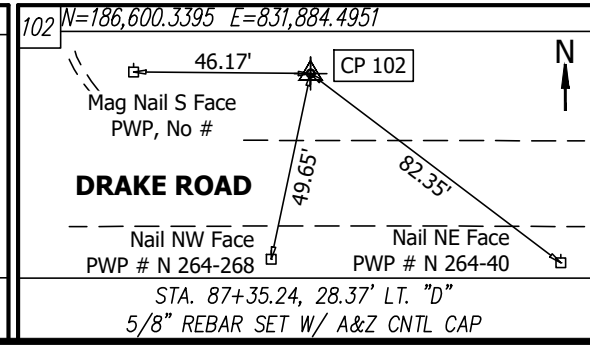
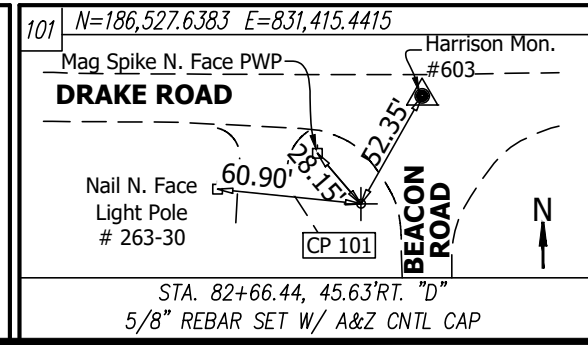
- LEGEND**
- (C) PCCP FOR APPROACHES, 6 IN. ON SUBGRADE TREATMENT TYPE II
  - (F) SIDEWALK, CONCRETE, 4 IN.
  - (P) HMA FOR PATCHING  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON 275 #/SY QC/QA-HMA, 2, 64, INTERMEDIATE 19.0 MM ON 330 #/SY QC/QA-HMA, 2, 64, BASE 19.0 MM ON SUBBASE CONSISTING OF 300 #/SY QC/QA-HMA, 4, 76, INTERMEDIATE OG, 19.0 MM (FOR DRAINAGE LAYER) ON 4 IN. OF COMPACTED AGGREGATE, NO. 53 ON SUBGRADE TREATMENT TYPE IBC
  - (R) HMA FOR OVERLAY  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON VARIABLE DEPTH WEDGE & LEVEL ON MILLING, ASPHALT, 1.5 IN
  - (10) SAWCUT
  - (15) CURB AND GUTTER, CONCRETE, MODIFIED
  - (26) SODDING, NURSERY
  - (28) 6 IN. COMPACTED AGGREGATE, NO .73

- NOTES:**
- LINE "D" TO BE CONSTRUCTED.
  - ALL R/W AND EXISTING TOPOGRAPHY DESCRIBED FROM LINE "D", EXCEPT AS SHOWN.
  - PROPOSED AND TEMPORARY R/W AND EASEMENT CALLOUTS SHOWN ON CONSTRUCTION DETAIL SHEETS. (TO BE ADDED AT NEXT SUBMITTAL)



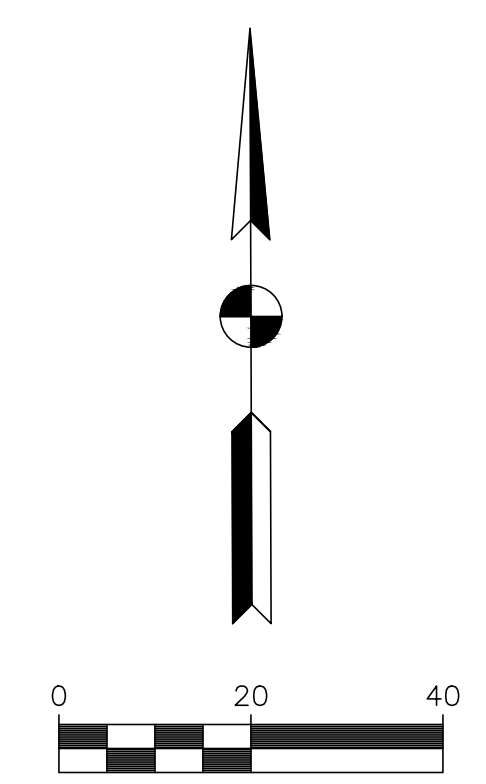
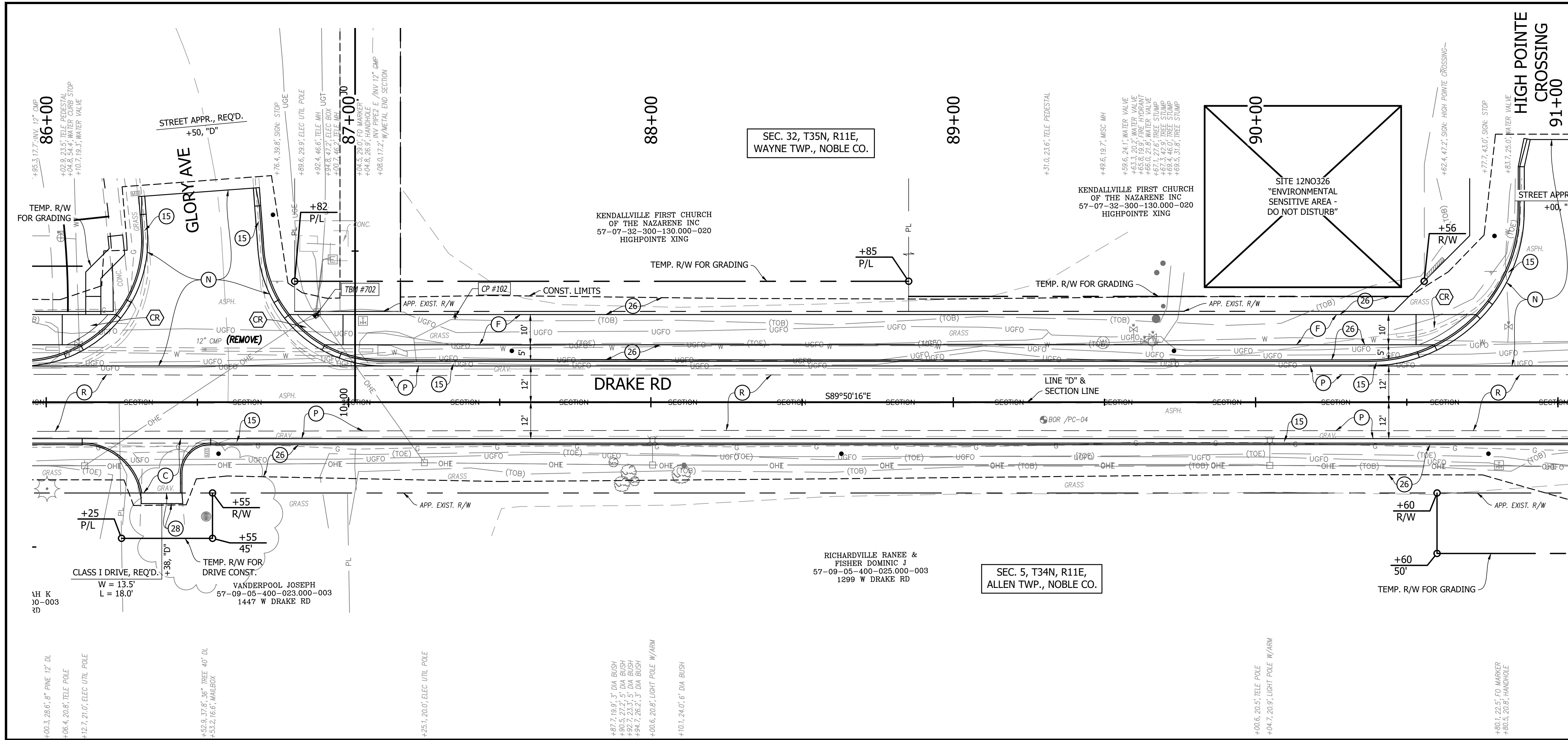
BENCHMARKS	
BM #701	MAG SPIKE IN NORTH FACE OF POWER POLE STA. 82+48.85, 23.7 RT, ELEV: 1001.450

- NOTES TO REVIEWER:**
- LEGEND AND MATERIAL CALLOUTS SHOWN ARE PRELIMINARY AND WILL BE FINALIZED AT A NEXT SUBMITTAL.
  - PROPOSED STORM SEWER WILL BE DETERMINED AT A NEXT SUBMITTAL.
  - DRAINAGE DESIGN IS UNDER DISCUSSIONS WITH COUNTY AND CITY AND WILL BE INCLUDED IN NEXT SUBMITTAL.

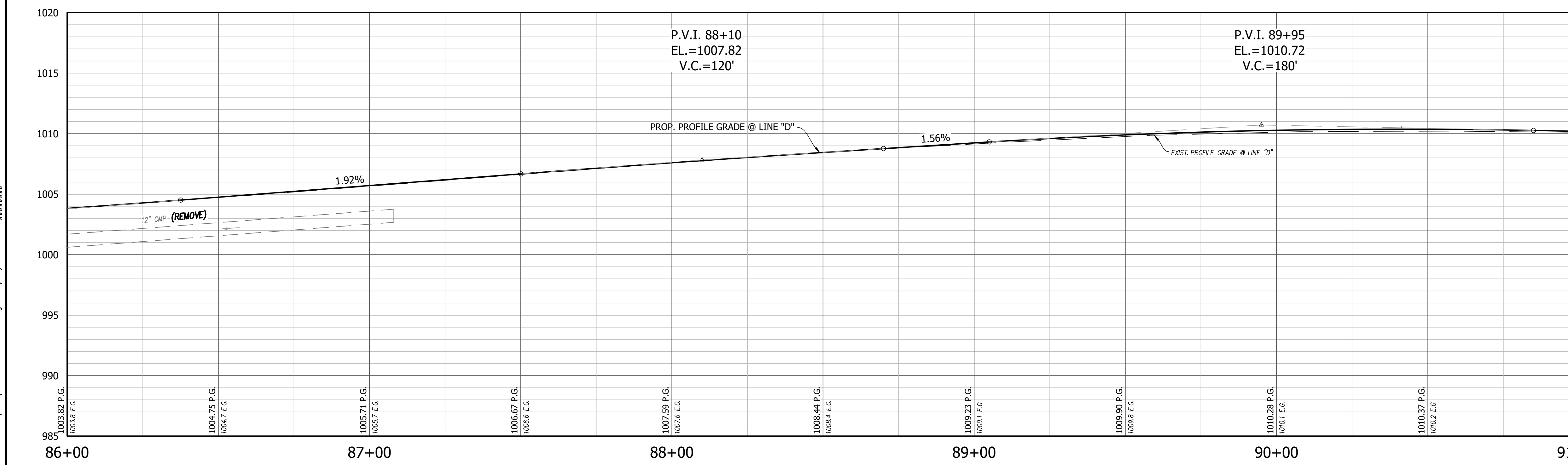


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: PDH	
CHECKED: NVT	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION - PHASE II	
PLAN & PROFILE - LINE 'D'	
HORIZONTAL SCALE 1" = 20'	DESIGNATION 1902750
VERTICAL SCALE 1" = 5'	SURVEY BOOK SHEETS
	AZ ENG 12 OF --
	CONTRACT PROJECT R-42771 1902750



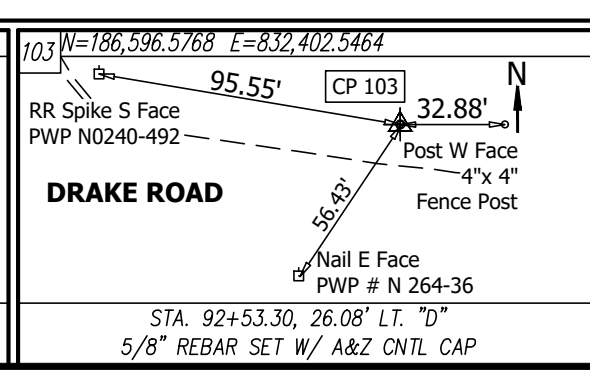
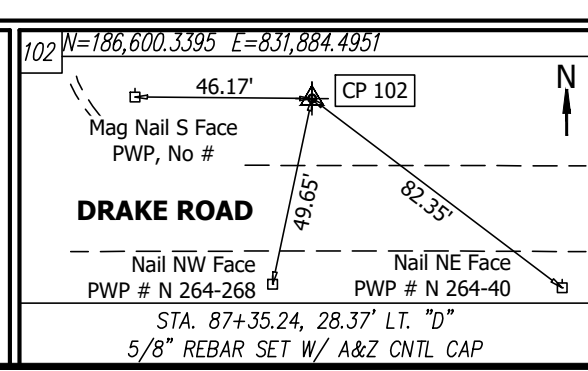
- LEGEND**
- (C) PCCP FOR APPROACHES, 6 IN. ON SUBGRADE TREATMENT TYPE II
  - (F) SIDEWALK, CONCRETE, 4 IN.
  - (P) HMA FOR PATCHING  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON 275 #/SY QC/QA-HMA, 2, 64, INTERMEDIATE 19.0 MM ON 330 #/SY QC/QA-HMA, 2, 64, BASE 19.0 MM ON SUBBASE CONSISTING OF 300 #/SY QC/QA-HMA, 4, 76, INTERMEDIATE OG, 19.0 MM (FOR DRAINAGE LAYER) ON 4 IN. OF COMPACTED AGGREGATE, NO. 53 ON SUBGRADE TREATMENT TYPE IBC
  - (N) HMA FOR APPROACHES  
165 #/SY HMA SURFACE, TYPE B ON 495 #/SY HMA INTERMEDIATE, TYPE B ON SUBGRADE TREATMENT TYPE II
  - (R) HMA FOR OVERLAY  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON VARIABLE DEPTH WEDGE & LEVEL ON MILLING, ASPHALT, 1.5 IN
  - (15) CURB AND GUTTER, CONCRETE, MODIFIED
  - (26) SODDING, NURSERY
  - (28) 6 IN. COMPACTED AGGREGATE, NO. 73
  - (CR) CURB RAMP, CONCRETE (SEE DETAILS)



- NOTES:**
- LINE "D" TO BE CONSTRUCTED.
  - ALL R/W AND EXISTING TOPOGRAPHY DESCRIBED FROM LINE "D", EXCEPT AS SHOWN.
  - PROPOSED AND TEMPORARY R/W AND EASEMENT CALLOUTS SHOWN ON CONSTRUCTION DETAIL SHEETS. (TO BE ADDED AT NEXT SUBMITTAL)

BENCHMARK	
TBM #702	MAG SPIKE IN POWER POLE
STA. 86+89.17, 41.6' LT, ELEV: 1006.100	

- NOTES TO REVIEWER:**
- LEGEND AND MATERIAL CALLOUTS SHOWN ARE PRELIMINARY AND WILL BE FINALIZED AT A NEXT SUBMITTAL.
  - PROPOSED STORM SEWER WILL BE DETERMINED AT A NEXT SUBMITTAL.
  - DRAINAGE DESIGN IS UNDER DISCUSSIONS WITH COUNTY AND CITY AND WILL BE INCLUDED IN NEXT SUBMITTAL.

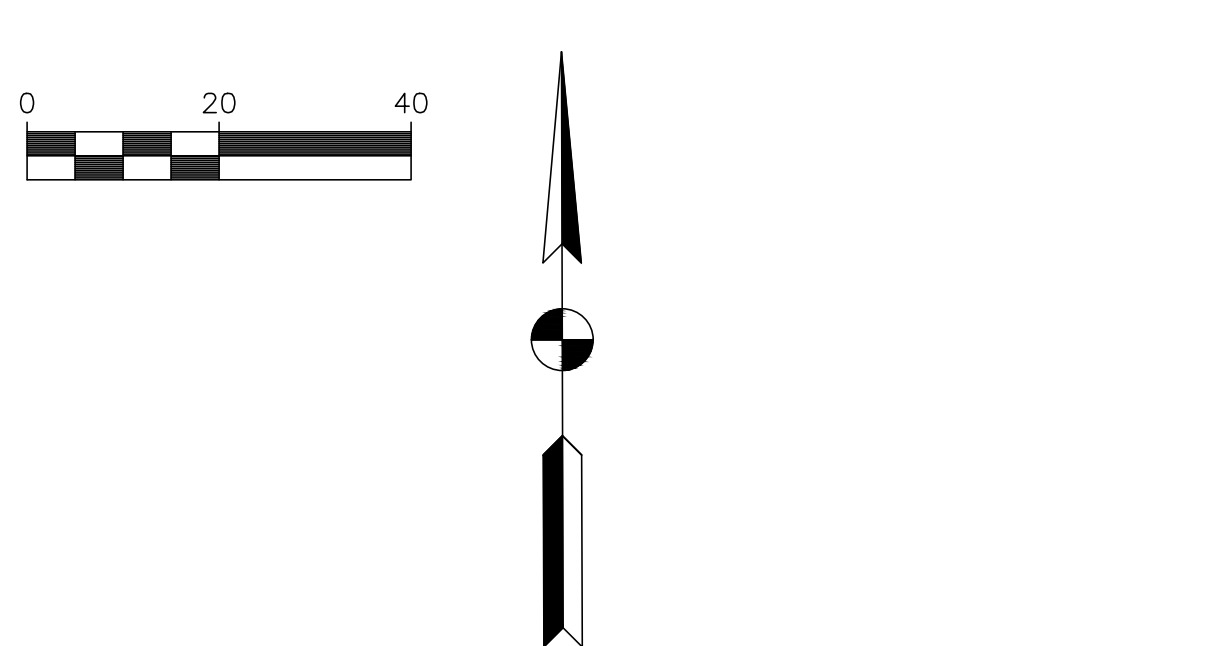
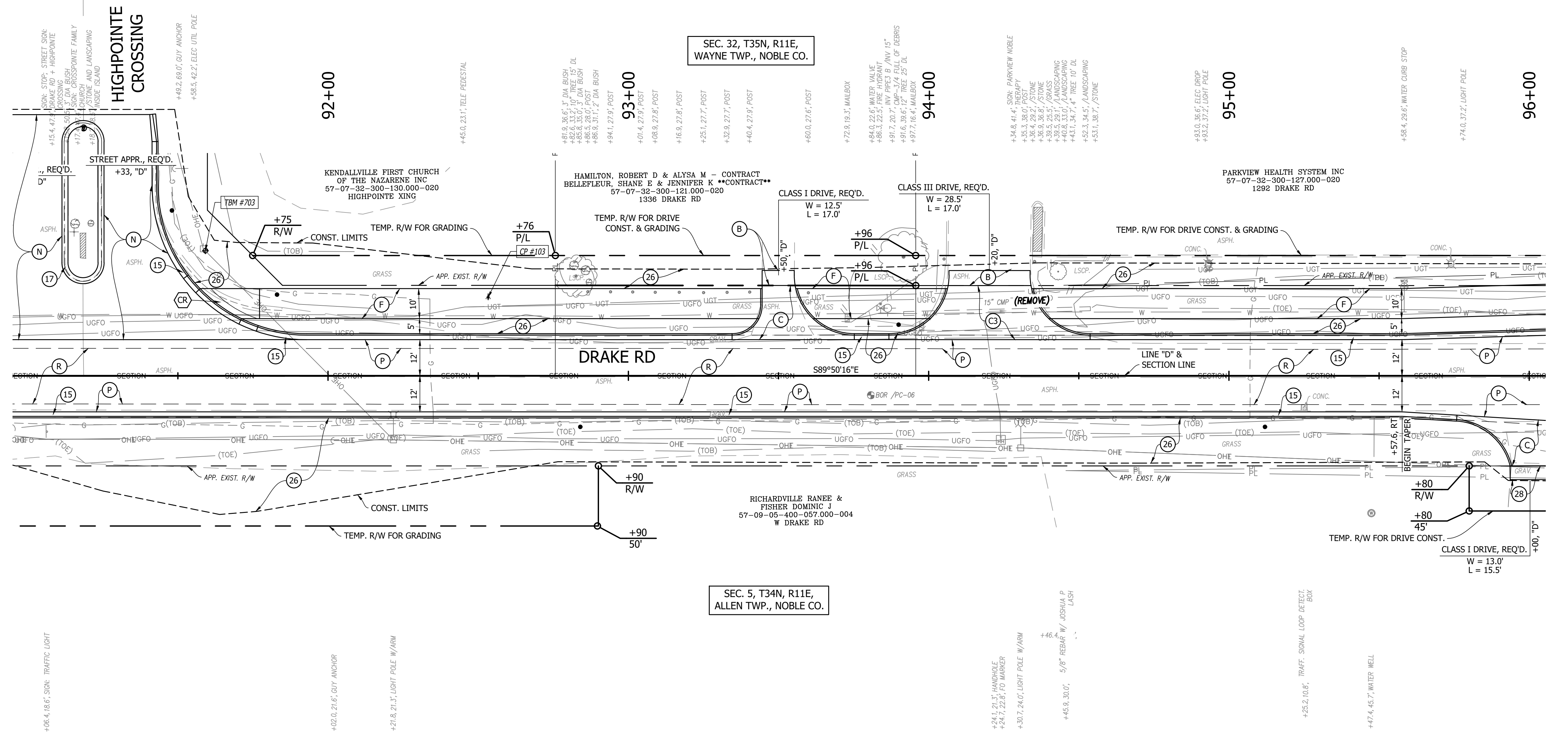


RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: PDH	
CHECKED: NVT	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION - PHASE II	
PLAN & PROFILE - LINE 'D'	

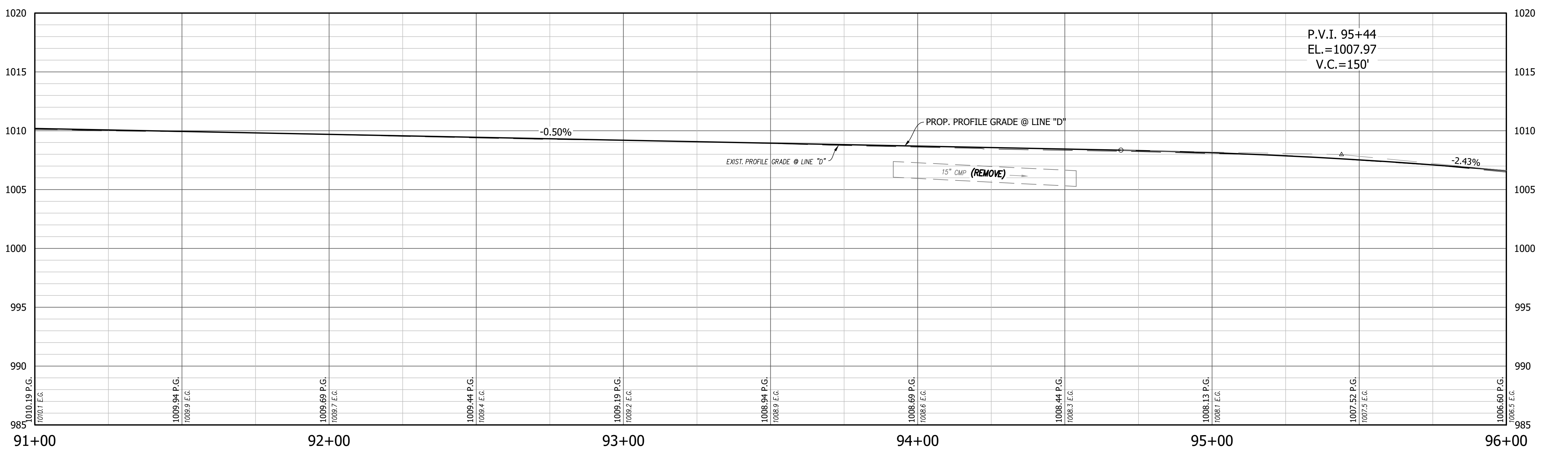
HORIZONTAL SCALE	1" = 20'
VERTICAL SCALE	1" = 5'
SURVEY BOOK	1902750
AZ ENG	13 OF --
CONTRACT	R-42771
PROJECT	1902750





**LEGEND**

- (B) HMA FOR APPROACHES  
165 #/SY HMA SURFACE, TYPE B ON  
275 #/SY HMA INTERMEDIATE, TYPE B ON  
SUBGRADE TREATMENT TYPE II
- (C) PC/P FOR APPROACHES, 6 IN. ON  
SUBGRADE TREATMENT TYPE II
- (C3) PC/P FOR APPROACHES, 9 IN. ON  
SUBGRADE TREATMENT TYPE II
- (F) SIDEWALK, CONCRETE, 4 IN.
- (P) HMA FOR PATCHING  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON  
275 #/SY QC/QA-HMA, 2, 64, INTERMEDIATE 19.0 MM ON  
330 #/SY QC/QA-HMA, 2, 64, BASE 19.0 MM ON  
SUBBASE CONSISTING OF  
300 #/SY QC/QA-HMA, 4, 76, INTERMEDIATE OG, 19.0 MM  
(FOR DRAINAGE LAYER) ON  
4 IN. OF COMPACTED AGGREGATE, NO. 53 ON  
SUBGRADE TREATMENT TYPE IBC
- (N) HMA FOR APPROACHES  
165 #/SY HMA SURFACE, TYPE B ON  
495 #/SY HMA INTERMEDIATE, TYPE B ON  
SUBGRADE TREATMENT TYPE II
- (R) HMA FOR OVERLAY  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON  
VARIABLE DEPTH WEDGE & LEVEL ON  
MILLING, ASPHALT, 1.5 IN
- (15) CURB AND GUTTER, CONCRETE, MODIFIED
- (17) CURB AND GUTTER, CONCRETE, ROLLED
- (26) SODDING, NURSERY
- (28) 6 IN. COMPACTED AGGREGATE, NO. 73
- (CR) CURB RAMP, CONCRETE (SEE DETAILS)



**NOTES:**

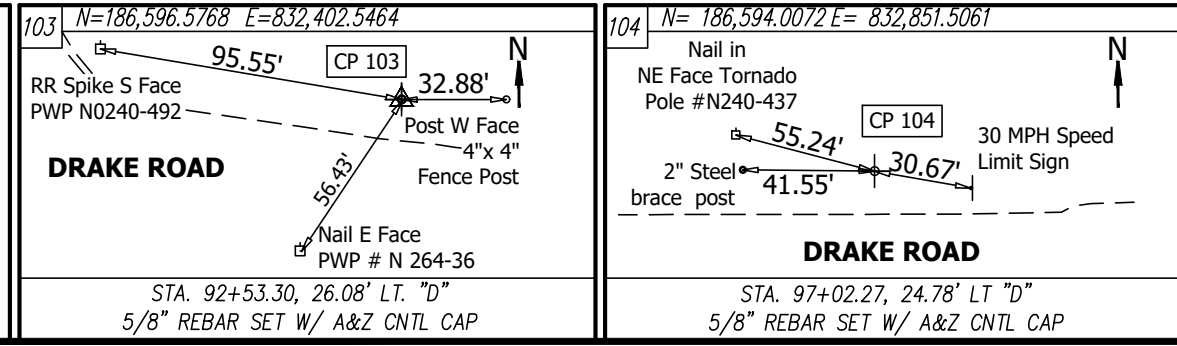
- LINE "D" TO BE CONSTRUCTED.
- ALL R/W AND EXISTING TOPOGRAPHY DESCRIBED FROM LINE "D", EXCEPT AS SHOWN.
- PROPOSED AND TEMPORARY R/W AND EASEMENT CALLOUTS SHOWN ON CONSTRUCTION DETAIL SHEETS. (TO BE ADDED AT NEXT SUBMITTAL)

BENCHMARK	
TBM #703	
RAILROAD SPIKE IN SOUTH FACE OF POWER POLE STA. 91+59.14, 41.6' LT, ELEV. 1010.350	

**NOTES TO REVIEWER:**

- LEGEND AND MATERIAL CALLOUTS SHOWN ARE PRELIMINARY AND WILL BE FINALIZED AT A NEXT SUBMITTAL.
- PROPOSED STORM SEWER WILL BE DETERMINED AT A NEXT SUBMITTAL.
- DRAINAGE DESIGN IS UNDER DISCUSSIONS WITH COUNTY AND CITY AND WILL BE INCLUDED IN NEXT SUBMITTAL.

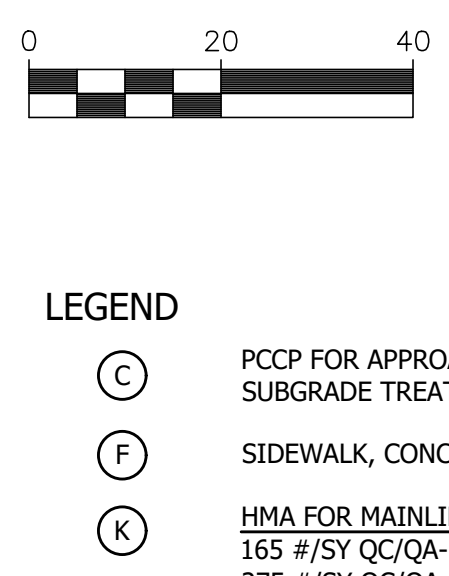
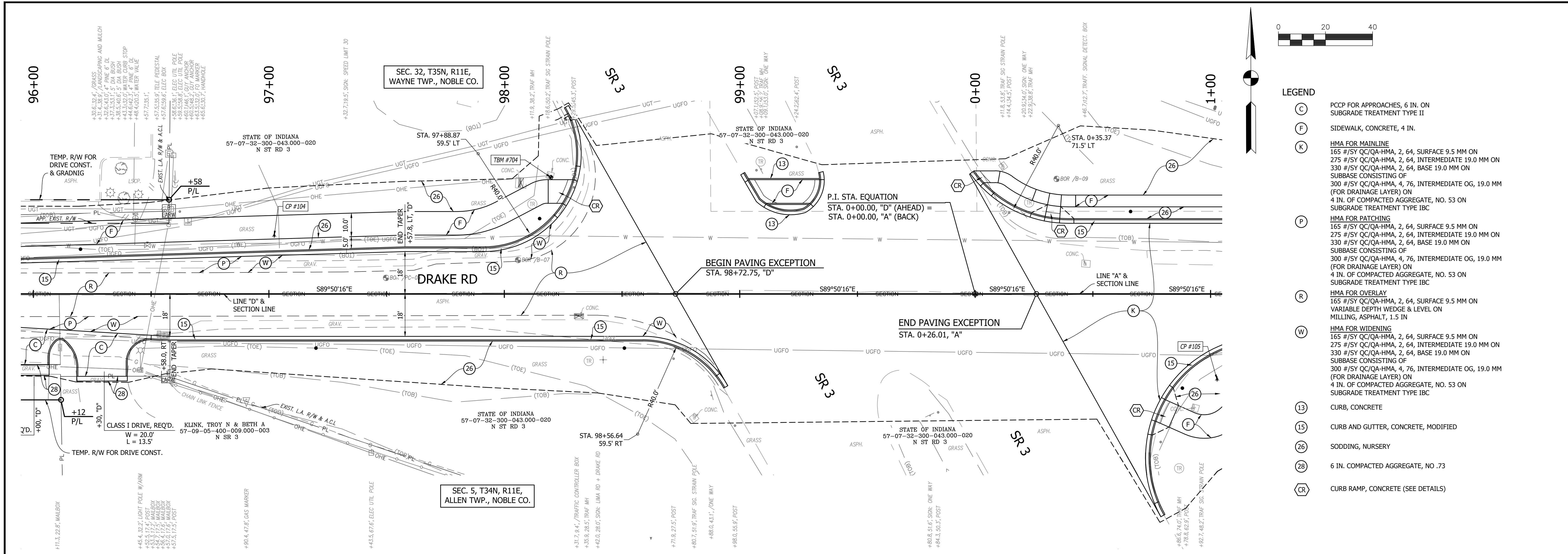
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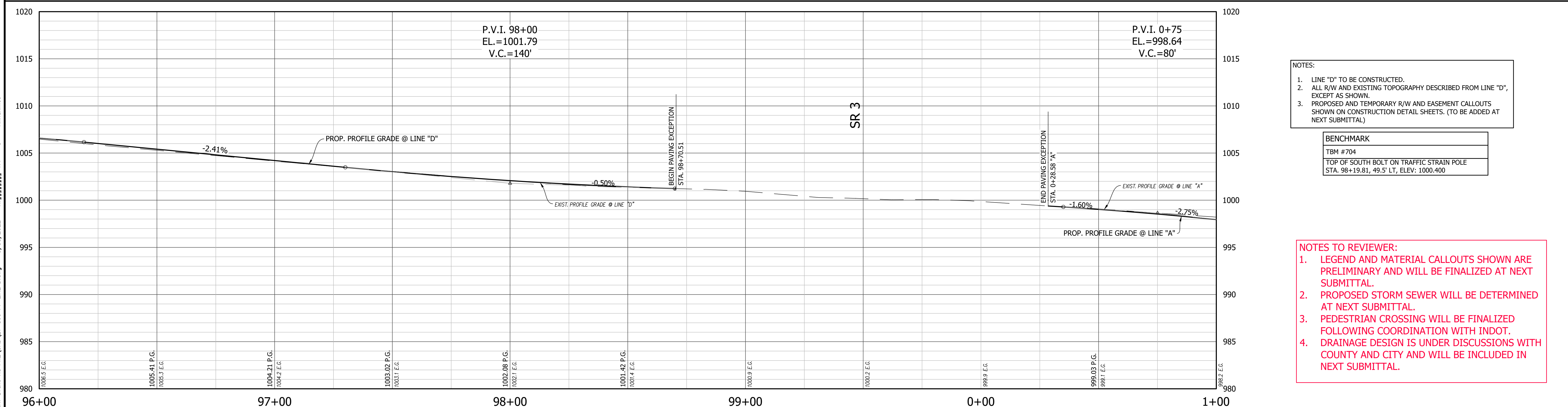
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: PDH	
CHECKED: NVT	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION - PHASE II	
PLAN & PROFILE - LINE 'D'	

HORIZONTAL SCALE	1" = 20'
VERTICAL SCALE	1" = 5'
SURVEY BOOK	14
CONTRACT	R-42771
DESIGNATION	1902750
SHEETS	OF --
PROJECT	1902750



- LEGEND**
- (C) PCCP FOR APPROACHES, 6 IN. ON SUBGRADE TREATMENT TYPE II
  - (F) SIDEWALK, CONCRETE, 4 IN.
  - (K) HMA FOR MAINLINE  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON 275 #/SY QC/QA-HMA, 2, 64, INTERMEDIATE 19.0 MM ON 330 #/SY QC/QA-HMA, 2, 64, BASE 19.0 MM ON SUBBASE CONSISTING OF 300 #/SY QC/QA-HMA, 4, 76, INTERMEDIATE OG, 19.0 MM (FOR DRAINAGE LAYER) ON 4 IN. OF COMPACTED AGGREGATE, NO. 53 ON SUBGRADE TREATMENT TYPE IBC
  - (P) HMA FOR PATCHING  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON 275 #/SY QC/QA-HMA, 2, 64, INTERMEDIATE 19.0 MM ON 330 #/SY QC/QA-HMA, 2, 64, BASE 19.0 MM ON SUBBASE CONSISTING OF 300 #/SY QC/QA-HMA, 4, 76, INTERMEDIATE OG, 19.0 MM (FOR DRAINAGE LAYER) ON 4 IN. OF COMPACTED AGGREGATE, NO. 53 ON SUBGRADE TREATMENT TYPE IBC
  - (R) HMA FOR OVERLAY  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON VARIABLE DEPTH WEDGE & LEVEL ON MILLING, ASPHALT, 1.5 IN
  - (W) HMA FOR WIDENING  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON 275 #/SY QC/QA-HMA, 2, 64, INTERMEDIATE 19.0 MM ON 330 #/SY QC/QA-HMA, 2, 64, BASE 19.0 MM ON SUBBASE CONSISTING OF 300 #/SY QC/QA-HMA, 4, 76, INTERMEDIATE OG, 19.0 MM (FOR DRAINAGE LAYER) ON 4 IN. OF COMPACTED AGGREGATE, NO. 53 ON SUBGRADE TREATMENT TYPE IBC
  - (13) CURB, CONCRETE
  - (15) CURB AND GUTTER, CONCRETE, MODIFIED
  - (26) SODDING, NURSERY
  - (28) 6 IN. COMPACTED AGGREGATE, NO. 73
  - (CR) CURB RAMP, CONCRETE (SEE DETAILS)

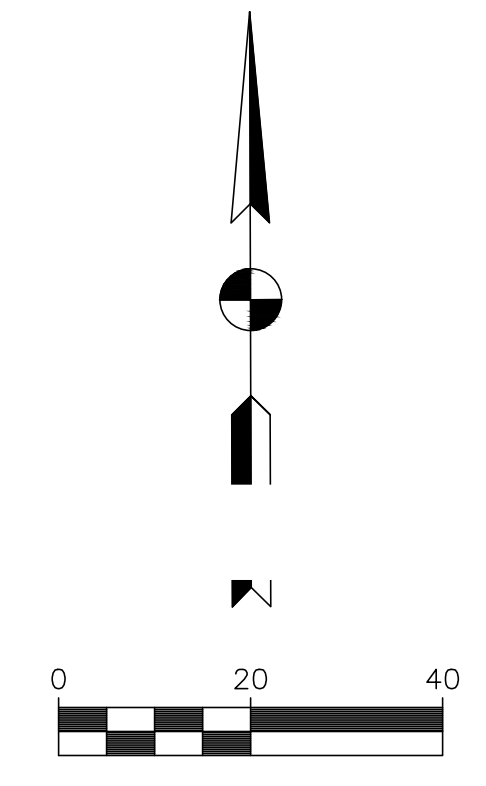
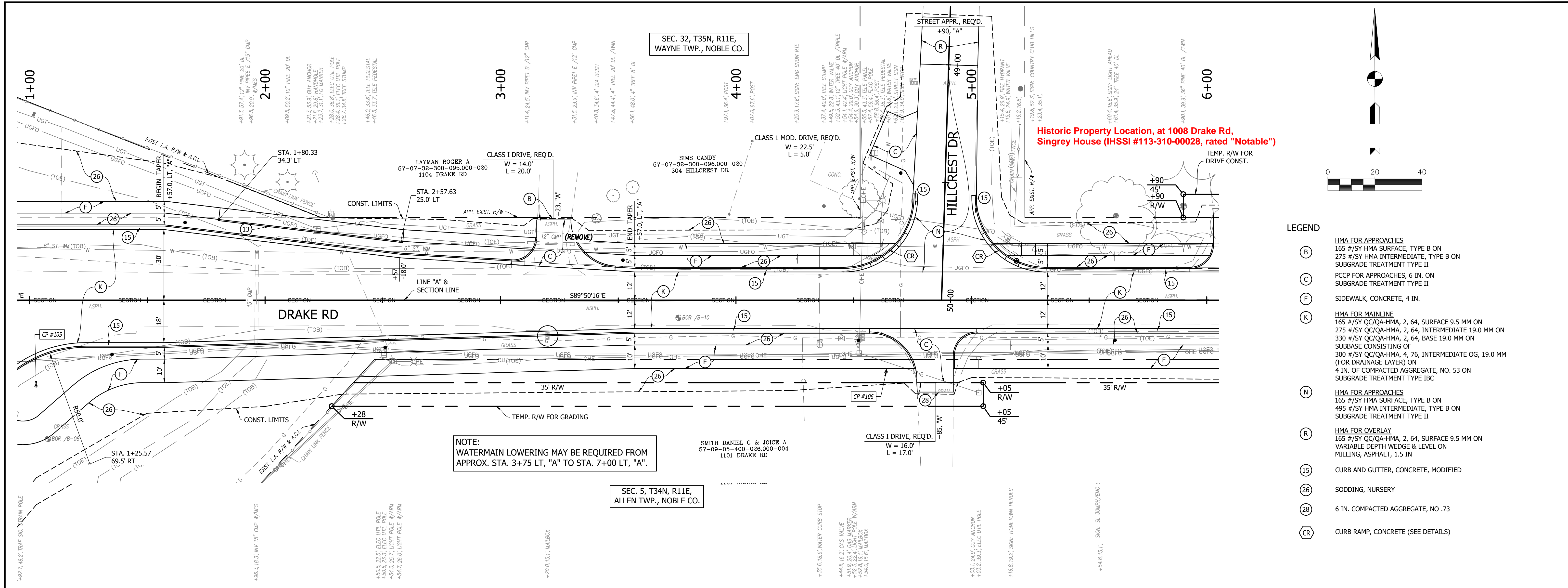


- NOTES:**
1. LINE "D" TO BE CONSTRUCTED.
  2. ALL R/W AND EXISTING TOPOGRAPHY DESCRIBED FROM LINE "D", EXCEPT AS SHOWN.
  3. PROPOSED AND TEMPORARY R/W AND EASEMENT CALLOUTS SHOWN ON CONSTRUCTION DETAIL SHEETS. (TO BE ADDED AT NEXT SUBMITTAL)

BENCHMARK	
TBM #704	
TOP OF SOUTH BOLT ON TRAFFIC STRAIN POLE	STA. 98+19.81, 49.5' LT, ELEV: 1000.400

- NOTES TO REVIEWER:**
1. LEGEND AND MATERIAL CALLOUTS SHOWN ARE PRELIMINARY AND WILL BE FINALIZED AT NEXT SUBMITTAL.
  2. PROPOSED STORM SEWER WILL BE DETERMINED AT NEXT SUBMITTAL.
  3. PEDESTRIAN CROSSING WILL BE FINALIZED FOLLOWING COORDINATION WITH INDOT.
  4. DRAINAGE DESIGN IS UNDER DISCUSSIONS WITH COUNTY AND CITY AND WILL BE INCLUDED IN NEXT SUBMITTAL.

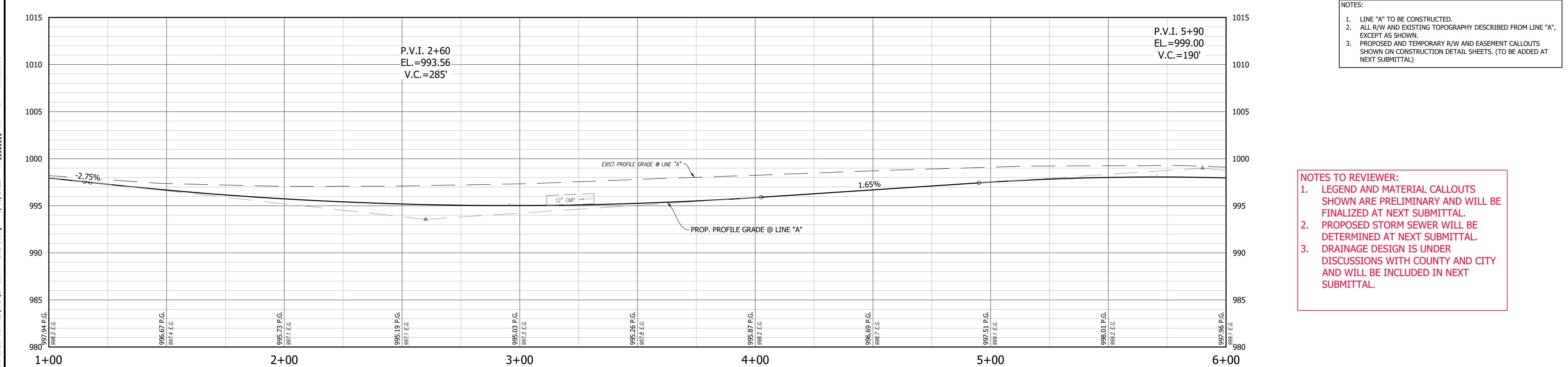
 1220 Ruston Pass Fort Wayne, IN 46825 260.485.7077 www.az-engineering.net	104 N=186,594.0072 E=832,851.5061 Nail in NE Face Tornado Pole #N240-437 2" Steel brace post 55.24' 41.55' 30 MPH Speed Limit Sign CP 104 DRAKE ROAD STA. 97+02.27, 24.76' LT "D" 5/8" REBAR SET W/ AR2 CNTL CAP	105 N=186,531.8310 E=833,251.8030 14.54' DRAKE ROAD 540'W East Bolt Traffic Strain Pole Nail SW Face PWP 31.41' 31.41' DRAKE ROAD STA. 0+02.74, 36.26' LT "D" 5/8" REBAR SET W/ AR2 CNTL CAP	RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____ DESIGNED: NVT DRAWN: PDH CHECKED: NVT CHECKED: NVT	INDIANA DEPARTMENT OF TRANSPORTATION DRAKE ROAD RECONSTRUCTION - PHASE II PLAN & PROFILE - LINE 'D'	HORIZONTAL SCALE 1" = 20' VERTICAL SCALE 1" = 5' SURVEY BOOK AZ ENG 15 OF -- CONTRACT R-42771 1902750
					STAGE 2 SUBMITTAL



- LEGEND**
- (B) HMA FOR APPROACHES  
165 #/SY HMA SURFACE, TYPE B ON  
275 #/SY HMA INTERMEDIATE, TYPE B ON  
SUBGRADE TREATMENT TYPE II
  - (C) PCCP FOR APPROACHES, 6 IN. ON  
SUBGRADE TREATMENT TYPE II
  - (F) SIDEWALK, CONCRETE, 4 IN.
  - (K) HMA FOR MAINLINE  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON  
275 #/SY QC/QA-HMA, 2, 64, INTERMEDIATE 19.0 MM ON  
330 #/SY QC/QA-HMA, 2, 64, BASE 19.0 MM ON  
SUBBASE CONSISTING OF  
300 #/SY QC/QA-HMA, 4, 76, INTERMEDIATE OG, 19.0 MM  
(FOR DRAINAGE LAYER) ON  
4 IN. OF COMPACTED AGGREGATE, NO. 53 ON  
SUBGRADE TREATMENT TYPE IBC
  - (N) HMA FOR APPROACHES  
165 #/SY HMA SURFACE, TYPE B ON  
495 #/SY HMA INTERMEDIATE, TYPE B ON  
SUBGRADE TREATMENT TYPE II
  - (R) HMA FOR OVERLAY  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON  
VARIABLE DEPTH WEDGE & LEVEL ON  
MILLING, ASPHALT, 1.5 IN
  - (15) CURB AND GUTTER, CONCRETE, MODIFIED
  - (26) SODDING, NURSERY
  - (28) 6 IN. COMPACTED AGGREGATE, NO. 73
  - (CR) CURB RAMP, CONCRETE (SEE DETAILS)

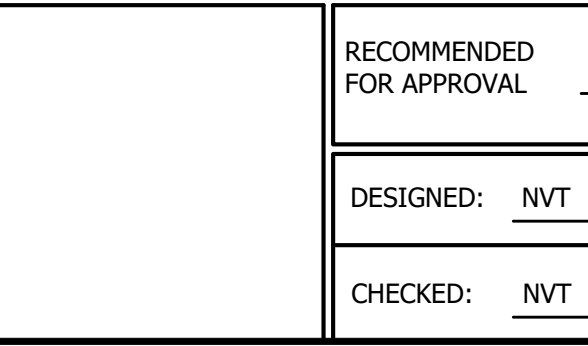
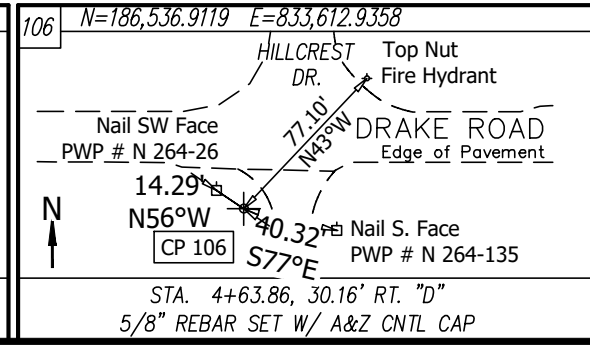
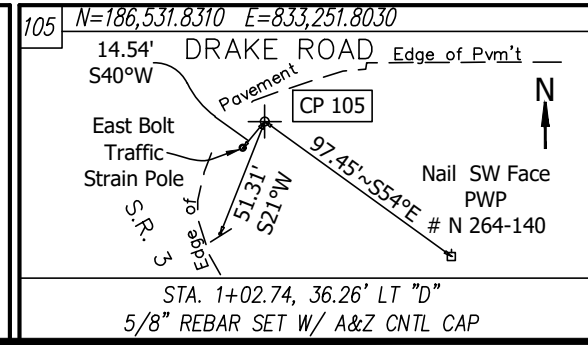
**NOTE:**  
WATERMAIN LOWERING MAY BE REQUIRED FROM  
APPROX. STA. 3+75 LT, "A" TO STA. 7+00 LT, "A".

- NOTES:**
- LINE "A" TO BE CONSTRUCTED.
  - ALL R/W AND EXISTING TOPOGRAPHY DESCRIBED FROM LINE "A", EXCEPT AS SHOWN.
  - PROPOSED AND TEMPORARY R/W AND EASEMENT CALLOUTS SHOWN ON CONSTRUCTION DETAIL SHEETS. (TO BE ADDED AT NEXT SUBMITTAL)



- NOTES TO REVIEWER:**
- LEGEND AND MATERIAL CALLOUTS SHOWN ARE PRELIMINARY AND WILL BE FINALIZED AT NEXT SUBMITTAL.
  - PROPOSED STORM SEWER WILL BE DETERMINED AT NEXT SUBMITTAL.
  - DRAINAGE DESIGN IS UNDER DISCUSSIONS WITH COUNTY AND CITY AND WILL BE INCLUDED IN NEXT SUBMITTAL.

