

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


Road No./County:	College Avenue/Elkhart County
Designation Number(s):	1900739
Project Description/Termini:	College Avenue Road Reconstruction/From US 33 to approximately 450 feet east of the Century Drive

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

Approval

N/A

INDOT DE Signature and Date

 March 14, 2023

INDOT ESD Signature and Date

N/A

FHWA Signature and Date

Release for Public Involvement

INDOT DE Initials and Date

ATR 9/23/2022


INDOT ESD Initials and Date

Certification of Public Involvement

 01/11/2023

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

 March 14, 2023

Name and Organization of CE/EA Preparer:

Briana Hope (lead) and Leigh Stevenson, American Structurepoint, Inc.

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Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

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*?	<table border="1"><tr><td>Yes</td><td>No</td></tr><tr><td><input type="checkbox"/></td><td><input checked="" type="checkbox"/></td></tr></table>	Yes	No	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Yes	No				
<input type="checkbox"/>	<input checked="" type="checkbox"/>				
If No, then: Opportunity for a Public Hearing Required?	<table border="1"><tr><td><input checked="" type="checkbox"/></td><td><input type="checkbox"/></td></tr></table>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
<input checked="" type="checkbox"/>	<input type="checkbox"/>				

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

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

Notice of Entry letters were mailed to potentially affected property owners near the project area on April 7, 2021 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, G-1.

The project met the minimum requirements described in the current *Indiana Department of Transportation (INDOT) Project Development Public Involvement Procedures Manual*, which required the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. A Legal Notice of Public Hearing was published in the *Goshen News* on November 21, 2022 and again seven (7) days later on November 28, 2022 (Appendix G, G-2 to G-3). The legal notice was also mailed and/or emailed to adjacent property owners and state and local officials (Appendix G, G-6 to G-7). The environmental document was made available online at the American Structurepoint, Inc. project website (<https://www.structurepointpublic.com/collegeavenue>) and in-person at the Goshen Public Library (601 South 5th Street, Goshen, IN 46526).

The public hearing was held on December 6, 2022 at the Goshen Public Library (601 South 5th Street, Goshen, IN 46526). A formal presentation began at 5:30 pm (Appendix G, G-13 to G-17). Attendees had an opportunity to view project exhibits, project plans (Appendix B, B-5 to B-33), and the environmental document. Attendees were also provided with project information packets (Appendix G, G-18 to G-26). The hearing presentation and materials were also made available online at the project website (<https://www.structurepointpublic.com/collegeavenue>). Thirty-three (33) people signed in and attended the hearing (Appendix G, G-8 to G-12). The public hearing included a verbal comment session after the formal presentation and seven (7) verbal comments were received (Appendix G, G-27 to G-28). The comment period closed on December 23, 2022, which was at least thirty (30) days after the first posting of the legal notice and two (2) weeks after the hearing. Twelve (12) written comments were received during the comment period (Appendix G, G-29 to G-42). The comments received primarily focused on construction noise and increases in traffic noise due to the widened roadway, flooding risk associated with Horn Ditch, construction schedule, maintenance of traffic (MOT) concerns for the Elkhart County 4-H fair and nearby manufacturing plants, concerns regarding the loss of landscaping, and privacy concerns due to the addition of the multi-use path along the project corridor. A summary of the responses to these comments are detailed below.

Traffic and Construction Noise: As indicated in *Section G – Noise* of this CE document, this project is categorized as a Type III project, as it is not adding capacity to the roadway, adding a new travel lane, or halving the distance from noise receivers to the roadway. Therefore, an increase in traffic noise levels is not anticipated as a result of the project. No formal noise analysis was required, and noise abatement was not considered as part of the project. Concerning construction noise, a firm commitment has been added that requires the contractor to adhere to the City of Goshen Noise Control Ordinance, Ordinance 3899.

Flooding Risk Associated with Horn Ditch: As discussed in the Floodplain portion under *Section C – Other Resources* of this CE document, work within the floodway of Horn Ditch is not anticipated to cause substantial change in flood risks at this location. All work within the floodway will be reviewed and permitted through the Indiana Department of Natural Resources (IDNR) and the Elkhart County Drainage Board.

Construction Schedule: The exact start and end dates for construction have not been determined. However, the project is anticipated to be bid in the summer of 2024, with construction beginning in the fall of 2024 and continuing through 2025.

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MOT: As indicated in the *Maintenance of traffic (MOT) during Construction* section of this CE document, access to all properties will be maintained at all times during construction. The MOT plan for the project will continue to be refined to minimize impacts to property owners. Further discussion concerning the Elkhart County Fair has been added to *Section H – Community Impacts* of this CE document. Additionally, a firm commitment has been added that requires the contractor to coordinate with the Elkhart County 4-H Fair regarding maintenance of fair traffic along College Avenue prior to the start of construction, as well as annually at least two months prior to the Elkhart County 4-H Fair.

Loss of Landscaping: Installation of landscaping is not included in the project. It is anticipated that existing trees within the proposed right-of-way (ROW) will be removed during construction. All ROW will be acquired in accordance with the applicable federal and state laws. Those procedures include specific requirements for appraisals, review appraisals, and negotiations. Landscaping value will be considered as part of this process. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.

Multi-Use Path Privacy: The inclusion of the multi-use path will provide a designated location within City of Goshen right-of-way (ROW) for the pedestrian traffic that is currently utilizing the grass lawns along College Avenue.

No changes to the project were made as a result of the comments received; however, additional commitments have been added to *Environmental Commitments* section of this CE document as noted above. A summation of the public comments received and the project team's response to each is included in Appendix G, G-43 to G-53. INDOT certified that the project met the public involvement requirements on January 11, 2023.

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 Goshen INDOT District: Fort Wayne

Local Name of the Facility: College Avenue

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

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

PURPOSE AND NEED:

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

The need for this project is evidenced by the backup of vehicles along the two-lane corridor, a result of vehicles stopping while attempting to turn left across the roadway, and the lack of pedestrian facilities.

Currently, there are approximately 33 access points along College Avenue at intersecting roadways, businesses, and residences. Approximately 230 residential units and 9 businesses rely solely on access from College Avenue. This includes residential units along Oak Lane and Spring Brooke Drive, which have a single access point along College Avenue. This results in vehicles, including commercial trucks associated with the surrounding RV manufacturing plants, attempting left turn movements from the eastbound/westbound lanes for access to residences and businesses along the roadway. Traffic counts collected in June 2019 found the average daily traffic (ADT) along College Avenue to be approximately 7,009 vehicles per day. Of this, trucks accounted for approximately 14% of the vehicles (Appendix I, I-5). Existing College Avenue is a two-lane roadway (one lane in each direction) with only one dedicated turn lane located at the intersection of US 33. Currently, the only stop-control through the project area between US 33 and the Norfolk Southern Railroad are stop signs for vehicular traffic entering from side streets. Due to this, traffic flows freely between US 33 and the Norfolk Southern Railroad and requires left turn movements to be dependent on the amount and frequency

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of gaps occurring in traffic flow. These attempted turns create stopped traffic conditions due to the wait time for a gap to occur in the traffic flow and additional vehicles waiting behind the turning vehicle. The vehicles attempting left turns and the subsequent backup of vehicles along College Avenue results in increased risk of rear-end accidents. Accident data reviewed from 2019 to 2021 noted twelve accidents along College Avenue, five of which were rear-end accidents (Appendix I, I-6).

Currently, the only sidewalk present within the project corridor is a paved multi-use path located along the north side of College Avenue at the western termini of the project area. The multi-use path connects to sidewalks located west of US 33, which provide pedestrian mobility along College Avenue between residential and commercial properties and Goshen College. However, the multi-use path currently terminates approximately 350 feet east of US 33. Due to the lack of sidewalks within the remainder of the project corridor, there is no pedestrian access from the residential and commercial properties along this portion of College Avenue to the multi-use path. Therefore, access to existing pedestrian facilities would require pedestrians to utilize the roadway or an area immediately adjacent to the roadway, thus creating an increased potential for vehicle and pedestrian conflict. The lack of sidewalks along College Avenue prevents pedestrians from moving safely along the corridor to access residences, businesses and public facilities.

The purpose of the proposed project is to reduce congestion and potential for rear end crashes caused by left turning vehicles, improve access to existing pedestrian facilities along College Avenue, and reduce potential conflicts between vehicles and pedestrians traveling along the College Avenue corridor.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Elkhart Municipality: Goshen

Limits of Proposed Work: College Avenue beginning at US 33 and extending approximately 0.82 mile east before terminating approximately 450 feet east of Century Drive

Total Work Length: 0.82 Mile(s) Total Work Area: 7.79 Acre(s)

Is an Interstate Access Document (IAD)¹ required?

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

¹If 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.

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

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 Goshen and the Federal Highway Administration (FHWA) intend to proceed with the College Avenue Roadway Reconstruction project.

Location:

The project is located along College Avenue in Goshen, Elkhart County, Indiana. The project limits begin at the intersection of US 33 and College Avenue and extend east for approximately 0.82 miles before terminating approximately 450 feet east of the intersection of Century Drive and College Avenue. The width of the project limits along College Avenue varies from approximately 30 feet to 60 feet north and south of the existing roadway centerline. The project limits also extend approximately 47 feet south along Century Drive, 45 feet north along Spring Brooke Drive, and 50 feet north along Oak Lane. The State Location Map, USGS Topographic Map, 2016 Aerial Photography and Photo Location Map, and project area photographs can be referenced in Appendix B, B-1 to B-4.

Existing Conditions:

This section of College Avenue is functionally classified as a major collector with a posted speed limit of 35 miles per hour (mph). The existing typical roadway section of College Avenue consists of two 11-foot wide travel lanes (one eastbound, one westbound) with no shoulders. At the signalized intersection with US 33, the westbound approach of College Avenue widens to accommodate an 11-foot wide left turn lane. Three additional intersecting roadways are present along this section of College Avenue: Oak Lane, Spring Brooke Drive, and Century Avenue. One bridge carrying County Road (CR) 36 (College Avenue) over Horn Ditch is located approximately 0.24 mile west of Century Drive. The existing typical roadway section of the bridge consists of two, 11-foot wide travel

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lanes (one eastbound, one westbound) bordered by 13-foot wide paved shoulders. This bridge is excluded from the project. One above grade railroad crossing, associated with the Norfolk Southern Railroad, is present at the eastern termini of the project area and is also excluded from the project.

Currently, the only sidewalk present within the project corridor is a paved multi-use path located along the north side of College Avenue from US 33 to approximately 350 feet east of US 33. Existing ROW along College Avenue varies between 15 and 45 feet north and south from the centerline of the roadway. Drainage is captured by inlet grates present throughout the project corridor and is conveyed via storm sewer towards Horn Ditch. Ground level photographs of the existing conditions within the project area are included in Appendix B, B-4.

Preferred Alternative:

The project will widen College Avenue to accommodate a center two-way-left-turn (TWLT) lane throughout the project corridor. The roadway typical section will consist of two 11-foot wide travel lanes (one eastbound, one westbound) separated by a 14-foot wide center TWLT lane, bordered by 2-foot, 7-inch wide combined curb and gutter along both sides of the roadway. The typical section will also include a new, 10-foot wide paved multi-use path along the north side of College Avenue which will tie into the existing multi-use path approximately 350 feet east of US 33 (Appendix B, B-7 to B-8). Roadway improvements, including the addition of curb and gutter, will be extended approximately 50 feet north along Oak Lane, approximately 45 feet north along Spring Brooke Drive, and approximately 47 feet south along Century Avenue to tie the intersecting roadways into the reconstructed College Avenue. Furthermore, a portland cement concrete pavement (PCCP) overlay will be applied to the initial 25 to 50 feet of residential and business driveways in order to tie in these access points with the reconstructed roadway. Driveway pipes throughout the project area will be removed and relocated as necessary to accommodate the widened roadway (Appendix B, B-5 to B-33).

No work will occur on the existing CR 36 Bridge over Horn Ditch. However, the addition of the multi-use path will include a new pedestrian bridge over Horn Ditch. The pedestrian bridge will be constructed immediately north of the existing CR 36 Bridge over Horn Ditch on a 28 degree skew. The new bridge will be single span, prefabricated pedestrian bridge with a structure length of 54 feet, 6 inches and an out-to-out truss width of 11 feet, 10 inches. The clear pathway along the bridge will be 10 feet wide. Revetment riprap will be installed for scour protection along both end bents.

The project will also include the construction of a new storm sewer system to convey drainage from the roadway towards Horn Ditch. Prior to the start of the road reconstruction project, the existing storm sewer outlets along east and west banks of Horn Ditch will be relocated as part of two separate projects. The first project, funded by the City of Goshen, will relocate the existing lift station currently located in the northwest quadrant of the existing CR 36 bridge over Horn Ditch. The second project, funded by Elkhart County, will remove and replace the existing CR 36 Bridge over Horn Ditch. Coordination between the City of Goshen, Elkhart County, and the College Avenue Road Reconstruction project designers has occurred to ensure that the relocated storm sewer outfalls will support the installation of the new storm sewer system. East of Horn Ditch, the new storm sewer will begin approximately 330 feet east of Century Drive, continue west for approximately 0.3 miles and connect to the relocated storm sewer outlet located along the east bank of Horn Ditch. West of Horn Ditch, the new storm sewer will begin approximately 150 feet east of US 33, continue east for approximately 0.4 mile, and connect the relocated storm sewer outlet along the west bank of Horn Ditch (Appendix B, B-5 to B-33).

Logical Termini/Independent Utility:

The logical termini of the proposed project were selected to fulfill the purpose and need of the project. The western termini of the project ties into an existing designated left turn lane at the intersection of College Avenue and US 33. The eastern termini of the project is located at the Norfolk Southern Railroad crossing, beyond which land use transitions to rural residences and agricultural field and the number of commercial and residential access points decreases significantly. This alternative has independent utility as it does not create the need for additional work and does not rely on any other project to meet the purpose and need. Therefore, it is a single and complete project.

Maintenance of Traffic:

The MOT will include a full closure of College Avenue with a detour for through-traffic. A segmental closure will be utilized for local traffic to maintain access to properties and businesses within the project area throughout construction. The MOT will remain in place for approximately 18 months. For additional details, see the Maintenance of traffic (MOT) during Construction section of this document.

The preferred alternative described above meets the purpose of the project by providing a TWLT lane for vehicles that are attempting to make left turns and a multi-use path for pedestrians, which will reduce congestion and potential for rear end crashes caused by left turning vehicles, improve access to existing pedestrian facilities along College Avenue, and reduce potential conflicts between vehicles and pedestrians traveling along the College Avenue corridor.

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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.

Do Nothing Alternative:

The Do Nothing alternative leaves the existing roadway in its current condition. Under this alternative, a TWLT lane would not be added between US 33 and the Norfolk Southern Railroad and a multi-use path for pedestrians would not be added along the north side of College Avenue. While this alternative eliminates cost and any environmental impacts, it would not reduce congestion and potential for rear end crashes caused by left turning vehicles, improve access to existing pedestrian facilities along College Avenue, or reduce potential conflicts between vehicles and pedestrians traveling along the College Avenue corridor.

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):

X

ROADWAY CHARACTER:

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

Name of Roadway	<u>College Avenue</u>			
Functional Classification:	<u>Major Collector</u>			
Current ADT:	<u>7,060</u>	VPD (2025)	Design Year ADT:	<u>9,710</u> VPD (2045)
Design Hour Volume (DHV):	<u>874</u>	Truck Percentage (%)	<u>12</u>	
Designed Speed (mph):	<u>35</u>	Legal Speed (mph):	<u>35</u>	

	Existing		Proposed	
Number of Lanes:	2		3	
Type of Lanes:	Travel		2 Travel, 1 TWLT	
Pavement Width:	24	ft.	36	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	10	ft.

Setting:	<input checked="" type="checkbox"/>	Urban	<input type="checkbox"/>	Suburban	<input type="checkbox"/>	Rural
Topography:	<input checked="" type="checkbox"/>	Level	<input type="checkbox"/>	Rolling	<input type="checkbox"/>	Hilly

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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): Br. No. 20-00410; NBI 2000176 Sufficiency Rating: 55.8
INDOT Bridge Inspection Report for
20-00410 CR 36 over Horn Ditch
 (Rating, Source of Information)

	Existing	Proposed
Bridge/Structure Type:	Pre-stressed concrete box beam	N/A
Number of Spans:	1	N/A
Weight Restrictions:	13 ton	N/A ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	51.4 ft.	N/A ft.
Outside to Outside Width:	52 ft.	N/A ft.
Shoulder Width:	13 ft.	N/A ft.

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

	Existing	Proposed
Bridge/Structure Type:	N/A	Prefabricated Pedestrian Bridge
Number of Spans:	N/A	1
Weight Restrictions:	N/A ton	2 ton
Height Restrictions:	N/A ft.	N/A ft.
Curb to Curb Width:	N/A ft.	10 ft.
Outside to Outside Width:	N/A ft.	11.8 ft.
Shoulder Width:	N/A ft.	N/A ft.

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.

The existing CR 36 Bridge over Horn Ditch (Br. No. 20-00410, NBI 2000176) is a single span, pre-stressed concrete box beam bridge constructed in 1959 and rehabilitated in 1973. The bridge has a structure length of 70 feet, 6 inches and an out-to-out coping width of 52 feet. The existing typical roadway section of the bridge consists of two, 11-foot wide travel lanes (one eastbound, one westbound) bordered by 13-foot wide paved shoulders and metal guardrail. The clear roadway width is approximately 51 feet. According to the Indiana Historic Bridges Inventory, the bridge is listed as a resource that was determined not eligible for inclusion in the National Register of Historic Places (NRHP). This bridge is excluded from the proposed project.

A new pedestrian bridge will be constructed to convey the multi-use path over Horn Ditch. The pedestrian bridge will be constructed immediately north of the existing CR 36 Bridge over Horn Ditch on a 28 degree skew. The new bridge will be single span, prefabricated pedestrian bridge with a structure length of 54 feet, 6 inches and an out-to-out truss width of 11 feet, 10 inches. The clear pathway along the bridge will be 10 feet wide. Revetment riprap will be installed for scour protection along both end bents permanently impacting approximately 22 linear feet below the Ordinary High Water Mark (OHWM) of Horn Ditch.

In an early coordination response dated July 20, 2021, the Elkhart County Highway Department indicated that the CR 36 Bridge over Horn Ditch will be replaced as part of a separate project. They indicated that the bridge replacement plans were complete and that they would proceed with construction as soon as possible following completion of utility relocation work planned by the City of Goshen (Appendix C, C-21).

The response from the Elkhart County Highway Department was sent to the project designer on July 20, 2021. The project designers confirmed that the CR 36 Bridge replacement would be completed prior to the start of construction on the College Avenue Roadway Reconstruction. Plans for the CR 36 Bridge replacement were received from Elkhart County and were utilized by the project

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designers to ensure there will be no conflicts between the roadway and pedestrian bridges. Utility coordination with the City of Goshen has also been initiated by the project designers and will be ongoing to ensure that any utilities relocated as part of the CR 36 Bridge replacement will also accommodate the roadway reconstruction. Therefore, no conflicts between the College Avenue Roadway Reconstruction project, the CR 36 Bridge replacement project, and any associated utility relocations are anticipated.

In an early coordination response dated July 22, 2021, The IDNR, Division of Fish and Wildlife (DFW) stated that for brand new crossings in areas that currently do not have a crossing, the new structure should accommodate white-tailed deer passage where appropriate. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall size of the structure span) and 8 feet of height clearance measured from the OHWM to the low chord elevation and where deer passage is provided. For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high water mark. All wildlife passage designs must include a smooth level pathway a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety (Appendix C, C-22 to C-25).

Follow-up coordination regarding the wildlife crossing recommendations was sent by the project designer to IDNR-DFW on February 1, 2022. The coordination response indicated that while the pedestrian bridge is a new bridge, the existing CR 36 Bridge over Horn Ditch would control the accommodations for deer and other wildlife passage. The CR 36 Bridge over Horn Ditch will be replaced prior to the installation of the pedestrian bridge. Because the replacement of the CR 36 Bridge will require a Construction in a Floodway (CIF) permit, it is assumed that the new vehicular bridge will satisfy the IDNR-DFW wildlife crossing requirements. The pedestrian bridge is designed to match or exceed the clear distance between the abutments and the low chord elevation of the new CR 36 Bridge over Horn Ditch. Additionally, the installation of the new pedestrian bridge will provide a 1- to 2-foot smooth level pathway for smaller wildlife passage that will either enhance or match the conditions provided by the CR 36 Bridge over Horn Ditch. Therefore, the pedestrian bridge will not create less favorable conditions for wildlife passage than the existing conditions. IDNR-DFW concurred with the determination and indicated that all requirements for wildlife passage could be finalized during the CIF permit application review for the installation of the pedestrian bridge (Appendix C, C-26 to C-27).

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

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?		X
Is a temporary roadway proposed?		X
Will the project involve the use of a detour or require a ramp closure? (describe below)	X	
Provisions will be made for access by local traffic and so posted.	X	
Provisions will be made for through-traffic dependent businesses.	X	
Provisions will be made to accommodate any local special events or festivals.	X	
Will the proposed MOT substantially change the environmental consequences of the action?		X
Is there substantial controversy associated with the proposed method for MOT?		X
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)		X
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).	X	

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.

The MOT for the project will require a full closure of College Avenue with a detour during construction. The detour route is a distance of approximately 3.1 miles and will utilize US 33 to Kercher Road to CR 31 for through traffic traveling east along College Avenue and CR 31 to Kercher Road to US 33 for through traffic traveling west along College Avenue. Access to all properties within and adjacent to the project limits will be maintained through the use of a segmental closure for local traffic. Under the segmental closure, short segments of the roadway within the project limits will be closed in a phased manner allowing local traffic to access

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properties/businesses from either side. The MOT will remain in place for approximately 18 months. Access to all properties within and adjacent to the project limits will be maintained at all times during project construction.

The road closure 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: \$ 375,000 (2020) Right-of-Way: \$ 857,000 (2023) Construction: \$ 3,545,242 (2025)

Anticipated Start Date of Construction: August 1, 2024

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	1.43	0.22
Commercial	2.75	0.30
Agricultural	-----	-----
Forest	0.15	-----
Wetlands	-----	-----
Reacquisition	1.26	-----
Other:	-----	-----
TOTAL	5.59	0.52

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.

The existing ROW generally extends approximately 15 feet to 45 feet north and south from the centerline of the roadway. The existing right-of-way is predominately comprised of mowed grass with some trees present throughout the project corridor.

The project requires approximately 5.59 acres of permanent ROW from commercial and residential properties along the project corridor in order to accommodate the roadway widening. Of the 5.59 acres, approximately 1.26 acres will be reacquisition of apparent existing right-of-way. Once acquired, the width of the ROW will vary from approximately 75 feet wide to approximately 110 feet wide throughout the project corridor. The project also requires approximately 0.52 acre of temporary ROW from commercial and residential properties along the project corridor, which will be utilized for construction site access and to tie in the intersecting streets and driveways into the widened roadway.

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

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

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on June 22, 2021 (Appendix C, C-1 to C-3).

Agency	Date Sent	Date Response Received	Appendix
Indiana Department of Environmental Management	June 22, 2021	July 22, 2021	C, C-4 to C-11
Indiana Geological and Water Survey	June 22, 2021	June 22, 2021	C, C-12 to C-13
City of Goshen Police Department	June 22, 2021	June 23, 2021	C, C-14
INDOT, Office of Aviation	June 22, 2021	June 23, 2021	C, C-15
INDOT, Ft. Wayne District	June 22, 2021	June 23, 2021	C, C-16
City of Goshen MS4 Coordinator	June 22, 2021	June 29, 2021	C-17 to C-18
US Coast Guard, Ninth District	June 22, 2021	July 14, 2021	C, C-19
US Natural Resources Conservation Service	June 22, 2021	July 15, 2021	C, C-20
Elkhart County Highway Department	June 22, 2021	July 20, 2021	C, C-21
IDNR, Division of Fish and Wildlife	June 22, 2021	July 22, 2021	C, C-22 to C-27
National Park Service	June 22, 2021	N/A	N/A
Federal Highway Administration	June 22, 2021	N/A	N/A
US Department of Housing and Urban Development	June 22, 2021	N/A	N/A
US Army Corps of Engineers, Detroit District	June 22, 2021	N/A	N/A
INDOT Environmental Services	June 22, 2021	N/A	N/A
Michiana Area Council of Governments	June 22, 2021	N/A	N/A
Elkhart County Stormwater Board	June 22, 2021	N/A	N/A
Elkhart County Surveyor	June 22, 2021	N/A	N/A
Elkhart County Emergency Management	June 22, 2021	N/A	N/A
City of Goshen Mayor's Office	June 22, 2021	N/A	N/A
City of Goshen Department of Planning and Zoning	June 22, 2021	N/A	N/A
City of Goshen Fire Department	June 22, 2021	N/A	N/A
Goshen Community Schools	June 22, 2021	N/A	N/A

All applicable recommendations are included in the *Environmental Commitments* section of this 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

X

Impacts

Yes	No
X	

Total stream(s) in project area: 277 Linear feet Total impacted stream(s): 22 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)
Horn Ditch	Perennial	277	22	Flows north under College Avenue approximately 0.24 mile west of Century Drive, Water of the U.S. (Appendix F, F-12 to F-13)

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 2016 aerial map of the project area, and the Red Flag Investigation (RFI) report (Appendix E, E-1 to E-11), there are six streams within the 0.5-mile search radius. There is one stream within the project area. That number was confirmed by the site visit on April 27, 2021 by American Structurepoint, Inc.

A *Wetland Delineation and Waters Report* was completed for the project on February 10, 2022. Please refer to Appendix F, F-1 to F-31 for the *Wetland Delineation and Water Report*. It was determined that one stream, Horn Ditch, totaling 277 linear feet was located within the investigated area and is anticipated to be a jurisdictional Water of the U.S. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

The Federal Wild and Scenic Rivers listing, State Natural Scenic and Recreational Rivers listing, Nationwide Rivers Inventory listing, Outstanding Rivers List for Indiana listing, and navigable waterways listing were researched by American Structurepoint, Inc. on January 18, 2022 to determine the possible presence of protected waterways in the project area. No listed waterways were identified within or adjacent to the project area.

Horn Ditch is a perennial stream that enters the southern boundary of the project area approximately 0.24 mile west of Century Drive. The stream flows north under CR 36 Bridge over Horn Ditch for 277 linear feet before exiting the northern boundary of the project area. The OHWM of Horn Ditch was 17 feet wide by 1.6 feet deep. Horn Ditch would be considered a poor quality stream. Approximately 22 linear feet (0.009 acre) of permanent impacts are anticipated due to the placement of revetment riprap for scour protection along the bridge piers of the new pedestrian bridge. Approximately 30 linear feet (0.12 acre) of temporary impacts are anticipated to Horn Ditch due to the installation of temporary cofferdams for site dewatering.

It is anticipated that the placement of revetment riprap below the OHWM of Horn Ditch, will require the issuance of an Indiana Department of Environmental Management (IDEM) Section 401 Regional General Permit (RGP) and a USACE Section 404 RGP. Compensatory mitigation is not anticipated.

The MS4 Coordinator for the City of Goshen responded to early coordination on June 29, 2021 stating that the construction of a new storm sewer along College Avenue would need to have some kind of water quality treatment (e.g. stormwater treatment unit, bio-detention, etc.) before it discharges to Rock Run Creek (Appendix C, C-17 to C-18). Horn Ditch is a tributary of and makes confluence with Rock Run Creek outside the construction limits for the proposed project. Storm sewer catchment basins will be utilized throughout the project area to catch sediment and debris that enters the storm sewer network. The City of Goshen will perform routine maintenance and cleaning on these structures to ensure they function properly.

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The U.S. Coast Guard, Ninth Coast Guard District responded to early coordination on July 14, 2021 stating that the project does not appear to be located over a waterway where the Coast Guard exercises jurisdiction as it pertains to exercising their bridge permitting authorities and that there would be no requirement for further coordination efforts prior to construction unless additional information is provided that clarifies the need for review by the Coast Guard (Appendix C, C-19).

The Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW) responded to early coordination on July 22, 2021 with standard recommendations regarding stream crossing structures, bank stabilization, riprap installation, revegetation of disturbed areas, minimization of in-channel disturbance, and timing restrictions for work in streams (Appendix C, C-22 to C-25).

The Indiana Department of Environmental Management (IDEM) automated response with standard recommendations regarding streams was received on June 22, 2021 (Appendix C, C-4 to C-11).

This project falls under the category of "Programmatic Coordination" per the USFWS Interim Policy for Review of Highway Transportation Projects in Indiana (Interim Policy) dated May 29, 2013. Standard recommendations from the Interim Policy regarding streams include: avoiding all work within the inundated part of the stream channel during fish spawning season except for work within sealed structures such as cofferdams, evaluating wildlife crossings under bridge/culvert projects in appropriate situations, minimizing the extent of hard armor (riprap) in bank stabilization, restricting below low-water work in streams, culvert design recommendations, and restricting channel work.

In a comment received on December 8, 2022 following the public hearing, the Elkhart County Surveyor's Office stated that the proposed project crosses Horn Ditch, which is a county regulated drain under the jurisdiction of the County Drainage Board. They have reviewed the scope of work and have granted permits for the relocation of utilities and improvements to the drainage outfalls at the CR 36 bridge over Horn Ditch. However, the County Drainage Board will need to review and approve the proposed pedestrian bridge on the north side of CR 36. They stated that the Horn Ditch two-stage system upstream of this bridge is designed based on the flow capabilities of the existing structure (CR 36 Bridge over Horn Ditch) and it is important that proposed improvements do not alter this flow. Therefore, they requested that a drawing of the structure and description of the proposed activity in the Horn Ditch channel for the site be submitted to the County Drainage Board for review and approval. This has been added as a firm commitment to the *Environmental Commitments* section of this document.

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

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

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

Based on the desktop review, the 2016 aerial map of the project area, and the RFI report (Appendix E, E-1 to E-11), there are twelve open water features within the 0.5-mile search radius. There were no open water features identified within the project area during the desktop review. However, one open water feature was identified during the April 27, 2021 site visit by American Structurepoint, Inc.

A *Wetland Delineation and Waters Report* was completed for the project on February 10, 2022. Please refer to Appendix F, F-1 to F-31 for the *Wetland Delineation and Water Report*. It was determined that one open water feature, Pond 1, totaling 0.023 acre was located within the investigated area. Pond 1 is a stormwater retention pond and is depicted as an NWI wetland in the RFI mapping. Pond 1 was determined to be a manmade feature constructed in dry land. Therefore, this feature was not anticipated to be a jurisdictional resource.

Pond 1 is located outside the construction limits for the proposed project. Therefore, no impacts are expected.

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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.)

Documentation

ESD Approval Dates

Wetlands (Mark all that apply)

Wetland Determination

Wetland Delineation

USACE Isolated Waters Determination

X

N/A

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 2016 aerial map of the project area, and the RFI report (Appendix E, E-1 to E-11), there are nineteen wetlands within the 0.5-mile radius. There is one wetland within the project area. No wetlands were identified during the site visit on April 27, 2021 by American Structurepoint, Inc. Therefore, no impacts are expected.

A *Wetland Delineation and Waters Report* was completed for the project on February 10, 2022. Please refer to Appendix F, F-1 to F-31 for the *Wetland Delineation and Water Report*. It was determined that no wetlands were present within the investigated area. The NWI wetland identified within the project area on the RFI mapping was determined to be associated with an open water feature, Pond 1. For more information on Pond 1, see the *Open Water Features* section of this document.

Presence

Impacts

Yes

NO

Terrestrial Habitat

☒
☒
☐

Total terrestrial habitat in project area: 3.50 Acre(s) Total tree clearing: 0.50 Acre(s)

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

Based on a desktop review, a site visit on April 27, 2022 by American Structurepoint, Inc. and the 2016 aerial map of the project area (Appendix B, B-3), there is mowed grass and forested habitat within the project area. Dominant flora species within the project area included Bradford pear (*Pyrus calleryana*), cottonwood, (*Populus deltoids*), staghorn sumac (*Rhus typhina*), smooth brome (*Bromus inermis*), red fescue (*Festuca rubra*), and tall fescue (*Schedonorus arundinaceus*). Photos of the project area taken during the April 27, 2021 site visit can be referenced in Appendix B, B-4.

It is anticipated that approximately 3.5 acre of terrestrial habitat will be impacted by the project. Of this, 3.0 acre is mowed grass ROW and residential/commercial lawns and 0.5 acre is forested. In order to widen the roadway and construct the multi-use path, approximately 0.5 acre of tree clearing is anticipated. Tree species identified along the project corridor include silver maple (*Acer saccharinum*), Norway maple (*Acer platanoides*), red oak (*Quercus rubra*), eastern red cedar (*Juniperus virginiana*) and black walnut (*Juglans nigra*). All trees will be cleared during bat inactive season and all tree clearing is within 100-feet of the edge of pavement.

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Implementation of standard INDOT specifications for re-vegetation of disturbed areas will promote re-establishment of similar ground cover in the areas temporarily impacted by construction equipment access. Mitigation for tree clearing within the floodway may be necessary and will be determined during the permitting process.

The IDNR-DFW responded to early coordination on July 22, 2021 with recommendations to avoid or minimize impacts to terrestrial habitat. The response included recommendations regarding revegetation, riparian habitat, wetland habitat, and tree and brush clearing (Appendix C, C-22 to C-25).

This project falls under the category of "Programmatic Coordination" per the USFWS Interim Policy for Review of Highway Transportation Projects in Indiana (Interim Policy) dated May 29, 2013. Standard recommendations from the Interim Policy regarding terrestrial habitat include: implementing temporary erosion and sediment control methods, revegetating all disturbed soil areas, restricting vegetation clearing, and not clearing trees or understory vegetation outside of the construction zone boundaries.

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 checked="" type="checkbox"/>	<input 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, E-1 to E-11), completed by American Structurepoint, Inc. on January 28, 2022, the IDNR Elkhart County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated July 22, 2021 (Appendix C, C-22 to C-25), the Natural Heritage Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on June 30, 2020, which did not indicate the presence of endangered bat species in or 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, C-39 to C-55). The project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). As of January 30, 2023, the status of the NLEB has changed from federally threatened to federally endangered. However, no additional action regarding the NLEB is required at this time. One additional species was generated in the IPaC species list along with the Indiana bat and NLEB. Refer to the paragraph below.

The official species list generated from IPaC indicated one other species present within the project area. The monarch butterfly (*Danaus plexippus*) was listed as a candidate species. The project qualifies for the most current INDOT/USFWS agreement. Therefore, no additional coordination with the USFWS is required for the monarch butterfly.

The project qualifies for the *Rangewide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between the FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A bridge inspection occurred on April 27, 2021 and no evidence of bats using the CR 36 bridge over Horn Ditch

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was observed (Appendix C, C-56). An effect determination key was completed on January 21, 2022, and based on the responses provided, the project was found to “may effect – not likely to adversely affect” the Indiana bat and/or the NLEB (Appendix C, C-28 to C-38). INDOT reviewed and concurred with the effect finding on February 1, 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. Six Avoidance and Minimization Measures (AMM) regarding lighting, tree clearing, and general guidelines were generated as part of the effect determination. AMMs are included as firm commitments in the *Environmental Commitments* section for 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 topo map of the project area (Appendix B, B-2) and the RFI report (Appendix E, E-1 to E-11), there are no karst features identified within or adjacent to the project area.

In the early coordination response on June 22, 2021, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, C-12 to C-13). The response indicated moderate liquefaction potential and floodway as geological hazards. The response also indicated that mineral resources exist within the project area. Bedrock resources were classified as having “moderate potential” and sand and gravel resources were classified as having “high potential”. The features will not be affected because the project requires minimal excavation. Response from IGWS has been communicated with the designer on June 22, 2021. 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)

Presence

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

Impacts

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

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

The Environmental Protection Agency’s (EPA) Sole Source Aquifer website (<http://www.epa.gov/dwssa>) was accessed on May 25, 2021 by American Structurepoint, Inc. The project is located in Elkhart County, which is located within the area of the St. Joseph

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Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. The FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project. The features will not be affected because the project requires minimal excavation (less than 10 feet).

The IDEM's Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on May 25, 2021 by American Structurepoint, Inc. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The IDNR Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on May 25, 2021 by American Structurepoint, Inc. Two unconsolidated wells are located adjacent to the project area. One well is located near the intersection of US 33 and College Avenue, and the other well is located in a residential lawn along the north side of College Avenue. The features will not be affected because they are located outside the construction limits of the project and best management practices will be utilized during construction to avoid impacts to the wells. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by American Structurepoint, Inc. on May 25, 2021, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on June 22, 2021 to the City of Goshen MS4 Coordinator. In a response dated June 29, 2021, the MS4 Coordinator stated that construction of a new storm sewer along College Avenue will need to have some kind of water quality treatment (e.g. stormwater treatment, bio-detention, etc.) before it discharges to Rock Run Creek. The response also indicated that construction of the new pedestrian bridge on the north side of the current CR 36 bridge over Horn Ditch may conflict with three existing storm sewer pipe outfalls into Horn Ditch. The City of Goshen is planning to remove two outfalls and combine them into one outfall, however, at the time of the response, the scope of work for the third outfall was still unknown (Appendix C, C-17 to C-18). This information was communicated to the project designer on June 29, 2021.

It was determined that the existing storm sewer outfalls would be relocated as a result of two separate projects occurring near the roadway crossing over Horn Ditch. One project will replace the existing CR 36 Bridge over Horn Ditch and the other project will relocate the existing lift station currently located northwest of the bridge. This work will occur prior to the College Avenue roadway widening and the storm sewers will be relocated to accommodate the roadway reconstruction project. Therefore, the storm sewer outfalls are not anticipated to be in conflict with the installation of the new pedestrian bridge. Storm sewer catchment basins will be utilized throughout the project area to catch sediment and debris that enters the storm sewer network. The City of Goshen will perform routine maintenance and cleaning on these structures to ensure they function properly.

Based on a desktop review, as site visit on April 27, 2021 by American Structurepoint, Inc., the 2016 aerial map of the project area (Appendix B, B-3), and utilities coordination, this project is located where there is a public water system. Water mains are located along the north side of College Avenue under the existing pavement. It is anticipated that there will be some conflict between the existing water main line and the proposed storm sewer installation. In those locations, the water mainline will be relocated or lowered to accommodate the new storm sewer. It is anticipated that these relocations can be accomplished with little-to-no interruptions in service. Utility coordination with the City of Goshen was initiated on December 9, 2020 and will continue throughout the project.

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

If applicable, indicate the Floodplain Level?

Level 1 ☐ Level 2 ☐ Level 3 ☐ Level 4 ☒ Level 5 ☐

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

Based on a desktop review of the IDNR Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) by American Structurepoint, Inc. on January 13, 2022 and the RFI report (Appendix E, E-1 to E-11), this project is located in a

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regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F-32). An early coordination letter was sent on June 22, 2021 to the local Floodplain Administrator and IDNR-DFW. The floodplain administrator did not respond within the 30-day time frame. The IDNR-DFW responded to early coordination on July 22, 2021 indicating that the proposal will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1 (Appendix C, C-22 to C-25). Due to the construction of the new pedestrian bridge over Horn Ditch, is anticipated that this project will require a Construction in a Floodway (CIF) permit through the IDNR.

This project qualifies as a Category 4 per the current INDOT CE Manual, which states: "No homes are located within the base floodplain within 1,000 feet upstream and three homes are located within the base floodplain within 1,000 feet downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks; and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses various structure size alternatives will be completed during the preliminary design phase. A summary of this study will be included with the Field Check Plans."

	<u>Presence</u>	<u>Impacts</u>	
Farmland		Yes	No
Agricultural Lands	<input type="text"/>	<input type="text"/>	<input type="text"/>
Prime Farmland (per NRCS)	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Points (from Section VII of CPA-106/AD-1006*)	<u>N/A</u>		
<i>*If 160 or greater, see CE Manual for guidance.</i>			

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 April 27, 2021 by American Structurepoint, Inc., and the 2016 aerial map of the project area (Appendix B, B-3), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected. An early coordination letter was sent on June 22, 2021 to Natural Resources Conservation Service (NRCS). In a response dated July 15, 2021, the NRCS stated that the project will not cause a conversion of prime farmland (Appendix C, C-20).

SECTION D – CULTURAL RESOURCES

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA	<input type="text" value="B, Types 1, 3, 8"/>	<input type="text" value="December 17, 2021"/>	<input type="text"/>
Full 106 Effect Finding			
No Historic Properties Affected	<input type="text"/>	No Adverse Effect	<input type="text"/>
		Adverse Effect	<input type="text"/>
Eligible and/or Listed Resources Present			
NRHP Building/Site/District(s)	<input type="text"/>	Archaeology	<input type="text"/>
		NRHP Bridge(s)	<input type="text"/>

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Documentation Prepared (mark all that apply)

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

ESD Approval Date(s)

December 17, 2021
December 17, 2021

SHPO Approval Date(s)

Memorandum of Agreement (MOA)

--

MOA Signature Dates (List all signatories)

--

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

On December 17, 2021 the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category B, Types 1, 3, and 8 under the Minor Projects Programmatic Agreement (Appendix D, D-1 to D-7). Type 1 covers "Replacement, repair or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking" that meets the listed conditions. Type 3 covers "Construction of added travel, turning, or auxiliary lanes (e.g. bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening" that meets the listed conditions. Type 8 covers "Construction of pedestrian facilities including trails, multi-use paths, greenways, and associated minor activities" that meets the listed conditions. An Archaeological Records Check and Phase Ia Reconnaissance report was prepared for the project. The records check of the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) identified no previously recorded sites within the survey area. The archaeological survey identified three new archaeological sites, however, the ephemeral nature of each site combined with a paucity of artifacts and a low probability to contain significant intact cultural deposits or features indicated that none of the sites would likely meet National Register eligibility requirements. None of the sites were recommended as eligible for listing in the Indiana Register of Historic Sites and Structures (IRHSS) or the NRHP (Appendix D, D-8 to D-10). No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

	<u>Presence</u>	<u>Use</u>	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Publicly owned recreation area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wildlife and Waterfowl Refuges			
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"/>
Historic Properties			
Site eligible and/or listed on the NRHP	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Evaluations Prepared

Programmatic Section 4(f)
"De minimis" Impact
Individual Section 4(f)
Any exception included in 23 CFR 774.13

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

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

Based on a desktop review, the 2016 aerial map of the project area (Appendix B, B-3), and the RFI report (Appendix E, E-1 to E-11) there are three potential 4(f) resources located within the 0.5-mile search radius. According to additional research and by the site visit on April 27, 2021 by American Structurepoint, Inc., there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Section 6(f) Involvement

Presence

Use

Yes

No

Section 6(f) Property

☐
☐
☐

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

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
X	
X	
X	
X	
	X
X	
	X

Location in STIP:

Name of MPO (if applicable):

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Location in TIP (if applicable):

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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.

This project is included in the Fiscal Year (FY) 2022-2026 Michiana Area Council of Governments (MACOG) Transportation Improvement Program (TIP) which has been directly incorporated into the FY 2022-2026 Statewide Transportation Improvement Program (STIP) (Appendix H, H-1 to H-6).

This project is located in Elkhart County, which is currently a maintenance area for Ozone, under the 1997 8-Hour Ozone standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision.) The project's design concept and scope are accurately reflected in both the MACOG Transportation Plan (TP) (Appendix H, H-7) and the MACOG TIP (Appendix H, H-1) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

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

SECTION G - NOISE

Noise

Yes

No

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

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 Indiana Department of Transportation Traffic Noise Analysis Procedure, this action does not require a formal noise analysis.

Based on comments received following the public hearing regarding noise during construction of the proposed project, the following firm commitment has been added to the *Environmental Commitments* section of this document: The contractor shall adhere to the City of Goshen Noise Control Ordinance, Ordinance 3899, during construction.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

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

Yes

☒

No

☐

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

☐

☒

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

☐

☒

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

☐

☒

Does the community have an approved transition plan?

☒

☐

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

☐

☐

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

☒

☐

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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.

Social Effects:

The proposed project will include the addition of a new TWLT lane along College Avenue, construction of a new storm sewer, and construction of a new multi-use path along the north side of College Avenue. The new multi-use path will increase pedestrian mobility along College Avenue and provide connection to the existing multi-use path located at the western termini of the project corridor. The project is considered a benefit for the community as it will address unsafe conditions along College Avenue by providing a TWLT lane and pedestrian facilities. Temporary negative socioeconomic impacts the project will have on the community include temporary inconveniences commonly associated with construction such as noise, fugitive dust, increased travel delay, and utility disruptions. However, these impacts are temporary and will cease upon completion of the project.

The Elkhart County website (<https://www.visitelkhartcounty.com/events/>) and the City of Goshen website (<https://goodofgoshen.com/event-calendar/>) were reviewed for events and festivals planned in the upcoming years. The Elkhart County 4-H Fair is held annually for nine days during the month of July. Primary access to the fairgrounds is located along CR 34 and will not be directly impacted by the project. However, one access point (south entrance gate) to the Elkhart County 4-H Fairgrounds is located along College Avenue approximately 0.08 miles east of the Norfolk Southern Railroad Crossing. Although this entrance is located outside the limits of the proposed project, fair traffic utilizes the portion of College Avenue within the project area to access the south entrance gate from US 33. Therefore, closure of this portion of College Avenue to through traffic during construction will likely impact normal traffic routes to the fair and may result in increased traffic volumes at other fairground entrances and on surrounding local roadways. Access to the southern gate of the fair grounds will be maintained via the proposed detour route utilizing US 33 to Kercher Road to CR 31 to College Avenue. Specific dates of the fair that will occur during the anticipated construction of the College Avenue Roadway Improvement project are as follows: July 21-29, 2023, July 19-27, 2024, and July 18-26, 2025. Coordination with the Elkhart County 4-H Fair regarding fair traffic access along College Avenue shall occur prior to the construction start date and annually at least two months prior to the fair throughout project construction. This has been added as a firm commitment to the *Environmental Commitments* section of this CE document.

Permanent socioeconomic effects are not expected. The proposed project is not anticipated to negatively affect community cohesion. Transportation within the community and access to community resources will not be affected. Minimal impacts are anticipated to the local tax base, property value, and community events.

Overall, the project is expected to positively impact the community. The temporary and permanent socioeconomic impacts discussed here do not outweigh the benefits the project will bring to the community by addressing the unsafe conditions along College Avenue for vehicles and pedestrians.

Transition Plan:

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

The City of Goshen's ADA Transition Plan was originally compiled in 1992 and updated in 2012 (https://goshenindiana.org/media/uploads/1/11076_ADA-Transition-Plan.pdf). The City is committed to ensuring that their pedestrian facilities are reasonably accessible for all persons and comply with the ADA. Part of the proposed will construct a new multi-use path along the north side of College Avenue. Where the multi-use path crosses driveways and intersecting streets, all cross slopes and running slopes will be designed in accordance with ADA requirements. Therefore, the new pedestrian path will be compliant with the ADA and the project will meet the transition plan requirements.

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 2016 aerial map of the project area (Appendix B, B-2), and the RFI report (Appendix E, E-1 to E-11) there are 2 public facilities within the 0.5-mile search radius. There are no public facilities within or adjacent to the project area, which was confirmed by the site visit on April 27, 2021 by American Structurepoint, Inc. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

The Goshen City Police Department responded to early coordination on June 23, 2021 stating that they believed the project would

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be beneficial from a law enforcement standpoint as it would help with traffic and pedestrian flow throughout the area making it safer for all that travel the route (Appendix C, C-14).

The INDOT Office of Aviation responded to early coordination on June 23, 2021 stating that if any object, obstruction, or equipment will exceed 160 feet in height, further coordination will be required with the Office of Aviation due to the close proximity of Goshen Airport and the need for any obstructions within 5 miles to meet a 100:1 glidescope to the nearest runway (Appendix C, C-15). There will be no object, obstruction, or equipment that will exceed 160 feet in height. Therefore, no further coordination is required.

Norfolk Southern Railroad crosses College Avenue at the eastern termini of the project area. All work will occur outside of the railroad right-of-way. Therefore, no impact to the railroad is anticipated.

Currently, one gas and electric company, (Nipsco), three communications companies (Frontier, Comcast Cable, and Job 8, LLC), and one water and sewer utility (City of Goshen Utilities) provide services to residents and businesses within the project area. Coordination with these utility companies to identify potential conflicts and relocation of the appropriate facilities, if needed, has been initiated by the project designer. This coordination will continue through the duration of the engineering phase of the project.

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

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

Yes	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input checked="" 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 5.59 acres of permanent ROW and 0.52 acre of temporary ROW. No relocations are anticipated. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is the City of Goshen. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 3.02. 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 2019 American Community Survey was obtained from the US Census Bureau website (<https://data.census.gov/cedsci/>) on January 24, 2022 by American Structurepoint, Inc. The data collected for minority and low-income populations within the AC are summarized in the below table.

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	COC City of Goshen	AC 1 Census Tract 3.02
LOW-INCOME POPULATION		
Total Population for Whom Poverty Status is Determined	32,857	6,351
Total Population Below Poverty Level	5,210	646
Percent Low-Income	15.86%	10.17%
125 Percent of COC	19.82%	
AC Percent Low-Income Greater Than 125 Percent of COC?		No
AC Percent Low-Income Greater Than 50 Percent?		No
Population of EJ Concern?		No
MINORITY POPULATION		
Total Population	32,857	6,351
Minority Population	10,252	485
Percent Minority	31.20%	7.64%
125 Percent of COC	39.00%	
AC Percent Minority Greater Than 125 Percent of COC?		No
AC Percent Minority Greater Than 50 Percent?		No
Population of EJ Concern?		No

AC-1, Block Group 1, Census Tract 3.02 has a percent minority of 7.64% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain minority populations of EJ concern.

AC-1, Block Group 1, Census Tract 3.02 has a percent low-income of 10.17% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain low-income populations of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I, I-2 to I-4. AC-1 Block Group 1, Census Tract 3.02 does not contain minority or low-income populations of EJ concern. No further environmental justice analysis is warranted.

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

☐
☐
☒
☒

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.