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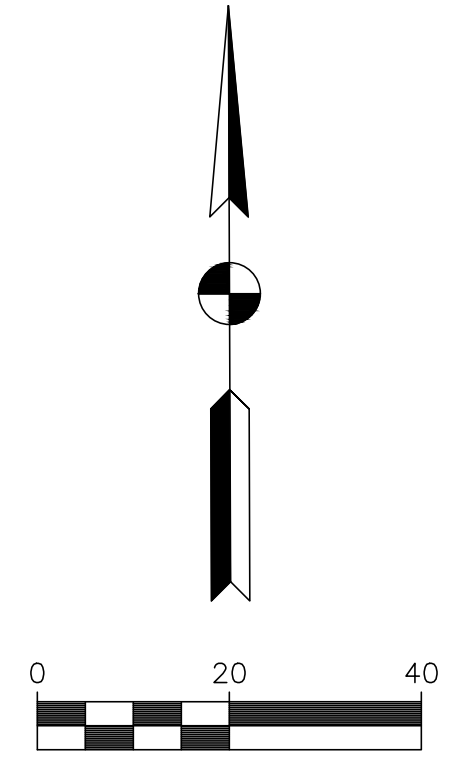
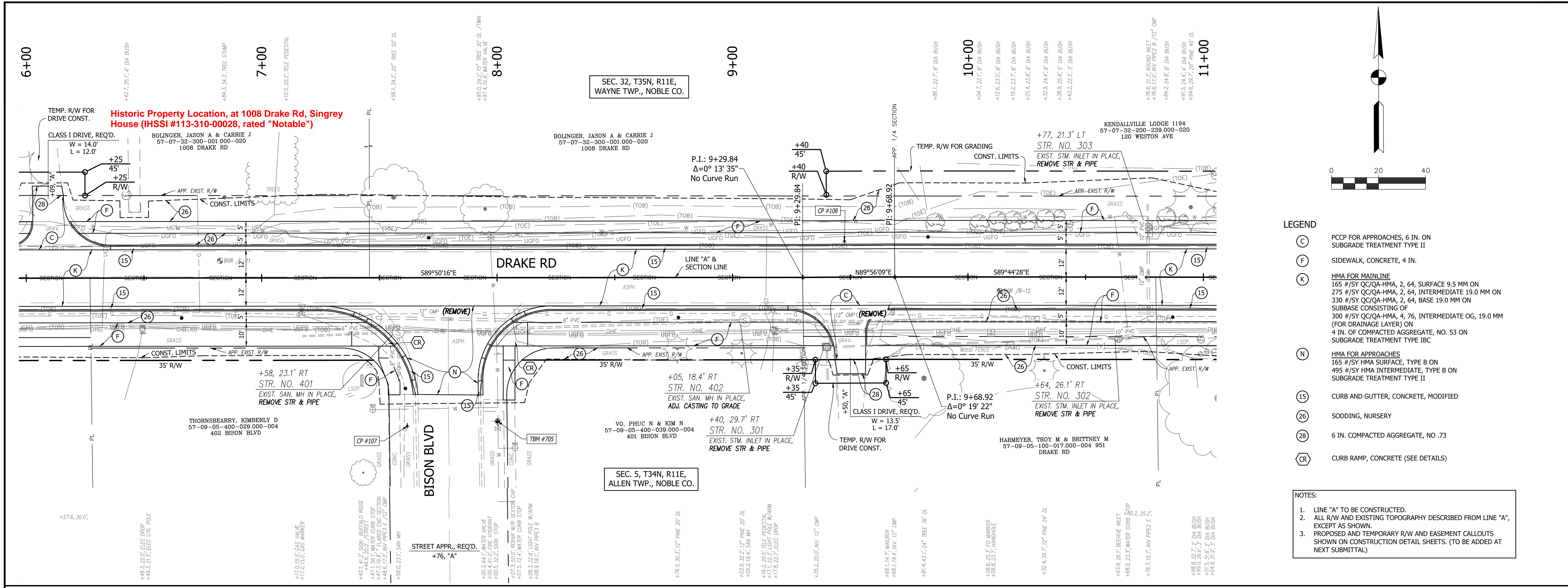
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: PDH	
CHECKED: NVT	CHECKED: NVT	

**INDIANA DEPARTMENT OF TRANSPORTATION**

**DRAKE ROAD RECONSTRUCTION - PHASE II**

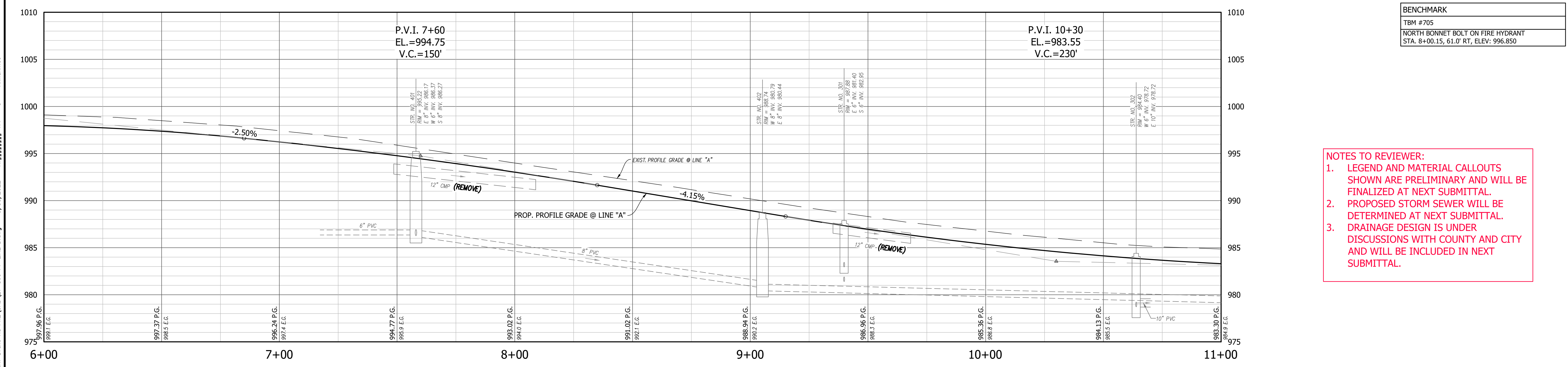
**PLAN & PROFILE - LINE 'A'**

HORIZONTAL SCALE	1" = 20'
VERTICAL SCALE	1" = 5'
SURVEY BOOK	1902750
AZ ENG	16
CONTRACT	R-42771
PROJECT	1902750



- LEGEND**
- (C) PC/P FOR APPROACHES, 6 IN. ON SUBGRADE TREATMENT TYPE II
  - (F) SIDEWALK, CONCRETE, 4 IN.
  - (K) HMA FOR MAINLINE  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON 275 #/SY QC/QA-HMA, 2, 64, INTERMEDIATE 19.0 MM ON 330 #/SY QC/QA-HMA, 2, 64, BASE 19.0 MM ON SUBBASE CONSISTING OF 300 #/SY QC/QA-HMA, 4, 76, INTERMEDIATE OG, 19.0 MM (FOR DRAINAGE LAYER) ON 4 IN. OF COMPACTED AGGREGATE, NO. 53 ON SUBGRADE TREATMENT TYPE IBC
  - (N) HMA FOR APPROACHES  
165 #/SY HMA SURFACE, TYPE B ON 495 #/SY HMA INTERMEDIATE, TYPE B ON SUBGRADE TREATMENT TYPE II
  - (15) CURB AND GUTTER, CONCRETE, MODIFIED
  - (26) SODDING, NURSERY
  - (28) 6 IN. COMPACTED AGGREGATE, NO. 73
  - (CR) CURB RAMP, CONCRETE (SEE DETAILS)

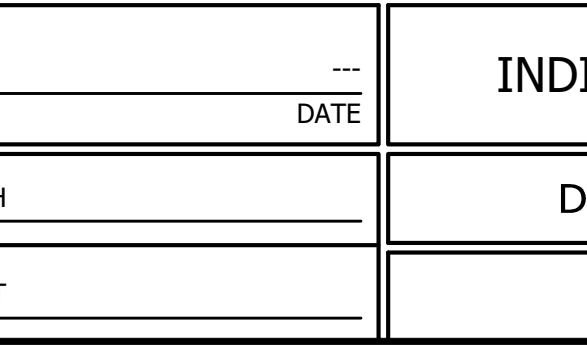
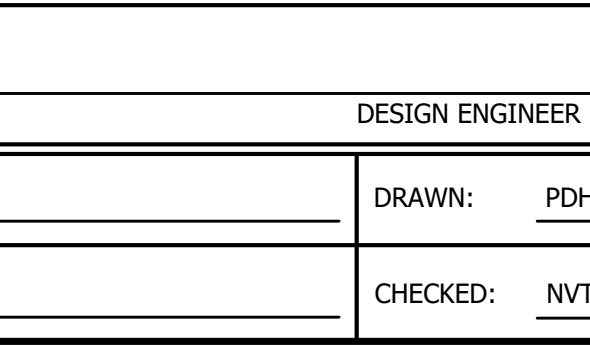
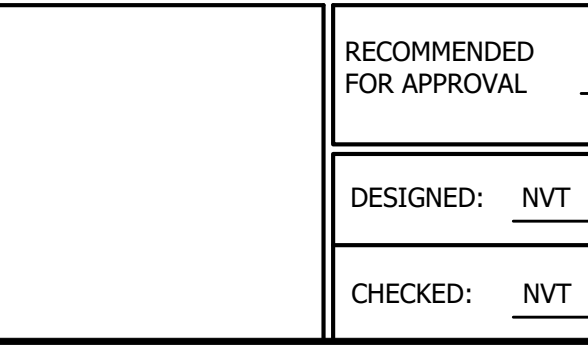
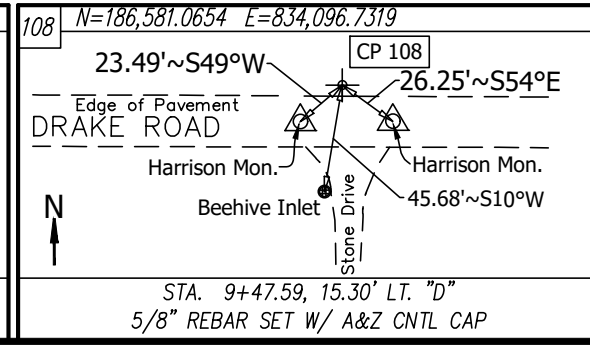
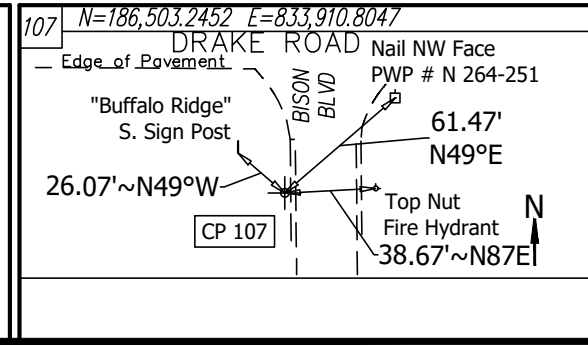
- NOTES:**
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  - ALL R/W AND EXISTING TOPOGRAPHY DESCRIBED FROM LINE "A", EXCEPT AS SHOWN.
  - PROPOSED AND TEMPORARY R/W AND EASEMENT CALLOUTS SHOWN ON CONSTRUCTION DETAIL SHEETS. (TO BE ADDED AT NEXT SUBMITTAL)



BENCHMARK	
TBM #705	
NORTH BONNET BOLT ON FIRE HYDRANT STA. 8+00.15, 61.0' RT, ELEV: 996.850	

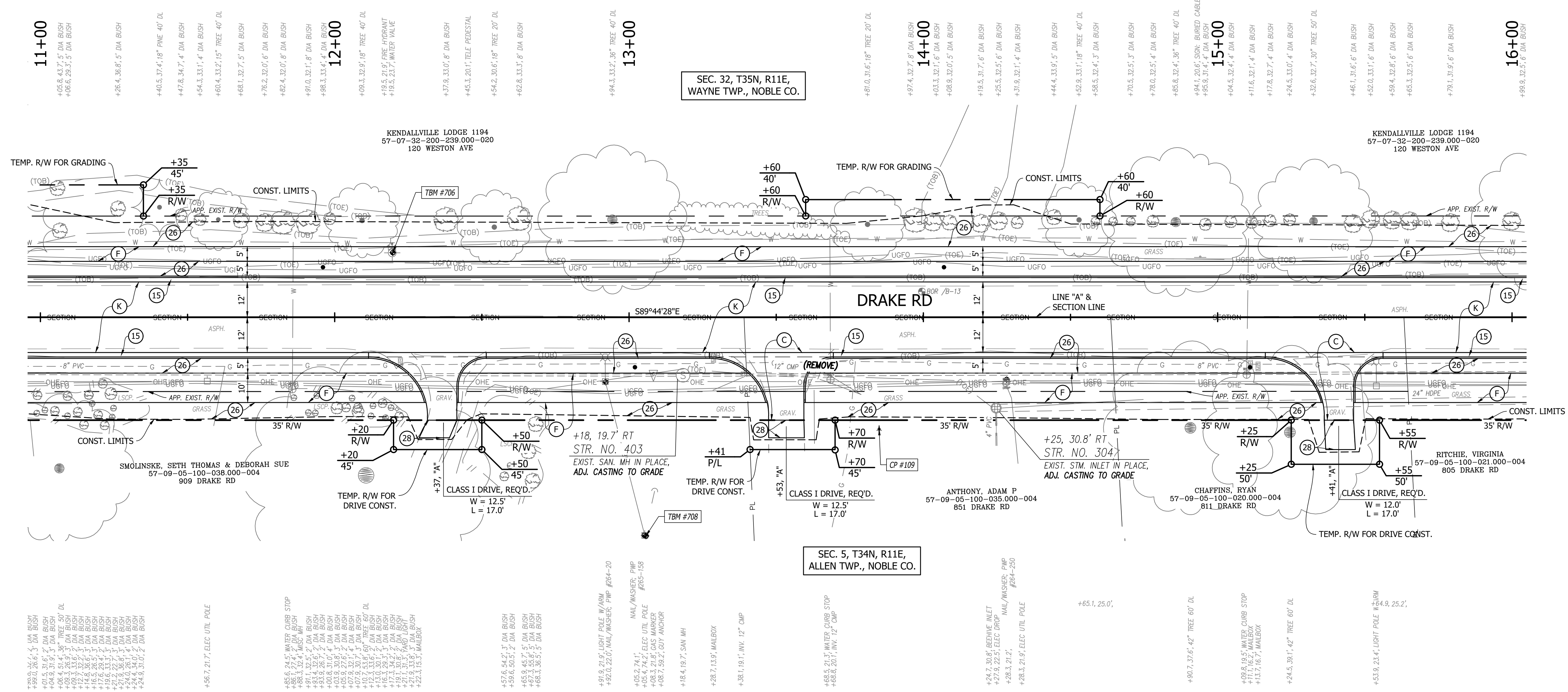
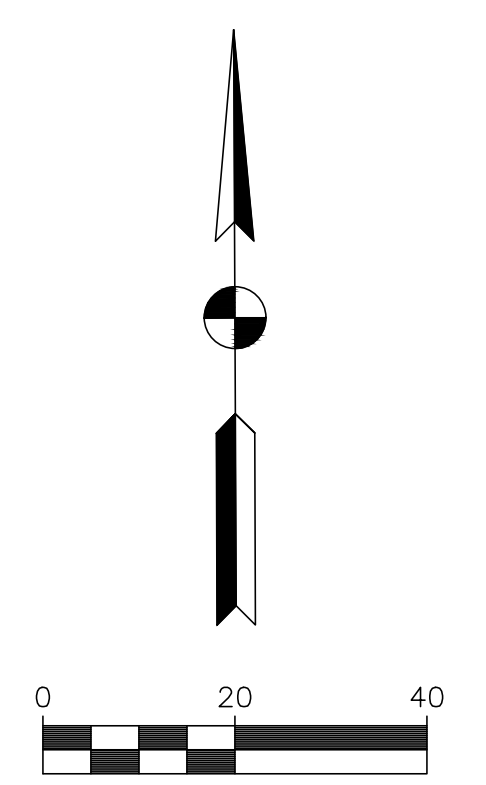
- NOTES TO REVIEWER:**
- LEGEND AND MATERIAL CALLOUTS SHOWN ARE PRELIMINARY AND WILL BE FINALIZED AT NEXT SUBMITTAL.
  - PROPOSED STORM SEWER WILL BE DETERMINED AT NEXT SUBMITTAL.
  - DRAINAGE DESIGN IS UNDER DISCUSSIONS WITH COUNTY AND CITY AND WILL BE INCLUDED IN NEXT SUBMITTAL.

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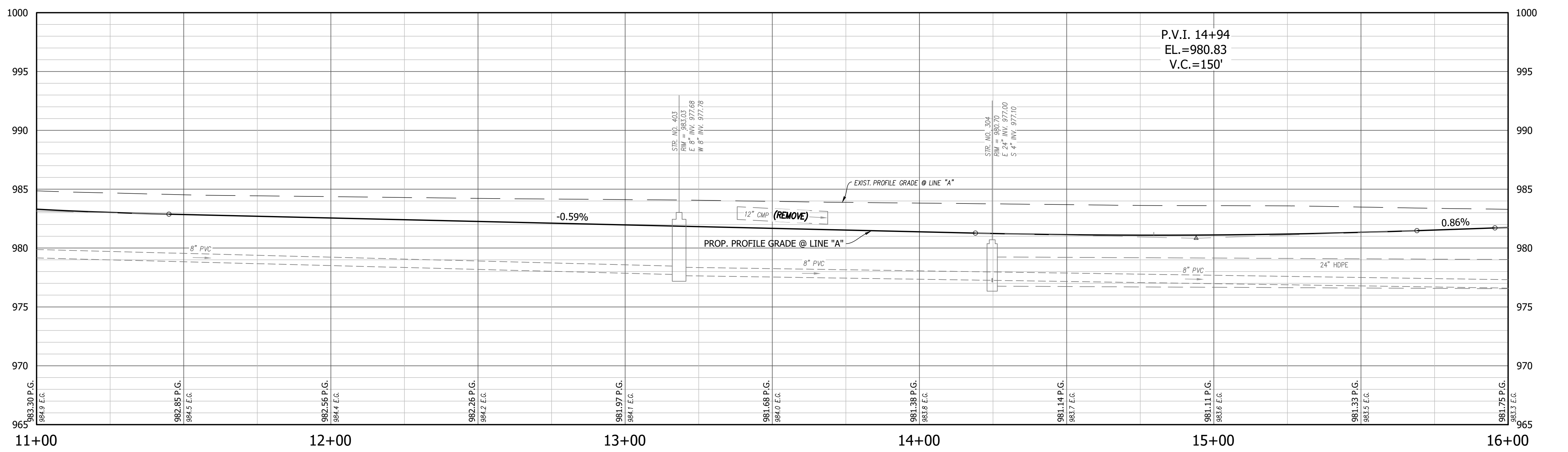
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: PDH	
CHECKED: NVT	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION	
HORIZONTAL SCALE	DESIGNATION
1" = 20'	1902750
VERTICAL SCALE	SURVEY BOOK
1" = 5'	AZ ENG
DRAKE ROAD RECONSTRUCTION - PHASE II	
CONTRACT	PROJECT
R-42771	1902750



- LEGEND**
- (C) PC/P FOR APPROACHES, 6 IN. ON SUBGRADE TREATMENT TYPE II
  - (F) SIDEWALK, CONCRETE, 4 IN.
  - (K) HMA FOR MAINLINE  
165 #/SY QC/QA-HMA, 2, 64, SURFACE 9.5 MM ON 275 #/SY QC/QA-HMA, 2, 64, INTERMEDIATE 19.0 MM ON 330 #/SY QC/QA-HMA, 2, 64, BASE 19.0 MM ON SUBBASE CONSISTING OF 300 #/SY QC/QA-HMA, 4, 76, INTERMEDIATE OG, 19.0 MM (FOR DRAINAGE LAYER) ON 4 IN. OF COMPACTED AGGREGATE, NO. 53 ON SUBGRADE TREATMENT TYPE IBC
  - (15) CURB AND GUTTER, CONCRETE, MODIFIED
  - (26) SODDING, NURSERY
  - (28) 6 IN. COMPACTED AGGREGATE, NO. 73

- NOTES:**
- LINE "A" TO BE CONSTRUCTED.
  - ALL R/W AND EXISTING TOPOGRAPHY DESCRIBED FROM LINE "A", EXCEPT AS SHOWN.
  - PROPOSED AND TEMPORARY R/W AND EASEMENT CALLOUTS SHOWN ON CONSTRUCTION DETAIL SHEETS. (TO BE ADDED AT NEXT SUBMITTAL)

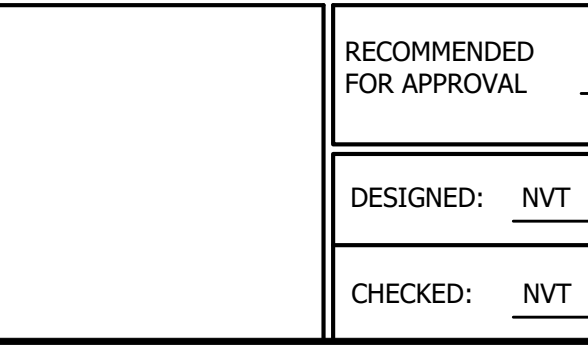
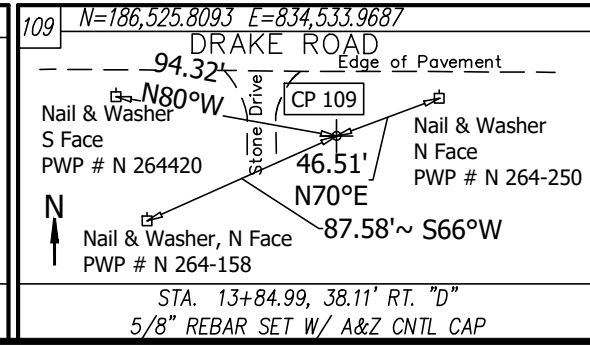
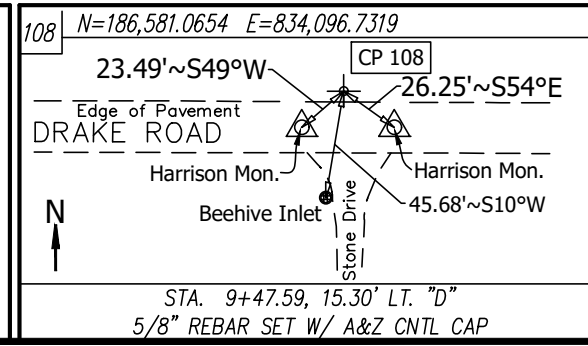


BENCHMARK	
TBM #706	EAST BONNET BOLT ON FIRE HYDRANT STA. 12+19.73, 22.0' LT, ELEV: 984.500
TBM #708	MAG SPIKE IN EAST FACE OF POWER POLE STA. 13+05.74, 74.3' RT, ELEV: 983.940

- NOTES TO REVIEWER:**
- LEGEND AND MATERIAL CALLOUTS SHOWN ARE PRELIMINARY AND WILL BE FINALIZED AT NEXT SUBMITTAL.
  - PROPOSED STORM SEWER WILL BE DETERMINED AT NEXT SUBMITTAL.
  - DRAINAGE DESIGN IS UNDER DISCUSSIONS WITH COUNTY AND CITY AND WILL BE INCLUDED IN NEXT SUBMITTAL.

S:\2021 Projects\21-889 IndM-Drake Rd Pkz\CAD\21-889 PP LINE Dwg---9/20/2022---H-####-V1\* = 5'---Annexme

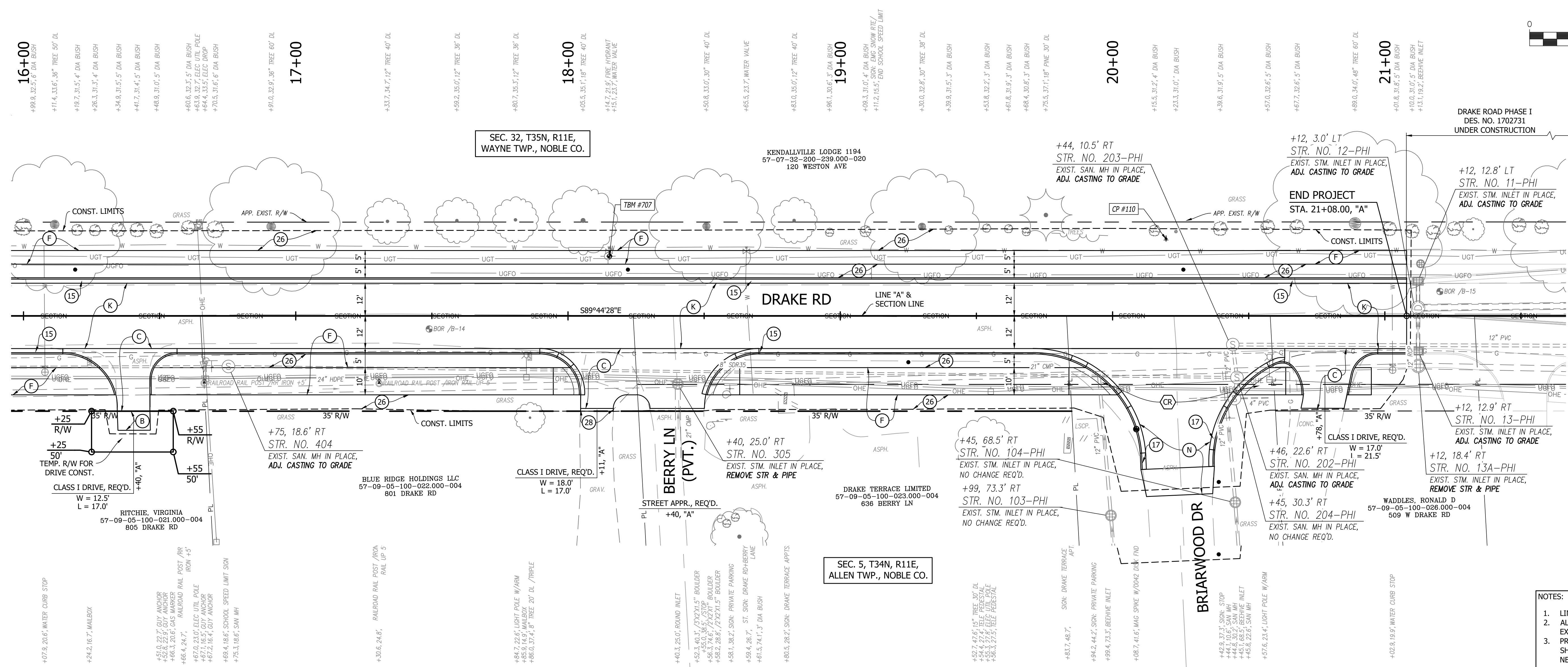
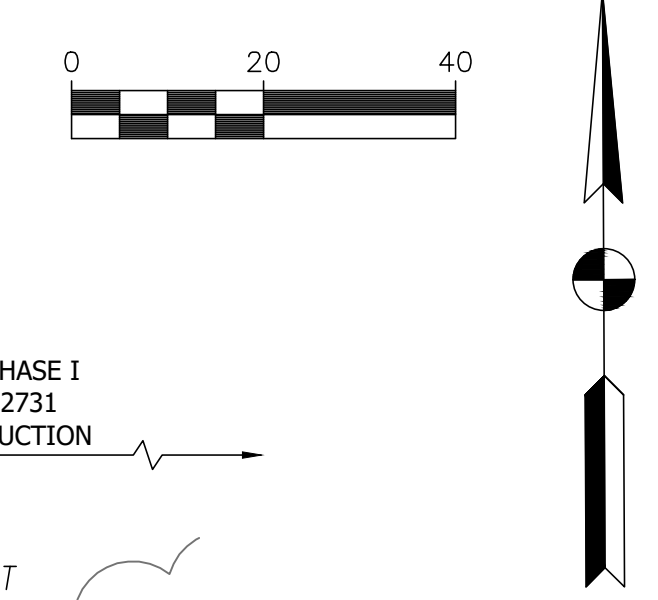
**AZ ENGINEERING**  
1220 Ruston Pass  
Fort Wayne, IN 46825  
260.485.7077  
www.az-engineering.net



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: PDH	
CHECKED: NVT	CHECKED: NVT	

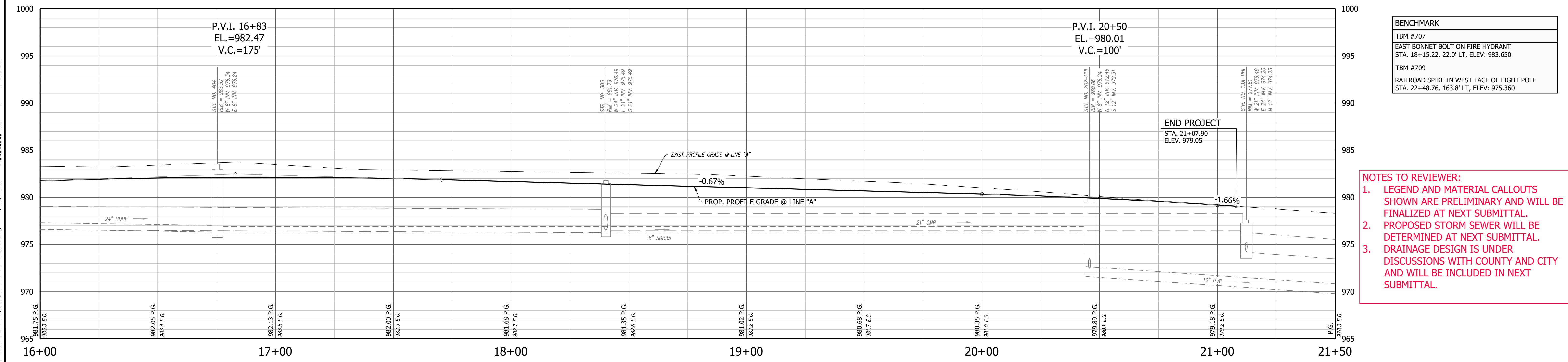
INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION - PHASE II	
PLAN & PROFILE - LINE 'A'	

HORIZONTAL SCALE	1" = 20'
VERTICAL SCALE	1" = 5'
SURVEY BOOK	18
CONTRACT	R-42771
DESIGNATION	1902750
SHEETS	OF --
PROJECT	1902750



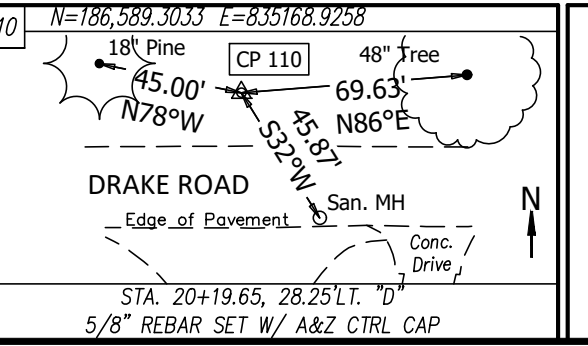
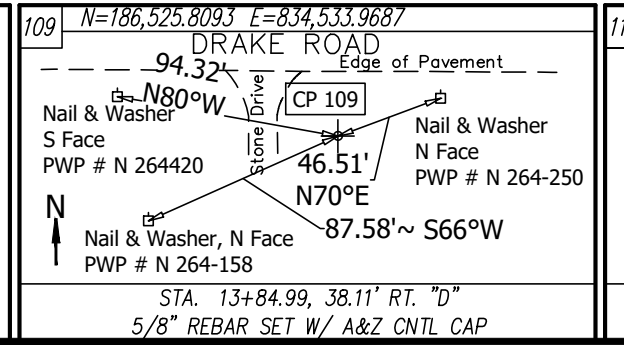
- LEGEND**
- (B) HMA FOR APPROACHES  
165 #SY HMA SURFACE, TYPE B ON  
275 #SY HMA INTERMEDIATE, TYPE B ON  
SUBGRADE TREATMENT TYPE II
  - (C) PCCP FOR APPROACHES, 6 IN. ON  
SUBGRADE TREATMENT TYPE II
  - (F) SIDEWALK, CONCRETE, 4 IN.
  - (K) HMA FOR MAINLINE  
165 #SY QC/QA-HMA, 2, 64, SURFACE 9.5  
MM ON  
275 #SY QC/QA-HMA, 2, 64, INTERMEDIATE  
19.0 MM ON  
330 #SY QC/QA-HMA, 2, 64, BASE 19.0 MM  
ON  
SUBBASE CONSISTING OF  
300 #SY QC/QA-HMA, 4, 76, INTERMEDIATE  
OG, 19.0 MM (FOR DRAINAGE LAYER) ON  
4 IN. OF COMPACTED AGGREGATE, NO. 53  
ON  
SUBGRADE TREATMENT TYPE IBC
  - (N) HMA FOR APPROACHES  
165 #SY HMA SURFACE, TYPE B ON  
495 #SY HMA INTERMEDIATE, TYPE B ON  
SUBGRADE TREATMENT TYPE II
  - (15) CURB AND GUTTER, CONCRETE, MODIFIED
  - (17) CURB AND GUTTER, CONCRETE, ROLL
  - (26) SODDING, NURSERY
  - (28) 6 IN. COMPACTED AGGREGATE, NO. 73
  - (CR) CURB RAMP, CONCRETE (SEE DETAILS)

- NOTES:**
- LINE "A" TO BE CONSTRUCTED.
  - ALL R/W AND EXISTING TOPOGRAPHY DESCRIBED FROM LINE "A", EXCEPT AS SHOWN.
  - PROPOSED AND TEMPORARY R/W AND EASEMENT CALLOUTS SHOWN ON CONSTRUCTION DETAIL SHEETS. (TO BE ADDED AT NEXT SUBMITTAL)



BENCHMARK	
TBM #707	EAST BONNET BOLT ON FIRE HYDRANT STA. 18+15.22, 22.0' LT, ELEV: 983.650
TBM #709	RAILROAD SPIKE IN WEST FACE OF LIGHT POLE STA. 22+48.76, 163.8' LT, ELEV: 975.360

- NOTES TO REVIEWER:**
- LEGEND AND MATERIAL CALLOUTS SHOWN ARE PRELIMINARY AND WILL BE FINALIZED AT NEXT SUBMITTAL.
  - PROPOSED STORM SEWER WILL BE DETERMINED AT NEXT SUBMITTAL.
  - DRAINAGE DESIGN IS UNDER DISCUSSIONS WITH COUNTY AND CITY AND WILL BE INCLUDED IN NEXT SUBMITTAL.



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: PDH	
CHECKED: NVT	CHECKED: NVT	

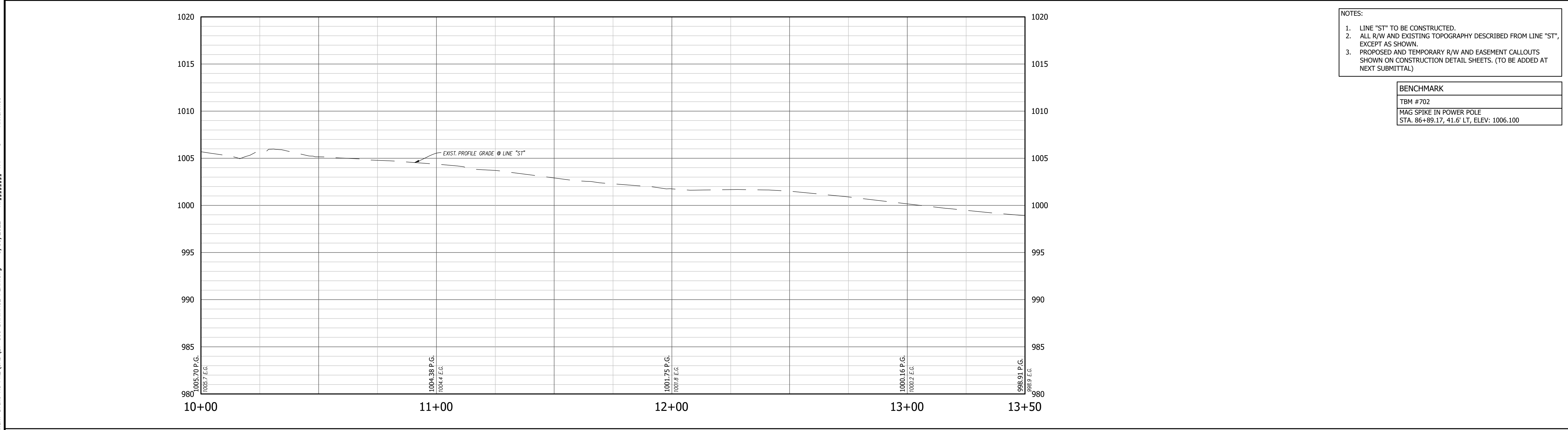
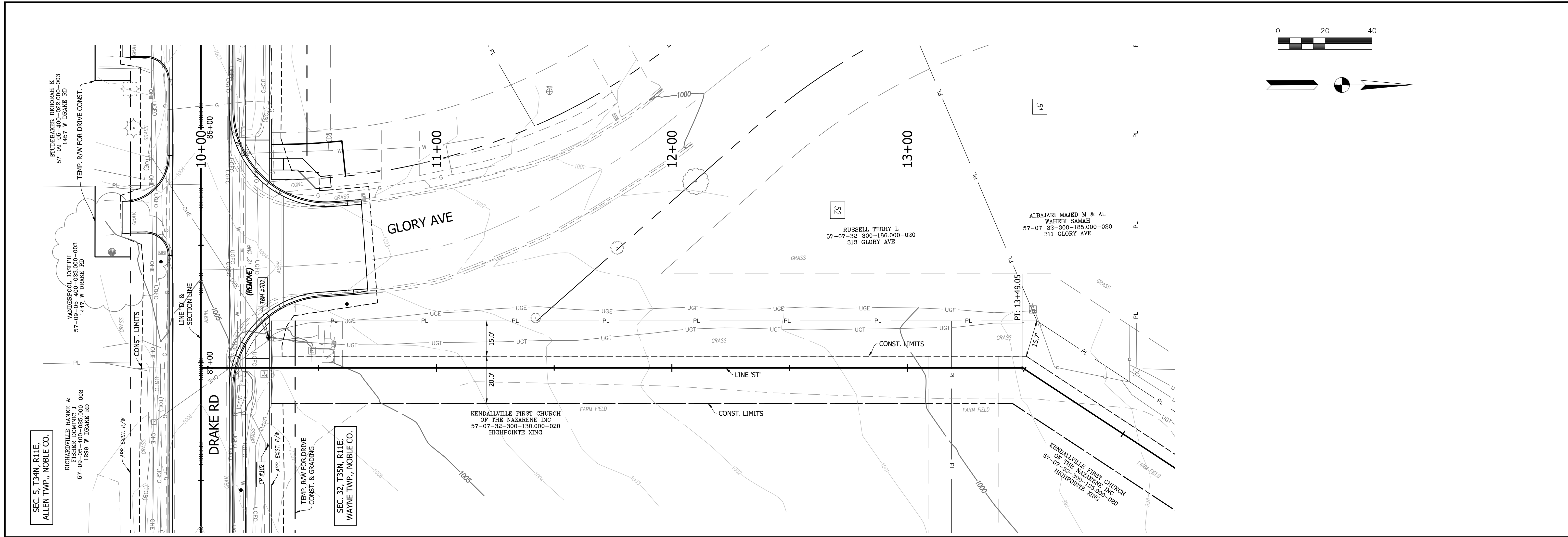
INDIANA DEPARTMENT OF TRANSPORTATION

DRAKE ROAD RECONSTRUCTION - PHASE II

PLAN & PROFILE - LINE 'A'

HORIZONTAL SCALE	DESIGNATION
1" = 20'	1902750
VERTICAL SCALE	DESIGNATION
1" = 5'	1902750
SURVEY BOOK	SHEETS
AZ ENG	19 OF --
CONTRACT	PROJECT
R-42771	1902750

S:\2021 Projects\21-889 Indiv-Drake Rd Ph2\CAD\21-889 DRAINAGE PLAN.dwg---9/30/2022---H:##### V:1" = 5'---Amakmec



- NOTES:
1. LINE "ST" TO BE CONSTRUCTED.
  2. ALL R/W AND EXISTING TOPOGRAPHY DESCRIBED FROM LINE "ST", EXCEPT AS SHOWN.
  3. PROPOSED AND TEMPORARY R/W AND EASEMENT CALLOUTS SHOWN ON CONSTRUCTION DETAIL SHEETS. (TO BE ADDED AT NEXT SUBMITTAL)

BENCHMARK	
TBM #702	
MAG SPIKE IN POWER POLE	
STA. 86+89.17, 41.6' LT, ELEV. 1006.100	

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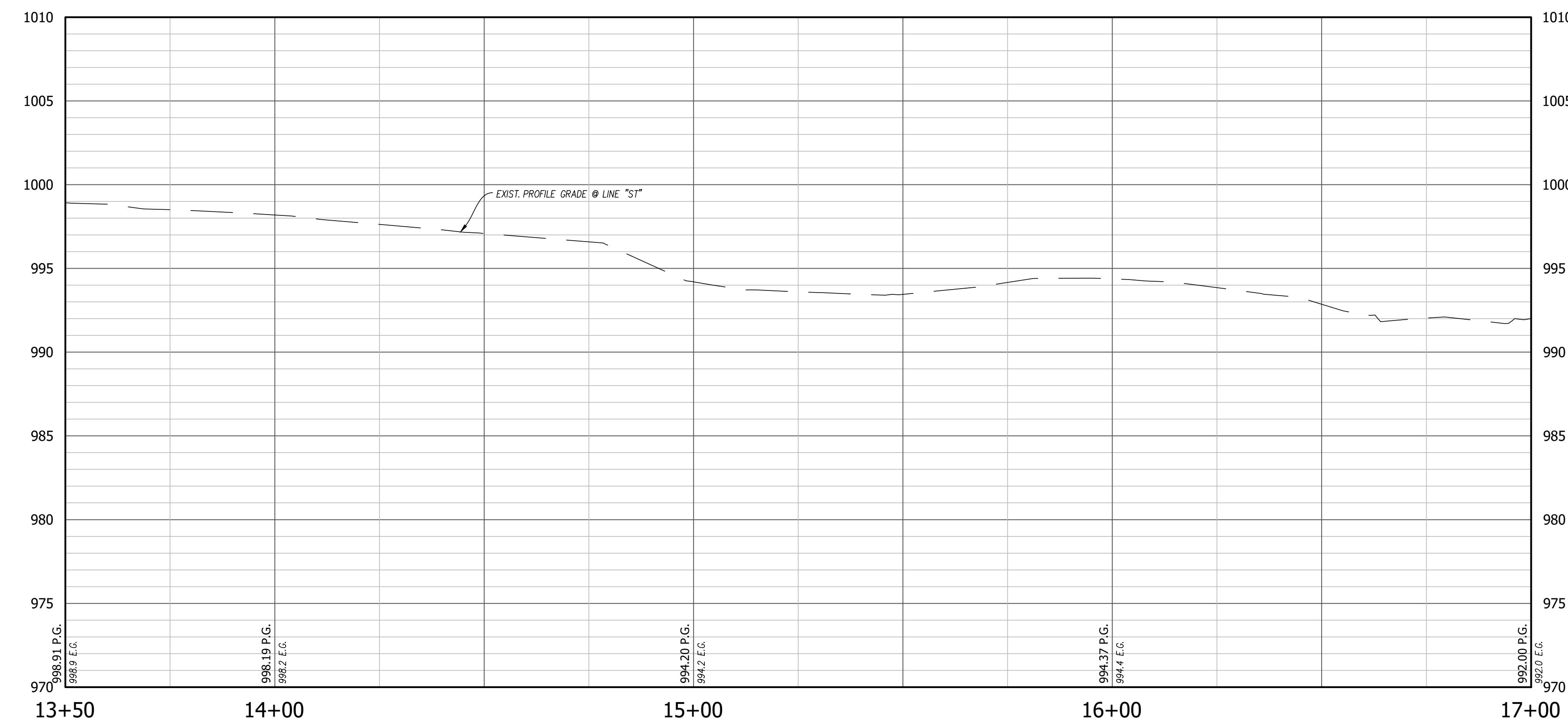
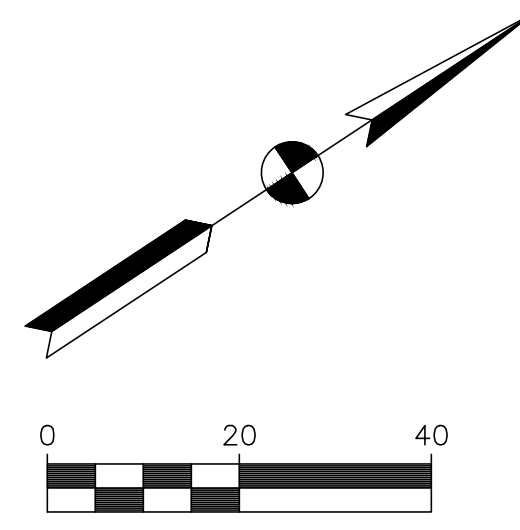
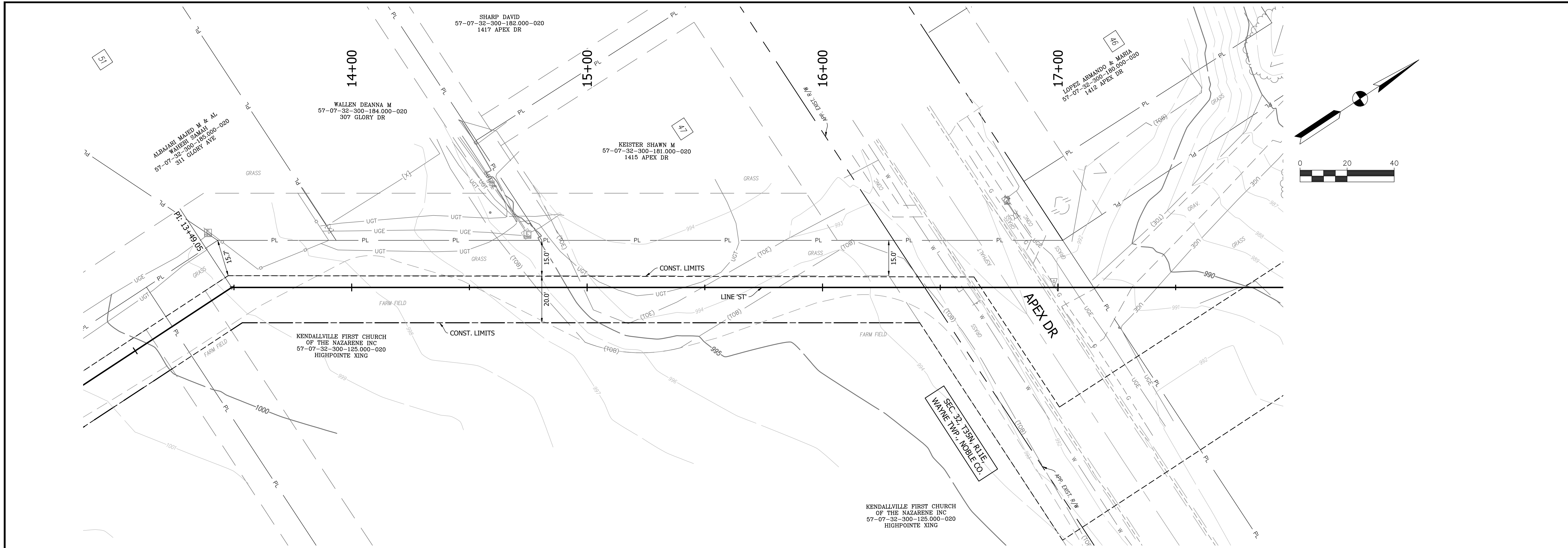
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: PDH	
CHECKED: NVT	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION - PHASE II	
DRAINAGE DETAILS	

HORIZONTAL SCALE	1" = 20'
VERTICAL SCALE	1" = 5'
SURVEY BOOK	1902750
AZ ENG	20 OF --
CONTRACT	R-42771
PROJECT	1902750

PRELIMINARY - NOT FOR CONSTRUCTION

STAGE 2 SUBMITTAL



- NOTES:
1. LINE "ST" TO BE CONSTRUCTED.
  2. ALL R/W AND EXISTING TOPOGRAPHY DESCRIBED FROM LINE "ST", EXCEPT AS SHOWN.
  3. PROPOSED AND TEMPORARY R/W AND EASEMENT CALLOUTS SHOWN ON CONSTRUCTION DETAIL SHEETS. (TO BE ADDED AT NEXT SUBMITTAL)

BENCHMARK	
TBM #702	
MAG SPIKE IN POWER POLE	
STA. 86+89.17, 41.6' LT, ELEV: 1006.100	

S:\2021 Projects\21-889 Indiv-Drake Rd Ph2\CAD\21-889 DRAINAGE PLAN.dwg---9/30/2022---H:##### V:1" = 5'---AmoKmec

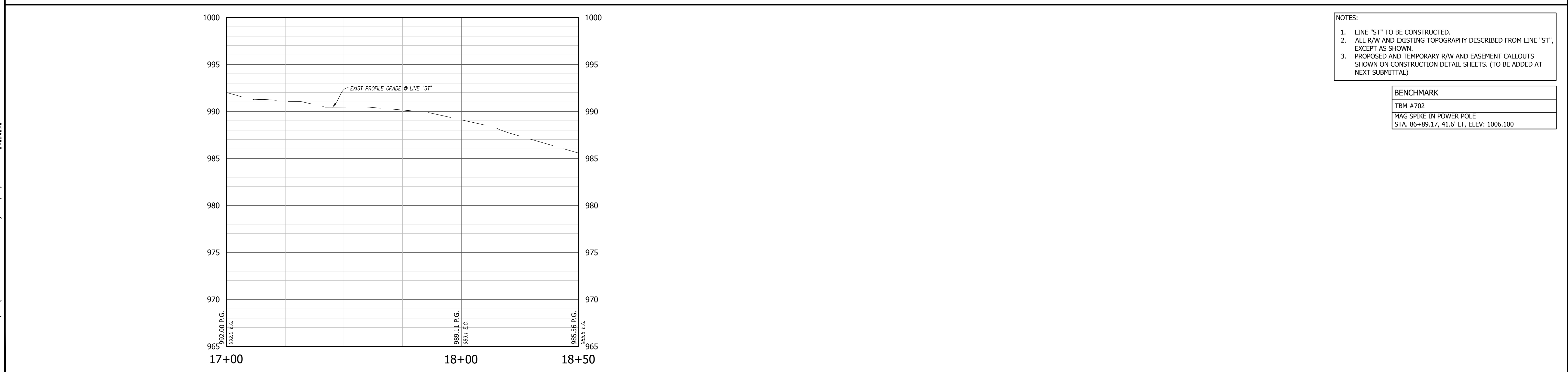
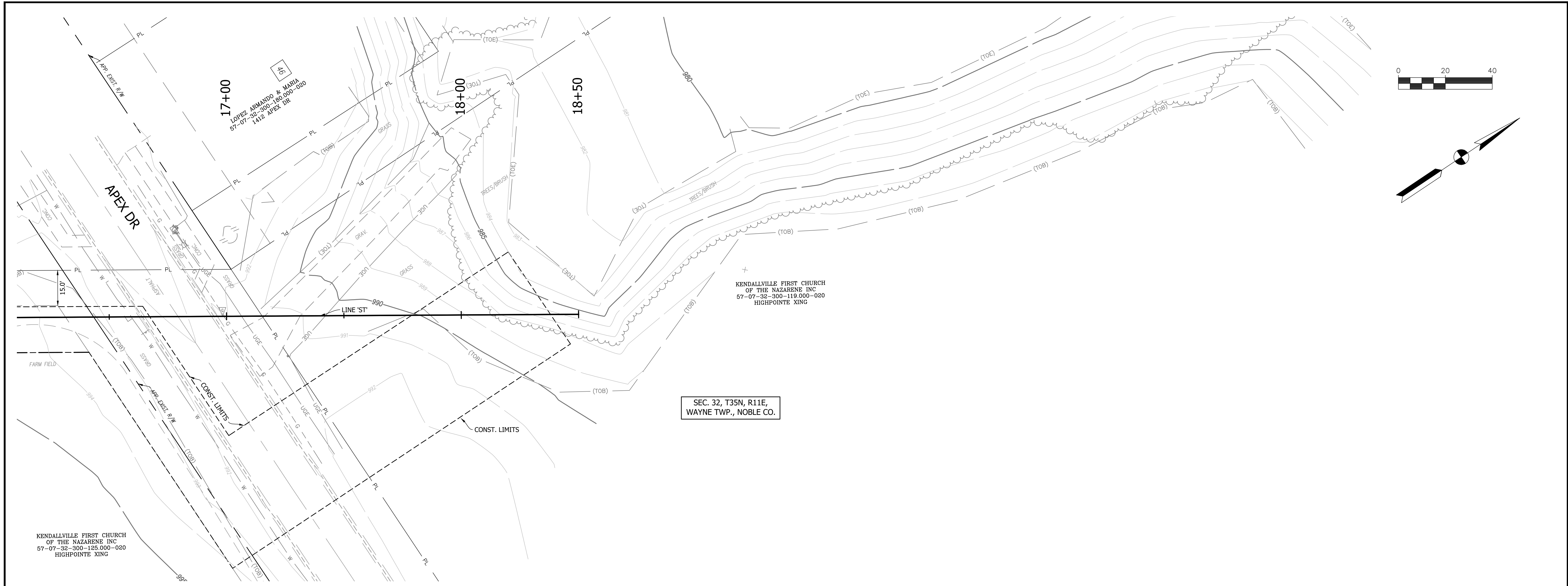
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 Fort Wayne, IN 46825  
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: NVT	DRAWN: PDH	
CHECKED: NVT	CHECKED: NVT	

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION - PHASE II	
DRAINAGE DETAILS	

HORIZONTAL SCALE	#####
VERTICAL SCALE	DESIGNATION
1" = 5'	1902750
SURVEY BOOK	SHEETS
AZ ENG	21 OF --
CONTRACT	PROJECT
R-42771	1902750





- NOTES:
1. LINE "ST" TO BE CONSTRUCTED.
  2. ALL R/W AND EXISTING TOPOGRAPHY DESCRIBED FROM LINE "ST", EXCEPT AS SHOWN.
  3. PROPOSED AND TEMPORARY R/W AND EASEMENT CALLOUTS SHOWN ON CONSTRUCTION DETAIL SHEETS. (TO BE ADDED AT NEXT SUBMITTAL)

BENCHMARK	
TBM #702	
MAG SPIKE IN POWER POLE	
STA. 86+89.17, 41.6' LT, ELEV: 1006.100	

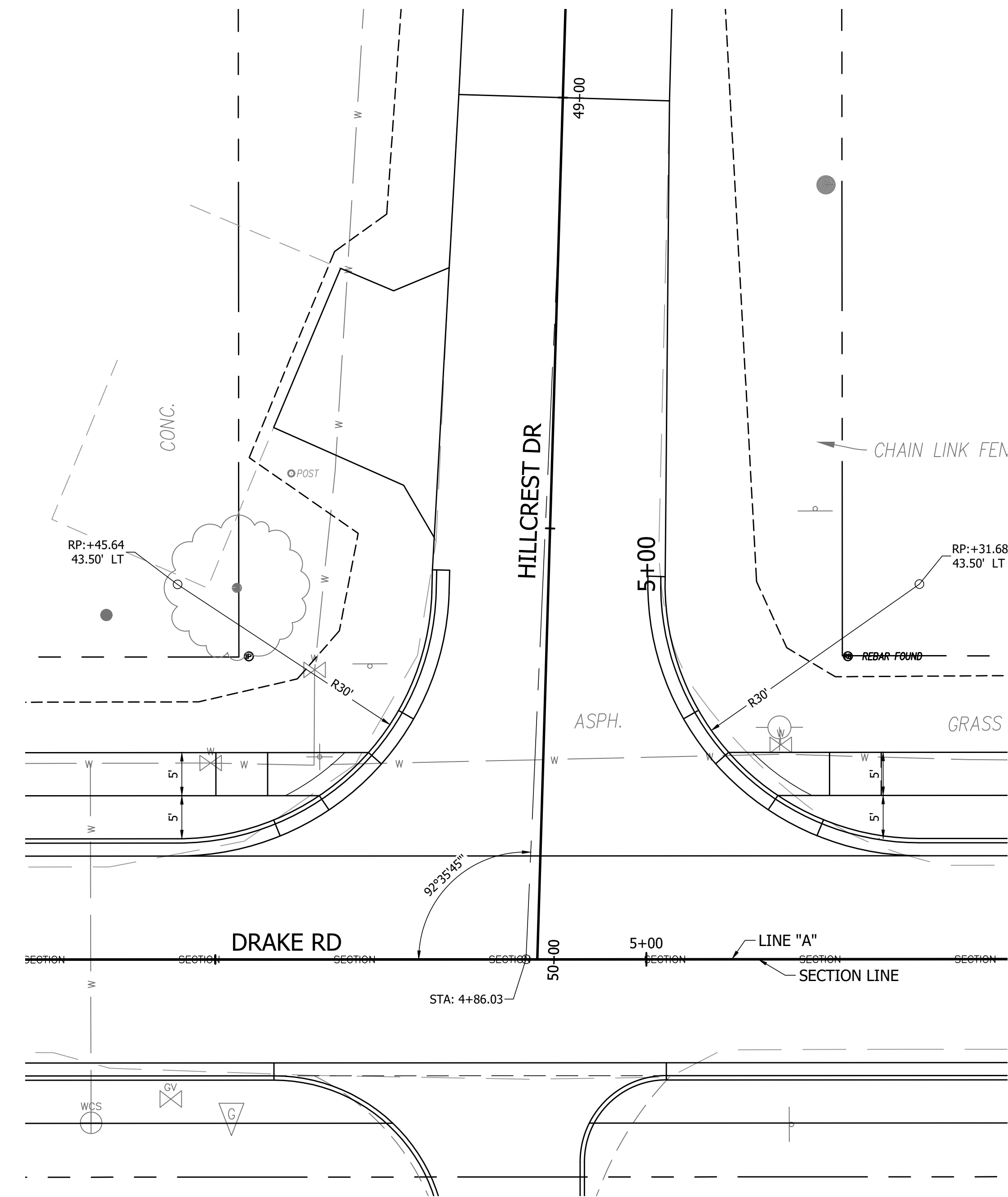
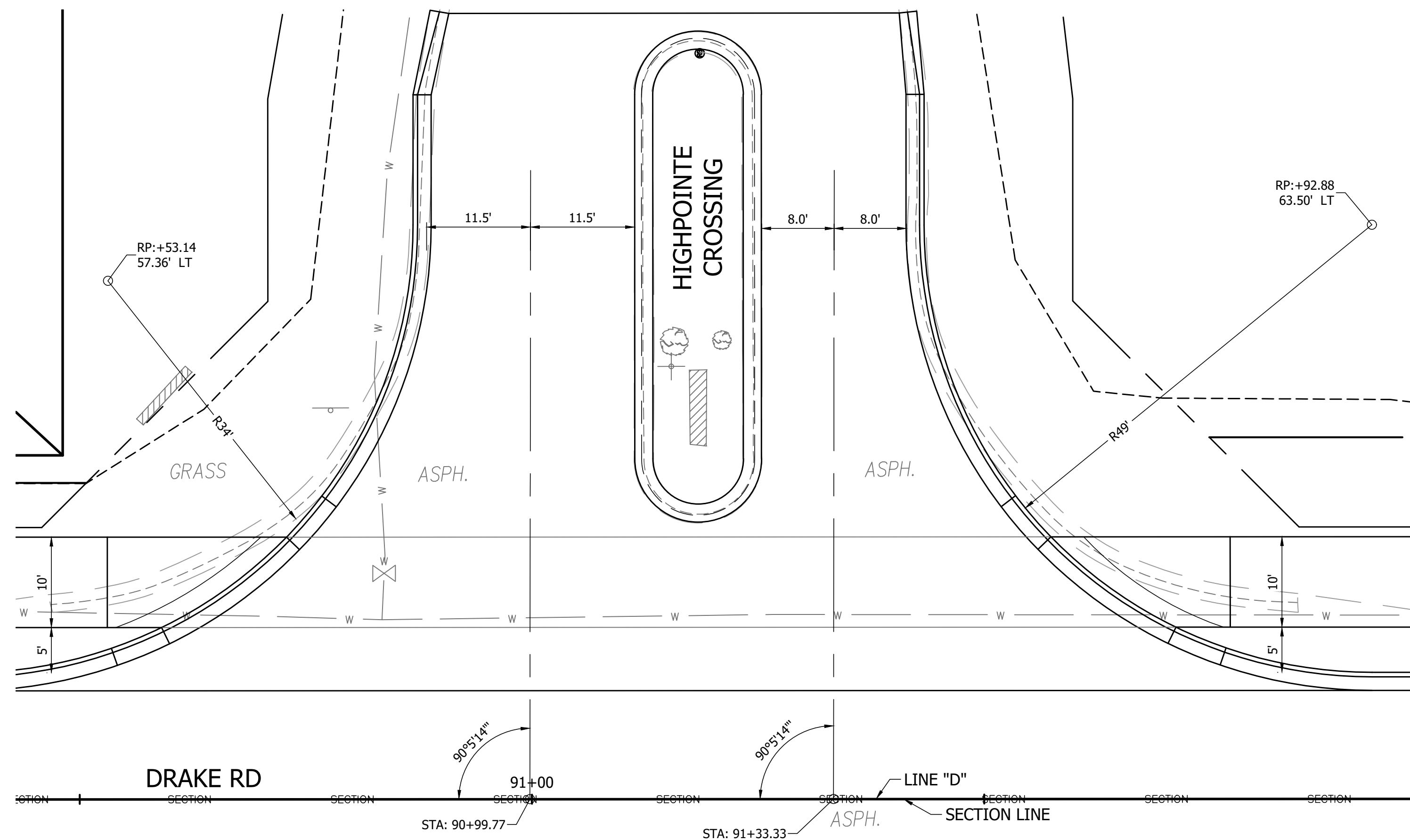
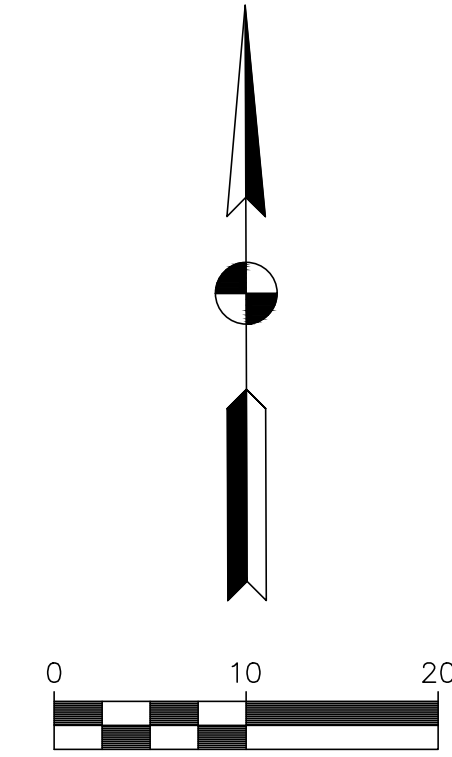
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DRAINAGE DETAILS	

HORIZONTAL SCALE	#####
VERTICAL SCALE	DESIGNATION
1" = 5'	1902750
SURVEY BOOK	SHEETS
AZ ENG	22 OF --
CONTRACT	PROJECT
R-42771	1902750

S:\2021 Projects\21-889 Indiv-Drake Rd Ph2\CAD\21-889 DRAINAGE PLAN.dwg---9/30/2022---h:##### V:1" = 5'---Amakmec



NOTE TO REVIEWER  
 INTERSECTION DETAILS SHOWN ARE FOR GEOMETRIC LAYOUT  
 AND DIMENSIONING. ADDITIONAL GRADING AND CURB RAMP  
 INFORMATION WILL BE INCLUDED IN NEXT SUBMITTAL.

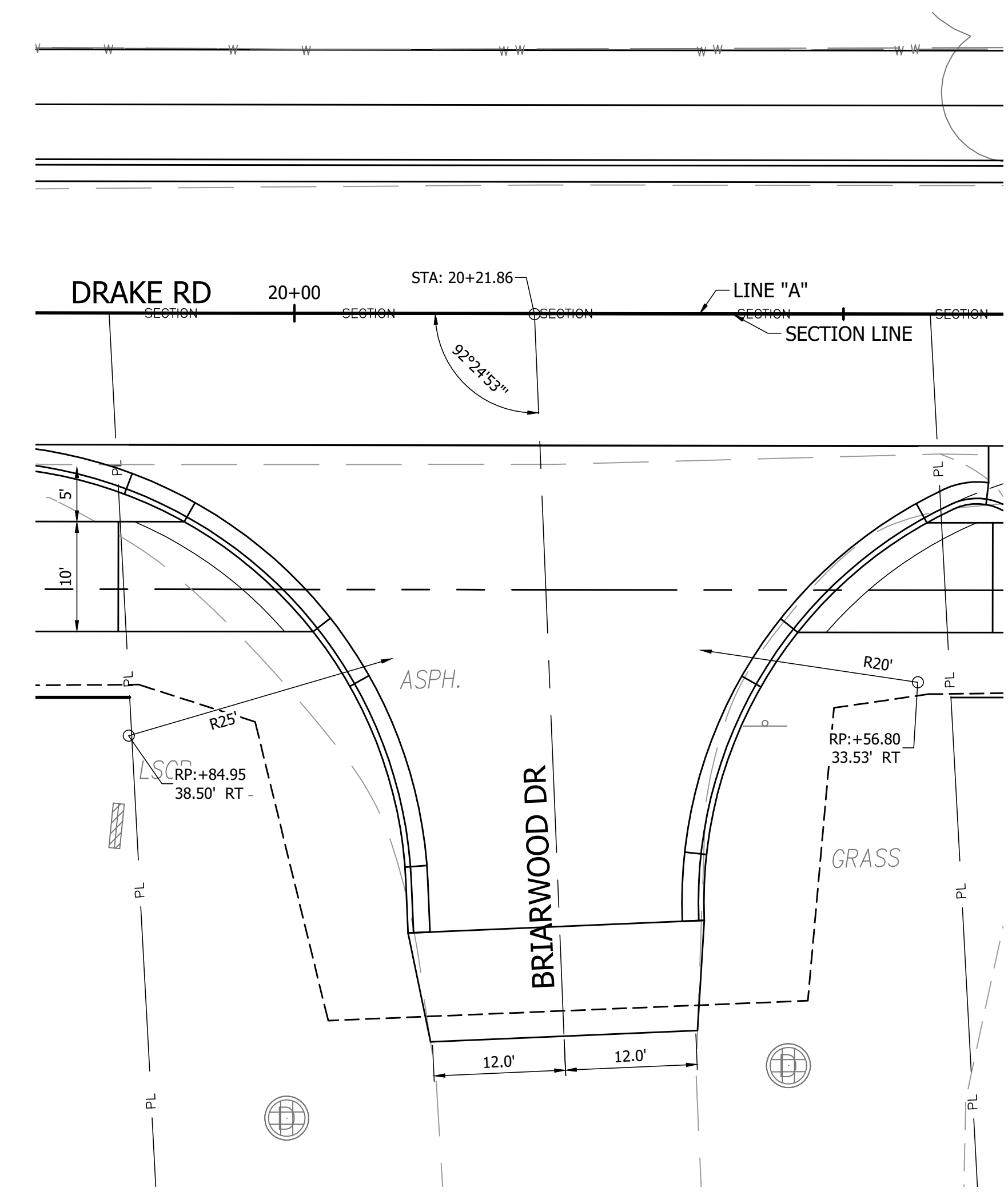
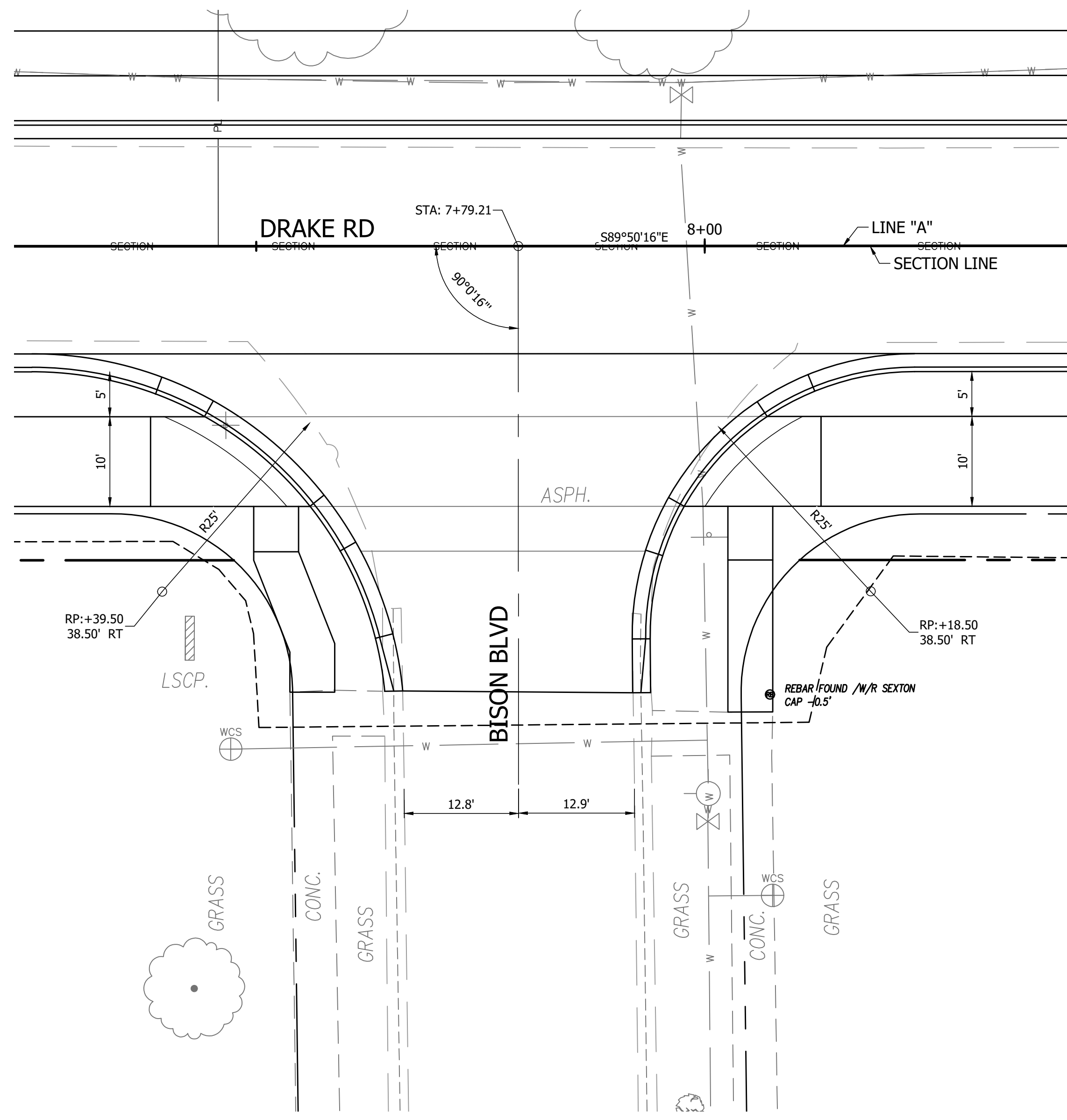
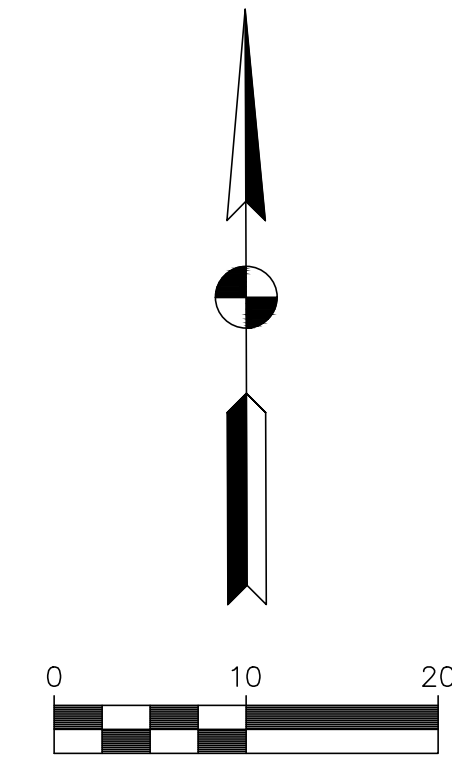
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER
DESIGNED: -	DRAWN: PSD
CHECKED: WJZ	CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION	
INTERSECTION TURNING MOVEMENTS	
INTERSECTION DETAILS	

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	----
VERTICAL SCALE	DESIGNATION
1" = 5'	----
SURVEY BOOK	SHEETS
N/A	24 OF 04
CONTRACT	PROJECT
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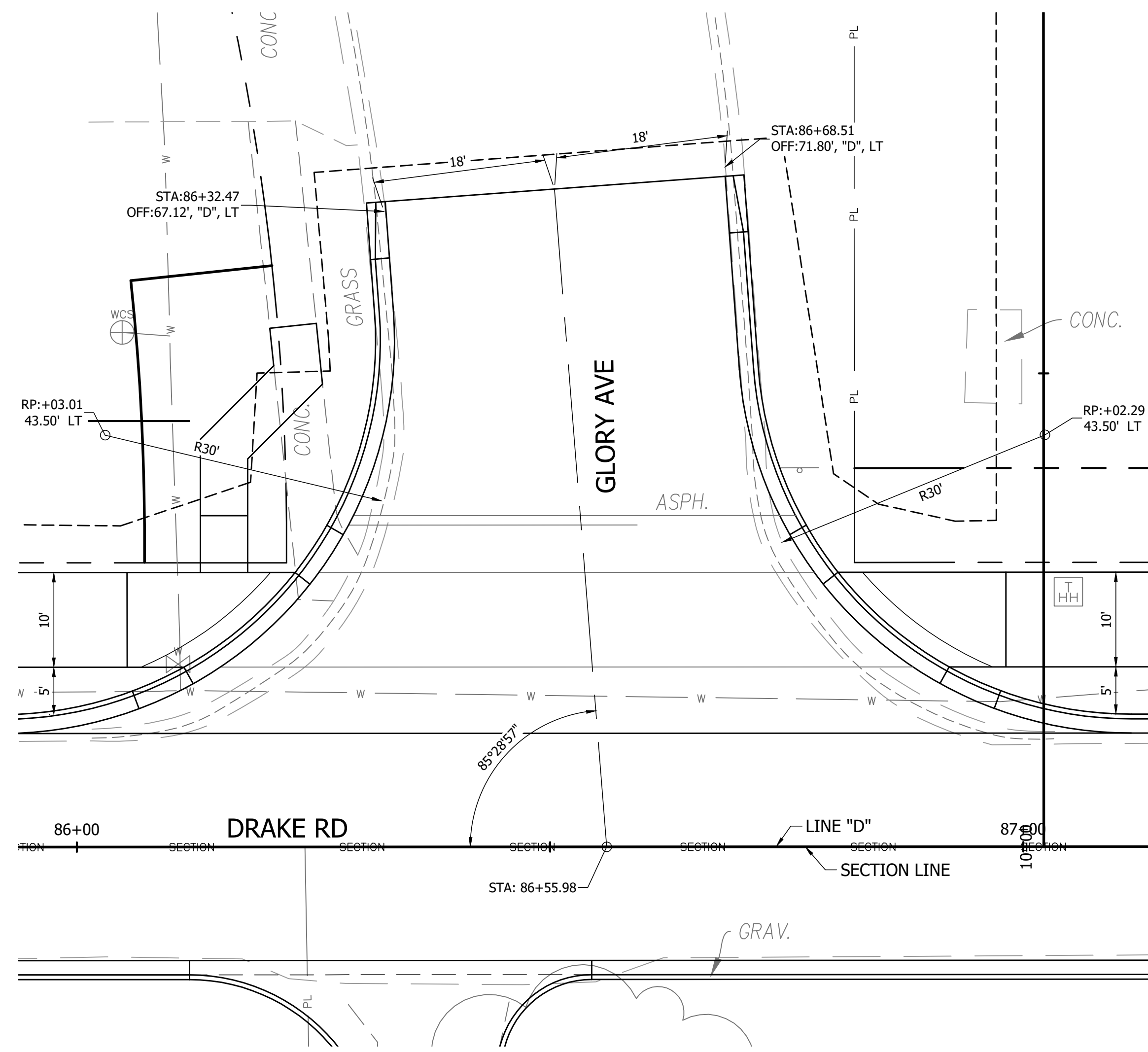
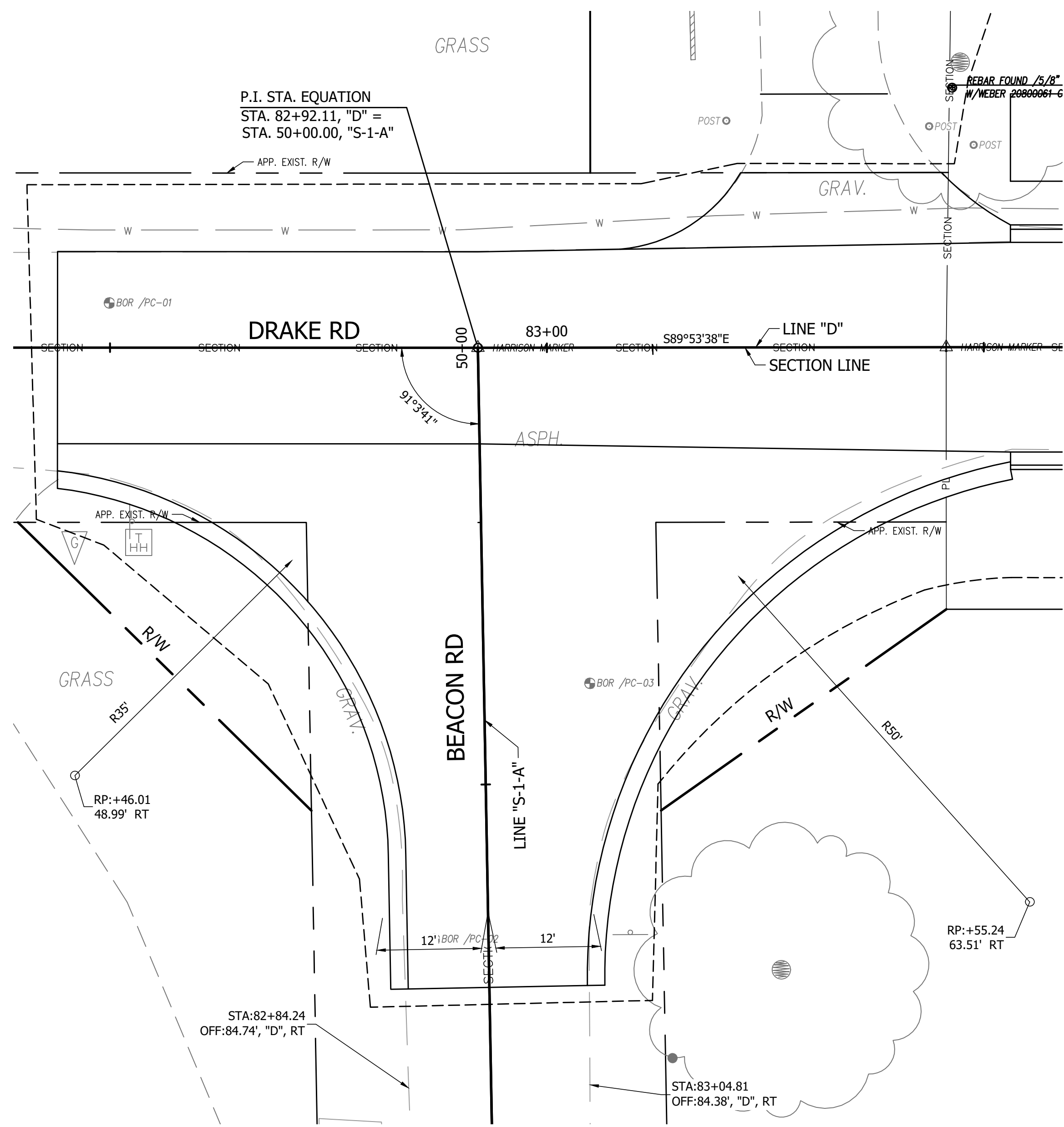
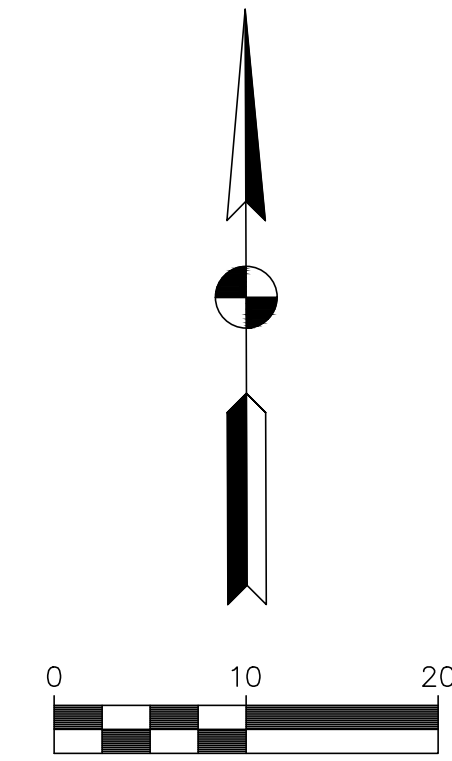
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CHECKED: WJZ	CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION	
INTERSECTION TURNING MOVEMENTS	
INTERSECTION DETAILS	

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	----
VERTICAL SCALE	DESIGNATION
1" = 5'	----
SURVEY BOOK	SHEETS
N/A	25 OF 04
CONTRACT	PROJECT
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NOTE TO REVIEWER  
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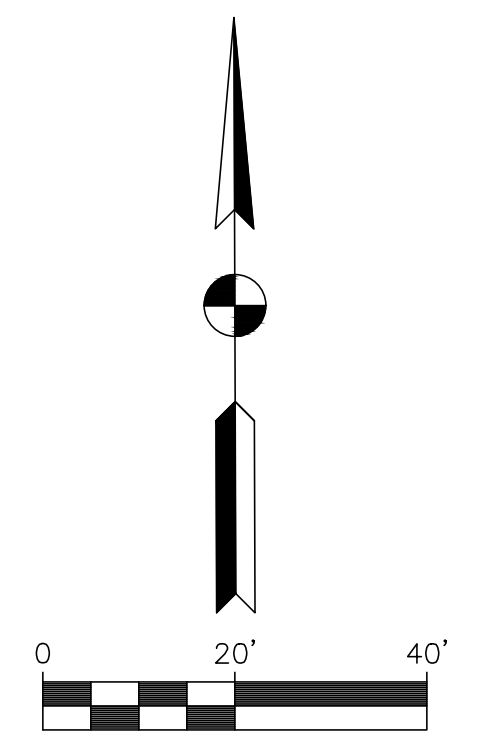
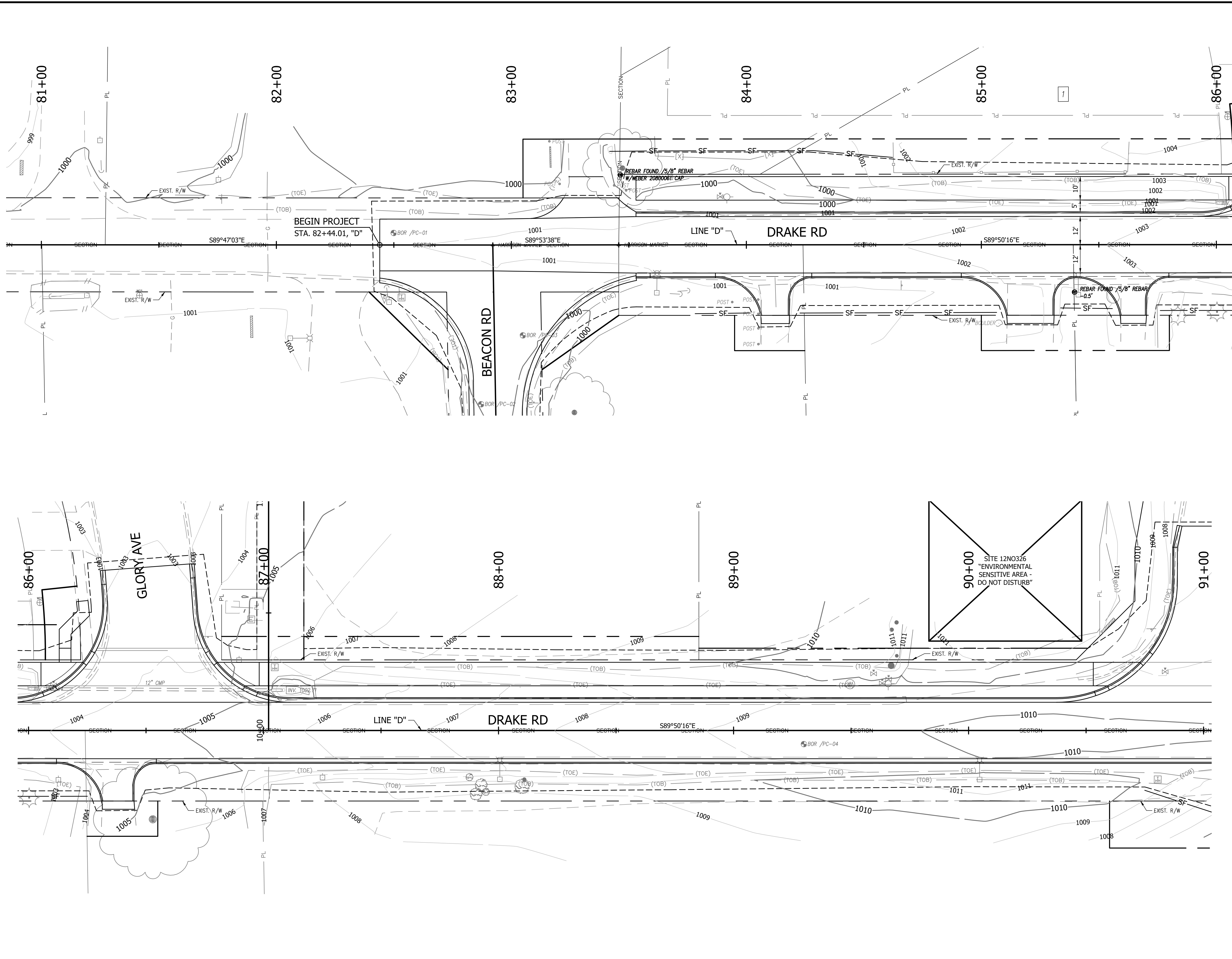
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DESIGNED: -	DRAWN: PSD
CHECKED: WJZ	CHECKED: -

INDIANA DEPARTMENT OF TRANSPORTATION	
INTERSECTION TURNING MOVEMENTS	
INTERSECTION DETAILS	

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	----
VERTICAL SCALE	DESIGNATION
1" = 5'	----
SURVEY BOOK	SHEETS
N/A	23 OF 04
CONTRACT	PROJECT
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- LEGEND:**
- TCF — TEMPORARY CONSTRUCTION FENCE (48" High)
  - SF — PERIMETER CONTROL (Silt Fence, Filter Sock, or Approved Equal)
  - ⊖ IP — CURB INLET PROTECTION
  - ⊖ GF — GEOTEXTILE FABRIC INLET PROTECTION
  - ⊖ GD — GRAVEL DONUT PIPE END PROTECTION
  - ⊖ FD — FABRIC DROP INLET PROTECTION
  - ⊖ TC — TEMPORARY CONSTRUCTION ENTRANCE
  - ⊖ RD — TEMPORARY ROCK CHECK DAM
  - ⊖ EB — EROSION CONTROL BLANKET
  - — CONCRETE WASHOUT AREA

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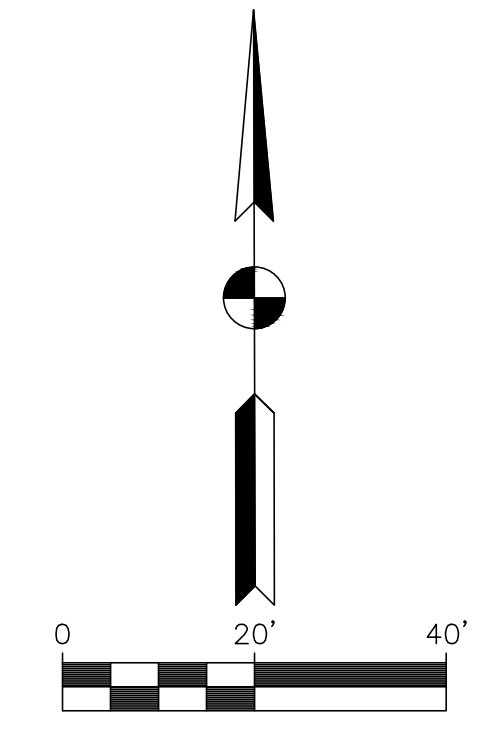
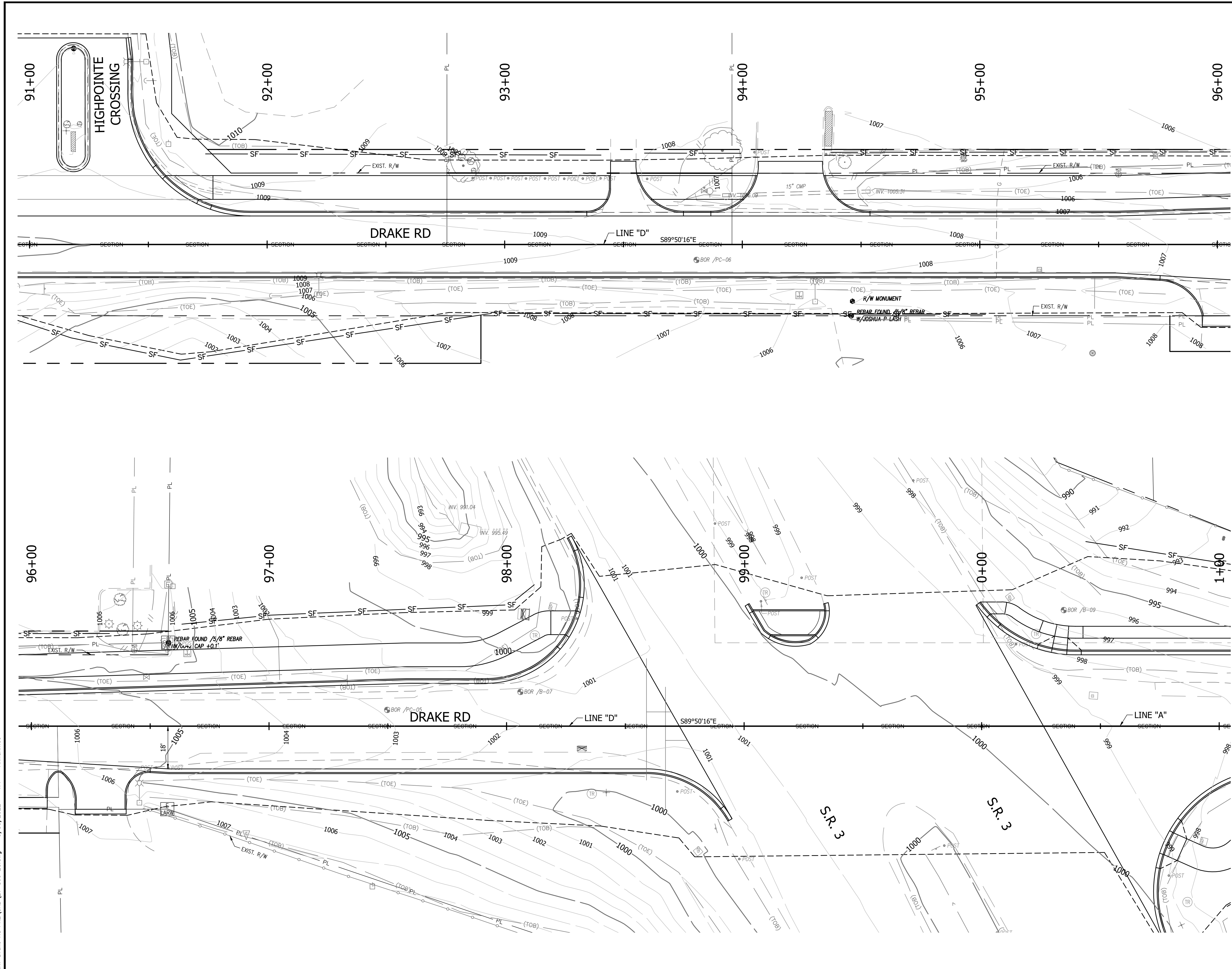
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER
DESIGNED: XXX	DRAWN: XXX
CHECKED: NVT	CHECKED: NVT

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION	
EROSION CONTROL PLAN - LINE 'D'	

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1902750
SURVEY BOOK	SHEETS
AZ ENG	26 OF --
CONTRACT	PROJECT
R-42771	1902750

PRELIMINARY - NOT FOR CONSTRUCTION

STAGE 2 SUBMITTAL



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  - CONCRETE WASHOUT AREA

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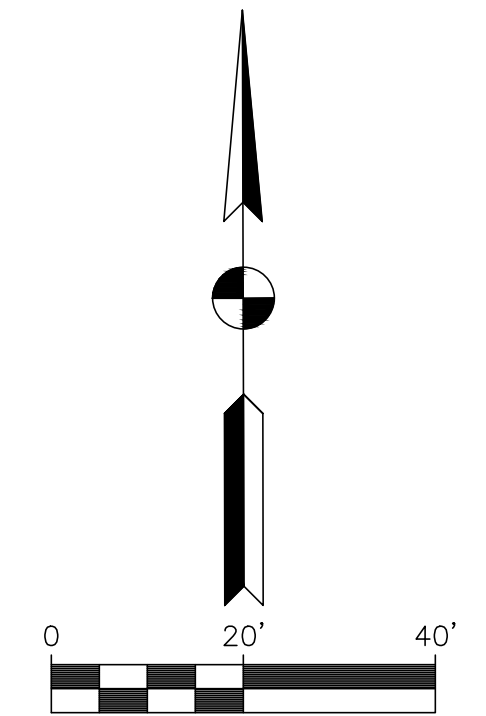
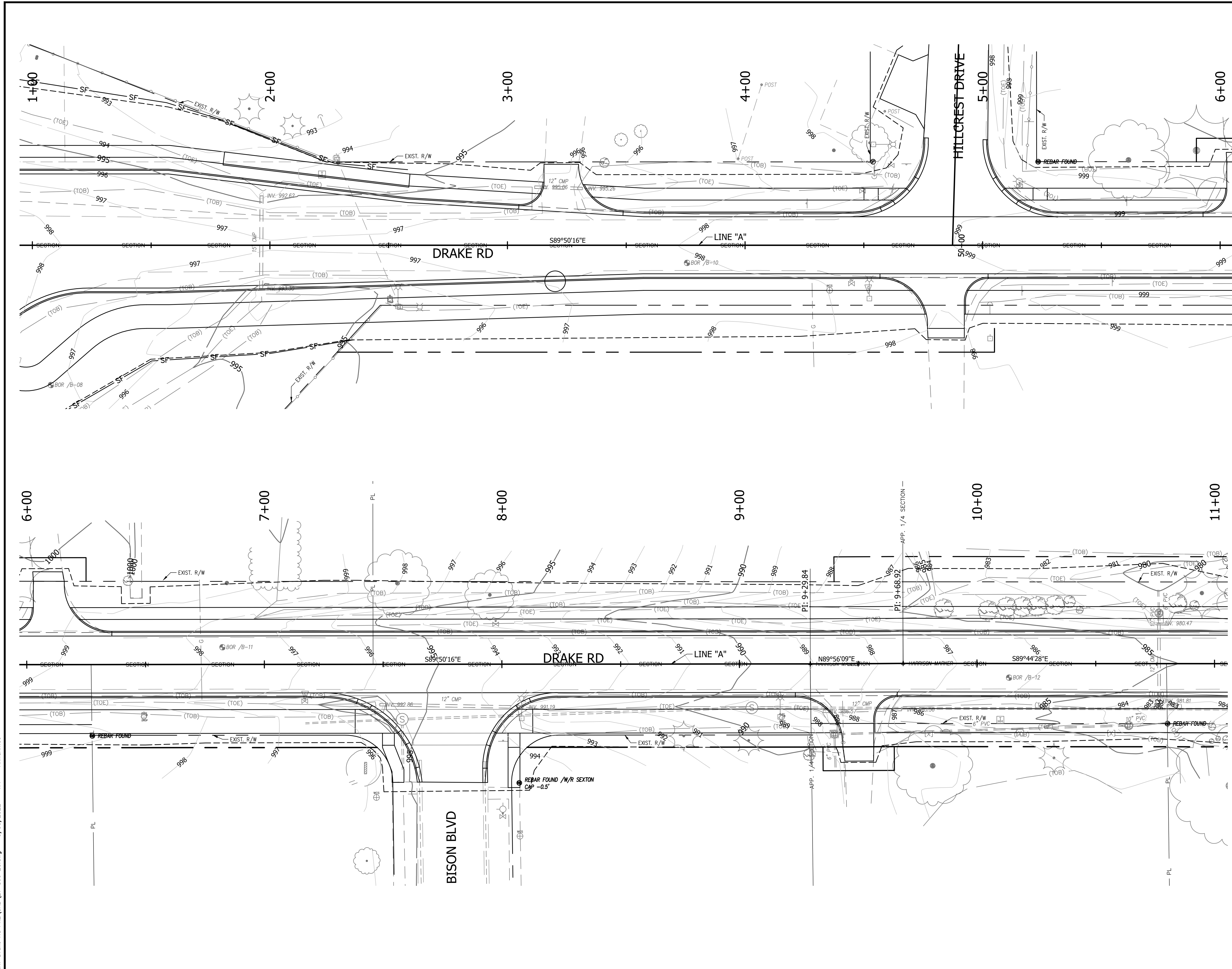
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER
DESIGNED: XXX	DRAWN: XXX
CHECKED: NVT	CHECKED: NVT

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION	
EROSION CONTROL PLAN - LINE 'D'	

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1902750
SURVEY BOOK	SHEETS
AZ ENG	27 OF --
CONTRACT	PROJECT
R-42771	1902750

PRELIMINARY - NOT FOR CONSTRUCTION

STAGE 2 SUBMITTAL



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  - GEOTEXTILE FABRIC INLET PROTECTION
  - GRAVEL DONUT PIPE END PROTECTION
  - FABRIC DROP INLET PROTECTION
  - TEMPORARY CONSTRUCTION ENTRANCE
  - TEMPORARY ROCK CHECK DAM
  - EROSION CONTROL BLANKET
  - CONCRETE WASHOUT AREA

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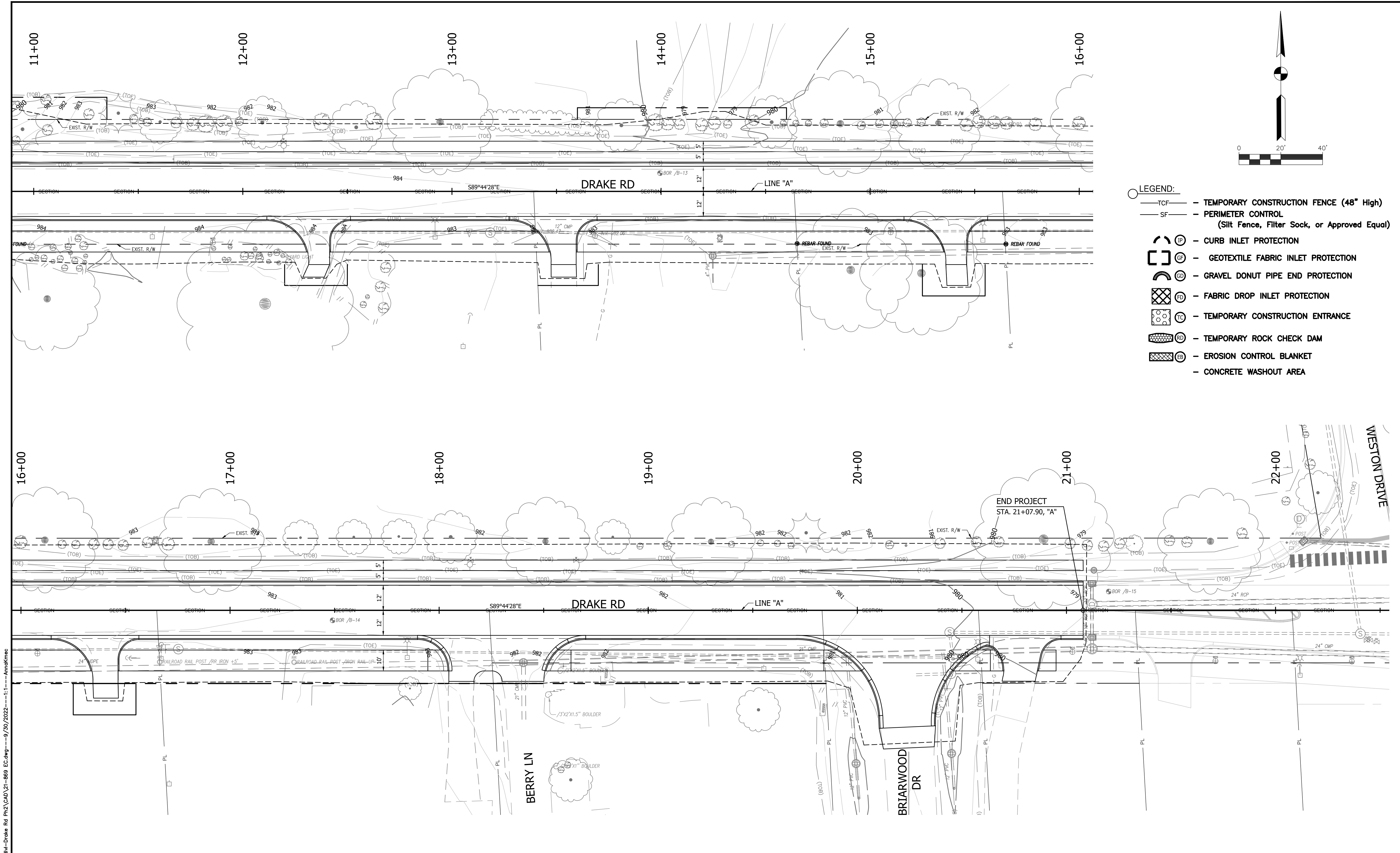
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER
DESIGNED: XXX	DRAWN: XXX
CHECKED: NVT	CHECKED: NVT

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION	
EROSION CONTROL PLAN - LINE 'A'	

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1902750
SURVEY BOOK	SHEETS
AZ ENG	28 OF --
CONTRACT	PROJECT
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PRELIMINARY - NOT FOR CONSTRUCTION

STAGE 2 SUBMITTAL



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DRAKE ROAD RECONSTRUCTION
EROSION CONTROL PLAN - LINE 'A'

HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
N/A	1902750
SURVEY BOOK	SHEETS
AZ ENG	29 OF --
CONTRACT	PROJECT
R-42771	1902750

PRELIMINARY - NOT FOR CONSTRUCTION

STAGE 2 SUBMITTAL





ASSESSMENT OF CONSTRUCTION PLAN ELEMENTS - SECTION 'A'

A1) INDEX SHOWING LOCATIONS OF REQUIRED PLAN ELEMENTS.

THE CONTRACTOR WILL BE REQUIRED TO PUT IN PLACE STORMWATER PROTECTIVE MEASURES APPROPRIATE FOR EACH PHASE OF CONSTRUCTION AND MAKE THE NECESSARY REVISIONS UNTIL THE PROJECT IS COMPLETE AND THE VEGETATION IS RE-ESTABLISHED.

A2) 11 BY 17 INCH PLAT SHOWING BUILDING LOT NUMBERS/BOUNDARIES AND ROAD LAYOUT/NAMES.

THE TITLE SHEET & PLAN/PROFILE PLAN SHEETS CLEARLY IDENTIFIES THE STREETS BY NAME AND ILLUSTRATES THE APPROXIMATE STREET RIGHT-OF-WAYS, AND PROPERTY LINES WITHIN THE PROJECT LIMITS.

A3) NARRATIVE DESCRIBING NATURE AND PURPOSE OF THE PROJECT.

THIS PROJECT INVOLVES ASPHALT TRAIL CONSTRUCTION, DRIVE APPROACHES, ADA COMPLIANT CURB RAMPS AND MINOR EARTHWORK RE-GRADING.

A4) VICINITY MAP SHOWING PROJECT LOCATION.

THE PROJECT TITLE SHEET INCLUDES A GENERAL LOCATION PLAN THAT ILLUSTRATES THE PROJECT LOCATION.

A5) LEGAL DESCRIPTION OF THE PROJECT SITE.

THE APPROXIMATE CENTER OF PROJECT-LATITUDE: 41°26'15.96"N, LONGITUDE: 85°17'0.13"W. THE PROJECT LIES IN TWO SEPARATE CIVIL TOWNSHIPS, WAYNE CIVIL TOWNSHIP, SECTIONS 31 & 32, TOWNSHIP 35N, RANGE 11E, ALLEN CIVIL TOWNSHIP, SECTIONS 5 & 6, TOWNSHIP 34N, RANGE 11E, NOBLE COUNTY, INDIANA.

A6) LOCATION OF ALL LOTS AND PROPOSED SITE IMPROVEMENTS.

THE PLAN & PROFILE & CONSTRUCTION DETAIL SHEETS IDENTIFY ALL PROPERTIES AND PROPOSED PROJECT IMPROVEMENTS.

A7) HYDROLOGIC UNIT CODE.

THE 14 DIGIT UNIT CODE FOR THIS PROJECT'S WATERSHED IS 04050001170050.

A8) NOTATION OF ANY STATE OR FEDERAL WATER QUALITY PERMITS.

- 1. THE AREA OF THE PROJECT IS GREATER THAN 1 ACRE WHICH REQUIRE A RULE 5 PERMIT.
2. NO FLOODPLAIN OR FLOODWAY PERMITS ARE REQUIRED

A9) SPECIFIC POINTS WHERE STORMWATER DISCHARGE WILL LEAVE THE SITE.

THE STORMWATER RUNOFF FOR THE PROPOSED PROJECT WILL DISCHARGE DIRECTLY TO THE CITY OF KENDALLVILLE, INDIANA STORM SEWER SYSTEM, ULTIMATELY OUTLET INTO THE HENDERSON LAKE DITCH.

A10) LOCATION AND NAME OF ALL WETLANDS, LAKES AND WATER COURSES ON AND ADJACENT TO THE SITE.

NO WETLANDS WERE SHOWN ON THE PROJECT AREA PER FISH AND WILDLIFE WETLAND INVENTORY MAPS. NO LAKES, REGULATED TILES OR OPEN DRAINS WERE FOUND NEAR THE PROJECT AREA.

A11) IDENTIFICATION OF ALL RECEIVING WATERS.

THE STORMWATER RUNOFF FOR THE PROPOSED PROJECT IS DIVIDED EAST AND WEST BY STATE ROAD 3. THE AUNGST # 215 TILE DRAIN WILL ACCEPT THE WEST SIDE AND THE BIXLER LAKE DITCH #27 WILL ACCEPT THE EAST SIDE OF STATE ROAD 3. BOTH, ULTIMATELY OUTLET INTO THE HENDERSON LAKE DITCH.

A12) IDENTIFICATION OF POTENTIAL DISCHARGES TO GROUND WATER (ABANDONED WELLS, SINKHOLES, ETC.).

NO KNOWN SINKHOLES, DRYWELLS, OR CISTERNS WERE FOUND, FOR WHICH STORMWATER RUNOFF COULD POTENTIALLY BE DISCHARGED TO GROUND WATER. IF THE CONTRACTOR IN SOME UNLIKELY EVENT ENCOUNTER AN ABANDON WELL OR SINKHOLE THE CONTRACTOR WILL SHALL CONTACT THE DESIGN ENGINEER FOR DIRECTIVES.

A13) 100 YEAR FLOODPLAINS, FLOODWAYS, AND FLOODWAY FRINGES.

THE PROJECT LIE OUTSIDE ZONE AE (100 YR. FLOODPLAIN & FLOODWAY) PER F.I.R.M. MAP PANELS 1811300217D DATED 3/02/2015, 1811300209D DATED 3/02/2015 1811300206D DATED 3/02/2015, 1811300216D DATED 3/02/2015.

A14) PRE-CONSTRUCTION AND POST CONSTRUCTION ESTIMATE OF PEAK DISCHARGE (10 YEAR EVENT).

USING THE RATIONAL METHOD FOR A 10-YEAR AVERAGE RECURRENCE INTERVAL AND A DURATION OF 24 HOURS THE PRE-CONSTRUCTION DISCHARGE IS 2.8 CFS. ADDITION OF THE IMPROVEMENTS INCREASE THE THE 10-YEAR STORMWATER PEAK DISCHARGE TO APPROXIMATELY 4.2 CFS.

A15) ADJACENT LAND USE, INCLUDING UPSTREAM WATERSHED.

THE LAND USE ADJACENT TO THE PROJECT AREA IS PRIMARILY AGRICULTURAL WITH SMALLER PORTIONS INCLUDING A COMMERCIAL PROPERTY, A CEMETERY, AND SINGLE FAMILY RESIDENTIAL HOME SITES. THE UPSTREAM WATERSHED IS PRIMARILY AGRICULTURAL WITH SIMILAR OUT-LOTS.

A16) LOCATIONS AND APPROXIMATE BOUNDARIES OF ALL DISTURBED AREAS (CONSTRUCTION LIMITS).

THE PLAN/PROFILES AND CONSTRUCTION DETAILS PLAN SHEETS SHOW THE GRADING/CONSTRUCTION LIMITS FOR THIS PROJECT. THE DISTURBED AREAS ARE GENERALLY CONTAINED TO A FEW FEET OUTSIDE THE NEW WALK/TRAIL AND ROAD IMPROVEMENTS.

A17) IDENTIFICATION OF EXISTING VEGETATIVE COVER.

THE EXISTING VEGETATION COVER CONSIST OF GRASSES, TREES, BASIC SHRUBBERY VEGETATION.

ASSESSMENT OF STORMWATER POLLUTION PREVENTION PLAN - SECTION 'B'

B1) DESCRIPTION OF POTENTIAL POLLUTANT SOURCES ASSOCIATED WITH CONSTRUCTION ACTIVITIES.

POTENTIAL POLLUTANT SOURCES INCLUDE DIESEL FUEL, OIL AND HYDRAULIC FLUIDS FROM CONSTRUCTION MACHINERY AS WELL AS SOIL LADEN STORM WATER RUNOFF. SEE "TYPICAL CONSTRUCTION SITE POLLUTANTS TABLE" OF SWPPP PLANS. ALL DISTURBED AREAS THAT WILL BE IDLE 15 DAYS OR LONGER MUST BE STABILIZED IN SOME WAY (TEMPORARY SEEDING, PERMANENT SEEDING, OR MULCHING, ETC.).

B2) SEQUENCE DESCRIBING STORMWATER QUALITY MEASURE IMPLEMENTATION RELATIVE TO LAND DISTURBING ACTIVITIES.

THE CONTRACTOR WILL BE RESPONSIBLE FOR PLACING INLET PROTECTION & SILT FENCE AS SHOWN ON THE EROSION CONTROL PLAN SHEETS PRIOR TO ANY EARTH DISTURBING ACTIVITIES. THE EROSION CONTROL MEASURES ARE TO REMAIN IN PLACE FOR THE ENTIRE EARTH DISTURBING PERIOD. THEY MAY BE REMOVED WHEN SURFACE STABILIZATION HAS BEEN ACHIEVED.

- 1. INITIAL TEMPORARY EROSION & SEDIMENT CONTROL MEASURES SHALL BE IN PLACE BEFORE ANY CONSTRUCTION ACTIVITIES TAKE PLACE. THIS INCLUDES THE INSTALLATION MEASURES FOR STAGING AREAS, CONSTRUCTION ENTRANCES, AND ANY OTHER EROSION CONTROL MEASURES. THE TEMPORARY EROSION AND SEDIMENT CONTROL PLAN IS FLEXIBLE TO MODIFY IN ACCORDANCE WITH THE CONSTRUCTION PHASING AS LONG AS THE PROPOSED MEASURES WHICH CORRESPOND TO THE SPECIFIC CONSTRUCTION AREAS ARE PLACED PRIOR TO EARTH DISTURBING ACTIVITIES FOR THOSE WORK AREAS.
2. THE EROSION AND SEDIMENT CONTROL MEASURES SHALL REMAIN IN PLACE FOR THE DURATION OF EARTH DISTURBING CONSTRUCTION UNTIL FINAL SURFACE STABILIZATION IS ACHIEVED. ONCE FINAL SURFACE STABILIZATION IS ACHIEVED TEMPORARY EROSION CONTROL MEASURE MAY BE CAREFULLY REMOVED AS TO NOT FURTHER DISTURB THE GROUND COVER.

B3) STABLE CONSTRUCTION ENTRANCE LOCATIONS AND SPECIFICATIONS (ALL POINTS OF INGRESS AND EGRESS).

DUE TO THE TYPE OF LINEAR WALK/TRAIL CONSTRUCTION THAT WILL BE UTILIZED DURING THIS PROJECT CONSTRUCTION, THERE IS NO CONSTRUCTION ENTRANCE PLANNED AT THE TIME OF SUBMITTAL. THE CONTRACTOR SHALL CLEAN THE ROAD AS NEEDED BY SCRAPING, SWEEPING, SPRAYING OFF AND VACUUMING, ETC.

B4) SEDIMENT CONTROL FOR SHEET FLOW AREAS.

THE EROSION CONTROL PLANS SHOW PLACEMENT OF SILT FENCE (OR EQUIVALENT) FOR SHEET FLOW AREAS. THERE IS LITTLE TO NO EXCESSIVE SHEET FLOW RUNOFF EXPECTED FOR THIS PROJECT, DUE TO THE NEARLY FLAT SLOPES.

B5) SEDIMENT CONTROL MEASURES FOR CONCENTRATED FLOW AREAS.

THE EROSION CONTROL PLANS SHOWS PLACEMENT LOCATIONS OF INLET PROTECTION DEVICES FOR CONCENTRATED FLOW AREAS.

B6) STORM SEWER INLET PROTECTION MEASURE LOCATIONS AND SPECIFICATIONS.

THE EROSION CONTROL PLANS ILLUSTRATE SPECIFIC PLACEMENT LOCATIONS AND TYPE OF INLET PROTECTION METHODS.

B7) RUNOFF CONTROL MEASURES.

INLET PROTECTION WILL BE UTILIZED TO DETAIN SOIL LADEN RUNOFF BEFORE LEAVING THE CONSTRUCTION SITE LIMITS.

B8) STORM WATER OUTLET PROTECTION SPECIFICATIONS.

THERE ARE NO STORM SEWER PIPE OUTLETS ON THIS PROJECT. THE CULVERT EXTENSION MENTIONED ABOVE HAS TO BE 10 FEET LONGER THAN THE CULVERT OUTLET.

B9) GRADE STABILIZATION STRUCTURE LOCATIONS AND SPECIFICATIONS.

NOT APPLICABLE TO THIS PROJECT.