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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

X
X

Date RFI concurrence by INDOT SAM (if applicable): February 11, 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 GIS and available public records, the RFI was completed on January 28, 2022 by American Structurepoint, Inc. and INDOT Site Assessment and Management (SAM) provided their concurrence on February 11, 2022 (Appendix E-1 to E-11). Two Resource Conservation and Recovery Act (RCRA) generators/Treatment, Storage, and Disposal (TSD) sites, three underground storage tank (UST) sites, three leaking UST (LUST) sites, one Voluntary Remediation Program (VRP) site, three institutional control sites, and nineteen National Pollutant Discharge Elimination System (NPDES) facility sites are located within 0.5 mile of the project area.

Two RCRA generator/TSD sites, associated with Lippert Components Inc. and Behlen Manufacturing Company, are located in the project area. According to a Hazardous Waste Handler Identification Form dated October 26, 2001, the Behlen Manufacturing site was classified as a Conditional Exempt Small Quantity Generator (CESQG). Therefore no impact is expected from the Behlen Manufacturing Company RCRA generator/TSD site. According to a Hazardous Waste Handler Identification Form dated February 11, 2019, the Lippert Components Inc. site is classified as a Small Quantity Generator (SQG) of flammable waste liquid. Refer to the VRP paragraph below for additional information regarding the Lippert Components, Inc. site.

Two UST sites, associated with Behlen Manufacturing Company and Master Fab Inc., are located in the project area. According to Notification for Underground Storage Tank documentation, all USTs have been removed from their respective sites. Therefore, no impact is expected.

Two LUST sites, associated with Lippert Components, Inc., and Behlen Manufacturing Company, are located in the project area. A No Further Action (NFA) determination was issued for the Behlen Manufacturing Company site on August 9, 1999. Therefore, no impact is expected. Although a NFA was also issued by IDEM for the Lippert Components Inc. site on July 2, 1999, historical testing was not completed in accordance with current regulatory standards. Therefore, in addition to petroleum contamination, it is possible that lead would be in the soil/groundwater. Before proper removal and disposal of soil and/or groundwater, analysis for petroleum contamination (including lead) will be necessary. Recommended procedures to manage and report contamination are available in Appendix G of the SAM Manual. This has been added as a firm commitment to the *Environmental Commitments* section of this CE document.

One VRP site, associated with Lippert Components, Inc. is located approximately 0.21 mile north of the project area. A Certificate of Completion was issued for this project and recorded on the deed to the property on January 21, 2020. Buried debris from past activities was reported to be in direct contact with groundwater (6 to 7 feet below the ground surface). Contaminants of concern include volatile organic compounds (VOCs), semi-volatile organic compounds, RCRA Metals, and polychlorinated biphenyls (PCBs). In addition to the above, a lacquer thinner storage tank, a hazardous waste storage area, and a gasoline storage tank area (in addition to the previously mentioned UST area) are respectively located approximately 0.04 mile north, 0.13 mile north, and 0.14 mile north of the project area. These potential source areas are located at the Lippert Components main building area, which is located near the east end of the project area. The groundwater conditions between the project area and the above are unknown. As such, a Phase II Environmental Site Assessment will occur prior before RFC for the College Avenue Roadway Reconstruction project. Prior to any investigation activities, a scope of work plan will be prepared and submitted to INDOT SAM for review and approval. This has been added as a firm commitment to the *Environmental Commitments* section of this CE document.

No institutional controls sites are located within the project area. However, the Lippert Components Inc. facility is located approximately 0.21 mile north of the project area. Additional information regarding the Lippert Components, Inc. site is provided in the VRP paragraph above.

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Six NPDES facility sites are located within the project area. Three of the NPDES facility sites (Western Rubber Company, Commodore Corporation, and Spacemaker Buildings) were associated with permits that were determined to be expired as of January 2022. Therefore, no impact is expected for these NPDES facility sites. Coordination with the remaining NPDES facility sites (INDOT Des. No. 1383237 US Highway 33 and College Avenue Intersection Improvements, Lippert Components Inc., and Forest River Inc.) was initiated by American Structurepoint, Inc. on January 4, 2021. No response was received from any of the NPDES facility sites within the 30 day timeframe. Therefore, it was assumed that these facilities would not be impacted by the proposed project.

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

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Nationwide Permit (NWP)
Regional General Permit (RGP)
Individual Permit (IP)
Other

X

IN Department of Environmental Management (401/Rule 5)

Nationwide Permit (NWP)
Regional General Permit (RGP)
Individual Permit (IP)
Isolated Wetlands
Rule 5
Other

X
X

IN Department of Natural Resources

Construction in a Floodway
Navigable Waterway Permit
Other

X

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."

It is anticipated that the placement of revetment riprap below the OHWM of Horn Ditch will require the issuance of an IDEM Section 401 RGP and a USACE Section 404 RGP. Compensatory mitigation is not anticipated.

The IDNR-DFW responded to early coordination on July 22, 2021 indicating that the proposal will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1 (Appendix C, C-22 to C-25). Due to the construction of the new pedestrian bridge over Horn Ditch, is anticipated that this project will require a Construction in a Floodway (CIF) permit through the IDNR. Compensatory mitigation for tree clearing within the floodway may be necessary and will be determined during the permitting process.

Horn Ditch is a county regulated drain. Therefore, a permit from the Elkhart County Drainage Board will be required for the construction of the new pedestrian bridge over Horn Ditch.

A Construction Stormwater General Permit (CSGP), previously known as a Rule 5 permit, will be required due to an anticipated land disturbance area of greater than 1 square mile.

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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.

ENVIRONMENTAL COMMITMENTS

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

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Fort Wayne 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. Lippert Components Incorporated, 2703 College Avenue, AI ID #11626, is located within the project area. IDEM issued a NFA determination for the site on July 2, 1999. However, the former UST basin is located within the project area and historical testing was not completed in accordance with current regulatory standards. In addition to petroleum contamination, it is possible that lead would be in the soil/groundwater. Before proper removal and disposal of soil and/or groundwater, analysis for petroleum contamination (including lead) will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)
4. One VRP site, associated with Lippert Components, Inc. is located approximately 0.21 mile north of the project area. A Certificate of Completion was issued for this project and recorded on the deed to the property on January 21, 2020. Buried debris from past activities was reported to be in direct contact with groundwater (6 to 7 feet below the ground surface). Contaminants of concern include volatile organic compounds (VOCs), semi-volatile organic compounds, RCRA Metals, and polychlorinated biphenyls (PCBs). In addition to the above, a lacquer thinner storage tank, a hazardous waste storage area, and a gasoline storage tank area (in addition to the previously mentioned UST area) are respectively located approximately 0.04 mile north, 0.13 mile north, and 0.14 mile north of the project area. These potential source areas are located at the Lippert Components main building area, which is located near the east end of the project area. The groundwater conditions between the project area and the above are unknown. As such, a Phase II Environmental Site Assessment will occur prior before RFC for the College Avenue Roadway Reconstruction project. Prior to any investigation activities, a scope of work plan will be prepared and submitted to INDOT SAM for review and approval. (INDOT SAM)
5. The construction of a new storm sewer along College Avenue will need to have some kind of water quality treatment (e.g. stormwater treatment unit, bio-detention, etc.) before it discharges to Rock Run Creek. (MS4 Coordinator, City of Goshen)
6. 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)
7. LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during active season. (USFWS)
8. TREE REMOVAL AMM 1: Modify all phases/aspects of the project (e.g. temporary work areas, alignments) to avoid tree removal. (USFWS)
9. 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 within no bats observed. (USFWS; IDNR-DFW)

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10. 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)
11. TREE REMOVAL AMM 4: Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year. (USFWS)
12. The Elkhart County 4-H Fair is held annually for nine days during the month of July at the Elkhart County 4-H Fairgrounds. Specific dates of the fair during the anticipated construction of the College Avenue Roadway Improvement project are as follows: July 21-29, 2023, July 19-27, 2024, and July 18-26, 2025. Coordination with the Elkhart County 4-H Fair (Shelly Steury – General Manager and 2024 President; Shelly@4hfair.org) shall occur prior to the construction start date and annually at least two months prior to the fair throughout project construction. (Elkhart County 4-H Fair)
13. Drawings and a description of the proposed pedestrian bridge over Horn Ditch shall be submitted for review and approval by the Elkhart County Drainage Board. (Elkhart County Surveyor's Office)
14. The contractor shall adhere to the City of Goshen Noise Control Ordinance, Ordinance 3899 during construction. (City of Goshen)

For Further Consideration:

15. The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety. (IDNR-DFW)
16. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the OHWM. The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)
17. Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however. (IDNR-DFW)
18. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR-DFW)
19. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)
20. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)
21. Protect the area around and below any concentrated discharge points, down to the waterway's normal flow level, with an appropriate structural armament such as riprap. (IDNR-DFW)
22. Avoid all work within the inundated part of the stream channel during the fish spawning season (April 1 through June 30); except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water Mark during this time unless the machinery is within the caissons or on the

Indiana Department of Transportation

County Elkhart County

Route College Avenue

Des. No. 1900739

cofferdams. (USFWS)

23. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels, and diversion fencing. (USFWS)
24. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)
25. Restrict below low-water work in streams to placement of culverts, piers, pilings, and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)
26. Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles, and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community. (USFWS)

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Appendix A: INDOT Supporting Documents

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	“No Historic Properties Affected”	“No Adverse Effect”	-	“Adverse Effect” Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	“No Effect”, “Not likely to Adversely Affect” (With select AMMs ⁶)	“Not likely to Adversely Affect” (With any AMMs or commitments)	-	“Likely to Adversely Affect”	Project does not fall under Species Specific Programmatic ⁷
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or “No Effect”	“Not likely to Adversely Affect”	-	-	“Likely to Adversely Affect”
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁸
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ⁹
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹⁰
Approval Level <ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA 	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

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

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

⁷ 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.

⁸ Potential for causing a disproportionately high and adverse impact.

⁹ 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.

¹⁰ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

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

Appendix B: Graphics

1" = 2,000'



Project Location

COLLEGE AVE

OAKLIN

DIERDORFF RD

US 33

CENTURY DR

EISENHOWER DR

SOURCE: 2011 IndianaMap Aerial Photography

ELKHART

Goshen

Project Location

Goshen Muni

New Paris

KOSCIUSKO

Millford

Syracuse

Millersburg

LAGRANGE

NOBLE

Ligonier

Cromwell

White Pigeon



Elkhart County, IN

Source: ESRI Street Map North America

Not to Scale



AMERICAN
STRUCTUREPOINT
INC.

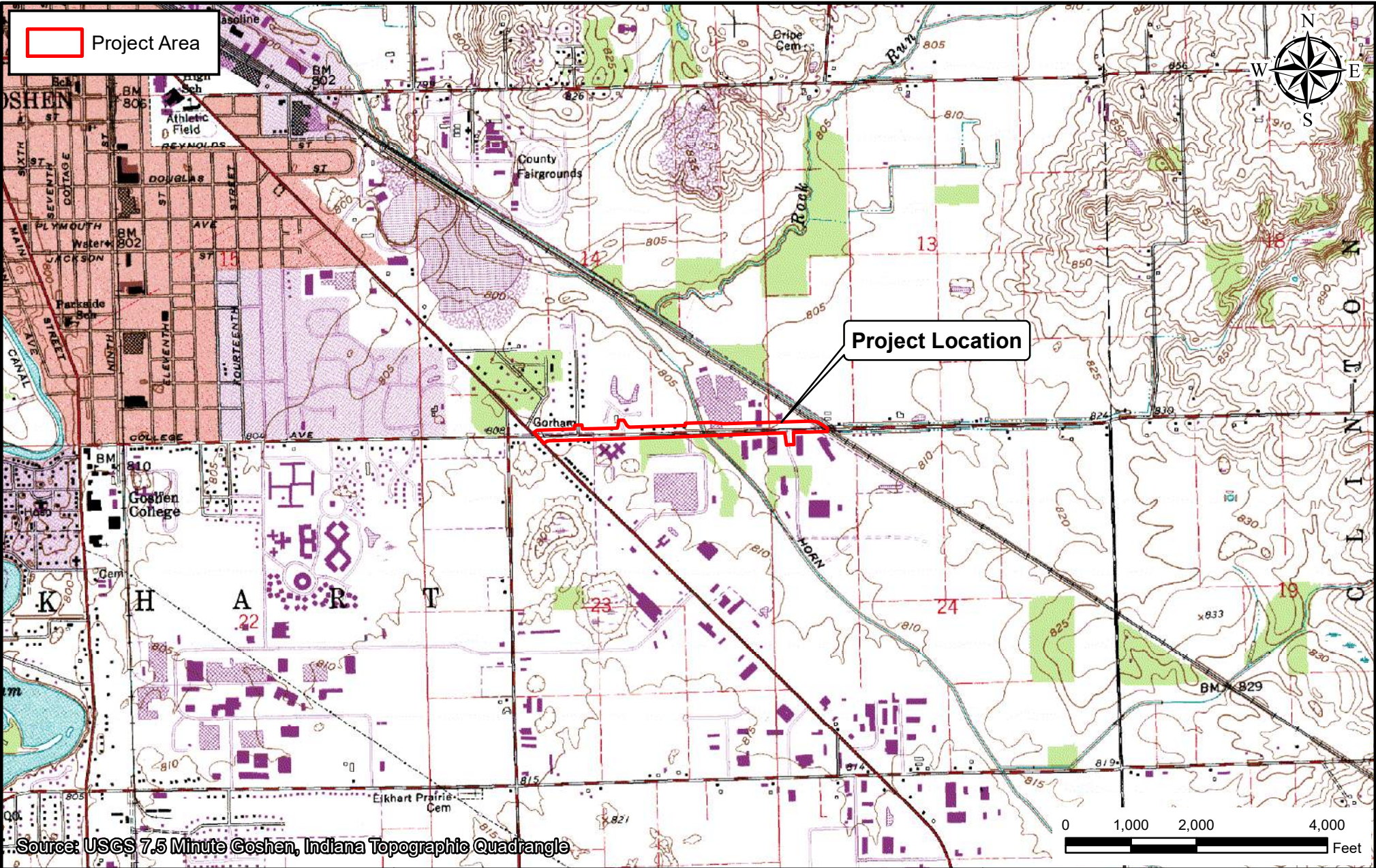
State Location Map

City of Goshen
202 S. 5th St.
Goshen, IN 46528


College Avenue Road Reconstruction
Des. No. 1900739

Location: Goshen
Township: Elkhart
County: Elkhart
State: Indiana


Date: 05/13/2021



Source: USGS 7.5 Minute Goshen, Indiana Topographic Quadrangle

 <p>AMERICAN STRUCTUREPOINT INC.</p>	<p>USGS Topographic Map</p> <p>City of Goshen 202 S. 5th St. Goshen, IN 46528</p>	<p>College Avenue Road Reconstruction Des. No. 1900739</p> <p>Location: Goshen Township: Elkhart County: Elkhart State: Indiana</p> <p>Date: 05/13/2021</p>
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	2016 Aerial Photography and Photo Location Map		College Avenue Road Reconstruction Des. No. 1900739
	City of Goshen 202 S. 5th St. Goshen, IN 46528		Location: Goshen Township: Elkhart County: Elkhart State: Indiana
		Date: 05/17/2021	Appendix B B-3

**College Avenue Road Reconstruction
DES. NO. 1900739
April 27, 2021**



Photo 1. Looking east along College Avenue from the western termini of the project area.



Photo 2. Looking north at the intersection of College Avenue and Oak Lane.



Photo 3. Looking northeast at the intersection of College Avenue and Spring Brooke Drive.



Photo 4. Looking north (downstream) along Horn Ditch at the CR 36 Bridge over Horn Ditch.



Photo 5. Looking east at the intersection of College Avenue and Century Drive.



Photo 6. Looking west along College Avenue from the eastern termini of the project area.

PROJECT	DESIGNATION
1900739	1900739
CONTRACT	BRIDGE FILE
R-42000	XXX

INDIANA DEPARTMENT
OF TRANSPORTATION



ROAD PLANS

COLLEGE AVENUE

PROJECT NO. 1900739

1900739

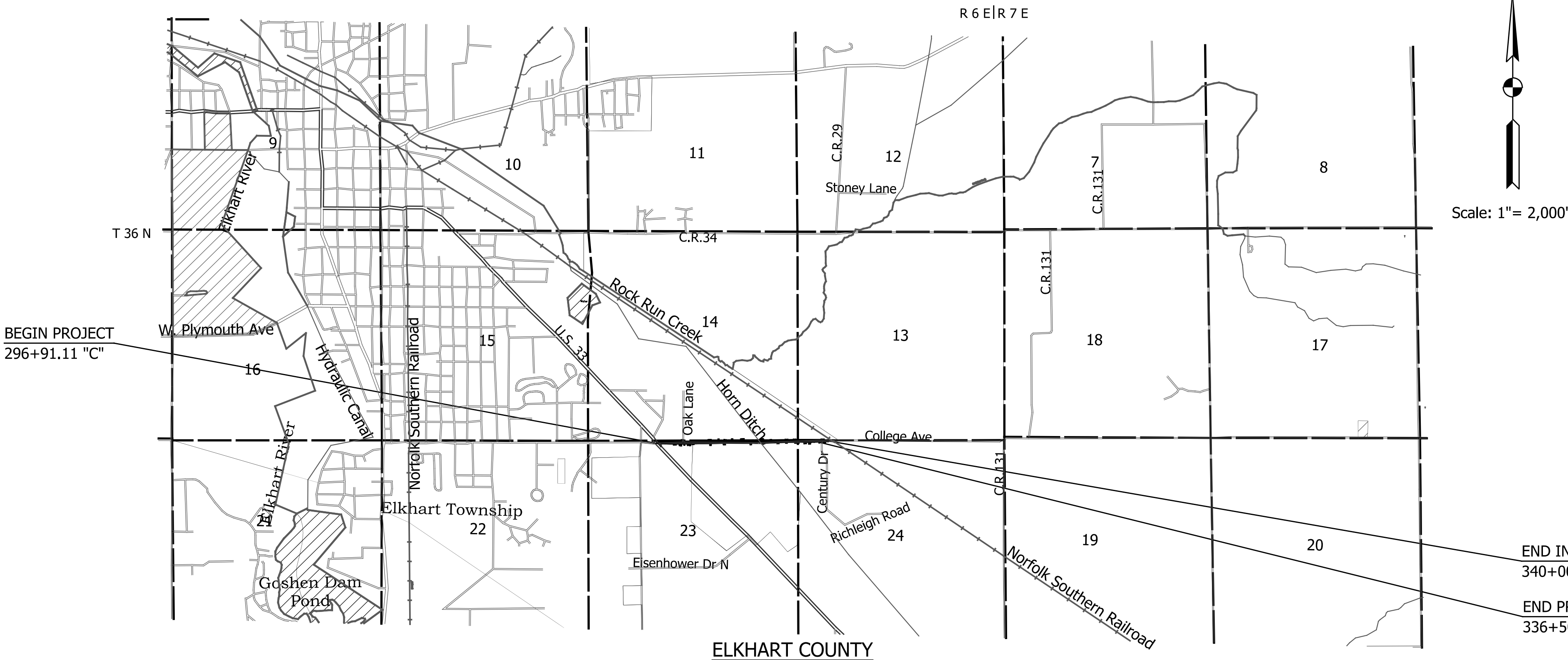
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P.E.

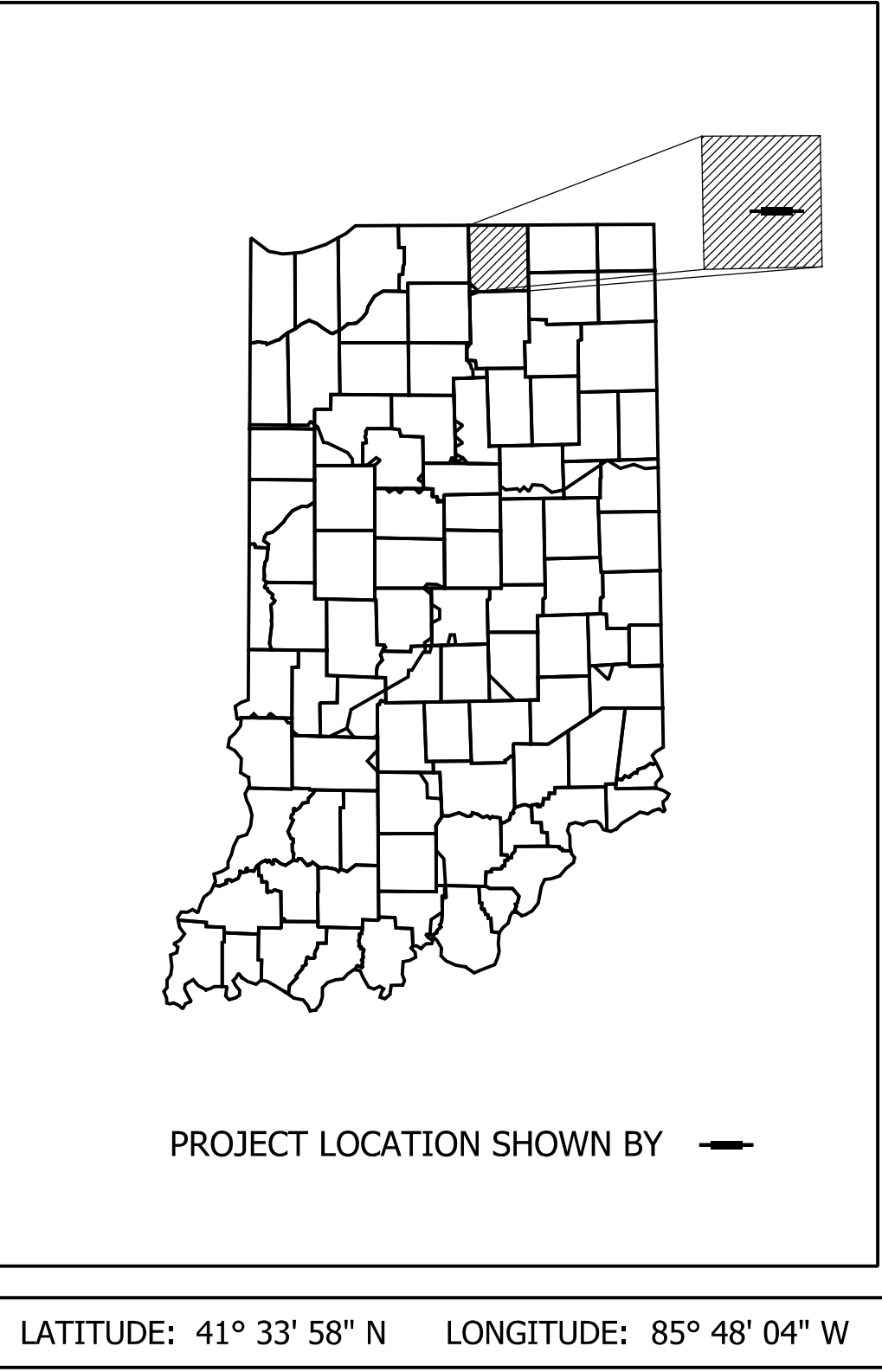
R/W

CONST.

Project Description: Roadway Widening and Reconstruction Beginning at the Intersection of College Avenue and US 33 to Approximately 450' East of the Intersection of College Avenue and Century Drive in Sections 13, 14, 23, & 24 of T-36-N and R-6-E, Elkhart Township, Elkhart, Indiana.



TRAFFIC DATA COLLEGE AVE.		
A.A.D.T. (2025)	7,060	V.P.D.
A.A.D.T. (2045)	9,710	V.P.D.
D.H.V (2045)	874	V.P.H.
DIRECTIONAL DISTRIBUTION	50/50	%
TRUCKS	12	% A.A.D.T.
		% D.H.V.
DESIGN DATA		
DESIGN SPEED	35	M.P.H.
PROJECT DESIGN CRITERIA	4R RECONSTRUCTION (NON-FREEWAY)	
FUNCTIONAL CLASSIFICATION	MAJOR COLLECTOR	
RURAL/URBAN	URBAN (INTERMEDIATE)	
TERRAIN	LEVEL	
ACCESS CONTROL	NONE	



Gross Length: 0.82 MI.

Net Length: 0.82 MI.

Maximum Grade: 1.59 %

STAGE 2 PLANS

SUBMITTED BY: AMERICAN STRUCTUREPOINT INC.

DATE: 12/2/22

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

AMERICAN
STRUCTUREPOINT
INC.

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

FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPT. OF TRANSPORTATION

APPROVED: _____
DATE

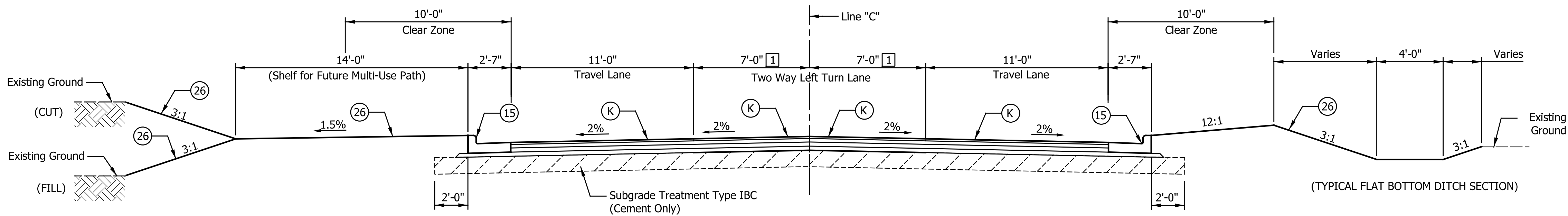
DIVISION ADMINISTRATOR

PLANS
PREPARED BY: American Structurepoint, Inc. (317) 547-5580
MM/DD/YYYY PHONE NUMBER

CERTIFIED BY: _____
DATE

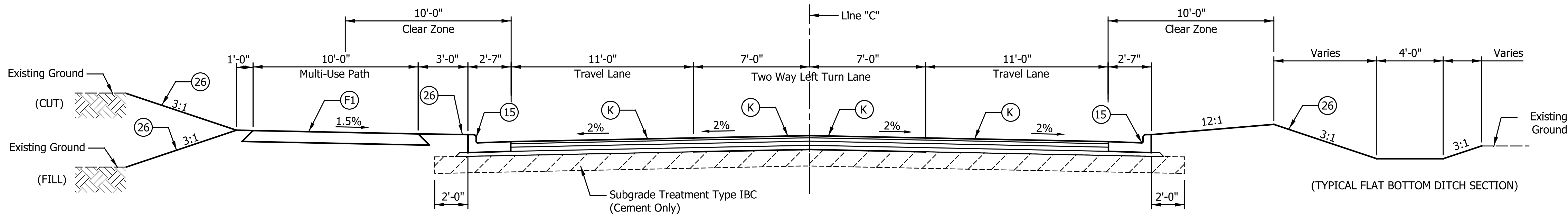
APPROVED
FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION
DATE

BRIDGE FILE	
XXX	
DESIGNATION	
1900739	
SHEETS	
SURVEY BOOK	1 of 83
N/A	
CONTRACT	PROJECT
R-42000	1900739



TYPICAL SECTION
COLLEGE AVE - LINE "C"
Sta 298+30.00 "C" TO 302+75.00 "C"

1 Varies from Sta. 298+30.00 "C" to 300+00.00 "C"
Refer to Plan Details for Dimensions



TYPICAL SECTION
COLLEGE AVE - LINE "C"
Sta 302+75.00 "C" TO 321+59.39 "C"
Sta 322+80.65 "C" TO 324+13.10 "C"

- (K1) 165 #/Syd. QC/QA-HMA, 3, 64, Surface, 9.5 mm, on
330 #/Syd. QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on
385 #/Syd. QC/QA-HMA, 2, 64, Base, 19.0 mm, on
3.0" Compacted Aggregate, No. 53, Base

(K) 165 #/Syd. QC/QA-HMA, 3, 64, Surface, 9.5 mm, on
330 #/Syd. QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on
385 #/Syd. QC/QA-HMA, 2, 64, Base, 19.0 mm, on
330 #/Syd. QC/QA-HMA, 2, 64, Base, 19.0 mm
- (F) HMA for Sidewalk, consisting of
140#/SYS HMA Surface Type B on
220#/SYS HMA Intermediate Type B on
6" Compacted Aggregate No. 53, on
Subgrade Treatment Type III

(O) Compacted Aggregate Shoulder
(Refer to plans for thickness)
- (14) Concrete Curb, Modified

(15) Combined Concrete
Curb and Gutter

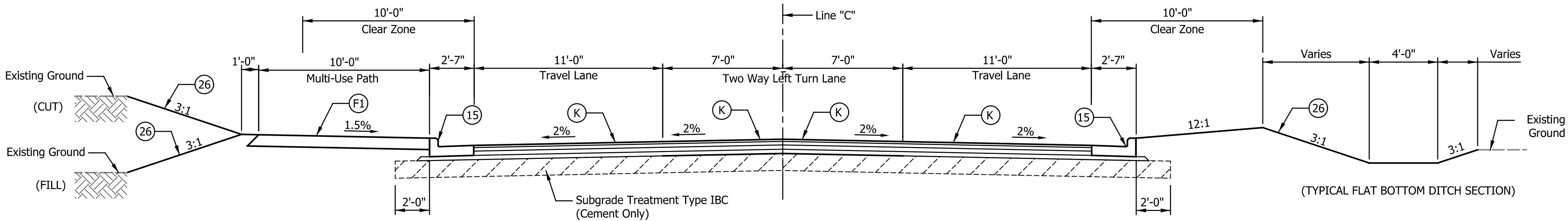
(26) Sodding, Nursery

(69) Modular Block Wall

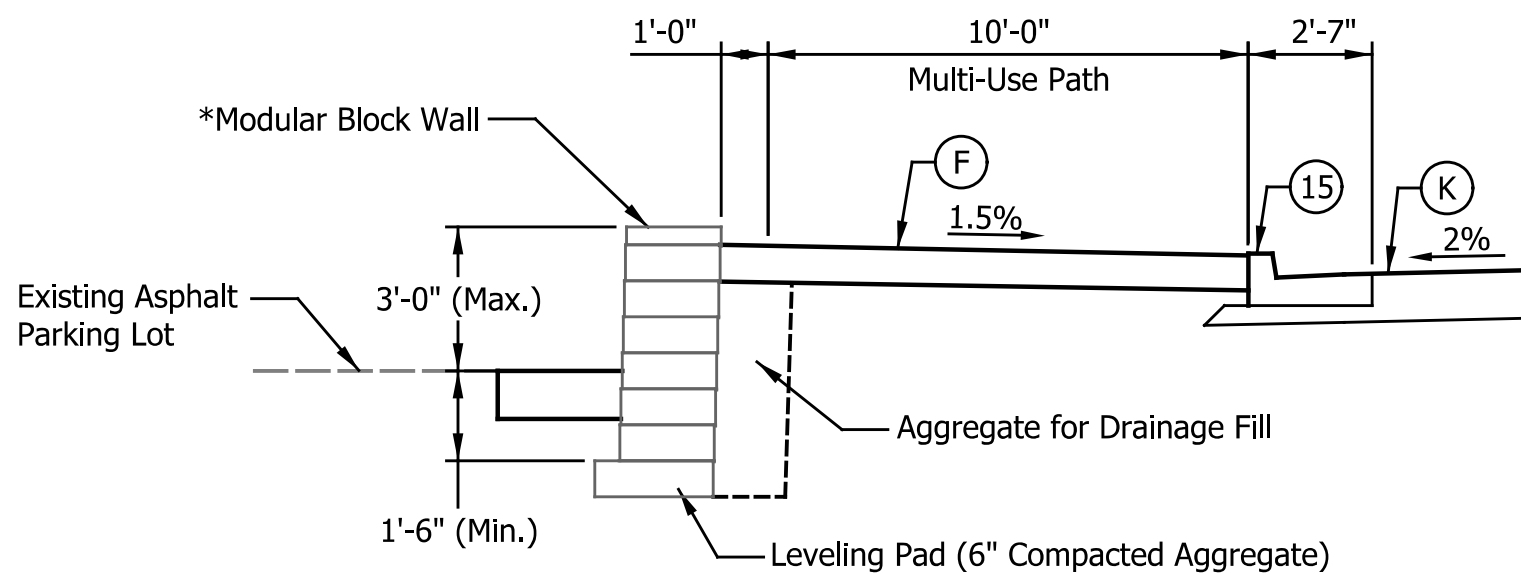
(69A) Handrail, Pedestrian

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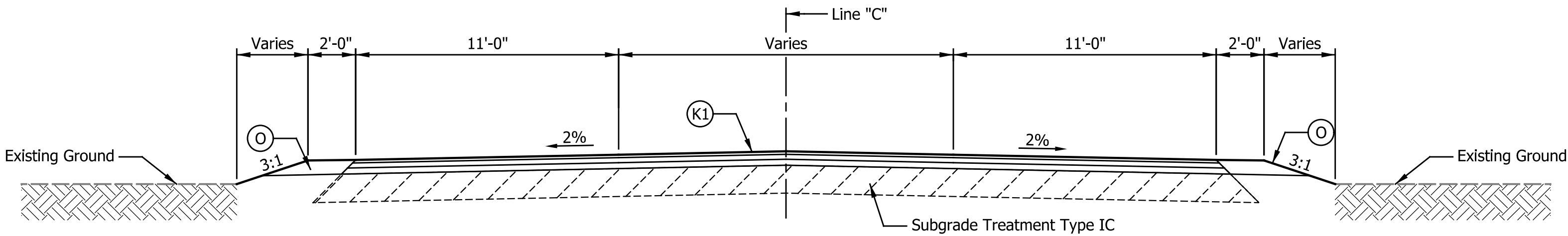
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									VERTICAL SCALE	DESIGNATION
									N/A	1900739
									SURVEY BOOK	SHEETS
									N/A	3 of 83
								TYPICAL CROSS SECTIONS		
								COLLEGE AVENUE - LINE "C"	CONTRACT	PROJECT
									R-42000	1900739



TYPICAL SECTION
COLLEGE AVE - LINE "C"
Sta 324+13.10 "C" TO 336+50.00 "C"



Typical Modular Block Wall Section
Sta 332+00.00 "C" TO 338+25.00 "C"
* Design Varies by Manufacturer



INCIDENTAL CONSTRUCTION
COLLEGE AVE
Sta 336+50.00 "C" TO 340+00.00 "C"

- LEGEND**
- (K1) 165 #/Syd. QC/QA-HMA, 3, 64, Surface, 9.5 mm, on 330 #/Syd. QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on 385 #/Syd. QC/QA-HMA, 2, 64, Base, 19.0 mm, on 3.0" Compacted Aggregate, No. 53, Base
- (F) HMA for Sidewalk, consisting of 140#/SYS HMA Surface Type B on 220#/SYS HMA Intermediate Type B on 6" Compacted Aggregate No. 53, on Subgrade Treatment Type III
- (K) 165 #/Syd. QC/QA-HMA, 3, 64, Surface, 9.5 mm, on 330 #/Syd. QC/QA-HMA, 2, 64, Intermediate, 19.0 mm, on 385 #/Syd. QC/QA-HMA, 2, 64, Base, 19.0 mm, on 330 #/Syd. QC/QA-HMA, 2, 64, Base, 19.0 mm
- (14) Concrete Curb, Modified
- (15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery
- (69) Modular Block Wall
- (69A) Handrail, Pedestrian
- (O) Compacted Aggregate Shoulder (Refer to plans for thickness)

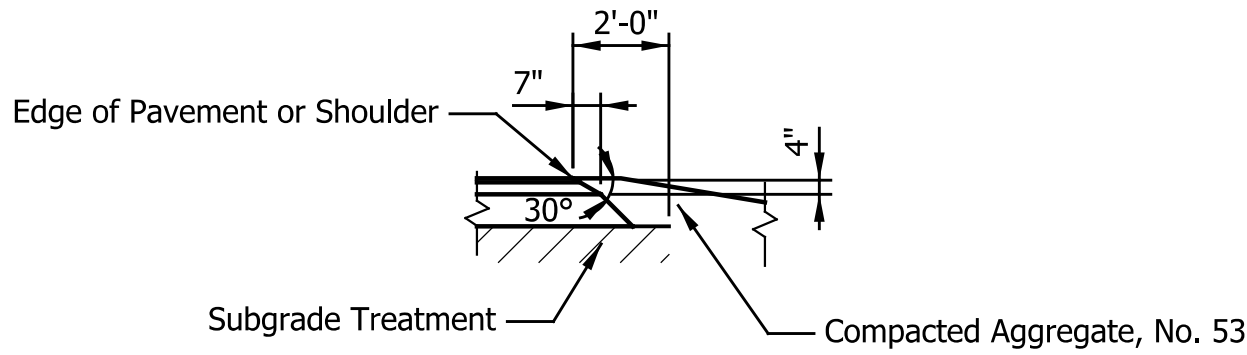
DATE	REVISION

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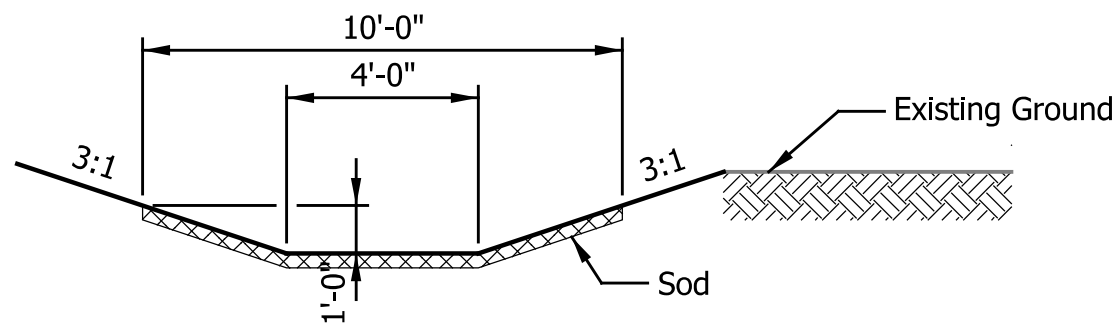
INDIANA DEPARTMENT OF TRANSPORTATION
TYPICAL CROSS SECTIONS COLLEGE AVENUE - LINE "C"

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VERTICAL SCALE N/A	DESIGNATION 1900739
SURVEY BOOK N/A	SHEETS 4 of 83
CONTRACT R-42000	PROJECT 1900739

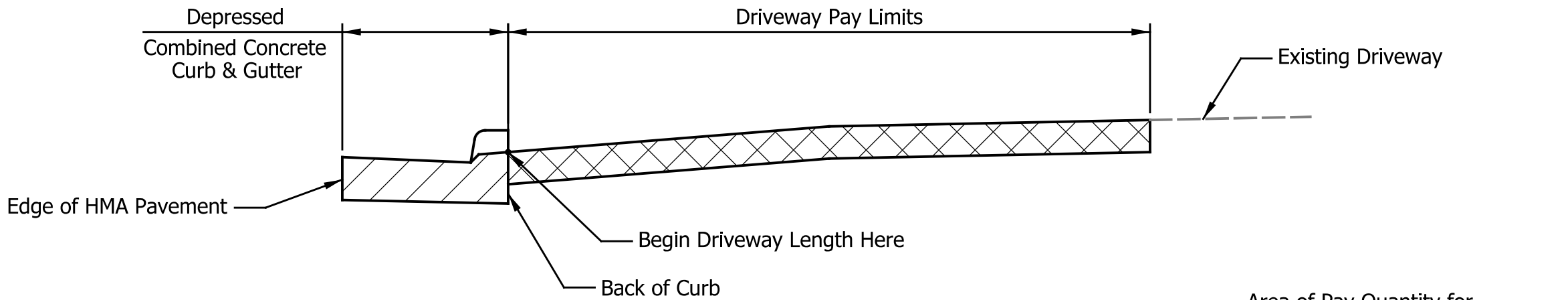
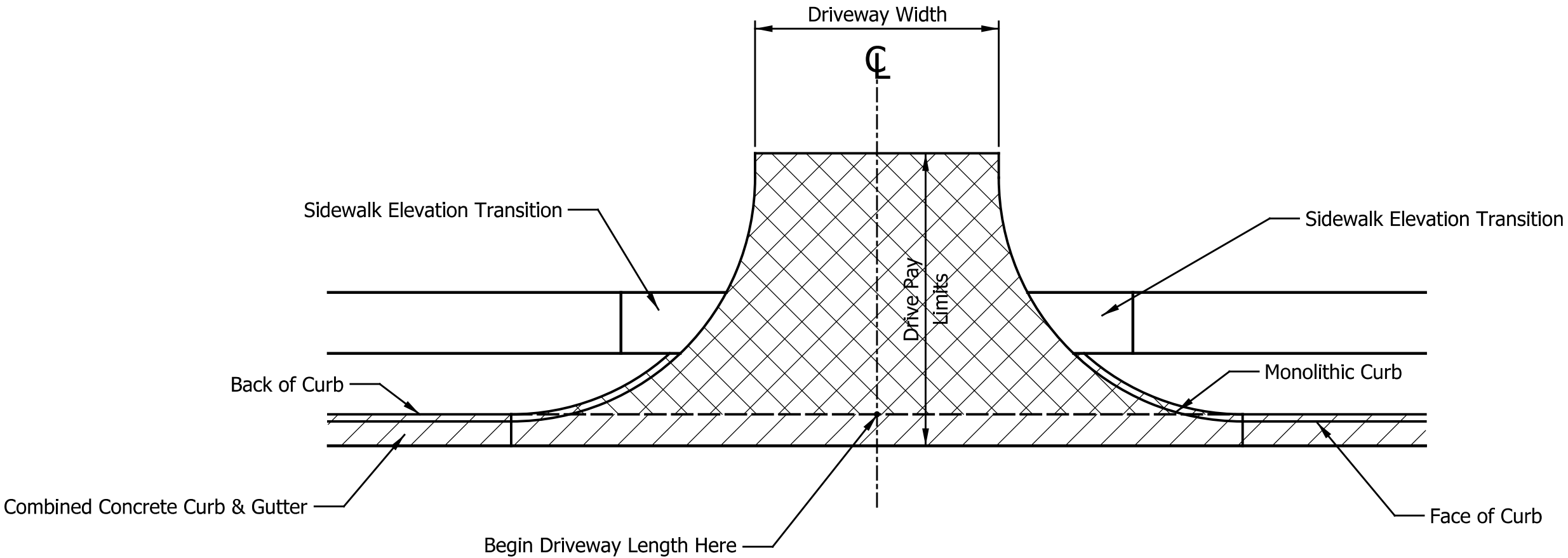
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HMA PAVEMENT SAFETY EDGE



TYPICAL SODDED DITCH DETAIL



- Area of Pay Quantity for
PCCP for Approaches
- Area of Pay Quantity for
Combined Concrete Curb & Gutter

DRIVEWAY QUANTITY DETAIL

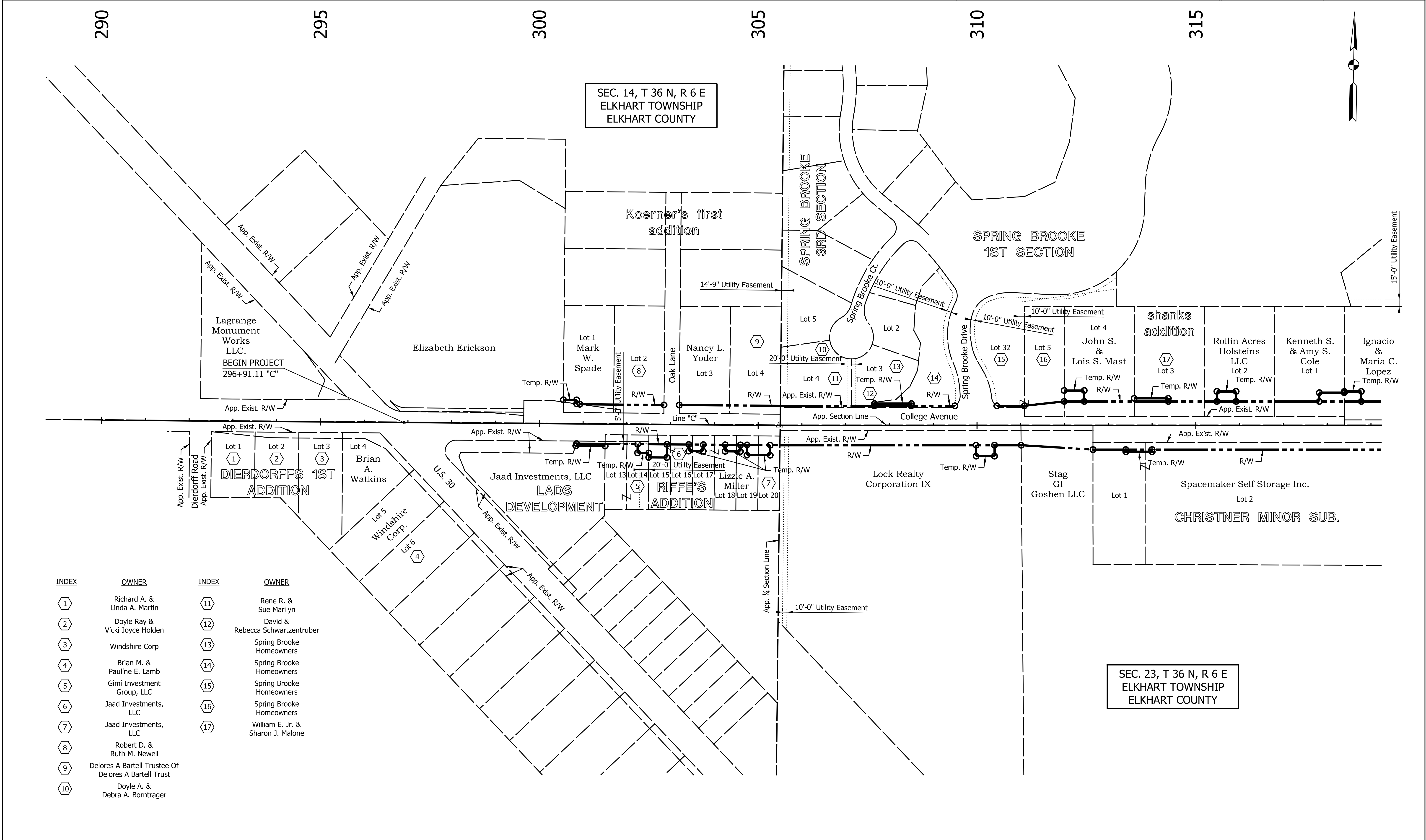
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LEGEND

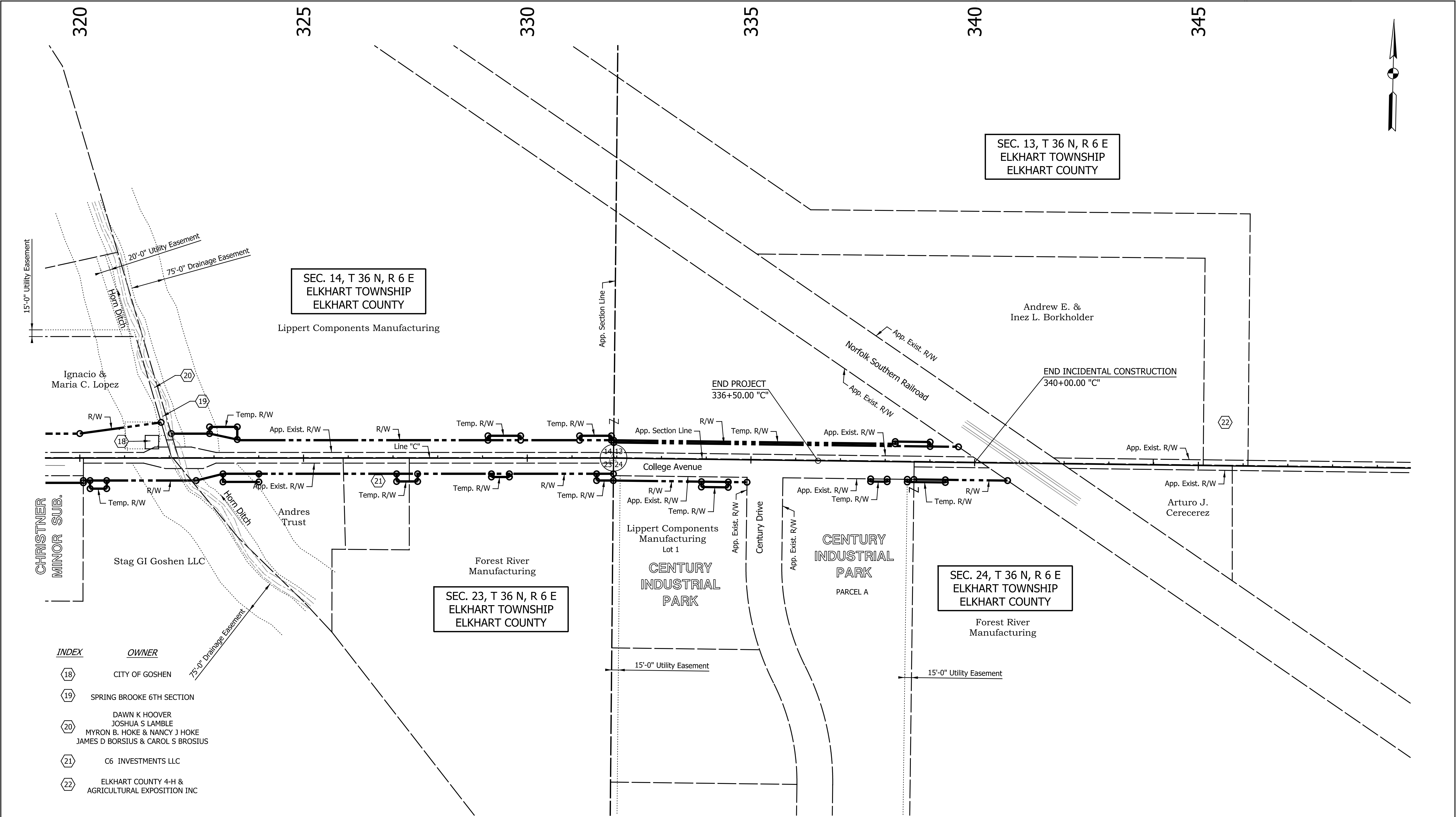
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Proj: 2019-01-150
Indiana: Shadeto