B10) LOCATION, DIMENSIONS, SPECIFICATIONS, AND CONSTRUCTION DETAILS OF EACH STORMWATER QUALITY MEASURE.

THE CONTRACTOR SHALL BE RESPONSIBLE TO KEEP THE STREET SURFACE CLEAN AND PROVIDE PROTECTION OF THE STORM WATER INLETS ADJACENT TO AREAS OF CONSTRUCTION. INLET PROTECTION SPECIFICATIONS, DIMENSIONS, AND DETAILS CAN BE FOUND IN THE INDOT STANDARDS AND SPECIFICATIONS MANUAL. THE SPECIFIC PRACTICE LOCATIONS CAN BE FOUND IN THE EROSION CONTROL PLANS.

B11) TEMPORARY SURFACE STABILIZATION METHODS APPROPRIATE FOR EACH SEASON INCLUDING SEQUENCING.

THE CONTRACTOR WILL BE REQUIRED TO SEQUENCE THE PROJECT TO MINIMIZE THE TIME THAT VEGETATIVE COVER IS REMOVED. SEASONAL TEMPORARY SEEDING SHALL COMPLY TO THE SEEDING TABLE ON THE EROSION CONTROL PLANS. ANY CONSTRUCTION AREA IDLE FOR MORE THAN 15 DAYS SHALL BE STABILIZED.

B12) PERMANENT SURFACE STABILIZATION SPECIFICATIONS (INCLUDING SEQUENCING).

ALL DISTURBED GRASS AREAS WILL BE MULCH SEEDED, UTILIZING THE INDOT TYPE "U" MIX FOR URBAN AREAS.

B13) MATERIAL HANDLING AND SPILL PREVENTION PLAN.

THE CONTRACTORS WORKING ON THIS SITE SHALL CONTAIN/REMOVE ANY POLLUTANTS THAT MAY BE CAUSED BY AND NOT LIMITED TO THEIR EQUIPMENT IN USE, REFUELING OR STORAGE ON-SITE. THE CONTRACTOR SHALL KEEP ALL NECESSARY MATERIAL SAFETY DATA SHEETS ON SITE. IN CASE OF EMERGENCY SPILL, THE FIRE DEPARTMENT SHALL BE PHONED (911). AFTER THE SPILL IS CONTAINED, A HAZARDOUS CLEANUP COMPANY SHALL FOLLOW UP. IF A SPILL OCCURS, CALL THE NATIONAL RESPONSE CENTER (NRC) AT 1-800-424-8802.

B14) MONITORING AND MAINTENANCE GUIDELINES FOR EACH PROPOSED STORMWATER QUALITY ME.

THE CONTRACTOR SHALL HAVE EMPLOYED ONE INDIVIDUAL WHO IS RESPONSIBLE FOR MONITORING AND MAINTAINING APPROPRIATE SEDIMENT CONTROL MEASURES. ALL AND ANY AREAS THAT HAVE BEEN DISTURBED AND WILL BE IDLE 15 DAYS OR LONGER MUST BE STABILIZED IN SOME WAY (TEMPORARY/PERMANENT SEEDING, MULCHING). MAINTENANCE OF ALL EROSION AND SEDIMENT CONTROL PRACTICES WILL FIELD CHECKED ON A WEEKLY BASIS AND AFTER ALL 1/4" OR GREATER STORM EVENTS, THE CONTRACTOR IS RESPONSIBLE TO SEE THAT ALL PRACTICES ARE INSTALLED AND MAINTAINED ACCORDING TO THE DESIGNED CRITERIA. THE "WEEKLY EVALUATION CHECKLIST SHEET" MUST BE FILLED OUT EACH TIME AND BE KEPT ON FILE. THIS IS A STATE LAW 327-IAC15-5-10.

B15) EROSION AND SEDIMENT CONTROL SPECIFICATIONS FOR INDIVIDUAL BUILDING LOTS.

THERE ARE NO INDIVIDUAL BUILDING LOT SITES AS A PART OF THIS PROJECT.

STORMWATER POLLUTION PREVENTION PLAN - POST CONSTRUCTION COMPONENT SECTION 'C'

C1) DESCRIPTION OF POTENTIAL POLLUTANT SOURCES ASSOCIATED WITH THE PROPOSED LAND USE.

THE SOURCES OF POLLUTANTS WITHIN THE FINISHED PROJECT SITE (E.G., OIL, GREASE, ANTIFREEZE, BRAKE FLUID, BRAKE DUST, RUBBER FRAGMENTS, GASOLINE, DIESEL FUEL AND OTHER HYDROCARBONS, AND METALS FROM VEHICULAR AND OTHER SOURCES, GRIT (SEDIMENT) FROM WEARING OF THE ROAD SURFACE AND FALLING OR WASHING OFF OF VEHICLES, TRASH (INCLUDING BACTERIA AND OTHER BIOLOGICAL AGENTS CONTAINED IN THE TRASH) FROM LITTERING AND OTHER TYPES OF IMPROPER DISPOSAL OR STORAGE, AND ELEVATED RECEIVING WATER TEMPERATURES FROM STORM WATER RUN-OFF CONTACT WITH IMPERVIOUS SURFACES) ARE POSSIBLE POST CONSTRUCTION.

C2) SEQUENCE DESCRIBING STORMWATER QUALITY MEASURE IMPLEMENTATION.

AREAS TO BE SEEDDED WILL BE FINE GRADED IN ORDER TO ESTABLISH A GOOD STAND OF VEGETATION IN ORDER TO PREVENT EROSION. PERMANENT SEEDING MUST BE DONE WITHIN 15 DAYS OF THE END OF CONSTRUCTION.

C3) DESCRIPTION OF PROPOSED POST CONSTRUCTION STORMWATER QUALITY MEASURES.

- 1. THE INLET FILTER SOCKS SHALL BE MAINTAINED BY THE CONTRACTOR AND REMAIN UNTIL A NOTICE OF TERMINATION HAS BEEN GRANTED BY THE SOIL AND WATER CONSERVATION DISTRICT.
2. PERMANENT SEEDING WILL BE IN ACCORDANCE WITH INDOT STANDARD SPECIFICATIONS AND DETAILS.

C4) LOCATION, DIMENSIONS, SPECIFICATIONS AND CONSTRUCTION DETAILS OF EACH STORMWATER QUALITY MEASURE.

THE EROSION CONTROL PLANS IDENTIFY LOCATIONS WHERE THE CONTRACTOR MUST, AT A MINIMUM UTILIZE SEEDING, SILT FENCING AND INLET PROTECTION, TO REDUCE THE ENVIRONMENTAL IMPACT ON THE RECEIVING WATERS.

C5) DESCRIPTION OF MAINTENANCE GUIDELINES FOR POST CONSTRUCTION STORMWATER QUALITY MEASURES.

THE SITE SHOULD BE INSPECTED AFTER EACH 1/2" STORM EVENT AND EROSION CONTROL MEASURES TAKEN IF NECESSARY. ON GOING MAINTENANCE IS ALSO NECESSARY. SOME OF THE ITEMS MAY INCLUDE, BUT ARE NOT LIMITED TO PICKING UP TRASH, SWEEPING OF PARKING LOTS, LAWN MAINTENANCE (MOWING, TRIMMING, ETC.). THE OWNER/RENTER OF THE ADJACENT LAND TRACT MAY BE RESPONSIBLE FOR THIS WORK AFTER THE NOTICE OF TERMINATION IS GRANTED.

S:\2021 Projects\21-889 Indiv-Drake Rd Ph2\CAD\21-889 EC.dwg ---9/30/2022---1:11:11---AmrKmc

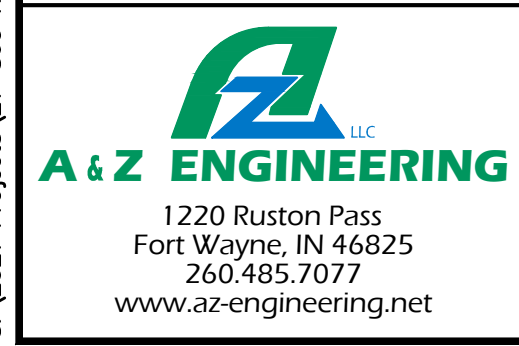
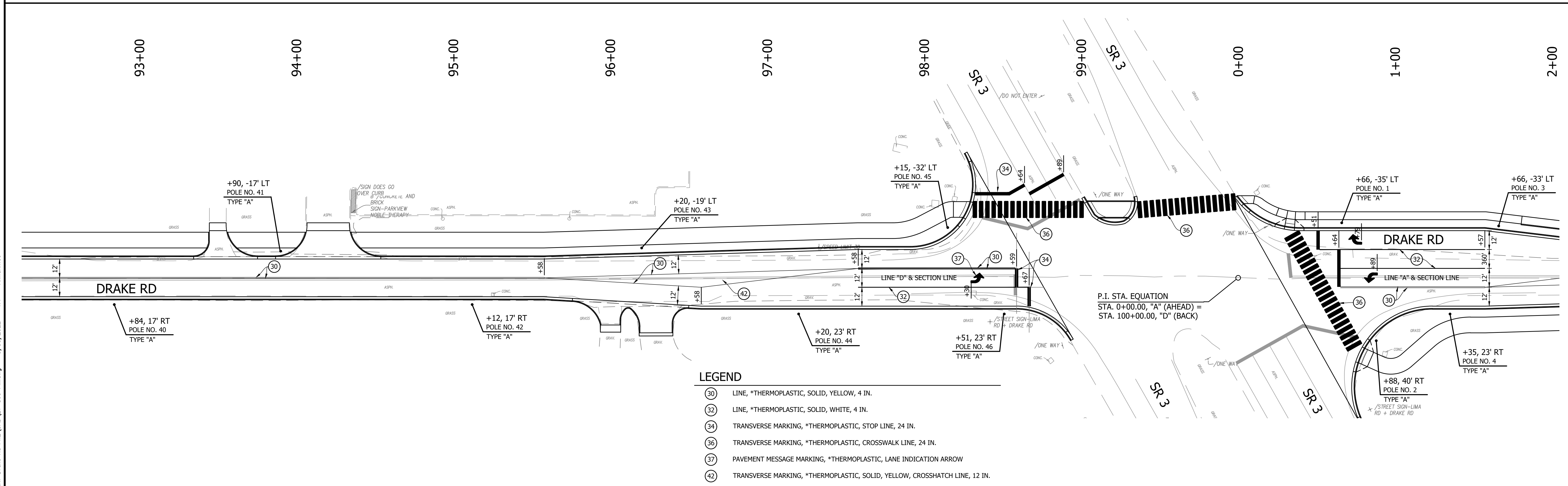
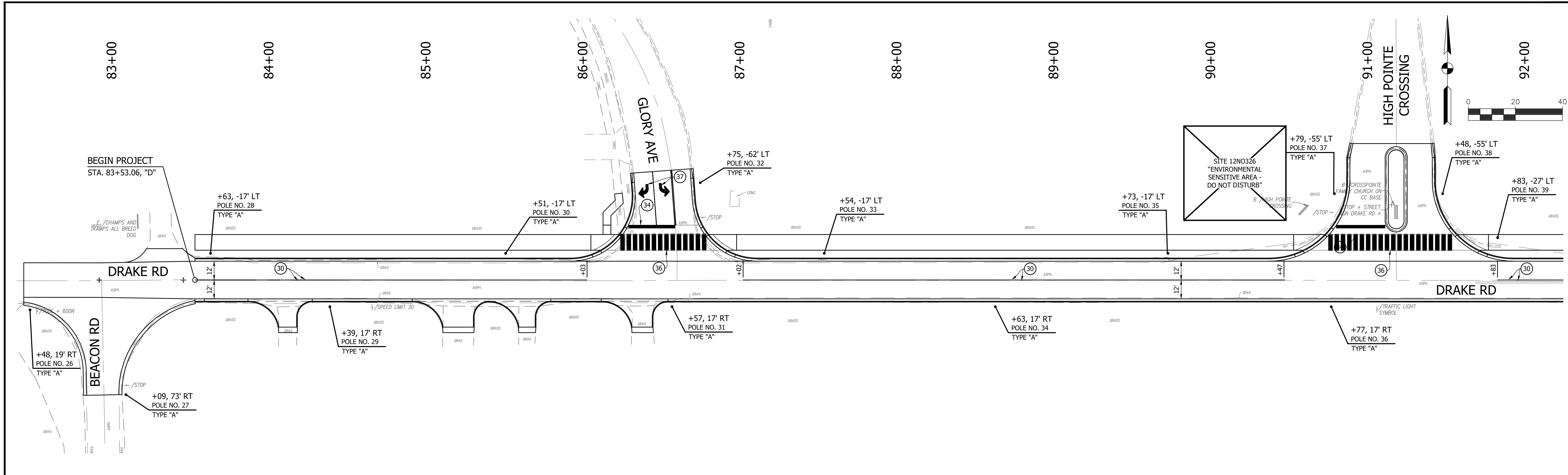


Table with columns for RECOMMENDED FOR APPROVAL, DESIGN ENGINEER, DESIGNED: XXX, DRAWN: XXX, CHECKED: NVT, and CHECKED: NVT.

Table with columns for INDIANA DEPARTMENT OF TRANSPORTATION, DRAKE ROAD RECONSTRUCTION, and EROSION CONTROL DETAILS.

Table with columns for HORIZONTAL SCALE (1" = 20'), VERTICAL SCALE (N/A), SURVEY BOOK (AZ ENG), CONTRACT (R-42771), BRIDGE FILE (N/A), DESIGNATION (1902750), SHEETS (31 OF --), and PROJECT (1902750).

PRELIMINARY - NOT FOR CONSTRUCTION



S:\2021\Projects\21-889\Indiv\Drake Rd\21-889 PM.dwg - 9/30/2022 - 1:11 - Amekmece

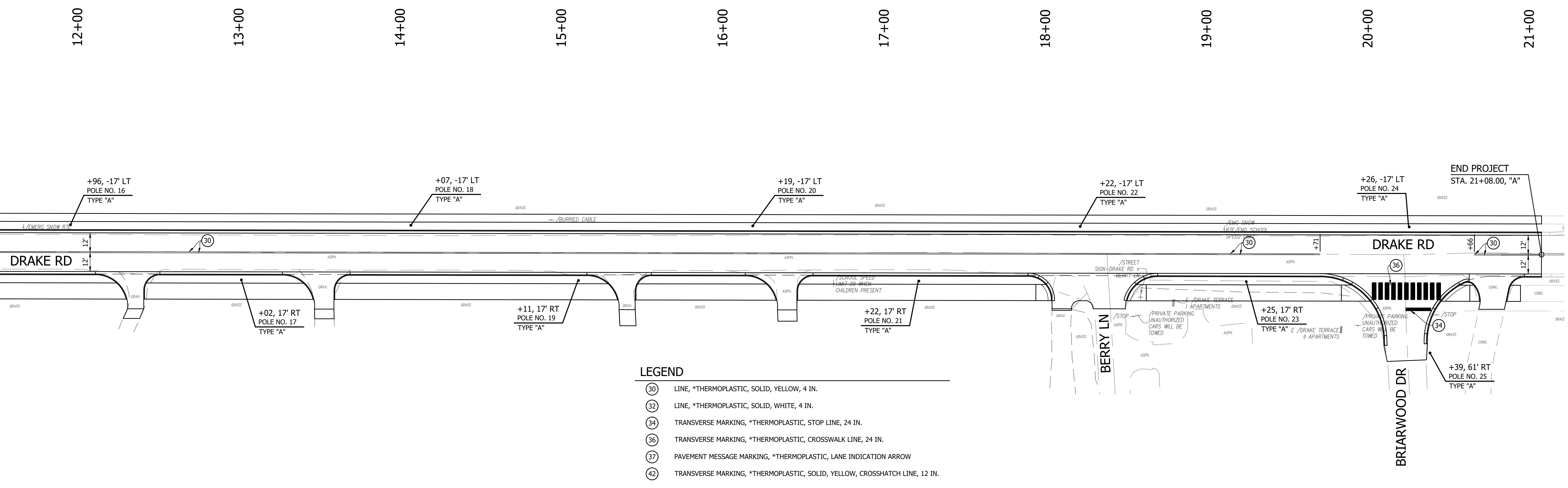
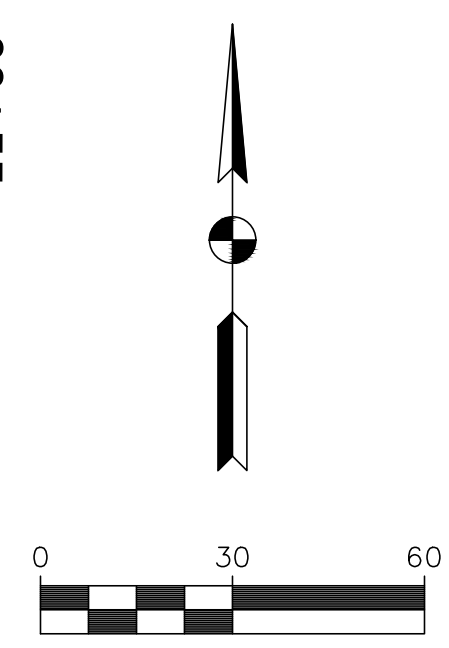
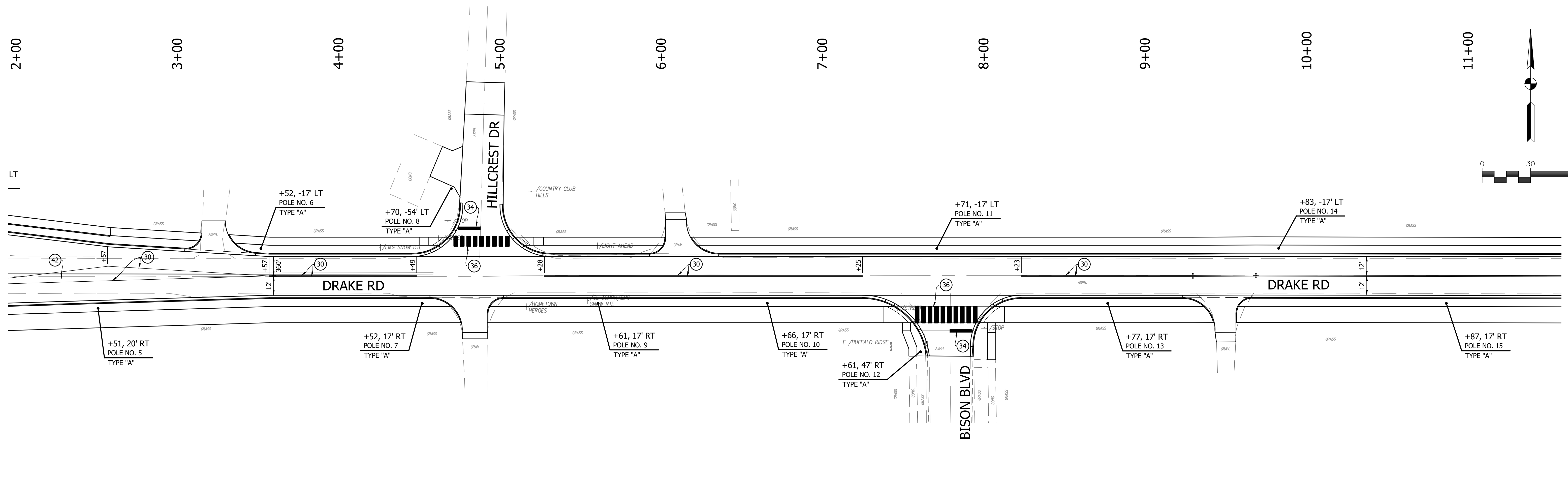
**A & Z ENGINEERING**  
 1220 Ruston Pass  
 Fort Wayne, IN 46825  
 260.485.7077  
 www.az-engineering.net

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: -	DRAWN: PSD	
CHECKED: -	CHECKED: WJZ	

INDIANA DEPARTMENT OF TRANSPORTATION	
INTERSECTION TURNING MOVEMENTS - DOWLING ST & N PARK AVE	
PAVEMENT MARKING & SIGNAGE PLAN - LINE 'D'	

SCALE 1" = 30'	DESIGNATION ----
SURVEY BOOK N/A	SHEETS 32 OF 04
CONTRACT ----	PROJECT ----

PRELIMINARY - NOT FOR CONSTRUCTION



- LEGEND**
- (30) LINE, \*THERMOPLASTIC, SOLID, YELLOW, 4 IN.
  - (32) LINE, \*THERMOPLASTIC, SOLID, WHITE, 4 IN.
  - (34) TRANSVERSE MARKING, \*THERMOPLASTIC, STOP LINE, 24 IN.
  - (36) TRANSVERSE MARKING, \*THERMOPLASTIC, CROSSWALK LINE, 24 IN.
  - (37) PAVEMENT MESSAGE MARKING, \*THERMOPLASTIC, LANE INDICATION ARROW
  - (42) TRANSVERSE MARKING, \*THERMOPLASTIC, SOLID, YELLOW, CROSSHATCH LINE, 12 IN.

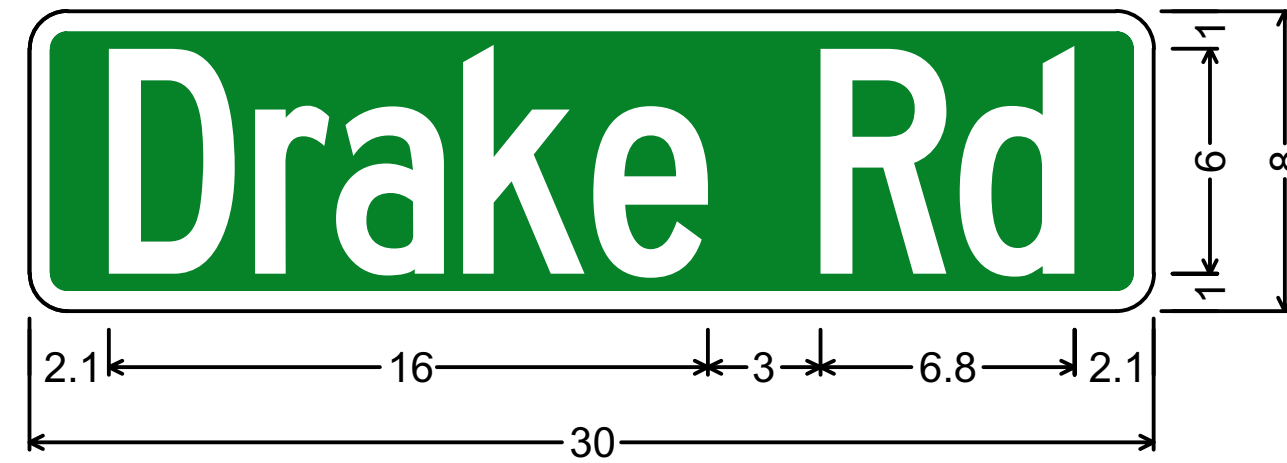
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CHECKED: -	CHECKED: WJZ	

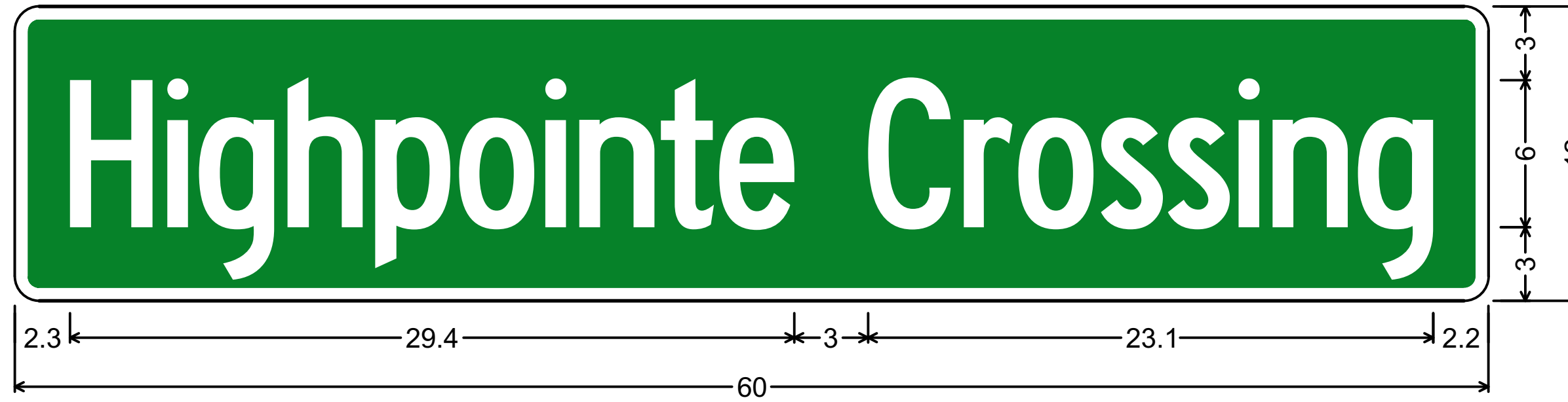
INDIANA DEPARTMENT OF TRANSPORTATION	
INTERSECTION TURNING MOVEMENTS - DOWLING ST & N PARK AVE	
PAVEMENT MARKING & SIGNAGE PLAN - LINE 'A'	

SCALE	1" = 30'
DESIGNATION	----
SURVEY BOOK	N/A
CONTRACT	----
SHEETS	33 OF 04
PROJECT	----



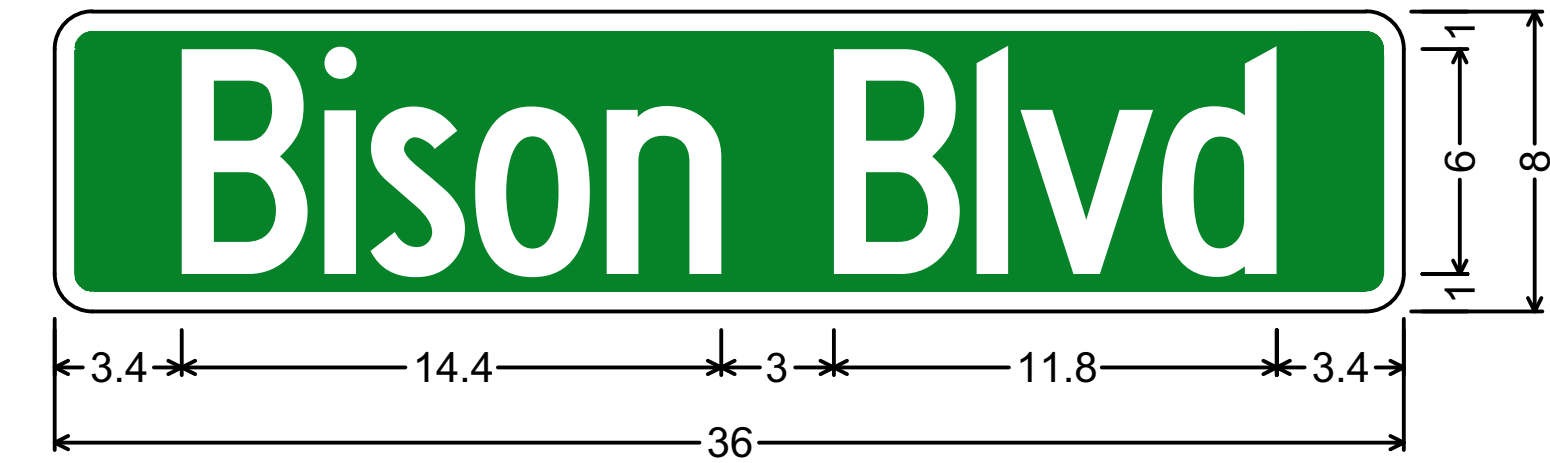
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 Mounting : Post;  
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 "Drake Rd", C 2K 50% spacing;  
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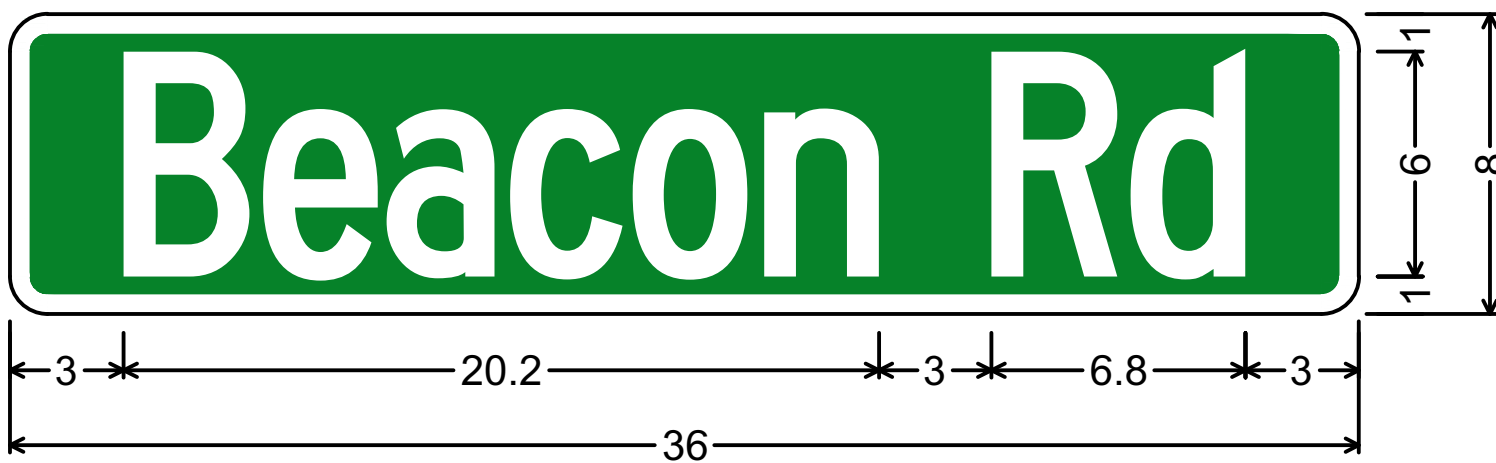
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 Mounting : Post;  
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 Table of widths and spaces

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3.0	C	3.4	0.5	r	2.0	0.3	o	3.0	0.3	s	2.5	0.3	s	2.5	0.3	i	0.9	0.5	n	3.1	0.4	g	3.1	2.2						



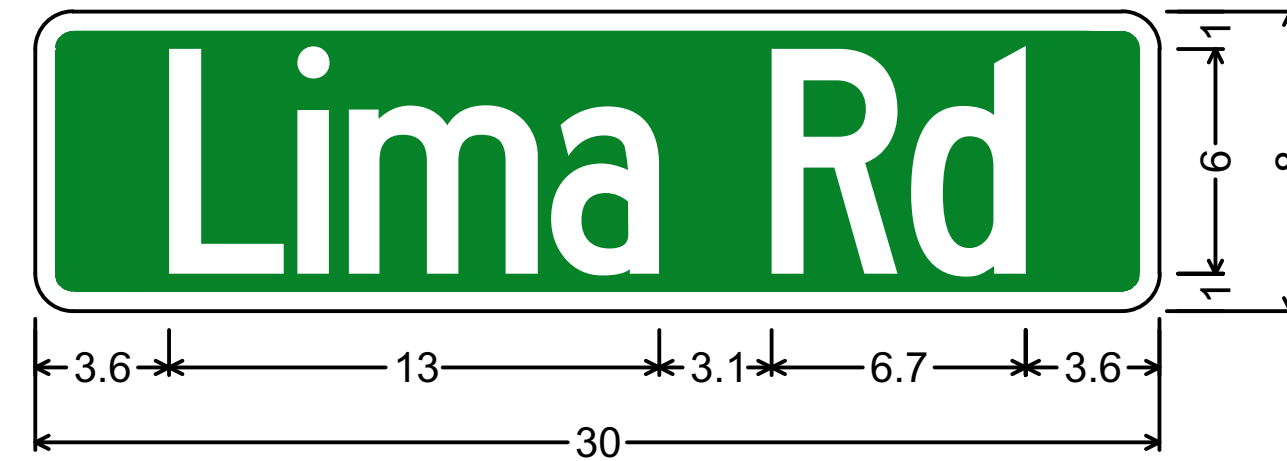
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 "Bison Blvd", C 2K 50% spacing;  
 Table of widths and spaces

3.4	B	3.3	0.5	i	0.8	0.4	s	2.5	0.3	o	3.1	0.4	n	3.1															
3.0	B	3.3	0.5	i	0.8	0.4	v	3.5	0.2	d	3.1	3.4																	



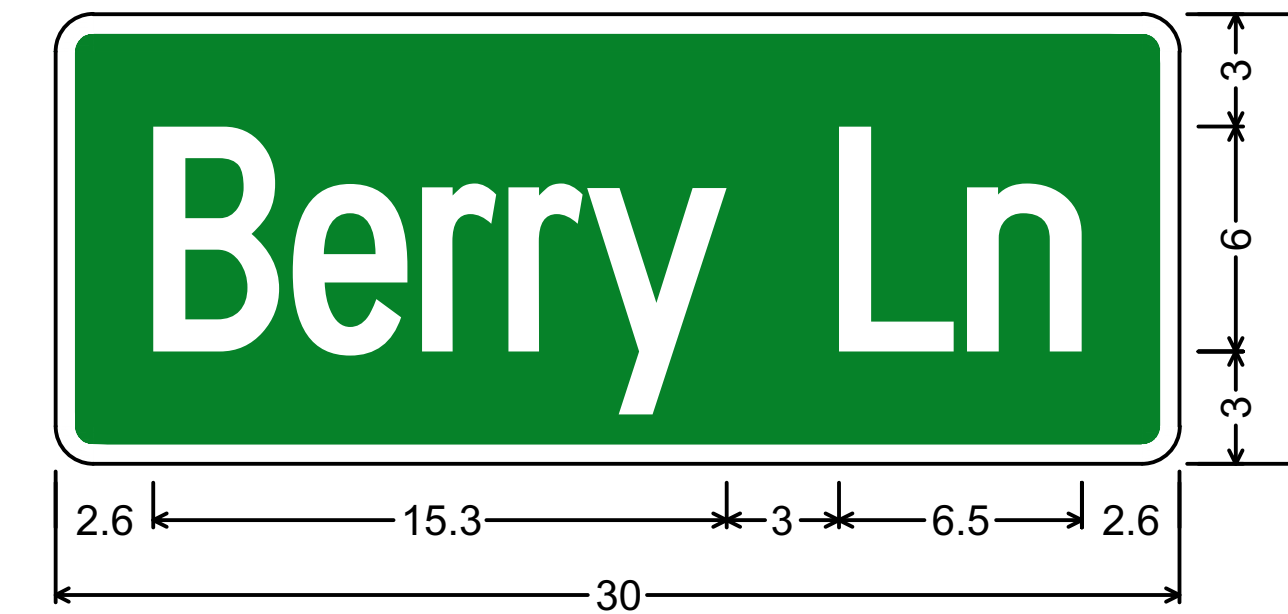
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 "Beacon Rd", C 2K 50% spacing;  
 Table of widths and spaces

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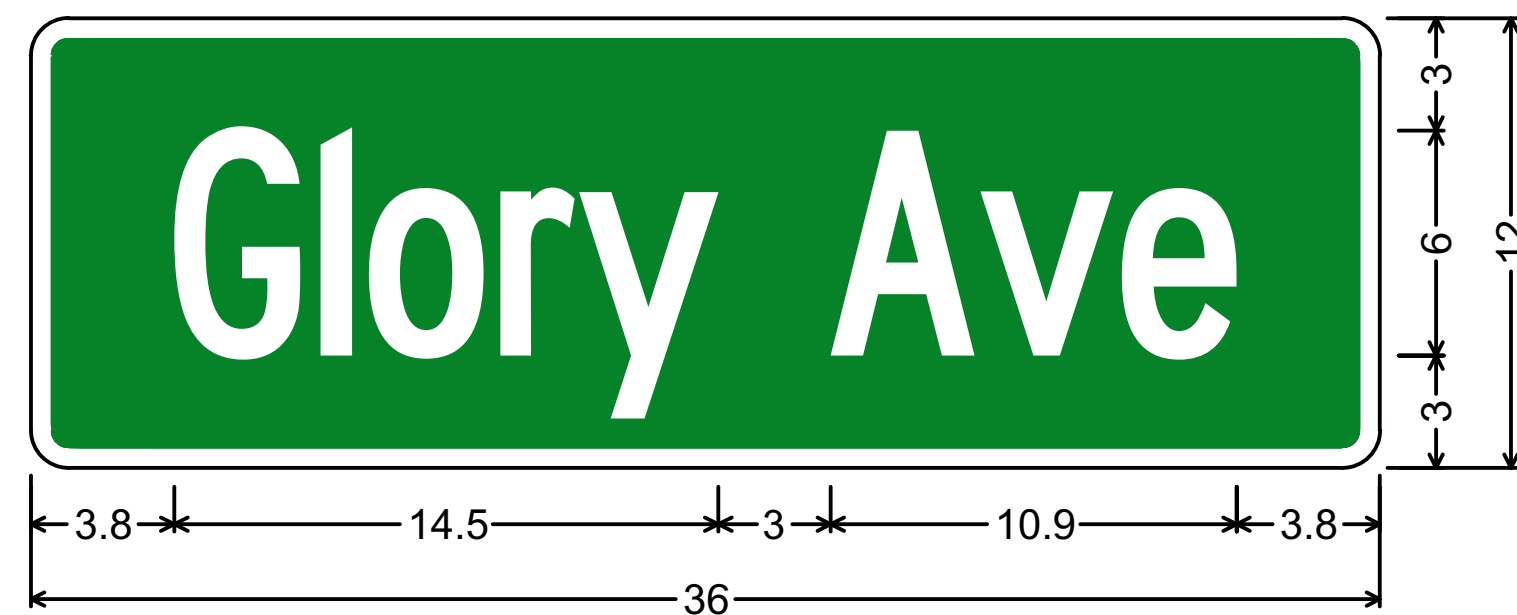
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D3-1;  
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 Mounting : Post;  
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 "Berry Ln", C 2K 50% spacing;  
 Table of widths and spaces

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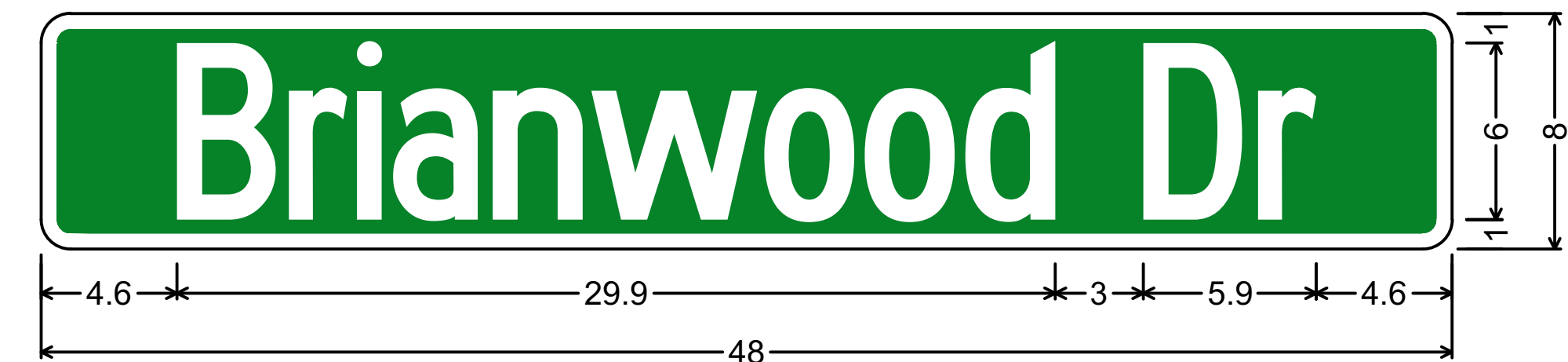
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 "Glory Ave", C 2K 50% spacing;  
 Table of widths and spaces

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-----	---	-----	-----	---	-----	-----	---	-----	-----	---	-----	-----	---	-----	-----	---	-----	-----	---	-----	-----	---	-----	-----



D3-1;  
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 "Hillcrest Dr", C 2K 50% spacing;  
 Table of widths and spaces

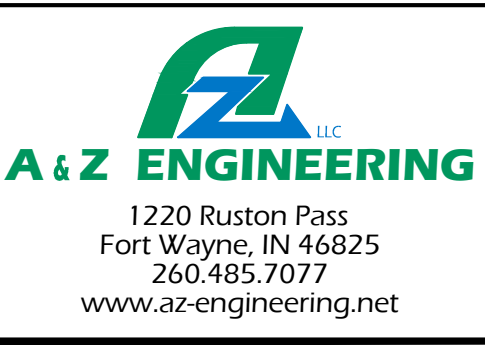
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3.0	D	3.4	0.5	r	2.0	2.7																							



D3-1;  
 State : IN;  
 Mounting : Post;  
 1.0" Radius, 0.5" Border, White on Green;  
 "Brianwood Dr", C 2K 50% spacing;  
 Table of widths and spaces

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3.0	D	3.4	0.5	r	2.0	4.6																							

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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER
DESIGNED: XXX	DRAWN: XXX
CHECKED: NVT	CHECKED: NVT

INDIANA DEPARTMENT OF TRANSPORTATION	
DRAKE ROAD RECONSTRUCTION	
STREET SIGN DETAILS	

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1902750
SURVEY BOOK	SHEETS
AZ ENG	34 OF --
CONTRACT	PROJECT
R-42771	1902750

PRELIMINARY - NOT FOR CONSTRUCTION

STAGE 2 SUBMITTAL



Des. No. 1902750  
Appendix C  
Early Coordination



# SJCA

## Sample Early Coordination Letter

Certified MBE, State of Indiana; City of Indianapolis

INDOT Certified DBE

**NOTE: The project limits originally extended to Weston Ave when this letter was sent. The new limits end closer to Briarwood Dr. See Appendix B for updated project maps.**

February 8, 2022

RE: Des. No. 1902750, Drake Road, From Beacon Road to Weston Avenue, Noble County, Indiana.

Environmental Reviewer:

City of Kendallville, with partial funding from the Federal Highway Administration (FHWA), intends to proceed with the reconstruction of Drake Road from State Road (SR) 3 to Weston Avenue and the rehabilitation of Drake Road from Beacon Road to SR 3 in Noble 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 number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The project is located in Sections 5 & 6, Township 34 North, Range 11 East, Allen Township, and Sections 31 & 32, Township 35 North, Range 11 East, Wayne Township, Noble County, Indiana. The Drake Road is two-lane Urban Minor Arterial with posted speed limit of 35 miles per hour (mph). The existing roadway is 22 feet wide with no shoulder. The need for the project is based on the roadway's overall poor condition. The roadway pavement is deteriorated most likely due to subbase failure. Roadside ditches and culvert pipes collect stormwater along the roadway and floods occasionally in heavy rainfall. There are no existing sidewalks within the Drake Road corridor.

The proposed scope of work includes the reconstruction of Drake Road from SR 3 to Weston Avenue and the rehabilitation of Drake Road from Beacon Road to SR 3. The intersection of Drake Road and SR 3 will be a paving exception; however, the existing signalized intersection will receive installation of new pedestrian push buttons, countdown timers, traffic signs, and pavement markings. The net distance of the project is approximately 4,000 feet (0.75 miles). Reconstruction will be complete pavement replacement. Rehabilitation will consist of milling, widening, and overlay. Other improvements included with the project consist of new driveway and street approaches, new ornamental streetlights, pavement markings, and traffic control signs. The west approach of Drake Road at SR 3 will have a dedicated left turn lane and the east approach will have dedicated left and right turn lanes. A 5-foot wide sidewalk with Americans with Disabilities Act (ADA) compliant curb ramps will be constructed on the north side of the roadway east of SR 3. A 10-foot wide multi-use trail with ADA compliant curb ramps also will be constructed on the south side of the roadway east of SR 3 and on the north side of the roadway west of the SR 3. New storm sewers will be installed that outfall into existing storm sewers. One storm sewer is anticipated to outfall north of Drake Road near Apex Drive into an existing stormwater detention area. It is anticipated that approximately 3.69 acres of permanent right-of way will be required for this project. The amount of temporary right-of-way required has yet to be determined. The Maintenance of Traffic consists of one lane, one-way traffic (eastbound) for the reconstruction portion of Drake Road and two-way traffic with flagger control for the rehabilitation portion of Drake Road. Access will be maintained for school buses and emergency vehicles during construction.

Land use in the vicinity of the project area is primarily residential along Drake Road. The USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat will be completed for this project. SJCA Inc. will investigate the site for archaeological and historical resources for compliance with Section 106 and will send findings to INDOT Cultural Resources staff and the State Historic Preservation Officer (SHPO).

Information specific to your agency's area of expertise concerning the effects of the project should be forwarded to Sawyer Patrick, SJCA Inc., by email at [spatrick@sjcainc.com](mailto:spatrick@sjcainc.com). The Employee in Responsible Charge (ERC) for the project, Scott Derby, City of Kendallville Engineering, may also be contacted at [sderby@kendallville-in.org](mailto:sderby@kendallville-in.org). Your response is requested within 30 days, and we will incorporate any of your comments into a study of the project's environmental impacts. **Should we not receive a response within 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.

Sincerely,  
Sawyer Patrick, Environmental Scientist  
SJCA Inc.

**Enclosures:**  
**Project Mailing List**  
**Project Maps**  
**Project Area Photographs**





**The following agencies received Early Coordination Letters:**

Federal Highway Administration  
Fort Wayne District,  
[steven.minor@dot.gov](mailto:steven.minor@dot.gov)

Indiana Geological and Water Survey  
Online Submission  
<https://igws.indiana.edu/eAssessment>

IDNR Environmental Coordinator  
[environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov)

Indiana Department of Environmental Management  
Section Chief, Wetland and Stormwater Programs  
[JTurner2@idem.in.gov](mailto:JTurner2@idem.in.gov)  
[rbraun@idem.in.gov](mailto:rbraun@idem.in.gov)

National Park Service  
Midwest Regional Office  
Regional Environmental Coordinator  
[Mwro\\_Compliance@nps.gov](mailto:Mwro_Compliance@nps.gov)

IDEM Groundwater Section  
[Aturnbow@idem.in.gov](mailto:Aturnbow@idem.in.gov)

U.S. Department of Housing & Urban Development  
Chicago Regional Office  
Field Environmental Officer, Erik Sandstedt  
[erik.r.sandstedt@hud.gov](mailto:erik.r.sandstedt@hud.gov)

INDOT Fort Wayne District  
Environment Section Manager  
[Mmettler1@indot.in.gov](mailto:Mmettler1@indot.in.gov)  
[apapadakis@indot.in.gov](mailto:apapadakis@indot.in.gov)

INDOT Project Manager  
[mtucker2@indot.in.gov](mailto:mtucker2@indot.in.gov)

INDOT Office of Aviation  
[JCourtade@indot.in.gov](mailto:JCourtade@indot.in.gov)

Natural Resources Conservation Service  
State Conservationist, John Allen  
[john.allen@usda.gov](mailto:john.allen@usda.gov)

US Army Corps of Engineers,  
Detroit District, Regulatory Michiana Branch  
[Aron.W.Damrill@usace.army.mil](mailto:Aron.W.Damrill@usace.army.mil)  
[Regadmin.LRE\\_RegAdmin@usace.army.mil](mailto:Regadmin.LRE_RegAdmin@usace.army.mil)

Kendallville Common Council, District 2 & 4  
[starggart@kendallville-in.org](mailto:starggart@kendallville-in.org)  
[cboese@kendallville-in.org](mailto:cboese@kendallville-in.org)

Noble County Surveyor  
[rsexton@nobleco.us](mailto:rsexton@nobleco.us)

Kendallville Street Department  
[street@kendallville-in.org](mailto:street@kendallville-in.org)

Kendallville Police Department  
[police@kendallville-on.org](mailto:police@kendallville-on.org)

Kendallville Fire Department  
[fire@kendallville-in.org](mailto:fire@kendallville-in.org)

Kendallville Wastewater and MS4  
[wpc@kendallville-in.org](mailto:wpc@kendallville-in.org)

Kendallville Engineering Department  
[engineering@kendallvill-in.org](mailto:engineering@kendallvill-in.org)

Employee in Responsible Charge  
[sderby@kendallville-in.org](mailto:sderby@kendallville-in.org)

Noble County Highway Department  
Highway Superintendent, Richard Rogers  
[highway@nobleco.org](mailto:highway@nobleco.org)

Mayor of Kendallville  
[mayor@kendallville-in.org](mailto:mayor@kendallville-in.org)

East Noble School District  
Superintendent  
[tgremaux@eastboble.net](mailto:tgremaux@eastboble.net)  
Transportation  
[jbuhro@eastnoble.net](mailto:jbuhro@eastnoble.net)

Beacon Baptist Church  
1511 Drake Road, Kendallville, IN 46755

Crosspoint Family Church  
[cpfc46755@gmail.com](mailto:cpfc46755@gmail.com)

Northern Indiana Public Service Company (NIPSCO)  
[ddyar@nisource.com](mailto:ddyar@nisource.com)

## Organization and Project Information

**Project ID:**  
**Des. ID:** 1902850  
**Project Title:** Drake Rd Reconstruction Project  
**Name of Organization:** SJCA Inc.  
**Requested by:** Sawyer Patrick

## Environmental Assessment Report

1. Geological Hazards:
  - Moderate liquefaction potential
  - Floodway
2. Mineral Resources:
  - Bedrock Resource: Low Potential
  - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
  - Petroleum Exploration Wells

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

### **DISCLAIMER:**

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

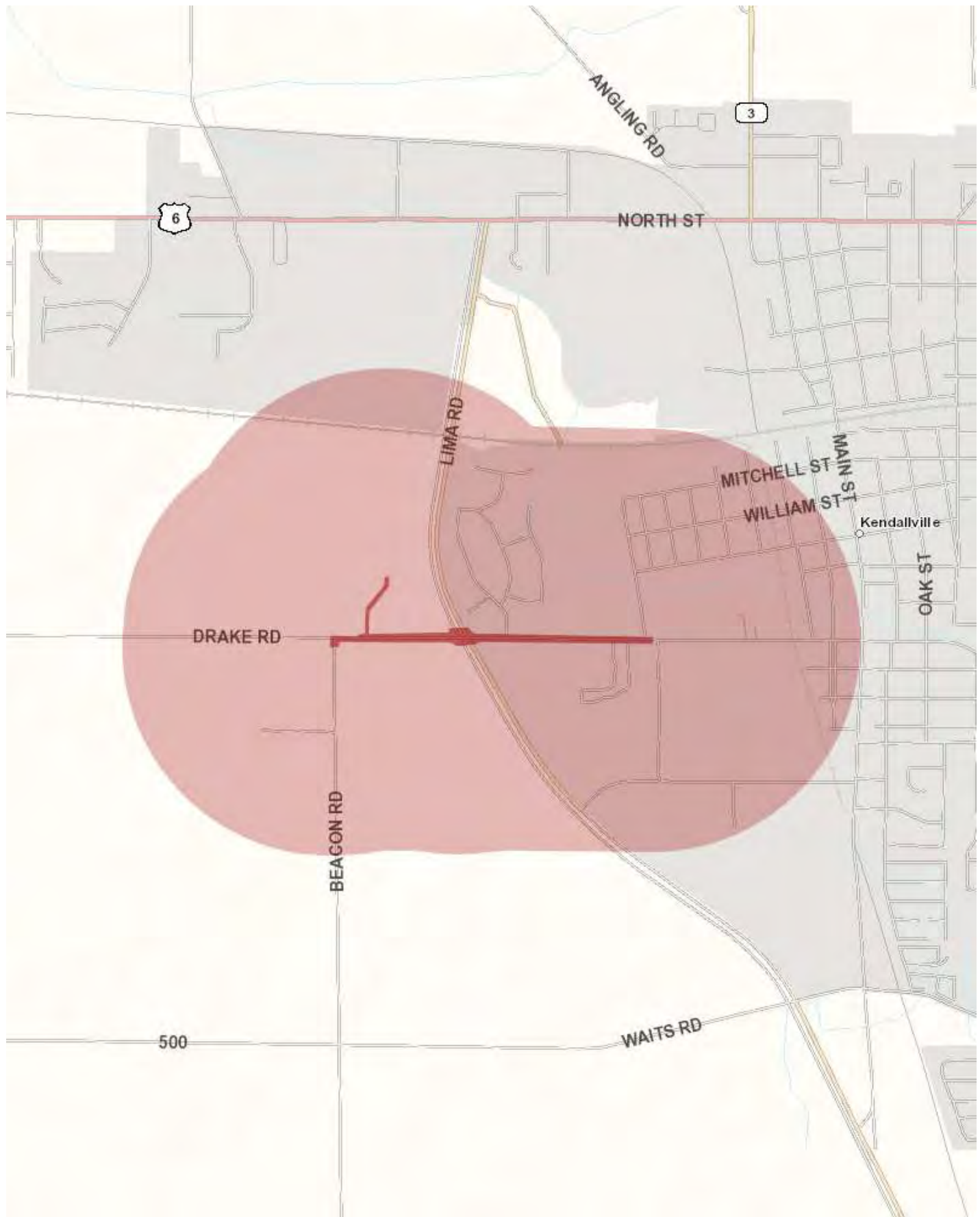
This information was furnished by Indiana Geological Survey

Address: 1001 E. 10th St., Bloomington, IN 47405

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

Phone: 812 855-7428

Date: February 09, 2022



# Metadata:

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

**From:** Teresa Gremaux <[tgremaux@eastnoble.net](mailto:tgremaux@eastnoble.net)>  
**Sent:** Thursday, February 10, 2022 10:48 AM  
**To:** Sawyer Patrick  
**Subject:** Re: Des. 1902850 Drake Rd Reconstruction Project Early Coordination Notice

Yes, I think that would help us plan. Thank you!

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---

**From:** Sawyer Patrick <[spatrick@sjcainc.com](mailto:spatrick@sjcainc.com)>  
**Sent:** Thursday, February 10, 2022 10:16:54 AM  
**To:** Teresa Gremaux <[tgremaux@eastnoble.net](mailto:tgremaux@eastnoble.net)>  
**Subject:** RE: Des. 1902850 Drake Rd Reconstruction Project Early Coordination Notice

Hi Teresa,

Thank you for your reply. I just wanted to let you know that the environmental review process is not limited to "natural" environmental impacts, but also includes community concerns. If you have any additional concerns or would like to be sent a copy of the maintenance of traffic plan once it's developed, we'd be happy to hear from you.

Thanks much,

**Sawyer Patrick**  
**NEPA Preparer & Environmental Scientist**

**SJCA Inc.**  
1251 N. Eddy Street  
Suite 200  
South Bend, IN 46617

Tel: (317) 566-0629 | Mobile: 262-510-6064



---

**From:** Teresa Gremaux <[tgremaux@eastnoble.net](mailto:tgremaux@eastnoble.net)>  
**Sent:** Wednesday, February 9, 2022 6:49 PM  
**To:** Sawyer Patrick <[spatrick@sjcainc.com](mailto:spatrick@sjcainc.com)>  
**Subject:** RE: Des. 1902850 Drake Rd Reconstruction Project Early Coordination Notice

We are aware of this project and the only concern that we have is the traffic flow during the school months, but I am not sure there is much we can do about it. We should be good to go and really our concerns are not environmental in nature.