INDEX	OWNER	INDEX	OWNER
1	Richard A. & Linda A. Martin	11	Rene R. & Sue Marilyn
2	Doyle Ray & Vicki Joyce Holden	12	David & Rebecca Schwartzentruber
3	Windshire Corp	13	Spring Brooke Homeowners
4	Brian M. & Pauline E. Lamb	14	Spring Brooke Homeowners
5	Gimi Investment Group, LLC	15	Spring Brooke Homeowners
6	Jaad Investments, LLC	16	Spring Brooke Homeowners
7	Jaad Investments, LLC	17	William E. Jr. & Sharon J. Malone
8	Robert D. & Ruth M. Newell		
9	Delores A Bartell Trustee Of Delores A Bartell Trust		
10	Doyle A. & Debra A. Borntrager		

DATE	REVISION			RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY	DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE
									1" = 100'	N/A
									VERTICAL SCALE	DESIGNATION
									N/A	1900739
									SURVEY BOOK	SHEETS
									N/A	6 of 83
									CONTRACT	PROJECT
									R-42000	1900739



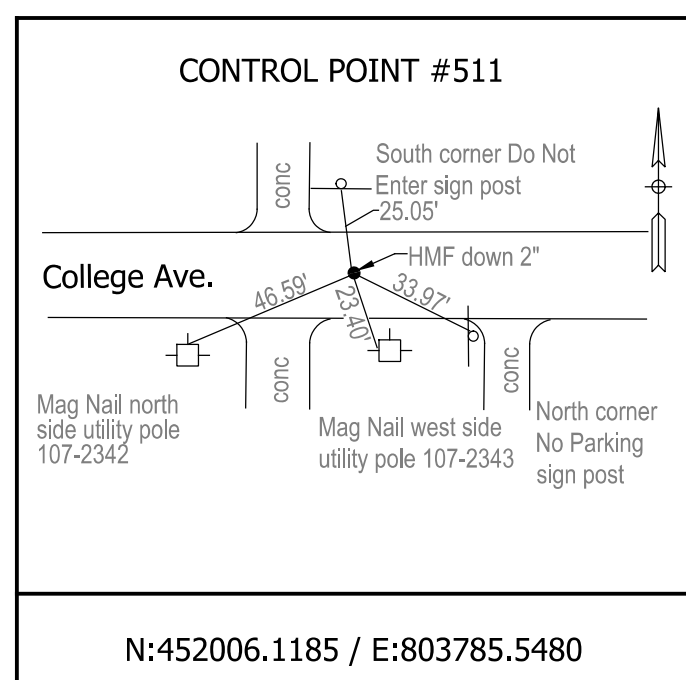
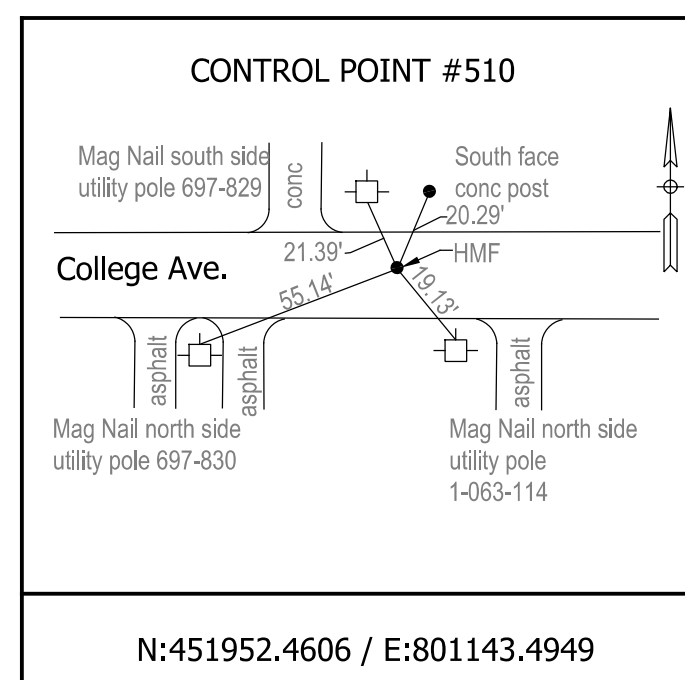
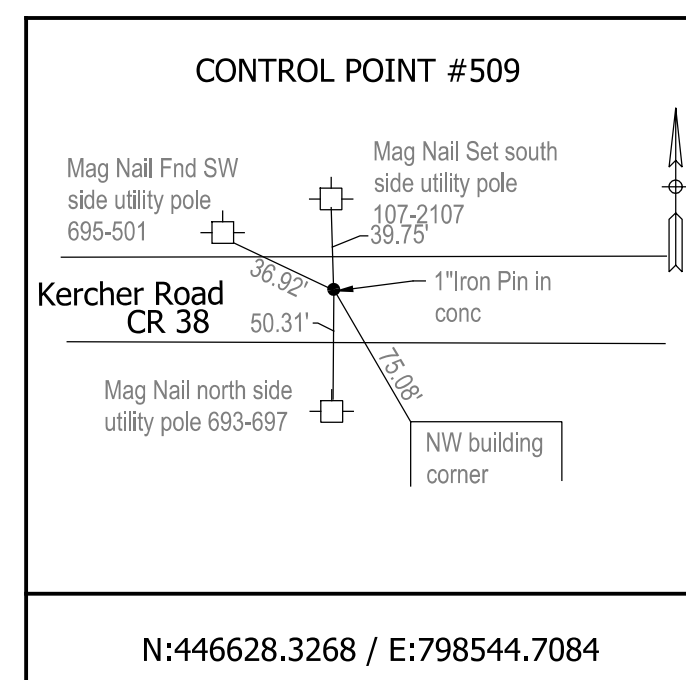
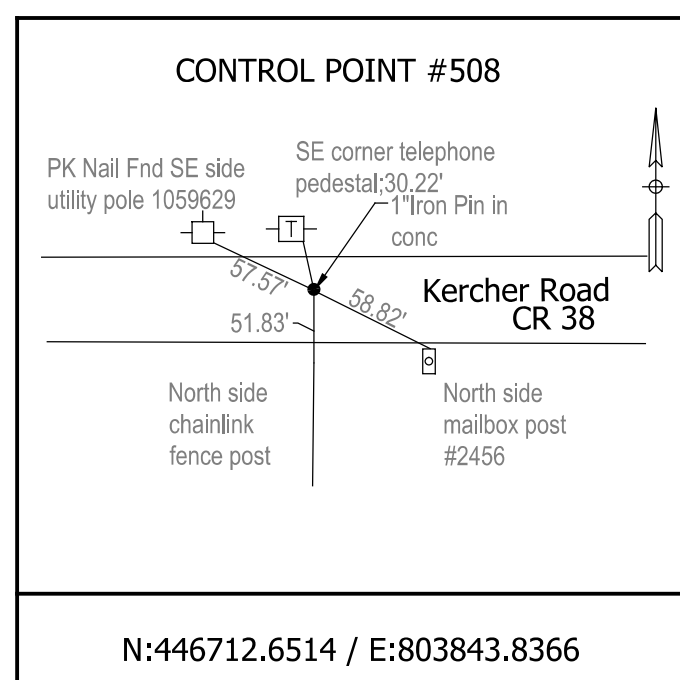
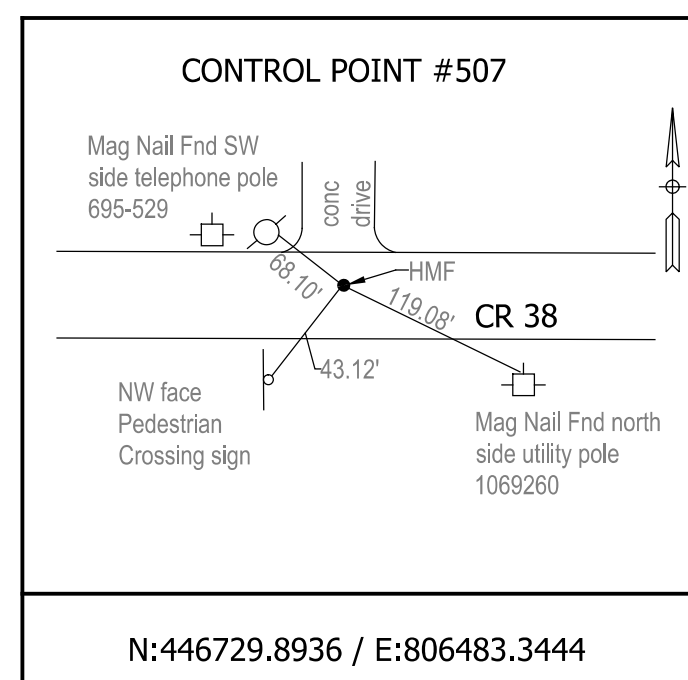
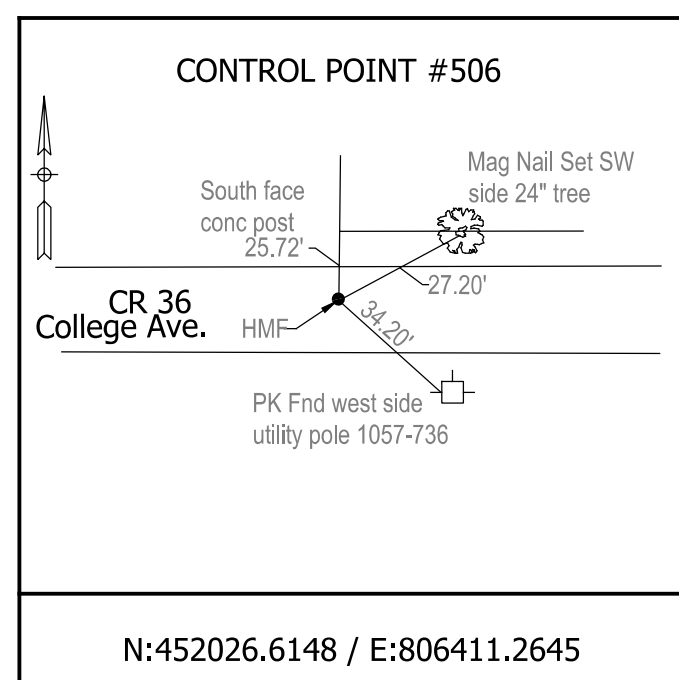
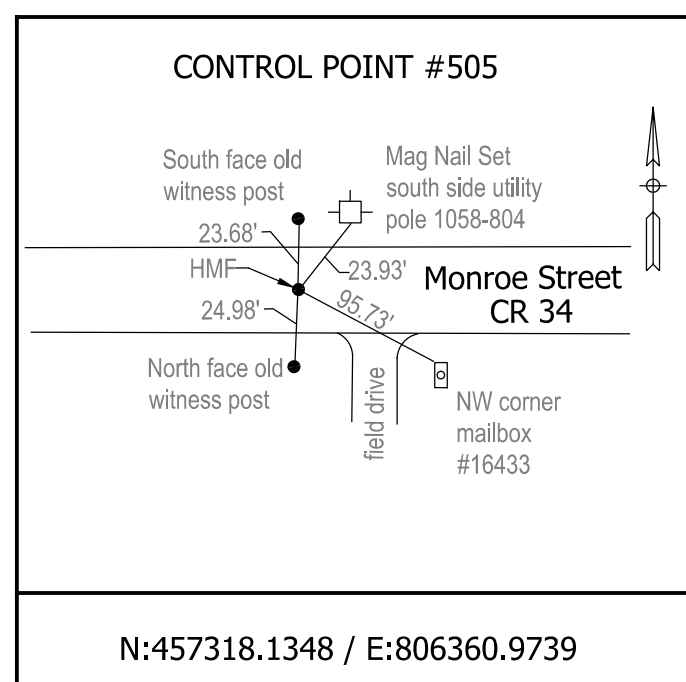
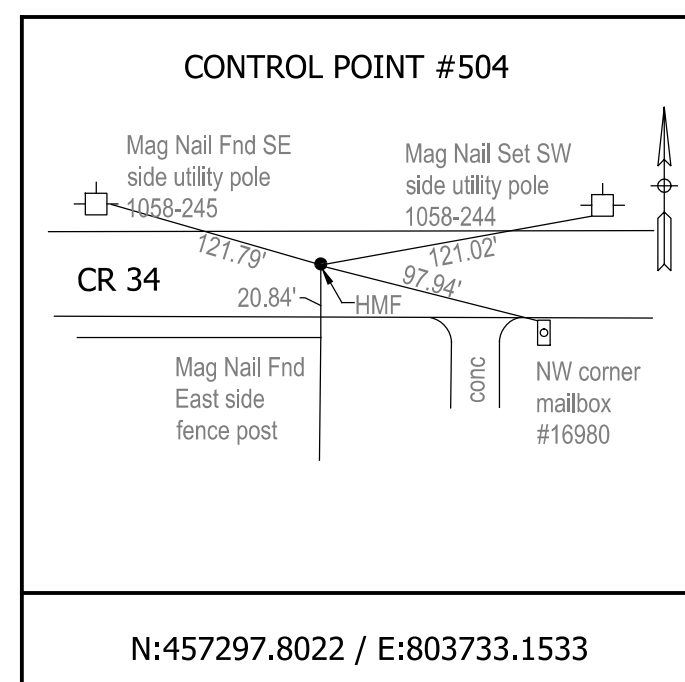
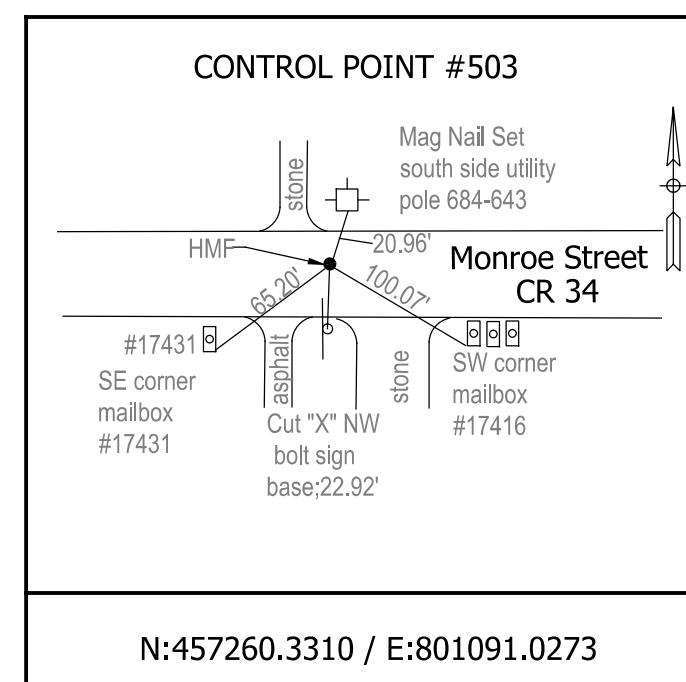
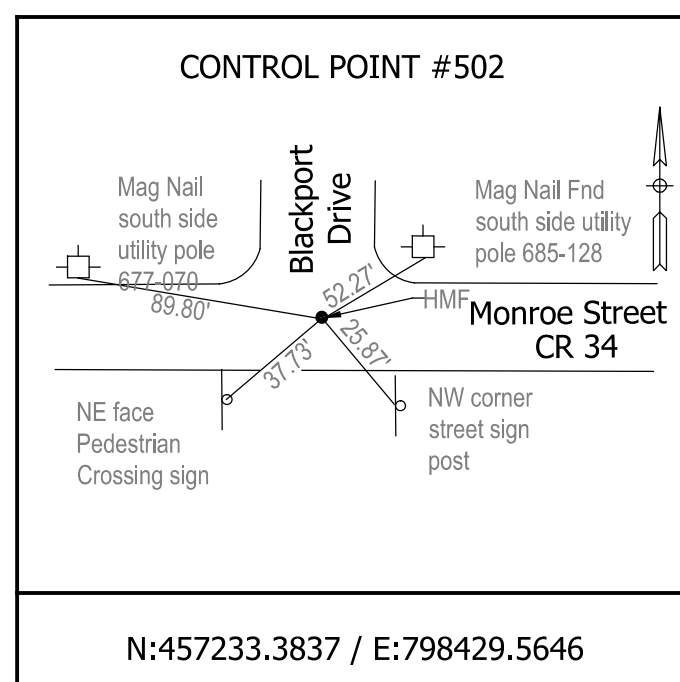
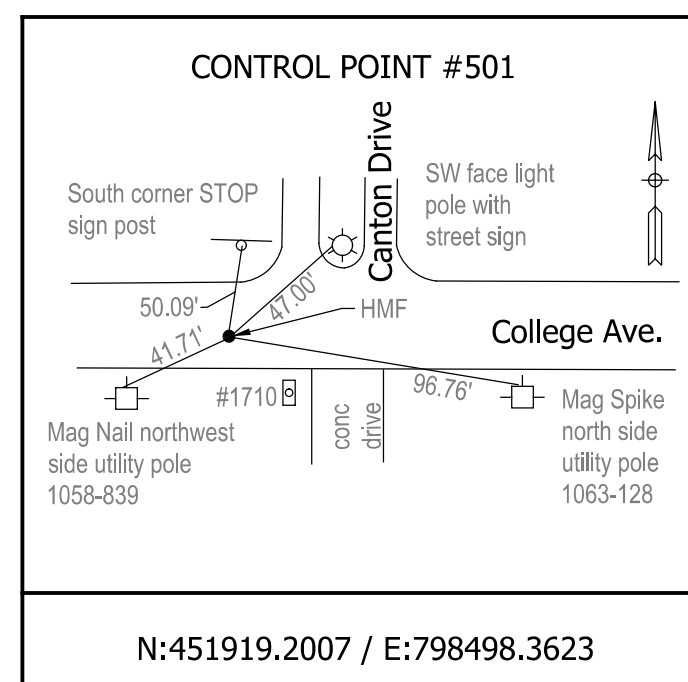
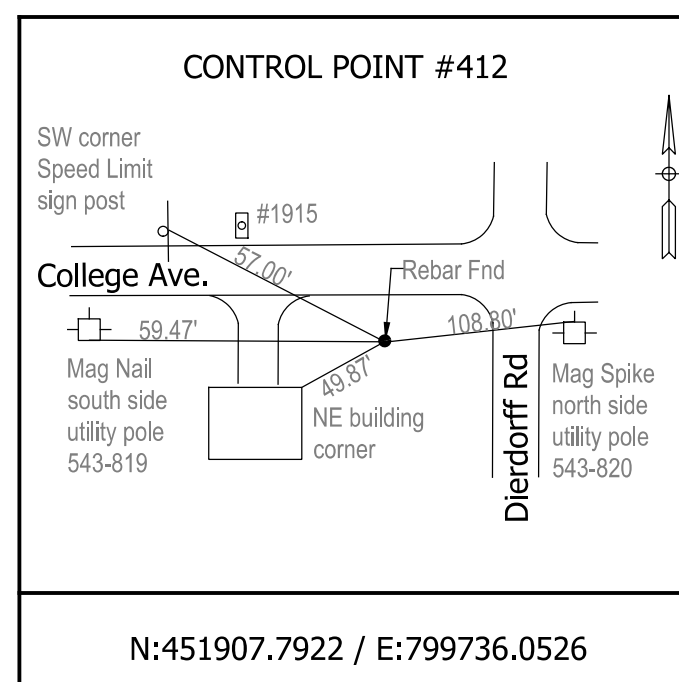
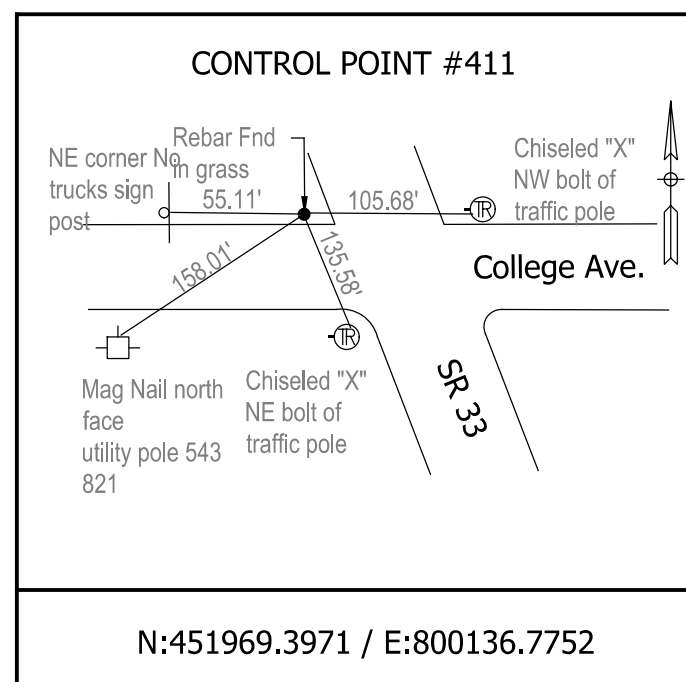
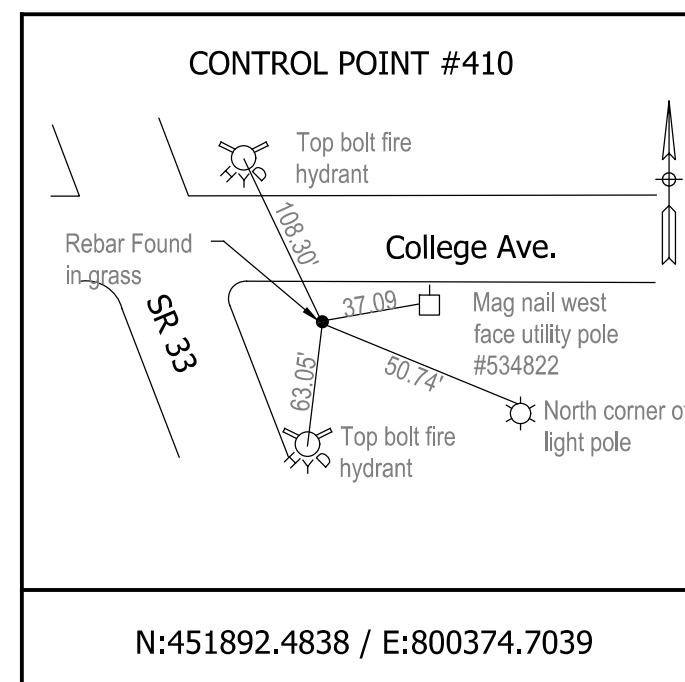
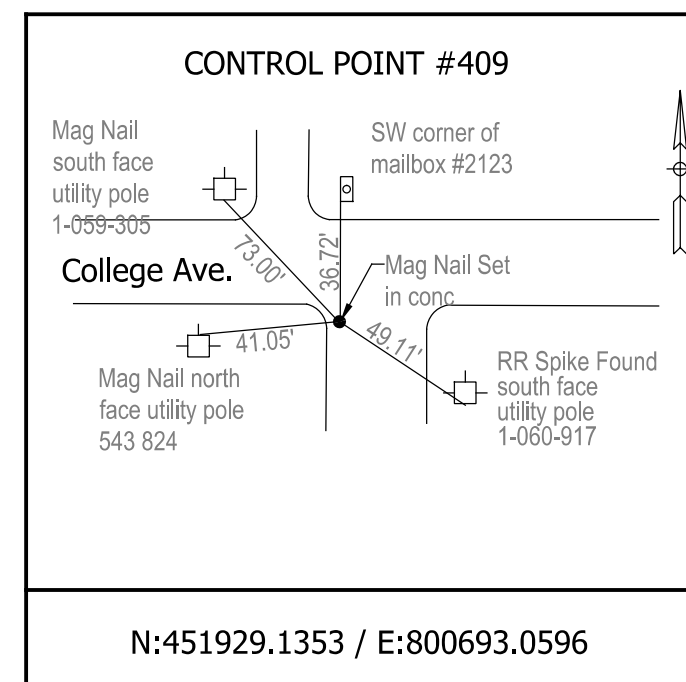
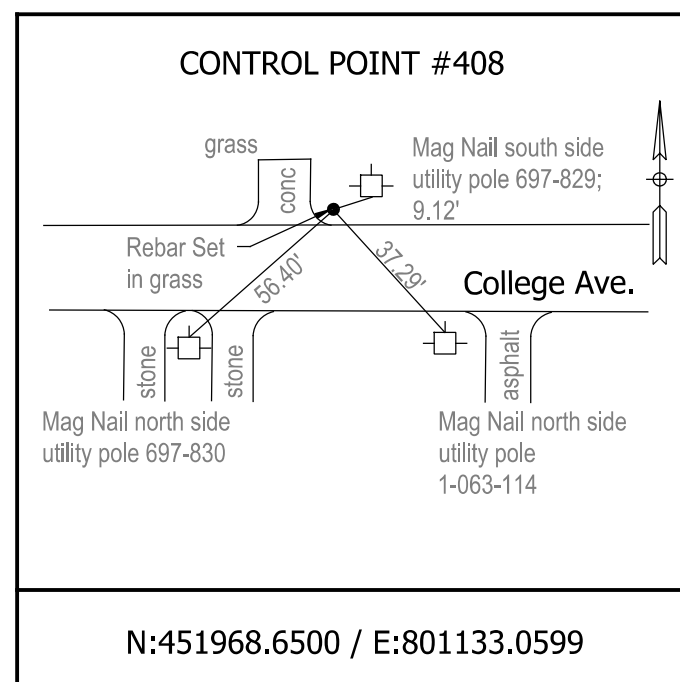
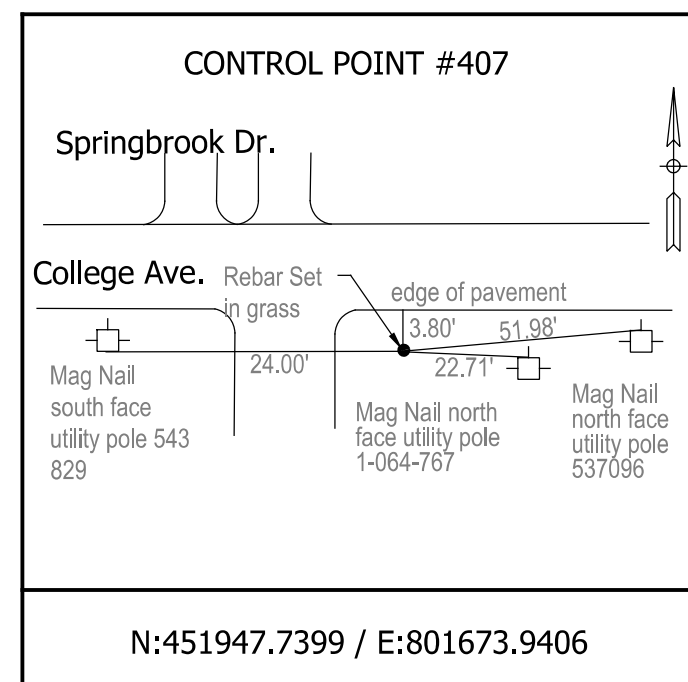
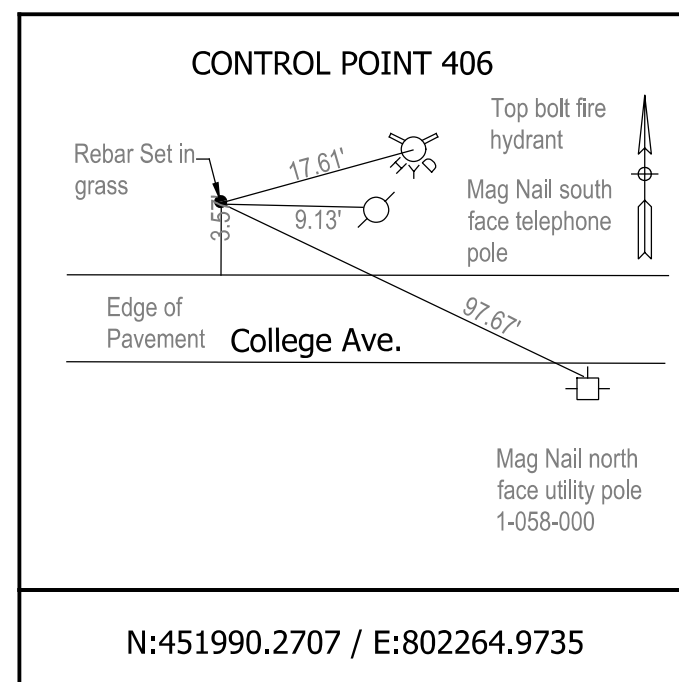
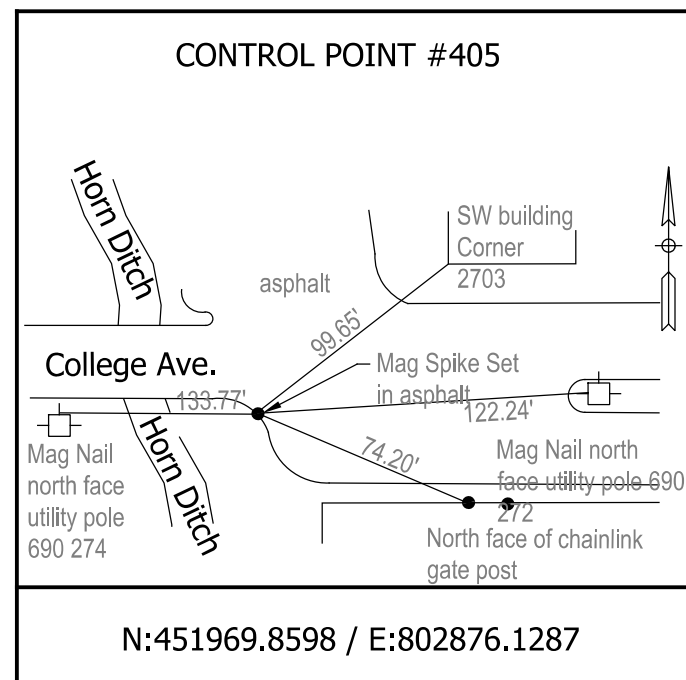
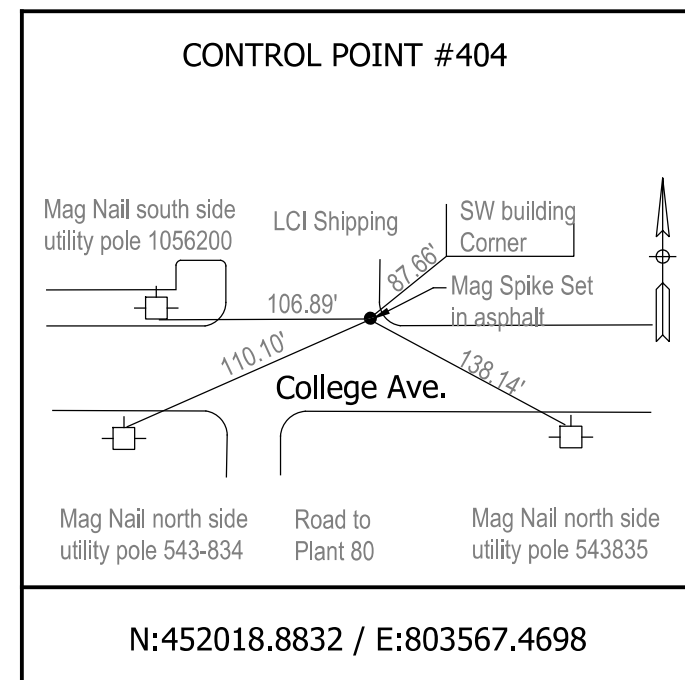
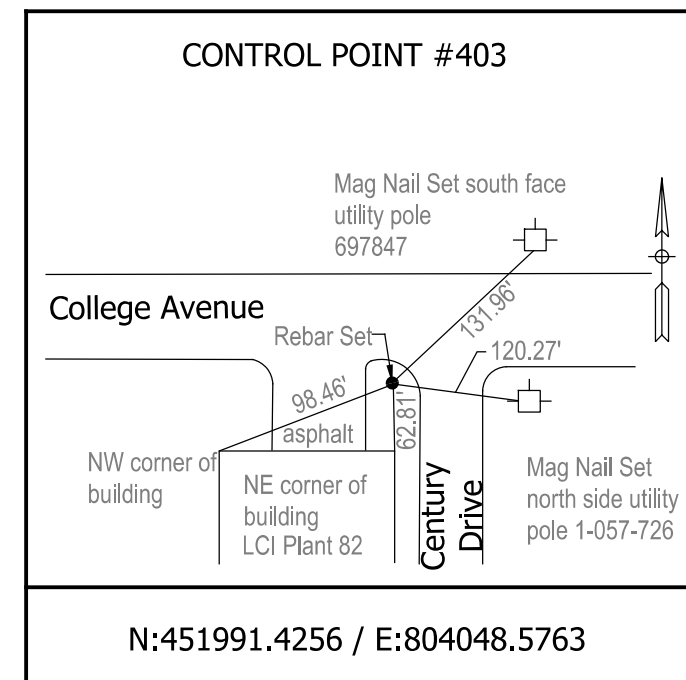
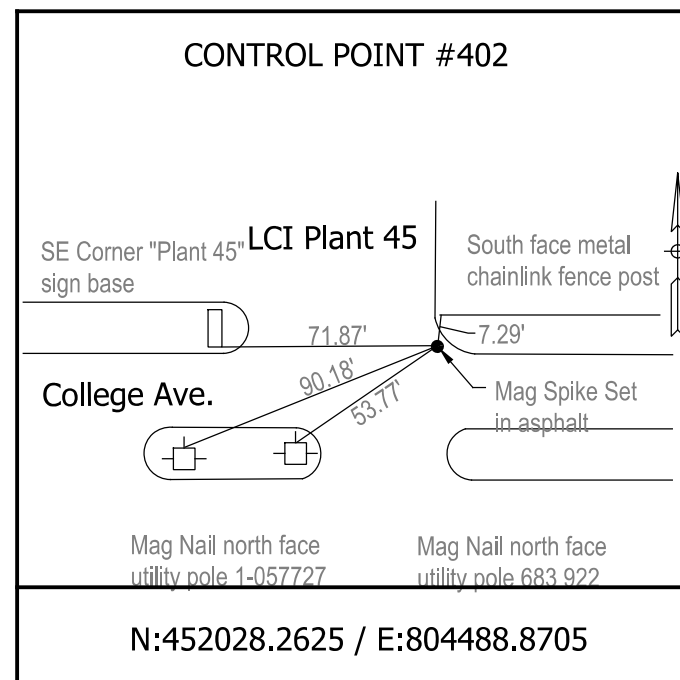
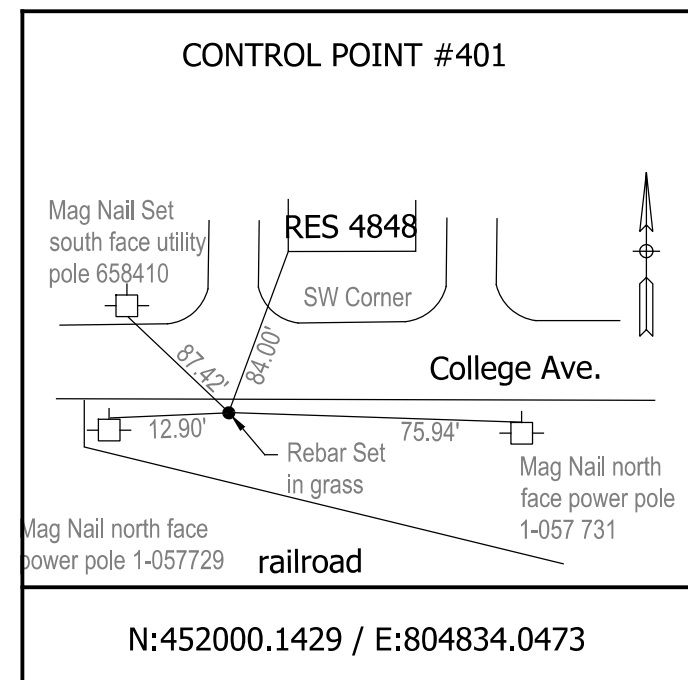
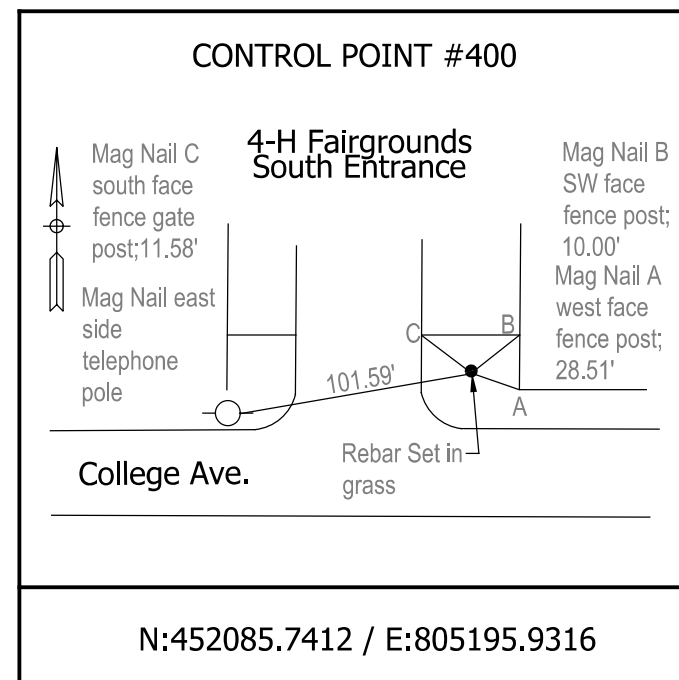
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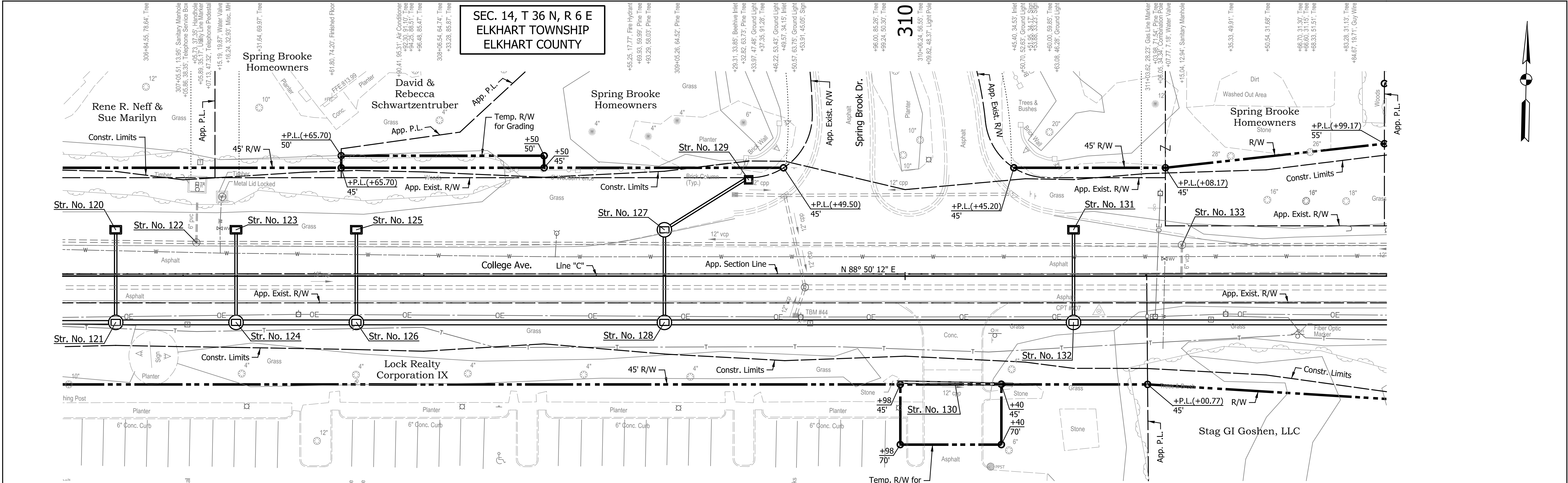
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DESIGN ENGINEER	DATE
DESIGNED: MFD	DRAWN: BLM
CHECKED: TMS	CHECKED: TMS

INDIANA DEPARTMENT OF TRANSPORTATION
PLAT NO. 1

HORIZONTAL SCALE 1"= 100'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1900739
SURVEY BOOK N/A	SHEETS 7 of 83
CONTRACT R-42000	PROJECT 1900739

CONTROL POINTS

[illegible]

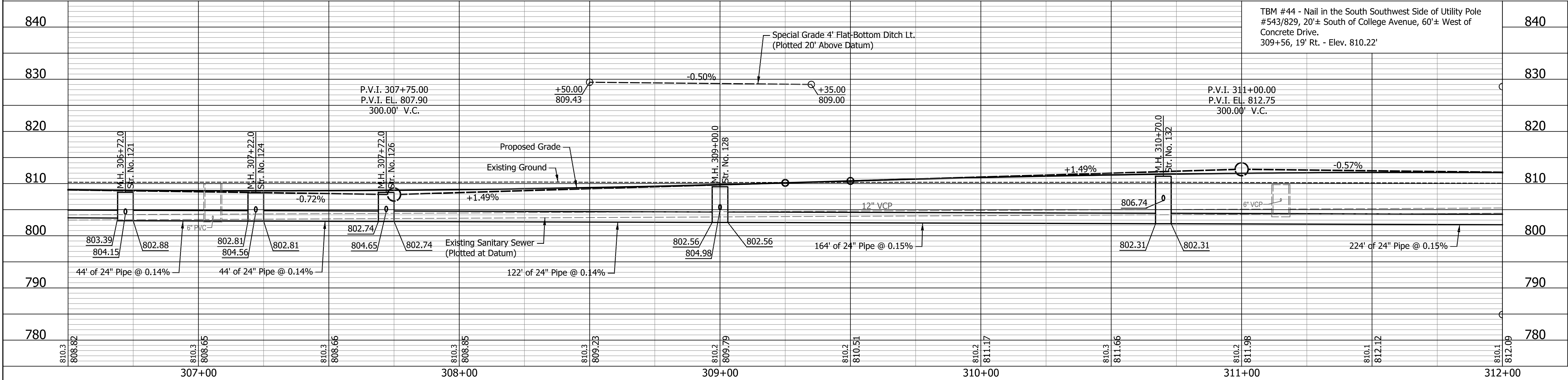


NOTES:
All R/W Described from Line "C", Except as Noted.

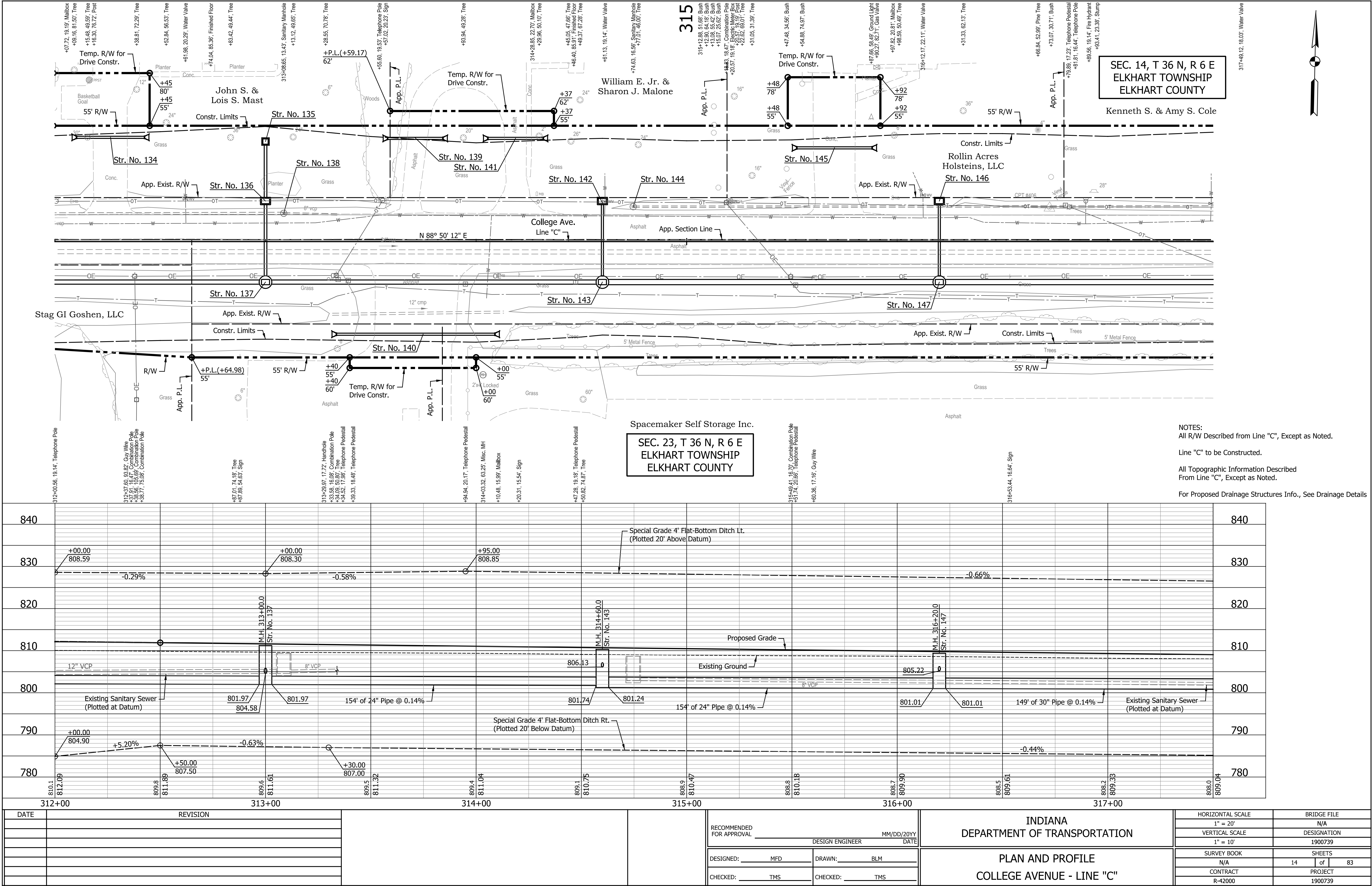
Line "C" to be Constructed.

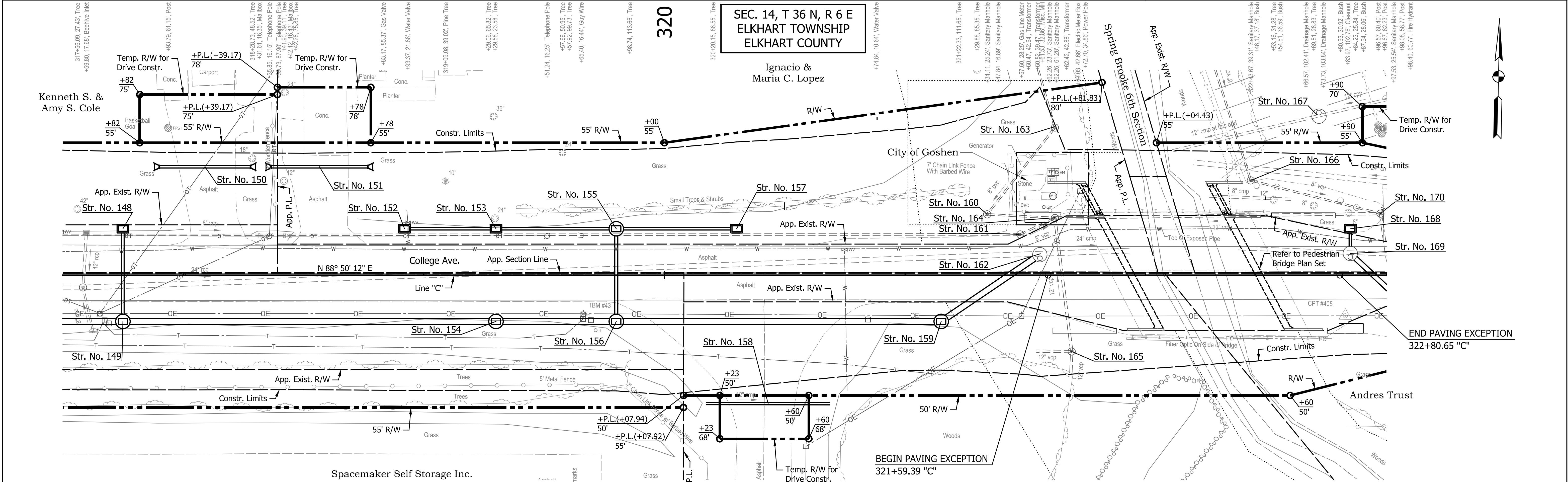
All Topographic Information Described
From Line "C", Except as Noted.

For Proposed Drainage Structures Info., See Drainage Details



DATE	REVISION				RECOMMENDED FOR APPROVAL	MM/DD/20YY		INDIANA DEPARTMENT OF TRANSPORTATION				HORIZONTAL SCALE		BRIDGE FILE							
						DATE						1" = 20'		N/A							
						DESIGN ENGINEER						VERTICAL SCALE		DESIGNATION							
									1" = 10'		1900739										
						DESIGNED: _____	MFD	DRAWN: _____	BLM	PLAN AND PROFILE COLLEGE AVENUE - LINE "C"				SURVEY BOOK		SHEETS					
														N/A		13		of		83	
						CHECKED: _____	TMS	CHECKED: _____	TMS					CONTRACT		PROJECT					
										R-42000		1900739									





SEC. 14, T 36 N, R 6 E
ELKHART TOWNSHIP
ELKHART COUNTY

Ignacio &
Maria C. Lopez

SEC. 23, T 36 N, R 6 E
ELKHART TOWNSHIP
ELKHART COUNTY

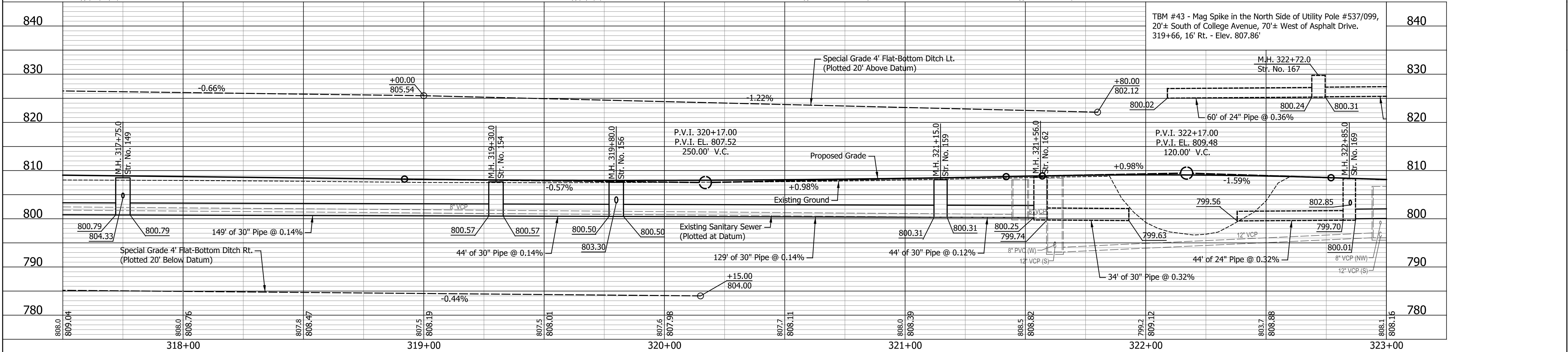
Spacemaker Self Storage Inc.

City of Goshen

Andres Trust

Stag GI Goshen, LLC

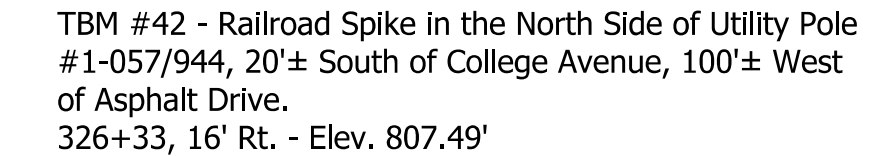
NOTES:
All R/W Described from Line "C", Except as Noted.
Line "C" to be Constructed.
All Topographic Information Described
From Line "C", Except as Noted.
For Proposed Drainage Structures Info., See Drainage Details



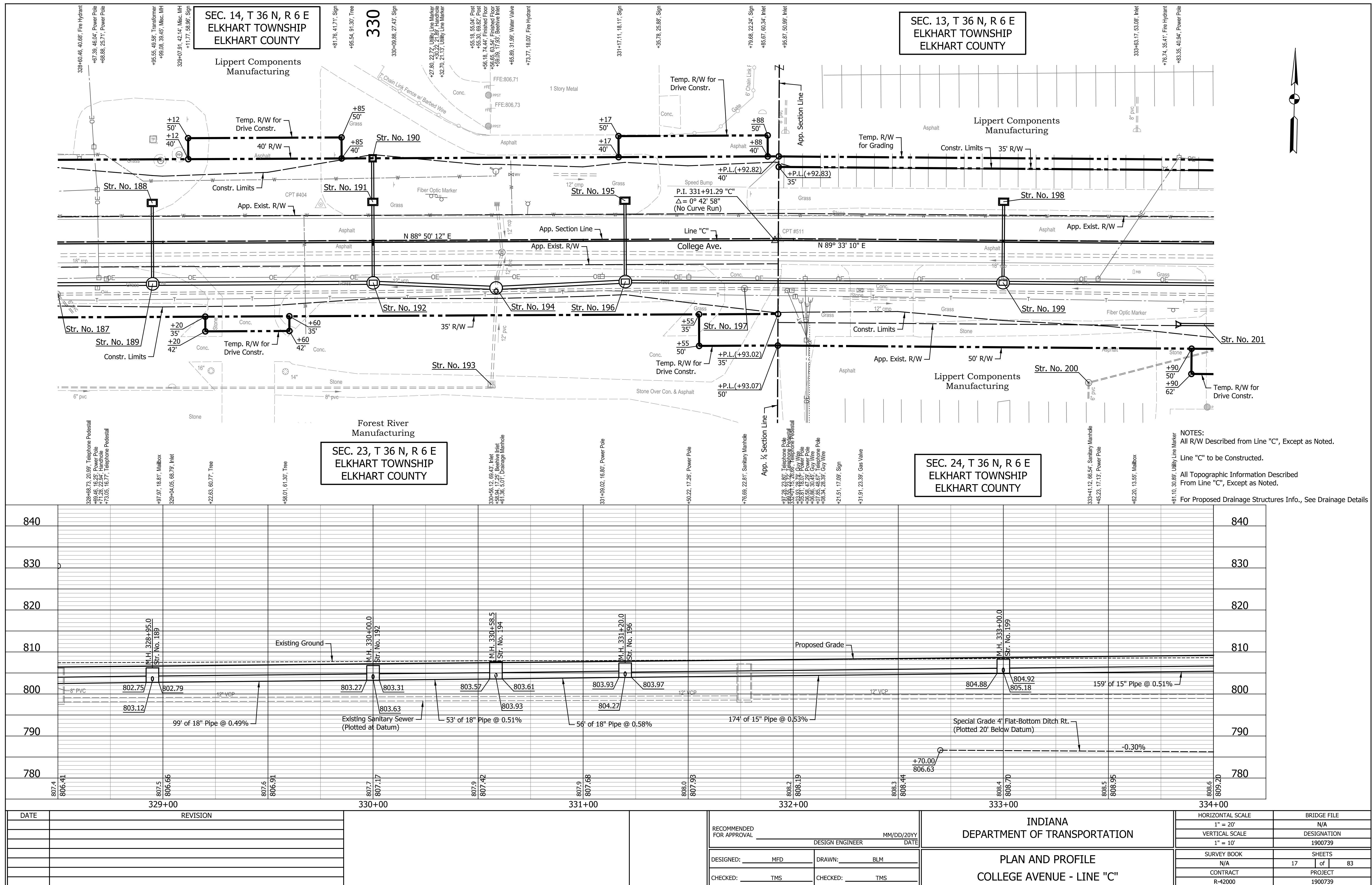
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				1" = 20'					N/A						
				VERTICAL SCALE					DESIGNATION						
				1" = 10'					1900739						
						DESIGNED: _____ MFD DRAWN: _____ BLM CHECKED: _____ TMS CHECKED: _____ TMS		PLAN AND PROFILE COLLEGE AVENUE - LINE "C"		SURVEY BOOK		SHEETS			
				N/A						15		of		83	
				CONTRACT						PROJECT					
				R-42000						1900739					

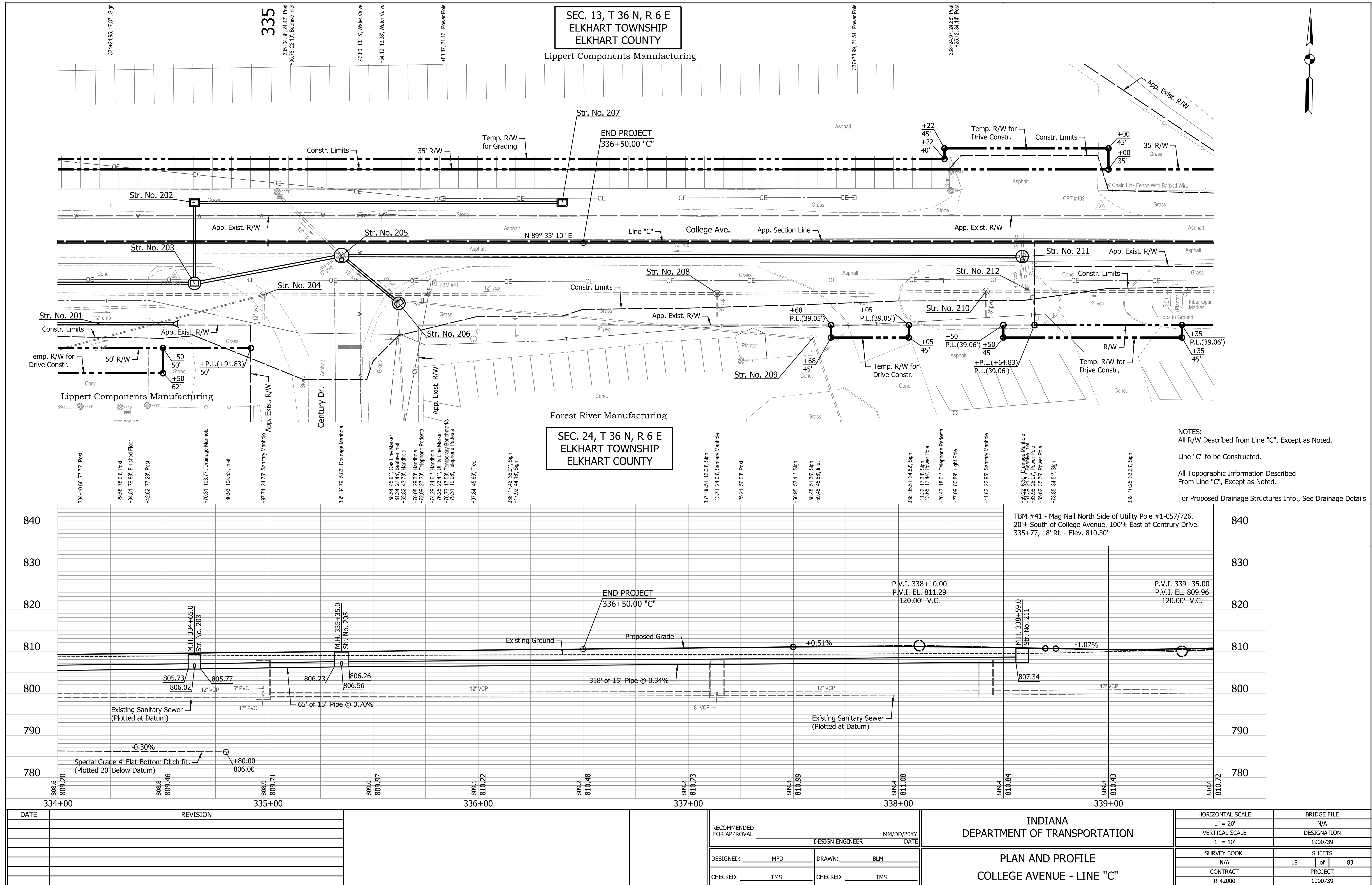


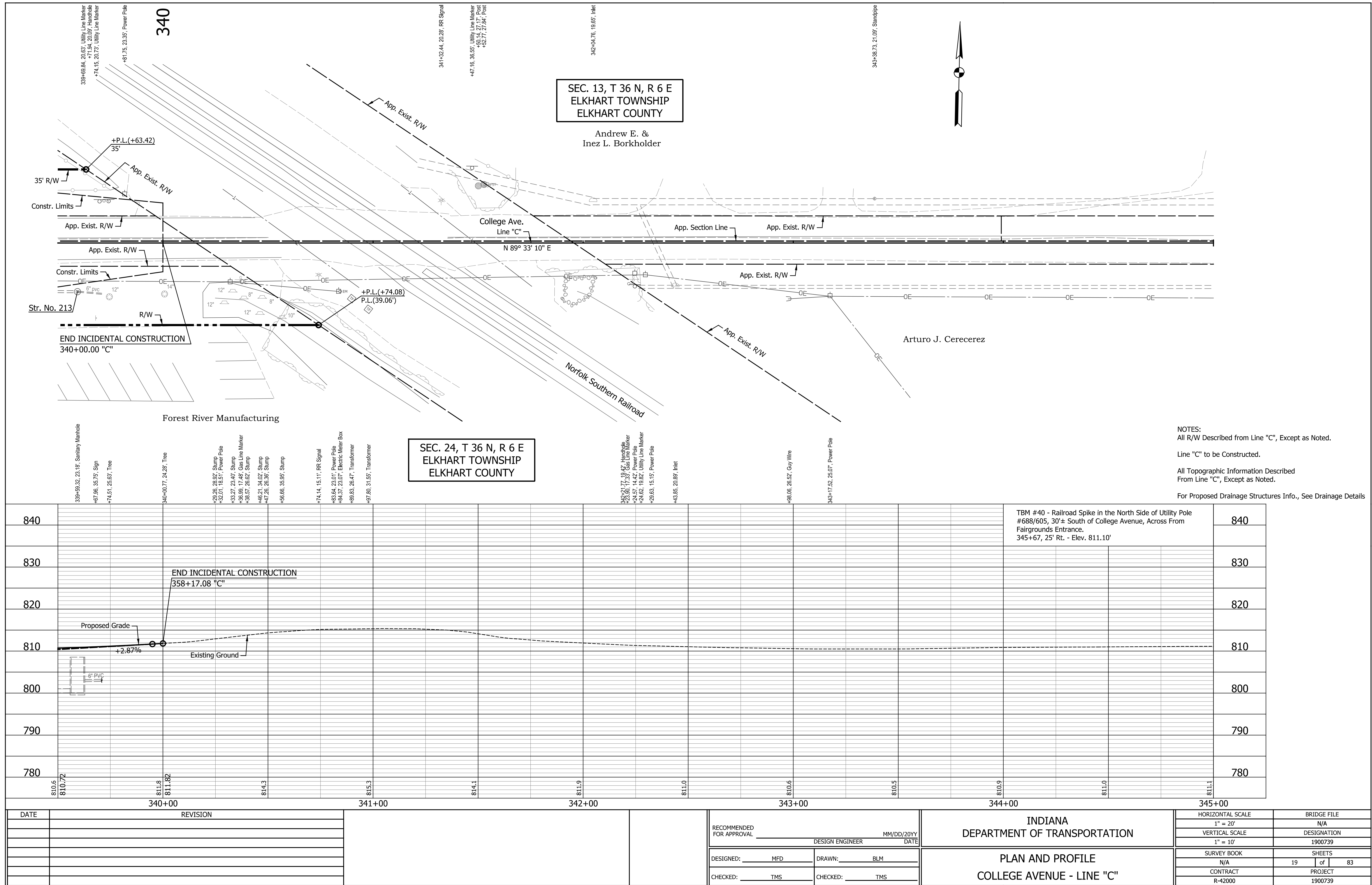
For Proposed Drainage Structures Info., See Drainage Details



Append









300

SEC. 14, T 36 N, R 6 E
ELKHART TOWNSHIP
ELKHART COUNTY

Elizabeth Erickson

Mark W. Spade

State of Indiana

BEGIN PROJECT
296+91.11 "C"

Str. No. 103
Inlet, Type "B-15" &
34' of 12" Type 2
Pipe Req'd.

Class I Drive Req'd.
W = 10"

Str. No. 105
Inlet, Type "B-15" &
34' of 12" Type 2
Pipe Req'd.

Str. No. 108
Inlet, Type "B-15" &
34' of 12" Type 2
Pipe Req'd.

App. P.L.
App. Exist. R/W

App. Section Line

College Ave.

Line "C"

App. Exist. R/W

App. Exist. R/W

App. Exist. R/W

App. Exist. R/W

App. Exist. R/W

App. Exist. R/W

App. Exist. R/W

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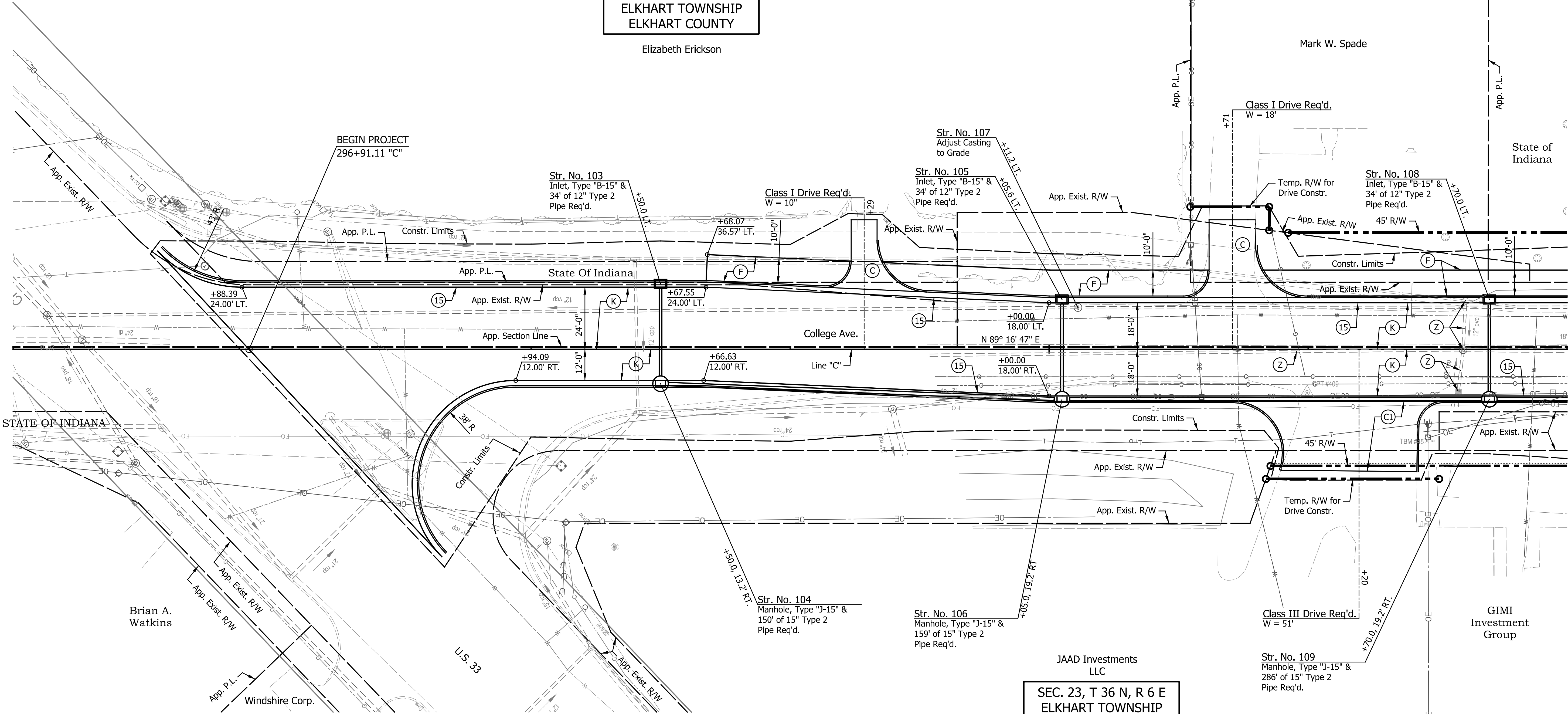
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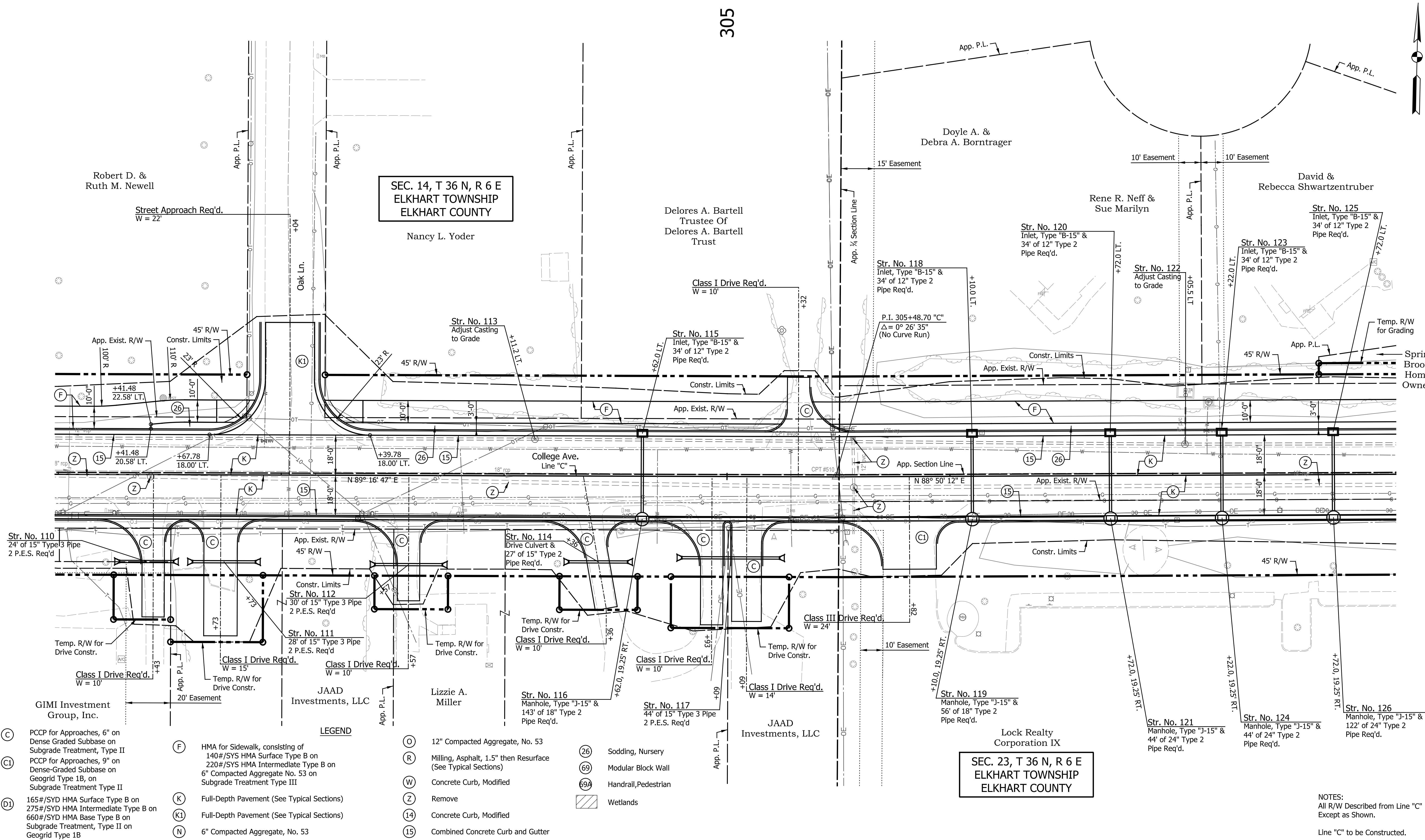
App. Exist. R/W



- LEGEND**
- (C) PCCP for Approaches, 6" on Dense Graded Subbase on Subgrade Treatment, Type II
 - (CI) PCCP for Approaches, 9" on Dense-Graded Subbase on Geogrid Type 1B, on Subgrade Treatment Type II
 - (DI) 165#/SYD HMA Surface Type B on 275#/SYD HMA Intermediate Type B on 660#/SYD HMA Base Type B on Subgrade Treatment, Type II on Geogrid Type 1B
 - (F) HMA for Sidewalk, consisting of 140#/SYS HMA Surface Type B on 220#/SYS HMA Intermediate Type B on 6" Compacted Aggregate No. 53 on Subgrade Treatment Type III
 - (K) Full-Depth Pavement (See Typical Sections)
 - (K1) Full-Depth Pavement (See Typical Sections)
 - (N) 6" Compacted Aggregate, No. 53
 - (O) 12" Compacted Aggregate, No. 53
 - (R) Milling, Asphalt, 1.5" then Resurface (See Typical Sections)
 - (W) Concrete Curb, Modified
 - (Z) Remove
 - (14) Concrete Curb, Modified
 - (15) Combined Concrete Curb and Gutter
 - (26) Sodding, Nursery
 - (69) Modular Block Wall
 - (69A) Handrail, Pedestrian
 - (Hatched) Wetlands

NOTES:
All R/W Described from Line "C"
Except as Shown.
Line "C" to be Constructed.

DATE	REVISION			RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE
								1" = 20'	N/A
								VERTICAL SCALE	DESIGNATION
								N/A	1900739
								SURVEY BOOK	SHEETS
								N/A	20 of 83
								CONTRACT	PROJECT
								R-42000	1900739



- (C) PCCP for Approaches, 6" on Dense Graded Subbase on Subgrade Treatment, Type II

(C1) PCCP for Approaches, 9" on Dense-Graded Subbase on Geogrid Type 1B, on Subgrade Treatment Type II

(D1) 165#/SYD HMA Surface Type B on 275#/SYD HMA Intermediate Type B on 660#/SYD HMA Base Type B on Subgrade Treatment, Type II on Geogrid Type 1B
- (F) HMA for Sidewalk, consisting of 140#/SYS HMA Surface Type B on 220#/SYS HMA Intermediate Type B on 6" Compacted Aggregate No. 53 on Subgrade Treatment Type III

(K) Full-Depth Pavement (See Typical Sections)

(K1) Full-Depth Pavement (See Typical Sections)

(N) 6" Compacted Aggregate, No. 53
- (O) 12" Compacted Aggregate, No. 53

(R) Milling, Asphalt, 1.5" then Resurface (See Typical Sections)

(W) Concrete Curb, Modified

(Z) Remove

(14) Concrete Curb, Modified

(15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery

(69) Modular Block Wall

(69A) Handrail, Pedestrian

(Wetlands)

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: MFD	DRAWN: BLM	
CHECKED: TMS	CHECKED: TMS	

INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS COLLEGE AVENUE

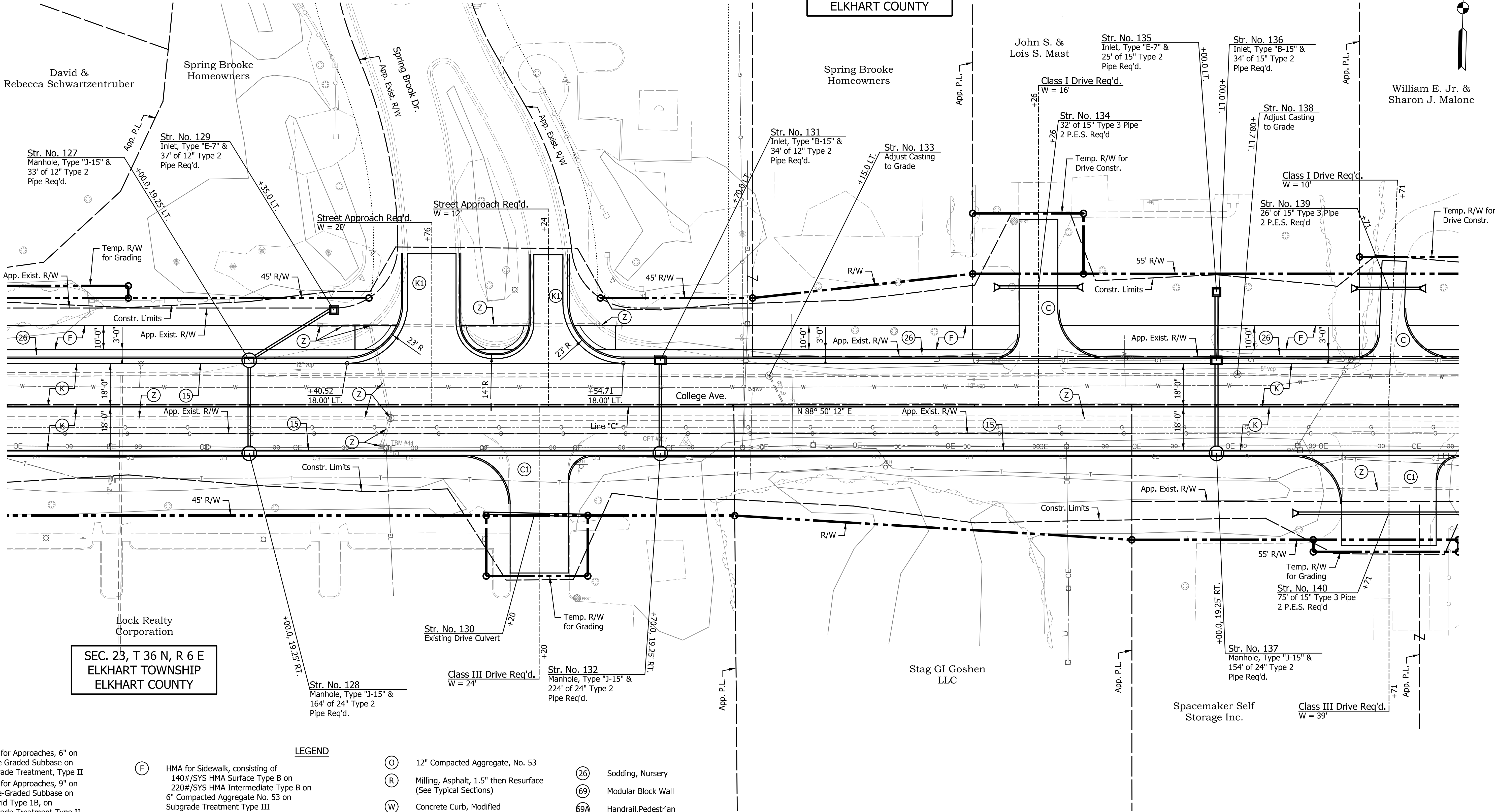
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VERTICAL SCALE N/A	DESIGNATION 1900739
SURVEY BOOK N/A	SHEETS 21 of 83
CONTRACT R-42000	PROJECT 1900739

NOTES:
All R/W Described from Line "C"
Except as Shown.

Line "C" to be Constructed.

310

SEC. 14, T 36 N, R 6 E
ELKHART TOWNSHIP
ELKHART COUNTY



SEC. 23, T 36 N, R 6 E
ELKHART TOWNSHIP
ELKHART COUNTY

LEGEND

- | | | | |
|--|---|--|----------------------------|
| (C) PCCP for Approaches, 6" on Dense Graded Subbase on Subgrade Treatment, Type II | (F) HMA for Sidewalk, consisting of 140#/SYS HMA Surface Type B on 220#/SYS HMA Intermediate Type B on 6" Compacted Aggregate No. 53 on Subgrade Treatment Type III | (O) 12" Compacted Aggregate, No. 53 | (26) Sodding, Nursery |
| (C1) PCCP for Approaches, 9" on Dense-Graded Subbase on Geogrid Type 1B, on Subgrade Treatment Type II | (K) Full-Depth Pavement (See Typical Sections) | (R) Milling, Asphalt, 1.5" then Resurface (See Typical Sections) | (69) Modular Block Wall |
| (D1) 165#/SYD HMA Surface Type B on 275#/SYD HMA Intermediate Type B on 660#/SYD HMA Base Type B on Subgrade Treatment, Type II on Geogrid Type 1B | (K1) Full-Depth Pavement (See Typical Sections) | (W) Concrete Curb, Modified | (69A) Handrail, Pedestrian |
| | (N) 6" Compacted Aggregate, No. 53 | (Z) Remove | (Wetlands) |
| | | (14) Concrete Curb, Modified | |
| | | (15) Combined Concrete Curb and Gutter | |

NOTES:
All R/W Described from Line "C"
Except as Shown.

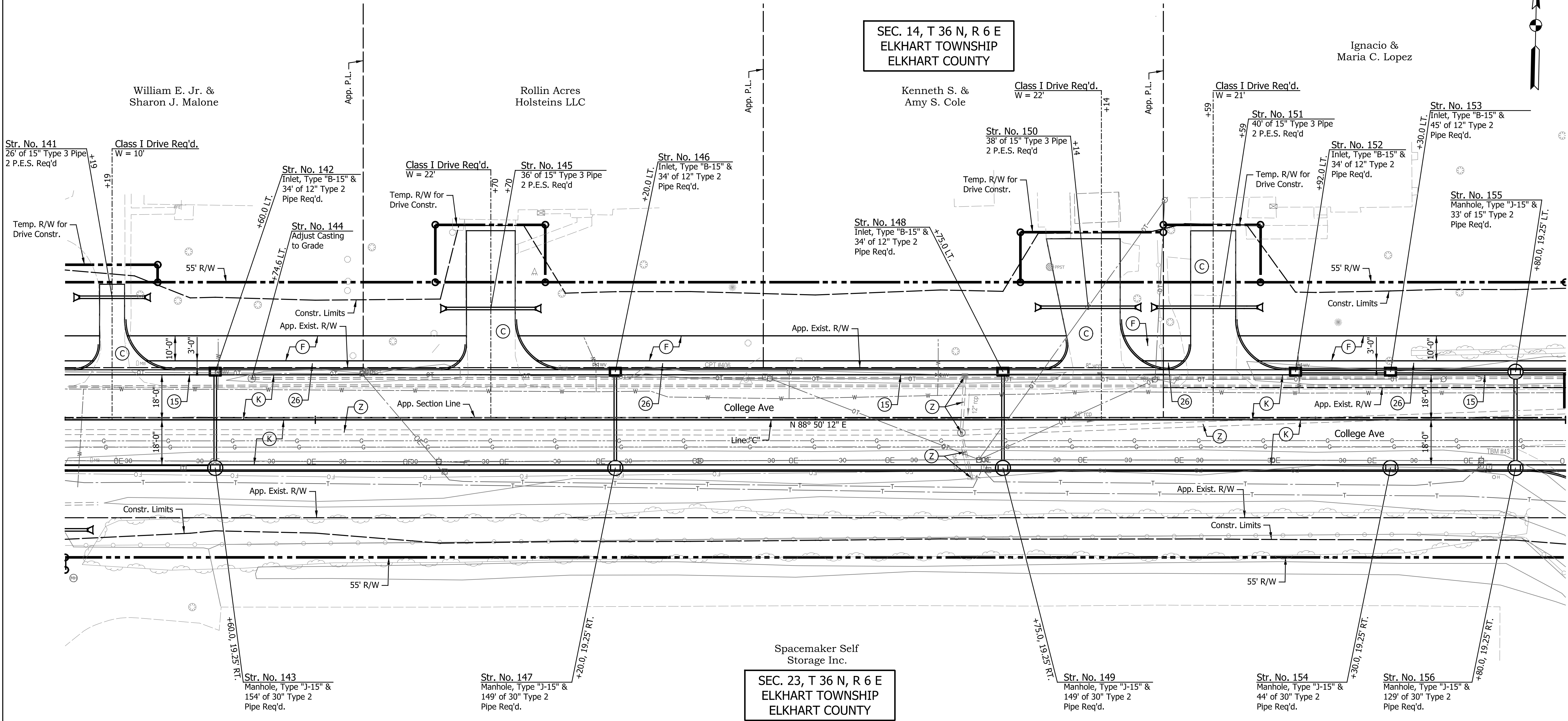
Line "C" to be Constructed.

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: MFD	DRAWN: BLM	
CHECKED: TMS	CHECKED: TMS	

INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS COLLEGE AVENUE

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1900739
SURVEY BOOK N/A	SHEETS 22 of 83
CONTRACT R-42000	PROJECT 1900739



- (C) PCCP for Approaches, 6" on Dense Graded Subbase on Subgrade Treatment, Type II

(C1) PCCP for Approaches, 9" on Dense-Graded Subbase on Geogrid Type 1B, on Subgrade Treatment Type II

(D1) 165#/SYD HMA Surface Type B on 275#/SYD HMA Intermediate Type B on 660#/SYD HMA Base Type B on Subgrade Treatment, Type II on Geogrid Type 1B
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- (O) 12" Compacted Aggregate, No. 53

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(W) Concrete Curb, Modified

(Z) Remove

(14) Concrete Curb, Modified

(15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery

(69) Modular Block Wall

(69A) Handrail, Pedestrian

(Wetlands)

LEGEND

NOTES:
All R/W Described from Line "C"
Except as Shown.

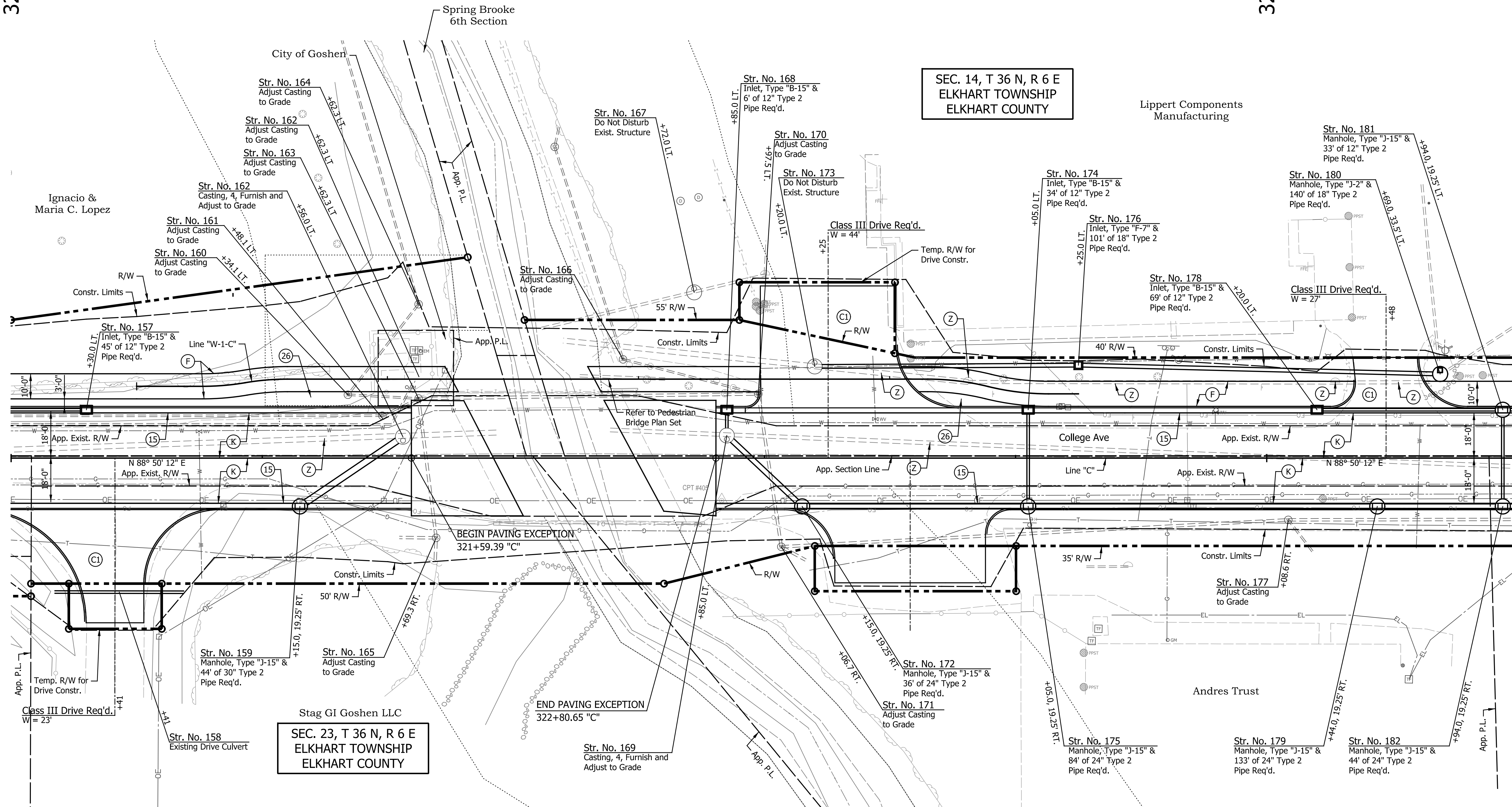
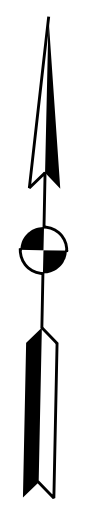
Line "C" to be Constructed.

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: MFD	DRAWN: BLM	
CHECKED: TMS	CHECKED: TMS	

INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS COLLEGE AVENUE

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1900739
SURVEY BOOK N/A	SHEETS 23 of 83
CONTRACT R-42000	PROJECT 1900739



- (C) PCCP for Approaches, 6" on Dense Graded Subbase on Subgrade Treatment, Type II

(C1) PCCP for Approaches, 9" on Dense-Graded Subbase on Geogrid Type 1B, on Subgrade Treatment Type II

(D1) 165#/SYD HMA Surface Type B on 275#/SYD HMA Intermediate Type B on 660#/SYD HMA Base Type B on Subgrade Treatment, Type II on Geogrid Type 1B
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- (O) 12" Compacted Aggregate, No. 53

(R) Milling, Asphalt, 1.5" then Resurface (See Typical Sections)

(W) Concrete Curb, Modified

(Z) Remove

(14) Concrete Curb, Modified

(15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery

(69) Modular Block Wall

(69A) Handrail, Pedestrian

(Wetlands)

LEGEND

NOTES:
All R/W Described from Line "C"
Except as Shown.

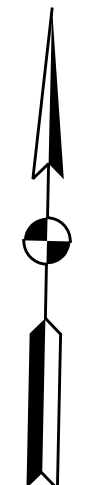
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DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY	DATE
DESIGNED: MFD	DRAWN: BLM		
CHECKED: TMS	CHECKED: TMS		

INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS COLLEGE AVENUE

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1900739
SURVEY BOOK N/A	SHEETS 24 of 83
CONTRACT R-42000	PROJECT 1900739

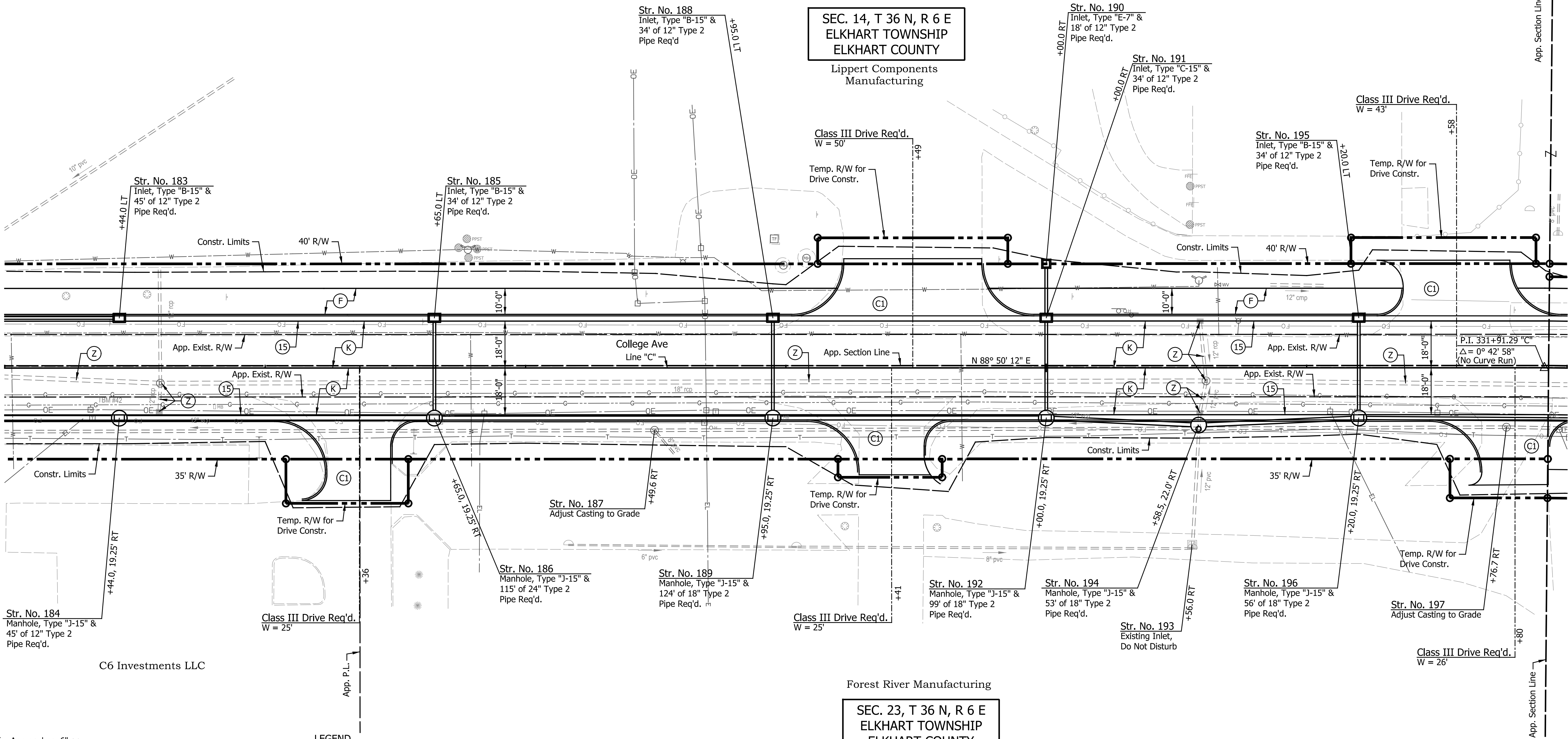


SEC. 14, T 36 N, R 6 E
ELKHART TOWNSHIP
ELKHART COUNTY

Lippert Components
Manufacturing

SEC. 23, T 36 N, R 6 E
ELKHART TOWNSHIP
ELKHART COUNTY

Forest River Manufacturing



- LEGEND**
- | | | | |
|--|---|--|----------------------------|
| (C) PCCP for Approaches, 6" on Dense Graded Subbase on Subgrade Treatment, Type II | (F) HMA for Sidewalk, consisting of 140#/SYS HMA Surface Type B on 220#/SYS HMA Intermediate Type B on 6" Compacted Aggregate No. 53 on Subgrade Treatment Type III | (O) 12" Compacted Aggregate, No. 53 | (26) Sodding, Nursery |
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| | | (15) Combined Concrete Curb and Gutter | |

NOTES:
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Except as Shown.
Line "C" to be Constructed.

DATE	REVISION

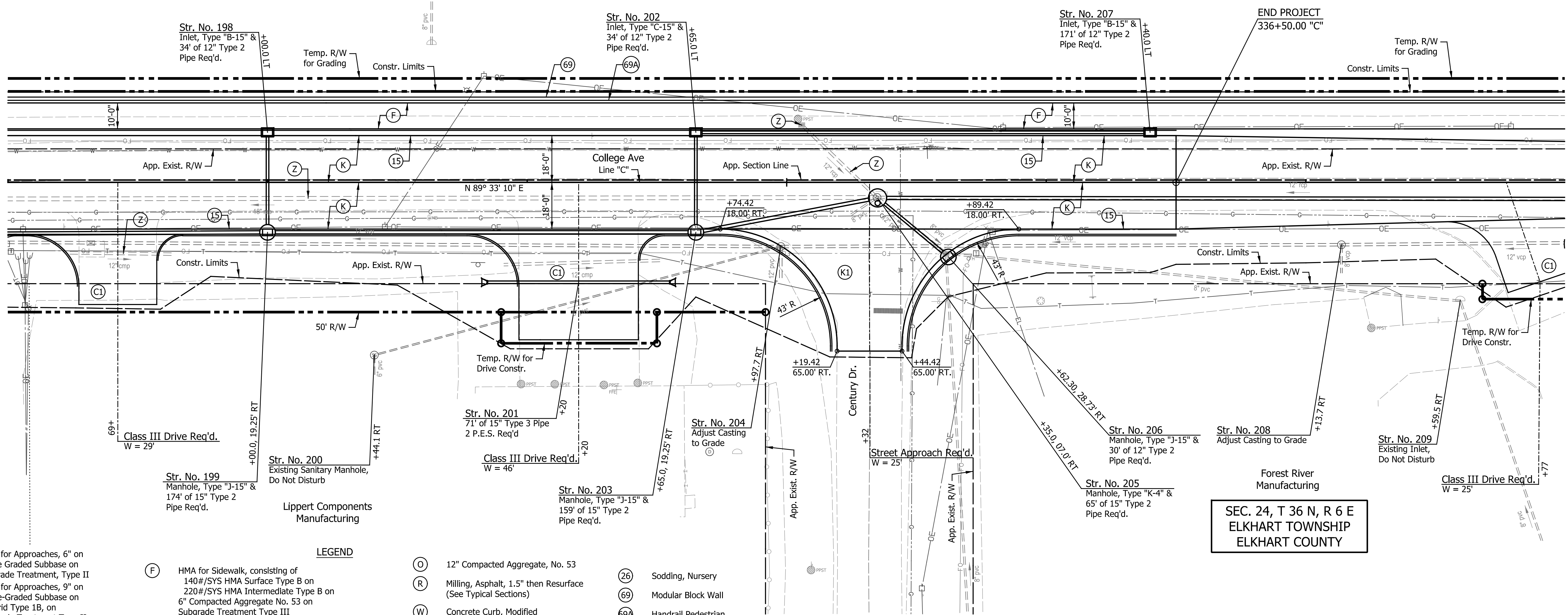
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DESIGNED: MFD	DRAWN: BLM	
CHECKED: TMS	CHECKED: TMS	

INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS COLLEGE AVENUE

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1900739
SURVEY BOOK N/A	SHEETS 25 of 83
CONTRACT R-42000	PROJECT 1900739

SEC. 13, T 36 N, R 6 E
ELKHART TOWNSHIP
ELKHART COUNTY

Lippert Components
Manufacturing



- (C) PCCP for Approaches, 6" on Dense Graded Subbase on Subgrade Treatment, Type II

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(69) Modular Block Wall

(69A) Handrail, Pedestrian

(Wetlands)

NOTES:
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Except as Shown.
Line "C" to be Constructed.