Thanks

---

**From:** Sawyer Patrick <[spatrick@sjcainc.com](mailto:spatrick@sjcainc.com)>  
**Sent:** Wednesday, February 9, 2022 11:52 AM  
**Subject:** FW: Des. 1902850 Drake Rd Reconstruction Project Early Coordination Notice

[CAUTION]:\*\*\*THIS EMAIL ORIGINATED FROM OUTSIDE OF EAST NOBLE. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS UNLESS YOU RECOGNIZE THE SENDER, VERIFIED THE SENDER, AND KNOW THE CONTENT IS SAFE!\*\*\*

Good morning,

Attached for your review as local stakeholders is the early coordination packet for the Drake Rd Reconstruction project, Des. 1902850, in Kendallville, Noble County, Indiana. Please let me know if you have any issues with the attachment or have any questions or concerns about the project. Your response is requested in 30 days.

Thanks much,

**Sawyer Patrick**  
**NEPA Preparer & Environmental Scientist**

**SJCA Inc.**  
1251 N. Eddy Street  
Suite 200  
South Bend, IN 46617

Tel: (317) 566-0629 | Mobile: 262-510-6064



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**From:** Courtade, Julian <JCourtade@indot.IN.gov>  
**Sent:** Monday, February 14, 2022 8:20 AM  
**To:** Sawyer Patrick  
**Subject:** RE: Des. 1902850 Drake Rd Reconstruction Project Early Coordination Notice

Sawyer –

After reviewing the Early Coordination Letter, I have determined that if any object, obstruction, or equipment will exceed 152 ft. in height, further coordination will be required with our office and the FAA. This is due to the close proximity of Kendallville Airport and the need for any obstructions within 5 miles to meet a 100:1 glideslope to the nearest runway according to 14 CFR Part 77 standards. You can find these standards and information on filing at the website below:

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

Please let me know if you have any questions!

Best,

**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)



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**From:** Sawyer Patrick <[spatrick@sjcainc.com](mailto:spatrick@sjcainc.com)>

**Sent:** Wednesday, February 9, 2022 11:49 AM

**Subject:** Des. 1902850 Drake Rd Reconstruction Project Early Coordination Notice

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

Good morning,

The City of Kendallville, with partial funding from the Federal Highway Administration, intends to proceed with the reconstruction of Drake Rd from SR 3 to Weston Ave and the rehabilitation of Drake Rd from Beacon Rd to SR 3 in Noble County, Indiana. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please let me know if you have any issues with the attachment or question or concerns about the project. Your response is requested in 30 days.

Thanks much,

Sawyer Patrick

NEPA Preparer & Environmental Scientist

**SJCA Inc.**

1251 N. Eddy Street

Suite 200

South Bend, IN 46617

Tel: (317) 566-0629 | Mobile: 262-510-6064



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This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.

**From:** Turnbow, Alisha <ATurnbow@idem.IN.gov>  
**Sent:** Thursday, February 24, 2022 7:49 PM  
**To:** Sawyer Patrick  
**Subject:** RE: Des. 1902850 Drake Rd Reconstruction Project Early Coordination Notice  
**Attachments:** IDEM Proximity to WPA (1902750).pdf

Hi Sawyer,

Find attached to this email a response to the proximity request for Des No 1902850.

Project Des No 1902850 is located in Kendallville Water Department's Wellhead Protection Area. The contact for Kendallville Water Department is Scott Mosley and they can be reached at [kendallvillewater@gmail.com](mailto:kendallvillewater@gmail.com) and 260-347-7044.

Let me know what questions you have.

Sincerely,



Alisha Turnbow  
Environmental Manager  
Office of Water Quality  
Drinking Water Branch, Groundwater Section  
(317) 233-9158 • [aturnbow@idem.IN.gov](mailto:aturnbow@idem.IN.gov)

Indiana Department of Environmental Management



IDEM values your feedback.

Please take two minutes and complete this brief survey



#### COVID-19 Resources:

**Indiana State Dept. of Health (ISDH) COVID-19 Call Center:** Call 877-826-0011 (available 8:00 am-5:00 pm daily).

**Anthem NurseLine:** Call 800-337-4770 or visit the [Anthem NurseLine](#) online for a FREE symptom screening. Available to anyone with an Anthem health plan (this includes State of IN employees)

**Anthem Employee Assistance Program (EAP):** Available to full-time state employees and their household members regardless of health plan participation. Call 800-223-7723 or visit [anthemeap.com](#) (enter State of Indiana) for crisis counseling, help finding child/elder care, legal/financial consultation and much more.

---

**From:** Sawyer Patrick <[spatrick@sjcainc.com](mailto:spatrick@sjcainc.com)>  
**Sent:** Wednesday, February 09, 2022 1:52 PM  
**Subject:** RE: Des. 1902850 Drake Rd Reconstruction Project Early Coordination Notice

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

The earlier email contained a typo: the project Des number is **1902750** and not 2850. Apologies for the confusion.

Sawyer Patrick  
NEPA Preparer & Environmental Scientist

SJCA Inc.  
1251 N. Eddy Street  
Suite 200  
South Bend, IN 46617

Tel: (317) 566-0629 | Mobile: 262-510-6064



---

**From:** Sawyer Patrick  
**Sent:** Wednesday, February 9, 2022 11:49 AM  
**Subject:** Des. 1902850 Drake Rd Reconstruction Project Early Coordination Notice

Good morning,

The City of Kendallville, with partial funding from the Federal Highway Administration, intends to proceed with the reconstruction of Drake Rd from SR 3 to Weston Ave and the rehabilitation of Drake Rd from Beacon Rd to SR 3 in Noble County, Indiana. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please let me know if you have any issues with the attachment or question or concerns about the project. Your response is requested in 30 days.

Thanks much,

Sawyer Patrick  
NEPA Preparer & Environmental Scientist

SJCA Inc.  
1251 N. Eddy Street  
Suite 200  
South Bend, IN 46617

Tel: (317) 566-0629 | Mobile: 262-510-6064



# INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

*We Protect Hoosiers and Our Environment.*

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

**Eric J. Holcomb**  
*Governor*

**Brian C. Rockensuess**  
*Commissioner*

February 24, 2022

SJCA Inc.  
Attention: Sawyer Patrick,  
9102 North Meridian Street, Suite 200  
Indianapolis, IN 46260

Dear Sawyer Patrick,:

Re: Wellhead Protection Area  
Proximity Determination  
Des No 1902750  
Drake Road, From  
Beacon Road to Weston Avenue,  
Noble County, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is located within** a Wellhead Protection Area. If the contact information is needed for the WHPA, please contact the reference located at the bottom of the letter for the appropriate information. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this determination. Some Wellhead Protection Area Delineations have not been submitted, and many have not been approved by this office. In these cases, we use a 3,000-foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at <http://www.in.gov/idem/cleanwater/2456.htm> and scroll to the bottom of the page.

The project area **is not located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water.

In the future, **please consider using this self-service tool** if it suits your needs. The Drinking Water Branch has a self-service tool which allows one to determine wellhead proximity without submitting the application form. Go to <https://www.in.gov/idem/cleanwater/pages/wellhead/> and use the instructions at the bottom of the page.



Please Reduce, Reuse, Recycle



Sawyer Patrick  
Page 2

If you have any additional questions please feel free to contact me at the address above or at 317-233-9158 and [aturnbow@idem.in.gov](mailto:aturnbow@idem.in.gov).

Sincerely,

A handwritten signature in black ink that reads "Alisha Turnbow". The signature is written in a cursive, flowing style.

Alisha Turnbow,  
Environmental Manager  
Ground Water Section  
Drinking Water Branch  
Office of Water Quality

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

---

**DNR #:** ER-24477

**Request Received:** February 9, 2022

**Requestor:** SJCA Inc  
Sawyer Patrick  
1251 North Eddy Street, Suite 200  
South Bend, IN 46617

**Project:** Drake Road reconstruction from SR 3 to Weston Avenue, and rehabilitation from Beacon Road to SR 3, City of Kendallville; Des #1902750

**County/Site info:** Noble

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:** Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. A northern lakes mesic upland forest natural community and the state endangered Blanding's Turtle (*Emydoidea blandingii*) have been documented within 1/2 mile of the project area. The Division of Nature Preserves does not anticipate any impacts to the community as a result of this project.

**Fish & Wildlife Comments:** We do not foresee any impacts to the Blanding's turtle as a result of this project.

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.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Plant five trees, 1 inch to 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter-at-breast height.
6. Do not excavate or place fill in any riparian wetland.

**THIS IS NOT A PERMIT**

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

---

**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*

---

**Date:** March 10, 2022

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

March 10, 2022

Sawyer Patrick  
SJCA  
9201 North Meridian Street, Suite 200  
Indianapolis, Indiana 46260  
[spatrick@sjcainc.com](mailto:spatrick@sjcainc.com)

Dear Mr. Patrick:

The proposed project to proceed with reconstruction of Drake Road from State Road 3 to Weston Avenue and the rehabilitation of Drake Road from Beacon Road to State Road 3 in Noble County, Indiana, (Des. No. 1902750) as referred to in your letters received February 9, 2022, 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 or [john.allen@usda.gov](mailto:john.allen@usda.gov).

Sincerely,

**JOHN ALLEN** Digitally signed by JOHN ALLEN  
Date: 2022.03.11 07:18:41 -05'00'

JOHN ALLEN  
Acting State Soil Scientist

Enclosures

**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project <b>DES1902750 Drake Rd Recons</b>		Federal Agency Involved			
Proposed Land Use		County and State <b>Noble County, Indiana</b>			
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS <b>2/9/22</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>197 ac</b>	
Major Crop(s) <b>Corn</b>		Farmable Land In Govt. Jurisdiction Acres: <b>240534 % 90</b>		Amount of Farmland As Defined in FPPA Acres: <b>192,796 % 72</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>3/10/22</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>0.43</b>			
B. Total Acres To Be Converted Indirectly		<b>0</b>			
C. Total Acres In Site		<b>0.43</b>			
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		<b>0.79</b>			
B. Total Acres Statewide Important or Local Important Farmland		<b>0.00</b>			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<b>&lt;0.001</b>			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		<b>59</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>73</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>8</b>		
2. Perimeter In Non-urban Use		(10)	<b>0</b>		
3. Percent Of Site Being Farmed		(20)	<b>0</b>		
4. Protection Provided By State and Local Government		(20)	<b>0</b>		
5. Distance From Urban Built-up Area		(15)	<b>0</b>		
6. Distance To Urban Support Services		(15)	<b>0</b>		
7. Size Of Present Farm Unit Compared To Average		(10)	<b>0</b>		
8. Creation Of Non-farmable Farmland		(10)	<b>0</b>		
9. Availability Of Farm Support Services		(5)	<b>4</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>17</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>73</b>	<b>0</b>	<b>0</b>
Total Site Assessment (From Part VI above or local site assessment)		160	<b>17</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>		<b>260</b>	<b>90</b>	<b>0</b>	<b>0</b>
Site Selected: <b>A</b>		Date Of Selection <b>11/9/22</b>		Was A Local Site Assessment Used?	
				YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	
Reason For Selection:					
Name of Federal agency representative completing this form: <b>Kevin McLane</b>					
Date: <b>11/9/22</b>					

(See Instructions on reverse side)

**From:** Mick Shaub <mcshaub@gmail.com>  
**Sent:** Monday, March 21, 2022 12:21 PM  
**To:** Sawyer Patrick  
**Subject:** Drake Rd. Kendallville IN.

Sawyer Patrick SJCA: The Trustees of CrossPointe Family Church would like to know when the work of the rehabilitation of Drake Rd. will happen. We also would like to know when you will contact us about running the storm sewer through our property. We do not foresee any issues, but do want answers to plan our future use of the property.

Mick Shaub  
CPFC Lead Trustee  
260-357-9362

---

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## Kevin McLane

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**From:** Scott Mosley <kendallvillewater@gmail.com>  
**Sent:** Thursday, September 8, 2022 2:16 PM  
**To:** Kevin McLane  
**Subject:** Re: WHPA Coordination for Drake Road Roadway Construction Project, Des. 1902750, Noble County  
**Attachments:** Des. 1902750 Early Coordination Packet.pdf; IDEM email 2.24.2022.pdf

I have no concerns with this project.

Sent from my iPhone

On Sep 8, 2022, at 1:24 PM, Kevin McLane <kmclane@sjcainc.com> wrote:

ATTN: Scott Mosley

Greetings,

The Indiana Department of Environmental Management (IDEM) Ground Water Section was sent coordination for the Drake Rd, from Beacon Rd to Weston Avenue, roadway construction project (Des. 1902750) and informed us that the proposed project (see attached early coordination packet for project info) is within a Wellhead Protection Area owned by Kendallville Water Department; therefore, we are contacting you to ask for any specific comments on the Wellhead Protection Area and any foreseen impacts from this proposed project. Please respond with any comments, concerns of impacts, or recommendations concerning the Wellhead Protection Area. If no impacts are anticipated or you have no comments, please respond with such a statement.

Thanks and let me know if you have any questions,

**Kevin McLane**

**Ecologist**

**He/Him/His**

**SJCA Inc.**

**1028 Virginia Ave, Suite 201**

**Indianapolis**

**,**

**IN**

## Kevin McLane

---

**From:** Kevin McLane  
**Sent:** Tuesday, November 1, 2022 2:10 PM  
**To:** 'mcshaub@gmail.com'  
**Cc:** Nitin Timble  
**Subject:** Drake Rd Reconstruction Project Information, Des. 1902850  
**Attachments:** Drake PFC Plans MOT Exerpt.pdf; Des. 1902750 Early Coordination Packet.pdf; CrossPointe Church 3.21.2022.pdf

Greetings,

CrossPointe Family Church had previously requested (see attached email chain) information regarding the maintenance of traffic (MOT) plan and drainage improvements for the Drake Rd Reconstruction Project, Des. 1902750 in Kendallville. I am therefore reaching out to provide additional information and to provide you with the contact email for the project designer/engineer, **Nitin Timble** (CCd).

Maintaining access to local residents, emergency vehicles, and school buses was very important to the City of Kendallville and in the MOT design. The MOT for this project will require temporary lane restrictions and flaggers during construction. The construction east of SR 3 will utilize a single lane of one-way (eastbound) local traffic during construction to provide access for local residents and emergency vehicles. A detour using SR 3, US 6, and Main Street will be used for through traffic. The construction west of SR 3 will utilize single lane, two-way traffic with flagger control during construction. Construction is anticipated to begin after April 1, 2025. Attached is an excerpt from the Preliminary Plans showing the planned MOT.

Regarding the planned drainage outfall near Apex Drive, the drainage details are still being finalized at this time. It is likely that coordination will be able to begin sometime after design is completed. If you have additional questions or concerns regarding the MOT or work near the CrossPointe Church property, please reach out the project designer/engineer CCd in this email, Nitin Timble.

If you have any issues with the files I have attached, please let me know.

Thanks,

**Kevin McLane**  
**Ecologist**  
**He/Him/His**

**SJCA Inc.**  
**1028 Virginia Ave, Suite 201**  
**Indianapolis, IN 46203**

**Tel: 317-566-0629**





## Kevin McLane

---

**From:** Teresa Gremaux <tgremaux@eastnoble.net>  
**Sent:** Tuesday, November 1, 2022 6:29 PM  
**To:** Kevin McLane  
**Cc:** Nitin Timble  
**Subject:** Re: Drake Rd Reconstruction Project Information, Des. 1902850

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Thank you so much! We appreciate the information.

Get [Outlook for iOS](#)

---

**From:** Kevin McLane <kmclane@sjcainc.com>  
**Sent:** Tuesday, November 1, 2022 1:59:28 PM  
**To:** Teresa Gremaux <tgremaux@eastnoble.net>  
**Cc:** Nitin Timble <ntimble@az-engineering.net>  
**Subject:** Drake Rd Reconstruction Project Information, Des. 1902850

[CAUTION]:\*\*\*THIS EMAIL ORIGINATED FROM OUTSIDE OF EAST NOBLE. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS UNLESS YOU RECOGNIZE THE SENDER, VERIFIED THE SENDER, AND KNOW THE CONTENT IS SAFE!\*\*\*

Greetings Teresa,

You had previously requested (see attached email chain) information regarding the maintenance of traffic (MOT) plan for the Drake Rd Reconstruction Project, Des. 1902750 in Kendallville. I am therefore reaching out to provide additional information regarding the MOT and to provide you with the contact email for the project designer/engineer.

Maintaining access to local residents, emergency vehicles, and school buses was very important to the City of Kendallville and in the MOT design. The MOT for this project will require temporary lane restrictions and flaggers during construction. The construction east of SR 3 will utilize a single lane of one-way (eastbound) local traffic during construction to provide access for local residents and emergency vehicles. A detour using SR 3, US 6, and Main Street will be used for through traffic. The construction west of SR 3 will utilize single lane, two-way traffic with flagger control during construction. Construction is anticipated to begin after April 1, 2025. Attached is an excerpt from the Preliminary Plans showing the planned MOT.

If you have additional questions or concerns regarding the MOT, please reach out the project designer CCd in this email, **Nitin Timble**. If you have any additional questions about the project or issues with the files I have attached, please let me know.

Thanks,

**Kevin McLane**  
**Ecologist**  
**He/Him/His**

**SJCA Inc.**  
**1028 Virginia Ave, Suite 201**  
**Indianapolis, IN 46203**



## 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

In Reply Refer To:

January 25, 2023

Project Code: 2022-0080578

Project Name: Des 1902750 Drake Rd from Beacon Rd to Weston Ave, Roadway Project, Noble County, IN

Subject: 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 enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

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.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

**Migratory Birds:** In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see <https://www.fws.gov/birds/policies-and-regulations.php>.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see <https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php>.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit <https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code 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
- Migratory Birds
- Wetlands

## 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

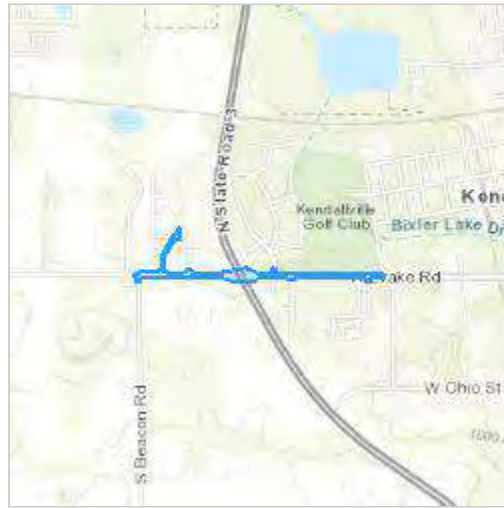
**Project Code:** 2022-0080578  
**Project Name:** Des 1902750 Drake Rd from Beacon Rd to Weston Ave, Roadway Project, Noble County, IN  
**Project Type:** Road/Hwy - Maintenance/Modification  
**Project Description:** The City of Kendallville, with partial funding from the Federal Highway Administration (FHWA), intends to proceed with the reconstruction of Drake Rd from SR 3 to Weston Ave, and the rehabilitation of Drake Rd from Beacon Rd to SR 3 in Sections 5 and 6, Township 34-N, Range 11-E, Allen township; and Sections 31 and 32, Township 35-N, Range 11-E, Wayne Township, Noble County, Indiana. Drake Rd is a two-lane Urban Minor Arterial with a posted speed limit of 35 mph. The existing roadway is 22 feet wide with no shoulder and no existing sidewalks. The proposed scope of work includes complete pavement replacement from SR 3 to Weston Ave, and milling, widening, and an HMA overlay from SR 3 to Beacon Rd. Other improvements include new driveway and street approaches, new ornamental streetlights, pavement markings, and traffic control signs. The west approach of Drake Road at SR 3 will have a dedicated left turn lane and the east approach will have dedicated left and right turn lanes. A 5-foot wide sidewalk with Americans with Disabilities Act (ADA) compliant curb ramps will be constructed on the north side of the roadway east of SR 3. A 10-foot wide multi-use trail with ADA compliant curb ramps also will be constructed on the south side of the roadway east of SR 3 and on the north side of the roadway west of the SR 3. New storm sewers will be installed that outfall into existing storm sewers. One storm sewer is anticipated to outfall north of Drake Road near Apex Drive into an existing stormwater detention area.

The project area includes suitable bat habitat with mature trees greater than 3 inches in diameter at breast height (dbh). Approximately 0.20 acres of trees over 3 inches dbh are anticipated to be removed due to construction activities. The trees to be removed are located in private lawns adjacent to the roadway, along the planned sidewalk construction and near a planned drainage outfall near Apex Dr. Planned tree removals are marked on an aerial map included in the documents page for this project. The tree species to be removed include: eastern redbud (*Cercis canadensis*), black walnut (*Juglans nigra*), Callery pear (*Pyrus calleryana*), slippery elm (*Ulmus rubra*), blue spruce (*Picea pungens*), eastern white pine (*Pinus strobus*), and sugar maple (*Acer saccharum*). Approximately 3.69 acres of permanent right-of-way (ROW) is anticipated to be required; an unknown amount of temporary ROW for drive reconstruction is also anticipated. A review of the USFWS database by Ft Wayne District staff on October 27, 2021 did not indicate the presence of endangered bat species within 0.5 mile of the project area. Sixteen existing drainage

structures conveying runoff through roadside ditches under private drives will be replaced during the sidewalk and drive reconstruction. These structures were inspected on June 9, 2022 by SJCA Inc. staff. No signs of bats or bat guano was observed. New permanent lighting in the form of decorative street lamps will be installed along the corridor of Drake Rd as a part of this project. Temporary lighting may be used during construction. Construction is anticipated to begin 2024. No mitigation is anticipated to be necessary.

**Project Location:**

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.43865515,-85.28789633779495,14z>



Counties: Noble County, Indiana

## Endangered Species Act Species

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

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

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. Your location does not overlap the critical habitat. 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. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Endangered

### Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9743">https://ecos.fws.gov/ecp/species/9743</a>	Candidate

### Critical habitats

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



## Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

- 
1. The [Migratory Birds Treaty Act](#) of 1918.
  2. The [Bald and Golden Eagle Protection Act](#) of 1940.
  3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

**The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern \(BCC\) list](#) or warrant special attention in your project location.** To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Dec 1 to Aug 31
Chimney Swift <i>Chaetura pelagica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10

NAME	BREEDING SEASON
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

## Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

### Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is  $0.25/0.25 = 1$ ; at week 20 it is  $0.05/0.25 = 0.2$ .
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

### Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

### Survey Effort (|)

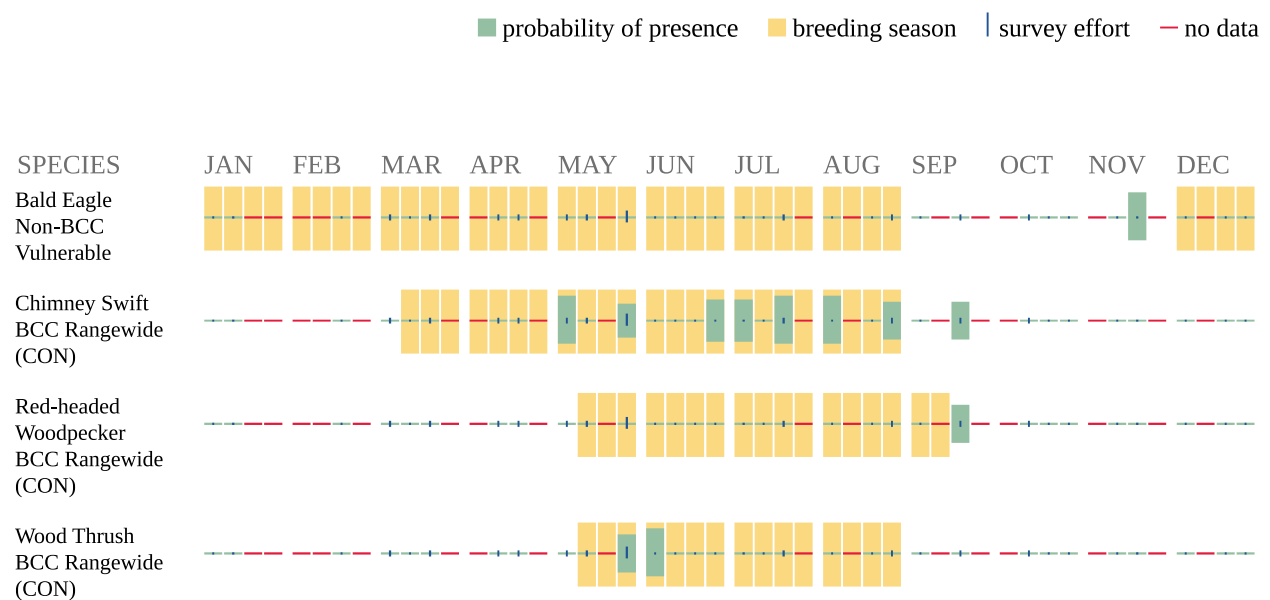
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

## No Data (–)

A week is marked as having no data if there were no survey events for that week.

## Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern <https://www.fws.gov/program/migratory-birds/species>
- Measures for avoiding and minimizing impacts to birds <https://www.fws.gov/library/collections/avoiding-and-minimizing-incident-take-migratory-birds>
- Nationwide conservation measures for birds <https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf>

## Migratory Birds FAQ

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?**

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

**What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

**How do I know if a bird is breeding, wintering or migrating in my area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

**What are the levels of concern for migratory birds?**

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and

3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

### **Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

### **What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### **Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell

me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

## **IPaC User Contact Information**

Agency: Federal Highway Administration  
Name: Kevin McLane  
Address: 9102 N Meridian St  
Address Line 2: Suite 200  
City: Indianapolis  
State: IN  
Zip: 46260  
Email: kmclane@sjcainc.com  
Phone: 3175660629

## **Lead Agency Contact Information**

Lead Agency: Federal Highway Administration





## 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

In Reply Refer To:

October 03, 2022

Project code: 2022-0080578

Project Name: Des 1902750 Drake Rd from Beacon Rd to Weston Ave, Roadway Project, Noble County, IN

Subject: Concurrence verification letter for the 'Des 1902750 Drake Rd from Beacon Rd to Weston Ave, Roadway Project, Noble County, IN' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated October 03, 2022 to verify that the **Des 1902750 Drake Rd from Beacon Rd to Weston Ave, Roadway Project, Noble County, IN** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

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

Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

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

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

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

- Monarch Butterfly *Danaus plexippus* Candidate

## **Project Description**

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

### ***Name***

Des 1902750 Drake Rd from Beacon Rd to Weston Ave, Roadway Project, Noble County, IN

### ***Description***

The City of Kendallville, with partial funding from the Federal Highway Administration (FHWA), intends to proceed with the reconstruction of Drake Rd from SR 3 to Weston Ave, and the rehabilitation of Drake Rd from Beacon Rd to SR 3 in Sections 5 and 6, Township 34-N, Range 11-E, Allen township; and Sections 31 and 32, Township 35-N, Range 11-E, Wayne Township, Noble County, Indiana. Drake Rd is a two-lane Urban Minor Arterial with a posted speed limit of 35 mph. The existing roadway is 22 feet wide with no shoulder and no existing sidewalks. The proposed scope of work includes complete pavement replacement from SR 3 to Weston Ave, and milling, widening, and an HMA overlay from SR 3 to Beacon Rd. Other improvements include new driveway and street approaches, new ornamental streetlights, pavement markings, and traffic control signs. The west approach of Drake Road at SR 3 will have a dedicated left turn lane and the east approach will have dedicated left and right turn lanes. A 5-foot wide sidewalk with Americans with Disabilities Act (ADA) compliant curb ramps will be constructed on the north side of the roadway east of SR 3. A 10-foot wide multi-use trail with ADA compliant curb ramps also will be constructed on the south side of the roadway east of SR 3 and on the north side of the roadway west of the SR 3. New storm sewers will be installed that outfall into existing storm sewers. One storm sewer is anticipated to outfall north of Drake Road near Apex Drive into an existing stormwater detention area.

The project area includes suitable bat habitat with mature trees greater than 3 inches in diameter at breast height (dbh). Approximately 0.20 acres of trees over 3 inches dbh are anticipated to be removed due to construction activities. The trees to be removed are located in private lawns adjacent to the roadway, along the planned sidewalk construction and near a planned drainage outfall near Apex Dr. Planned tree removals are marked on an aerial map included in the documents page for this project. The tree species to be removed include: eastern redbud (*Cercis canadensis*), black walnut (*Juglans nigra*), Callery pear (*Pyrus calleryana*), slippery elm (*Ulmus rubra*), blue spruce (*Picea pungens*), eastern white pine (*Pinus strobus*), and sugar maple (*Acer saccharum*). Approximately 3.69 acres of permanent right-of-way (ROW) is anticipated to be required; an unknown amount of temporary ROW for drive reconstruction is also anticipated. A review of the USFWS database by Ft Wayne District staff on October 27, 2021 did not indicate the presence of endangered bat species within 0.5 mile of the project area. Sixteen existing drainage structures conveying runoff through roadside ditches under private drives will be replaced during the sidewalk and drive reconstruction. These structures were inspected on June 9, 2022 by SJCA Inc. staff. No signs of bats or bat guano was observed. New permanent lighting in the form of decorative street lamps will be installed along the corridor of Drake Rd as a part of this project. Temporary lighting may be used during construction. Construction is anticipated to begin 2024. No mitigation is anticipated to be necessary.

## Determination Key Result

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

## Qualification Interview

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

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

**Automatically answered**

Yes

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

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

**Automatically answered**

Yes

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

A) *Federal Highway Administration (FHWA)*

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

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

No

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

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

No

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

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

No

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

No

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

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

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

*Yes*

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

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

*Yes*

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

*No*

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

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

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

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

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

*No*

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

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

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

*No*

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

*Yes*

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

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

*B) During the inactive season*

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

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

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

*No*

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

*Yes*

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

*B) During the inactive season*

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

*Yes*

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

*No*

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

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

Yes

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

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

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

Yes

#### **SUBMITTED DOCUMENTS**

- *Des 1902450 structure inspection 6.9.22.pdf* <https://ipac.ecosphere.fws.gov/project/TG5LQTF3PJGMHJJXR3KWTQLE7U/projectDocuments/116591286>



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

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

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

No

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

Yes

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

No

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

Yes

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

Yes

32. Will the project install *any* new or replace any existing **permanent** lighting in addition to the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities?

No

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

No

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

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

Yes

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

*No*

36. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO*

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

**Automatically answered**

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

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

**Automatically answered**

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

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

**Automatically answered**

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

40. **General AMM 1**

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

*Yes*

41. **Tree Removal AMM 1**

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

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

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

Yes

42. **Tree Removal AMM 3**

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

Yes

43. **Tree Removal AMM 4**

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

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

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

Yes

44. **Lighting AMM 2**

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society<sup>[1]</sup> to rate the amount of light emitted in unwanted directions?

[1] Refer to [The BUG System—A New Way To Control Stray Light](#)

Yes

45. **Lighting AMM 2**

Will the **permanent** lighting used during removal of suitable habitat and/or the removal/trimming of trees within suitable habitat be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

Yes

46. **Lighting AMM 1**

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

*Yes*

## Project Questionnaire

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

*N/A*

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

*N/A*

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

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

*0.20*

4. Please describe the proposed bridge work:

*Sixteen existing drainage structures conveying runoff through roadside ditches under private drives will be replaced during the sidewalk and drive reconstruction.*

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

*Summer 2024*

6. Please enter the date of the bridge assessment:

*June 6, 2022*

## Avoidance And Minimization Measures (AMMs)

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

### TREE REMOVAL AMM 1

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

### LIGHTING AMM 1

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

### TREE REMOVAL AMM 2

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

**LIGHTING AMM 2**

When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

**TREE REMOVAL AMM 3**

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

**TREE REMOVAL AMM 4**

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

**GENERAL AMM 1**

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

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

This key was last updated in IPaC on April 28, 2022. Keys are subject to periodic revision.

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

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

## **IPaC User Contact Information**

Agency: Indiana Department of Transportation  
Name: Shannon Felger  
Address: 5333 Hatfield Rd  
City: Fort Wayne  
State: IN  
Zip: 46808  
Email: [sfelger@indot.in.gov](mailto:sfelger@indot.in.gov)  
Phone: 2603997325

## **Lead Agency Contact Information**

Lead Agency: Federal Highway Administration

## INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 06/09/2022 Time of Inspection: 12:00 pm	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 70 F Wind: 11 mph Precip: 0 in Sunrise: 6:07 am    Sunset: 9:14 pm
County: Noble	Inspected by: Sawyer Patrick, Jeeagar Panchal	
GPS    Northing: Easting: UTM Zone: 16 N	Contract Number: R-42771	Anticipated Start Date for Construction: 2024

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: See attached table	Station: See table
Bridge/Culvert number: See table	Number of Spans: N/A
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? Yes	Location of bats or signs of use (w/drawing and photos):
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard?	
In Clusters? Number of clusters:	
Number of bats in largest cluster:	
Approximate total number of bats found:	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining	

If Bats Present
Date and Time Project Supervisor was notified:
Name of Project Supervisor notified:



### Des 1902750 Drake Rd Structure Table

Structure ID	Existing Structure	Length	Work Type	Location	Bats?	Birds?	Notes
	CULVERT 12" CMP	108 LF	REMOVE	STA. 86+00 LT-STA. 87+08 LT, LINE "D"			
	CULVERT 15" CMP	62 LF	REMOVE	STA. 93+92 LT-STA. 94+54 LT, LINE "D"			
	CULVERT 15" CMP	39 LF	REMOVE	STA. 1+96, LINE "A"			
	CULVERT 12" CMP	20 LF	REMOVE	STA. 3+11 LT-STA. 3+31 LT, LINE "A"			
	CULVERT 12" CMP	60 LF	REMOVE	STA. 7+49 RT-STA. 8+09 RT, LINE "A"			
	CULVERT 12" CMP	33 LF	REMOVE	STA. 9+35 RT-STA. 9+68 RT, LINE "A"			
	6" PVC	122 LF	REMOVE	STR. 101 TO STR. 102			
	10" PVC	5 LF	REMOVE	FROM STR. 102			
	12" CMP & 10" PVC	33 LF & 2 LF	REMOVE	STA. 10+77, LINE "A", TO STR. 103			PIPE SIZE CHANGES AT SOME POINT UNDER ROAD
	CULVERT 12" CMP	31 LF	REMOVE	STA. 13+38 RT-STA. 13+69 RT, LINE "A"			
	24" HDPE	413 LF	REMOVE	(STR. 104) STA. 14+25 RT, LINE "A" TO STR. 105			
	21" CMP	269 LF	REMOVE	STR. 105 TO STR. 13A-PHI			
STR. 7A			REMOVE				HIGHPOINT CROSSING
	12" PIPE	297 LF	REMOVE	STR 7A TO STR 8A			HIGHPOINT CROSSING
STR. 8A			REMOVE				HIGHPOINT CROSSING
	12" PIPE	139 LF	REMOVE	STR. 8A TO STR. 9A			HIGHPOINT CROSSING
SR. 9A			REMOVE				HIGHPOINT CROSSING
	24" PIPE	26 LF	REMOVE	STR. 9A TO STR. 10A			HIGHPOINT CROSSING
STR. 10A			REMOVE				HIGHPOINT CROSSING
	24" PIPE	125 LF	REMOVE	STR. 10A TO OUTFALL			HIGHPOINT CROSSING

Des. No. 1902750  
Appendix D  
MPPA Documentation

## Kevin McLane

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**From:** Alexander, Kelyn <KAlexander3@indot.IN.gov>  
**Sent:** Tuesday, February 7, 2023 3:24 PM  
**To:** Scott Henley (Jeffrey Scott)  
**Cc:** Coon, Matthew; Branigin, Susan; Karen Wood; Chris Jackson; Aimee Adamson; Tucker, Miguel; Kevin McLane; Blum, Kaylee; Nitin Timble; Paul Howard; Gill, Arianna; Passmore, Andrew D; Dhpacommentsfromcro, Dnr  
**Subject:** RE: LPA Project; Drake Road Des. 1902750 MPPA updated determination form

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Scott,

Thank you for providing this revised information to us for our review. We've determined that this project still falls under Categories B-1, B-2, and B-8 of the MPPA are applicable, thus concluding the Section 106 process. The updated determination form can be found in PW for inclusion in the CE: [Drake Road DesNo1902750 REVISED MPPA Section1 update2023-2-6.docx](#).

As discussed in the determination form, the following firm commitments must be included in the environmental document for this project and entered into INDOT's Project Commitment Database (these have not changed from the previous drafts):

- **No new decorative lighting or traffic control signage will be placed on the north side of Drake Road in front of IHSSI #113-310-00028 (Singrey House; 1008 Drake Road; "notable") or within its property boundary.**
- **The concrete carriage walk with a concrete block leading to IHSSI #113-310-00028 (Singrey House; 1008 Drake Road; "notable") will be avoided by the project. A note stating "Do Not Disturb" will be added to the plan sheet.**
- **The recorded location of site 12NO326 outside of the project right-of-way must be completely avoided by all project-related activities. The location must be labeled on project plans as "Environmental Sensitive Area – Do Not Disturb" and should be marked for avoidance on the ground during construction.**

If these commitments cannot be maintained, INDOT-CRO will need to reassess this project.

This project includes the potential acquisition of permanent and/or temporary right-of way (ROW) from within the National Register boundaries of the following Section 4(f) protected historic resource(s): IHSSI #113-310-00028 (Singrey House; 1008 Drake Road; 1907; "notable"). The proposed work within this acquired ROW, however, does not have the potential to adversely impact any of the characteristics that make the resource eligible for continued listing or inclusion in the National Register. As such, INDOT-CRO has determined that this project will result in a Section 4(f) de minimis use of the above-mentioned historic resource (see attached form). This project fulfills the requirements of the Section 4(f) MOU (MOU between FHWA, the Indiana SHPO and INDOT regarding Section 4(f) of the US DOT Act of 1966 and notification requirements of intent to make de minimis determinations for historic resources), executed on June 8, 2020.

Please keep in mind that if the scope of the project or project limits should change, our office will need to re-examine the information to determine whether the MPPA still applies. Please don't hesitate to contact us should you have any questions or need additional information.

Best regards,

**Kelyn Alexander**

**Major Projects/LPA Review Liaison**

**Cultural Resources Office**

**Environmental Services**

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

**Office:** (317) 519-7759

**Remote:** 8am-4pm

**Email:** [kalexander3@indot.in.gov](mailto:kalexander3@indot.in.gov)

\*\*Link to the CRO-Public Web Map App can be found [here](#)

# Minor Projects PA Project Submittal and Assessment Form

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## SECTION 1

*Submittal of this form is only required for projects where Category B applies. Projects qualifying under Category A do not require submittal of this form. SECTION 2 (for Conditions of Category B.1 for curb/sidewalk) or SECTION 3 (for Conditions of Category B.9 for drainage structures) may be required as determined by INDOT-Cultural Resources Office (INDOT-CRO) review. INDOT-CRO will notify applicant if the Minor Projects PA does not apply.*

### **Part 1: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff)\***

*\*A qualified professional historian (QP) is not required to complete Part I INDOT-Cultural Resources Office (INDOT-CRO) staff will be responsible for completion of Part II.*

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**Original Submission Date:** April 28, 2022

**Amended Submission Date\*:** 10/6/2022 & 1/10/2023

*\*Consult with INDOT-CRO to determine whether an amendment is required. For revisions/updates to original form, please detail in applicable sections below. Please use red font to distinguish the revisions/updates.*

**Submitted By (Provide Name and Firm/Organization):** Scott Henley, SJCA Inc. 1028 Virginia Ave. Suite 201, Indianapolis, IN 46203, 317-566-0629 aadamson@sjcainc.com

**Project Designation Number:** 1902750

**Route Number:**

**Feature crossed (if applicable):**

**City/Township:** Kendallville/Wayne Township

**County:** Noble County

### **Project Description:\***

*\*Provide a full project description—include the same level of specificity and detail as expected in the NEPA document—in order to ensure a timely review by INDOT-CRO staff. For bridge and culvert projects, include specific details on the rehab or replacement including potential changes to width, height and materials. Be sure to include the specific elements listed below as applicable.*

The project proposes the road reconstruction of Drake Road on the east side of the project from SR 3 to Weston Ave. Drake Road will be rehabilitated in the west from Beacon Road to SR 3 in Wayne Township, Noble County, Indiana. The Drake Road corridor is 0.732 mile in length and is classified as an Urban Minor Arterial. The roadway is two-lanes with a pavement width of 22-feet with no shoulders. There are no existing sidewalks within the corridor. SR 3 is generally not part of the project but will receive a pedestrian crossing improvement.

The purpose of this project is to provide a safe and accessible transportation facility for vehicular, bicycle, and pedestrian traffic along the Drake Road Corridor. Pedestrian traffic is of particular interest given the recent completion of the new East Noble Middle School that is immediately adjacent to the project to the east. Another traffic generator is the existing city park (Sunset Park) located also to the east of the project along the Drake Road Corridor. Multi-family government-assisted housing (Drake Terrace Apartments) is located within the project limits. The need for the project is due to the existing condition of the pavement, which has experienced transverse, edge, alligator, and longitudinal cracking, along with moderate potholing. The project intends to address the substandard roadway geometrics, sight distance deficiencies and inadequate drainage conditions.

Proposed improvements include reconstructing Drake Road from SR 3 to Weston Avenue and rehabilitation of Drake Road from Beacon Road to SR 3. The intersection of Drake Road and SR 3 will have a paving exception. Reconstruction will be a complete HMA pavement replacement. Rehabilitation will consist of milling, widening, and overlay. Both reconstruction and rehabilitation activities will result in widened travel lanes from 11-foot-wide to 12-foot-wide lanes through the entire length of the project area. Combined concrete curb and gutter will be

## Minor Projects PA Project Submittal and Assessment Form

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installed on both sides of Drake Road adjacent to the roadway. New driveway and street approaches, new ornamental streetlights, pavement markings, and traffic control signs will be added. A new enclosed storm water sewer system will be installed under the curb and gutters. A 10-foot-wide multi-use path will be constructed on the north side of Drake Road west of SR 3 and on the south side of Drake Road east of SR 3. A 5-foot sidewalk will be constructed on the north side of Drake Road east of SR 3. A 5-foot-wide grass buffer will be provided between sidewalk/multi-use path and curb and gutter. There are curb ramps proposed throughout alignment. A median refuge is proposed in the median of SR 3 to provide a crossing from the northwest corner of Drake Rd and SR 3 to the northeast corner of Drake Rd and SR 3. The Drake Road storm line west of SR 3 outfalls into existing wetland detention area. The enclosed outfall line will follow a drainage easement behind existing homes along Glory Avenue and Apex Drive, cross Apex Drive and terminate at an existing retention area north of Apex Drive. Drake Road storm sewer east of SR 3 outfalls into existing storm sewer with a 30-inch outfall at Morton Street. Pedestrian push buttons and countdown timer crossing signals will be installed at the Drake Road crossing on the north side of the intersection with SR 3. The existing traffic signals will not be modified, replaced, or upgraded. New traffic signs and pavement markings will be placed to channelize traffic along the entire corridor. Decorative lighting (please see enclosed pages for type of lighting post) will be installed along the entire corridor, generally at each intersection for pedestrian and traffic safety, as well as alternating sides of Drake Road between intersections. The length between light posts has not yet been determined. No tree removal is anticipated.

**\*On October 6, 2022, INDOT-CRO was provided updated information regarding tree clearing for the project. There will be tree clearing as part of this project. See the Additional Comments section in Part II for more information.**

**\*\*On January 10, 2023, INDOT-CRO was informed that right-of-way (ROW) limits and amounts had been refined. There are not any scope changes to the project, only clarification of the ROW and easements for this project. See table below for refined breakdown of ROW amounts.**

Present Existing ROW	Proposed (Permanent) ROW	Temporary ROW	Permanent Drainage Easement
0.892 acre	1.309 acres	0.833 acre	0.50 acre

**If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work:**

Curb and gutter will be throughout the project area on both sides of travel lanes. A 5-foot sidewalk will be constructed on the north side of Drake Road east of SR 3. A 10-foot-wide concrete multi-use path will be constructed on the south side of Drake Road east of SR 3 following east until end of project alignment. A 5-foot-wide grass buffer will be provided between sidewalks and curb and gutter. A median refuge is proposed on the north side of the intersection of SR 3 and Drake Road between northbound and southbound lanes. Curb ramps are proposed at:

- northeast and northwest corner of Glory Avenue and Drake Road.
- northeast and northwest corner of Highpointe Crossing and Drake Road.
- northeast, northwest, and southeast corner of SR 3 and Drake Road.
- northeast and northwest corner of Hillcrest Drive and Drake Road.
- southeast and southwest corner of Bison Blvd. and Drake Road.
- southeast and southwest corner of Briarwood Drive and Drake Road.

**For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type:**

**For bridge projects, is the bridge included in INDOT’s Historic Bridge Inventory (<https://www.in.gov/indot/2531.htm>)?**

## Minor Projects PA Project Submittal and Assessment Form

Yes       No

If yes, did the inventory determine the bridge eligible for or listed in the National Register of Historic Places? Please provide page # of entry in Historic Bridge Inventory.

Yes       No

Inventory Page # \_\_\_\_\_

Will there be right-of-way acquisition as part of this project?

Yes       No

If yes was checked above, please check all that apply:

Permanent       Temporary       Reacquisition

If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way: 1.575 acres of permanent ROW, and 0.526 acre temporary (including 0.199 acre of permanent, 0.015 acre temporary, and 0.056 acre of present existing right-of-way from 1008 Drake Road, Singrey House, IHSSI #113-310-00028, rated “notable”). Permanent ROW is for shoulder work, sidewalks, and storm sewer installation. Temporary is for grading, sidewalk connections, and drive construction.

Is there any potential for additional temporary right-of-way to be needed later for purposes such as access, staging, etc.?

Yes       No

Archaeology (check one):

- All proposed activities are presumed to occur in previously disturbed soils\*  
*\*INDOT-CRO will notify you if project area includes undisturbed soils and requires an archaeological reconnaissance.*
- Project takes place in undisturbed soils and the archaeology report is included in submission or will be forthcoming\*  
*\* If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an archaeological investigation, please contact the INDOT-CRO archaeology team lead. See CRM Pt. 1 Ch. 3 for current contact information.*

Please specify all applicable categories and condition(s) (highlight applicable conditions in yellow)\*:

*\*Include full category text, including any conditions. INDOT-CRO will finalize categories upon their review.*

B-1. Replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking, under the following conditions [**BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied**]:

**Condition A (Archaeological Resources)**

One of the two conditions listed below must be satisfied (EITHER Condition i or Condition ii must be satisfied):

- i. **Work occurs in previously disturbed soils;** OR

## Minor Projects PA Project Submittal and Assessment Form

- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the Division of Historic Preservation and Archaeology (DHPA) and any archaeological site form information will be entered directly into the State Historic Architectural and Archaeological Database (SHAARD) by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

### **Condition B (Above-Ground Resources)**

One of the two conditions listed below must be satisfied (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*
- ii. Work occurs adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource under one of the two additional conditions listed below (*EITHER Condition a OR Condition b must be met and field work and documentation must be completed as described below*):
  - a. No unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*
  - b. Unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible individual above-ground resource or district and ANY ONE of the conditions (1, 2, or 3) listed below must be fulfilled:
    1. Unusual features described above will not be impacted by the project. Firm commitments regarding the avoidance of these features must be listed in the MPPA determination form and the NEPA document and must be entered into the INDOT Project Commitments Database. These projects will also be flagged for quality assurance reviews by INDOT Cultural Resources Office during/after project construction.
    2. Unusual features described above have been determined not to contribute to the significance of the historic resource by INDOT Cultural Resources Office in consultation with the SHPO based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.
    3. Impacts to unusual features described above have been determined by INDOT Cultural Resources Office to be so minimal that they do not diminish any of the characteristics that contribute to the significance of the historic resource, based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

- B-2. Installation of new lighting, signals, signage and other traffic control devices under the following conditions [*BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied*]:

### **Condition A (Archaeological Resources)**

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. Work occurs in previously disturbed soils; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register eligible



## Minor Projects PA Project Submittal and Assessment Form

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archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

### **Condition B (Above-Ground Resources)**

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

- B-8. Construction of pedestrian facilities including trails, multi-use paths, greenways, and associated minor activities defined below, under the following conditions *[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]*:

### **Condition A (Archaeological Resources)**

One of the two conditions listed below must be met (EITHER Condition i or Condition ii must be satisfied):

- i. Work occurs within areas previously disturbed by vertical and horizontal construction activities, including existing roadway, sidewalk, or rail bed, and is not on, within or adjacent to a National Register listed or eligible site; *OR*
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

### **Condition B (Above-Ground Resources)**

Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual resource.

Activities associated with this category include the following:

- Pavement surface installation, replacement, rehabilitation, resurfacing, and reconstruction work, including widening, laying down crushed stone or gravel, shoulder treatments, pavement repair, seal coating, pavement grinding, pavement marking, etc;
- Installation of new signals, signage, and other traffic control devices;
- Installation of new safety appurtenances such as guardrails and barriers;
- Installation of plant material and hardscape landscaping elements, including, but not limited to bike racks, benches, trash cans, lighting, and other amenities;
- Trail heads and parking lots;
- Installation of pipes, culverts, and pedestrian bridges.

Check  if SECTION 2: Minor Projects PA Category B-1, Condition B-ii Submission is included

Check  if SECTION 3: Minor Projects PA Category B-9, Condition B-i-c-2 or B-ii-b-3 Submission is included

## Minor Projects PA Project Submittal and Assessment Form

### Part II: Completed by INDOT-CRO

*Amendments will be shown in red font.*

#### Information reviewed (please check all that apply):

- General project location map  USGS map  Aerial photograph  Soil survey data   
General project area photos  Archaeology Reports  Historic Property Reports   
Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report   
Bridge inspection information/BIAS  Historic Bridge Inventory Database   
SHAARD  SHAARD GIS  Streetview Imagery  County GIS Data/Property Cards

#### Other (please specify):

Jackson, Christopher

2022a A Phase Ia Archaeological Reconnaissance Survey for the Drake Road Reconstruction from Beacon Road to Weston Avenue (INDOT Des. 1902750), Allen and Wayne Townships, Noble County, Indiana. Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, IN.

2022b Addendum: A Phase Ia Archaeological Reconnaissance Survey for the Drake Road Reconstruction from Beacon Road to Weston Avenue (INDOT Des. No. 1902750), Allen and Wayne Townships, Noble County, Indiana. Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, IN.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below.      yes       no

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below.      yes       no

#### Additional Comments:

##### Above-ground Resources

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Noble County. No listed resources are present within 0.25 mile of the project area, a distance that would serve as an adequate area of potential effects (APE) given the scope of the project and the surrounding terrain.

The *Noble County Interim Report* (1986; Wayne Township; Allen Township; Kendallville Scattered Sites) of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. The National Register & IHSSI information is available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The SHAARD information was checked against the Interim Report hard copy maps. The following IHSSI resources are recorded within 0.25 mile of the project:

IHSSI #113-310-05093 (House; Drake Road; 1900; demolished)  
IHSSI #113-310-45005 (Diggings House; Drake Road; 1904; "contributing")  
IHSSI #113-310-00028 (Singrey House; 1008 Drake Road; 1907; "notable")

## Minor Projects PA Project Submittal and Assessment Form

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IHSSI #113-310-00027 (Owen House; Drake Road; c. 1850; demolished)

IHSSI #113-310-00026 (William Diggins Farm; Drake Road; 1890; “outstanding”)

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register eligible, although they would contribute to a historic district. If they retain material integrity, properties rated “notable” might possess the necessary level of significance after further research. Properties rated “outstanding” usually possess the necessary level of significance to be considered National Register eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

An INDOT-CRO historian performed a desktop review of the project area utilizing online aerial, street-view photography, and the Noble County GIS website. Given the scope of work includes installing decorative streetlighting, traffic control signs/signals, and sidewalks and a multi-use path, as well as reconstruction/rehabilitation of Drake Road, only those properties within 0.15 mile of the project area have any potential to be impacted by the project.

IHSSI #113-310-00026 (William Diggins Farm; “outstanding”) is located approximately 0.16 mile west of the western terminus of the project. The scope of work at the western terminus consists of the rehabilitation of the roadway and the addition of a multi-use path on the north side of Drake Road and curb and gutter. Mature deciduous trees and a mid-twentieth century property shield the “outstanding”-rated property from view of the project activities described above. There will be no impact to this property by this project. Therefore, for the purposes of this determination, IHSSI #113-310-00026 is not considered adjacent to the project.

Properties within 0.15 mile of the project area include two surveyed properties [IHSSI #113-310-45005 (Diggins House; “contributing”) and IHSSI #113-310-00028 (Singrey House; “notable”)], two twenty-first century residential developments, a mid-to-late twentieth-century residential development, a park, a golf course, twenty-first century commercial and educational buildings, a mid-twentieth century religious building, and residential properties dating between the late nineteenth century and the twenty-first century. The mid-to-late twentieth-century residential development is not considered eligible to the National Register as a historic district since most of the houses within the development were constructed after 1973, the cut off year for application of the *Residential Planning and Development in Indiana, 1940-1973*. The two twenty-first century residential developments will not be 50 years old or older by project letting in 2024. There is no evidence that any of the other unsurveyed properties possess the cultural significance and/or the material integrity necessary to be considered eligible to the National Register. IHSSI #113-310-45005 (Diggins House) is rated “contributing” and is not considered individually eligible to the National Register.

IHSSI #113-310-00028 (Singrey House; “notable”) is located in the northeast quad of Drake Road & Hillcrest Drive. The scope of work immediately adjacent to this resource is limited to reconstructing Drake Road, installing curb and gutter with an enclosed storm water sewer system beneath, installing a 5-foot sidewalk with a 5-foot grass buffer between the sidewalk and curb, and constructing ADA-compliant curb ramps. These project activities fall under Category B-1 for the purposes of this determination; see below for additional details regarding the application of Category B-1.

**A commitment will be added to INDOT’s Project Commitment Database that no new decorative lighting or traffic control signage will be placed on the north side of Drake Road in front of IHSSI #113-310-00028 (Singrey House; 1008 Drake Road; “notable”) or within its property boundary.** With this commitment, no work that would fall under Category B-2 will be adjacent to IHSSI #113-310-00028 (Singrey House; “notable”). Additionally, IHSSI #113-310-00028 will not be altered by the planned construction of the 10-foot concrete multi-use path since it will be added on the opposite side of the road from the IHSSI-surveyed resource and constructed with concrete, which will not substantially alter the setting or any significant feature of the resource. Therefore, the project will not impact IHSSI #113-310-00028, and it is not considered adjacent to any Category B-8 work associated with this project for the purposes of this determination.