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: MFD	DRAWN: BLM	
CHECKED: TMS	CHECKED: TMS	

INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS COLLEGE AVENUE

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1900739
SURVEY BOOK N/A	SHEETS 26 of 83
CONTRACT R-42000	PROJECT 1900739

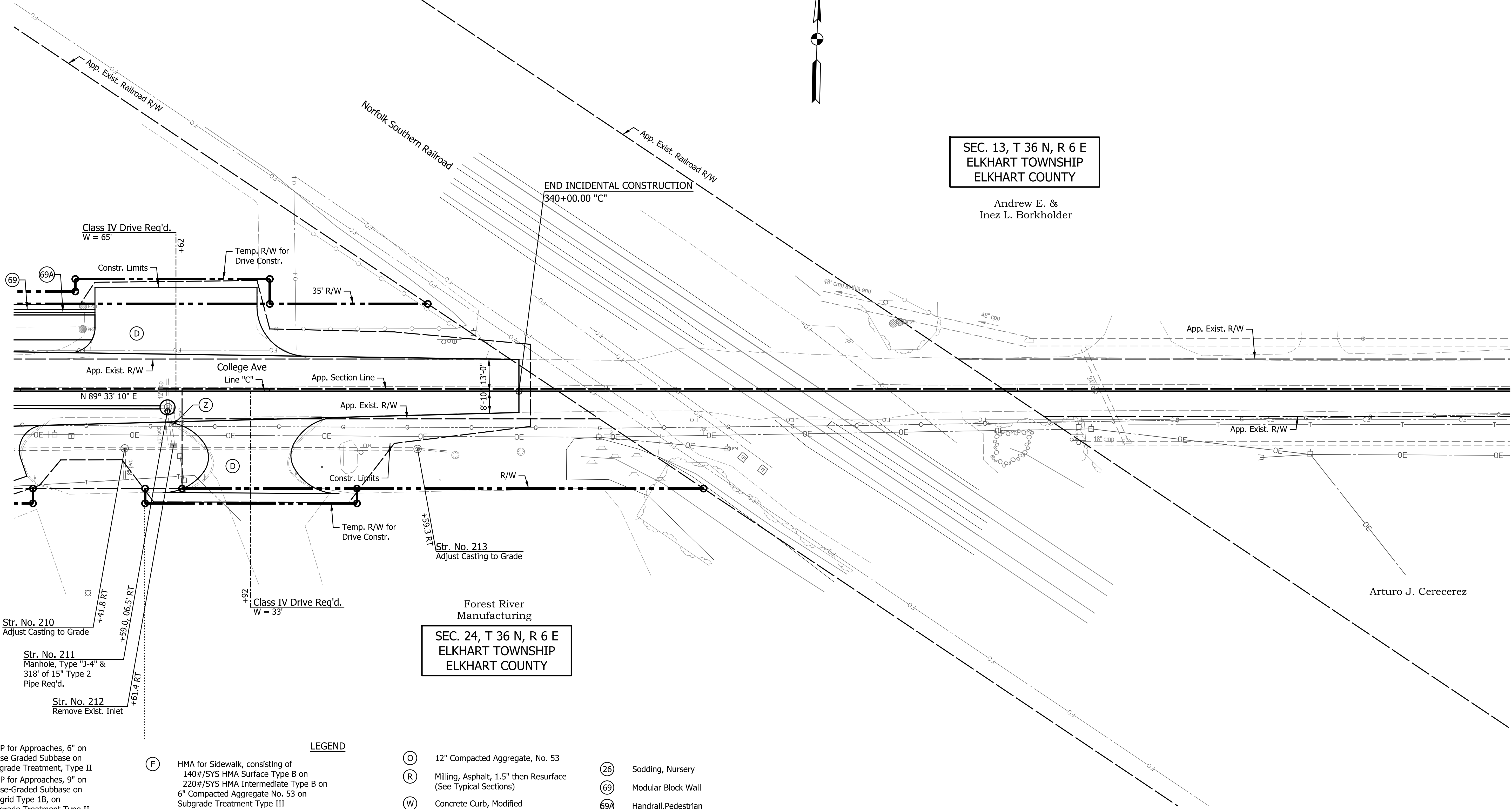
340



SEC. 13, T 36 N, R 6 E
ELKHART TOWNSHIP
ELKHART COUNTY

Andrew E. &
Inez L. Borkholder

END INCIDENTAL CONSTRUCTION
340+00.00 "C"



LEGEND

- (C) PCCP for Approaches, 6" on Dense Graded Subbase on Subgrade Treatment, Type II

(C1) PCCP for Approaches, 9" on Dense-Graded Subbase on Geogrid Type 1B, on Subgrade Treatment Type II

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(15) Combined Concrete Curb and Gutter
- (26) Sodding, Nursery

(69) Modular Block Wall

(69A) Handrail, Pedestrian

(Hatched Box) Wetlands

NOTES:
All R/W Described from Line "C"
Except as Shown.

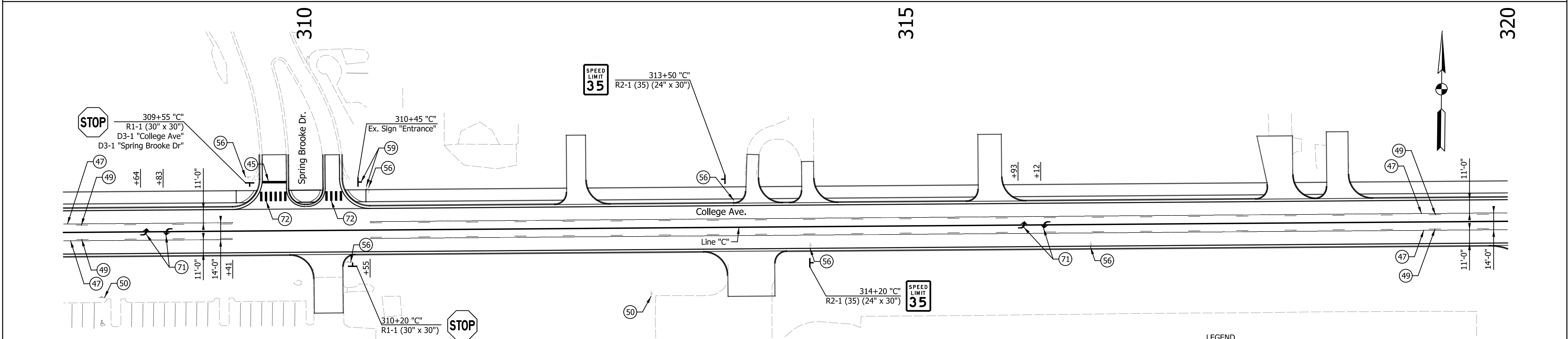
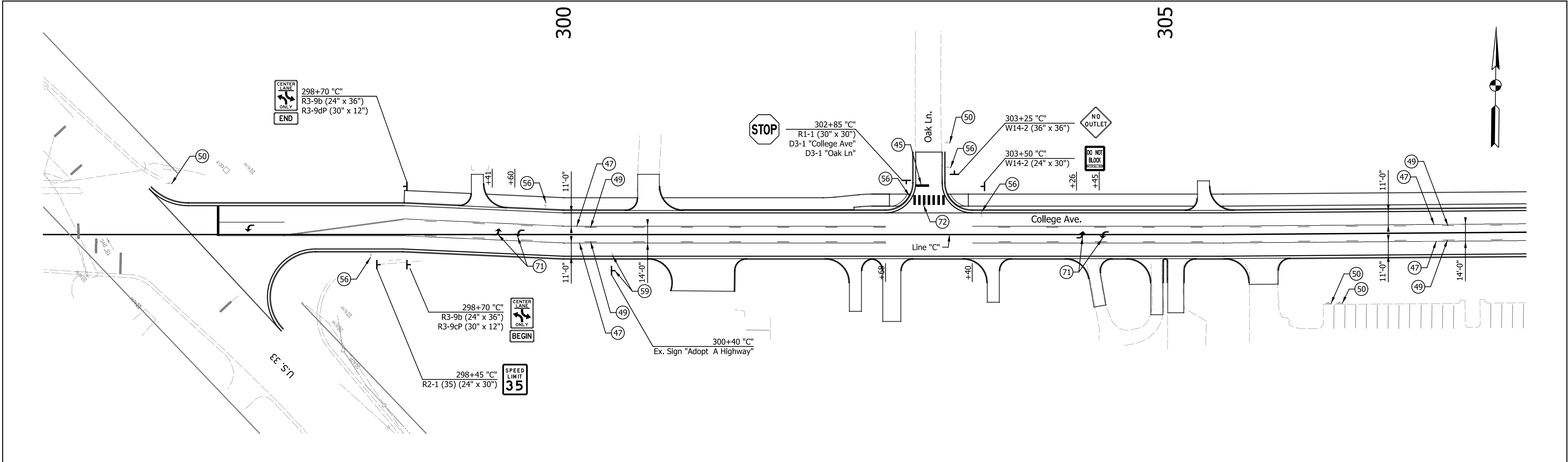
Line "C" to be Constructed.

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: MFD	DRAWN: BLM	
CHECKED: TMS	CHECKED: TMS	

INDIANA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION DETAILS COLLEGE AVENUE

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE N/A
VERTICAL SCALE N/A	DESIGNATION 1900739
SURVEY BOOK N/A	SHEETS 27 of 83
CONTRACT R-42000	PROJECT 1900739



- 45

Transverse Marking, Thermoplastic, Stop Line, 24 in.
- 46

Line, Thermoplastic, Solid, White, 4 in.
- 47

Line, Thermoplastic, Solid, Yellow, 4 in.
- 47A

Line, Multi-Component, Solid, Yellow, 4 in.
- 48

Line, Thermoplastic, Solid, Yellow, 8 in.
- 49

Line, Thermoplastic, Broken, Yellow, 4 in.
- 49A

Line, Multi-Component, Broken, Yellow, 4 in.

50

No Change Req'd for Exist. Sign and Supports

56

Sign, Sheet and Supports Remove

59

Existing Sheet Sign, Relocate (on New Supports)

70

Pavement Message Markings, Thermoplastic, Railroad Crossing

71

Pavement Message Markings, Thermoplastic, Lane Indication Arrow

72

Transverse Markings, Thermoplastic, Crosswalk Line, White, 24 in. (10' Wide, 2' Gap)

73

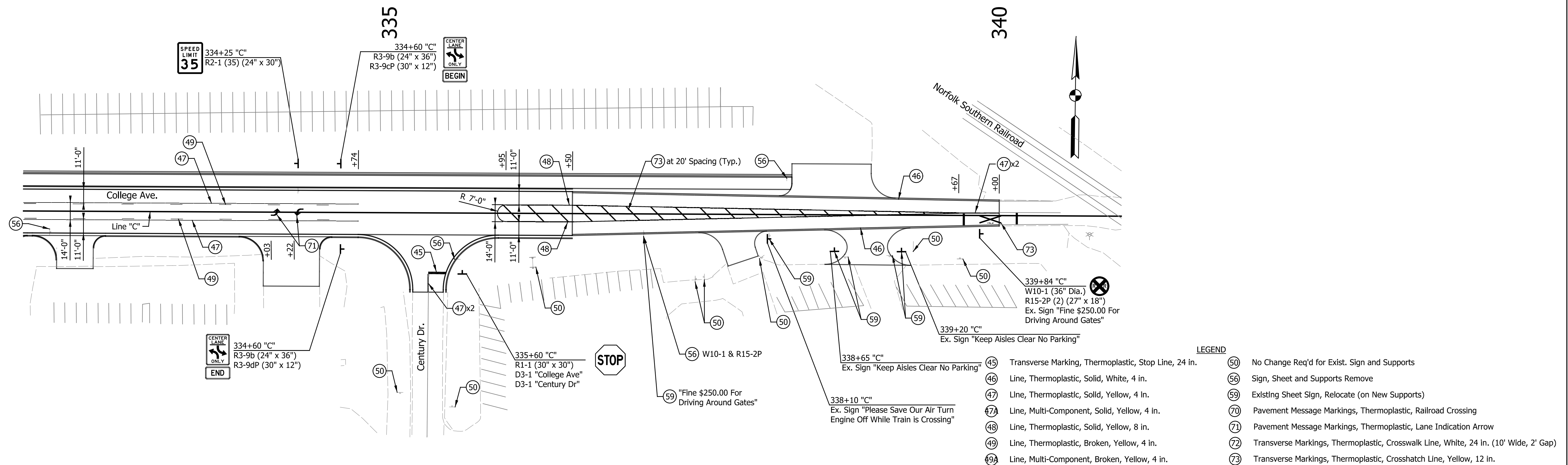
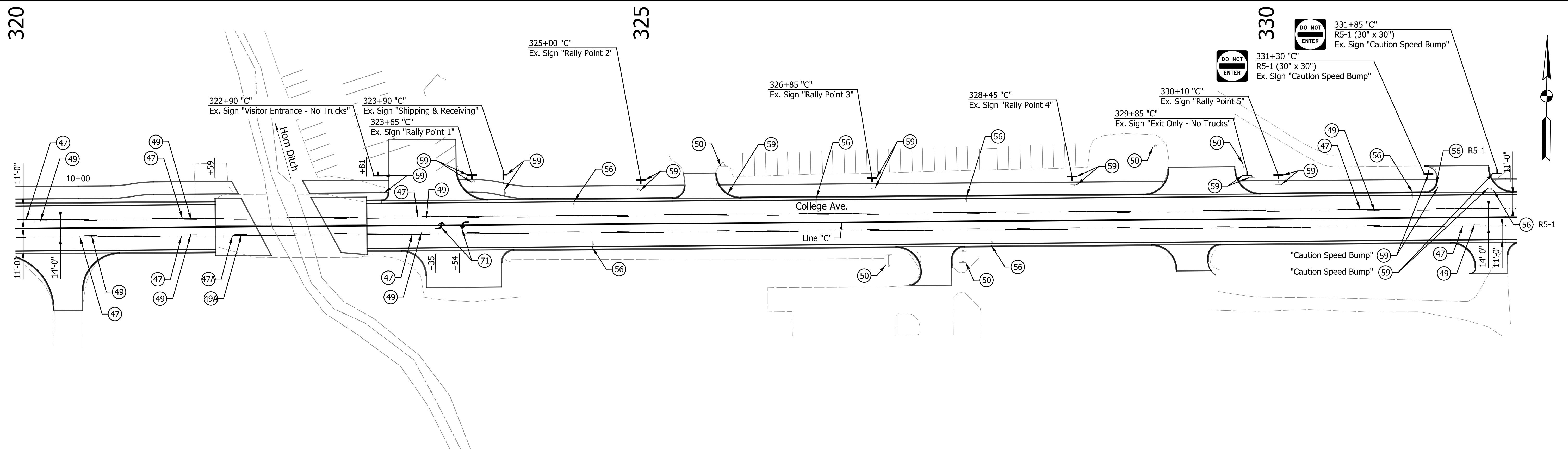
Transverse Markings, Thermoplastic, Crosshatch Line, Yellow, 12 in.

DATE	REVISION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	MM/DD/20YY
		DATE
DESIGNED: MFD	DRAWN: BLM	
CHECKED: TMS	CHECKED: TMS	

INDIANA DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING & SIGNING DETAILS

HORIZONTAL SCALE 1" = 40'	BRIDGE FILE
VERTICAL SCALE N/A	DESIGNATION 1900739
SURVEY BOOK N/A	SHEETS 28 of 83
CONTRACT R-42000	PROJECT 1900739

[illegible]

PROJECT	DESIGNATION
1900739	1900739
CONTRACT	BRIDGE FILE
R-42000	ELKHART COUNTY BR. NO. XXX

INDIANA DEPARTMENT OF TRANSPORTATION



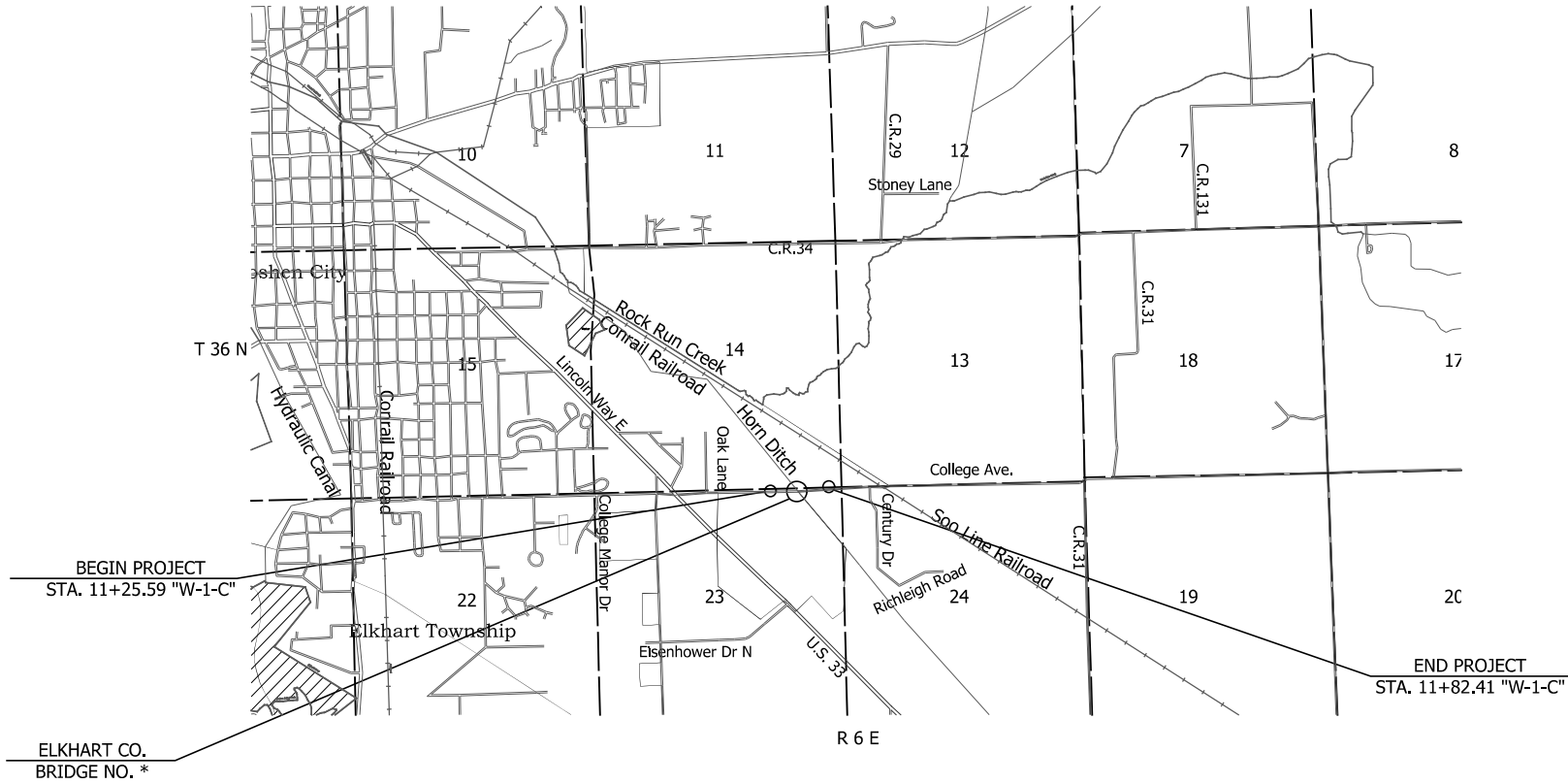
BRIDGE PLANS

FOR SPANS OVER 20 FEET

ROUTE: SHARED USE PATH AT: RP N/A

PROJECT NO. 1900739 P.E.
 1900739 R/W
 1900739 CONST.

PROJECT DESCRIPTION New Construction Pedestrian Bridge Along College Avenue located approximately 0.49 miles East of US 33 on section line between Section 14 and Section 23, T 36 N, R 6 E, Elkhart Township, Elkhart County.



CITY COUNCIL

Name, Title

Date

Name, Title

Date

Name, Title

Date

AUDITOR

Name, Title

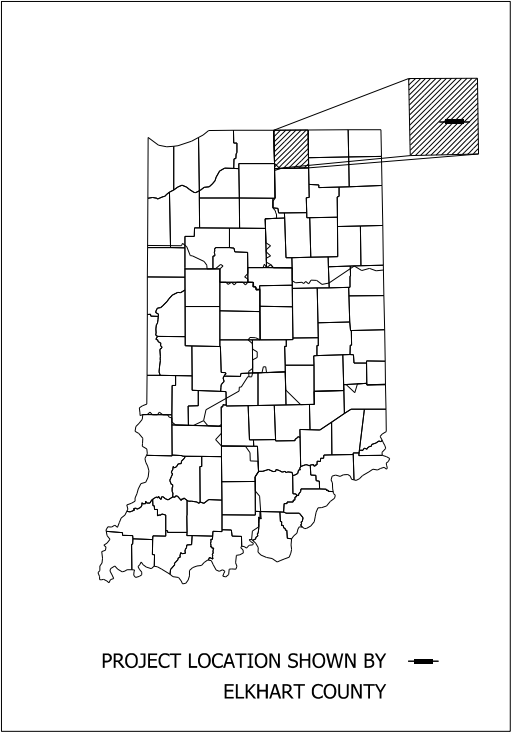
Date

CITY ENGINEER

Name, Title

Date

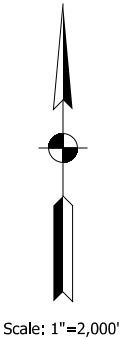
DESIGN DATA		
DESIGN SPEED	N/A	M.P.H.
PROJECT DESIGN CRITERIA	SHARED USE PATH	
FUNCTIONAL CLASSIFICATION	N/A	
RURAL/URBAN	URBAN (INTERMEDIATE)	
TERRAIN	LEVEL	
ACCESS CONTROL	NONE	



LATITUDE: 41° 34' 00" N LONGITUDE: 85° 47' 34" W

BRIDGE LENGTH:	0.010	MI.
ROADWAY LENGTH:	0.000	MI.
TOTAL LENGTH:	0.010	MI.
MAX. GRADE:	1.59	%

HUC: 040500011902



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



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

FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPT. OF TRANSPORTATION

APPROVED: _____
DATE

DIVISION ADMINISTRATOR

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580
PHONE NUMBER

CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	
ELKHART COUNTY BR. NO. XXX	
DESIGNATION	
1900739	
SHEETS	
SURVEY BOOK	1 of 5
ELECTRONIC	PROJECT
CONTRACT	1900739
R-42000	

UTILITIES

GAS AND ELECTRIC
NIPSCO
300 EAST KERCHER ROAD
GOSHEN, INDIANA 46526
(574) 535-0264

WATER AND SEWER
CITY OF GOSHEN UTILITIES
308 NORTH 5TH STREET
GOSHEN, INDIANA 46528
(574) 534-5306

TELEPHONE
FRONTIER
24373 COUNTY ROAD 45
ELKHART, INDIANA 46516
(574) 875-3791

RAILROAD
NORFOLK SOUTHERN RAILROAD
(574) 993-2294

CABLE TV
COMCAST CABLE
4045 EDISON LAKES PARKWAY
MISHAWAKA, INDIANA 46545
(574) 252-2562
Contact Information

FIBER OPTICS
JOB 8, LLC
(877) 634-8755

WINDSTREAM
(800) 289-1901

MCI/VERIZON

GENERAL NOTES

**	All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified.
	The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.
	The paper relocation will be cross sectioned by the Engineer before construction.
	Existing asphalt pavement located outside the construction limits, between Sta. _____ and Sta. _____, shall be removed as directed.
	The quantity of peat excavation shown on the plans has been estimated on the basis of theoretical cross sections by using treatment of existing fills, treatment by removal, or treatment by displacement, where each treatment applies.
	All limited access right-of-way (L.A. R/W) is to be fenced with chain link type fence (CLTF) or farm field type fence (FFTF) where specified in the plans.
	Contractor shall verify existing flowline elevations to set the appropriate sump depth.

** REPRESENTS GENERAL NOTES REQUIRED

INDEX

SHEET NO.	DRAWING INDEX
1	TITLE
2	INDEX AND GENERAL NOTES
3	LAYOUT
4	GENERAL PLAN
5	BRIDGE SUMMARY OF QUANTITIES

REVISIONS

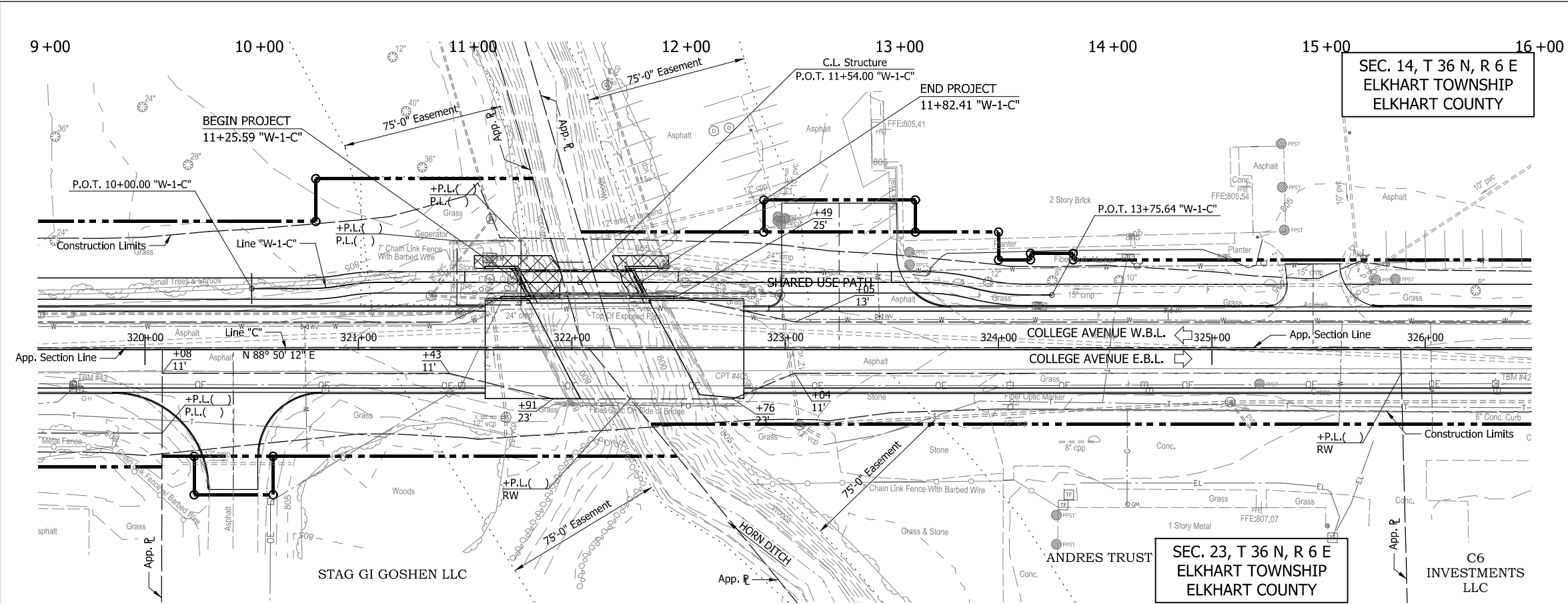
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RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____		DATE _____	
DESIGNED: _____ KRW		DRAWN: _____ KRW			
CHECKED: _____ TJM		CHECKED: _____ TJM			

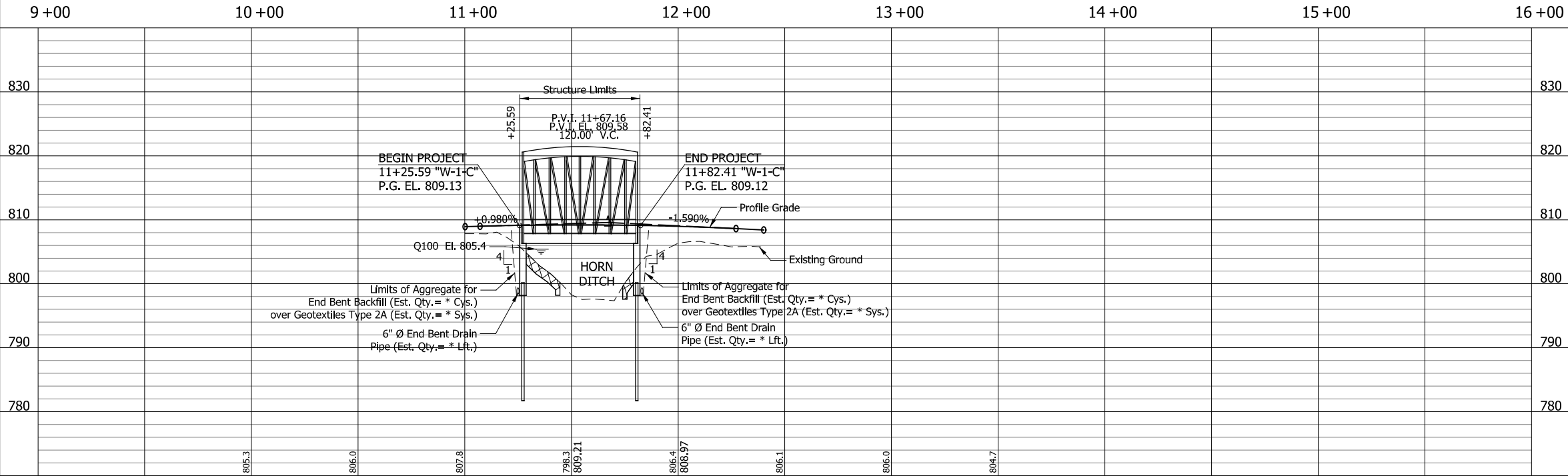
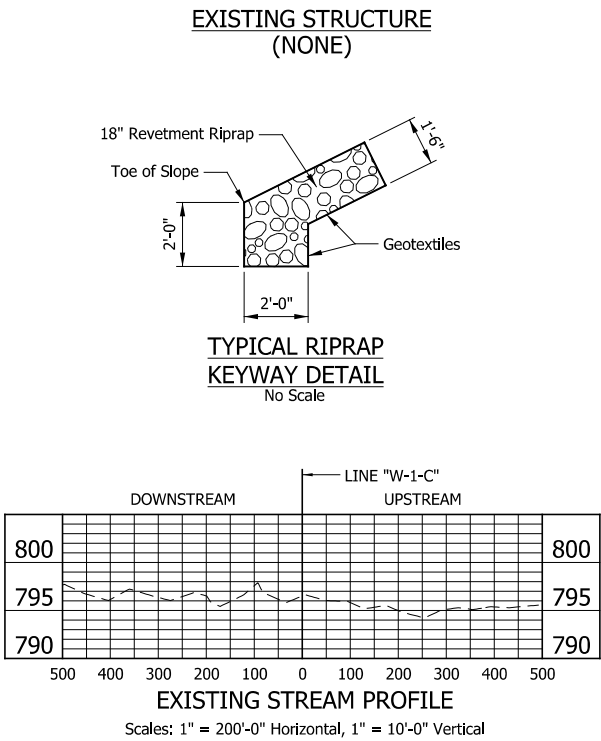
INDIANA
DEPARTMENT OF TRANSPORTATION

INDEX AND GENERAL NOTES

HORIZONTAL SCALE	BRIDGE FILE		
	ELKHART COUNTY BR. NO. XXX		
VERTICAL SCALE	DESIGNATION		
	1900739		
SURVEY BOOK	SHEETS		
ELECTRONIC	2	of	5
CONTRACT	PROJECT		
R-42000	1900739		



SITUATION PLAN
Scale: 1" = 30'-0", Contour Interval 1'-0"



PROFILE ON PROPOSED C PATH
Scales: 1" = 30'-0" Horizontal, 1" = 10'-0" Vertical

HYDRAULIC DATA

Drainage Area	= 13.6	Sq. Mi.
Discharge (Q100)	= *	Cfs.
Q100 High Water El. (Natural Channel)	= 805.4	Ft.
Back Water @ Q100	= *	Ft.
Velocity	= *	Ft./Sec.
Waterway Opening Required (Below El. 805.4)	= 346.42	Sft.
Waterway Opening Provided (Below El. 805.4)	= 346.42	Sft.
Freeboard Provided (Above El. 805.4)	= *	Ft.
Q500 Scour Elevation	= *	Ft.

Hydraulic Data Based on Existing Flood Insurance Study Hydraulic Model.

- NOTES:
- For R/W, See Road Plans.
 - For guardrail limits and side ditch grades, see Road Plan and Profile Sheet.
 - For additional alignment data, alignment references, benchmarks and topo references, see Road Plans.
 - Cross-Hatched areas indicate limits of 18" Revetment Riprap over Geotextiles, Type 3. (Est. Qty. = * Tons of 18" Revetment Riprap over * Sys. of Geotextiles, Type 3)
 - For Earthwork Tabulations, see Road Plans.

PREFABRICATED PEDESTRIAN BRIDGE
1 SPAN: 52'-0 1/4" SKEW: 28° LT. CLEAR PATHWAY: 10'-0"
SHARED USE PATH OVER HORN DITCH
ELKHART COUNTY

DATE		REVISION				RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE	
														AS NOTED		ELKHART COUNTY BR. NO. XXX	
														VERTICAL SCALE		DESIGNATION	
														AS NOTED		1900739	
														SURVEY BOOK		SHEETS	
														ELECTRONIC		3 of 5	
														CONTRACT		PROJECT	
														R-42000		1900739	

LAYOUT

GENERAL NOTES

Reinforcing steel covering to be 2½" in the top and 1" minimum in the bottom of floor slabs, 3" in the footings except the bottom steel which shall be 4", and 2" in all other parts, unless noted.

DESIGN DATA

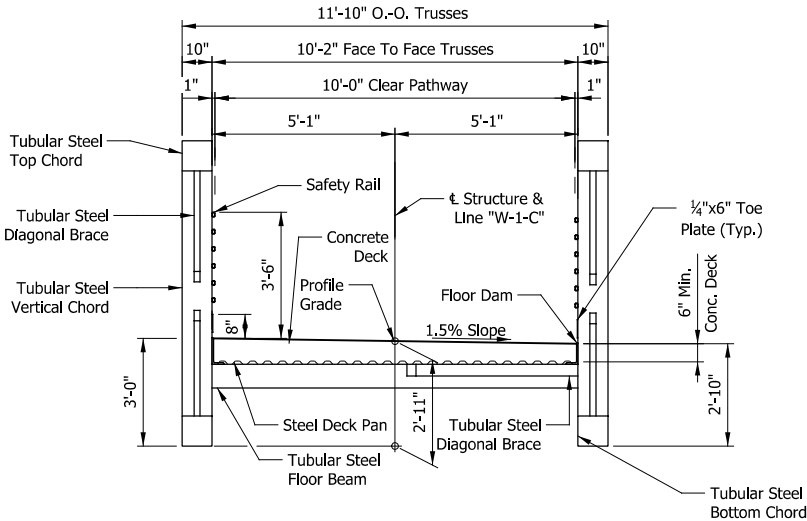
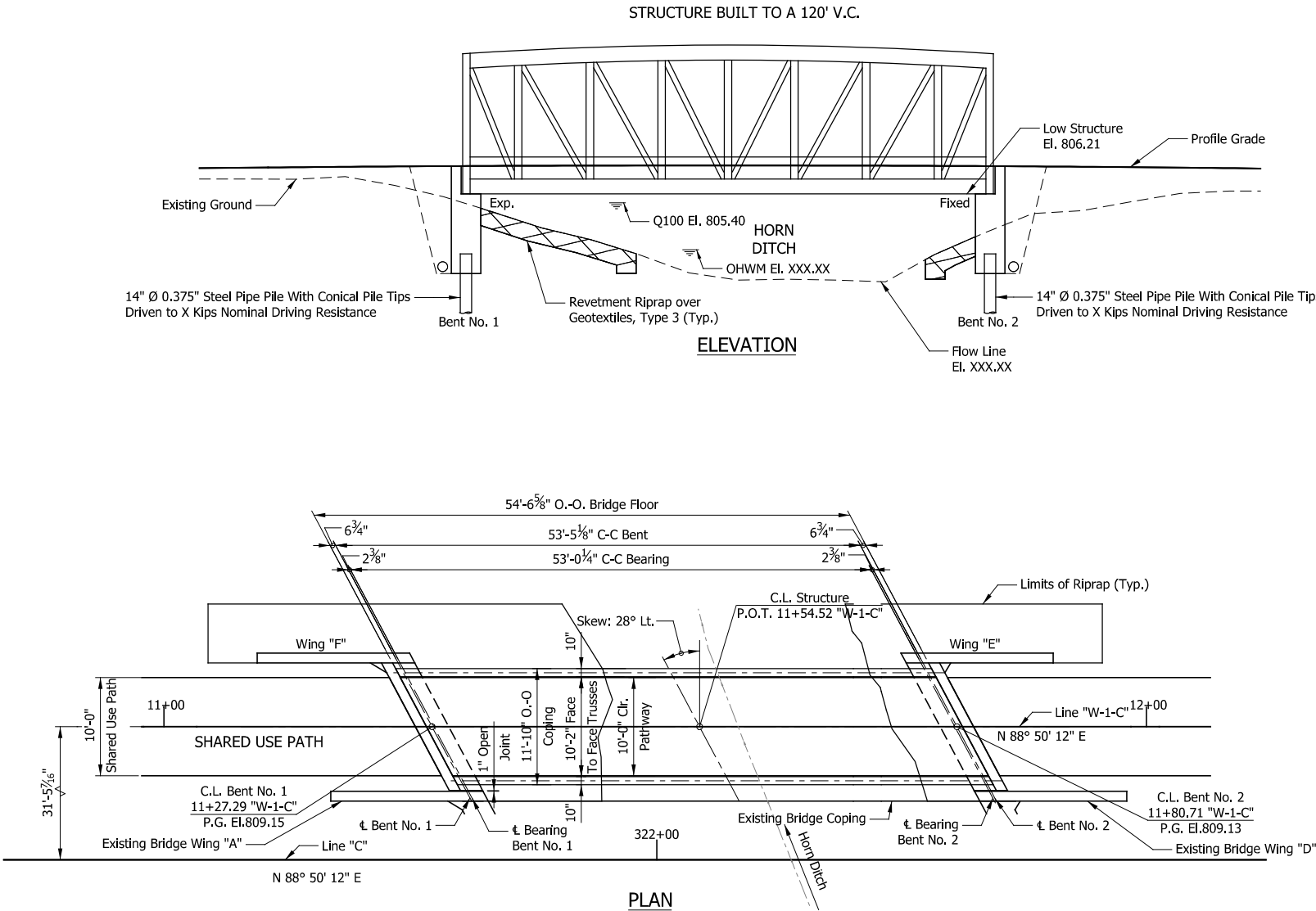
- LIVE LOAD:

90 Lbs./Sft. loading or an H-5 Truck Loading With Distribution of loads in accordance with AASHTO LRFD Guide Specifications For the Design of Pedestrian Bridges, 2nd Edition and Subsequent Interims. The Pedestrian Loading May Be Reduced in Accordance With The Guide Specifications.
- DEAD LOAD:

Actual Weight plus 15 Lbs./Sft. for permanent metal deck forms.
- FLOOR SLAB:

Designed for 4,000 Lbs. axle load impact with a structural depth of 5½".
- UNIT STRESSES:

Reinforcing Steel, Fy = 60,000 psi
Concrete Class B, f'c = 3,000 psi
Concrete Class A, f'c = 3,500 psi
Concrete Class C, f'c = 4,000 psi



PREFABRICATED PEDESTRIAN BRIDGE

1 SPAN: 53'-0¼" SKEW: 28° LT. CLEAR PATHWAY: 10'-0"
SHARED USE PATH OVER HORN DITCH
ELKHART COUNTY

DATE	REVISION	

RECOMMENDED FOR APPROVAL		
DESIGN ENGINEER		DATE
DESIGNED: NFG	DRAWN: KRW	
CHECKED: TJM	CHECKED: TJM	

INDIANA DEPARTMENT OF TRANSPORTATION	
GENERAL PLAN	

HORIZONTAL SCALE		BRIDGE FILE	
¾" = 1'-0", U.N.		ELKHART COUNTY BR. NO. XXX	
VERTICAL SCALE		DESIGNATION	
¾" = 1'-0", U.N.		1900739	
SURVEY BOOK		SHEETS	
ELECTRONIC		4 of 5	
CONTRACT		PROJECT	
R-42000		1900739	

Appendix C: Early Coordination



Engineering Department
CITY OF GOSHEN

204 East Jefferson Street, Suite 1 • Goshen, IN 46528-3405

Phone (574) 534-2201 • Fax (574) 533-8626 • TDD (574) 534-3185
engineering@goshencity.com • www.goshenindiana.org

June 22, 2021

Example Early
Coordination Letter

Re: Des. No. 1900739, College Avenue Road Improvement, beginning at US 33 and terminating at Norfolk Southern Railway, Goshen, Elkhart Township, Elkhart County, Indiana.

Dear Mr. Bales:

The City of Goshen, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), intends to proceed with the College Avenue Road Reconstruction Project (Des. No. 1900739) located in Goshen, Elkhart County, Indiana. This letter is part of the early coordination phase of the environmental review process. American Structurepoint, Inc., on behalf of the City of Goshen, is 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 proposed project begins at US 33 and extends east for approximately 0.84 mile along College Avenue before terminating at the Norfolk Southern Railroad. The proposed project also extends approximately 130 feet north along Oak Lane, 190 feet north along Spring Brooke Drive, and 250 feet south along Century Drive. The proposed project is more specifically located in Sections 13 and 14, Township 36 North, Range 6 East on the Goshen, Indiana United States Geological Survey (USGS) Topographic 7.5 Minute Quadrangle.

This section of College Avenue is functionally classified as a major collector and has a posted speed limit of 35 miles per hour. The existing typical roadway section of College Avenue consists of two 12-foot-wide travel lanes (one eastbound, one westbound) with no shoulders. There are currently no existing sidewalks within the proposed project area; however, a multi-use path is currently being constructed along the north side of College Avenue from US 33 to approximately 350 feet east of US 33 as part of a separate project. Drainage along College Avenue is currently conveyed via storm sewer along the north side of the roadway. The existing apparent right-of-way along College Avenue generally extends approximately 15 to 45 feet north and south from the centerline of the roadway.

The need for this project is evidenced by the existing traffic congestion along College Avenue and the lack of pedestrian facilities. The purpose of the proposed project is to improve mobility for motorists and pedestrians along College Avenue.

June 22, 2021

The current proposed project would consist of reconstructing and widening College Avenue to accommodate a center two-way left-turn lane (TWLTL). The proposed typical roadway section would consist of two 11-foot-wide travel lanes (one eastbound, one westbound) with a 14-foot-wide center TWLTL bordered by curb and gutter along both sides of the roadway. Additionally, a 10-foot-wide, multi-use path would be constructed along the north side of the roadway throughout the project area and would tie into the multi-use path currently being constructed near the intersection of US 33 and College Avenue. The addition of the multi-use path would include construction of a new pedestrian bridge over Horn Ditch, which would be adjacent to the existing County Road (CR) 36 Bridge over Horn Ditch. No improvements are proposed to the CR 36 Bridge over Horn Ditch as part of this project.

The proposed project would also include work along the intersecting roadways of Oak Lane, Spring Brooke Drive, and Century Drive to tie into the College Avenue reconstruction. Work would consist of pavement reconstruction and the addition of curbs within the limits of the existing roadways. Additionally, a new storm sewer system is proposed to be installed along both sides of College Avenue throughout the project area. Installation of the new storm sewer system would include the replacement of two existing storm sewers located on either side of Horn Ditch in either the same or nearby outfall locations.

It is anticipated that the project would require the acquisition of approximately 4.21 acres of permanent right-of-way and 0.37 acre of temporary right-of-way. No relocations are anticipated as a result of this project. Maintenance of traffic is anticipated to include a full road closure with a detour utilizing US 33 to Kercher Road to CR 31 for through-traffic. Access to all properties will be maintained for local traffic throughout construction.

Land use within the vicinity of the project consists of residential and commercial properties. A wetland delineation and waters investigation will be performed to identify ecological resources that may be present. Coordination for the Indiana Bat and Northern Long-eared Bat will be completed using the USFWS's Information for Planning and Consulting (IPaC) system, and the results of the IPaC determination will be reviewed by the USFWS. The project area will be evaluated in regards to archaeological and historic resources for Section 106 compliance. The result of any cultural resource evaluations/investigations will be forwarded to the State Historic Preservation Officer for review and concurrence as required.

American Structurepoint, on behalf of the City of Goshen, is requesting comments regarding any possible environmental effects associated with this project. Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Leigh Stevenson, American Structurepoint by phone at (317) 547-5580 or e-mail at l Stevenson@structurepoint.com, or Josh Corwin, City of Goshen at (574) 534-2201 or e-mail at joshcorwin@goshencity.com. Thank you in advance for your input.

Very truly yours,



Leigh Stevenson, Environmental Specialist, American Structurepoint, Inc.
Consultant soliciting comments on behalf of the City of Goshen

LES:mgn

Enclosures

State Location Map
USGS Topographic Map – Goshen Quadrangle
2016 Aerial Photography and Photo Location Map
Site Photographs – April 27, 2021

See Appendix B,
B-1 to B-4 for ECL
Enclosures

Distribution List

US Natural Resources Conservation Service
National Park Service, Midwest Regional Office
Federal Highway Administration
US Department of Housing and Urban Development
US Army Corps of Engineers, Detroit District
US Coast Guard, Ninth District
Indiana Department of Environmental Management
IDNR, Division of Fish and Wildlife
IDNR, Division of Outdoor Recreation
INDOT, Office of Aviation
INDOT, Fort Wayne District
INDOT, Environmental Services
Indiana Geological and Water Survey
Michiana Area Council of Governments
Elkhart County Highway Department
Elkhart County Stormwater Board
Elkhart County Surveyor
Elkhart County Sheriff's Department
Elkhart County Emergency Management
City of Goshen Mayor's Office
City of Goshen Department of Planning and Zoning
City of Goshen Police Department
City of Goshen Fire Department
Goshen MS4 Coordinator
Goshen Community Schools



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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

City of Goshen
Josh Corwin
204 East Jefferson Street, Suite 4
Goshen , IN 46528

American Structurepoint, Inc.
Leigh Stevenson
9025 River Road
Suite 200
Indianapolis , IN 46240

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed project begins at US 33 and extends east for approximately 0.84 mile along College Avenue before terminating at the Norfolk Southern Railroad. The proposed project also extends approximately 130 feet north along Oak Lane, 190 feet north along Spring Brooke Drive, and 250 feet south along Century Drive. The need for this project is evidenced by the existing traffic congestion along College Avenue and the lack of pedestrian facilities. The purpose of the proposed project is to improve mobility for motorists and pedestrians along College Avenue. The current proposed project would consist of reconstructing and widening College Avenue to accommodate a center two-way-left-turn lane (TWLTL). The proposed typical roadway section would consist of two 11-foot-wide travel lanes (one eastbound, one westbound) with a 14-foot-wide center TWLTL bordered by curb and gutter along both sides of the roadway. Additionally, a 10-foot-wide, multi-use path would be constructed along the north side of the roadway throughout the project area and would tie into the multi-use path currently being constructed near the intersection of US 33 and College Avenue. The addition of the multi-use path would include construction of a new pedestrian bridge over Horn Ditch, which would be adjacent to the existing County Road (CR) 36 Bridge over Horn Ditch. No improvements are proposed to the CR 36 Bridge over Horn Ditch as part of this project. The proposed project would also include work along the intersecting roadways of Oak Lane, Spring Brooke Drive, and Century Drive to tie into the College Avenue reconstruction. Work would consist of pavement reconstruction and the addition of curbs within the limits of the existing roadways. Additionally, a new storm sewer system is proposed to be installed along both sides of College Avenue throughout the project area. Installation of the new storm sewer system would include the replacement of two existing storm sewers located on either side of Horn Ditch in either the same or nearby outfall locations. It is anticipated that the project would require the acquisition of approximately 4.21-acres of permanent right-of-way and 0.37-acre of temporary right-of-way. No relocations are anticipated as a result of this project. Maintenance of traffic is anticipated to include a full road closure with a detour utilizing US 33 to Kercher Road to CR 31 for through-traffic. Access to all properties will be maintained for local traffic throughout construction.

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

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

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

WATER AND BIOTIC QUALITY

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

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

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

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).

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

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

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

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

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

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

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

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

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

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

AIR QUALITY

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

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

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

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with

chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

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

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

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

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

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

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

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

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

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

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

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

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

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

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.

5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

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

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

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

Signature(s) of the Applicant

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

Project Description

The proposed project begins at US 33 and extends east for approximately 0.84 mile along College Avenue before terminating at the Norfolk Southern Railroad. The proposed project also extends approximately 130 feet north along Oak Lane, 190 feet north along Spring Brooke Drive, and 250 feet south along Century Drive. The need for this project is evidenced by the existing traffic congestion along College Avenue and the lack of pedestrian facilities. The purpose of the proposed project is to improve mobility for motorists and pedestrians along College Avenue. The current proposed project would consist of reconstructing and widening College Avenue to accommodate a center two-way-left-turn lane (TWLTL). The proposed typical roadway section would consist of two 11-foot-wide travel lanes (one eastbound, one westbound) with a 14-foot-wide center TWLTL bordered by curb and gutter along both sides of the roadway. Additionally, a 10-foot-wide, multi-use path would be constructed along the north side of the roadway throughout the project area and would tie into the multi-use path currently being constructed near the intersection of US 33 and College Avenue. The addition of the multi-use path would include construction of a new pedestrian bridge over Horn Ditch, which would be adjacent to the existing County Road (CR) 36 Bridge over Horn Ditch. No improvements are proposed to the CR 36 Bridge over Horn Ditch as part of this project. The proposed project would also include work along the intersecting roadways of Oak Lane, Spring Brooke Drive, and Century Drive to tie into the College Avenue reconstruction. Work would consist of pavement reconstruction and the addition of curbs within the limits of the existing roadways. Additionally, a new storm sewer


system is proposed to be installed along both sides of College Avenue throughout the project area. Installation of the new storm sewer system would include the replacement of two existing storm sewers located on either side of Horn Ditch in either the same or nearby outfall locations. It is anticipated that the project would require the acquisition of approximately 4.21-acres of permanent right-of-way and 0.37-acre of temporary right-of-way. No relocations are anticipated as a result of this project. Maintenance of traffic is anticipated to include a full road closure with a detour utilizing US 33 to Kercher Road to CR 31 for through-traffic. Access to all properties will be maintained for local traffic throughout construction.

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

Date: 1/31/22

Signature of the INDOT

Project Engineer or Other Responsible Agent


Josh Corwin

Date: 1/31/2022

Signature of the

For Hire Consultant



Leigh Stevenson

Organization and Project Information

Project ID:
Des. ID: Des. No. 1900739
Project Title: College Avenue Road Improvement
Name of Organization: American Structurepoint, Inc.
Requested by: Leigh Stevenson

Environmental Assessment Report

1. Geological Hazards:
 - Moderate liquefaction potential
 - Floodway
2. Mineral Resources:
 - Bedrock Resource: Moderate Potential
 - Sand and Gravel Resource: High Potential
3. Active or abandoned mineral resources extraction sites:
 - None documented in the area

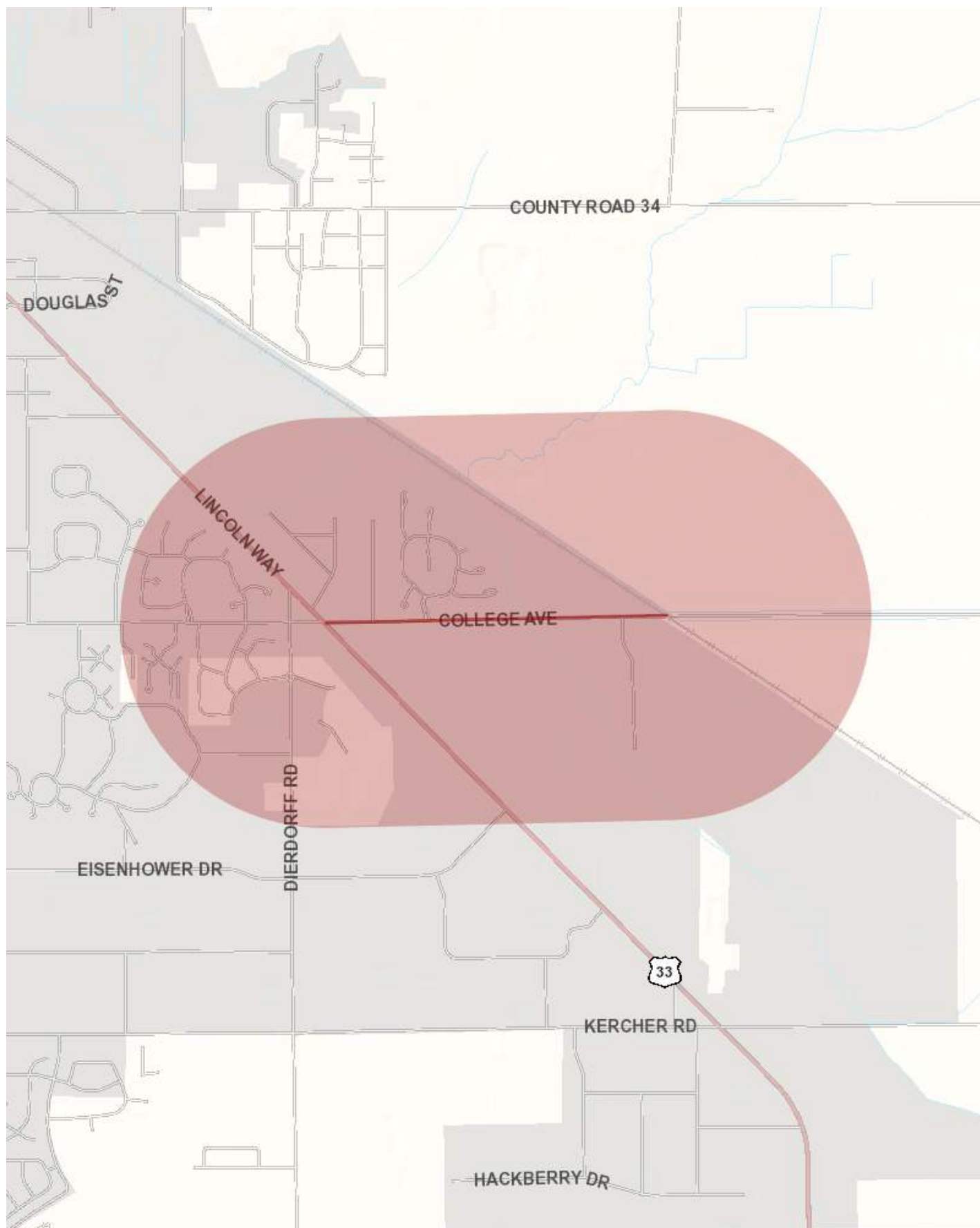
*All map layers from Indiana Map (maps.indiana.edu)

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
Phone: 812 855-7428

Date: June 22, 2021



From: Miller, Jose <josemiller@goshencity.com>
Sent: Wednesday, June 23, 2021 8:11 AM
To: police; Stevenson, Leigh; Hope, Briana
Subject: RE: Early Coordination Request, College Avenue Road Improvement – Des 1900739

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Good Morning,

I have reviewed your letter and maps attached of the project. I believe this project would be beneficial from a law enforcement standpoint. I feel it would help with the traffic flow and with the pedestrian flow throughout the area making it safer for all that travel this route. Thank you for inquiring with our department.

Respectfully,



Jose' D. Miller #116

Chief of Police

Goshen City Police Department

111 E. Jefferson Street

Goshen, IN. 46528

Phone (574) 533-8661

Office (574) 537-1934

www.goshenindiana.org

<https://www.facebook.com/CityOfGoshen>

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From: police <police@goshencity.com>
Sent: Tuesday, June 22, 2021 4:42 PM
To: Miller, Jose <josemiller@goshencity.com>
Subject: Fwd: Early Coordination Request, College Avenue Road Improvement – Des 1900739

Polly Hoover, MPA
Public Information Officer
Goshen Police Department

From: Courtade, Julian <JCourtade@indot.IN.gov>
Sent: Wednesday, June 23, 2021 7:51 AM
To: Stevenson, Leigh
Subject: RE: Early Coordination Request, College Avenue Road Improvement – Des 1900739

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Leigh –

After reviewing the Early Coordination Letter, I have determined that if any object, obstruction, or equipment will exceed 160 ft. in height, further coordination will be required with our office and the FAA. This is due to the close proximity of Goshen 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



From: Stevenson, Leigh <l Stevenson@structurepoint.com>
Sent: Tuesday, June 22, 2021 4:25 PM
To: Courtade, Julian <JCourtade@indot.IN.gov>
Cc: Hope, Briana <bhope@structurepoint.com>
Subject: Early Coordination Request, College Avenue Road Improvement – Des 1900739

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From: Seculoff, Steven <SSeculoff@indot.IN.gov>
Sent: Wednesday, June 23, 2021 11:41 AM
To: Stevenson, Leigh
Cc: Hope, Briana
Subject: RE: Early Coordination Request, College Avenue Road Improvement – Des 1900739

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Leigh,

Thank you for the opportunity to review. I do not have any comments at this time.

Steve Seculoff, PMP

Consultant Services Manager

Indiana Department of Transportation

5333 Hatfield Road

Fort Wayne, IN 46808

Office: (260) 399-7337

Email: sseculoff@indot.in.gov



From: Stevenson, Leigh <l Stevenson@structurepoint.com>
Sent: Tuesday, June 22, 2021 4:29 PM
To: Seculoff, Steven <SSeculoff@indot.IN.gov>
Cc: Hope, Briana <bhope@structurepoint.com>
Subject: Early Coordination Request, College Avenue Road Improvement – Des 1900739

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

Dear Mr. Seculoff,

Please find attached the Early Coordination Letter prepared for the College Avenue Road Improvement project in Elkhart County, Indiana. Please review the attached information and supply our office with any comments your office may have regarding the proposed project.

Thank you,

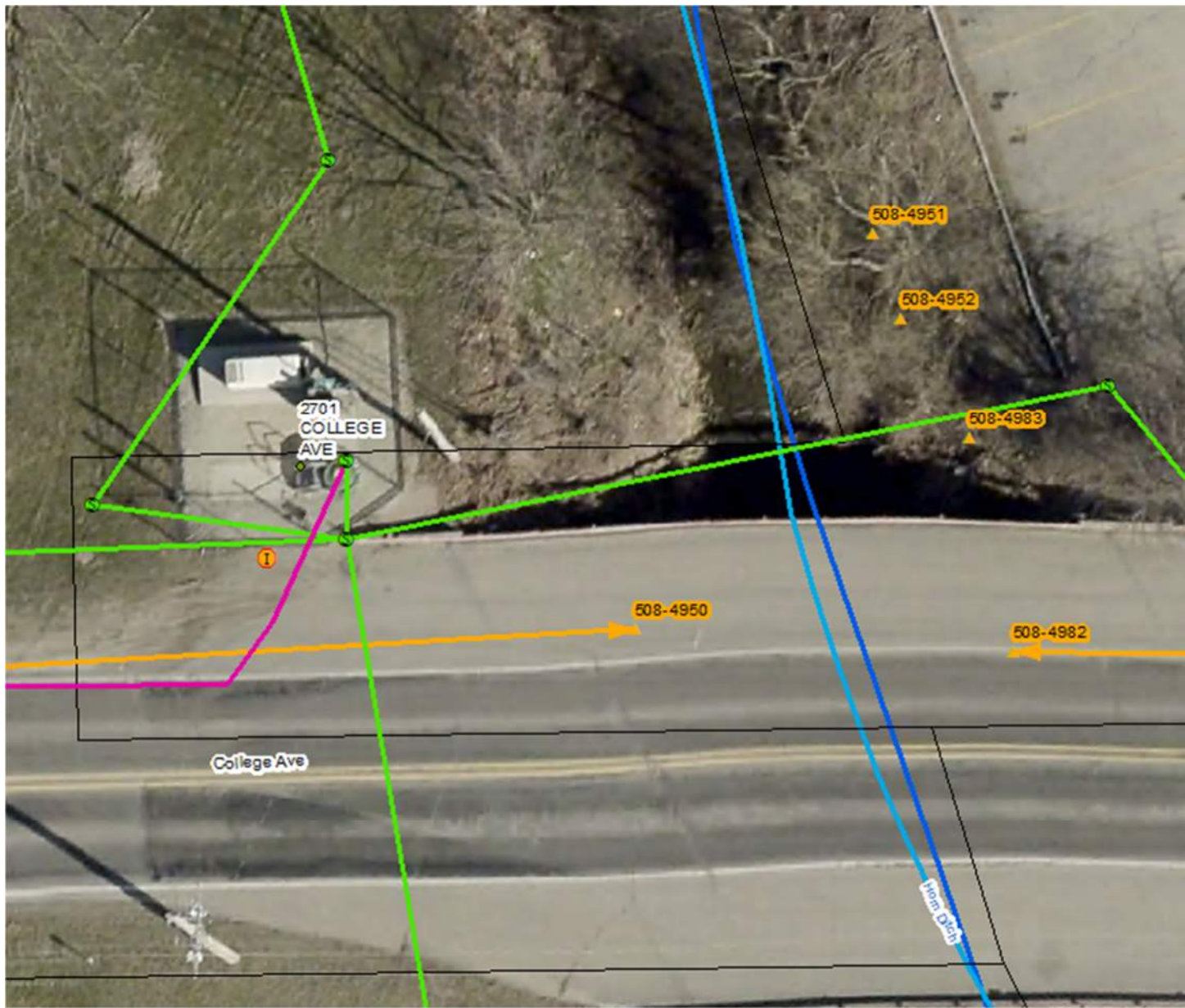
From: Kauffman, Jason <jasonkauffman@goshencity.com>
Sent: Tuesday, June 29, 2021 8:03 AM
To: Stevenson, Leigh
Cc: Hope, Briana; Sailor, Dustin; Corwin, Josh; Lehman, Mattie; Gast, Bryce
Subject: RE: Early Coordination Request, College Avenue Road Improvement – Des 1900739

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Good Morning Mr. Stevenson,

Thank you for the opportunity to comment on the upcoming City of Goshen project (Des. No. 1900739) to reconstruct College Avenue from US 33 to the Norfolk Southern Railroad. After reviewing the information provided I have the following comments:

- 1) The construction of a new storm sewer along College Avenue will need to have some kind of water quality treatment (e.g. stormwater treatment unit, bio-detention, etc.) before it discharges to Rock Run Creek.
- 2) The construction of a new pedestrian bridge on the north side of the current bridge over Horn Ditch may conflict with the three existing storm sewer pipe outfalls into Horn Ditch on the north side of the bridge? The City is planning to take the two outfalls on the north (508-4951 & 508-4952) and combine them into one but how the outfall (508-4983) closest to the bridge will be handled is still uncertain.



Thank you, again, for the opportunity to provide feedback on this proposed project.

Sincerely,

Jason Kauffman, CESSWI, MS4CECI
Stormwater Coordinator
CITY OF GOSHEN
Stormwater Department
204 E. Jefferson Street
Goshen, IN 46528
[The Elkhart River Watershed](#)
Ph: 574-537-3832

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Ninth Coast Guard District

1240 E 9th St
Cleveland, OH 44199
Staff Symbol: (dpb)
Phone: (216) 902-6086
Fax: (216) 902-6088
Email: william.b.stanifer@uscg.mil

16590
July 14, 2021
B-153/mow

Leigh Stevenson
American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, IN 46240

Dear Leigh:

We are responding to your June 22, 2021 e-mail and letter regarding proposed the proposed construction of a new pedestrian bridge over Horn Ditch in Elkart Township, Elkhart County, Indiana. (Des. No. 1900739)

After reviewing the information you provided, the project does not appear to be located over a waterway where the Coast Guard exercises jurisdiction as it pertains to exercising our bridge permitting authorities. A Coast Guard Bridge Permit is not required. There is also no requirement for further coordination efforts with this office prior to construction unless additional information is provided that clarifies the need for review by the Coast Guard. Additionally, you may need to comply with the requirements of other federal, state, or local agencies. Please ensure satisfaction with these requirements.

If you require further assistance, please contact Mr. Michael Walker at (216) 902-6087 or michael.o.walker2@uscg.mil.

Sincerely,

W. B. STANIFER
Chief, Bridge Branch
U. S. Coast Guard
By direction

July 15, 2021

Leigh Stevenson
American StructurePoint
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Dear Ms. Stevenson:

The proposed project to make roadway improvements along College Avenue in Elkhart County, Indiana (Des. No. 1900739), as referred to in your letter received June 22, 2021, will not cause a conversion of prime farmland.

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

Sincerely,

RICK NEILSON
State Soil Scientist



From: Charles McKenzie <cmckenzie@elkcohw.org>
Sent: Tuesday, July 20, 2021 2:00 PM
To: Stevenson, Leigh
Cc: Tom Rushlow
Subject: Re: Early Coordination Request, College Avenue Road Improvement – Des 1900739

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Leigh,

The County is planning on replacing the bridge that carries CR 36 over the horn ditch. The plans are complete and we are currently awaiting utility relocation to be completed by the City of Goshen. We do not have a schedule for the completion of their relocation work at this time, but plan to begin construction as soon as possible following its completion. These projects should be coordinated in both design and schedule. If you have any questions please let me know.

Thanks,

Charlie P. McKenzie, P.E.
Manager of Transportation
Elkhart County Highway Department
Office: [574-534-9394](tel:574-534-9394)
cmckenzie@elkcohw.org

On Tue, Jun 22, 2021 at 3:57 PM Bonnie Blessing <bblessing@elkcohw.org> wrote:

----- Forwarded message -----

From: **Stevenson, Leigh** <lstevenson@structurepoint.com>
Date: Tue, Jun 22, 2021 at 3:51 PM
Subject: Early Coordination Request, College Avenue Road Improvement – Des 1900739
To: ofc@elkcohw.org <ofc@elkcohw.org>
Cc: Hope, Briana <bhope@structurepoint.com>

Dear Mr. McKenzie,

Please find attached the Early Coordination Letter prepared for the College Avenue Road Improvement project in Elkhart County, Indiana. Please review the attached information and supply our office with any comments your office may have regarding the proposed project.

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

DNR #: ER-23814

Request Received: June 22, 2021

Requestor: American Structurepoint, Inc
Leigh Stevenson
9025 River Road, Suite 200
Indianapolis, IN 46240

Project: College Avenue roadway improvement from US 33 to Norfolk Southern Railroad, and construction of a new pedestrian bridge over Horn Ditch, City of Goshen; Des #1900739

County/Site info: Elkhart

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

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

Regulatory Assessment: This proposal will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1. Please submit a copy of this letter with the permit application.

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

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

1) Stream Crossings:

Maintaining or improving fish and wildlife passage at existing or proposed stream crossing locations is a priority for the Division of Fish & Wildlife (DFW) to reduce wildlife mortality along roadways. The DFW has outlined different requirements for different types of crossing structure impacts. For brand new crossings in areas that currently do not have a crossing, the new structure should accommodate white-tailed deer passage, where appropriate. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall size of the structure span) and 8 feet of height clearance measured from the OHWM to the low chord elevation and where deer passage is provided. For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high water mark. All wildlife passage designs must include a smooth level pathway a minimum of 1-2 feet in width composed of natural substrate (soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety.

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

There are a number of techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage: <http://www.fs.fed.us/wildlifecrossings/library/>, https://roadeecology.ucdavis.edu/files/content/projects/DOT-FHWA_Wildlife_Crossing_Structures_Handbook.pdf, https://www.fs.fed.us/biology/nsaec/fishxing/aop_pdfs.html, <https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf>.

When designing a new or replacement structure, bridges are recommended over culverts, and three-sided culverts are recommended over box or pipe culverts. Multiple culverts or culverts with multiple openings are not recommended. These types of structures are often problematic for fish and wildlife passage as they tend to accumulate debris and become blocked. If box and pipe culverts must be used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2') below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation to maintain aquatic organism passage. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel.

2) Bank Stabilization:

Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be needed. While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

3) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

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

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

4) Wetland Habitat:

Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

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

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only. Turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in currently mowed areas only.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Do not use broken concrete as riprap.
9. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
10. Minimize the movement of resuspended bottom sediment from the immediate project area.
11. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
12. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
13. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty,

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

biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

14. Protect the area around and below any concentrated discharge points, down to the waterway's normal flow level, with an appropriate structural armament such as riprap.

15. Do not excavate or place fill in any riparian wetland.

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer

Date: July 22, 2021

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

From: McNicholas, Thomas
Sent: Thursday, February 3, 2022 6:16 PM
To: Stanifer, Christie
Cc: Crites, Scott; Stevenson, Leigh; Stout, Todd
Subject: RE: DNR #: ER-23814 College Avenue Roadway Improvement

Christie,

My apologies for the confusing statement. You did understand my intent correctly that the vehicular bridge will control the accommodations for the deer passage and wildlife passage.

Thank you,

Thomas J. McNicholas, P.E.
Project Manager, Bridge Group

205 West Jefferson Blvd., Ste 404
South Bend, IN 46601
574.287.2231 [OFFICE](#)
517.474.2504 [CELL](#)
structurepoint.com [WEB](#)



Best Places to Work in Indiana
Best Employers in Ohio

From: Stanifer, Christie <cstanifer@dnr.IN.gov>
Sent: Thursday, February 3, 2022 3:14 PM
To: McNicholas, Thomas <tmcnicholas@structurepoint.com>
Cc: Crites, Scott <SCrites@structurepoint.com>; Stevenson, Leigh <l Stevenson@structurepoint.com>; Stout, Todd <tstout@structurepoint.com>
Subject: RE: DNR #: ER-23814 College Avenue Roadway Improvement

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Good afternoon, Thomas.

I'm not sure what you mean by the existing vehicular bridge "will control stream crossing requirements". I do understand that the accommodations for deer passage will likely be more controlled by the vehicular bridge, but not sure what else you mean by that statement. I'm guessing you just mean as far as wildlife passage in general goes. But yes, any details or requirements can be worked out during the permit application review.

Thanks,

Christie

From: McNicholas, Thomas <tmcnicholas@structurepoint.com>
Sent: Tuesday, February 01, 2022 1:44 PM
To: Stanifer, Christie <cstanifer@dnr.IN.gov>
Cc: Crites, Scott <SCrites@structurepoint.com>; Stevenson, Leigh <l Stevenson@structurepoint.com>;
Stout, Todd <tstout@structurepoint.com>
Subject: DNR #: ER-23814 College Avenue Roadway Improvement

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Christie,

Thank you for the phone call this afternoon to discuss the Early Coordination Letter for the referenced project. The following is a summary of my understanding of our conversation. Please correct or comment as needed.

- The bridge for this project is a pedestrian bridge adjacent to the vehicular bridge that carries College Avenue over Horn Ditch.
- The vehicular bridge will be replaced between now and when the pedestrian bridge design is completed. The College Ave. over Horn Ditch plans are complete and that project did require a CIF permit.
- The pedestrian bridge will match or exceed the vehicular bridge for clear distance between abutments and match or be above the low chord elevation.
- The following conversation was about the Fish & Wildlife Comments, 1) Stream Crossing:
 - While the pedestrian bridge is a new bridge, the existing vehicular bridge (at time of construction of this pedestrian bridge) will control stream crossing requirements. This includes the accommodation for white-tailed deer passage.
 - This project will not create a less favorable condition for wildlife passage when compared to existing conditions.
 - This project will provide a 1'-2' smooth level pathway under the pedestrian bridge for smaller wildlife passage. This will either enhance or match the conditions provided by the vehicular bridge.

We understand the comments provided in the Early Coordination Letter were based on a preliminary description of the project and did not include a review of plans. The project will be reviewed in detail at the time of the CIF permit application.

Thank you,



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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



In Reply Refer To:

February 01, 2022

Project code: 2022-0001744

Project Name: Des. No. 1900739: College Avenue Roadway Reconstruction Project

Subject: Concurrence verification letter for the 'Des. No. 1900739: College Avenue Roadway Reconstruction Project' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des. No. 1900739: College Avenue Roadway Reconstruction Project** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

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

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

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

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

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

- 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. No. 1900739: College Avenue Roadway Reconstruction Project

Description

Des. No. 1900739: The proposed project area is located along College Avenue, beginning at US 33 and extending east for approximately 0.84 mile before terminating at the Norfolk Southern Railroad. The proposed project is more specifically located on the Goshen United States Geological Survey (USGS) 7.5 Minute Quadrangle Map in Sections 13, 14, 23 and 24 of Township 36 North, Range 6 East. The project limits generally extend approximately 85 feet north and south from the center of College Avenue. The project limits also extend approximately 130 feet north along Oak Lane, 190 feet north along Spring Brook Drive, and approximately 250 feet south along Century Avenue. It is anticipated that the project will require approximately 4.2 acres of permanent right-of-way and 0.5 acre of temporary right-of-way.

The proposed project would reconstruct and widen College Avenue to accommodate a center two-way left turn lane (TWLTL). Additionally, a 10-foot wide multi-use path would be constructed along the north side of the roadway throughout the project area. The addition of the multi-use path would include the construction of a new pedestrian bridge over Horn Ditch, which would be adjacent to the existing CR 36 Bridge over Horn Ditch. No improvements to the CR 36 Bridge are proposed as part of this project. The project would also include work along Oak Lane, Spring Brooke Drive, and Century Avenue to tie these roadways into the College Avenue reconstruction. Additionally, a new storm sewer system would be installed along both sides of College Avenue throughout the project area. In order to widen the roadway, approximately 0.5 acre of trees are anticipated to be removed as part of the project.

A review of the USFWS database on June 30, 2020 for Des. No. 1900739 did not indicate the presence of endangered bat species in or within a half mile of the project area. The Structure Bat Assessment form from April 27, 2021 for CR 36 Bridge over Horn Ditch (NBI 2000176) found no evidence of bats using the structure. The INDOT Bridge inspection form for CR 36 over Horn Ditch indicated that no evidence of bats was seen or heard under the structure. Suitable bat summer habitat is present within and adjacent to the project area. It is anticipated that approximately 0.5 acre of tree clearing will occur as part of this project. All trees will be cleared during bat inactive season and all tree clearing is within 100-feet of the edge of pavement. Tree species noted in the area include silver maple (*Acer saccharinum*), Norway maple (*Acer platanoides*), red oak (*Quercus rubra*), eastern red cedar (*Juniperus virginiana*) and black walnut (*Juglans nigra*). Construction is anticipated to occur within a construction window of August 2024 and May 2025. Temporary lighting may be used during construction, but all lighting will be directed away from potential bat roosts. No permanent lighting will be added or changed.

Determination Key Result

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

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

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

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[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^[1] 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^[1]?

[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^[1]?

[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^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

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

Yes

9. Will the project remove *any* suitable summer habitat^[1] 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^{[1][2]} been conducted^{[3][4]} **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**^{[1][2]}?

[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 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.)

[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^[1]?

[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**^{[1][2]}?

[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 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.)

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

No

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

Yes

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

B) During the inactive season

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

Yes

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

No

20. Are *all* trees that are being removed clearly demarcated?
Yes
21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?
No
22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?
No
23. Does the project include slash pile burning?
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?
No
25. 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
26. Will the project involve the use of **temporary** lighting *during* the active season?
Yes
27. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?
Yes
28. Will the project install new or replace existing **permanent** lighting?
No
29. 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
30. 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
31. Will the project raise the road profile **above the tree canopy**?
No

32. 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

33. 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.

34. 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.

35. **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

36. **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^[1] 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

37. **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

38. **Tree Removal AMM 4**

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (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 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.)

Yes

39. **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?

Yes

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

No

3. How many acres^[1] 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.

0.5

Avoidance And Minimization Measures (AMMs)

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

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

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

GENERAL AMM 1

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

TREE REMOVAL AMM 1

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

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 22, 2021. 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.



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 16, 2023

Project Code: 2022-0001744

Project Name: Des. No. 1900739: College Avenue Roadway Reconstruction Project

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/eo-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: 2022-0001744

Project Name: Des. No. 1900739: College Avenue Roadway Reconstruction Project

Project Type: Road/Hwy - Maintenance/Modification

Project Description: Des. No. 1900739: The proposed project area is located along College Avenue, beginning at US 33 and extending east for approximately 0.84 mile before terminating at the Norfolk Southern Railroad. The proposed project is more specifically located on the Goshen United States Geological Survey (USGS) 7.5 Minute Quadrangle Map in Sections 13, 14, 23 and 24 of Township 36 North, Range 6 East. The project limits generally extend approximately 85 feet north and south from the center of College Avenue. The project limits also extend approximately 130 feet north along Oak Lane, 190 feet north along Spring Brook Drive, and approximately 250 feet south along Century Avenue. It is anticipated that the project will require approximately 4.2 acres of permanent right-of-way and 0.5 acre of temporary right-of-way.

The proposed project would reconstruct and widen College Avenue to accommodate a center two-way left turn lane (TWLTL). Additionally, a 10-foot wide multi-use path would be constructed along the north side of the roadway throughout the project area. The addition of the multi-use path would include the construction of a new pedestrian bridge over Horn Ditch, which would be adjacent to the existing CR 36 Bridge over Horn Ditch. No improvements to the CR 36 Bridge are proposed as part of this project. The project would also include work along Oak Lane, Spring Brooke Drive, and Century Avenue to tie these roadways into the College Avenue reconstruction. Additionally, a new storm sewer system would be installed along both sides of College Avenue throughout the project area. In order to widen the roadway, approximately 0.5 acre of trees are anticipated to be removed as part of the project.

A review of the USFWS database on June 30, 2020 for Des. No. 1900739 did not indicate the presence of endangered bat species in or within a half mile of the project area. The Structure Bat Assessment form from April 27, 2021 for CR 36 Bridge over Horn Ditch (NBI 2000176) found no evidence of bats using the structure. The INDOT Bridge inspection form for CR 36 over Horn Ditch indicated that no evidence of bats was seen or heard under the structure. Suitable bat summer habitat is present within and adjacent to the project area. It is anticipated that approximately 0.5 acre of tree clearing will occur as part of this project. All trees will be cleared during bat inactive season and all tree clearing is within 100-feet of the edge of pavement. Tree species noted in the area include silver maple (*Acer saccharinum*), Norway maple (*Acer platanoides*), red oak (*Quercus rubra*), eastern red cedar (*Juniperus virginiana*) and black walnut (*Juglans nigra*). Construction is anticipated to occur within a construction window of August 2024 and May 2025. Temporary lighting may be used

during construction, but all lighting will be directed away from potential bat roosts. No permanent lighting will be added or changed.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.56621895,-85.79490792646472,14z>



Counties: Elkhart 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 Fisheries¹, 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 final critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	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 Act¹ and the Bald and Golden Eagle Protection Act².

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
Black Tern <i>Chlidonias niger</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3093	Breeds May 15 to Aug 20

NAME	BREEDING SEASON
Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Bobolink <i>Dolichonyx oryzivorus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
Canada Warbler <i>Cardellina canadensis</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Aug 10
Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 22 to Jul 20
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
Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
Golden Eagle <i>Aquila chrysaetos</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. https://ecos.fws.gov/ecp/species/1680	Breeds elsewhere
Golden-winged Warbler <i>Vermivora chrysoptera</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8745	Breeds May 1 to Jul 20
Lesser Yellowlegs <i>Tringa flavipes</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Long-eared Owl <i>asio otus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3631	Breeds Mar 1 to Jul 15
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
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
Short-billed Dowitcher <i>Limnodromus griseus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Upland Sandpiper <i>Bartramia longicauda</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9294	Breeds May 1 to Aug 31
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 (—)

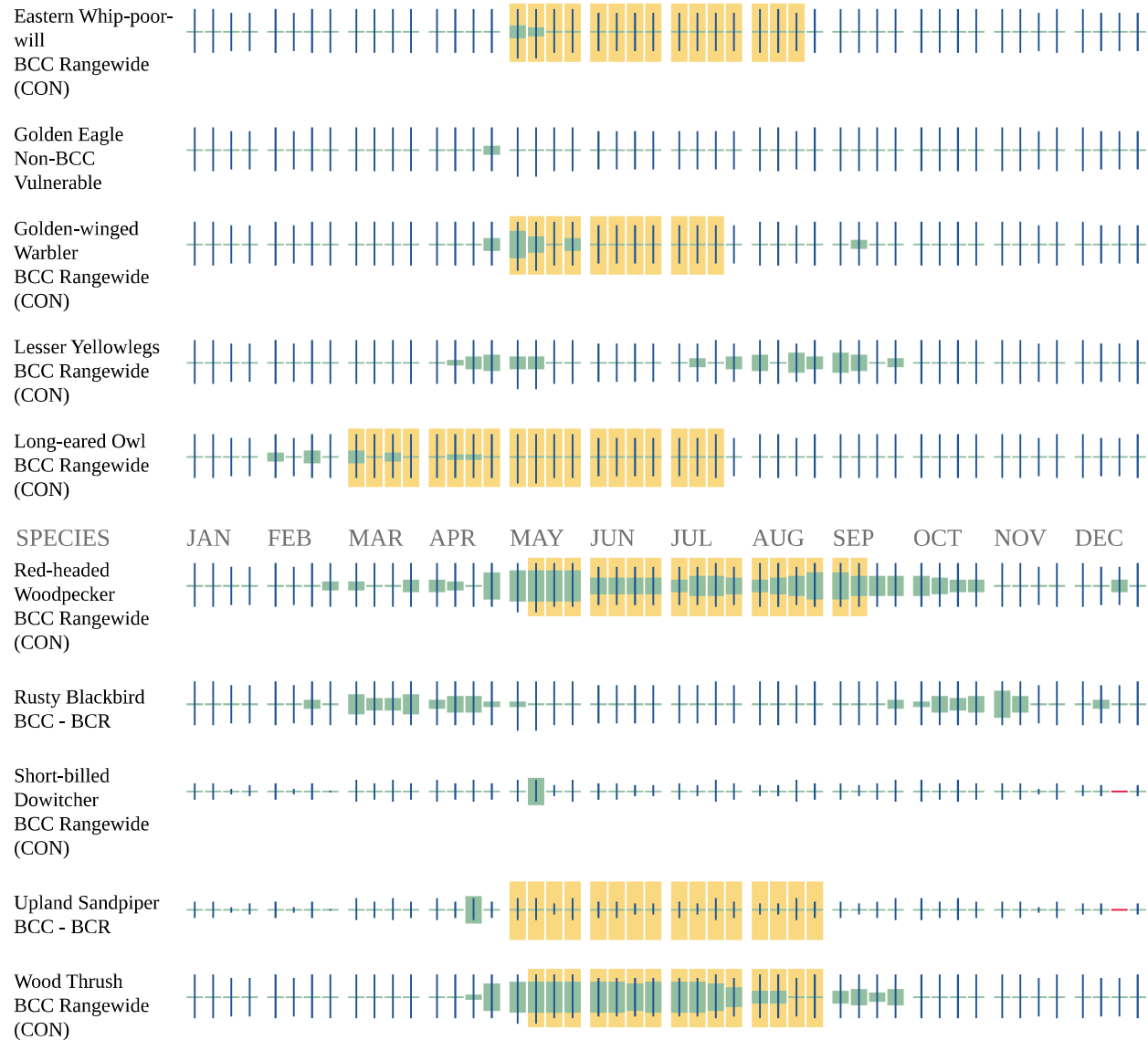
A week is marked as having no data if there were no survey events for that week.

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.



BCC Rangewide (CON)



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-incidental-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.

RIVERINE

- [R5UBH](#)








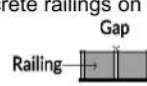
IPaC User Contact Information

Agency: American Structurepoint, Inc.
Name: Leigh Stevenson
Address: 9025 River Road
Address Line 2: Suite 200
City: Indianapolis
State: IN
Zip: 46240
Email: lstevenson@structurepoint.com
Phone: 3175475580

Lead Agency Contact Information

Lead Agency: Federal Highway Administration

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	4/27/2021 9:00 AM	DOT Project Number	Des No 1900739	Route/Facility Carried	College Ave	County	Elkhart
Federal Structure ID	NBI 2000176	Structure Coordinates (latitude and longitude)	41.566309, -85.793700	Structure Height (approximate)	~15 feet	Structure Length	~90 feet
Structure Type (check one)				Structure Material (check all that apply)			
Bridge Construction Style				Deck Material			
<input type="radio"/> Cast-in-place  <input type="radio"/> Pre-stressed Girder 				<input type="checkbox"/> Metal <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Timber <input type="checkbox"/> Open grid <input type="checkbox"/> Other:			
<input checked="" type="radio"/> Flat Slab/Box  <input type="radio"/> Steel I-beam 				<input type="checkbox"/> None <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Timber <input type="checkbox"/> Other:			
<input type="radio"/> Truss  <input type="radio"/> Covered 				<input type="checkbox"/> End/Back Wall Material <input type="checkbox"/> Concrete <input type="checkbox"/> Timber <input type="checkbox"/> Stone/Masonry <input type="checkbox"/> Other:			
<input type="radio"/> Parallel Box Beam  <input type="radio"/> Other:				Culvert Material <input type="checkbox"/> Metal <input type="checkbox"/> Concrete <input type="checkbox"/> Plastic <input type="checkbox"/> Stone/Masonry <input type="checkbox"/> Other:			
Culvert Type				Creosote Evidence			
<input type="radio"/> Box <input type="radio"/> Pipe/Round <input type="radio"/> Other:				<input type="radio"/> Yes <input checked="" type="radio"/> Unknown <input type="radio"/> No			
Other Structure				Notes:			
Crossings Traversed (check all that apply)				Surrounding Habitat (check all that apply)			
<input type="checkbox"/> Bare ground <input type="checkbox"/> Rip-rap <input checked="" type="checkbox"/> Flowing water <input type="checkbox"/> Standing water <input type="checkbox"/> Seasonal water				<input type="checkbox"/> Open vegetation <input type="checkbox"/> Closed vegetation <input type="checkbox"/> Railroad <input type="checkbox"/> Road/trail - Type: <input type="checkbox"/> Other:			
				<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input checked="" type="checkbox"/> Residential-urban <input type="checkbox"/> Residential-rural <input type="checkbox"/> Woodland/forested			
				<input type="checkbox"/> Grassland <input type="checkbox"/> Ranching <input type="checkbox"/> Riparian/wetland <input checked="" type="checkbox"/> Mixed use <input type="checkbox"/> Other:			
Areas Assessed (check all that apply)							
Check all areas that apply. If an area is not present in the structure, check the "not present" box.							
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.							
Area (check if assessed)		Assessment Notes		Evidence of Bats (include photos if present)			
<input type="checkbox"/> All crevices and cracks: Bridges/culverts: rough surfaces or imperfections in concrete Other structures: soffits, rafters, attic areas		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining <input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species			
<input checked="" type="checkbox"/> Concrete surfaces (open roosting on concrete)		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining <input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species			
<input checked="" type="checkbox"/> Spaces between concrete end walls and the bridge deck		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining <input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species			
<input type="checkbox"/> Crack between concrete railings on top of the bridge deck 		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining <input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species			
<input type="checkbox"/> Vertical surfaces on concrete I-beams		<input checked="" type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining <input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species			
<input checked="" type="checkbox"/> Spaces between walls, ceiling joists		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining <input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species			
<input checked="" type="checkbox"/> Weep holes, scupper drains, and inlets/pipes		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining <input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species			
<input checked="" type="checkbox"/> All guiderails		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining <input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species			
<input checked="" type="checkbox"/> All expansion joints		<input type="checkbox"/> Not present		<input type="checkbox"/> Visual - live # dead # <input type="checkbox"/> Guano <input type="checkbox"/> Staining <input type="checkbox"/> Audible <input type="checkbox"/> Odor <input type="checkbox"/> Photos <input type="checkbox"/> Species			
Name: Leigh Stevenson				Signature: Leigh Stevenson			

Appendix D: Section 106 of NHPA

From: Hope, Briana
Sent: Monday, December 20, 2021 11:55 AM
To: Stevenson, Leigh
Subject: FW: College Avenue Roadway Reconstruction Project, Goshen, IN (Des1900739) MPPA Submission
Attachments: MPPA Determination Form_B-1 B-3 B-8_Des1900739.pdf

Briana Hope
Environmental Services Director

317.547.5580 OFFICE
317.997.5652 CELL
structurepoint.com WEB

From: Linda Weintraut <linda@weintrautinc.com>
Sent: Friday, December 17, 2021 3:31 PM
To: Hope, Briana <bhope@structurepoint.com>
Subject: Fwd: College Avenue Roadway Reconstruction Project, Goshen, IN (Des1900739) MPPA Submission

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

----- Forwarded message -----

From: Ross, Anthony <ARoss3@indot.in.gov>
Date: Fri, Dec 17, 2021 at 3:11 PM
Subject: RE: College Avenue Roadway Reconstruction Project, Goshen, IN (Des1900739) MPPA Submission
To: linda <linda@weintrautinc.com>
Cc: Doug Fivecoat <dfivecoat@weintrautinc.com>, Branigin, Susan <SBranigin@indot.in.gov>, Craig Arnold <carnold@weintrautinc.com>, Hope, Briana <bhope@structurepoint.com>, Shaw, Kevin <KShaw1@indot.in.gov>, Miller, Shaun (INDOT) <smiller@indot.in.gov>, Coon, Matthew <mcoon@indot.in.gov>

Linda,

Thank you for providing project information for our review. We've determined that this project falls under Categories B-1, B-3, and B-8 of the Minor Projects PA, thus concluding the Section 106 process. The completed determination form is located in ProjectWise in the shared folder for Weintraut & Associates MPPA Determination Form_B-1 B-3 B-8_Des1900739.pdf

The revised archaeological report has been reviewed and approved by INDOT-CRO. Please forward one PDF copy and one hard copy of the report to DHPA, indicating that the project qualified as a Minor Project and therefore the report is for their records only and no formal review is required under Section 106. In addition, we ask that a copy of the DHPA submittal be sent to INDOT-CRO c/o Matt Coon (mcoon@indot.in.gov) during the time of submission and that the archaeological report be posted to IN SCOPE.

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. Don't hesitate to contact us should you have any questions or need additional information.

Thanks,

Anthony

Anthony Ross, Ph.D.
LPA Program Administrator

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

Office: (317) 358-9966

Email: aross3@indot.in.gov



Minor Projects PA Project Assessment Form

Date: 12/17/2021

Project Designation Number: 1900739

Route Number: County Rd 36 (College Ave.)

Project Description:

The City of Goshen, with funding from the Federal Highway Administration and administrative oversight from the Indiana Department of Transportation, proposes to proceed with transportation project along College Avenue in the City of Goshen, Elkhart Township, Indiana (1900739).

The proposed project begins at US 33 and extends east for approximately 0.85 mile along College Avenue, terminating approximately 0.02 mile west of Norfolk Southern Railway. The proposed project continues approximately 250 feet along Oak Lane and Spring Brooke Drive, and 400 feet along Century Drive. The proposed project is more specifically located in Sections 13 and 14, Township 36 North, Range 6 East on the Goshen, Indiana United States Geological Survey (USGS) Topographic 7.5 Minute Quadrangle.

This section of College Avenue is functionally classified as a major collector with a posted speed limit of 35 miles per hour. The existing typical roadway section consists of two, 12-foot-wide travel lanes (one eastbound, one westbound), with no shoulders. There are currently no existing sidewalks along College Avenue. Drainage is currently conveyed via storm sewer along the north side of the roadway. The existing apparent right-of-way along College Avenue within the project area varies from the edge of pavement up to 45 feet north and south of the roadway centerline.

The current proposed project would consist of the reconstruction and widening of College Avenue. The proposed typical roadway section would consist of two, 11-foot wide travel lanes (one eastbound, one westbound), and one 14-foot wide center, two-way-left-turn lane (TWLTL), all bordered by curb and gutter. Additionally, three intersecting side streets, Oak Lane, Spring Brooke Drive, and Century Drive, would be tied into the proposed roadway. Work along the side streets would consist of approximately 50 to 100 feet of pavement reconstruction with curbs that terminate along the side streets. No roadway widening is proposed along Oak Lane, Spring Brooke Drive, or Century Drive.

A new storm water system is proposed to be constructed throughout the project area. The existing storm sewer on each side of Horn Ditch would be replaced as part of the new storm sewer system in either the same or nearby outfall locations. Plans include a 10-foot wide, multi-use path along the north side of College Avenue throughout the entirety of the project area. The multi-use path would include a new pedestrian bridge constructed over Horn Ditch as part of this project. The pedestrian bridge will be constructed immediately adjacent to a separate, county funded project that will replace the existing County Road (CR) 36 Bridge over Horn Ditch.

It is anticipated that approximately 4.21 acres of permanent right-of-way and 0.37 acre of temporary right-of-way would be required to complete the proposed project. Maintenance of traffic is anticipated to include a full road closure with a detour route for through-traffic. No relocations are anticipated as a result of this project.

Feature crossed (if applicable):

City/Township: City of Goshen

County: Elkhart County

Information reviewed (please check all that apply):

General project location map ☒

USGS map ☒

Aerial photograph ☒

Written description of project area ☐

General project area photos ☐

Minor Projects PA Project Assessment Form

Previously completed archaeology reports ☒ Interim Report ☐

Previously completed historic property reports ☐

Soil survey data ☐ Bridge inspection information ☐

SHAARD ☒ SHAARD GIS ☒ Streetview Imagery ☒

Other (please specify): Project information submitted by Weintraut & Associates, Inc. dated 10/7/21 and additional photographs provided on 11/17/2021 (on file at INDOT-CRO);

Arnold, Craig R.

2021 Archaeological Records Check and Phase Ia Reconnaissance: College Avenue Roadway Reconstruction Project from US 33 to the Norfolk Southern Railroad Line in the City of Goshen, Elkhart Township, Elkhart County, Indiana, Des. No.: 1900739. Weintraut & Associates, Zionsville. Document on file at INDOT-CRO.

Please specify all applicable categories and condition(s) (conditions that are applicable are highlighted):

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

Condition A (Archaeological Resources)

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

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

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

Minor Projects PA Project Assessment Form

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-3. Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening 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 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

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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.

Activities associated with this category include the following:

- Pavement surface installation, replacement, rehabilitation, resurfacing, and reconstruction work, including widening, laying down of 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 materials 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.

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 historian who meets the Secretary of the Interior's Professional Qualification Standards per 36 CFR Part 61 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 Elkhart County. The project area is not located within or adjacent to any listed resources.

The Indiana Historic Sites and Structures Inventory (IHSSI) was consulted via the Indiana State Historic Architectural and Archaeological Research Database (SHAARD), and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). The project area is not located within or adjacent to any IHSSI resources.

Properties adjacent to the project area consist of late 20th-century and early 21st-century commercial buildings, an early 20th-century colonial revival house (heavily altered), early-mid 20th-century American Small Houses, mid-to late 20th-century ranch houses, late 20th-century vernacular houses, and a late 20th-century health care facility. Online street-view imagery (2019) was used to examine adjacent properties, except the property located 2105 College Ave. Dense vegetation obscured the view from the street to the buildings located at 2105 College Ave. Therefore, Weintraut & Associates provided photographs of the structures at this property to INDOT-CRO. Based on a review of those photographs, INDOT-CRO determined that integrity issues (alterations, additions, and siding) precluded the property from eligibility for listing in the National Register. Photographs are on file at INDOT-CRO.

None of the properties adjacent to the project area possess the significance and integrity necessary to be considered eligible for listing in the National Register.

Based on the available information, as summarized above, no above-ground concerns exist.

Minor Projects PA Project Assessment Form

Archaeological Resources

An INDOT-CRO archaeologist who meets 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 Weintraut & Associates (Arnold 2021). No archaeological sites were previously recorded within or adjacent to the project area. An 18.4-acre survey area was investigated via systematic shovel probing (n=149) and visual inspection of previously disturbed areas. Three archaeological sites (12E517, 12E518, and 12E519) were newly recorded as a result of the survey. Site 12E517 consisted of a nondiagnostic prehistoric isolate. Site 12E518 is a small scatter of 20th century artifacts with an unknown context of deposition. Site 12E519 consisted of a nondiagnostic prehistoric isolate and four nondiagnostic historical artifacts recovered from two shovel probes. Due to a lack of information potential, all three sites are ineligible for the National Register and no additional investigation is recommended (Arnold 2021).

Therefore, there are no archaeological concerns as long as the project scope does not change.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

INDOT Cultural Resources staff reviewer(s): Anthony Ross and Matt Coon

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*



**Archaeological Records Check and Phase Ia Reconnaissance:
College Avenue Roadway Reconstruction Project from
US 33 to the Norfolk Southern Railroad Line**

In the City of Goshen, Elkhart Township, Elkhart County, Indiana

Des. No.: 1900739

Prepared for
**American Structurepoint and
Indiana Department of Transportation/Federal Highway Administration**

Prepared by
WEINTRAUT & ASSOCIATES, INC.

Principal Investigator: Craig R. Arnold, M.A.

P.O. Box 5034 | Zionsville, Indiana | (317)733-9770 | (linda@weintrautinc.com)

November 9, 2021

Management Summary

The City of Goshen, with funding from the Federal Highway Administration (FHWA) and administrative oversight from the Indiana Department of Transportation (INDOT), proposes to proceed with a transportation project along College Avenue in the City of Goshen, Elkhart Township, Indiana (Des. No.:1900739). The College Avenue Roadway Reconstruction Project extends between United States (US) 33 and the Norfolk Southern Railroad crossing. Project length is approximately 1.37 kilometer (km) (0.85 mile [mi]). The project is located on the USGS 7.5'-series Goshen, Indiana, topographic quadrangle map in Sections 13, 14, 23, and 24, Township 36 North, Range 6 East.

This INDOT project is utilizing FHWA funding, which requires a Section 106 review. Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the impacts of their undertakings on historic properties. At the request of American Structurepoint (Structurepoint), Weintraut & Associates, Inc. (W&A) archaeologists completed an archaeological records check and a Phase Ia archaeological field reconnaissance for this undertaking.

Archaeologist Craig Arnold, M.A. conducted an archaeological records check within the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) of the Indiana

Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR/DHPA 2021) on August 18, 2020. A review of SHAARD identified no previously recorded sites within the survey area (IDNR/DHPA 2021). W&A personnel completed Phase Ia fieldwork on May 11 and 12, 2021.

This investigation was conducted in accordance with the IDNR/DHPA *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites* (2019), and with the *Cultural Resource Manual* issued by INDOT (INDOT/FHWA 2019). The goals of the W&A Phase Ia reconnaissance were to identify and verify the presence or absence of cultural deposits within the survey area, assess the potential of any sites identified for inclusion in the Indiana Register of Historic Sites and Structures (IRHSS) or the National Register of Historic Places (NRHP), and offer recommendations for any additional necessary work.

Structurepoint provided a survey area intended to encompass all project improvements. The survey area parallels College Avenue totaling approximately 7.4 hectares (ha), or 18.4 acres (ac).

The project will require 1.70 ha (4.21 ac) of permanent right-of-way (R/W) and 0.15 ha (0.37 ac) of temporary R/W. The existing R/W throughout the project corridor is variable, ex-

tending from the existing edge of pavement to approximately 45 feet (ft) in places north south of the roadway centerline.

Three new archaeological sites, 12E0517 to 12E0519, were identified during the Phase Ia archaeological field reconnaissance. Site 12E0517 is a precontact isolated find. Site 12E0518 is a small historic scatter. Site 12E0519 is multicomponent, being a precontact isolated find and a small historic scatter. The ephemeral nature of each site combined with a paucity of artifacts and a low probability to contain significant intact cultural deposits or features suggests none of these sites appear to meet National Register eligibility requirements. Because they lack the potential to yield further important information beyond that recovered during the Phase Ia investigations, none of the three sites are recommended as eligible for listing in the IRHSS and/or the NRHP. No further archaeological investigations appear warranted and project clearance is suggested.

However, these recommendations are made with the understanding that if any previously unidentified intact archaeological deposits or human remains are uncovered during construction, demolition, or earthmoving activities, work within 100 ft of the area will stop and the IDNR/DHPA will be notified of the discovery within two (2) business days as required by Indiana Code 14-21-1-27 and 29.

Appendix E:

Red Flag and Hazardous Materials



AMERICAN
STRUCTUREPOINT
INC.

9025 River Road, Suite 200, Indianapolis, Indiana 46240
TEL 317.547.5580 FAX 317.543.0270

www.structurepoint.com

M E M O R A N D U M

Date: January 28, 2022

To: Site Assessment & Management (SAM)
Environmental Policy Office – Environmental Services Division (ESD)
Indiana Department of Transportation
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Sarah J. Everhart
American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, Indiana 46240
severhart@structurepoint.com

Re: RED FLAG INVESTIGATION
DES #1900739, Local Project
Road Improvement
College Avenue, From US 33 to Norfolk Southern Railroad
Elkhart County, Indiana

PROJECT DESCRIPTION

The proposed project would consist of the reconstruction and widening of College Avenue. The proposed typical roadway section would consist of two 11-foot wide travel lanes (one eastbound, one westbound) with a 14-foot wide center two way left turn lane and bordered by curb and gutter. A new storm water system is proposed to be constructed throughout the project area. Two existing storm sewers on each side of Horn Ditch would be replaced as part of the new storm sewer system in either the same or nearby outfall locations. The proposed project would also include work along the intersecting roadways of Oak Lane, Spring Brooke Drive, and Century Drive to tie into the College Avenue reconstruction. Work would consist of pavement reconstruction and the addition of curbs within the limits of the existing roadways. The project also includes the construction of a 10-foot wide multi-use path adjacent to the north side of College Avenue throughout the entirety of the project area. A pedestrian bridge would be constructed adjacent to the existing roadway bridge over Horn Ditch to carry the proposed multi-use path over the ditch. No improvements are proposed to the CR 36 Bridge over Horn Ditch as part of this project.