## Minor Projects PA Project Submittal and Assessment Form

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There will be 0.199 acre of permanent and 0.015 acre of temporary ROW taken from IHSSI #113-310-00028 in order to install curb and gutter, a grass buffer, and a 5-foot concrete sidewalk as well as driveway reconstruction. For the purposes of this determination, INDOT and FHWA consider that the taking of the minimal amount of permanent and temporary ROW (approximately 0.214 acre) from IHSSI #113-310-00028 (Singrey House; “notable”) constitutes a de minimis 4(f) use of the property. Additionally, 0.056 acre of present existing ROW will be taken to acquire the existing roadway. However, acquiring the existing roadway is not considered a use of the 4(f) property since it is already in a transportation use.

Curbs and curb ramps will be installed throughout the project area and a new sidewalk will be installed on the north side of Drake Road from SR 3 east to approximately Weston Avenue. The following project areas fall under Condition B-i of Category B-1 of the MPPA due to their scope of work being limited to sidewalk, curb, and/or curb ramp construction outside and not adjacent to a National Register-listed or National Register-eligible bridge, property, or historic district: 1) Drake Road & Beacon Road; 2) Drake Road & Glory Avenue; 3) Drake Road & Highpointe Crossing; 4) Drake Road & SR 3; 5) north side of Drake Road between SR 3 and Hillcrest Drive; 6) Drake Road & Bison Boulevard; 7) north side of Drake Road between Bison Boulevard and Briarwood Drive; 8) Drake Road & Briarwood Drive; and 9) north side of Drake Road between Briarwood Drive and Weston Avenue.

For the following project areas, a site visit by a qualified professional (QP) who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61 is required for application of Condition B-ii of Category B-1 of the MPPA to determine the presence of any unusual features such as brick or stone sidewalks, curbs or sidewalks/curb ramps; stepped or elevated sidewalks, curbs or sidewalks/curb ramps; or any other feature whose replacement or modification might constitute an adverse effect.

### Drake Road & Hillcrest Drive

Hillcrest Drive does not cross Drake Road to the south; only the northwest and northeast quads will have curb ramps installed. The northwest quad contains a late twentieth-century house. IHSSI #113-310-00028 (Singrey House; “notable”) is located in the northeast quad. There is a white post and rail fence with a sign for Country Club Hills, the mid-to-late twentieth-century neighborhood present to the north of Drake Road; Hillcrest Drive is the only entrance to the development. The fence is not considered a feature of IHSSI #113-310-00028 and appears to be outside of the parcel boundary in the existing ROW. Therefore, no unusual features are present at this intersection; Condition B-ii.a is applicable.

### North side of Drake Road from Hillcrest Drive to Bison Boulevard

A 5-foot sidewalk will be constructed on the north side of Drake Road. Only two properties are present adjacent to the proposed sidewalk from Hillcrest Drive to Bison Boulevard: a vacant grassy lot and IHSSI #113-310-00028 (Singrey House; “notable”). **There is a concrete carriage walk that extends from IHSSI #113-310-00028 and has a concrete block sitting on top of the walk at its southern end.**

A qualified professional historian from SJCA, Inc. who meets the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61 conducted field work on June 14, 2022, as dictated by the fieldwork and documentation requirements of Condition B-ii of Category B-1 of the MPPA when projects are within or adjacent to National Register-listed or eligible resources. During the site visit, the historian surveyed the above-ground resources adjacent to the project area, identifying any previously unsurveyed historic districts or individual resources that warrant a “notable” or “outstanding” rating according to the IHSSI criteria. In addition, the historian identified all unusual features along the project route that are adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource. Photographic documentation from the field work is on file at INDOT-CRO. **A firm commitment for the following resource must be made in order for Category B-1, Condition B-ii.b-1 to apply to this project.**

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- The concrete carriage walk with a concrete block leading to IHSSI #113-310-00028 (Singrey House; 1008 Drake Road; “notable”) will be avoided by the project. A note stating “Do Not Disturb” will be added to the plan sheet.

This commitment will be included in the environmental documentation for this project and entered into INDOT’s Project Commitment Database. If the commitment cannot be maintained, INDOT-CRO will need to reassess this project.

*\*10/25/2022 UPDATE—The INDOT-CRO historian reviewed the updated information regarding tree clearance and found that two trees will be removed adjacent to IHSSI #113-310-00028 (Singrey House; “notable”). The review showed that both trees are within a separate parcel (immediately east) from IHSSI #113-310-00028 and are not contributing features of the National Register-eligible resource. Additionally, IHSSI #113-310-00028 will not be impacted by the tree clearance since a line of mature deciduous trees along the east side of the property largely shield it from view of the trees to be removed by the project.*

*\*\*2/6/2023 UPDATE—The amounts and limits of permanent and temporary ROW to be acquired from IHSSI #113-310-00028 (Singrey House; “notable”) have not changed. INDOT and FHWA still consider the taking of the of permanent and temporary ROW (approximately 0.214 acre) from IHSSI #113-310-00028 constitutes a de minimis 4(f) use of the property.*

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

### Archaeological Resources

INDOT-CRO archaeologists, Matthew Coon and KayLee Blum, who meet the Secretary of the Interior’s Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia field reconnaissance survey report completed for the project by SJCA, Inc. (Jackson 2022a, 2022b).

A 11.03-acre survey area was conducted through a combination of systematic shovel probing, pedestrian survey, and visual inspection of disturbed and sloping areas. Previous disturbances in the survey area include SR 3, Drake Road, road grade and fill soils, driveways to residences, underground sewer line, and utilities. The proposed curb ramps installations will occur in previously disturbed soils in the existing construction footprint. Two notable historic properties have been documented adjacent to the survey area; however, one of the properties (Owen House) has been razed (Jackson 2022a). One archaeological site was previously recorded within a mile of the project area.

An addendum survey was conducted (Jackson 2022b), adding an additional 0.03 acres to the overall survey area. A total of three (n=3) shovel probes were placed in the yard of the Singrey House. No additional archaeological materials were encountered.

Two previously undocumented sites (12NO326 and 12NO327) were identified as a result of the surveys. Site 12NO326 is the lot that encompassed the Owen House. The survey area only examined in front of the house; thus, only that section of the site can be evaluated for the NRHP. It is recommended that the section of the site in the survey area is not eligible under Criterion D (Jackson 2022a, 2022b).

**The recorded location of site 12NO326 outside of the project right-of-way must be completely avoided by all project-related activities. The location must be labeled on project plans as “Environmental Sensitive Area – Do Not Disturb” and should be marked for avoidance on the ground during construction.**

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If these commitments are put into place and the portion of site 12NO326 located outside of the project right-of-way will be avoided by all project-related activities, then there are no archaeological concerns provided that the scope of the project does not change.

**\*10/25/2022 UPDATE**—The INDOT-CRO archaeologist reviewed the updated information regarding tree clearance and found that all areas where trees will be cleared were previously covered by the Phase 1a survey. No further work needs to be done.

**\*\*2/6/2023 UPDATE**—The INDOT-CRO archaeologist reviewed the updated information regarding the added temporary right-of-way and found that the area has been previously disturbed by the golf course adjacent to the project area. Part of this newly added area has also been previously covered by the Phase 1a survey. No further work needs to be done.

**Accidental Discovery:** If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and INDOT-CRO and the Division of Natural Resources-Division of Historic Preservation and Archaeology (DNR-DHPA) will be notified immediately.

**INDOT-CRO staff reviewer(s):** Kelyn Alexander, Matthew Coon, and KayLee Blum

INDOT Approval Date: 6/10/2022

Amendment Approval Date (if applicable): 9/7/2022, 10/25/2022, and 2/6/2023

*\*\*\*Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

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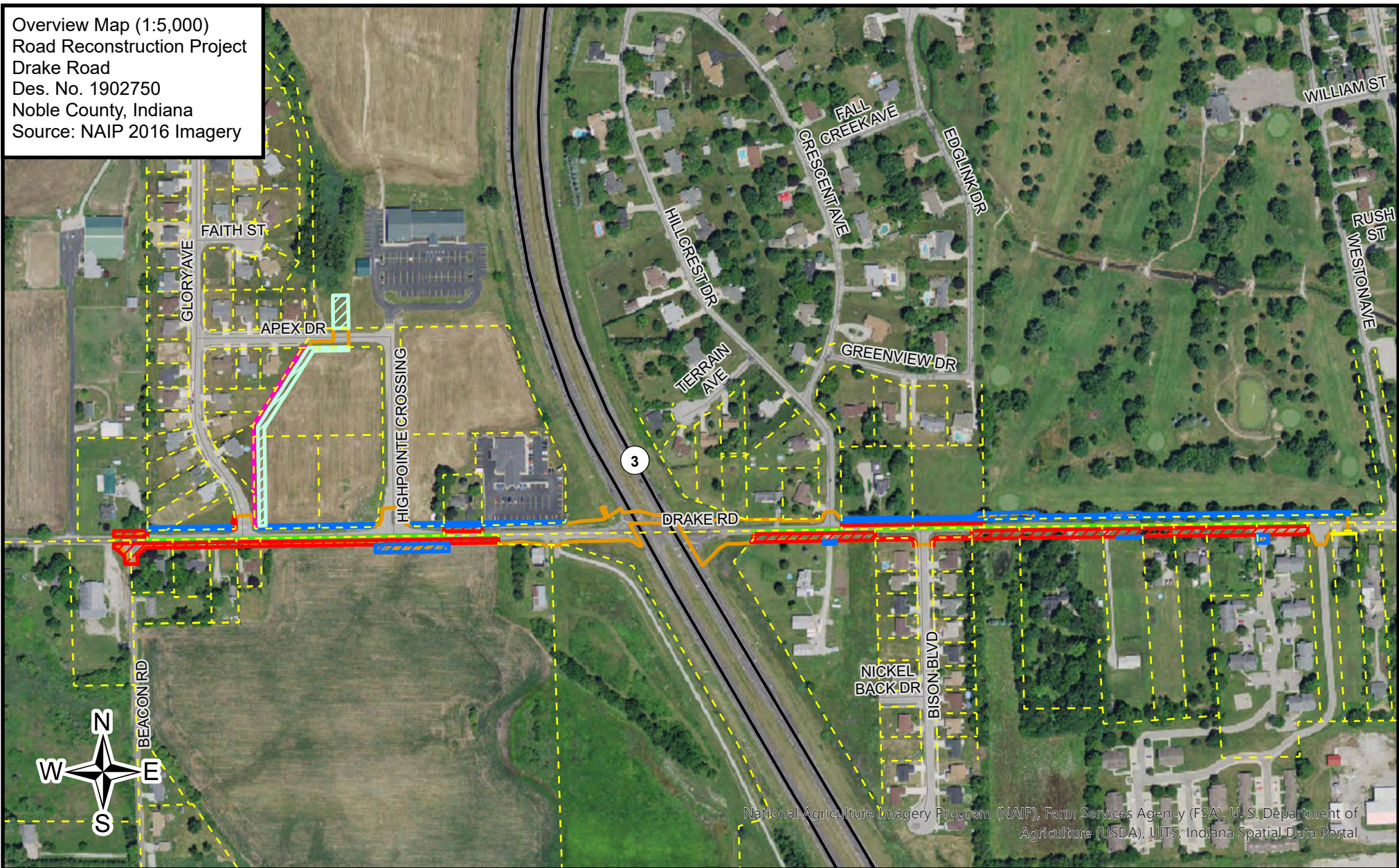
### Please attach the following to this form:

- **General Location Map.** This map should allow the INDOT-CRO reviewer to quickly locate the project.
- **Aerial photography map(s) of project area.** This map must include project limits. It may also include SHAARD data, but SHAARD data is not required.
- **If bridge or small structure project, please attach photographs of bridge or small structure.** Photographs can be found in inspection reports located in INDOT’s Bridge Inspection Application System (BIAS), as well as other project documents, such as engineering assessments or mini-scopes.

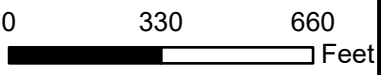
**Map depicting potential temporary and/or permanent right-of-way acquisitions. In the email submission to INDOT-CRO, please also include:**

- **A GIS polygon shapefile or KMZ file of the project area** (shapefiles are preferred). Shapefiles should use “NAD\_1983\_UTM” projected coordinate system. In addition, these files should contain the following *text* attribute field: DES\_NO. The project designation number should be entered in this field.
- **If the project takes place in undisturbed soils, attach the results of the archaeological investigation, if completed.** *Note: The MPPA Submission Form may be submitted before the archaeology report. INDOT-CRO staff will process the above-ground portion of the form in advance of the archaeological portion of the form. However, a completed determination form will not be returned to the applicant until after the archaeology report has been reviewed and approved by INDOT-CRO.*

Overview Map (1:5,000)  
 Road Reconstruction Project  
 Drake Road  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: NAIP 2016 Imagery



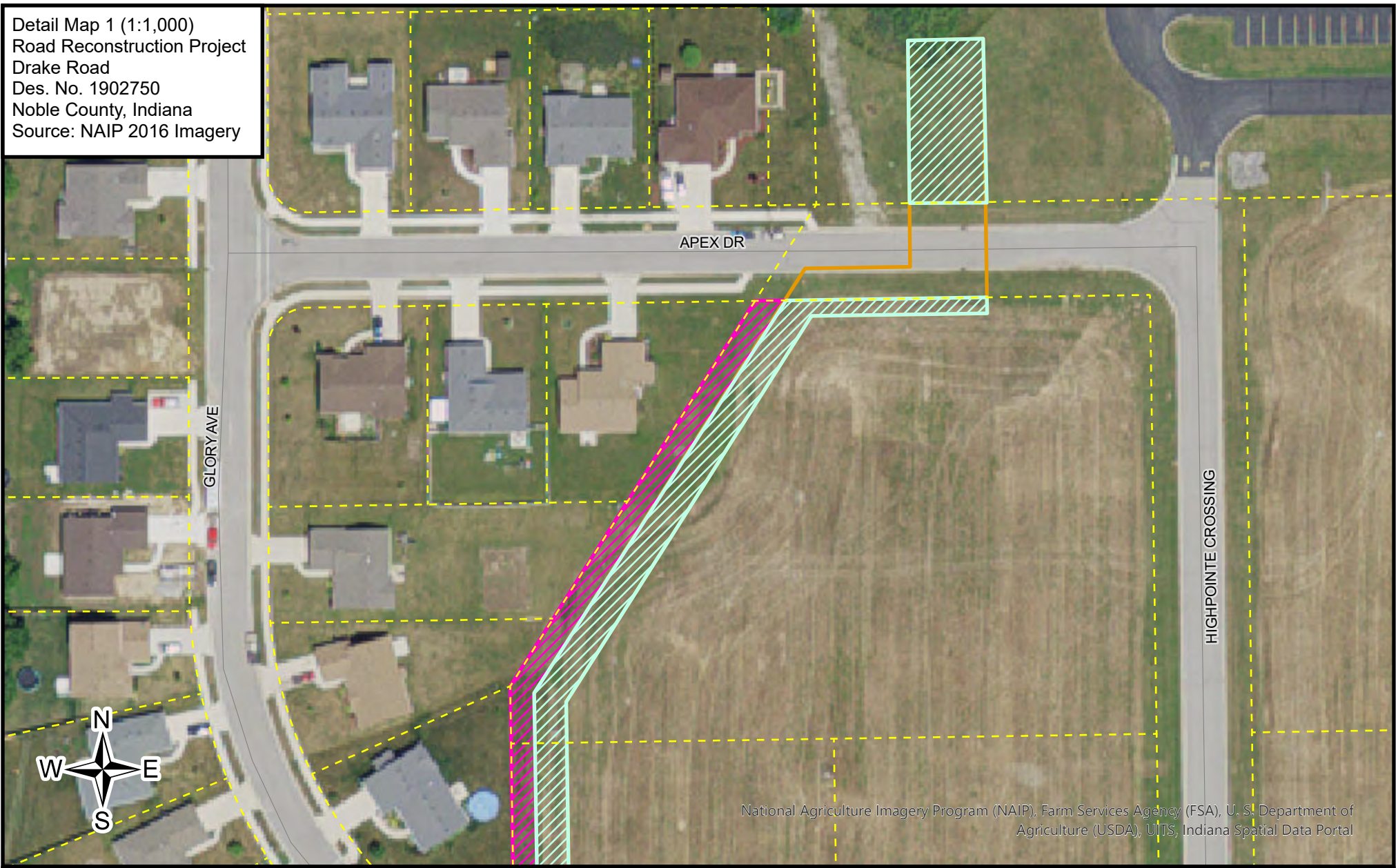
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UIITS, Indiana Spatial Data Portal



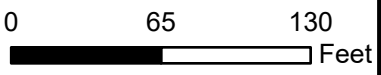
- Construction Limits
- Existing ROW
- Present Existing ROW
- Permanent ROW
- Temporary ROW
- ROW purchased during Phase I
- Existing Utility Easement
- Proposed Drainage Easement



Detail Map 1 (1:1,000)  
 Road Reconstruction Project  
 Drake Road  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: NAIP 2016 Imagery



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

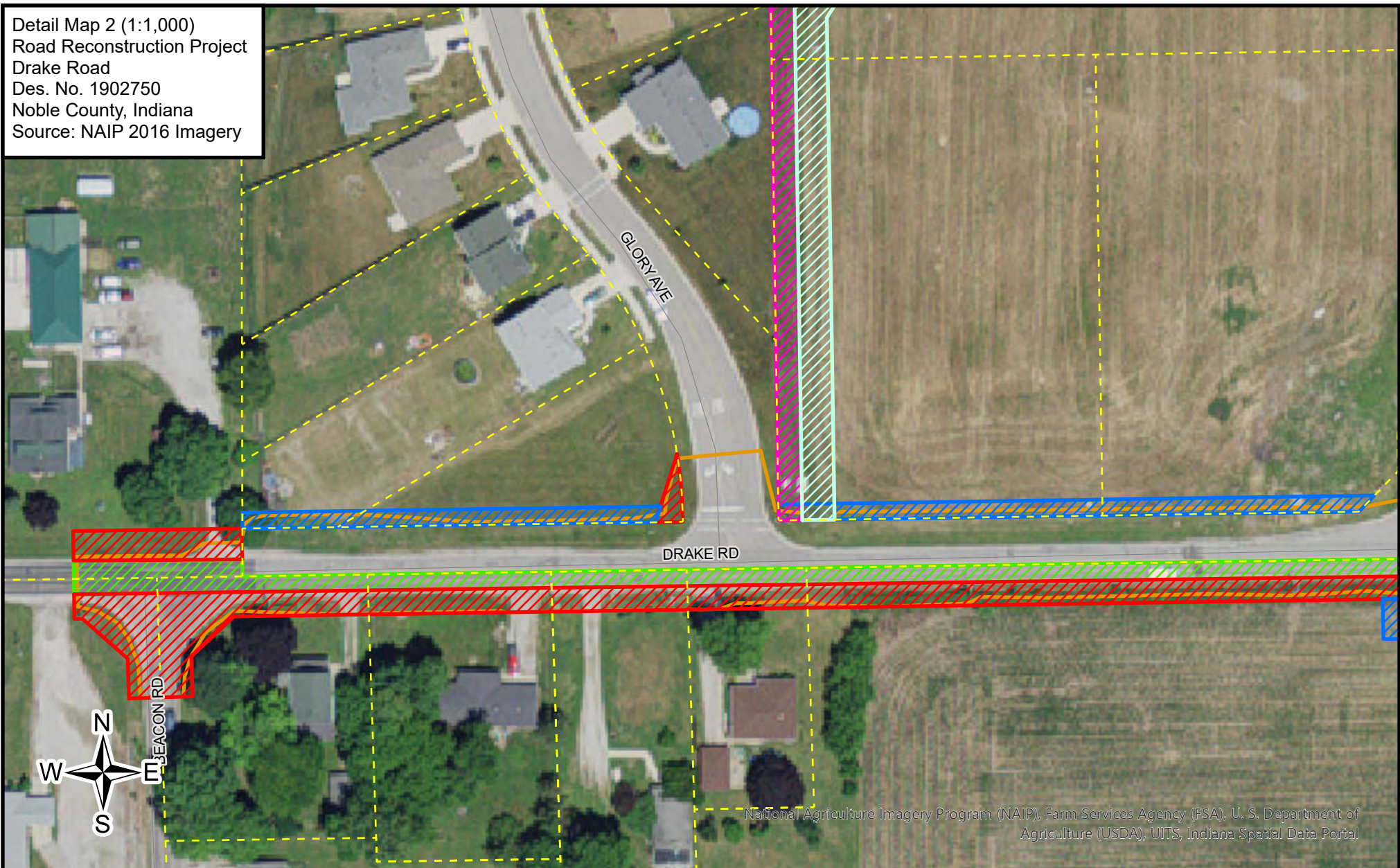


- |                      |                              |
|----------------------|------------------------------|
| Construction Limits  | Temporary ROW                |
| Existing ROW         | ROW purchased during Phase I |
| Present Existing ROW | Existing Utility Easement    |
| Permanent ROW        | Proposed Drainage Easement   |

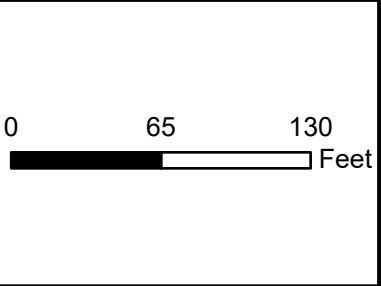




Detail Map 2 (1:1,000)  
 Road Reconstruction Project  
 Drake Road  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: NAIP 2016 Imagery



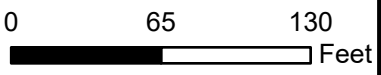
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal



Construction Limits	Temporary ROW
Existing ROW	ROW purchased during Phase I
Present Existing ROW	Existing Utility Easement
Permanent ROW	Proposed Drainage Easement



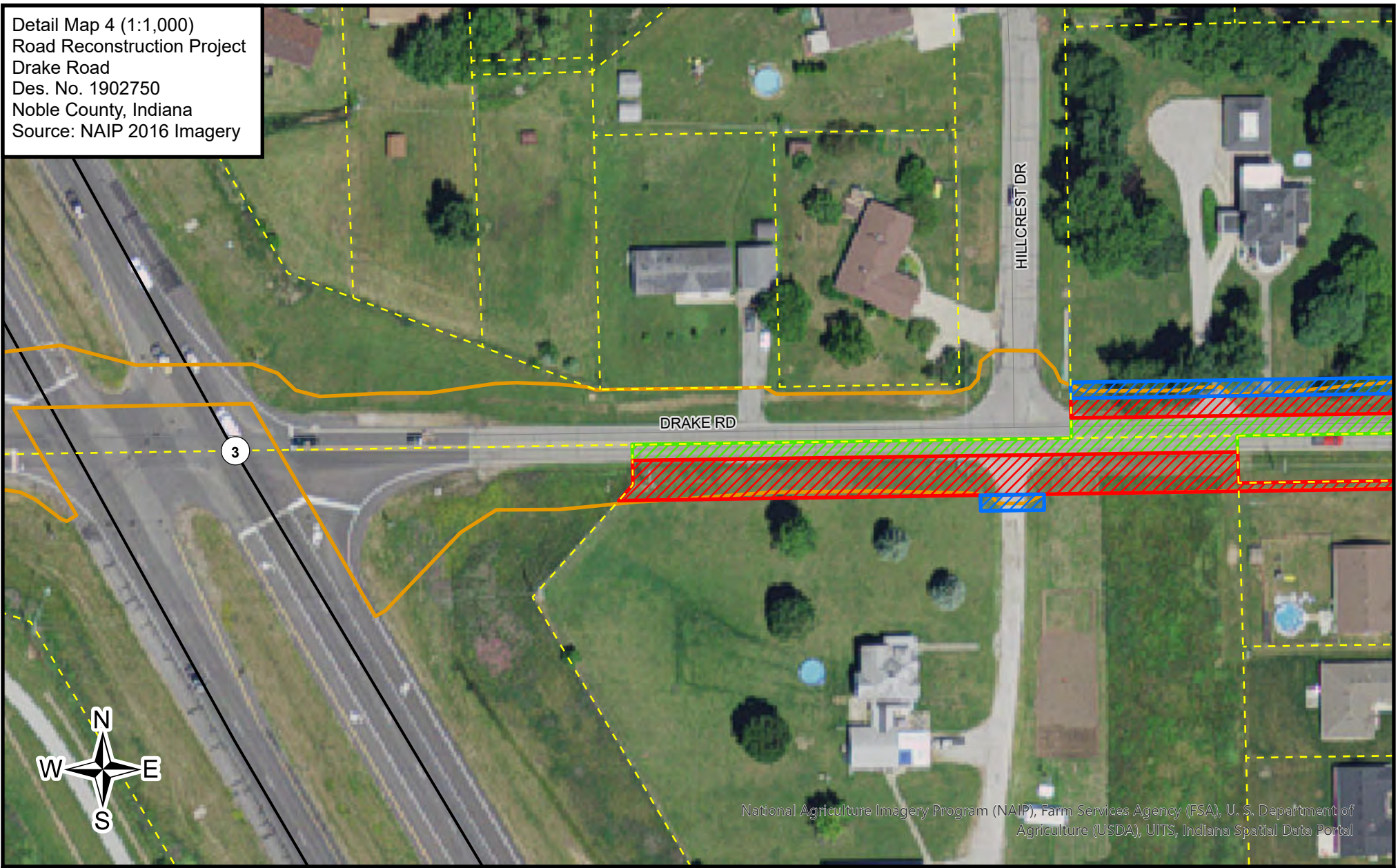
Detail Map 3 (1:1,000)  
 Road Reconstruction Project  
 Drake Road  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: NAIP 2016 Imagery



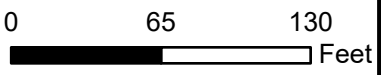
- Construction Limits
- Existing ROW
- Present Existing ROW
- Permanent ROW
- Temporary ROW
- ROW purchased during Phase I
- Existing Utility Easement
- Proposed Drainage Easement



Detail Map 4 (1:1,000)  
 Road Reconstruction Project  
 Drake Road  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: NAIP 2016 Imagery



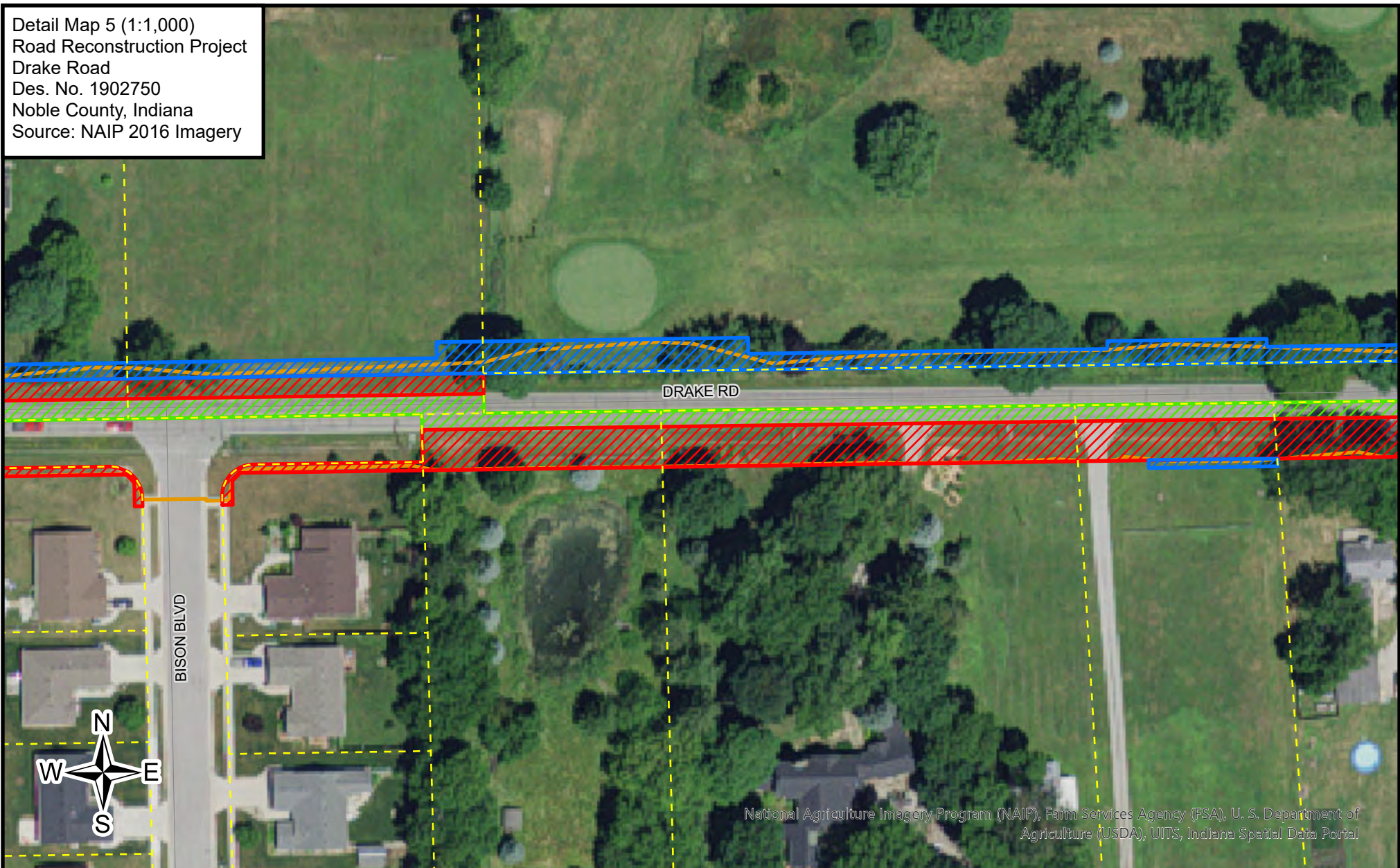
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UIITS, Indiana Spatial Data Portal



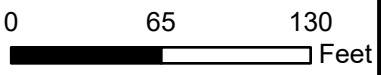
- |                      |                              |
|----------------------|------------------------------|
| Construction Limits  | Temporary ROW                |
| Existing ROW         | ROW purchased during Phase I |
| Present Existing ROW | Existing Utility Easement    |
| Permanent ROW        | Proposed Drainage Easement   |



Detail Map 5 (1:1,000)  
 Road Reconstruction Project  
 Drake Road  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: NAIP 2016 Imagery



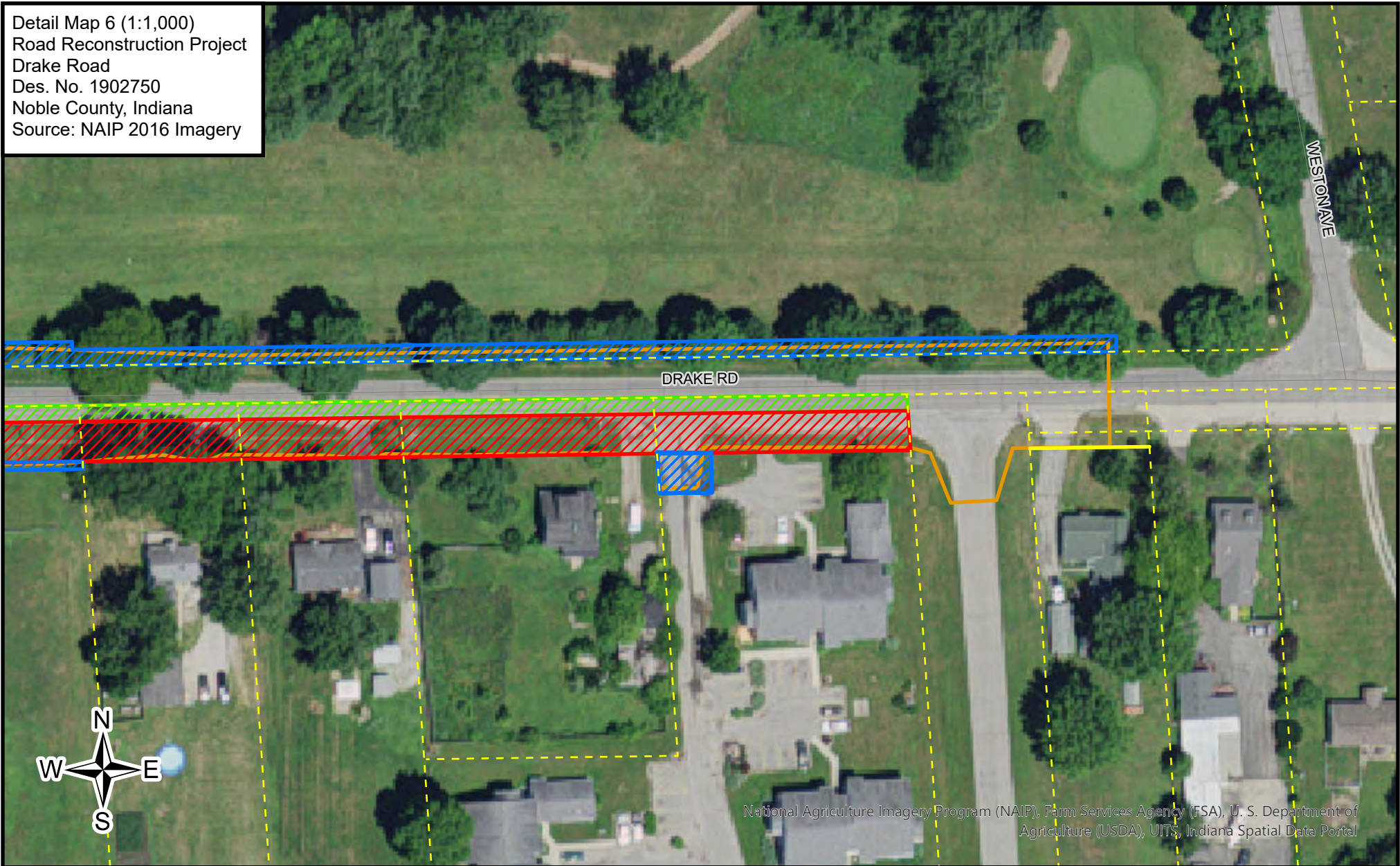
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal



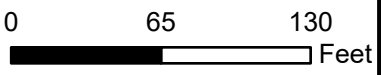
- |                      |                              |
|----------------------|------------------------------|
| Construction Limits  | Temporary ROW                |
| Existing ROW         | ROW purchased during Phase I |
| Present Existing ROW | Existing Utility Easement    |
| Permanent ROW        | Proposed Drainage Easement   |











Detail Map 6 (1:1,000)  
 Road Reconstruction Project  
 Drake Road  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: NAIP 2016 Imagery



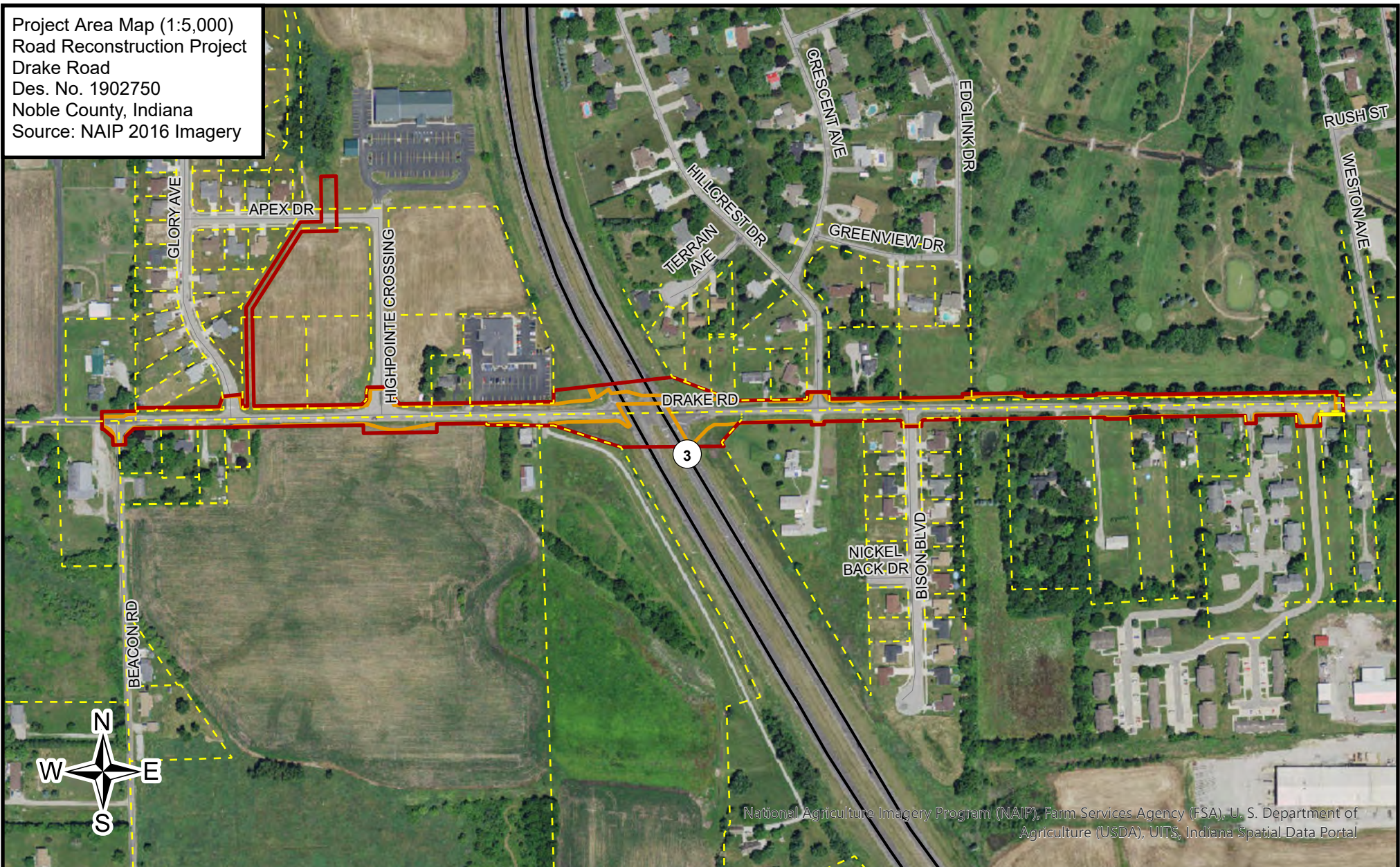
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UIITS, Indiana Spatial Data Portal



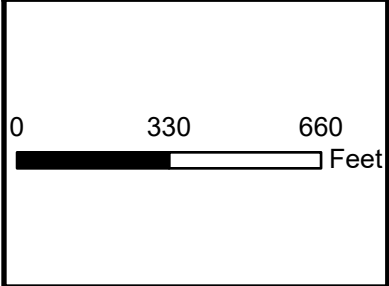
-  Construction Limits
-  Existing ROW
-  Present Existing ROW
-  Permanent ROW
-  Temporary ROW
-  ROW purchased during Phase I
-  Existing Utility Easement
-  Proposed Drainage Easement



Project Area Map (1:5,000)  
 Road Reconstruction Project  
 Drake Road  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: NAIP 2016 Imagery



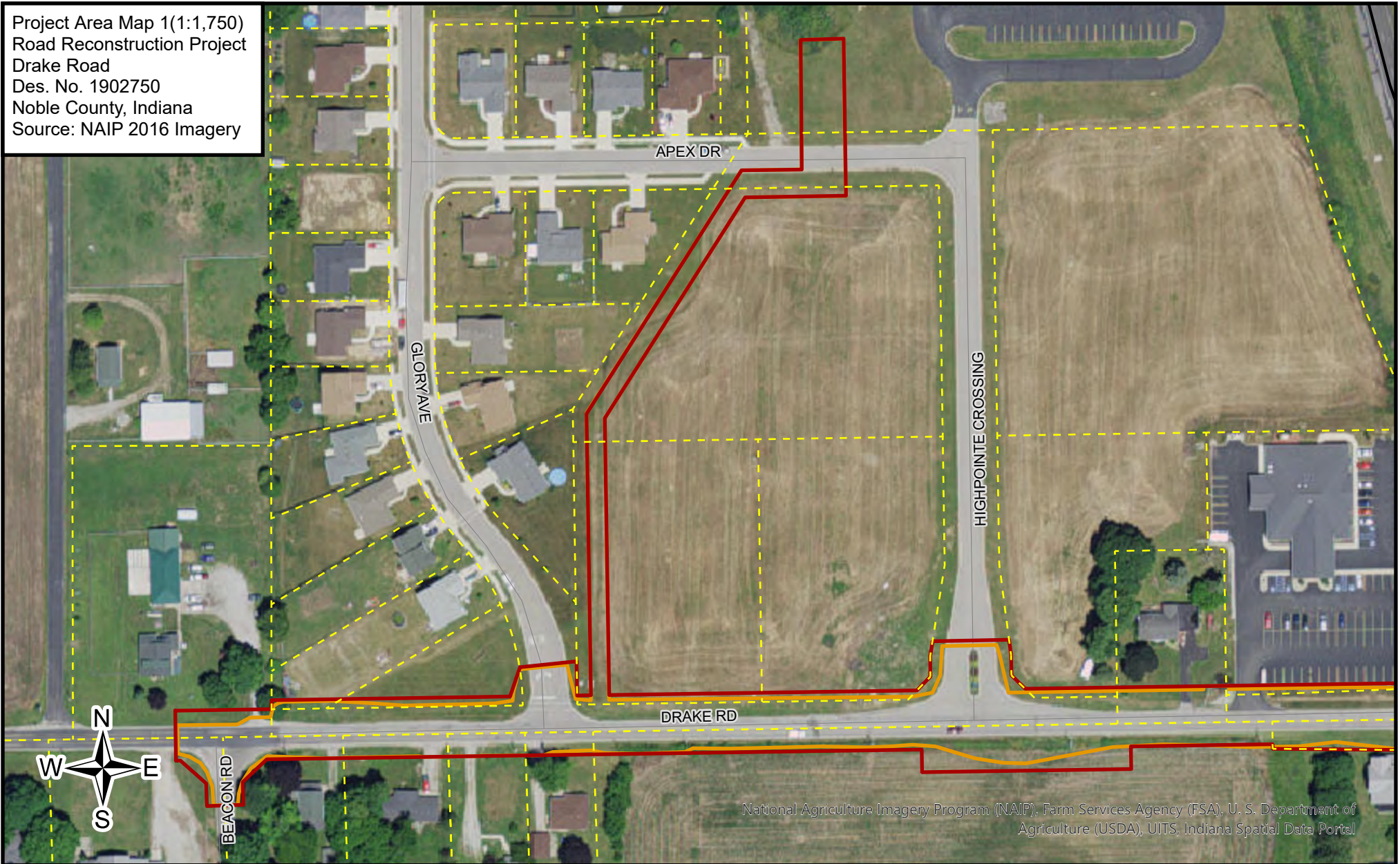
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UIITS, Indiana Spatial Data Portal



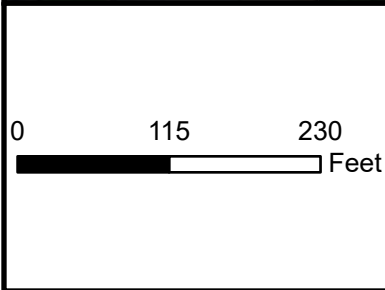
- Construction Limits
- Existing ROW
- Project Area
- ROW purchased during Phase I



Project Area Map 1(1:1,750)  
Road Reconstruction Project  
Drake Road  
Des. No. 1902750  
Noble County, Indiana  
Source: NAIP 2016 Imagery



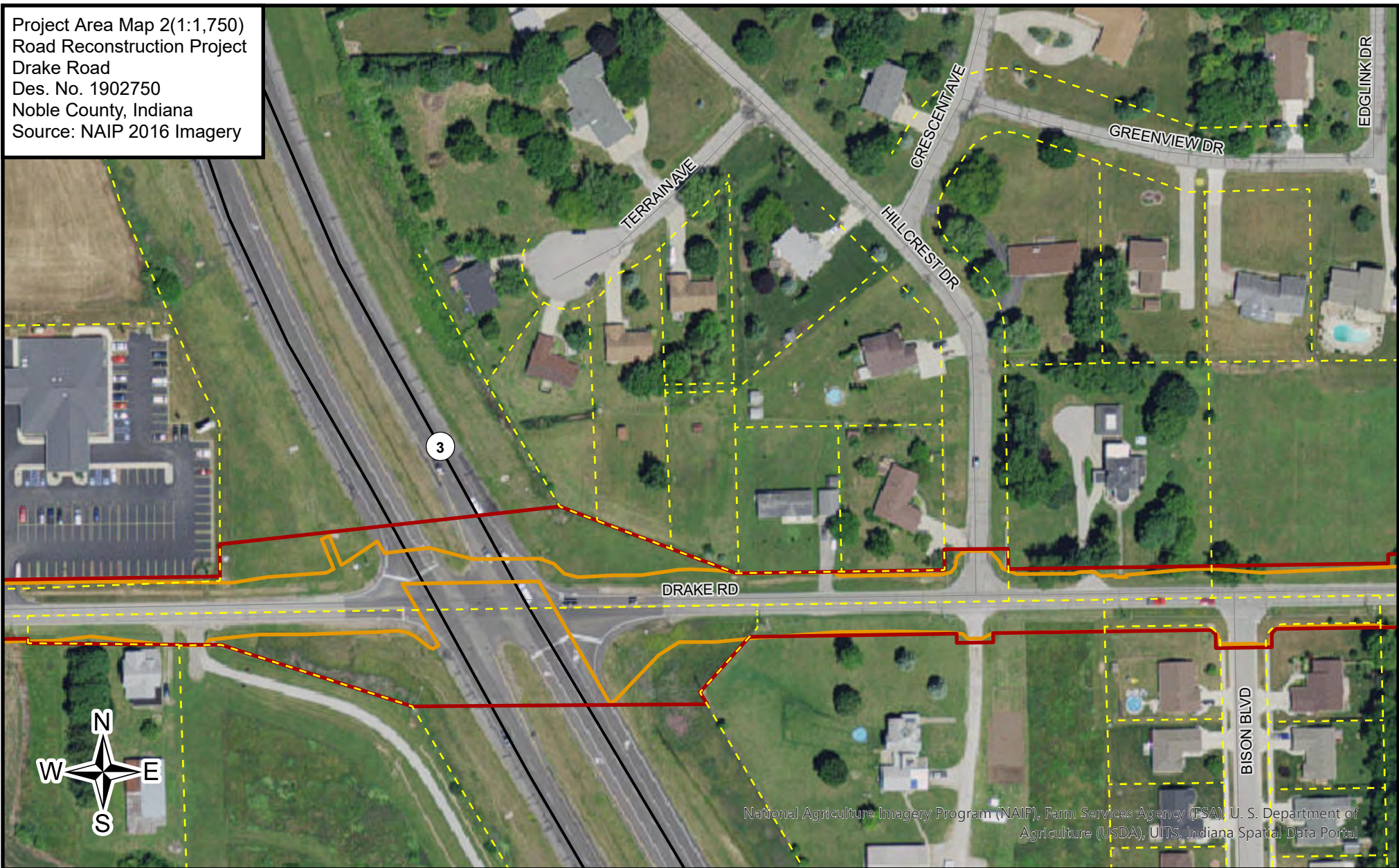
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal



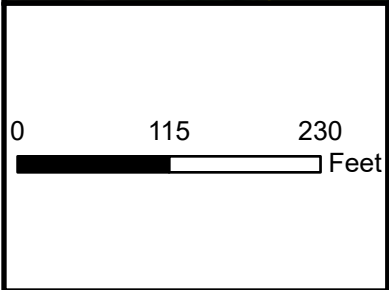
- Construction Limits
- Existing ROW
- Project Area
- ROW purchased during Phase I



Project Area Map 2(1:1,750)  
 Road Reconstruction Project  
 Drake Road  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: NAIP 2016 Imagery



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

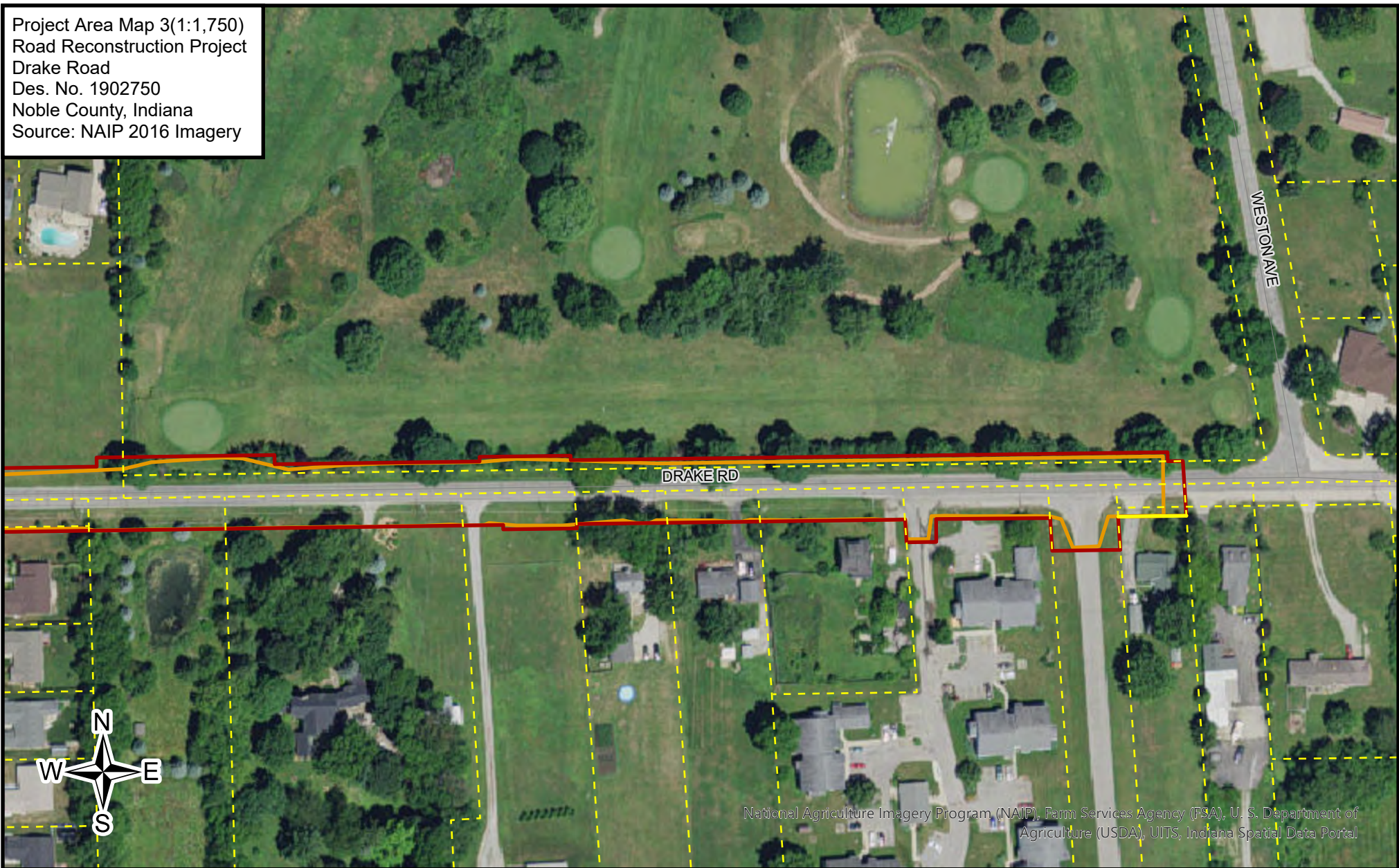


- Construction Limits
- Existing ROW
- Project Area
- ROW purchased during Phase I

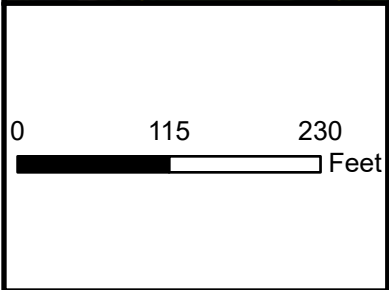








Project Area Map 3(1:1,750)  
Road Reconstruction Project  
Drake Road  
Des. No. 1902750  
Noble County, Indiana  
Source: NAIP 2016 Imagery



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



-  Construction Limits
-  Existing ROW
-  Project Area
-  ROW purchased during Phase I



Des. No. 1902750  
Appendix E  
Red Flag Investigation



Date: April 1, 2022

To: Site Assessment & Management (SAM)  
Environmental Policy Office - Environmental Services Division (ESD)  
Indiana Department of Transportation  
100 N Senate Avenue, Room N642  
Indianapolis, IN 46204

From: Dwaipayana Sharma  
SJCA Inc.  
9102 N Meridian, Suite #200  
Indianapolis, IN  
[dsharma@sjcainc.com](mailto:dsharma@sjcainc.com)

Re: RED FLAG INVESTIGATION  
DES 1902750, Local Project  
Road Reconstruction Project  
Drake Road, From Beacon Road to Weston Avenue  
Noble County, Indiana

#### PROJECT DESCRIPTION

Brief Description of Project: City of Kendallville, with partial funding from the Federal Highway Administration (FHWA), intends to proceed with the reconstruction of Drake Road from SR 3 to Weston Avenue and the rehabilitation of Drake Road from Beacon Road to SR 3. Reconstruction will be complete pavement replacement and rehabilitation will consist of milling, widening, and overlay. The intersection of Drake Road and SR 3 will be a paving exception. The net distance of the project is approximately 4000 feet (0.75 miles). Other improvements included with the project are new driveway and street approaches, new ornamental streetlights, pavement marking, and traffic control signs. A 5-ft wide sidewalk with ADA compliant curb ramps will be constructed on the north side of the roadway east of SR 3 and a 10-ft wide multi-use path with ADA compliant curb ramps will be constructed on the south side of the roadway east of SR 3 and on the north side of the roadway west of SR 3. A 5-ft wide grass buffer will be provided between sidewalks/paths and the curb and gutter. New storm sewers will be installed and connected and discharged into existing outfalls. East of SR 3, the storm sewer system will connect to existing storm sewer and outfall to Bixler Lake Ditch. West of SR 3, the storm sewer system will outfall to Aungst #215 legal drain via Beacon Rd. New traffic signs and pavement markings will be placed along the entire corridor.

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 TBD Permanent  # Acres 3.685, Not Applicable

Type and proposed depth of excavation: Storm sewer will have an average excavation depth of 5 feet. Roadway excavation will be up to 2.5 feet.

Maintenance of traffic: Maintenance of Traffic consists of one lane, one-way traffic (eastbound). Access will be maintained for school buses and emergency vehicles during construction.

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

State Project:  LPA:

Any other factors influencing recommendations: Temporary right-of-way amounts are still not known at this time.

## INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
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	2*	Recreational Facilities	2
Airports <sup>1</sup>	1	Pipelines	1
Cemeteries	N/A	Railroads	5
Hospitals	N/A	Trails	3
Schools	1*	Managed Lands	N/A

<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:** Although not mapped on the GIS layer, two (2) religious facilities were identified within the 0.5 mile search radius. The nearest facility, Beacon Baptist Church, is located adjacent (0.02 mile west) to the project area. Coordination with Beacon Baptist Church will occur.