Bridge and/or Culvert Work Included in Project: Yes ☒ No ☐ Structure # N/A (New Pedestrian Bridge to be owned by City of Goshen)

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

www.in.gov/dot/
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(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 < 0.5 Permanent ☒ # Acres 4.5 Not Applicable ☐

Type and proposed depth of excavation: Excavation is anticipated for the storm sewer to a maximum depth of approximately 7 feet.

Maintenance of traffic (MOT): Traffic is anticipated to be maintained through a full roadway closure with a detour utilizing US 33 to Kercher Road to CR 31. Access to all properties will be maintained for local traffic during construction.

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

State Project: ☐ LPA: ☒

Any other factors influencing recommendations: N/A

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	1*	Recreational Facilities	N/A
Airports ¹	1	Pipelines	N/A
Cemeteries	N/A	Railroads	2
Hospitals	N/A	Trails	2
Schools	N/A	Managed Lands	1

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

Explanation:

Religious Facilities*: Although not mapped on the GIS layer, one (1) religious facility was identified within the 0.5 mile search radius. Maple City Chapel is located approximately 0.48 mile south of the project area. No impact is expected.

Airports: Although not located within the 0.5 mile search radius, one (1) public-use airport, Goshen Municipal Airport, is located within 3.8 miles (20,000 feet) of the project area. The public-use airport is located approximately 2 miles south of the project area; therefore, early coordination with INDOT Aviation will occur.

Railroads: Two (2) railroad segments are located within the 0.5 mile search radius. Two (2) railroad segments, associated with Norfolk Southern Railroad, cross the project area at the eastern termini. Coordination with Norfolk Southern Railroad should occur.

Trails: Two (2) trail segments are located within the 0.5 mile search radius. The nearest trail, Miami Snowmobile Trail, is located approximately 0.09 mile east of the project area. No impact is expected.

Managed Lands: One (1) Managed Land is located within the 0.5 mile search radius. Fidler Pond is located approximately 0.24 miles northwest 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	19
Canal Structures – Historic	N/A	Lakes	12
NPS NRI Listed	N/A	Floodplain - DFIRM	12
NWI-Lines	1	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	1	Sinkhole Areas	N/A
Rivers and Streams	6	Sinking-Stream Basins	N/A

Explanation:

NWI-Lines: One (1) NWI-Line is located within the 0.5 mile search radius. The NWI-Line segment is located approximately 0.36 mile north of the project area. No impact is expected.

IDEM 303d Listed Streams and Lakes (Impaired): One (1) 303d listed River and Stream is located within the 0.5 mile search radius. Rock Run Creek is located approximately 0.36 mile north of the project area. No impact is expected.

Rivers and Streams: Six (6) stream segments are located within the 0.5 mile search radius. One (1) stream segment, Horn Ditch, is located within the project area. A Waters of the US Report is recommended and coordination with the appropriate agency, if applicable, will occur.

NWI-Wetlands: Nineteen (19) wetlands are located within the 0.5 mile search radius. One (1) wetland is located adjacent to the project area. A Waters of the US Report is recommended and coordination with the appropriate agency, if applicable, will occur.

Lakes: Twelve (12) lakes are located within the 0.5 mile search radius. The nearest lake is located approximately 0.03 mile north of the project area. No impact is expected.

Floodplain-DFIRM: Twelve (12) floodplain polygons are located within the 0.5 mile search radius. The project area is located within four (4) of the floodplain polygons. Coordination with the appropriate agency will occur.

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	N/A	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

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

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	3	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	1*	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	3
Solid Waste Landfill	N/A	NPDES Facilities	19
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	N/A
Leaking Underground Storage (LUST) Sites	3	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/TSD sites are located within the 0.5 mile search radius. Both sites are located within the project area.

- Lippert Components Incorporated, 2703 College Avenue, AI ID #11626, is located within the project area. According to a Hazardous Waste Handler Identification Form dated February 11, 2019, the site is classified as a Small Quantity Generator (SQG) of flammable waste liquid. Refer to the VRP section below for additional information.
- Behlen Manufacturing Company, 2600 College Avenue, AI ID #32351, is located within the project area. According to a Hazardous Waste Handler Identification Form dated October 26, 2001, the site was classified as a Conditionally Exempt Small Quantity Generator (CESQG). No impact is expected.

Underground Storage Tank (UST) sites: Three (3) UST sites are located within the 0.5 mile search radius. Of these, two (2) sites are located within the project area (the third, One Stop Food Shop, is mapped incorrectly at the west end of the project area and is actually located 0.16 mile south to the south.

- Behlen Manufacturing Company (a/k/a Cequent Towing Products), 2600 College Avenue, AI ID #32351, is located within the project area. According to a Notification for Underground Storage Tanks dated September 20, 1991, a 10,000-gallon diesel UST and a 275-gallon used oil UST were removed from the site on September 14, 1991. No impact is expected.
- Master Fab Incorporated, 1702 Century Drive, AI ID #30154, is located within the project area. According to a Notification for Underground Storage Tanks dated January 3, 1990, the 1,500-gallon acetone UST on site was removed. No impact is expected.

Leaking Underground Storage Tanks (LUST) sites: Three (3) LUST sites are located within the 0.5 mile search radius. Of these, two (2) sites are located within the project area.

- Behlen Manufacturing Company 2600 College Avenue, AI ID #32351, is located within the project area. IDEM issued a No Further Action (NFA) determination for the site on August 9, 1999. No impact is expected.

- Lippert Components Incorporated, 2703 College Avenue, AI ID #11626, is located within the project area. IDEM issued a NFA determination for the site on July 2, 1999. However, the former UST basin is located within the project area and historical testing was not completed in accordance with current regulatory standards. In addition to petroleum contamination, it is possible that lead would be in the soil/groundwater. Before proper removal and disposal of soil and/or groundwater, analysis for petroleum contamination (including lead) will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Voluntary Remediation Program sites: One (1) VRP (also an Institutional Control site) site is located within the 0.5 mile search radius. This portion of the previously mentioned Lippert Components Incorporated facility, 2703 College Avenue, AI ID #11626, VRP Project #6160318, is located approximately 0.21 mile north of the project area. This area is also identified as the Former Starcraft facility. A Certificate of Completion was issued for this project and recorded on the deed to the property on January 21, 2020. Buried debris from past activities was reported to be in direct contact with groundwater (6' - 7' feet below ground surface). Contaminants of concern include volatile organic compounds (VOCs), semi-volatile organic compounds, RCRA Metals, and polychlorinated biphenyls (PCBs). In addition to the above, a lacquer thinner storage tank, a hazardous waste storage area, and a gasoline storage tank area (in addition to the previously mentioned UST area) are respectively located approximately 0.04 mile north, 0.13 mile north, and 0.14 mile north of the project area. These potential source areas are located at the Lippert Components main building area, which is located near the east end of the project area. The groundwater conditions between the project area and the above are unknown. As such, a Phase II Environmental Site Assessment is recommended to occur before RFC. Prior to any investigation activities, a scope of work plan will be prepared and submitted to INDOT SAM for review and approval.

Institutional Controls: Three (3) institutional controls are located within the 0.5 mile search radius. The nearest site, Speedway 6666, 1906 Lincoln Way East, AI ID #16010, is located approximately 0.19 mile south of the project area. No impact is expected. Refer to the Voluntary Remediation Program section above for additional information regarding the Lippert Components Incorporated facility.

NPDES Facilities: Nineteen (19) NPDES Facilities are located within the 0.5 mile search radius. Of these, six (6) sites are located within the project area.

- INDOT Des. No. 1383237 IR 40080 US 33 Intersection Improvement, US Highway 33 & College Avenue, Permit #INRA02626, is located within the project area. The permit is for discharge associated with construction activities and is effective until November 8, 2023. Coordination with INDOT will occur.
- Western Rubber Company, 620 E Douglas Street, Permit # IN0022063, is located within the project area. The permit was terminated on November 4, 1987. No impact is expected.
- Lippert Components Incorporated, 2703 College Avenue, Permit #INRM01062, is located within the project area. The permit is effective until January 27, 2024. Coordination with Lippert Components Incorporated will occur.
- Forest River Incorporated, 3010 College Avenue, Permit #INRM01449, is located within the project area. The permit is effective until May 1, 2023. Coordination with Forest River Incorporated will occur.
- The Commodore Corporation, 1902 Century Drive, Permit #INRM01709, is located within the project area. The permit is effective until November 30, 2021. Coordination with the Commodore Corporation will occur.
- Spacemaker Buildings, 2508 College Avenue, Permit #INR10I587, is located adjacent to the project area. The permit was for discharge associated with construction activities and was terminated on July 12, 2019. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Elkhart County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities can be found at https://www.in.gov/dnr/naturepreserve/files/np_elkhart.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services 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 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:

Airports: Although not mapped within the 0.5 mile search radius, one (1) public-use airport, Goshen Municipal Airport, is located within 3.8 miles (20,000 feet) of the project area. Coordination with INDOT Aviation will occur.

Railroads: Two (2) railroad segments, associated with Norfolk Southern Railroad, cross the project area at the eastern termini. Coordination with Norfolk Southern Railroad will occur.

WATER RESOURCES:

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

- One (1) stream segment, Horn Ditch, flows through the project area.
- One (1) wetland is adjacent to the project area.
- The project area is located within four (4) floodplain polygons (coordination only).

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

Leaking Underground Storage Tanks (LUST) sites: One (1) LUST site, Lippert Components Incorporated, 2703 College Avenue, AI ID #11626, is located within the project area. IDEM issued a NFA determination for the site on July 2, 1999. However, the former UST basin is located within the project area and historical testing was not completed in accordance with current regulatory standards. In addition to petroleum contamination, it is possible that lead would be in the soil/groundwater. Before proper removal and disposal of soil and/or groundwater, analysis for petroleum contamination (including lead) will be necessary. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Voluntary Remediation Program sites: One (1) VRP site, a portion of the previously mentioned Lippert Components Incorporated facility, 2703 College Avenue, AI ID #11626, VRP Project #6160318, is located approximately 0.21 mile north of the project area. This area is also identified as the Former Starcraft facility. A Certificate of Completion was issued for this project and recorded on the deed to the property on January 21, 2020. Buried debris from past activities was reported to be in direct contact with groundwater (6' - 7' feet below ground surface). Contaminants of concern include volatile organic compounds (VOCs), semi-volatile organic compounds, RCRA Metals, and polychlorinated biphenyls (PCBs). In addition to the above, a lacquer thinner storage tank, a hazardous waste storage area, and a gasoline storage tank area (in addition to the previously mentioned UST area) are respectively located approximately 0.04 mile north, 0.13 mile north, and 0.14 mile north of the project area. These potential source areas are located at the Lippert Components main building area, which is located near the east end of the project area. The groundwater conditions between the project area and the above are unknown. As such, a Phase II Environmental Site Assessment is recommended to occur before RFC. Prior to any investigation activities, a scope of work plan will be prepared and submitted to INDOT SAM for review and approval.

NPDES Facilities:

- INDOT Des. No. 1383237 IR 40080 US 33 Intersection Improvement, US Highway 33 & College Avenue, Permit #INRA02626, is located within the project area. The permit is for discharge associated with construction activities and is effective until November 8, 2023. Coordination with INDOT will occur.
- Lippert Components Incorporated, 2703 College Avenue, Permit #INRM01062, is located within the project area. The permit is effective until January 27, 2024. Coordination with Lippert Components Incorporated will occur.
- Forest River Incorporated, 3010 College Avenue, Permit #INMR01449, is located within the project area. The permit is effective until May 1, 2023. Coordination with Forest River Incorporated will occur.
- The Commodore Corporation, 1902 Century Drive, Permit #INRM01709, is located within the project area. The permit is effective until November 30, 2021. Coordination with the Commodore Corporation will occur.

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 INDOT Projects".

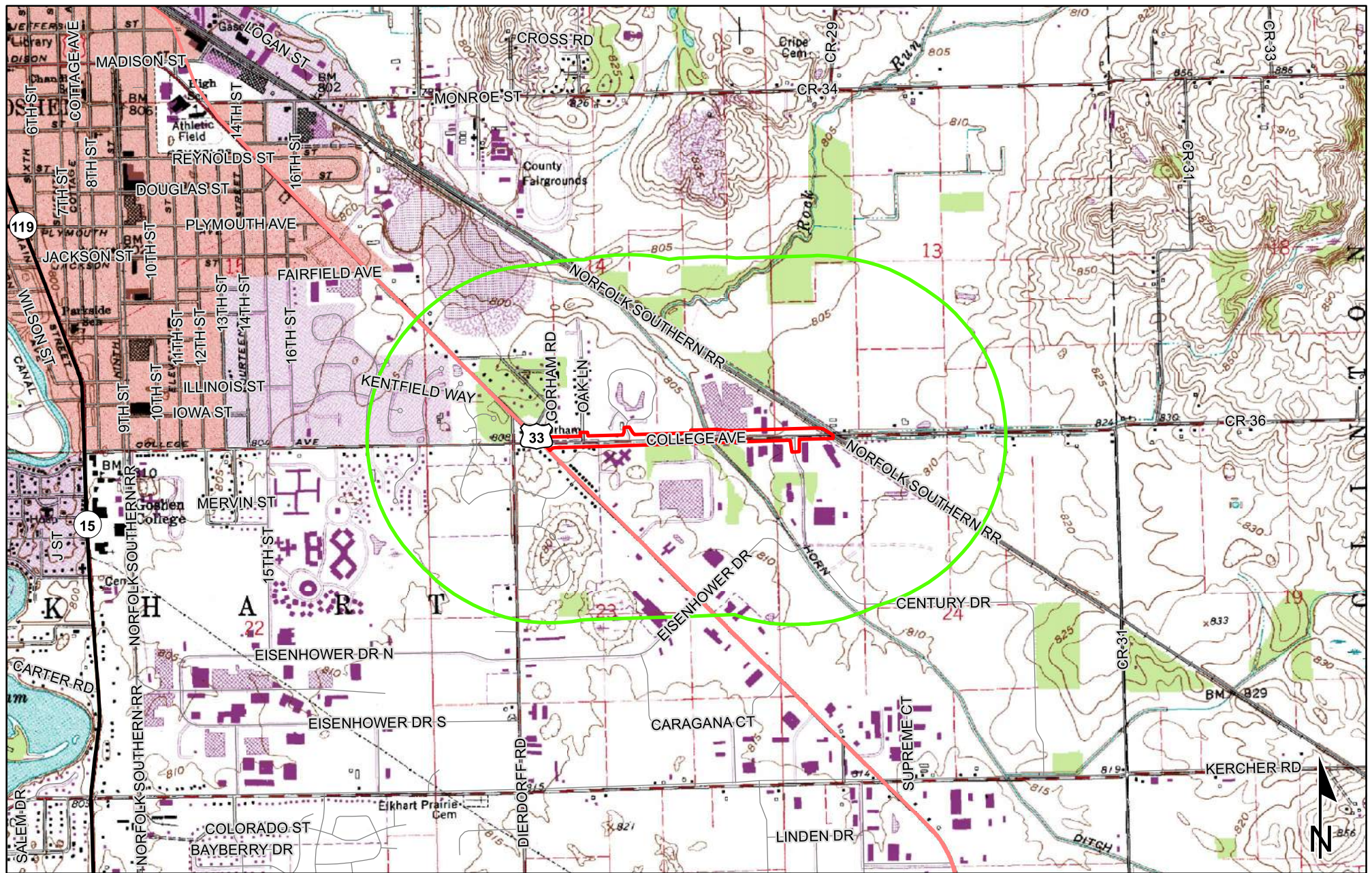
INDOT ESD concurrence: **Chad Pitcher,**
CHMM Digitally signed by Chad Pitcher, CHMM
Date: 2022.02.11 15:05:42 -05'00' (Signature)

Prepared by:
Sarah J. Everhart
Senior Environmental Specialist
American Structurepoint, 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: N/A
HAZARDOUS MATERIAL CONCERNS: YES

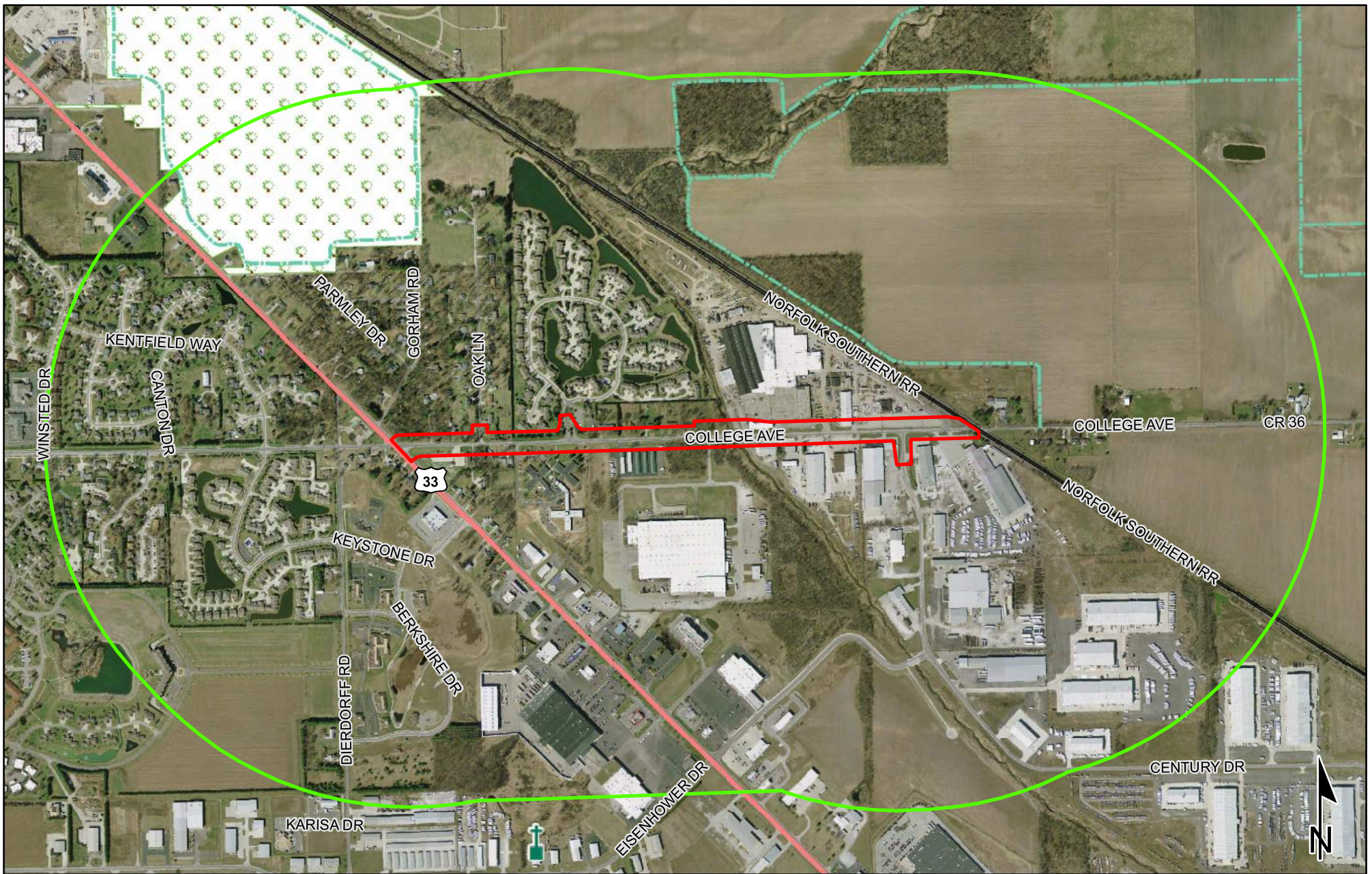


Sources:
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 Data - Obtained from the State of Indiana Geographical
 Information Office Library
 Orthophotography - Obtained from Indiana Map Framework Data
www.indianamap.org
 Map Projection: UTM Zone 16 N Map Datum: NAD83

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

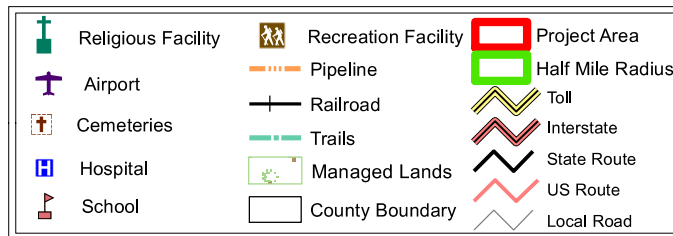
GOSHEN QUADRANGLE INDIANA 7.5 MINUTE SERIES (TOPOGRAPHIC)

Red Flag Investigation - Site Location
 College Ave, From US 33 to Norfolk Southern Railroad
 Des. No. 1900739, Road Improvement
 Elkhart County, Indiana

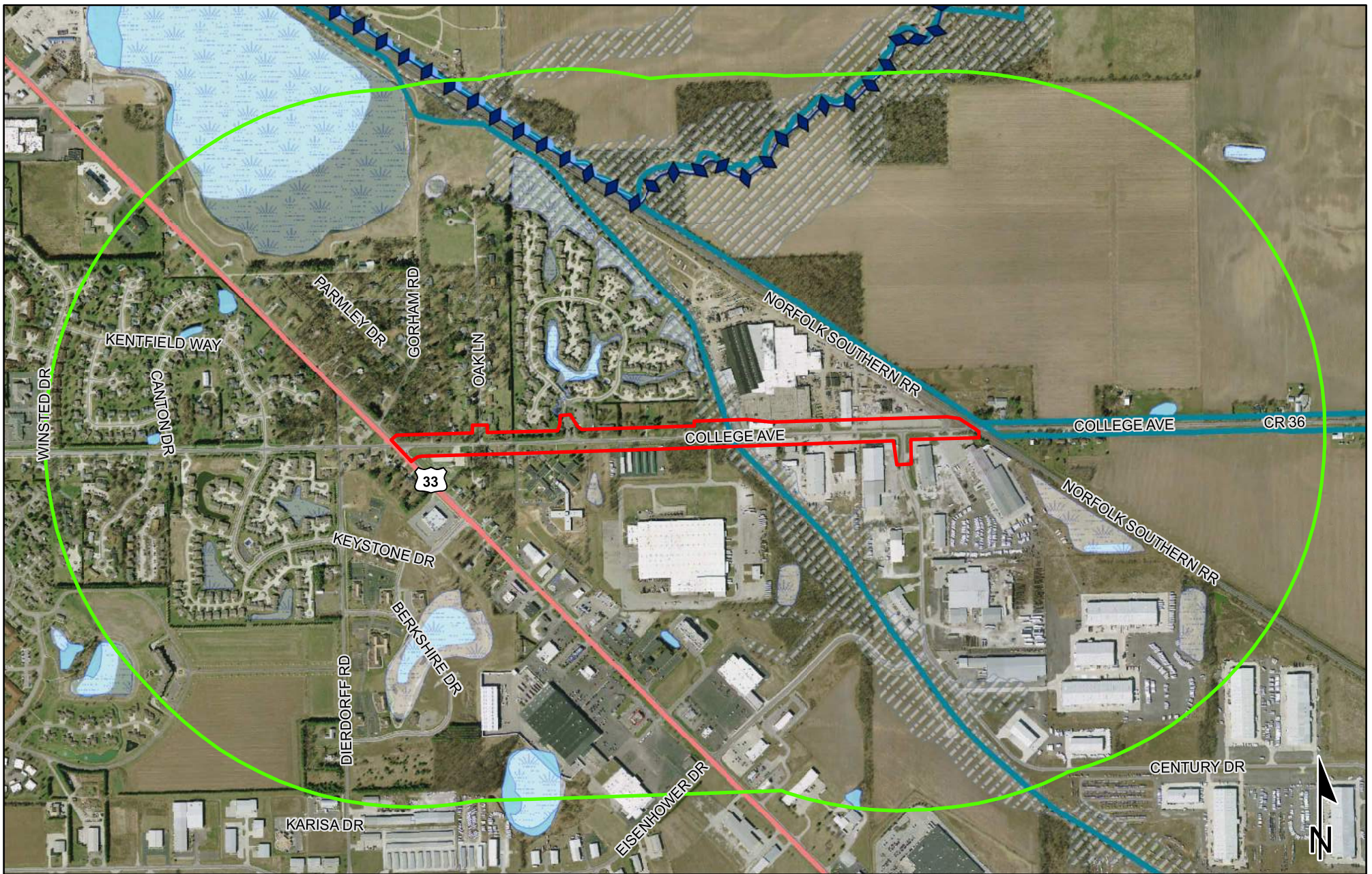


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 Data - Obtained from the State of Indiana Geographical
 Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data
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This map is intended to serve as an aid in graphic
 representation only. This information is not warranted
 for accuracy or other purposes.



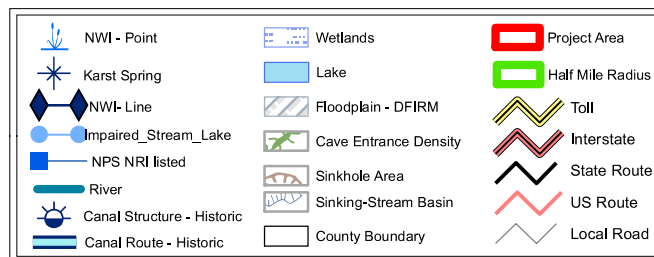
Red Flag Investigation - Infrastructure
 College Ave, From US 33 to Norfolk Southern Railroad
 Des. No. 1900739, Road Improvement
 Elkhart County, Indiana



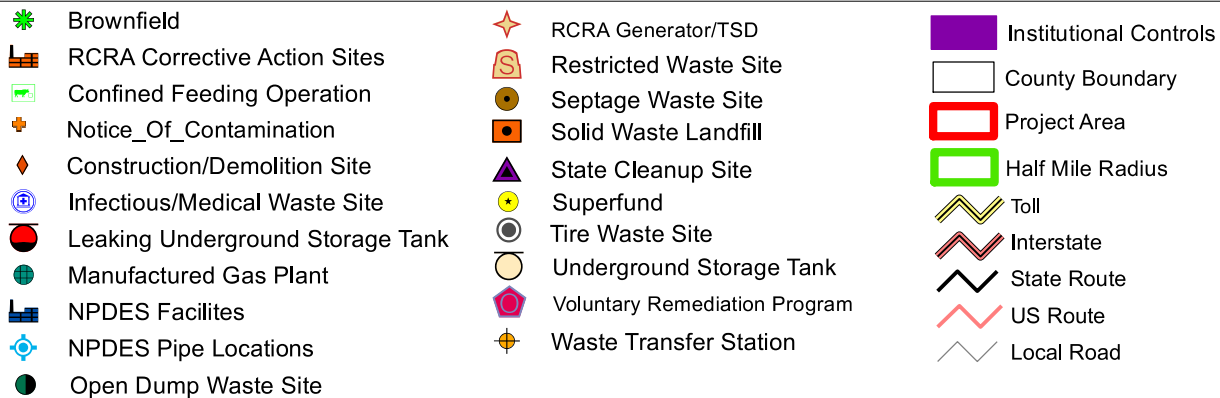
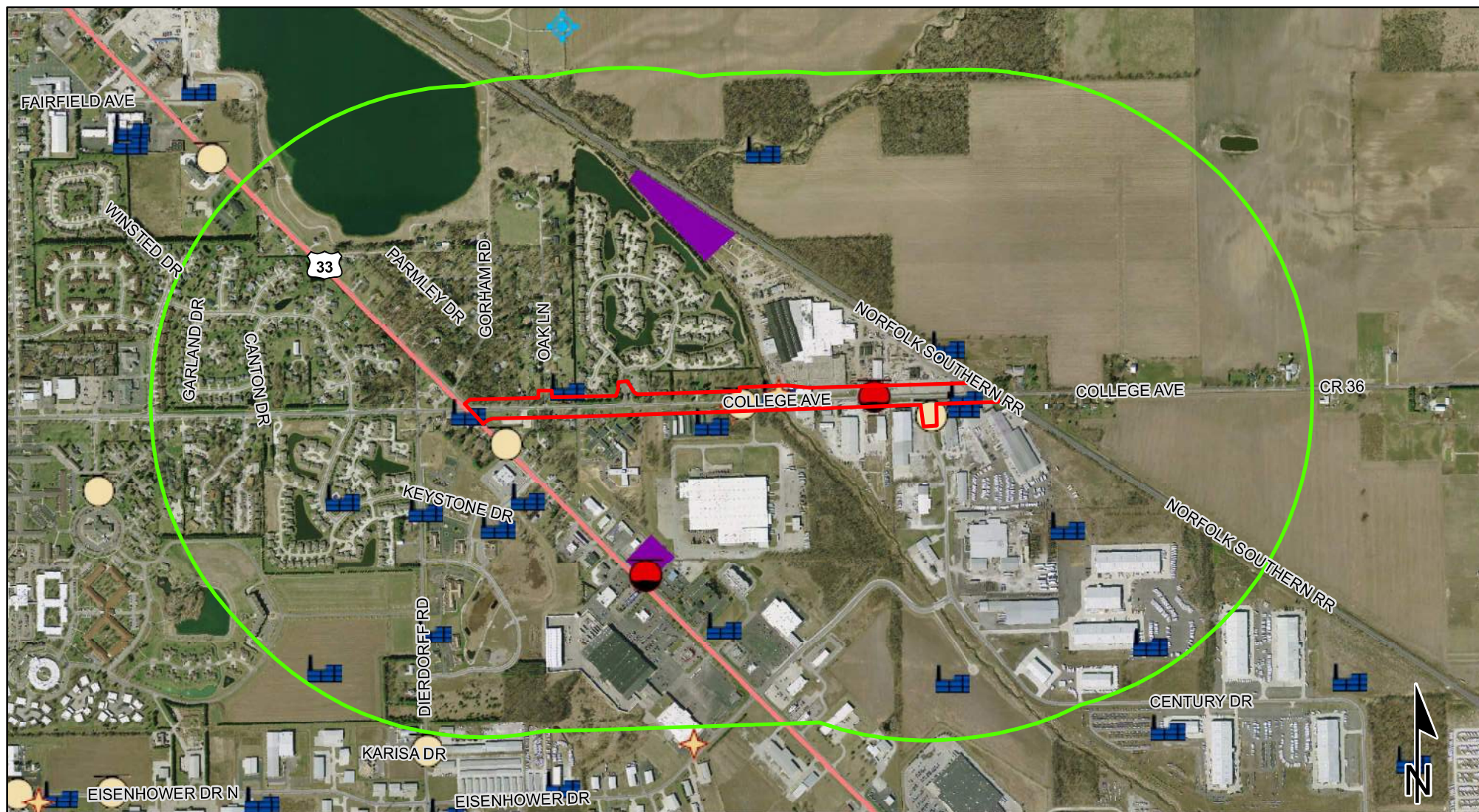
Sources:
 Non Orthophotography
 Data - Obtained from the State of Indiana Geographical
 Information Office Library

Orthophotography - Obtained from Indiana Map Framework Data
www.indianamap.org
 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 - Water Resources
 College Ave, From US 33 to Norfolk Southern Railroad
 Des. No. 1900739, Road Improvement
 Elkhart County, Indiana



Red Flag Investigation - Hazardous Material Concerns
College Ave, From US 33 to Norfolk Southern Railroad
Des. No. 1900739, Road Improvement
Elkhart County, Indiana

Sources: 0.15 0.075 0 0.15 Miles
Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library

Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes. Appendix E
 E-11

Appendix F: Water Resources and Ecological Information

WETLAND DELINEATION AND WATERS REPORT

COLLEGE AVENUE ROAD RECONSTRUCTION
DES. NO. 1900739
GOSHEN, ELKHART COUNTY, INDIANA
41.566330, -85.793721



Prepared for:

CITY OF GOSHEN
202 SOUTH 5TH STREET
GOSHEN, INDIANA 46528

Prepared by:

AMERICAN STRUCTUREPOINT, INC.
9025 RIVER ROAD
INDIANAPOLIS, INDIANA 46240
(317) 547-5580

FEBRUARY 10, 2022

Duplicate mapping, site
photographs, and routine
wetland delineation data
forms have been removed
to reduce document size

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Appendix A - Routine Wetland Determination Data Forms

Appendix B - Quality Assessment Forms

Appendix C - Mapping

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Appendix E- Preliminary Jurisdictional Determination

1.0 Introduction

American Structurepoint, Inc. was contracted by the City of Goshen to perform a wetland delineation and waters investigation on the College Avenue Road Reconstruction Project (Des. No. 1900739).

Date of Field Reconnaissance: April 27, 2021

Project Location:

Latitude/Longitude	41.566330, -85.793721	
Goshen, Indiana 7.5 Minute Quadrangle		
Section(s)	Township	Range
13, 14, 23, 24	36N	6E

Project Description: The proposed project will reconstruct and widen College Avenue to accommodate a center two-way left turn lane. Additionally, a 10-foot wide multi-use path will be constructed along the north side of the roadway and will include a new pedestrian bridge over Horn Ditch adjacent to the existing County Road (CR) 36 Bridge over Horn Ditch. A new storm sewer system will also be installed along both sides of College Avenue throughout the project corridor.

The investigated area begins at the intersection of US 33 and College Avenue and extends east for approximately 0.84 mile along College Avenue before terminating at the Norfolk Southern Railroad. The investigated area also extends approximately 144 feet north and 82 feet south along US 33, 300 feet north along Spring Brooke Drive, and 460 feet south along Century Drive. The investigated area for the undertaking was set based on preliminary coordination with the project designers and the project scope as understood prior field investigation and set to encompass all proposed work and areas needed for access. The location and approximate boundaries of the investigated area can be seen in the attached maps and aerial photographs (Appendix C).

The proposed project is located in Land Resource Region (LRR) L, as recognized by the US Department of Agriculture. As such, this wetland delineation was conducted in accordance with the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region* (U.S. Army Corps of Engineers, 2012).

One stream, Horn Ditch, totaling 277 linear feet (0.108 acre) was identified within the investigated area. Horn Ditch has a hydrologic connection to the St. Joseph River, a traditionally navigable waterway (TNW). Therefore, this stream is anticipated to be a jurisdictional water of the U.S.

Additionally, one storm water retention pond (Pond 1), totaling 0.023 acre, was identified within the investigated area. This feature is manmade and constructed in dry land. Therefore, Pond 1 is not anticipated to be a jurisdictional resource.

2.0 Definitions

2.1 “Waters of the US”

“Waters of the US” are within the jurisdiction of the US Department of the Army Corps of Engineers (USACE) under the Clean Water Act of 1972, Section 404. “Waters of the US” is a broad term that describes all interstate waters and any water that affects interstate traffic or commerce. Included are wetlands and tributaries adjacent to navigable “waters of the US” and other waters where degradation or destruction could affect interstate or foreign commerce. This includes rivers, streams, wetlands, and many ditches where permits are required for the discharge of dredged or fill material pursuant to Section 404 of the Clean Water Act.

2.2 “Waters of the State” and Isolated Wetlands

“Waters of the State” include all intrastate waters and wetlands that are not hydrologically connected or adjacent to interstate waters. “Waters of the State” include isolated wetlands determined not to be “waters of the US” or jurisdictional wetlands under the January 9, 2001, US Supreme Court ruling [see *Solid Waste Agency of Northern Cook County (SWANCC) v. US Army Corps of Engineers*]. Isolated wetlands refer to those non-tidal “waters of the US” that are not part of a surface tributary in interstate/navigable waters and are not adjacent to such tributary water bodies.

2.3 Wetlands

Wetlands are “waters of the US” or “waters of the State”. Section 404 of the Clean Water Act defines wetlands as those areas inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal conditions do support a prevalence of vegetation typically adapted for life in saturated soil conditions.

2.4 Regulatory Authority and Requirements

The USACE regulates the nation's waters for navigation and the full public interest for both the protection and utilization of water resources. The regulatory authorities and responsibilities of the USACE are based on the following laws:

- Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403) prohibits the obstruction or alteration of navigable waters of the United States without a permit from the USACE.
- Section 404 of the Clean Water Act (33 U.S.C. 1344). Section 301 of this Act prohibits the discharge of dredged or fill material into “waters of the US” without a permit from the USACE.
- Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972, as amended (33 U.S.C. 1413) authorizes the USACE to issue permits for the transportation of dredged material for the purpose of dumping it into ocean waters.

If filling or dredging operations are proposed to occur within the boundary of a “waters of the US” a Section 404 permit must be obtained from USACE before those activities are conducted. Three types of permits are issued by USACE within the State of Indiana: nationwide permits, the Regional General Permit for Indiana, and Individual Permits. Nationwide permits have been developed for projects meeting specific criteria and have a minimal impact to the regulated resources. Minimal impacts are generally classified as less than 0.5 acre of permanent impacts or temporary impacts depending on the activity to be undertaken. The

Regional General Permit (RGP) for Indiana has been developed for projects meeting specific criteria and has a minimal impact to the regulated resources within the State of Indiana. The RGP authorizes activities associated with any construction activities impacting less than one acre of wetlands or less than 1,500 linear feet of regulated waterway. Individual Section 404 Permits (site specific permits) are required for any construction activities impacting greater than one acre of regulated resources.

All activities that require a Section 404 Permit from USACE will also require a Section 401 Water Quality Certification (or a waiver) from the Indiana Department of Environmental Management (IDEM). On December 12, 2014 IDEM issued a Water Quality Certification for projects meeting specific criteria and conditions for the Indiana RGP and on March 15, 2017 IDEM issued a Water Quality Certification for projects meeting specific criteria and conditions for multiple Nationwide Permits. The specific conditions limit these Water Quality Certifications to projects with less than 0.1 acre and 300 linear feet of impacts to wetlands and waterways. An Individual Section 401 Water Quality Certification is required for projects impacting greater than 0.1 acre or 300 linear feet of wetlands or waterways.

Under the 2001 US Supreme Court Ruling (SWANCC), filling or dredging of isolated wetlands does not require notification of USACE. However, it is necessary to notify the IDEM for such projects and obtain a permit from the agency under State Wetland Law. All activities affecting “waters of the State” that are not considered to be “waters of the US” will require a State Wetland Permit under IC 13-18.

3.0 Methodology

The study area was analyzed using methods outlined in the Routine Determination, On-site Inspection Necessary procedure in the *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory, 1987) and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (Version 2.0)* (U.S. Army Corps of Engineers, 2012). The 1987 USACE Manual and the Regional Supplemental Documents require wetland boundaries to be delineated using a 3-parameter approach: hydrophytic vegetation, hydric soils, and wetland hydrology.

3.1 Hydrophytic Vegetation

Hydrophytic vegetation criteria are met by the rapid test for hydrophytic vegetation, the dominance test, the prevalence index, or morphological adaptations.

The rapid test for hydrophytic vegetation is met if all dominated species across all strata are rated as obligate (OBL), or facultative wetland (FACW), or a combination based on a visual assessment.

The indicator status of plant species is based on the estimated probabilities of that species occurring in wetland conditions. The indicator status categories are defined as follows.

PLANT INDICATOR STATUS CATEGORIES
(Environmental Laboratory, 1987)

<u>INDICATOR CATEGORY</u>	<u>INDICATOR SYMBOL</u>	<u>DEFINITION</u>
Obligate Wetland Plants	OBL	Plants that occur almost always (probability >99 percent) in wetland under natural conditions. Species rarely occur in non-wetland (probability <1 percent).
Facultative Wetlands Plants	FACW	Plants that usually occur in wetland (probability 67 to 99 percent) may also occur in non-wetland (probability 1 to 33 percent).
Facultative Plants	FAC	Plants that are equally likely to occur in wetland or non-wetland (probability 33 to 67 percent).
Facultative Upland Plants	FACU	Plants that sometimes occur in wetland (probability 1 to 33 percent) but occur more often in non-wetland (probability 67 to 99 percent).
Upland Plants	UPL	Plants that occur almost always (probability >99 percent) in non-wetland under natural conditions. Species rarely occur in wetland (probability <1 percent).

The dominance test for hydrophytic vegetation is met if more than 50 percent of the dominant plants species across all strata are rated OBL, FACW, or FAC.

If a community fails the Rapid Test and the Dominance Test, and both hydric soils and hydrology are present, then two additional wetland vegetation indicators should be assessed. These are the prevalence index and morphological adaptations. If either a prevalence of species noted in the sampling plot are hydrophytic or if morphological indicators are present, then the area is considered to have hydrophytic vegetation.

3.2 Hydric Soils

Hydric soils criteria are met with the presence of soils flooded for a long duration or very long duration during the growing season. Hydric soil indicators are formed predominately by the accumulation or loss of iron, manganese, sulfur, or carbon compounds in saturated and anaerobic conditions. Anaerobic conditions created by repeated or prolonged saturation or flooding result in permanent changes in soil color and chemistry, which are used to determine the presence of hydric soils.

Soils on a particular site are analyzed to determine whether they meet the hydric criteria. In the absence of groundwater, this analysis is performed by looking for acceptable indicators that suggest the soil is saturated, flooded, or ponded for a duration long enough to support anaerobic conditions near the surface. Field indicators of hydric soils, such as gleyed matrix, depleted matrix, redox dark surface or depressions, or depleted dark surface, are common hydric soil indicators in Indiana.

3.3 Wetland Hydrology

Wetland hydrology criteria is met or assumed by the presence of soils inundated or saturated under normal circumstances for periods long enough to support a prevalence of wetland vegetation. Hydrology is

controlled by such factors as rainfall patterns, local geology and topography, soil type, local water table, and drainage. Primary indicators of wetland hydrology include inundation, soil saturation, watermarks, sediment deposits, sparse vegetation, and inundation visible on the aerial photography. Secondary indicators include cracked soils, drainage patterns, and FAC-neutral vegetation. A single primary indicator or two secondary indicators are necessary to determine the presence of wetland hydrology.

All three parameters must be present for a site to be considered “waters of the State” or “waters of the US.”

3.4 Stream Habitat

The Qualitative Habitat Evaluation Index (QHEI) is used to determine existing stream impairments and aid in mitigating future impacts. The QHEI is composed of six metrics; substrate, in-stream cover, channel morphology, riparian zone and bank erosion, pool/glide and riffle run quality, and map gradient. Each metric is scored individually and then summed, resulting in a total QHEI score for the targeted reach of stream.

The primary Headwater Habitat Evaluation Index (HHEI) is used to determine existing impairments and aid in mitigating future impacts to primary headwater habitat streams. A primary headwater habitat stream is described as a jurisdictional surface water that has a defined bed and bank, with either continuous or periodical flowing water, with a watershed area less than or equal to one square mile, and maximum depth of water pools equal to or less than 40 cm. The HHEI is composed of three metrics: substrate, maximum pool depth, and bank full width. Each metric is scored individually, and then summed, resulting in a total HHEI score for the targeted reach of headwater stream.

Methodology described in the *Methods for Assessing Habitat in Flowing Waters: Using the Qualitative Habitat Evaluation Index* (QHEI) manual (OhioEPA, Division of Surface Water, 2006)) was used for assessing streams. Additional methodology described in the *Field Evaluation Manual for Ohio’s Primary Headwater Habitat Streams* (Ohio EPA, Division of Surface Water, 2020) was used in assessing primary headwaters.

4.0 Site Characterization – Records Review

4.1 USGS Topographic Mapping

The 1:24,000-scale Topographic Quadrangle Map is the primary scale of topographic data produced by the United States Geological Survey (USGS). Since the late 19th century, the USGS has been producing topographic quadrangle maps that show shape and elevation of the land, transportation networks, drainage patterns, vegetation, and buildings. These maps are used for a variety of purposes, including industrial site selection, highway planning, and recreation, and they are also a valuable source for local history. Features such as vegetation (green), water (blue) and densely built-up areas (gray or red) are shown as shaded areas on the map. Many features are shown by lines that may be straight, curved, solid, dashed, dotted, or in any combination. Colors of the lines usually indicate similar classes of information: topographic contours (brown); lakes, streams, irrigation ditches, and other hydrographic features (blue); land grids and important roads (red); and other roads and trails, railroads, boundaries, and other cultural features (black). Various point symbols are used to depict features such as buildings, campgrounds, springs, water tanks, mines, survey control points, and wells. Names of places and features are shown in a color corresponding to the type of feature.

The investigated area is located on the Goshen USGS 7.5 Minute Quadrangle Map in Sections 13, 14, 23 and 24 of Township 36 North, Range 6 East. The topographic map depicts the investigated area as entirely cleared land with some forested vegetation located adjacent to the southern boundary. The investigated area is relatively flat with the landscape slightly sloped towards a perennial stream shown flowing south to north through the center of the investigated area. This stream was field verified as Horn Ditch during the April 27, 2021 site investigation.

4.2 National Wetlands Inventory Mapping (NWI) Maps

For 25 years, the US Fish and Wildlife Service (USFWS) has provided federal and state agencies, the private sector, and citizens with scientific data on wetland location, extent, status, and trends. The USFWS's National Wetlands Inventory (NWI) program works to complete baseline wetland mapping in the lower 48 states and Alaska. Most NWI maps were produced using photography from the 1980s. Maps for less than five percent of the nation were made using 1990s or more recent photography. Most NWI map products have not been field verified and are subject to regulatory review. However, these maps serve as a planning tool for service and non-profit wetland acquisition programs, fishery restoration, floodplain and watershed planning, endangered species recovery efforts, and to plan for energy resource and infrastructure development.

The NWI Mapping was reviewed for the proposed project corridor. One NWI wetland is depicted within the investigated area along the west side of Spring Brooke Drive and is classified as Palustrine, Unconsolidated Bottom, Intermittently Exposed, Excavated (PUBGx) under the Cowardin Classification System. This wetland was field verified as Pond 1 during the April 27, 2021 site investigation.

Although outside of the investigated area, one NWI wetland is located within a low lying area approximately 0.03 mile south of College Avenue. The NWI wetland is classified as Palustrine, Emergent, Persistent, Temporarily Flooded (PEM1A) under the Cowardin Classification System. During the field investigation on April 27, 2021, it was observed that the low lying area extended north into the investigated area. A vegetation plot was collected, however, evidence of hydrophytic vegetation was not observed at this location.

4.3 County Soil Survey

The Natural Resource Conservation Services (NRCS) has prepared soil survey and mapping for each county. Soil surveys furnish soil maps and interpretations necessary to provide technical assistance to farmers and ranchers to be utilized in planning and land management. Information, spatial data, and mapping of soils is available through the NRCS Soil Data Mart, which provides the most current data about the soils.

The *NRCS Soil Survey Geographic Database (SSURGO)* was reviewed to determine soil classification within the investigated area. Soil types mapped within the investigated area include:

Soil Map Unit Summary			
Map Unit Name	Map Unit Symbol	NRCS Hydric Soil Category	SSURGO Hydric Rating by Map Unit
Bainter sandy loam, 0 to 1 percent slopes	BaaA	Not Hydric	0
Bainter sandy loam, 1 to 4 percent slopes	BaaB	Not Hydric	0
Gilford sandy loam, 0 to 2 percent slopes, gravelly subsoil	GczA	Hydric	95
Volinia loam, 0 to 1 percent slopes	VolA	Not Hydric	0

4.4 Aerial Photography

The Indiana Geographic Information Council (IGIC), in partnership with state and local agencies, sponsored a program that created high-resolution orthophotography for counties on a statewide basis to support homeland security, emergency management, and other business and government applications. Digital orthophotography provides all of the visual content of a photograph, while being as accurate as a map for measurements. These qualities allow for accurate distance measurements, area calculations, determination of feature shape, direction calculations, and determination of coordinates at a given location. Orthophotography provides a base map in a geographic information system (GIS) for emergency response planning and modeling, law enforcement, public health agencies, property management, census, tax assessment, flood mapping, planning, and economic development.

Aerial photography from 2016 (IndianaMap) was reviewed for the investigated area. The 2016 aerial photography shows the investigated area as primarily mowed grass right-of-way and maintained residential lawns. A large wooded lot is present north of College Avenue at the western termini of the project area, and several smaller forested areas are present throughout the project corridor. A storm water retention pond is visible within the project area along the west side of Spring Brooke Drive. This feature was field verified as Pond 1 during the April 27, 2021 site visit. A stream is also visible flowing south to north through the center of the investigated area as shown on the USGS Topographic map. This feature was field verified as Horn Ditch during the April 27, 2021 site visit. Land use west of Horn Ditch appears to be primarily residential and commercial while land use east of Horn Ditch appears to be primarily industrial.

4.5 Floodways and Floodplains

A "Regulatory Floodway" is the channel of a river or other watercourse and the adjacent land that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. The Indiana Department of Natural Resources Division of Water regulates these floodways within the state. Mapping of the regulated floodway and the floodplain, if a floodway had not been designated was completed by the Federal Emergency Management Agency (FEMA).

The FEMA designated floodway associated with Horn Ditch crosses the investigated area approximately 0.36 mile west of the Norfolk Southern Railroad. The floodway varies from 700 feet to 900 feet wide north and south of the CR 36 Bridge over Horn Ditch and constricts to approximately 110 feet wide under the bridge. The floodway is primarily paved parking lot and industrial buildings east of Horn Ditch and maintained grass with some forested vegetation west of Horn Ditch.

The FEMA designated floodway associated with Rock Run Creek is adjacent to the eastern termini of the project area. The floodway boundary appears to follow the Norfolk Southern Railroad. The floodway is primarily comprised of mowed grass and agricultural field within the vicinity of the investigated area.

4.6 National Hydrography Dataset Flow Lines

The National Hydrography Dataset (NHD) Local Resolution Flow lines were reviewed for the investigated area and three NHD flow lines are present in the investigated area. One NHD flow line, categorized as a stream, is present flowing south to north through the center of the investigated area as depicted on the USGS Topographic Map. This feature was field verified as Horn Ditch during the April 17, 2021 site investigation. The remaining two NHD flow lines are categorized as underground storm water pipelines. The pipelines begin at either end of the investigated and flow towards Horn Ditch near the center of the investigated area. These features could not be field verified during the April 27, 2021 site visit.

NHD Summary		
NHD Flow line Name	Location	Field Verified
Horn Ditch	Crosses College Avenue approximately 0.25 mile west of Century Drive	Yes, Horn Ditch
Unnamed	Begins at US 33 and flows east for approximately 0.47 mile to Horn Ditch	No, underground stormwater pipeline
Unnamed	Begins approximately 0.04 mile west of Norfolk Southern Railroad and flows west for approximately 0.31 mile to Horn Ditch	No, underground stormwater pipeline

4.7 Legal Drain

Some waterways in which the function of the channel is considered necessary to drain the landscape to protect the livelihood and safety of the general public are considered to be “legal drains.” These waterways often include a system of pipes and open ditches and are generally under the jurisdiction of the County Surveyor who is responsible for their continued maintenance and function. Funding for maintenance of legal drains is typically provided by assessments to the adjoining property owners.