**Airports:** One (1) Public-use Airport, Kendallville Municipal, is located within 3.8 miles (20,000 feet), 2.5 miles north of the project area; therefore, early coordination with INDOT Aviation will occur.

**School:** One (1) School was identified within the 0.5 mile search radius. While not mapped within the 0.5 mile radius, East Noble Middle School is located approximately 0.03 mile southeast of the project area. Coordination with East Noble Middle School will occur.

**Recreational Facilities:** Two (2) Recreational Facilities are located within the 0.5 mile search radius. The nearest recreational facility, Sunset Park, is located approximately 0.05 mile northeast of the project area. No impact is expected.

**Pipelines:** One (1) Pipeline is located within the 0.5 mile search radius. The nearest segment, Northern Indiana Fuel & Light Co., is located adjacent (0.01 mile south) to the project area. Coordination with Northern Indiana Fuel & Light Co. should occur.

**Railroads:** Five (5) Railroads are located within the 0.5 mile search radius. The nearest railroad facility, Kendallville Terminal RR, is located 0.33 mile east of the project area. No impact is expected.

**Trails:** Three (3) Trail segments are located within the 0.5 mile search radius. The nearest trail segment, Bixler Lake Ditch Connector - Kendallville Boundary Trail, is located approximately 0.21 mile northeast of the project area. No impact is expected.

WATER RESOURCES TABLE AND SUMMARY

Water Resources 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	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	28
Canal Structures – Historic	N/A	Lakes	5
NPS NRI Listed	N/A	Floodplain - DFIRM	17
NWI-Lines	6	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	N/A	Sinkhole Areas	N/A
Rivers and Streams	3	Sinking-Stream Basins	N/A

Explanation:

NWI-Lines: Six (6) NWI Lines are located within the 0.5 mile search radius. The nearest NWI-Line is located approximately 0.11 mile north of the project area. No impact is expected.

River and Streams: Three (3) River and Stream segments are located within the 0.5 mile search radius. The closest segment, Bixler Lake Ditch, is located approximately 0.11 mile north of the project area. No impact is expected.

NWI–Wetlands: Twenty-eight (28) NWI-wetlands are located within the 0.5 mile search radius. The nearest wetland is located approximately 0.05 mile south of the project area. No impact is expected.

Lakes: Five (5) Lakes are located within the 0.5 mile search radius. The nearest lake is located approximately 0.23 mile north of the project area. No impact is expected.

Floodplain- DFIRM: Seventeen (17) Floodplain polygons are located within the 0.5 mile search radius. The nearest floodplain polygon is located approximately 0.05 mile northeast of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration 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	1	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation:

Petroleum Wells: One (1) Petroleum Well is located within the 0.5 mile search radius. The nearest petroleum well is located approximately 0.37 mile east of the project area. No impact is expected.

## HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
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	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	2	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	1	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	2
Construction Demolition Waste	N/A	Institutional Controls	1
Solid Waste Landfill	3	NPDES Facilities	6
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	N/A	Notice of Contamination Sites	N/A

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:

**RCRA Generator/ TSD:** Two (2) RCRA Generator sites were identified within the 0.5 mile search radius. Kendallville street department city, 720 Weston Avenue, AI# 40801 is located adjacent (0.02 southeast) to the project area. This ID number has been coded as inactive since November 27, 2001. No impact is expected.

**Underground Storage Tank (UST) Sites:** One (1) UST site was identified within the 0.5 mile search radius. Madra Levin building, 303 W Rush St, AI# 42230, is located approximately 0.40 mile northeast of the project area. The site was closed in 1995. No impact is expected.

**Solid Waste Landfill:** Three (3) Solid Waste Landfill boundaries were identified within the 0.5 mile search radius. Dalton Kendallville Sand Reuse Buffer, AI# 43012, is located approximately 0.19 mile southeast of the project area. No impact is expected.

**Brownfields:** Two (2) Brownfields were identified within the 0.5 mile search radius. Reliable Tool & Machine Company, 300 W Ohio St, AI# 42955, is located approximately 0.38 mile southeast of the project area. No impact is expected.

**Institutional Controls:** One (1) Institutional Controls Site was identified within the 0.5 mile search radius. Reliable Tool & Machine Company, AI# 42955, is located 0.38 mile southeast of the project area. No impact is expected.

**NPDES Facilities:** Six (6) NPDES Facilities were identified within the 0.5 mile search radius. Drake road east noble middle school pedestrian access project, 415 Drake Rd, NPDES ID: INRA01504, is located 0.07 mile north of the project area. No impact is expected.

## ECOLOGICAL INFORMATION SUMMARY

The Noble County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at [https://www.in.gov/dnr/nature-preserves/files/np\\_noble.pdf](https://www.in.gov/dnr/nature-preserves/files/np_noble.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located immediately west of Kendallville and is surrounded by commercial, school, and residential properties. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPAC System for Listed Bat Consultation for INDOT Projects".

## RECOMMENDATIONS SECTION

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

### INFRASTRUCTURE:

Religious Facilities: Although not mapped on the GIS layer, two (2) religious facilities were identified within the 0.5 mile search radius. The nearest facility, Beacon Baptist Church, is located adjacent (0.02 mile west) to the project area. Coordination with Beacon Baptist Church will occur.

Airports: One (1) Public-use Airport, Kendallville Municipal, is located within 3.8 miles (20,000 feet), 3.32 miles southeast of the project area; therefore, early coordination with INDOT Aviation will occur.

School: One (1) School was identified within the 0.5 mile search radius. While not mapped within the 0.5 mile radius, East Noble Middle School is located approximately 0.03 mile southeast of the project area. Coordination with East Noble Middle School will occur.

Pipelines: One (1) Pipeline is located within the 0.5 mile search radius. The nearest segment, Northern Indiana Fuel & Light Co., is located adjacent (0.01 mile south) to the project area. Coordination with Northern Indiana Fuel & Light Co. should occur.

WATER RESOURCES: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPAC System for Listed Bat Consultation for INDOT Projects".

INDOT ESD concurrence: Chad Pitcher, CHMM (Signature)  
Digitally signed by Chad Pitcher, CHMM  
Date: 2022.04.01 09:30:34 -04'00'

Prepared by:  
Dwaipayan Sharma  
Project Engineer  
SJCA Inc.

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

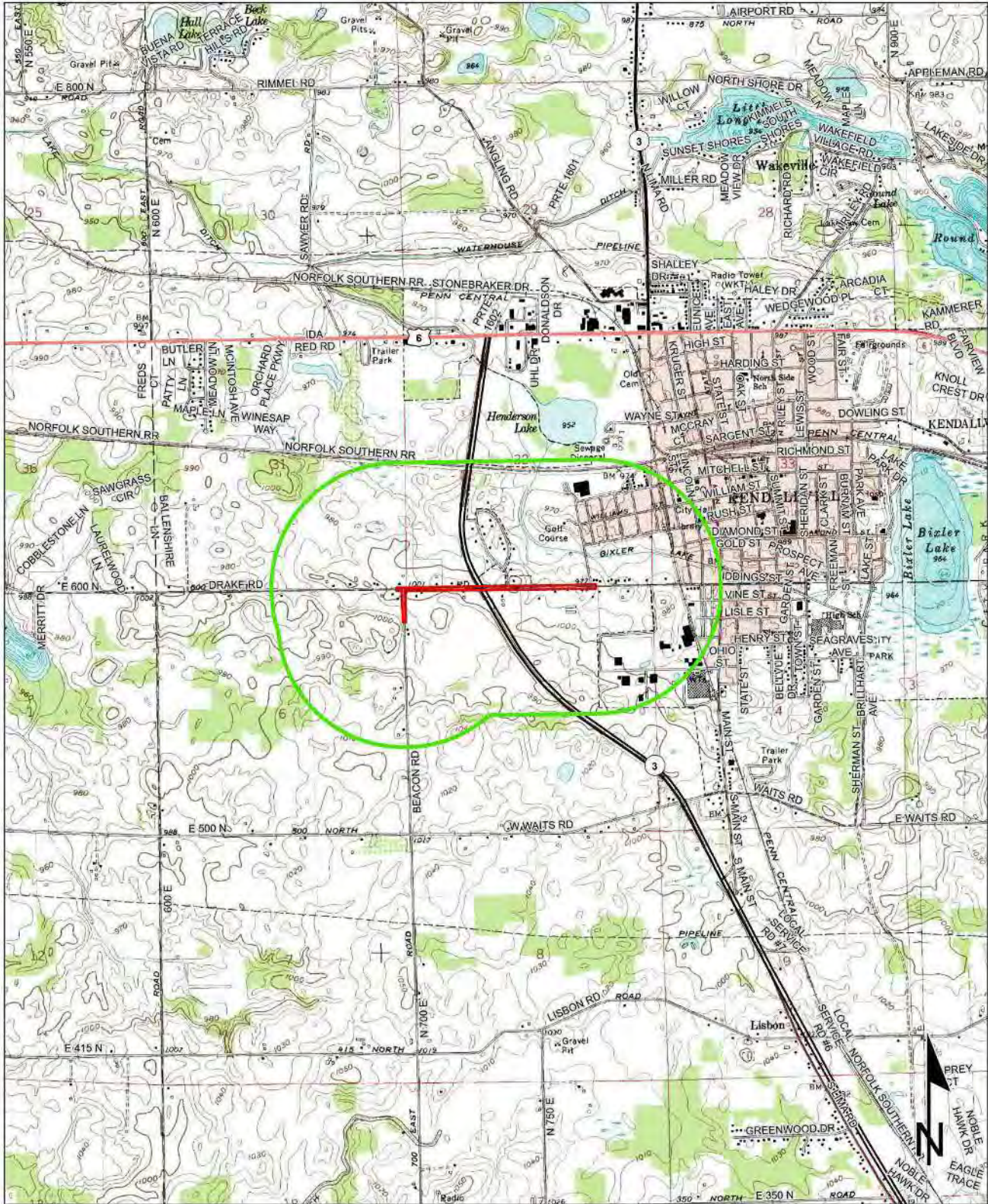
MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

**NOTE: Since the RFI was signed by INDOT SAM, the project area has changed slightly. Therefore, the 0.5 mile radius was re-evaluated for any new impacts, concerns, or recommendations on 11/10/22. No resources were noted within or adjacent to the updated project area that would warrant new recommendations. See Section I of the CE document for further details. The maps shown in this RFI do not reflect the current project area, but the current project area can be seen in Appendix B of the CE document.**



**Red Flag Investigation - Site Location**  
**Drake Road Reconstruction, From Beacon Road to Weston Avenue**  
**Des. No. 1902750, Road Reconstruction Project**  
**Noble County, Indiana**



Sources: 0.45 0.23 0 0.45 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.**

**KENDALLVILLE QUADRANGLES**  
**INDIANA**  
**7.5 MINUTE SERIES**  
**(TOPOGRAPHIC)**

# Red Flag Investigation - Infrastructure

## Drake Road Reconstruction, From Beacon Road to Weston Avenue

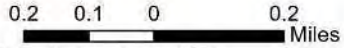
### Des. No. 1902750, Road Reconstruction Project

#### Noble County, Indiana



**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.**



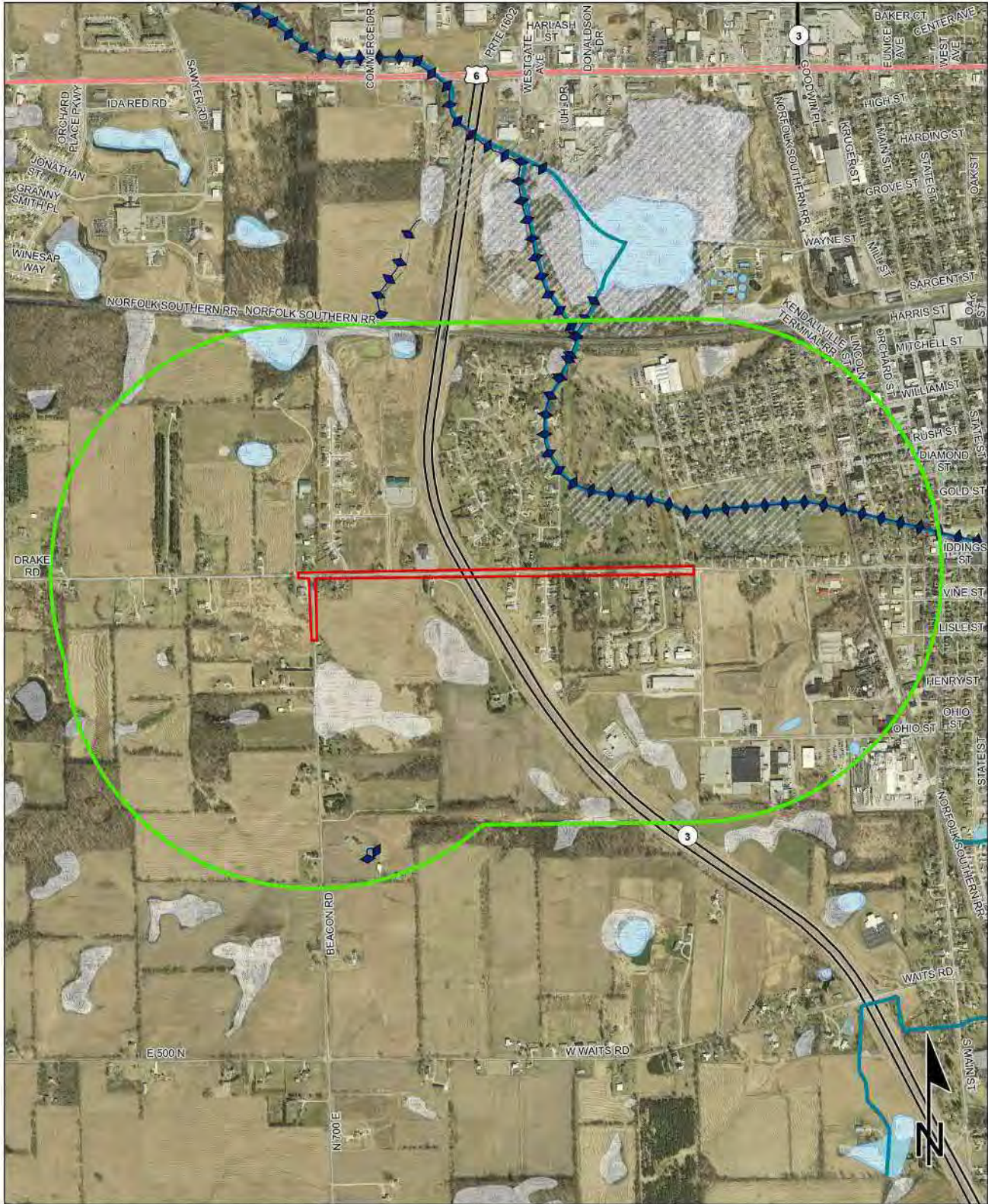
	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

# Red Flag Investigation - Water Resources

## Drake Road Reconstruction, From Beacon Road to Weston Avenue

### Des. No. 1902750, Road Reconstruction Project

#### Noble County, Indiana



**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.**



# Red Flag Investigation - Mining / Mineral Exploration

## Drake Road Reconstruction, From Beacon Road to Weston Avenue

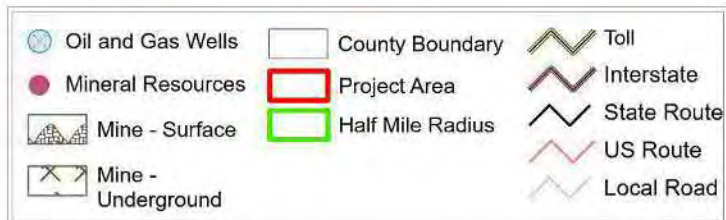
### Des. No. 1902750, Road Reconstruction Project

#### Noble County, Indiana



**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.**

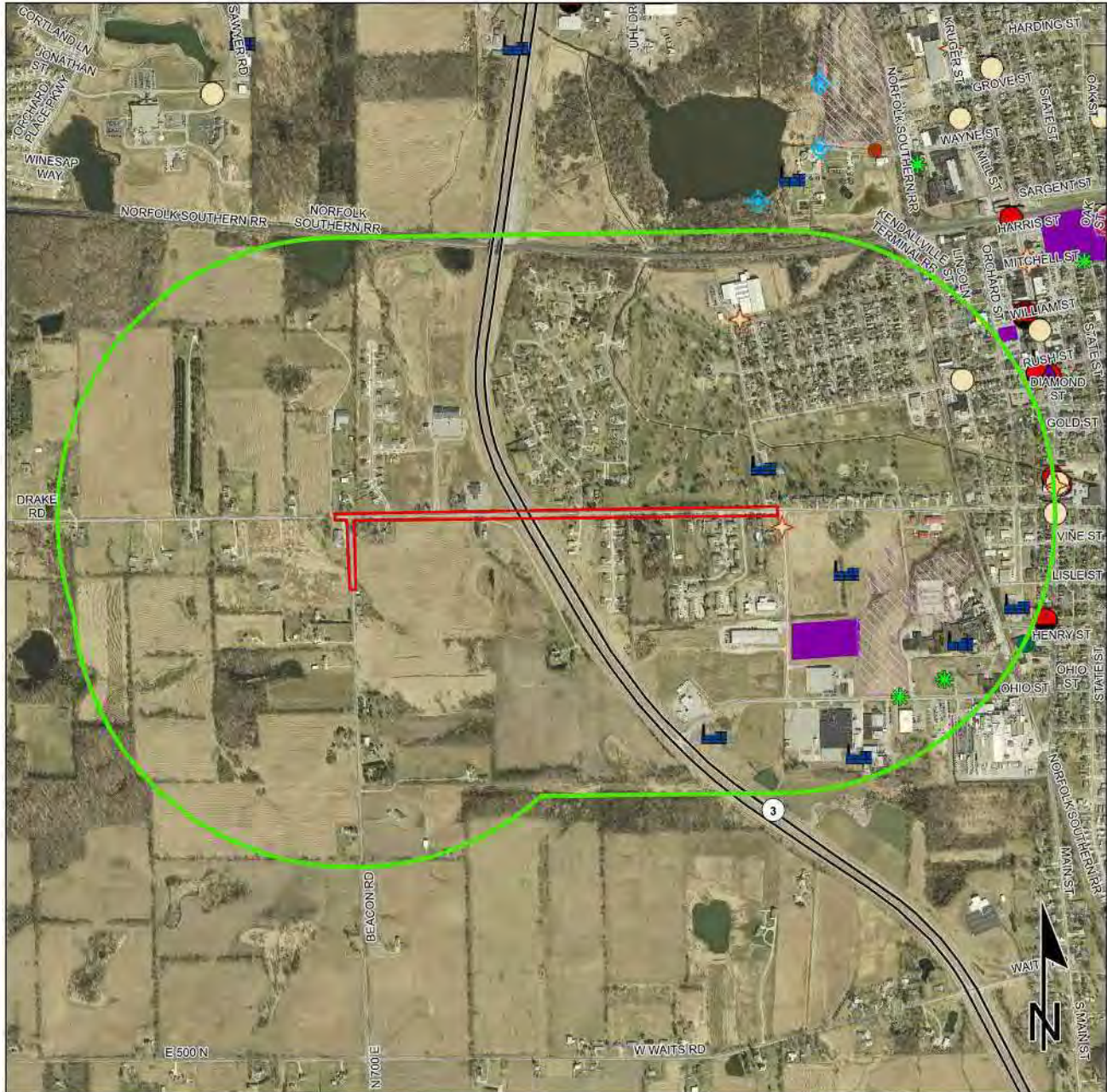


# Red Flag Investigation - Hazardous Material Concerns

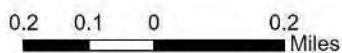
## Drake Road Reconstruction, From Beacon Road to Weston Avenue

### Des. No. 1902750, Road Reconstruction Project

#### Noble County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice_of Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Toll
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				



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

**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

## Kevin McLane

---

**From:** Pitcher, Chad A <CPitcher@indot.IN.gov>  
**Sent:** Monday, November 14, 2022 7:40 AM  
**To:** Kevin McLane  
**Subject:** RE: Drake Rd, Des. 1902750, Noble County, Original RFI Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Good morning Kevin, yes that sounds good and appears to be per our SAM guidance. Thanks for checking.

### Chad Pitcher, CHMM

#### *Environmental Manager - 2*

100 North Senate Avenue N758-ES

Indianapolis, Indiana 46204

**Office:** (463) 231-7644

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

**Office Hours:** 8 to 4 PM



The Site Assessment and Management (SAM) Manual can be found at <https://www.in.gov/indot/4170.htm>

Be sure to refer to the updated information in the SAM Manual for document preparation and submission.

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**From:** Kevin McLane <kmclane@sjcainc.com>  
**Sent:** Friday, November 11, 2022 2:50 PM  
**To:** Pitcher, Chad A <CPitcher@indot.IN.gov>  
**Subject:** RE: Drake Rd, Des. 1902750, Noble County, Original RFI Submission  
**Importance:** High

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

Hi Chad,

I wanted to check in with you about this Drake Rd project, Des. 1902750, as we are trying to get the CE submitted soon. Since RFI approval, the project limits have shifted slightly. I have therefore, reevaluated the 0.5 radius and have found no new items of concern or found anything that would warrant new recommendations. There are perhaps a couple more water resources to the north within the 0.5 mile radius, and a couple less to the south. Attached is a map showing the updated project limits. Are you fine with just a note in the CE, saying that the 0.5 mile radius was re-checked for any new items and there are no changes to the recommendations in the original RFI, based on the new project area? I believe that is what we have done in the past for things like this, but wanted to be sure.

Thanks,  
**Kevin McLane**  
Ecologist

Des. No. 1902750  
Appendix F  
Water Resources



**Waters Report**  
**Drake Road (Rd), From Beacon Rd to Weston Avenue**  
**Road Reconstruction Project**  
**Noble County, Indiana**  
**Des. No. 1902750**

Report Completed on: August 5, 2022

Prepared for:  
A&Z Engineering

Prepared By:

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### **Site Location:**

Sections 5 & 6, Township 34 North, Range 11 East; Sections 31 & 32, Township 35 North, Range 11 East  
Kendallville 24K Quadrangle  
Noble County, Indiana  
Project Eastern Terminus, near Beacon Rd: Latitude: 41.437757°, Longitude: -85.275105°  
Project Center: Latitude, near SR 3: 41.437737°, Longitude: -85.282847°  
Project Western Terminus, near Weston Avenue: Latitude: 41.437788°, Longitude: -85.289077°

**Field Investigation Date:** June 23, 2022

### **Project Description**

City of Kendallville, with partial funding from the Federal Highway Administration (FHWA), intends to proceed with the reconstruction of Drake Road (Rd) from SR 3 to Weston Avenue and the rehabilitation of Drake Rd from Beacon Rd to State Road (SR) 3. Reconstruction will be complete pavement replacement and rehabilitation will consist of milling, widening, and overlay. The intersection of Drake Rd and SR 3 will be a paving exception. The net distance of the project is approximately 4000 feet (0.75 miles). Other improvements included with the project are new driveway and street approaches, new ornamental streetlights, pavement marking, and traffic control signs. A 5-ft wide sidewalk with ADA compliant curb ramps will be constructed on the north side of the roadway east of SR 3 and a 10-ft wide multi-use path with ADA compliant curb ramps will be constructed on the south side of the roadway east of SR 3 and on the north side of the roadway west of SR 3. A 5-ft wide grass buffer will be provided between sidewalks/paths and the curb and gutter. New storm sewers will be installed and connected and discharged into existing outfalls. East of SR 3, the storm sewer system will connect to existing storm sewer and outfall to Bixler Lake Ditch. New traffic signs and pavement markings will be placed along the entire corridor.

### **Methodology**

The delineation of wetlands and other “waters of the U.S.” on the site were based on the methodology described in the *Corps of Engineers Wetland Delineation Manual (Environmental Laboratory, 1987)* and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Environmental Laboratory, 2012)* as required by current U.S. Army Corps of Engineers (USACE) policy.

Prior to the field work, background information, including U.S. Geological Survey (USGS) topographic maps, aerial photographs, the USGS National Hydrography Dataset (NHD) layer on the Indiana Geological & Water Survey (IGWS) IndianaMap website, U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) maps, and the Natural Resources Conservation Service (NRCS) Web Soil Survey for Noble County were reviewed to establish the probability and potential location of water resources on the site. Next, a general reconnaissance of the project area was conducted to determine site conditions. Sample points were established at locations within the project area to inspect for any possible wetland areas and to document soil characteristics, evidence of hydrology, and dominant vegetation. Soils were examined to a depth of at least 16-20 inches, when no restrictive layer was encountered, to assess soil characteristics and site hydrology.

## Desktop Reconnaissance

- **Topography:** The topography within the investigated area is relatively flat, with the raised roadway of Drake Rd and SR 3.
- **Existing Land-Use:** Land use adjacent to the investigated is primarily residential.
- **Plant Communities:** Vegetation within the investigated area is primarily herbaceous and typical of upland roadsides. The vegetation along either side of Drake Rd is dominated by Orchard grass (*Dactylis glomerata*, FACU), smooth brome (*Bromus inermis*, FACU), Canada thistle (*Cirsium arvense*, FACU), common milkweed (*Asclepias syriaca*, FACU), reed canary grass (*Phalaris arundinacea*, FACW), Kentucky bluegrass (*Poa pratensis*, FAC), common reed (*Phragmites australis*, FACW), summer grape (*Vitis aestivalis*, FACU), tall fescue (*Schedonorus arundinaceus*, FACU), and Canada wild ryegrass (*Elymus canadensis*, FACU). Vegetation within open pasture, east of Glory Avenue is dominated by alfalfa grass (*Medicago sativa*, FACU).
- **Soils:** According to the Noble County Soil Survey, soils mapped within the project area include:

**Table 1. Soil Types Within the Investigated Area**

Soil Abbreviation	Soil Unit Name	NRCS Drainage Class	Hydric Soil Category (IN113)	Hydric Rating
Bx	<i>Brookston silt loam</i>	Poorly Drained	Hydric	100% Hydric
HaA	<i>Haskins loam, 0 to 3 percent slopes</i>	Somewhat Poorly Drained	Predominantly Hydric	8% Hydric
BlA	<i>Blount loam, interlobate moraines, 0 to 2 percent slopes</i>	Somewhat Poorly Drained	Predominantly Hydric	5% Hydric
CrA	<i>Crosier loam, 0 to 2 percent slopes</i>	Somewhat Poorly Drained	Predominantly Hydric	5% Hydric
MfB2	<i>Miami loam, 2 to 6 percent slopes, eroded</i>	Moderately Well Drained	Predominantly Hydric	6% Hydric
MfC2	<i>Miami loam, 6 to 12 percent slopes, eroded</i>	Moderately Well Drained	Predominantly Hydric	6% Hydric
MuC2	<i>Morley, Miami, and Rawson loams, 6 to 12 percent slopes, eroded</i>	Moderately Well Drained	Nonhydric	0% Hydric
RdB2	<i>Rawson, Morley, and Miami loams, 2 to 6 percent slopes, eroded</i>	Moderately Well Drained	Predominantly Hydric	10% Hydric
RsA	<i>Riddles sandy loam, 0 to 2 percent slopes</i>	Well Drained	Predominantly Hydric	6% Hydric

- **Hydrology:** According to the Federal Emergency Management Agency (FEMA) Flood Rate Insurance Map (FIRM) dataset (see attached Floodplain Map), the investigated area is not mapped in a floodplain. Based on the National Hydrography Dataset (NHD) Flowlines map, two classified and one unclassified flowline segments are mapped within the investigated area. These classified segments are labeled as pipeline and correspond

with buried pipelines, east of Bison Boulevard. The unclassified segment is appeared to correspond with buried drainage along the south side of Drake Rd west of Weston Avenue.

- **National Wetland Inventory (NWI) Data:** According to the NWI map, there is no mapped wetland within the investigated area.
- **Hydrologic Unit Code (HUC):** Waterhouse Ditch-Henderson Lake Ditch Subwatershed, 12-Digit HUC: 040500011504.

## Field Reconnaissance

### Site Conditions

Site conditions were typical for early June, with no rain occurring within the five days prior to the field investigation (according to wunderground.com). Temperatures were in average during the site investigation with temperatures reaching the mid-eighties (°F).

### Site Analysis

The investigated area included roadside right-of-way along Drake Rd and SR 3 and the surrounding residential properties. Hydrology within the investigated area is influenced by roadway runoff and the drainage from residential properties. The investigated area is located within the Waterhouse Ditch-Henderson Lake Ditch Subwatershed. According to the NWI map and USGS topographic map, there are no wetlands and no streams mapped within or adjacent to the investigated area. No unmapped wetlands were identified within the investigated area during the site visit.

## Soil Sample Points (SP)

**Table 2. Sample Point Summary Table**

Sample Point	Photos	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Wetland	Date
SP 1	20-22	Yes	No	No	No	6/23/22
SP 2	25-27	Yes	No	No	No	6/23/22
SP 3	33-36	No	No	No	No	6/23/22
SP 4	49-52	No	No	No	No	6/23/22

**Sample Point 1 (SP 1)** was taken in the northwest quadrant of the investigated area, north of Apex Dr., within a drainage depression. SP 1 is dominated by callery pear (*Pyrus calleryana*, NI), rough horsetail (*Equisetum hyemale*, FACW), Canada thistle (*Cirsium arvense*, FACU), and common reed (*Phragmites australis*, FACW) and meets the Prevalence Index indicator for hydrophytic vegetation. Soil at SP 1 has layer of 10 YR 3/2 (100%) from 0-9 inches. SP 1 had restrictive layer of gravel at 9 inches. Soil texture is silty clay loam from 0-9 inches. SP 1 does not meet any indicators for hydric soils. SP 1 meets only one secondary indicator for wetland hydrology, Geomorphic Position. The sample point has hydrophytic vegetation but lacks hydric soils and wetland hydrology; therefore, SP 1 is not within a wetland. The topography and lack of hydrology would likely not develop hydric soil in this area, and the dominance of common reed

and rough horsetail is because they are aggressive and can easily outgrow the margins of wet area, especially in disturbed area.

**Sample Point 2 (SP 2)** was taken along southside of Drake Rd, east of Glory Avenue. SP 2 is dominated by reed canary grass (*Phalaris arundinacea*, FACW), Canada thistle (*Cirsium arvense*, FACU), and summer grape (*Vitis aestivalis*, FACU) and meets the Prevalence Index indicator for hydrophytic vegetation. Soil at SP 2 has a layer of 10 YR 3/2 (100%) from 0-10 inches. SP 2 had a restrictive layer of gravel fill at 10 inches. Soil texture is silty clay loam from 0-10 inches. SP 2 does not meet any indicators of hydric soils. SP 2 meets only one secondary indicator for wetland hydrology, Geomorphic Position. The sample point has hydrophytic vegetation but lacks hydric soils and wetland hydrology; therefore, SP 2 is not within a wetland.

**Sample Point 3 (SP 3)** was taken in the southwest corner of the intersection of Drake Rd and SR 3, at the toe of slope, along westside of SR 3. SP 3 is dominated by reed canary grass (*Phalaris arundinacea*, FACW), common milkweed (*Asclepias syriaca*, FACU), smooth brome (*Bromus inermis*, FACU), and Canada thistle (*Cirsium arvense*, FACU) and does not meet any indicators for hydrophytic vegetation. Soil at SP 3 has layer of 10 YR 3/2 (100%) from 0-8 inches and 10 YR 4/2 (100%) from 8-10 inches. Soil texture is silty clay loam from 0-10 inches. SP 3 had a restrictive layer of gravel fill at 10 inches. SP 3 does not meet any indicators for hydric soils. SP 3 meets only one secondary indicator for wetland hydrology, Geomorphic Position. The sample point lacks hydrophytic vegetation, hydric soils, and wetland hydrology; therefore, SP 3 is not within a wetland.

**Sample Point 4 (SP 4)** was taken in the northwest corner of the intersection of Drake Rd and SR 3. SP 4 is dominated by tall fescue (*Schedonorus arundinaceus*, FACU), and smooth crabgrass (*Digitaria ischaemum*, FACU) and does not meet any indicators for hydrophytic vegetation. Soil at SP 4 has layer of 10 YR 3/1 (100%) from 0-7 inches and 10 YR 4/2 (80%) with redox concentration in the matrix of 10 YR 4/4 (20%) from 7-16 inches. Soil texture is silty clay loam from 0-16 inches. SP 3 does not meet any indicators for hydric soils. SP 4 meets only one secondary indicator for wetland hydrology, Geomorphic Position. The sample point lacks hydrophytic vegetation, hydric soils, and wetland hydrology; therefore, SP 4 is not within a wetland.

### **Other Water Features**

The investigated area was reviewed for the presence of other water features such as open water, areas that do not have an OHWM but have concentrated flow, all roadside ditches, historic drainage, and unusual circumstances. There were several vegetated swales within the investigated area. None of these swales shows evidence of frequent flow and exhibited OHWM or defined bed and banks. There is one pond, located east of Bison Boulevard that was visible from Drake Rd, but outside of the investigated area. No open water or other water features identified within the investigated area.

### **Conclusions**

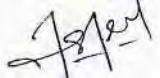
The majority of the investigated area was considered typical of roadside right-of-way and residential areas, with upland vegetation and quick draining soils, and no hydrology indicators. The final determination of jurisdictional waters is ultimately made by the appropriate regulatory

staff of the USACE. This report is our best judgment based on the guidelines set forth by the Corps.

### **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.

Jeegar Panchal



Ecologist

SJCA Inc.

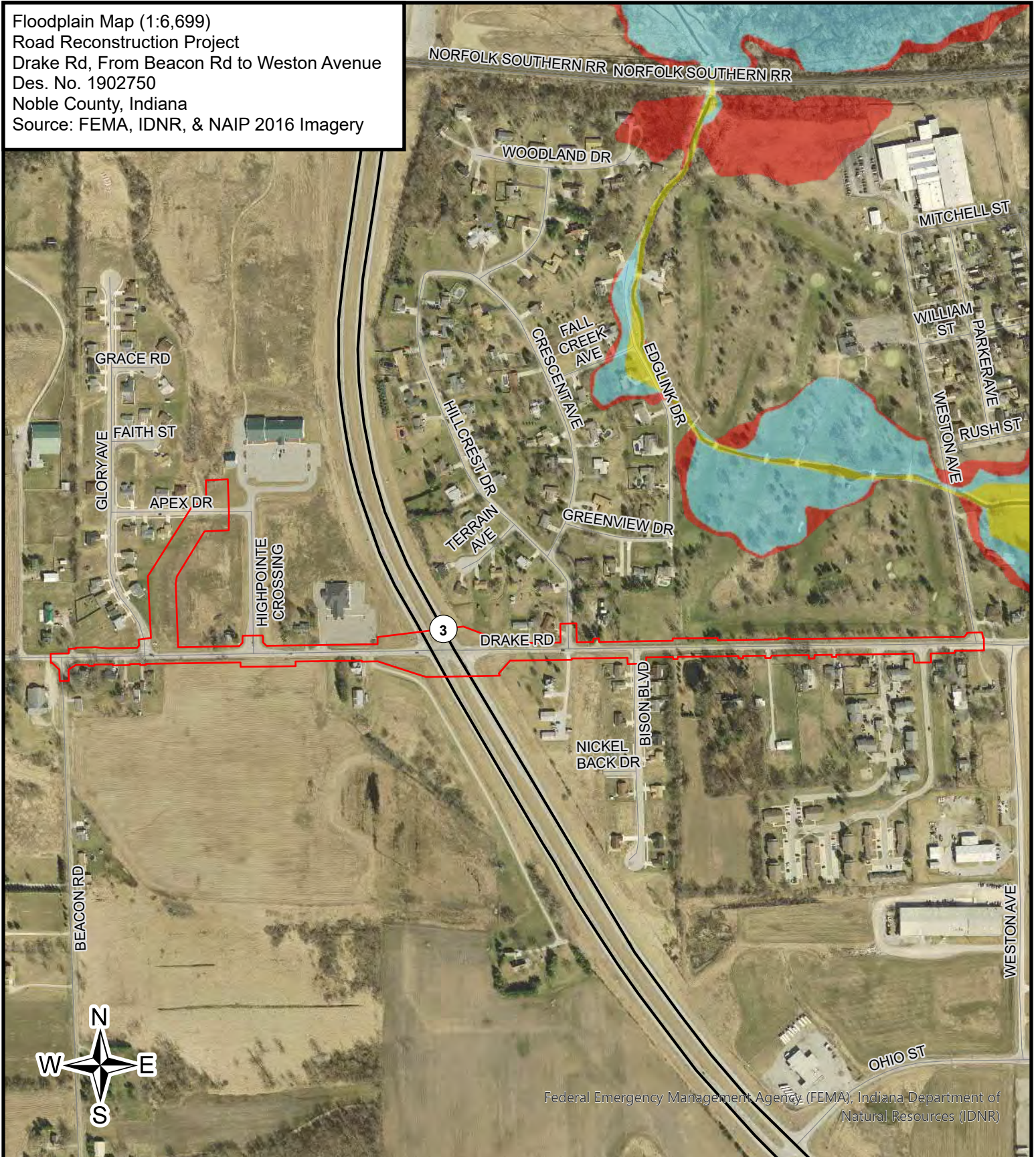
Date: August 5, 2022

### **Supporting Documentation**

- Project Location Map
- USGS Topographic Maps
- Floodplain Map
- NHD Flowlines Map
- NWI Map
- NRCS Hydric Soil Map
- Water Resources Map
- Photograph Location and Orientation Maps
- Site Photographs
- Sample Point Data Sheets

**Note: Project Location and Topographic Maps have been removed to reduce file size, but other examples can be found in Appendix B of the CE document.**

Floodplain Map (1:6,699)  
 Road Reconstruction Project  
 Drake Rd, From Beacon Rd to Weston Avenue  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: FEMA, IDNR, & NAIP 2016 Imagery



Federal Emergency Management Agency (FEMA), Indiana Department of Natural Resources (IDNR)

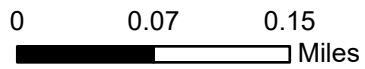
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 Miles

 Investigated Area



8/3/2022

NHD Flowline Map (1:6,699)  
 Road Reconstruction Project  
 Drake Rd, Beacon Rd to Weston Avenue  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: NAIP 2016 Imagery

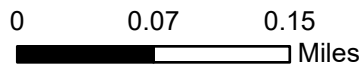


Investigated Area



8/3/2022

NWI Wetland Map (1:6,699)  
 Road Reconstruction Project  
 Drake Rd, From Beacon Rd to Weston Avenue  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: USFWS & NAIP 2016 Imagery



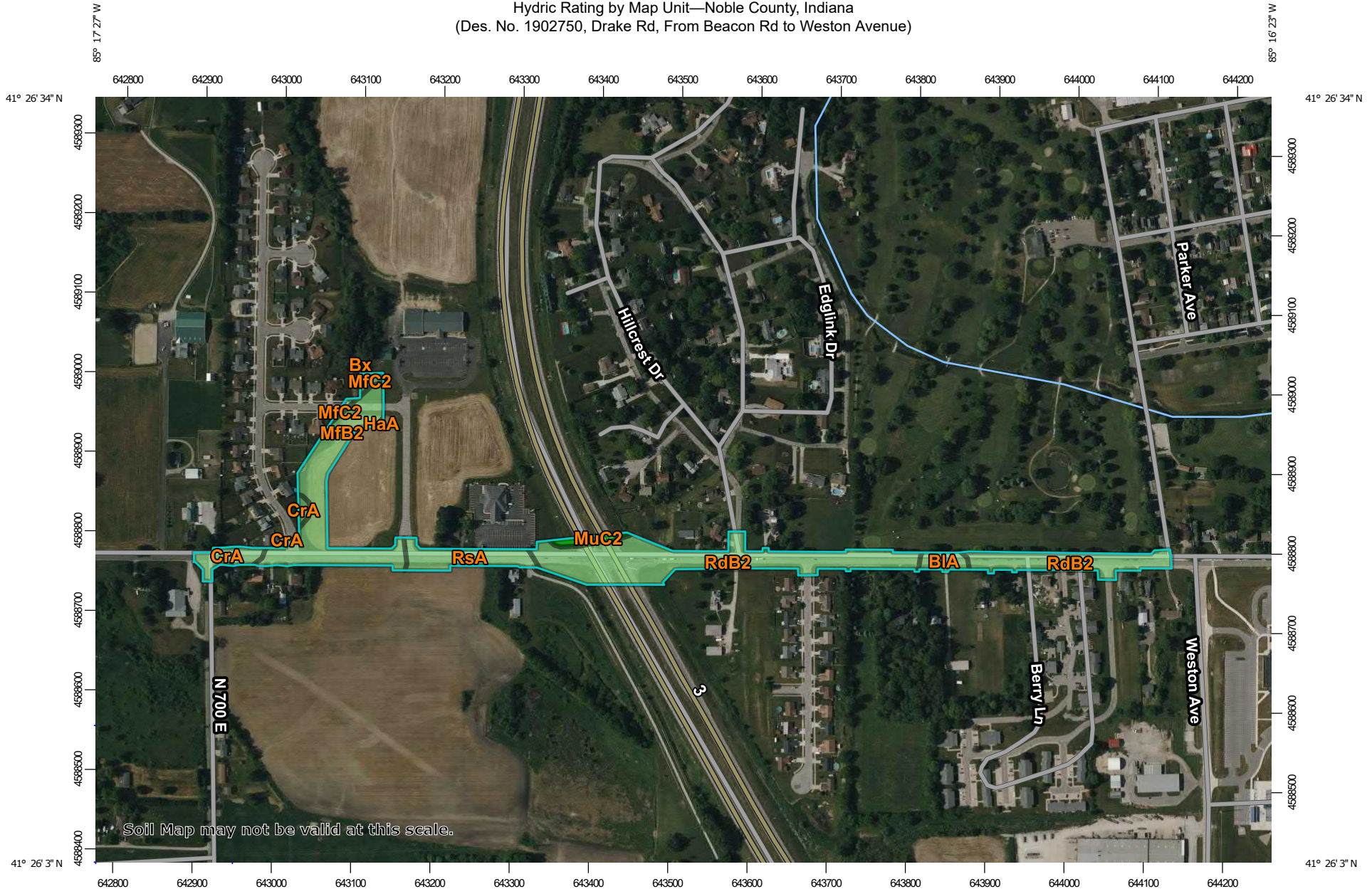
- |                                   |                 |
|-----------------------------------|-----------------|
| Investigated Area                 | Freshwater Pond |
| <b>NWI Wetlands</b>               | Lake            |
| Freshwater Emergent Wetland       | Riverine        |
| Freshwater Forested/Shrub Wetland | Other           |



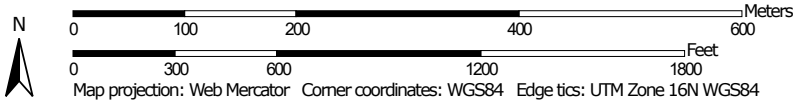
8/3/2022



Hydric Rating by Map Unit—Noble County, Indiana  
 (Des. No. 1902750, Drake Rd, From Beacon Rd to Weston Avenue)




Map Scale: 1:6,780 if printed on A landscape (11" x 8.5") sheet.









## MAP LEGEND

### Area of Interest (AOI)







 Area of Interest (AOI)

### Soils







#### Soil Rating Polygons

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available


#### Soil Rating Lines

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available






#### Soil Rating Points

-  Hydric (100%)
-  Hydric (66 to 99%)
-  Hydric (33 to 65%)
-  Hydric (1 to 32%)
-  Not Hydric (0%)
-  Not rated or not available


### 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: Noble County, Indiana  
 Survey Area Data: Version 27, Sep 9, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

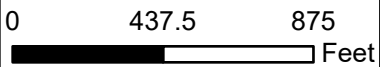
Date(s) aerial images were photographed: Jun 8, 2020—Jun 14, 2020

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.

## Hydric Rating by Map Unit

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BIA	Blount loam, interlobate moraines, 0 to 2 percent slopes	5	0.3	3.0%
Bx	Brookston silt loam	100	0.0	0.0%
CrA	Crosier loam, 0 to 2 percent slopes	5	0.6	5.7%
HaA	Haskins loam, 0 to 3 percent slopes	8	0.0	0.1%
MfB2	Miami loam, 2 to 6 percent slopes, eroded	6	2.9	27.3%
MfC2	Miami loam, 6 to 12 percent slopes, eroded	6	0.2	1.7%
MuC2	Morley, Miami, and Rawson loams, 6 to 12 percent slopes, eroded	0	0.2	2.0%
RdB2	Rawson, Morley, and Miami loams, 2 to 6 percent slopes, eroded	10	5.5	50.8%
RsA	Riddles sandy loam, 0 to 2 percent slopes	6	1.0	9.3%
<b>Totals for Area of Interest</b>			<b>10.7</b>	<b>100.0%</b>

Water Resources Map (1:6,699)  
 Road Reconstruction Project  
 Drake Rd, From Beacon Rd to Weston Avenue  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: SJCA Inc Field Survey & NAIP 2018

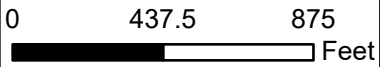
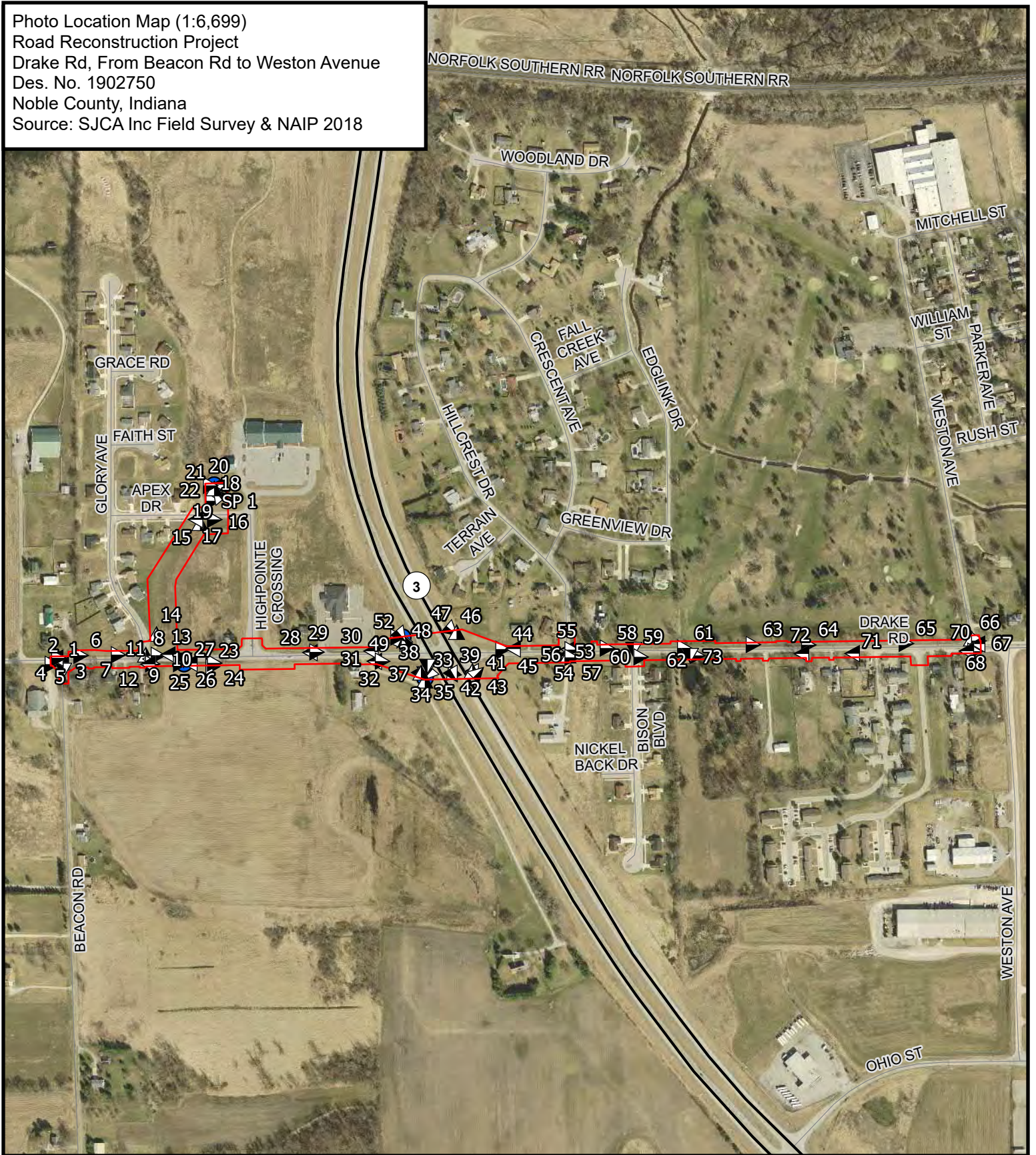





- Sample Points
- Investigated Area



8/3/2022

Photo Location Map (1:6,699)  
 Road Reconstruction Project  
 Drake Rd, From Beacon Rd to Weston Avenue  
 Des. No. 1902750  
 Noble County, Indiana  
 Source: SJCA Inc Field Survey & NAIP 2018

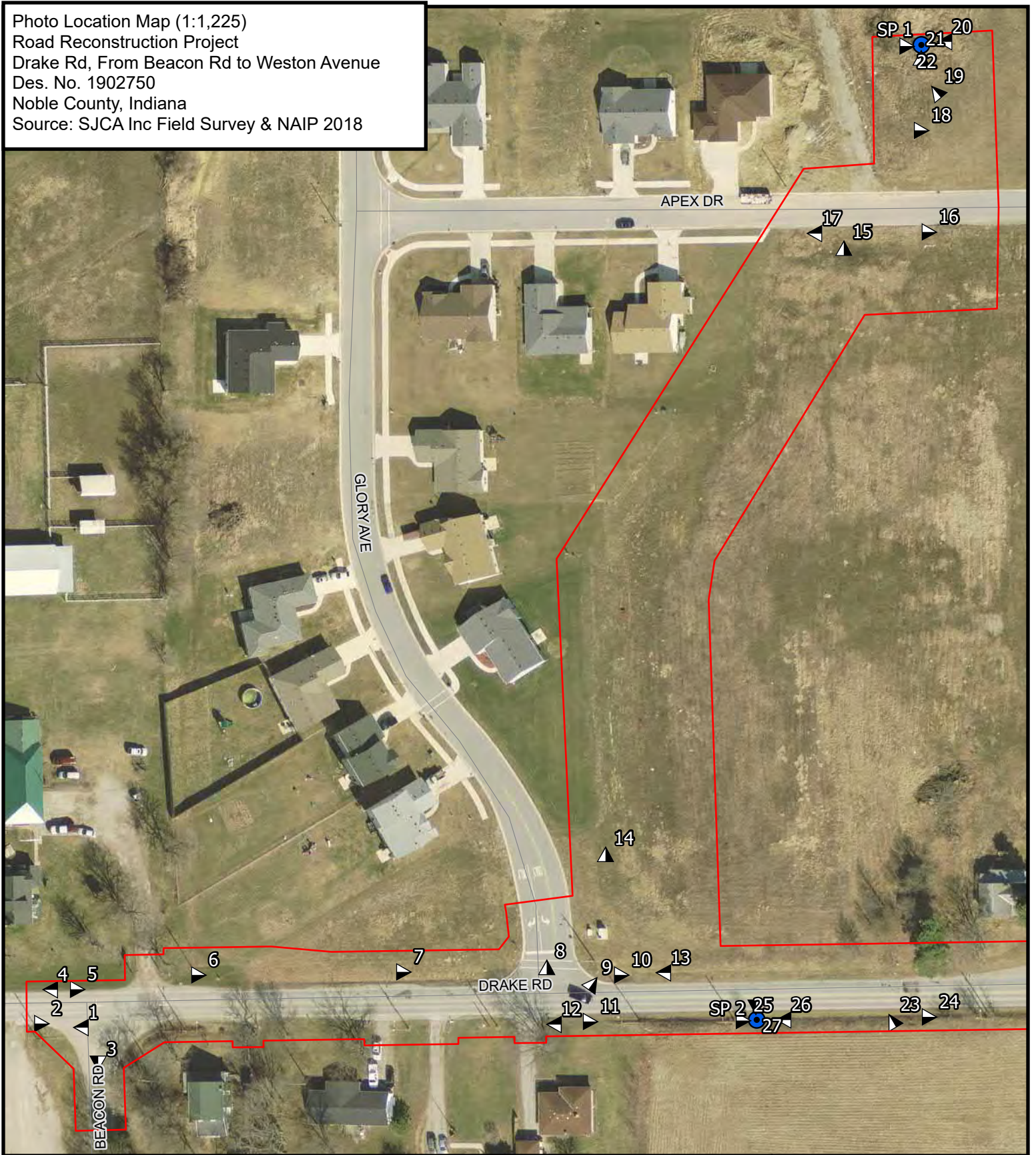


-  Photo Point
-  Sample Points
-  Investigated Area



8/3/2022

Photo Location Map (1:1,225)  
Road Reconstruction Project  
Drake Rd, From Beacon Rd to Weston Avenue  
Des. No. 1902750  
Noble County, Indiana  
Source: SJCA Inc Field Survey & NAIP 2018



0 80 160  
Feet

- ▲ Photo Point
- Sample Points
- ▭ Investigated Area



8/3/2022

Photo Location Map (1:550)  
Road Reconstruction Project  
Drake Rd, From Beacon Rd to Weston Avenue  
Des. No. 1902750  
Noble County, Indiana  
Source: SJCA Inc Field Survey & NAIP 2018



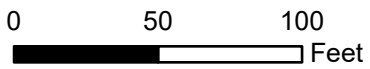
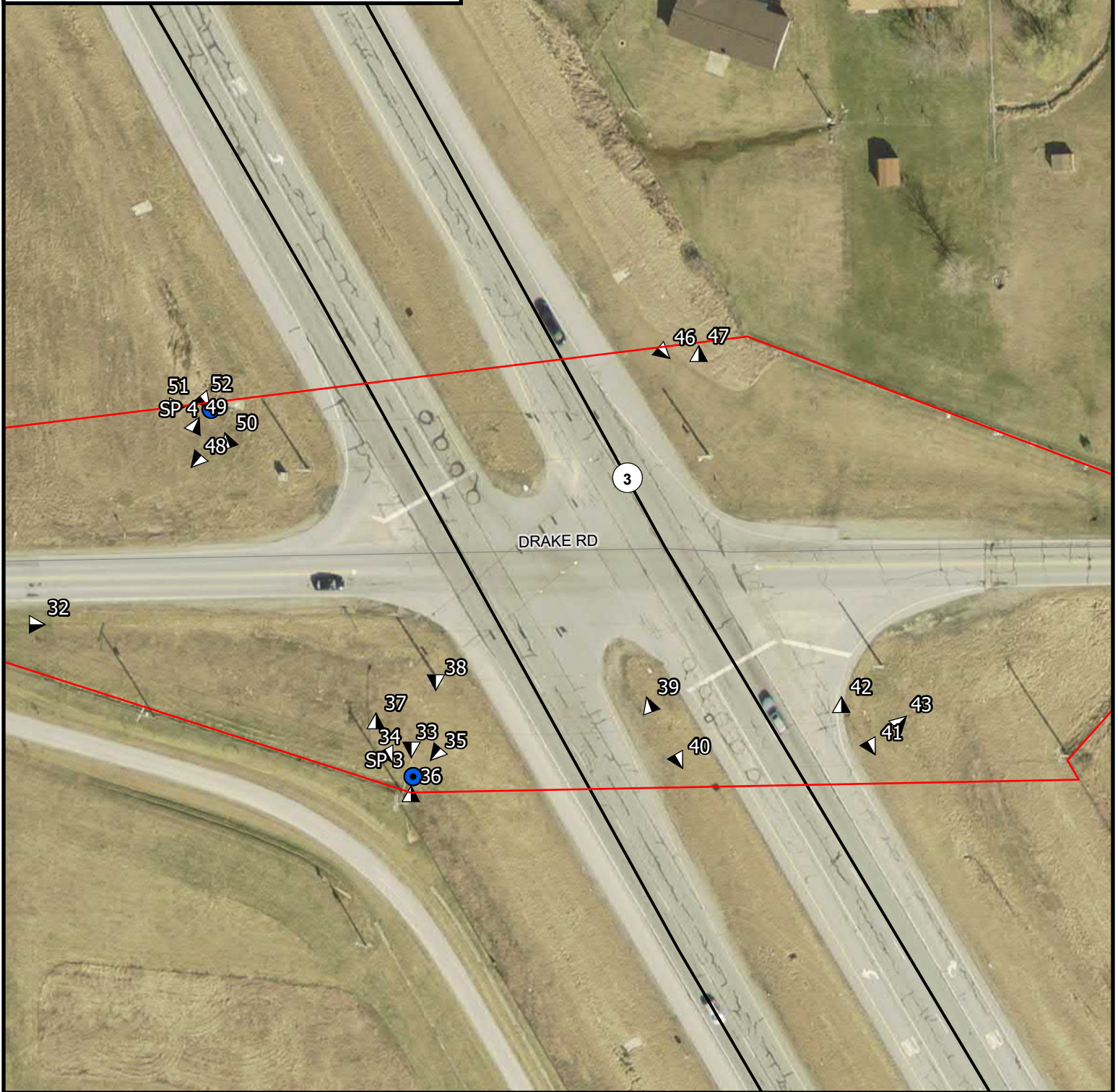
0 35 70 Feet

▲ Photo Point  
□ Investigated Area



8/3/2022

Photo Location Map (1:800)  
Road Reconstruction Project  
Drake Rd, From Beacon Rd to Weston Avenue  
Des. No. 1902750  
Noble County, Indiana  
Source: SJCA Inc Field Survey & NAIP 2018



- ▲ Photo Point
- Sample Points
- ▭ Investigated Area



8/3/2022



Photo Location Map (1:1,225)  
Road Reconstruction Project  
Drake Rd, From Beacon Rd to Weston Avenue  
Des. No. 1902750  
Noble County, Indiana  
Source: SJCA Inc Field Survey & NAIP 2018



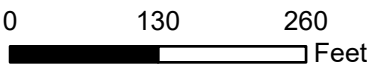
0 80 160  
Feet

▲ Photo Point  
□ Investigated Area



8/3/2022

Photo Location Map (1:2,025)  
Road Reconstruction Project  
Drake Rd, From Beacon Rd to Weston Avenue  
Des. No. 1902750  
Noble County, Indiana  
Source: SJCA Inc Field Survey & NAIP 2018



▲ Photo Point  
□ Investigated Area



8/3/2022



Photo 1. Facing west along southside of Drake Rd from western terminus of the investigated area.



Photo 3. Facing south along Beacon Rd from southside of Drake Rd.



Photo 2. Facing east along southside of Drake Rd from western terminus of the investigated area.



Photo 4. Facing west along northside of Drake Rd from western terminus of the investigated area.



*Photo 5. Facing east along northside of Drake Rd from western terminus of the investigated area.*



*Photo 7. Facing east along northside of Drake Rd.*



*Photo 6. Facing east along northside of Drake Rd.*



*Photo 8. Facing north along Glory Avenue from northside of Drake Rd.*



Photo 9. Facing northeast toward open pasture from Drake Rd.



Photo 11. Facing east toward SR 3 along southside of Drake Rd.



Photo 10. Facing east toward SR 3 along northside of Drake Rd from Glory Avenue.



Photo 12. Facing west toward western terminus of the investigated area along southside of Drake Rd.



Photo 13. Facing west toward western terminus of the investigated area along northside of Drake Rd.



Photo 15. Facing north towards Apex Dr. from open pasture.



Photo 14. Facing north along open pasture, east of Glory Avenue.



Photo 16. Facing east along Apex Dr. from northern terminus of the investigated area.



Photo 17. Facing west along Apex Dr. from northern terminus of the investigated area.



Photo 19. Facing northwest towards depression area located at northern terminus of the investigated area.



Photo 18. Facing east towards Highpoint Crossing Rd.



Photo 20. View of SP 1, taken within depression area at northern terminus.



Photo 21. Facing north from SP 1.



Photo 22. Facing east from SP 1.



Photo 23. Facing northwest toward open pasture from southside of Drake Rd.



Photo 24. Facing east toward SR 3 along southside of Drake Rd.





Photo 25. View of SP 2, taken along southside of Drake Rd, east of Glory Avenue.



Photo 27. Facing south from SP 2.



Photo 26. Facing west from SP 2.



Photo 28. Facing west toward Highpoint Crossing along northside of Drake Rd.



Photo 29. Facing east toward SR 3 along northside of Drake Rd.



Photo 31. Facing west along southside of Drake Rd.



Photo 30. Facing west along northside of Drake Rd.



Photo 32. Facing east toward SR 3 along southside of Drake Rd.



Photo 33. View of SP 3, taken withing southwest corner of the intersection of Drake Rd and SR 3.



Photo 35. Facing southwest from SP 3.



Photo 34. Facing southeast from SP 3.



Photo 36. Facing north from SP 3.



Photo 37. Facing north from southwest corner of the intersection of Drake Rd and SR 3.



Photo 39. Facing northwest along the median of SR 3.



Photo 38. Facing south from southwest corner of the intersection of Drake Rd and SR 3.



Photo 40. Facing southeast along the median of SR 3.



Photo 41. Facing southeast from southeast corner of the intersection of Drake Rd and SR 3.



Photo 43. Facing northeast toward Drake Rd from southeast corner of the intersection of Drake Rd and SR 3.



Photo 42. Facing north toward Drake Rd from southeast corner of the intersection of Drake Rd and SR 3.



Photo 44. Facing east along northside of Drake Rd from northeast corner of the intersection of Drake Rd and SR 3.



Photo 45. Facing west toward SR 3, along northside of Drake Rd.



Photo 47. Facing north along SR 3 from northeast corner of the intersection of Drake Rd and SR 3.



Photo 46. Facing southeast toward Drake Rd from northeast corner of the intersection of Drake Rd and SR 3.



Photo 48. Facing southwest toward Drake Rd from northwest corner of the intersection of Drake Rd and SR 3.



Photo 49. View of SP 4, taken within northwest corner of the intersection of Drake Rd and SR 3.



Photo 51. Facing east from SP 4.



Photo 50. Facing northwest from SP 4.



Photo 52. Facing southeast from SP 4.



Photo 53. Facing west toward SR 3, along southside of Drake Rd.



Photo 55. Facing west toward SR 3, along northside of Drake Rd from Hillcrest Dr.



Photo 54. Facing north along Hillcrest Dr. from southside of Drake Rd.



Photo 56. Facing east along northside of Drake Rd from Hillcrest Dr.





*Photo 57. Facing east toward Bison Boulevard, along southside of Drake Rd.*



*Photo 59. Facing south along Bison Boulevard from northside of Drake Rd.*



*Photo 58. Facing east toward eastern terminus of the investigated area, along northside of Drake Rd.*



*Photo 60. Facing east from Bison Boulevard from southside of Drake Rd.*



Photo 61. Facing east toward eastern terminus of the investigated area along northside of Drake Rd.



Photo 63. Facing east toward eastern terminus of the investigated area along northside of Drake Rd.



Photo 62. Facing east toward eastern terminus of the investigated area along southside of Drake Rd.



27Photo 64. Facing east toward eastern terminus of the investigated area along northside of Drake Rd.



Photo 65. Facing east toward Weston Avenue along northside of Drake Rd.



Photo 67. Facing east from eastern terminus of the investigated area.



Photo 66. Facing north along Weston Avenue from eastern terminus of the investigated area.



Photo 68. Facing west along northside of Drake Rd from eastern terminus of the investigated area.



Photo 69. Facing east along southside of Drake Rd from eastern terminus of the investigated area.



Photo 71. Facing west along southside of Drake Rd.



Photo 70. Facing west along southside of Drake Rd from eastern terminus of the investigated area.



Photo 72. Facing west toward SR 3 along southside of Drake Rd.



*Photo 73. Facing south toward the pond from southside of Drake Rd.*

**WETLAND DETERMINATION DATA FORM – Midwest Region**

Project/Site: Drake Rd, From Beacon Rd to Weston Avenue City/County: Noble Sampling Date: 6/23/22  
 Applicant/Owner: City of Kendallville State: IN Sampling Point: SP 1  
 Investigator(s): Jeegar Panchal, Sawyer Patrick Section, Township, Range: S-32, T-35 N, R-11E  
 Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave  
 Slope (%): 0-2 Lat: 41.439861° Long: -85.286956° Datum: WGS 84  
 Soil Map Unit Name: MfC2-Miami loam, 6 to 12 percent slopes, eroded NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks:	

**VEGETATION – Use scientific names of plants.**

Tree Stratum (Plot size: <u>30 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status																																	
1. <u><i>Pyrus calleryana</i></u>	30	Y	NI	<b>Dominance Test worksheet:</b> Number of Dominant Species That Are OBL, FACW, or FAC: <u>2</u> (A) Total Number of Dominant Species Across All Strata: <u>4</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>50</u> (A/B)																																
2. _____																																				
3. _____																																				
4. _____																																				
5. _____																																				
<u>30</u> = Total Cover				<b>Prevalence Index worksheet:</b> <table style="width:100%; border-collapse: collapse;"> <tr> <td align="center" colspan="2">Total % Cover of:</td> <td align="center" colspan="2">Multiply by:</td> </tr> <tr> <td>OBL species</td> <td align="center">_____</td> <td align="center">x 1 =</td> <td align="center"><u>0</u></td> </tr> <tr> <td>FACW species</td> <td align="center"><u>70</u></td> <td align="center">x 2 =</td> <td align="center"><u>140</u></td> </tr> <tr> <td>FAC species</td> <td align="center">_____</td> <td align="center">x 3 =</td> <td align="center"><u>0</u></td> </tr> <tr> <td>FACU species</td> <td align="center"><u>30</u></td> <td align="center">x 4 =</td> <td align="center"><u>120</u></td> </tr> <tr> <td>UPL species</td> <td align="center">_____</td> <td align="center">x 5 =</td> <td align="center"><u>0</u></td> </tr> <tr> <td>Column Totals:</td> <td align="center"><u>100</u> (A)</td> <td></td> <td align="center"><u>260</u> (B)</td> </tr> <tr> <td align="center" colspan="4">Prevalence Index = B/A = <u>2.6</u></td> </tr> </table>	Total % Cover of:		Multiply by:		OBL species	_____	x 1 =	<u>0</u>	FACW species	<u>70</u>	x 2 =	<u>140</u>	FAC species	_____	x 3 =	<u>0</u>	FACU species	<u>30</u>	x 4 =	<u>120</u>	UPL species	_____	x 5 =	<u>0</u>	Column Totals:	<u>100</u> (A)		<u>260</u> (B)	Prevalence Index = B/A = <u>2.6</u>			
Total % Cover of:		Multiply by:																																		
OBL species	_____	x 1 =	<u>0</u>																																	
FACW species	<u>70</u>	x 2 =	<u>140</u>																																	
FAC species	_____	x 3 =	<u>0</u>																																	
FACU species	<u>30</u>	x 4 =	<u>120</u>																																	
UPL species	_____	x 5 =	<u>0</u>																																	
Column Totals:	<u>100</u> (A)		<u>260</u> (B)																																	
Prevalence Index = B/A = <u>2.6</u>																																				
_____																																				
_____																																				
_____																																				
_____																																				
<u>0</u> = Total Cover																																				
<b>Sapling/Shrub Stratum (Plot size: <u>15 feet</u>)</b>																																				
1. _____																																				
2. _____																																				
3. _____																																				
4. _____																																				
5. _____																																				
<u>0</u> = Total Cover																																				
<b>Herb Stratum (Plot size: <u>5 feet</u>)</b>																																				
1. <u><i>Equisetum hyemale</i></u>	50	Y	FACW	<b>Hydrophytic Vegetation Indicators:</b> <input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation <input type="checkbox"/> 2 - Dominance Test is >50% <input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup> <input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)																																
2. <u><i>Cirsium arvense</i></u>	30	Y	FACU																																	
3. <u><i>Phragmites australis</i></u>	20	Y	FACW																																	
4. _____																																				
5. _____																																				
6. _____																																				
7. _____																																				
8. _____																																				
9. _____																																				
10. _____																																				
<u>100</u> = Total Cover																																				
<b>Woody Vine Stratum (Plot size: <u>30 feet</u>)</b>																																				
1. _____																																				
2. _____																																				
<u>0</u> = Total Cover																																				
Remarks: (Include photo numbers here or on a separate sheet.)																																				

**SOIL**

Sampling Point: 1

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-9	10 YR 3/2	100					SiCL	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.      <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators:**

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<b>Indicators for Problematic Hydric Soils<sup>3</sup>:</b>
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Sandy Redox (S5)	
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Stripped Matrix (S6)	
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1)	
<input type="checkbox"/> Stratified Layers (A5)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	
<input type="checkbox"/> 2 cm Muck (A10)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Redox Depressions (F8)	
<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3)		

Coast Prairie Redox (A16)  
 Dark Surface (S7)  
 Iron-Manganese Masses (F12)  
 Very Shallow Dark Surface (TF12)  
 Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**  
 Type: Gravel  
 Depth (Inches): 9 inches

Hydric Soil Present? Yes  No

Remarks:

**HYDROLOGY**

**Wetland Hydrology Indicators:**

<b>Primary Indicators (minimum of one is required: check all that apply)</b>		<b>Secondary Indicators (minimum of two required)</b>
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Surface Soil Cracks (B6)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Aquatic Fauna (B13)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> True Aquatic Plants (B14)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Stunted or Stressed Plants (D1)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	<input checked="" type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Thin Muck Surface (C7)	<input type="checkbox"/> FAC-Neutral Test (D5)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Gauge or Well Data (D9)	
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Other (Explain in Remarks)	

**Field Observations:**

Surface Water Present?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Depth (inches): _____	<b>Wetland Hydrology Present?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Water Table Present?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Depth (inches): _____	
Saturation Present? (includes capillary fringe)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Depth (inches): _____	

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

## WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Drake Rd, From Beacon Rd to Weston Avenue City/County: Noble Sampling Date: 6/23/22  
 Applicant/Owner: City of Kendallville State: IN Sampling Point: SP 2  
 Investigator(s): Jeegar Panchal, Sawyer Patrick Section, Township, Range: S-5, T-34 N, R-11E  
 Landform (hillslope, terrace, etc.): Ditch Local relief (concave, convex, none): Concave  
 Slope (%): 0-2 Lat: 41.437707° Long: -85.287486° Datum: WGS 84  
 Soil Map Unit Name: MfB2-Miami loam, 2 to 6 percent slopes, eroded NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Is the Sampled Area within a Wetland?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>			
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>			
Remarks:					

### VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u>30 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____				Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A)
2. _____				Total Number of Dominant Species Across All Strata: <u>2</u> (B)
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>50</u> (A/B)
4. _____				
5. _____				
<u>0</u> = Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. _____				Total % Cover of: _____ Multiply by: _____
2. _____				OBL species _____ x 1 = <u>0</u>
3. _____				FACW species <u>60</u> x 2 = <u>120</u>
4. _____				FAC species _____ x 3 = <u>0</u>
5. _____				FACU species <u>40</u> x 4 = <u>160</u>
<u>0</u> = Total Cover				UPL species _____ x 5 = <u>0</u>
				Column Totals: <u>100</u> (A) <u>280</u> (B)
				Prevalence Index = B/A = <u>2.8</u>
Herb Stratum (Plot size: <u>5 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <i>Phalaris arundinacea</i>	60	Y	FACW	<input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation
2. <i>Cirsium arvense</i>	30	Y	FACU	<input type="checkbox"/> 2 - Dominance Test is >50%
3. <i>Vitis aestivalis</i>	10		FACU	<input checked="" type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup>
4. _____				<input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
5. _____				<input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
<u>100</u> = Total Cover				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
Woody Vine Stratum (Plot size: <u>30 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present?
1. _____				Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
2. _____				
<u>0</u> = Total Cover				
Remarks: (Include photo numbers here or on a separate sheet.)				



**SOIL**

Sampling Point: 2

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-10	10 YR 3/2	100					SiCL	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.      <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators:**

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<b>Indicators for Problematic Hydric Soils<sup>3</sup>:</b>
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Sandy Redox (S5)	
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Stripped Matrix (S6)	
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1)	
<input type="checkbox"/> Stratified Layers (A5)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	
<input type="checkbox"/> 2 cm Muck (A10)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Redox Depressions (F8)	
<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3)		

Coast Prairie Redox (A16)  
 Dark Surface (S7)  
 Iron-Manganese Masses (F12)  
 Very Shallow Dark Surface (TF12)  
 Other (Explain in Remarks)

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**  
 Type: Gravel  
 Depth (Inches): 10 inches

Hydric Soil Present? Yes  No

Remarks:

**HYDROLOGY**

**Wetland Hydrology Indicators:**

<b>Primary Indicators (minimum of one is required: check all that apply)</b>		<b>Secondary Indicators (minimum of two required)</b>
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Surface Soil Cracks (B6)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Aquatic Fauna (B13)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> True Aquatic Plants (B14)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Stunted or Stressed Plants (D1)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	<input checked="" type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Thin Muck Surface (C7)	<input type="checkbox"/> FAC-Neutral Test (D5)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Gauge or Well Data (D9)	
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Other (Explain in Remarks)	

**Field Observations:**

Surface Water Present?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Depth (inches): _____	<b>Wetland Hydrology Present?</b> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Water Table Present?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Depth (inches): _____	
Saturation Present? (includes capillary fringe)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Depth (inches): _____	

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

## WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: Drake Rd, From Beacon Rd to Weston Avenue City/County: Noble Sampling Date: 6/23/22  
 Applicant/Owner: City of Kendallville State: IN Sampling Point: SP 3  
 Investigator(s): Jeegar Panchal, Sawyer Patrick Section, Township, Range: S-5, T-34 N, R-11E  
 Landform (hillslope, terrace, etc.): toe of slope Local relief (concave, convex, none): Concave  
 Slope (%): 0-2 Lat: 41.437486° Long: -85.283641° Datum: WGS 84  
 Soil Map Unit Name: MuC2-Morley, Miami, and Rawson loams, 6 to 12 percent slopes, eroded NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>			
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>			
Remarks:					

### VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: <u>30 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____				Number of Dominant Species That Are OBL, FACW, or FAC: <u>1</u> (A)
2. _____				Total Number of Dominant Species Across All Strata: <u>4</u> (B)
3. _____				Percent of Dominant Species That Are OBL, FACW, or FAC: <u>25</u> (A/B)
4. _____				
5. _____				
<u>0</u> = Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. _____				Total % Cover of: _____ Multiply by: _____
2. _____				OBL species _____ x 1 = <u>0</u>
3. _____				FACW species <u>30</u> x 2 = <u>60</u>
4. _____				FAC species _____ x 3 = <u>0</u>
5. _____				FACU species <u>70</u> x 4 = <u>280</u>
<u>0</u> = Total Cover				UPL species _____ x 5 = <u>0</u>
				Column Totals: <u>100</u> (A) <u>340</u> (B)
				Prevalence Index = B/A = <u>3.4</u>
Herb Stratum (Plot size: <u>5 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <i>Phalaris arundinacea</i>	30	Y	FACW	<input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation
2. <i>Asclepias syriaca</i>	25	Y	FACU	<input type="checkbox"/> 2 - Dominance Test is >50%
3. <i>Bromus inermis</i>	25	Y	FACU	<input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup>
4. <i>Cirsium arvense</i>	20	Y	FACU	<input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
5. _____				<input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
<u>100</u> = Total Cover				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
Woody Vine Stratum (Plot size: <u>30 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present?
1. _____				Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2. _____				
<u>0</u> = Total Cover				
Remarks: (Include photo numbers here or on a separate sheet.)				

**SOIL**

Sampling Point: 3

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-8	10 YR 3/2	100					SiCL	
8-10	10 YR 4/2	100					SiCL	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.      <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators:**

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Coast Prairie Redox (A16)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Dark Surface (S7)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Iron-Manganese Masses (F12)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Stratified Layers (A5)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> 2 cm Muck (A10)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Redox Depressions (F8)	
<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3)		

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**  
 Type: Gravel  
 Depth (Inches): 10 inches

Hydric Soil Present? Yes  No

Remarks:

**HYDROLOGY**

**Wetland Hydrology Indicators:**

<b>Primary Indicators (minimum of one is required: check all that apply)</b>		<b>Secondary Indicators (minimum of two required)</b>
<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water-Stained Leaves (B9)	<input type="checkbox"/> Surface Soil Cracks (B6)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Aquatic Fauna (B13)	<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> True Aquatic Plants (B14)	<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)	<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)	<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)	<input type="checkbox"/> Stunted or Stressed Plants (D1)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)	<input checked="" type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Thin Muck Surface (C7)	<input type="checkbox"/> FAC-Neutral Test (D5)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Gauge or Well Data (D9)	
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Other (Explain in Remarks)	

**Field Observations:**

Surface Water Present?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Depth (inches): _____	Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Water Table Present?	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Depth (inches): _____	
Saturation Present? (includes capillary fringe)	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Depth (inches): _____	

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

**WETLAND DETERMINATION DATA FORM – Midwest Region**

Project/Site: Drake Rd, From Beacon Rd to Weston Avenue City/County: Noble Sampling Date: 6/23/22  
 Applicant/Owner: City of Kendallville State: IN Sampling Point: SP 4  
 Investigator(s): Jeegar Panchal, Sawyer Patrick Section, Township, Range: S-32, T-35 N, R-11E  
 Landform (hillslope, terrace, etc.): Ditch Local relief (concave, convex, none): Concave  
 Slope (%): 0-2 Lat: 41.437979° Long: -85.283982° Datum: WGS 84  
 Soil Map Unit Name: MuC2-Morley, Miami, and Rawson loams, 6 to 12 percent slopes, eroded NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes  No  (If no, explain in Remarks.)  
 Are Vegetation , Soil , or Hydrology  significantly disturbed? Are "Normal Circumstances" present? Yes  No   
 Are Vegetation , Soil , or Hydrology  naturally problematic? (If needed, explain any answers in Remarks.)

**SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.**

Hydrophytic Vegetation Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Hydric Soil Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Wetland Hydrology Present?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Remarks:					

**VEGETATION – Use scientific names of plants.**

Tree Stratum (Plot size: <u>30 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Dominance Test worksheet:
1. _____	_____	_____	_____	Number of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A)
2. _____	_____	_____	_____	Total Number of Dominant Species Across All Strata: <u>0</u> (B)
3. _____	_____	_____	_____	Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A/B)
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
<u>0</u> = Total Cover				
Sapling/Shrub Stratum (Plot size: <u>15 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Prevalence Index worksheet:
1. _____	_____	_____	_____	Total % Cover of: _____ Multiply by: _____
2. _____	_____	_____	_____	OBL species _____ x 1 = <u>0</u>
3. _____	_____	_____	_____	FACW species _____ x 2 = <u>0</u>
4. _____	_____	_____	_____	FAC species _____ x 3 = <u>0</u>
5. _____	_____	_____	_____	FACU species <u>80</u> x 4 = <u>320</u>
<u>0</u> = Total Cover				UPL species _____ x 5 = <u>0</u>
				Column Totals: <u>80</u> (A) <u>320</u> (B)
				Prevalence Index = B/A = <u>4.0</u>
Herb Stratum (Plot size: <u>5 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Indicators:
1. <u>Schedonorus arundinaceus</u>	<u>60</u>	<u>Y</u>	<u>FACU</u>	<input type="checkbox"/> 1 - Rapid Test for Hydrophytic Vegetation
2. <u>Digitaria ischaemum</u>	<u>20</u>	<u>Y</u>	<u>FACU</u>	<input type="checkbox"/> 2 - Dominance Test is >50%
3. _____	_____	_____	_____	<input type="checkbox"/> 3 - Prevalence Index is ≤3.0 <sup>1</sup>
4. _____	_____	_____	_____	<input type="checkbox"/> 4 - Morphological Adaptations <sup>1</sup> (Provide supporting data in Remarks or on a separate sheet)
5. _____	_____	_____	_____	<input type="checkbox"/> Problematic Hydrophytic Vegetation <sup>1</sup> (Explain)
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
<u>80</u> = Total Cover				<sup>1</sup> Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
Woody Vine Stratum (Plot size: <u>30 feet</u> )	Absolute % Cover	Dominant Species?	Indicator Status	Hydrophytic Vegetation Present?
1. _____	_____	_____	_____	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
2. _____	_____	_____	_____	
<u>0</u> = Total Cover				
Remarks: (Include photo numbers here or on a separate sheet.)				

**SOIL**

Sampling Point: 4

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type <sup>1</sup>	Loc <sup>2</sup>		
0-7	10 YR 3/1	100					SiCL	
7-16	10 YR 4/2	80	10 YR 4/4	20	C	M	SiCL	

<sup>1</sup>Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains.      <sup>2</sup>Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators:**

<input type="checkbox"/> Histosol (A1)	<input type="checkbox"/> Sandy Gleyed Matrix (S4)	<input type="checkbox"/> Coast Prairie Redox (A16)
<input type="checkbox"/> Histic Epipedon (A2)	<input type="checkbox"/> Sandy Redox (S5)	<input type="checkbox"/> Dark Surface (S7)
<input type="checkbox"/> Black Histic (A3)	<input type="checkbox"/> Stripped Matrix (S6)	<input type="checkbox"/> Iron-Manganese Masses (F12)
<input type="checkbox"/> Hydrogen Sulfide (A4)	<input type="checkbox"/> Loamy Mucky Mineral (F1)	<input type="checkbox"/> Very Shallow Dark Surface (TF12)
<input type="checkbox"/> Stratified Layers (A5)	<input type="checkbox"/> Loamy Gleyed Matrix (F2)	<input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> 2 cm Muck (A10)	<input type="checkbox"/> Depleted Matrix (F3)	
<input type="checkbox"/> Depleted Below Dark Surface (A11)	<input type="checkbox"/> Redox Dark Surface (F6)	
<input type="checkbox"/> Thick Dark Surface (A12)	<input type="checkbox"/> Depleted Dark Surface (F7)	
<input type="checkbox"/> Sandy Mucky Mineral (S1)	<input type="checkbox"/> Redox Depressions (F8)	
<input type="checkbox"/> 5 cm Mucky Peat or Peat (S3)		

<sup>3</sup>Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if observed):**

Type: \_\_\_\_\_

Depth (inches): \_\_\_\_\_

Hydric Soil Present? Yes  No

Remarks:

**HYDROLOGY**

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one is required: check all that apply)

<input type="checkbox"/> Surface Water (A1)	<input type="checkbox"/> Water-Stained Leaves (B9)
<input type="checkbox"/> High Water Table (A2)	<input type="checkbox"/> Aquatic Fauna (B13)
<input type="checkbox"/> Saturation (A3)	<input type="checkbox"/> True Aquatic Plants (B14)
<input type="checkbox"/> Water Marks (B1)	<input type="checkbox"/> Hydrogen Sulfide Odor (C1)
<input type="checkbox"/> Sediment Deposits (B2)	<input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3)
<input type="checkbox"/> Drift Deposits (B3)	<input type="checkbox"/> Presence of Reduced Iron (C4)
<input type="checkbox"/> Algal Mat or Crust (B4)	<input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6)
<input type="checkbox"/> Iron Deposits (B5)	<input type="checkbox"/> Thin Muck Surface (C7)
<input type="checkbox"/> Inundation Visible on Aerial Imagery (B7)	<input type="checkbox"/> Gauge or Well Data (D9)
<input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

<input type="checkbox"/> Surface Soil Cracks (B6)
<input type="checkbox"/> Drainage Patterns (B10)
<input type="checkbox"/> Dry-Season Water Table (C2)
<input type="checkbox"/> Crayfish Burrows (C8)
<input type="checkbox"/> Saturation Visible on Aerial Imagery (C9)
<input type="checkbox"/> Stunted or Stressed Plants (D1)
<input checked="" type="checkbox"/> Geomorphic Position (D2)
<input type="checkbox"/> FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes  No  Depth (inches): \_\_\_\_\_

Water Table Present? Yes  No  Depth (inches): \_\_\_\_\_

Saturation Present? (includes capillary fringe) Yes  No  Depth (inches): \_\_\_\_\_

Wetland Hydrology Present? Yes  No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Des. No. 1902750  
Appendix G  
Public Involvement

# Sample Notice of Survey Letter

## Notice to Owner

Date: April 5, 2021

Dear Property Owner,

According to County Auditor records you may have property located along Drake Road. The City of Kendallville has obtained funding for improvements to Drake Road from Beacon Road to Weston Avenue.

This project requires a topographical survey and environmental field work to be completed. As a result, you may have seen or will see survey crews and environmental scientists collecting information along the roadway. The survey work will include mapping the location of features such as trees, buildings, fences, and drives, along with obtaining ground elevations. The survey is needed for the proper planning and design of the roadway project. Environmental work will include determining presence of wetlands, which may require soils to be excavated to a depth of 12 inches. Any disturbed land will be restored. Additionally, the presence of any historical properties will be determined. Please be assured of our sincere desire to cause as little inconvenience as possible during this work. In addition, utility flags may have been placed along the road as well. Please do not disturb these flags, once the survey work is complete the City will remove them.

If you have further questions, please contact Jay A. Stankiewicz, P.E., Engineering Department Manager, at (260) 449-1645 or [jays@az-engineering.net](mailto:jays@az-engineering.net).

## Sample Notice of Survey Letter



March 23, 2022

[Address]

**Re: Drake Road Reconstruction and Rehabilitation Project, Noble County, Indiana, Des. No. 1902750**

Dear Property Owner,

The City of Kendallville intends to proceed with the reconstruction of Drake Road from State Road (SR) 3 to Weston Avenue and the rehabilitation of Drake Road from Beacon Road to SR 3 in Noble County, Indiana, Des. No. 1902750.

Our information indicates that you own property near the above proposed transportation project. In order to comply with Section 106 of the National Historic Preservation Act of 1966, an archaeological survey will need to be conducted in the proposed right-of-way of the proposed undertaking.

The survey will entail the excavation of shovel probes at 50-foot intervals in a linear transect in the proposed right-of-way. The shovel probes will be approximately 30 inches in diameter and will consist of the removal of the sod cap, which will be set aside, and then excavation of the dirt until subsoil is encountered. The depth of the shovel probe will be approximately 12 inches. The dirt will be screened through 0.25-inch hardware mesh with the purpose of collecting any artifacts (i.e., projectile points, chert flakes, nails, pieces of glass, ceramic fragments, etc.) that would suggest human occupation/utilization of the area. If artifacts are encountered, they will be collected in order to be taken to the laboratory for analysis.

Once excavation of the shovel probe has been completed, it will be filled in and the sod cap will be placed on top of the shovel probe. Attached is a photograph that shows an area after shovel probes had been excavated.

A report presenting the results of the study will be submitted to INDOT and the Indiana Department of Natural Resources Division of Historic Preservation and Archaeology, the state authorities responsible for Section 106 compliance. Once the report has been accepted by these authorities, the artifacts will be returned to the landowner.

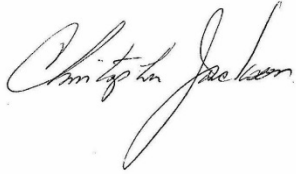
We are working with Infrastructure Engineering to compile the required report. We are reaching out to you to make you aware that we are planning to conduct a site investigation of the project area during the week of March 28. Prior to commencing the study, Mr. Christopher Jackson will visit your residence and introduce himself; if you have any questions, please let him know and he would try to address those concerns.

If you have any questions or concerns regarding the project or our visit to the site, please don't hesitate to contact me at (317) 797-5439 or direct e-mail [cjackson@sjcainc.com](mailto:cjackson@sjcainc.com).



Thank you in advance for your assistance.

Sincerely,

A handwritten signature in black ink that reads "Christopher Jackson". The signature is written in a cursive style with a large, sweeping "J" and "S".

Christopher Jackson, MS, RPA  
Archaeologist  
SJCA Inc.



Photograph of an area after the completion of the excavation of shovel probes.

Des. No. 1902750  
Appendix H  
Air Quality

Indiana Department of Transportation (INDOT)  
 State Preservation and Local Initiated Projects FY 2022 - 2026

SPONSOR	CONTR ACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2022	2023	2024	2025	2026
Comments: Include DES 1900138																		
Indiana Department of Transportation	42376 / 1900052	Init.	SR 205	Bridge Replacement, Other Construction	1.26 Miles South of SR 3 Over Black Creek	Fort Wayne	.1	ISTBG	\$1,288,112.00	Bridge Construction	CN	\$754,487.20	\$188,621.80	\$20,000.00		\$923,109.00		
										Bridge ROW	RW	\$32,000.00	\$8,000.00	\$40,000.00				
Comments: Include DES 1900052																		
Indiana Department of Transportation	42389 / 1800040	Init.	US 6	Median Construction	US 6 at US 33 / SR 5	Fort Wayne	.24	NHPP	\$774,725.00	Safety Construction	CN	\$473,976.00	\$118,494.00	\$15,000.00		\$577,470.00		
Performance Measure Impacted: Safety																		
Comments: Include DES 1800040																		
Kendallville	42771 / 1902750	Init.	ST 3000	Road Reconstruction (3R/4R Standards)	Drake Road: from Beacon Road to Weston Ave.	Fort Wayne	.758	ISTBG	\$5,478,947.00	Local Funds	CN	\$0.00	\$918,721.00			\$15,000.00	\$903,721.00	
										Local Funds	RW	\$0.00	\$69,080.00	\$69,080.00				
										Group III Program	CN	\$3,674,884.00	\$0.00			\$60,000.00	\$3,614,884.00	
										Group III Program	RW	\$276,320.00	\$0.00	\$276,320.00				
Comments: Include DES 1902750																		
Noble County	42773 / 1902839	Init.	IR 6340	Bridge Replacement	Bridge 44 - CR 1050N over Waldron Lake	Fort Wayne	.12	ISTBG	\$1,945,000.00	Local Funds	RW	\$0.00	\$125,000.00		\$125,000.00			
										Local Bridge Program	CN	\$1,288,000.00	\$0.00			\$1,288,000.00		
										Local Funds	CN	\$0.00	\$322,000.00			\$322,000.00		
Performance Measure Impacted: Bridge Condition																		
Comments: Include DES 1902839																		
Noble County	42775 / 1902840	Init.	IR 6320	Bridge Rehabilitation Or Repair	Bridge 69: Rochester Road over the Elkhart River	Fort Wayne	.12	ISTBG	\$2,412,720.00	Local Bridge Program	RW	\$96,000.00	\$0.00		\$96,000.00			
										Local Bridge Program	CN	\$1,584,000.00	\$0.00				\$1,584,000.00	
										Local Funds	RW	\$0.00	\$24,000.00		\$24,000.00			
										Local Funds	CN	\$0.00	\$396,000.00					\$396,000.00
Performance Measure Impacted: Bridge Condition																		
Comments: Include DES 1902840																		

\*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Des. No. 1902750  
Appendix I  
Additional Information

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)

ProjectNumber	SubProjectCode	County	Property
1800002	1800002	Noble	Chain O'Lakes State Park
1800118	1800118A	Noble	Chain O' Lakes
1800135	1800135	Noble	Noble Co. Fairgrounds, Kendallville Fair Grounds
1800161	1800161G	Noble	Chain O' Lakes State Park
1800171	1800171B	Noble	Chain O' Lakes State Park
1800305	1800305H	Noble	Chain O' Lakes State Park
1800312	1800312B	Noble	Chain O' Lakes State Park
1800319	1800319	Noble	G. Martin Kenney Memorial Park
1800327	1800327C	Noble	Chain O' Lakes State Park
1800353	1800353	Noble	Kelly St. Park
1800358	1800358	Noble	Avilla Park
1800363	1800363D	Noble	Chain O' Lakes State Park
1800369	1800369E	Noble	Gaff Park (Mainland Park)
1800378	1800378A	Noble	Chain O' Lakes State Park
1800391	1800391	Noble	Cromwell Community Park
1800405	1800405B	Noble	Big Lake Public Access Site
1800405	1800405AA	Noble	Crane Lake Public Access Site
1800405	1800405J	Noble	Eagle Lake Wetland Conservation Area
1800405	1800405T	Noble	Rome City Wetlands Fish and Wildlife Area
1800405	1800405U	Noble	Smalley Lake Public Access Site
1800413	1800413J	Noble	Chain O' Lakes State Park
1800492	1800492	Noble	Hidden Diamonds Community Park
1800513	1800513	Noble	Hidden Diamonds Community Park

\*Park names may have changed. If acquisition of publicly owned land or impacts to publicly owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

## Sawyer Patrick

---

From: Fair, Terri <TFair@indot.IN.gov>  
Sent: Friday, July 22, 2022 10:32 AM  
To: Sawyer Patrick  
Cc: Ross, Anthony  
Subject: Des 1902750 Drake Rd. Reconstruction EJ Analysis  
Attachments: Des 1902750 Drake Rd. EJ Analysis\_Revised.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 may require minimal right-of-way, require 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.

---

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Figure 1: EJ Analysis of Census Tract in Noble County, Indiana

COC: Noble County	AC-1: Census Tract 9719
-------------------	-------------------------

**LOW-INCOME**

Population for whom poverty status is determined: Total	46,559	5,097
Population for whom poverty status is determined: Income in past 12 months below poverty level	3,629	547

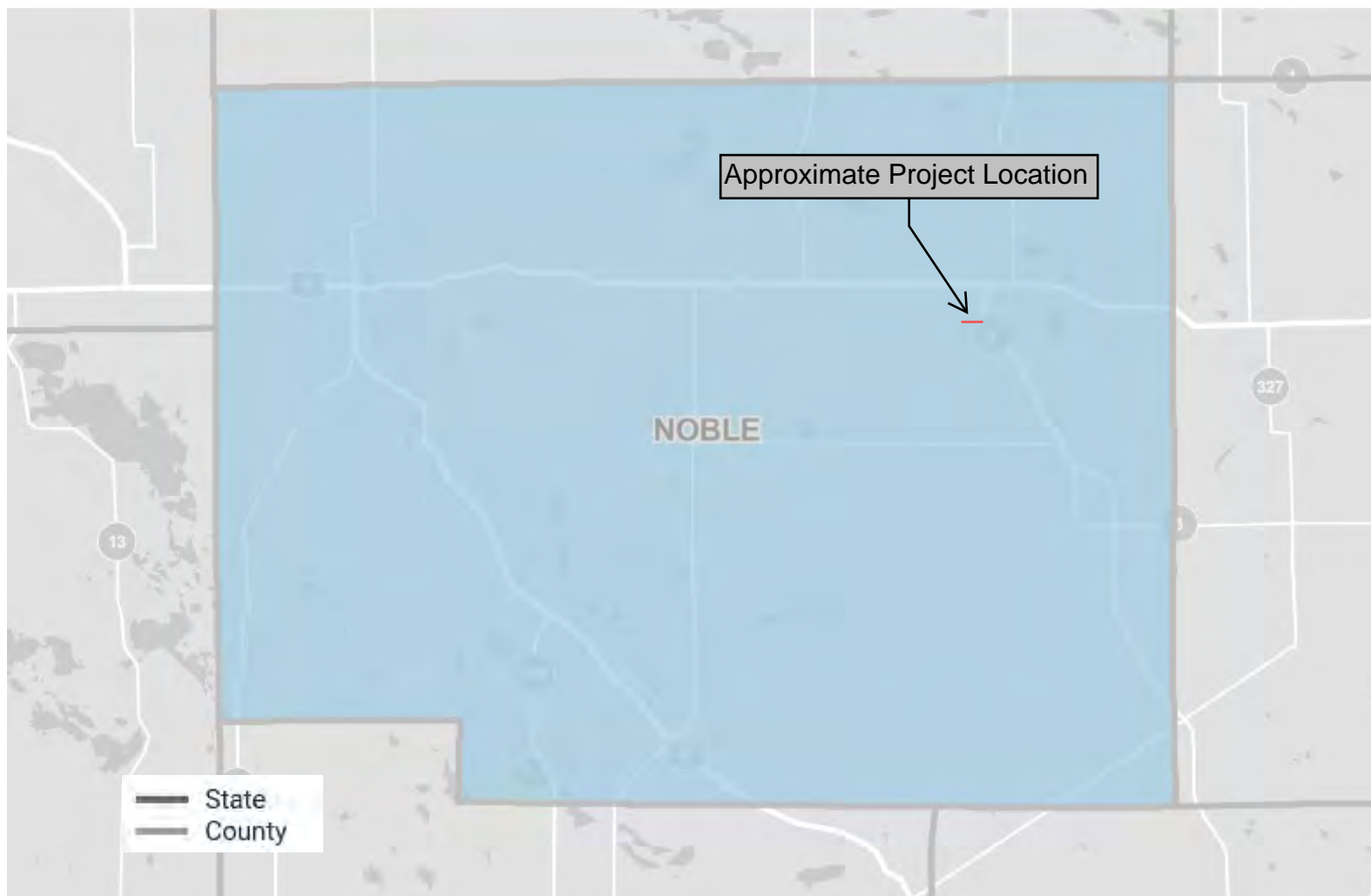
Percent Low-Income	7.8%	10.7%
125% of COC	9.75%	AC > 125% COC
Potential Low-Income EJ Impact?		Yes

**MINORITY**

Total population: Total	47,457	5,572
White Alone: Total	41,352	4,966
Non-White Alone/Minority: Total	6,105	606

Percent Non-white/minority	12.9	10.9
125% of COC	16.1	AC < 125% COC
Potential Minority EJ Impact?		No

Drake Rd. from Beacon Rd. to Weston Ave.  
Des. 1902750  
Community of Comparison (COC): Noble County





Drake Rd. from Beacon Rd. to Weston Ave.  
Des. 1902750  
Affected Community (AC): Census Tract 9719

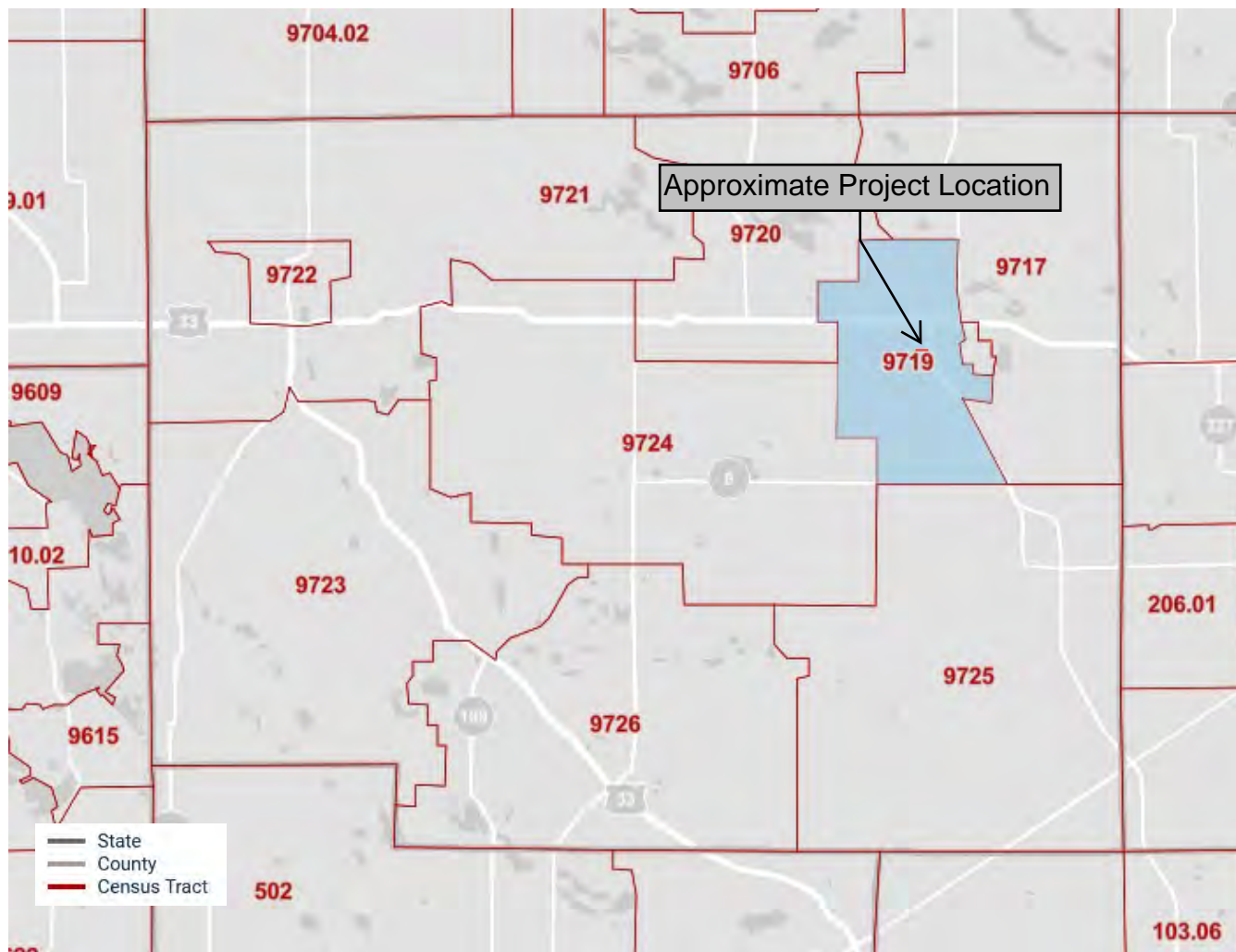


Table: DECENNIALPL2020.P1

Label	Noble County, Indiana
Total:	47,457
Population of one race:	44,561
White alone	41,352
Black or African American alone	233
American Indian and Alaska Native alone	205
Asian alone	226
Native Hawaiian and Other Pacific Islander alone	8
Some Other Race alone	2,537
Population of two or more races:	2,896
Population of two races:	2,786
White; Black or African American	185
White; American Indian and Alaska Native	654
White; Asian	192
White; Native Hawaiian and Other Pacific Islander	15
White; Some Other Race	1,668
Black or African American; American Indian and Alaska Native	1
Black or African American; Asian	4
Black or African American; Native Hawaiian and Other Pacific Islander	0
Black or African American; Some Other Race	14
American Indian and Alaska Native; Asian	0
American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	0
American Indian and Alaska Native; Some Other Race	35
Asian; Native Hawaiian and Other Pacific Islander	4
Asian; Some Other Race	11
Native Hawaiian and Other Pacific Islander; Some Other Race	3
Population of three races:	102
White; Black or African American; American Indian and Alaska Native	24
White; Black or African American; Asian	0
White; Black or African American; Native Hawaiian and Other Pacific Islander	5
White; Black or African American; Some Other Race	16
White; American Indian and Alaska Native; Asian	6
White; American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	0
White; American Indian and Alaska Native; Some Other Race	31
White; Asian; Native Hawaiian and Other Pacific Islander	9
White; Asian; Some Other Race	7
White; Native Hawaiian and Other Pacific Islander; Some Other Race	2
Black or African American; American Indian and Alaska Native; Asian	0

Table: ACSST5Y2020.S1701

	Noble County, Indiana		
	Total	Below poverty level	Percent below poverty level
Label	Estimate	Estimate	Estimate
Population for whom poverty status is determined	46,559	3,629	7.8%
AGE			
Under 18 years	11,424	1,101	9.6%
Under 5 years	2,923	298	10.2%
5 to 17 years	8,501	803	9.4%
Related children of householder under 18 years	11,396	1,073	9.4%
18 to 64 years	28,013	2,079	7.4%
18 to 34 years	9,542	742	7.8%
35 to 64 years	18,471	1,337	7.2%
60 years and over	10,128	635	6.3%
65 years and over	7,122	449	6.3%
SEX			
Male	23,372	1,682	7.2%
Female	23,187	1,947	8.4%
RACE AND HISPANIC OR LATINO ORIGIN			
White alone	44,234	3,100	7.0%
Black or African American alone	233	207	88.8%
American Indian and Alaska Native alone	26	1	3.8%
Asian alone	325	1	0.3%
Native Hawaiian and Other Pacific Islander alone	33	0	0.0%
Some other race alone	356	90	25.3%
Two or more races	1,352	230	17.0%
Hispanic or Latino origin (of any race)	4,918	321	6.5%
White alone, not Hispanic or Latino	40,461	3,008	7.4%
EDUCATIONAL ATTAINMENT			
Population 25 years and over	31,255	2,139	6.8%
Less than high school graduate	4,954	686	13.8%
High school graduate (includes equivalency)	12,443	777	6.2%
Some college, associate's degree	8,962	574	6.4%
Bachelor's degree or higher	4,896	102	2.1%

Table: DECENNIALPL2020.P1

Label	Census Tract 9719, Noble County, Indiana
Total:	5,572
Population of one race:	5,191
White alone	4,966
Black or African American alone	33
American Indian and Alaska Native alone	12
Asian alone	44
Native Hawaiian and Other Pacific Islander alone	3
Some Other Race alone	133
Population of two or more races:	381
Population of two races:	366
White; Black or African American	39
White; American Indian and Alaska Native	105
White; Asian	80
White; Native Hawaiian and Other Pacific Islander	2
White; Some Other Race	131
Black or African American; American Indian and Alaska Native	0
Black or African American; Asian	1
Black or African American; Native Hawaiian and Other Pacific Islander	0
Black or African American; Some Other Race	3
American Indian and Alaska Native; Asian	0
American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	0
American Indian and Alaska Native; Some Other Race	1
Asian; Native Hawaiian and Other Pacific Islander	1
Asian; Some Other Race	2
Native Hawaiian and Other Pacific Islander; Some Other Race	1
Population of three races:	14
White; Black or African American; American Indian and Alaska Native	0
White; Black or African American; Asian	0
White; Black or African American; Native Hawaiian and Other Pacific Islander	5
White; Black or African American; Some Other Race	2
White; American Indian and Alaska Native; Asian	0
White; American Indian and Alaska Native; Native Hawaiian and Other Pacific Islander	0
White; American Indian and Alaska Native; Some Other Race	0
White; Asian; Native Hawaiian and Other Pacific Islander	3
White; Asian; Some Other Race	4
White; Native Hawaiian and Other Pacific Islander; Some Other Race	0

Table: ACSST5Y2020.S1701

	Census Tract 9719, Noble County, Indiana		
	Total	Below poverty level	Percent below poverty level
Label	Estimate	Estimate	Estimate
Population for whom poverty status is determined	5,097	547	10.7%
<b>AGE</b>			
Under 18 years	1,199	162	13.5%
Under 5 years	293	97	33.1%
5 to 17 years	906	65	7.2%
Related children of householder under 18 years	1,199	162	13.5%
18 to 64 years	3,057	303	9.9%
18 to 34 years	1,020	96	9.4%
35 to 64 years	2,037	207	10.2%
60 years and over	1,238	82	6.6%
65 years and over	841	82	9.8%
<b>SEX</b>			
Male	2,580	221	8.6%
Female	2,517	326	13.0%
<b>RACE AND HISPANIC OR LATINO ORIGIN</b>			
White alone	4,603	357	7.8%
Black or African American alone	172	172	100.0%
American Indian and Alaska Native alone	0	0	-
Asian alone	122	0	0.0%
Native Hawaiian and Other Pacific Islander alone	33	0	0.0%
Some other race alone	0	0	-
Two or more races	167	18	10.8%
Hispanic or Latino origin (of any race)	353	0	0.0%
White alone, not Hispanic or Latino	4,268	357	8.4%
<b>EDUCATIONAL ATTAINMENT</b>			
Population 25 years and over	3,415	290	8.5%
Less than high school graduate	598	87	14.5%
High school graduate (includes equivalency)	1,246	55	4.4%
Some college, associate's degree	1,111	148	13.3%
Bachelor's degree or higher	460	0	0.0%

**PRELIMINARY**  
**ABBREVIATED ENGINEER'S ASSESSMENT**  
**DRAKE ROAD IMPROVEMENTS**

**From Beacon Road to Weston Avenue**

**Stage 1 Plan Submission**

**Des No. 1902750**

**Prepared by:**



**October 2021**

**NOTE: Only an excerpt from this report has been included, for reference purposes and to reduce file size.**

# ABBREVIATED ENGINEER'S ASSESSMENT DRAKE ROAD IMPROVEMENTS

Route: Drake Road

Des. No.: 1902750

County: Noble

Federal Oversight: Yes  No

Funding Source: FWHA and Local (City of Kendallville)

## **Location and Project Description**

This project is located on Drake Road between Beacon Road and Weston Avenue with a paving exception at State Road 3 within Kendallville, IN, Latitude: N 41° 26' 16" Longitude: W 85° 16' 56".

## **Purpose and Need for Improvement**

The purpose of the project is to further improve the Drake Road corridor. The first phase of Drake Road from Main Street to Weston Avenue was awarded federal funding in 2018 by INDOT and is anticipated to have a December 2022 letting. This project will continue to provide a safe and accessible transportation facility for vehicular, bicycle and pedestrian traffic along the Drake Road Corridor. Pedestrian traffic is of particular interest given the recent completion of the new East Noble Middle School, current student population of 803, that is located immediately adjacent to the project to the east. Another traffic generator is the existing city park (Sunset Park) located also to the east of this project along the Drake Road corridor. A multi-family government-assisted housing (Drake Terrace Apartments) is located within the project limits. The existing pavement has experienced transverse, edge, alligator, and longitudinal cracking, along with moderate potholing. It is currently ranked a 5 on the City's asset management plan. This project will also address substandard roadway geometrics, sight distance deficiencies and inadequate drainage conditions.

## **Existing Facilities:**

The Drake Road corridor is 0.732 miles in length and is classified as an Urban Minor Arterial with a 35 MPH posted speed limit. The corridor consists of the following characteristics:

- Typical section: two-lane roadway.
- Pavement is deteriorated most likely due to subbase failure. The existing pavement width is 22-ft. with no shoulders.
- Roadside ditches and culvert pipes collect stormwater along the roadway. Roadway flooding occasionally results from heavy rainfall.
- Existing traffic signal is located at the State Road 3 and Drake Road intersection.
- The existing R/W varies from 40 ft. to 60 ft.
- There are no existing sidewalks within the corridor.
- The primary land use along Drake Road consists primarily of residential homes and a golf course.