The Elkhart Township County Regulated Drain Map provided by the Elkhart County Surveyors Office (<http://elkcosurveyor.org/resources/drainage-maps/elkhart-township.pdf>) was accessed on January 5, 2022 by American Structurepoint, Inc. staff. Horn Ditch is depicted as an Elkhart County regulated open drain.

4.8 12-Digit Hydrologic Unit Code

The USGS 12-Digit Hydrologic Unit Code (HUC) mapping was reviewed for the investigated area. The investigated area is located within the Horn Ditch – Rock Run Creek 12-Digit HUC (040500011902).

5.0 Field Reconnaissance

The College Avenue Road Reconstruction project was examined for the presence of wetlands and waters of the U.S. on the site on April 27, 2021. Data points were strategically placed to identify appropriate boundaries of delineated wetlands and to determine the presence or absence of jurisdictional wetlands and waters of the U.S. One stream, Horn Ditch, totaling 277 linear feet (0.108 acre) and one storm water retention pond, Pond 1, totaling 0.023 acre were identified within the investigated area. Data sheets and a map indicating the location of data points documenting the field investigation are included in the appendix.

5.1 Wetlands

No wetlands were delineated within the investigated area. The investigated area was thoroughly reviewed for areas of hydrophytic vegetation and wetland hydrology. No evidence of wetland hydrology were documented.

A vegetation plot (VP 1) was taken to characterize the dominant vegetation in a low lying area located south of College Avenue approximately 0.27 mile east of US 33. The vegetation predominately consisted of upland and facultative upland plant species as noted in the table below.

Tree Stratum		
Species	Wetland Indicator	Absolute % Cover
<i>Pyrus calleryana</i>	UPL	15
<i>Populus deltoides</i>	FAC	15
<i>Pinus strobus</i>	FACU	5
<i>Juglans nigra</i>	FACU	5
<i>Malus sylvestris</i>	UPL	5
Total Tree Cover		45
Shrub Stratum		
Species	Wetland Indicator	Absolute % Cover
<i>Rhus typhina</i>	UPL	10
<i>Juglans nigra</i>	FACU	5
<i>Juniperus virginiana</i>	FACU	1
Total Shrub Cover		16
Herbaceous Stratum		
Species	Wetland Indicator	Absolute % Cover
<i>Bromus inermis</i>	UPL	60
<i>Pseudognaphalium obtusifolium</i>	UPL	15
<i>Oenothera biennis</i>	FACU	3
<i>Verbascum thapsus</i>	UPL	3
<i>Potentilla recta</i>	UPL	2
Total Herbaceous Cover		83

Furthermore, one data point (DP 1) was collected to characterize the low lying area associated with the floodplain along Horn Ditch. The dominant vegetation consisted of *Festuca rubra* (red fescue) and

Schedonorus arundinaceus (tall fescue) within the herbaceous stratum. No hydrologic indicators were observed. Hydric soil indicators included Depleted Below Dark Surface (A11), Sandy Redox (S5), and Redox Dark Surface (F6). Although DP 1 possessed hydric soils, it did not possess the hydrophytic vegetation or hydrology to be determined a wetland.

Field Data Points Summary							
Data Point	Photos	Lat/ Long	Water Resource	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Within a Wetland
VP1	10-11	41.566102, -85.797478	N/A	No	N/A	N/A	No
DP1	19-21	41.566088, -85.793582	N/A	No	Yes	No	No

Stormwater is conveyed throughout the investigated area via underground storm sewer limiting the potential for wetland development. Additionally, the only wetland mapped within the investigated area on the NWI map was determined to be associated with a manmade stormwater retention pond (Pond 1). Although hydric soils were identified on the floodplain of Horn Ditch, flood waters do not appear to be present for long enough periods to support the growth of hydrophytic vegetation.

5.2 Drainage Features, Streams, and Other Potential “Waters of the U.S.”

5.2.1 Horn Ditch

Horn Ditch enters the southern boundary of the investigated area approximately 0.25 mile west of Century Drive. The stream flows north for 277 linear feet before exiting the northern boundary of the investigated area. The stream is an Elkhart County Regulated Drain and is depicted on the USGS Topographic and NHD Flow Line Mapping as a perennial stream. Stream Stats (<https://water.usgs.gov/osw/streamstats/>) reports the upstream drainage area of Horn Ditch as approximately 13.5 square miles. Horn Ditch was flowing during field investigation on April 27, 2021 and stream flow appears to be perennial as indicated by the USGS Topographic Mapping. Horn Ditch drains north to Rock Run Creek, which drains general northwest to the Elkhart River, which drains generally northwest to the St. Joseph River, a TNW. Therefore, it is anticipated Horn Ditch would be considered a jurisdictional waters of the U.S.

Horn Ditch will be crossed once by College Avenue (CR 36) within the proposed project area. A Qualitative Habitat Evaluation (QHEI) was conducted for Horn Ditch approximately 50 feet upstream of the CR 36 Bridge. The ordinary high water mark (OHWM) of Horn Ditch at the assessment location was 17 feet wide by 1.6 feet deep. Top-of-bank was 17.5 feet wide by 2.0 feet deep. Horn Ditch is highly channelized with low sinuosity. The substrate is predominately sand with some silt. Some gravel was also present contributing to the formation of a small riffle complex downstream of the bridge. Instream cover was limited to sparse amounts of overhanging vegetation. Erosion along both banks was low. A narrow riparian buffer was present along the east bank consisting of primarily scrub-shrub and herbaceous vegetation. The west bank consisted

of entirely herbaceous vegetation. Horn Ditch would be classified as Riverine, Upper Perennial, Unconsolidated Bottom, Sand (R3UB2) using the Cowardin Classification System.

The overall QHEI score for the 200-foot sampled creek segment was 39. This is a poor narrative rating in the manual. Horn Ditch scored highest for *Gradient* (10/10). However, the lack of instream cover (4/20), narrow riparian zone (4/10), and poor quality of the pool/glide (4/12) and riffle/run (4/8) complexes may be a limiting factor to the macrohabitat of the stream.

Aquatic Resources Summary: Streams											
Delineated Resource	Photos	Lat/ Long	OHWM Width	OHWM Depth	USGS Blue Line & Type	Riffle/Pool Presence	Quality	Substrate	Likely Jurisdiction	Total Linear Feet	Total Acres
Horn Ditch	22-23, 45	41.566119, -85.793561	17 ft	1.6 ft	Yes, PER	YES	Poor	Sand Silt Gravel	water of the US	277	0.108
Total											

5.2.2 Pond 1

Pond 1 is a stormwater retention pond located west of Spring Brooke Drive. The pond was delineated for 0.023 acre within the investigated area and extends northwest beyond the investigated area. Pond 1 is depicted on the NWI Wetland Mapping and is classified as PUBGx using the Cowardin Classification System. The pond is manmade and constructed in dry land. Therefore, this feature is not anticipated to be a jurisdictional resource.

Aquatic Resources Summary: Open Water						
Delineated Resource	Photos	Lat/ Long	Type	Quality	Likely Jurisdiction	Total Acres
Pond 1	54	41.566973, -85.798448	Stormwater Retention	Poor	Non-regulated	0.023
Total						0.023

6.0 Conclusions

One stream, Horn Ditch, totaling 277 linear feet (0.108 acre) was identified within the investigated area. Horn Ditch has a hydrologic connection to the St. Joseph River, a traditionally navigable waterway (TNW). Therefore, this stream is anticipated to be jurisdictional waters of the U.S.

Additionally, one storm water retention pond (Pond 1), totaling 0.023 acre, was identified within the investigated area. Pond 1 is a manmade feature constructed in dry land. Therefore, this feature is not anticipated to be a jurisdictional resource.

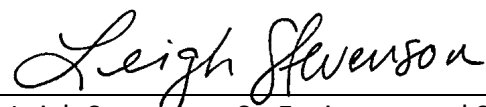
All jurisdictional waters of the U.S. are under the regulatory authority of the USACE under Section 404 of the Clean Water Act. Every effort should be taken to avoid and minimize impacts to the waterway and wetlands. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the USACE. This report is our best judgment based on the guidelines set forth by the USACE.

7.0 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.

AUTHORS: 

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rpaul@structurepoint.com
317-547-5580
American Structurepoint, Inc.

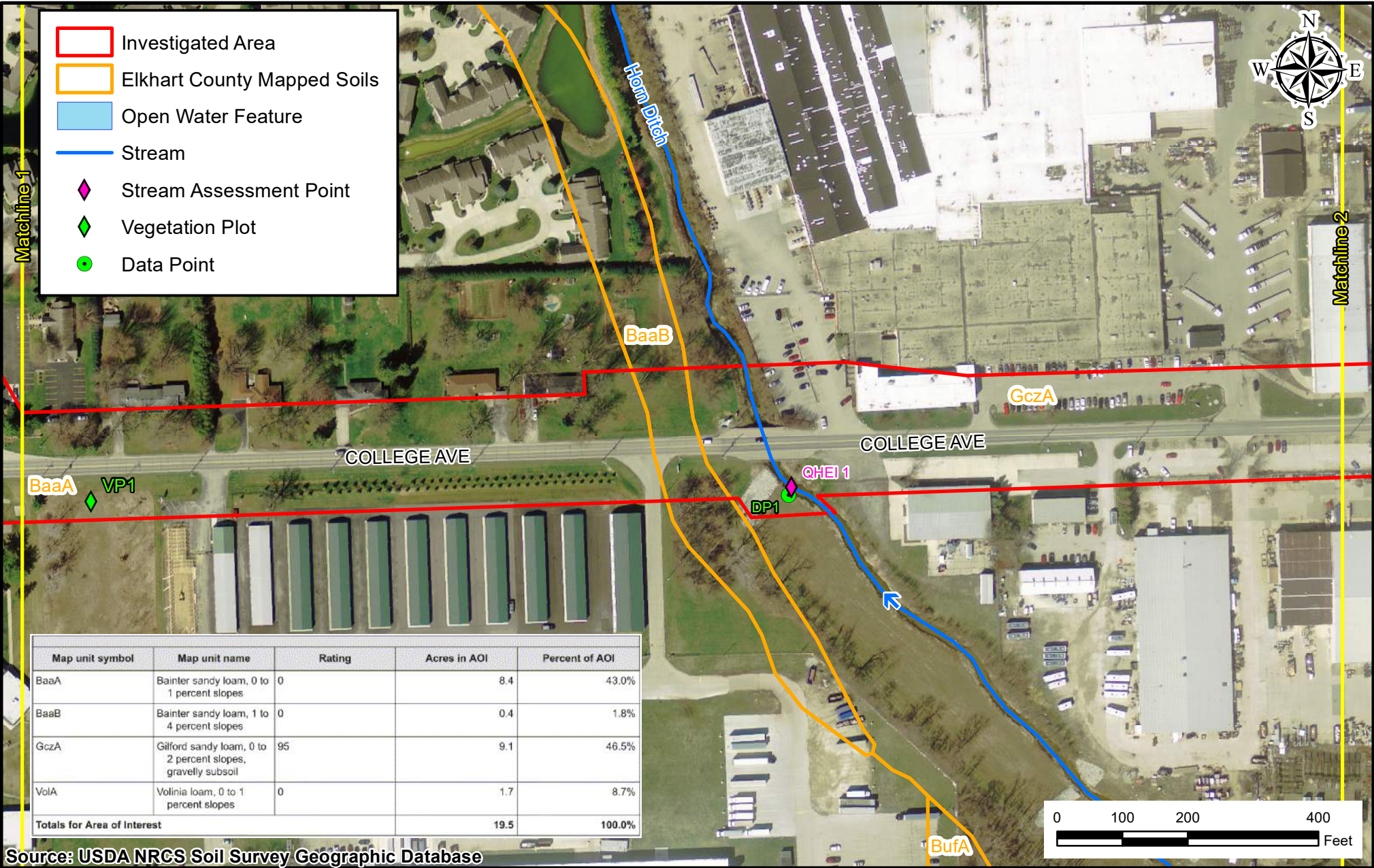


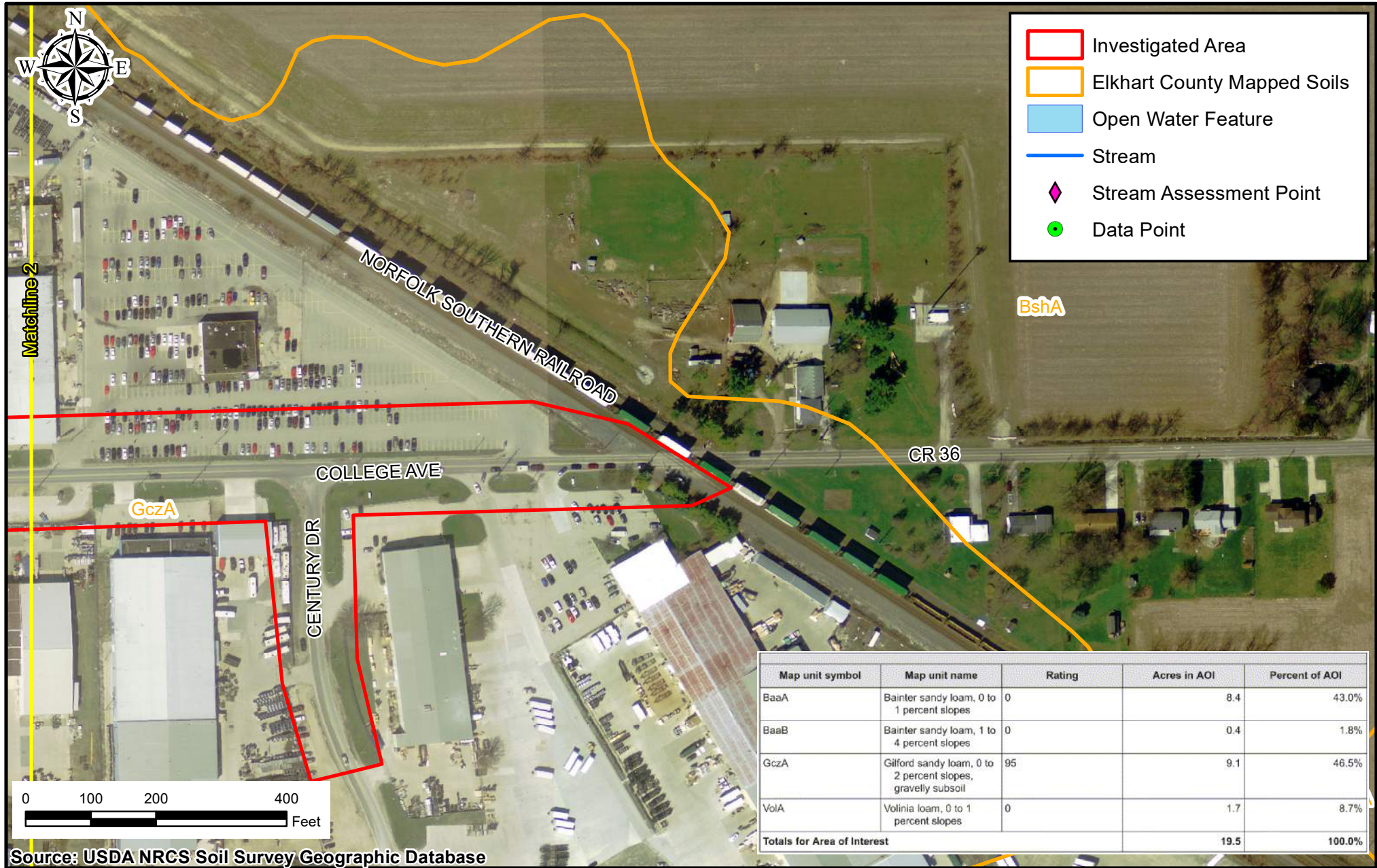
Leigh Stevenson, Sr. Environmental Specialist
l Stevenson@structurepoint.com
317-547-5580
American Structurepoint, Inc.

8.0 References

- Bates, R.L. and J. A. Jackson (Eds). 1987. Glossary of Geology, 3rd. ed. American Geological Institute. Falls Church, VA.
- Environmental Laboratory. 1987. "Corps of Engineers Wetlands Delineation Manual," Technical Report Y-87-1, U.S. Army Engineer Waterways Experiment Station, Vicksburg, Mississippi.
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- U.S. Army Corps of Engineers. 2011. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (Version 2.0)*, ed. J. S. Wakeley, R. W. Lichvar, C. V. Noble, and J. F. Berkowitz. ERDC/EL TR-12-1. Vicksburg, MS: U.S. Army Engineer Research and Development Center. Elkhart County, IN. (<http://elkcosurveyor.org/resources/drainage-maps/elkhart-township.pdf>) Accessed 01/06/2022.







Source: USDA NRCS Soil Survey Geographic Database



Figure 3: Hydric Rating by Map Unit - SSURGO (3 of 3)

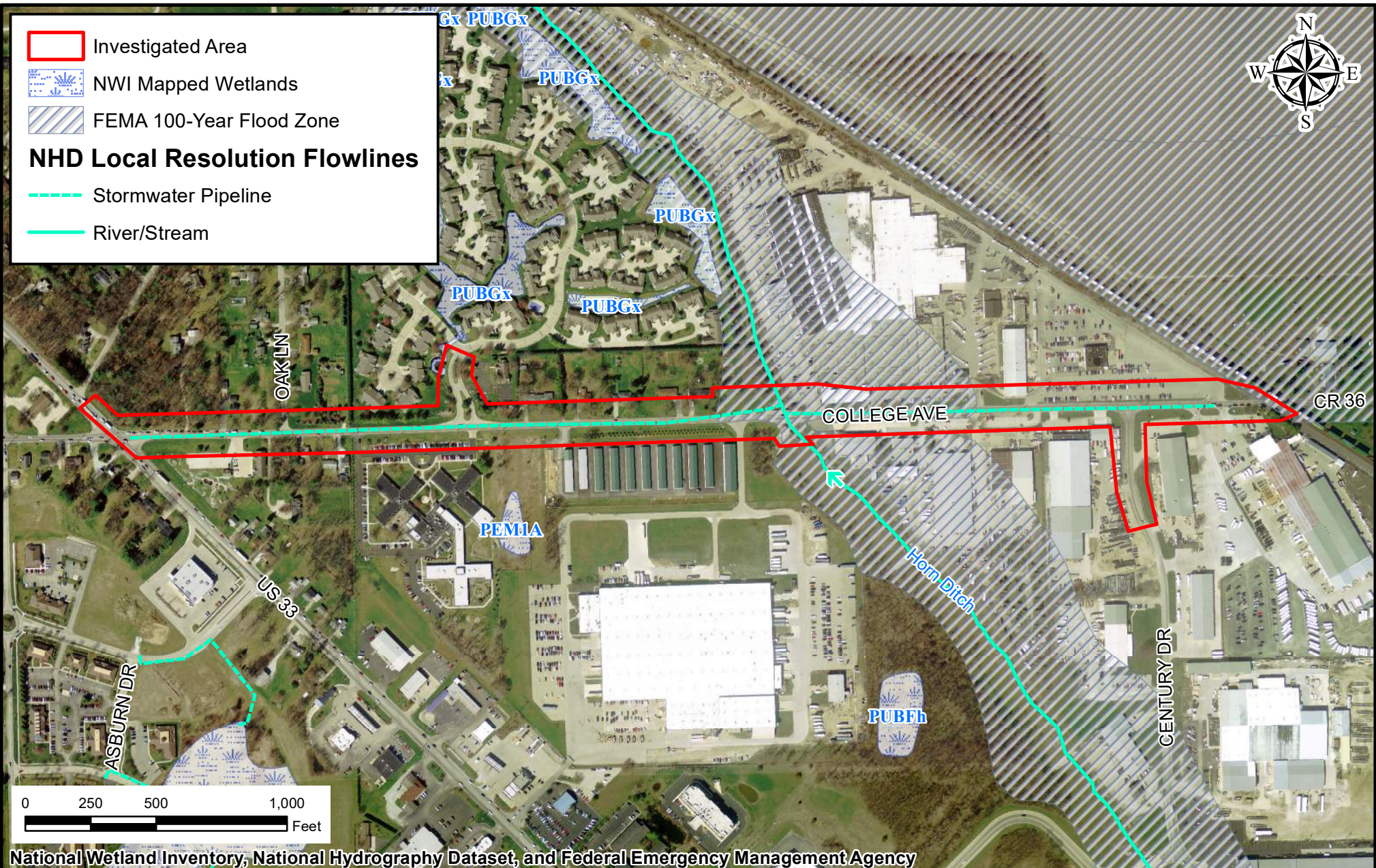
City of Goshen
202 South 5th Street
Goshen, Indiana 46528

College Avenue Road Reconstruction
Des. No. 1900739

Location: Goshen
Township: Elkhart
County: Elkhart
State: Indiana

Date: 01/04/2022

Appendix F
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National Wetland Inventory, National Hydrography Dataset, and Federal Emergency Management Agency

Figure 4: NHD Flowlines, NWI Wetlands and FEMA 100-Year Floodplain Map



City of Goshen
202 South 5th Street
Goshen, Indiana 46528

College Avenue Road Reconstruction
Des. No. 1900739

Location: Goshen
Township: Elkhart
County: Elkhart
State: Indiana

Date: 01/04/2022

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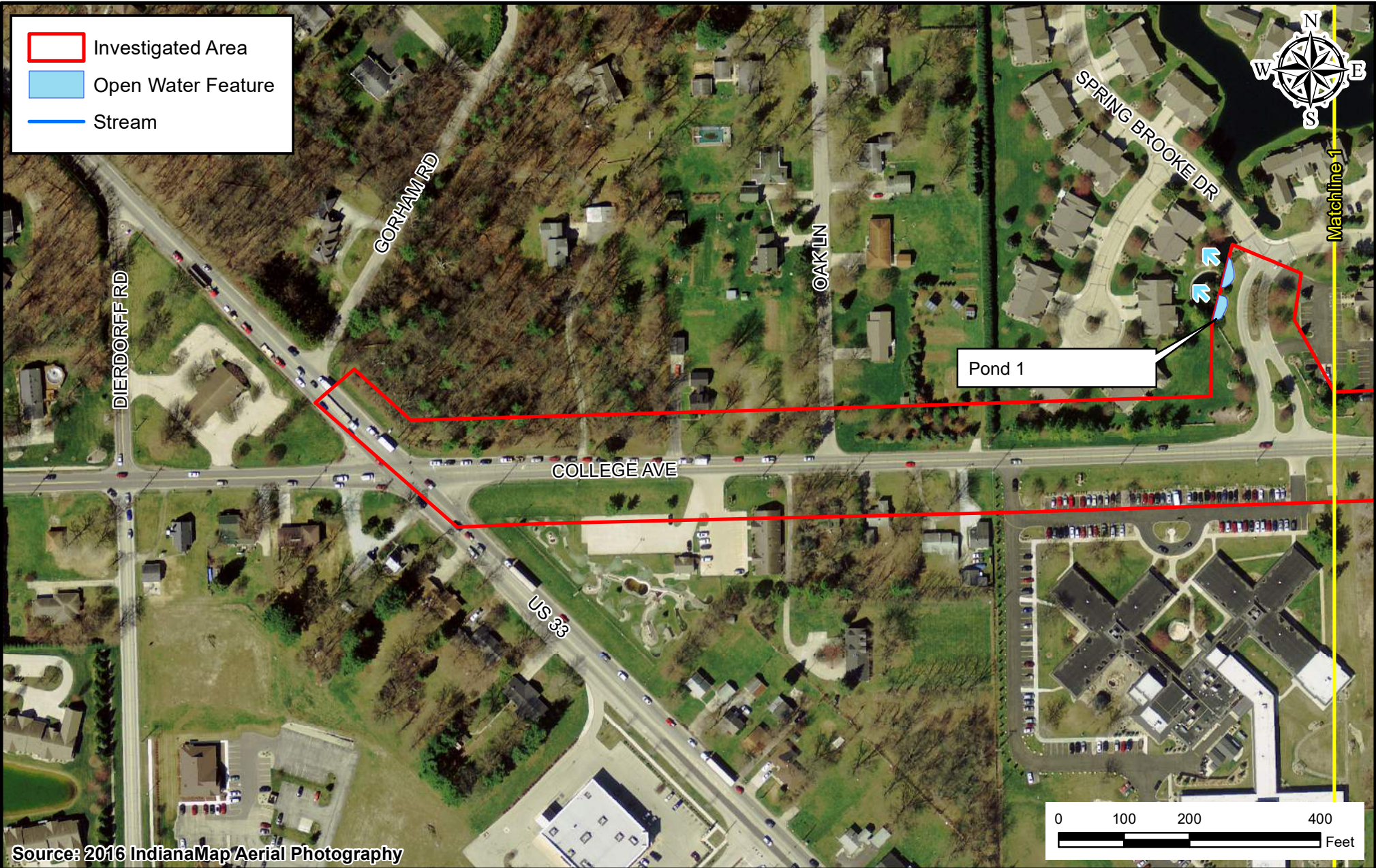


Figure 5: 2016 Aerial Photography (1 of 3)

City of Goshen
202 South 5th Street
Goshen, Indiana 46528

College Avenue Road Reconstruction
Des. No. 1900739

Location: Goshen
Township: Elkhart
County: Elkhart
State: Indiana

Date: 01/04/2022

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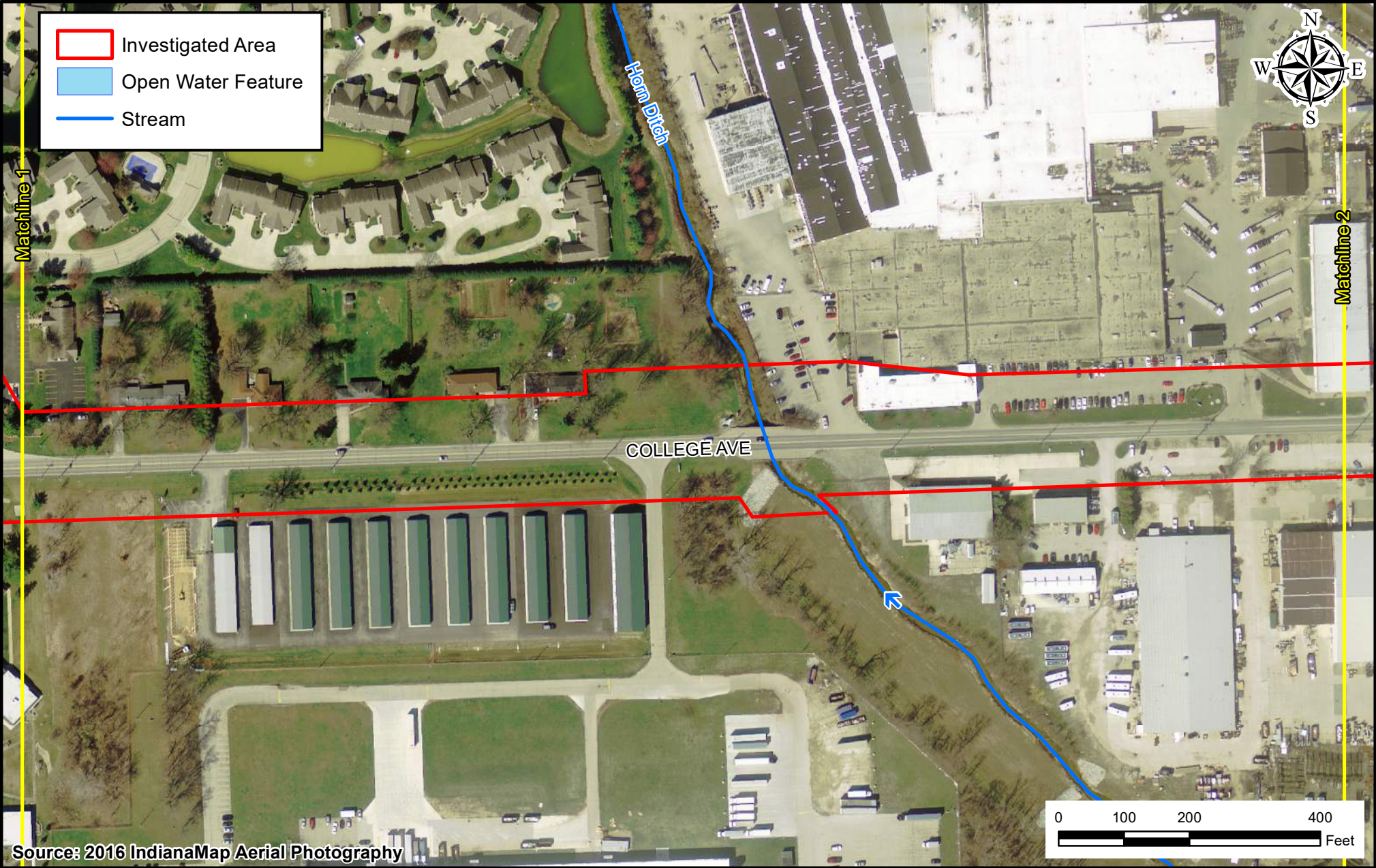


Figure 5: 2016 Aerial Photography (2 of 3)

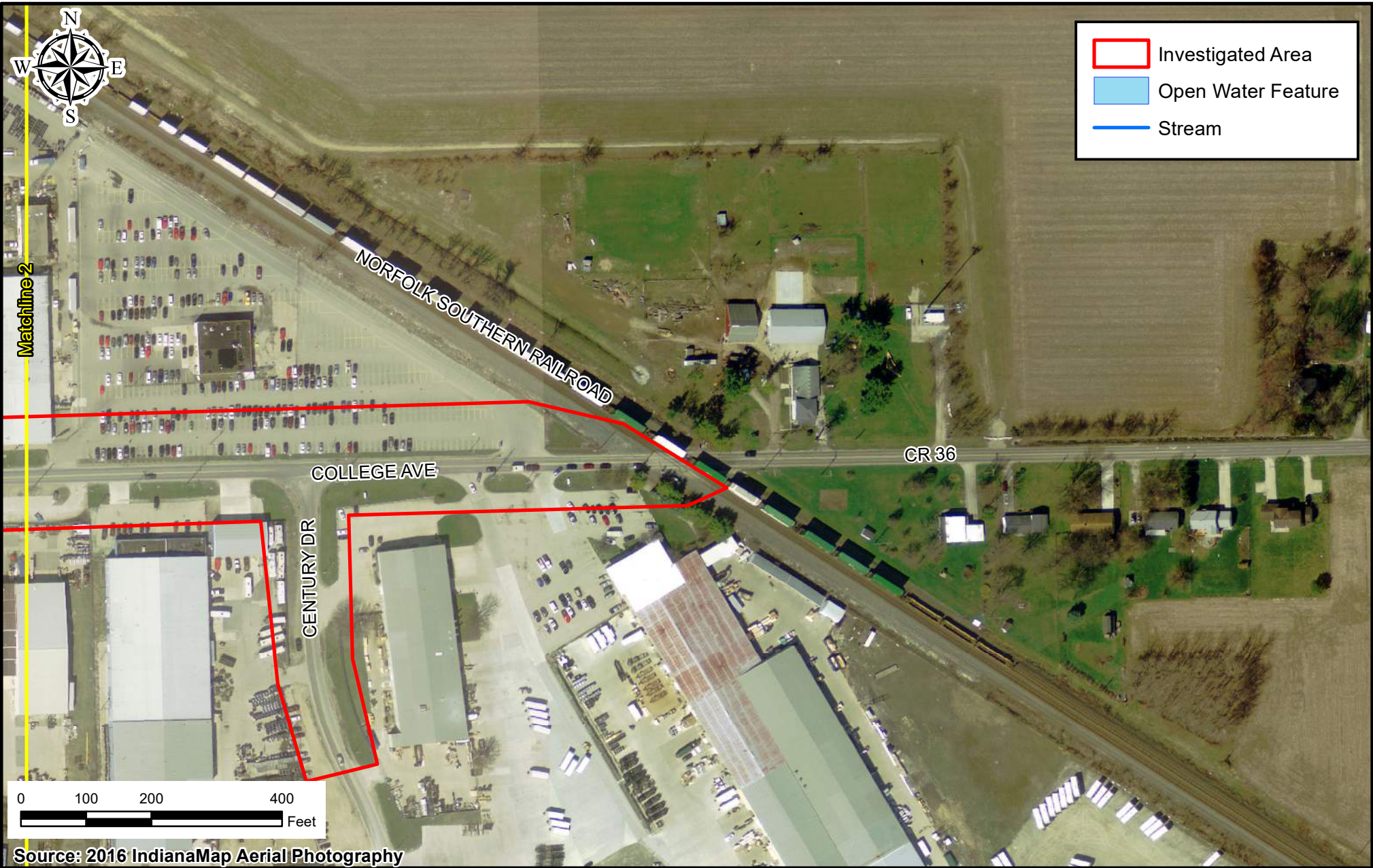
City of Goshen
202 South 5th Street
Goshen, Indiana 46528

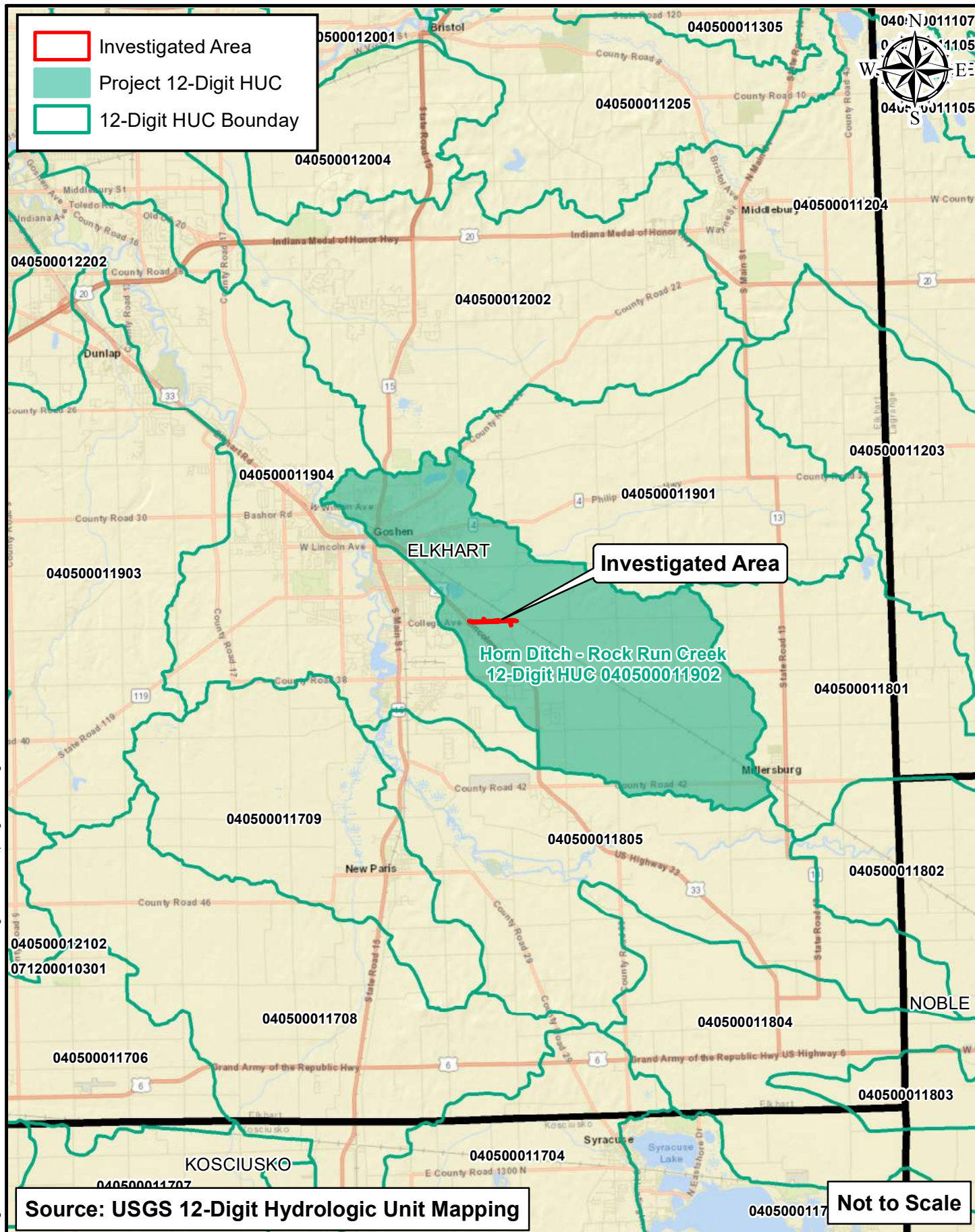
College Avenue Road Reconstruction
Des. No. 1900739

Location: Goshen
Township: Elkhart
County: Elkhart
State: Indiana

Date: 01/04/2022

Appendix F
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Regional Supplement Areas

- Northcentral and Northeast
- Midwest
- Eastern Mountains and Piedmont



LAGRANGE

ELKHART

Project Location



NOBLE

KOSCIUSKO

Elkhart County, IN

Source: ESRI World Street Map

Not to Scale



AMERICAN
STRUCTUREPOINT
INC.

Figure 7: Regional Supplement Map

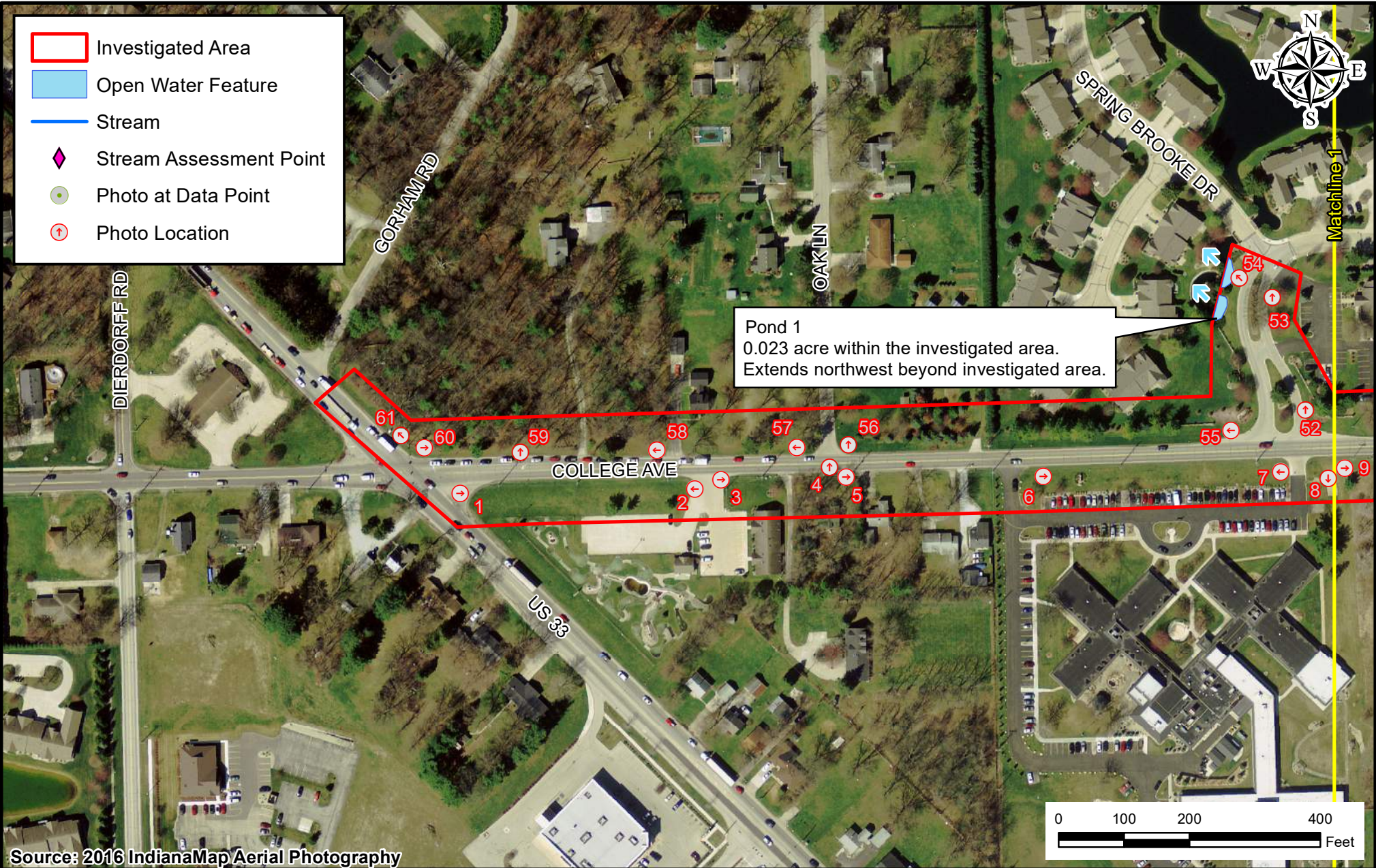
City of Goshen
202 S. 5th St.
Goshen, IN 46528

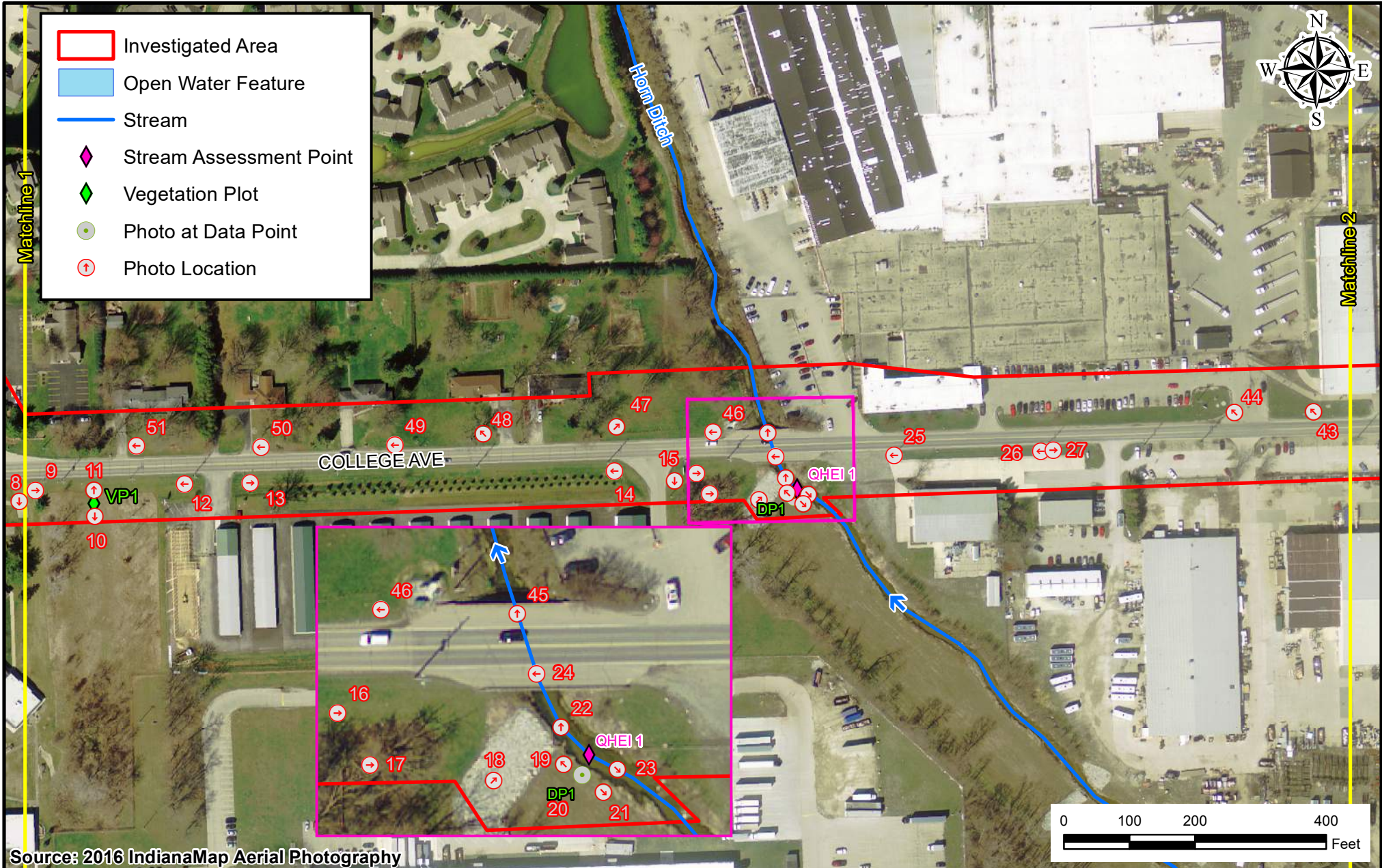
College Avenue Road Reconstruction
Des. No. 1900739

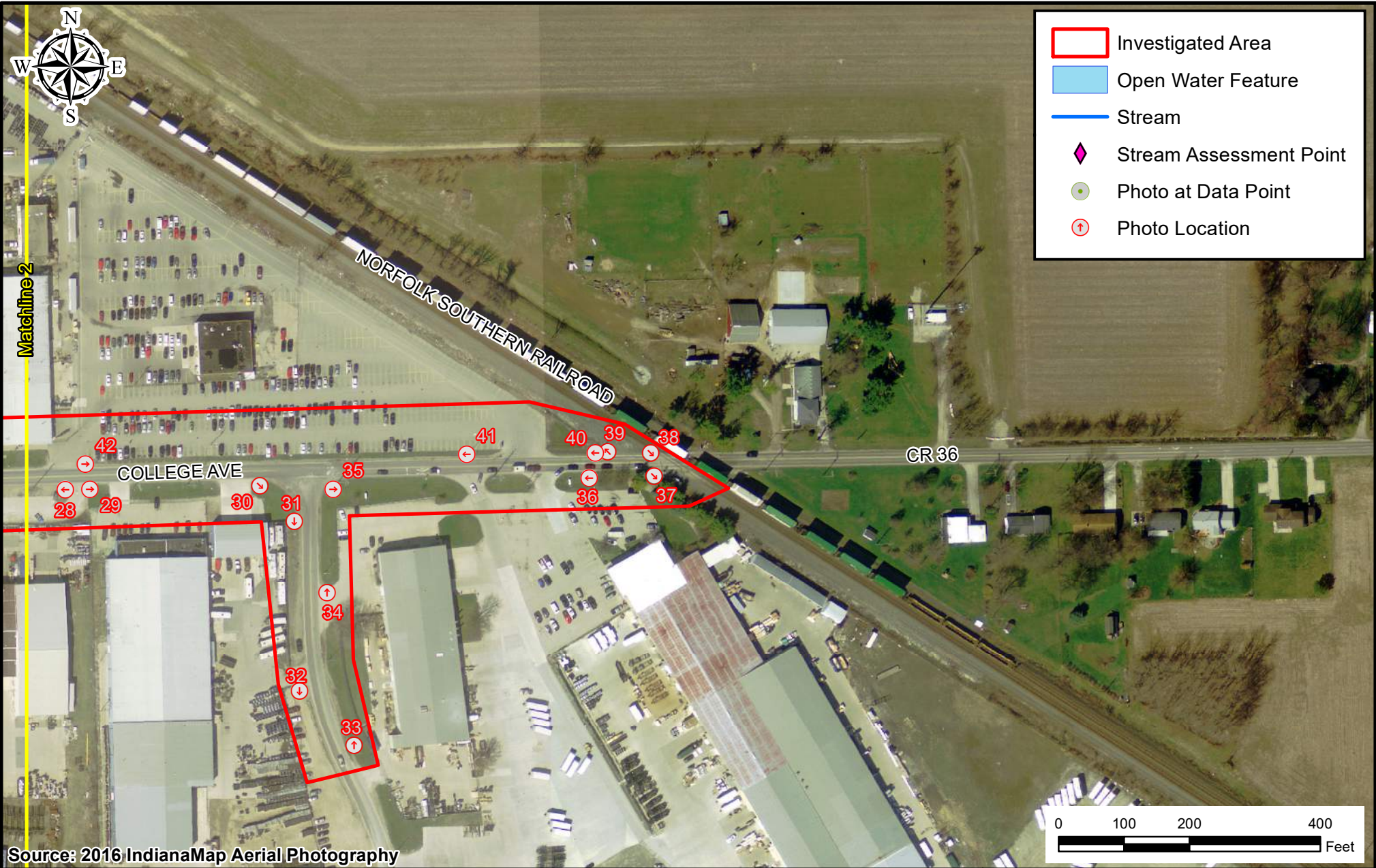
Location: Goshen
Township: Elkhart
County: Elkhart
State: Indiana

Date: 01/04/2022

Appendix F
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Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: January 12, 2022

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Leigh S; American Structurepoint, Inc.

9025 River Road, Suite 200 Indianapolis, IN 46240

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The City of Goshen intends to proceed with a roadway reconstruction project along College Avenue from US 33 to Norfolk Southern Railroad in Goshen, Elkhart County, Indiana. The proposed project would widen College Avenue to accommodate a center two-way left turn lane. Additionally, a 10-foot wide multi-use path will be constructed along the north side of the roadway and will include a new pedestrian bridge over Horn Ditch adjacent to the existing County Road (CR) 36 Bridge over Horn Ditch. A new storm sewer system will also be installed along both sides of College Avenue throughout the project corridor. One stream, Horn Ditch, and one pond, Pond 1, were identified within the investigated area. The stream is a water of the U.S. and the pond is anticipated to be non-regulated.

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: Indiana

County/parish/borough: Elkhart

City: Goshen

Center coordinates of site (lat/long in degree decimal format):

Lat.: 41.566330°N

Long.: 85.793721°W

Universal Transverse Mercator: 16 N 600577 m E, 4602331 m N

Name of nearest waterbody: Horn Ditch

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH “MAY BE” SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Horn Ditch	41.566119	-85.793561	277 lft (0.108 ac)	Non-Wetland	Section 404
Pond 1	41.566973	-85.798448	0.023 ac	Non-Wetland	N/A

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "*may be*" waters of the U.S. and/or that there "*may be*" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

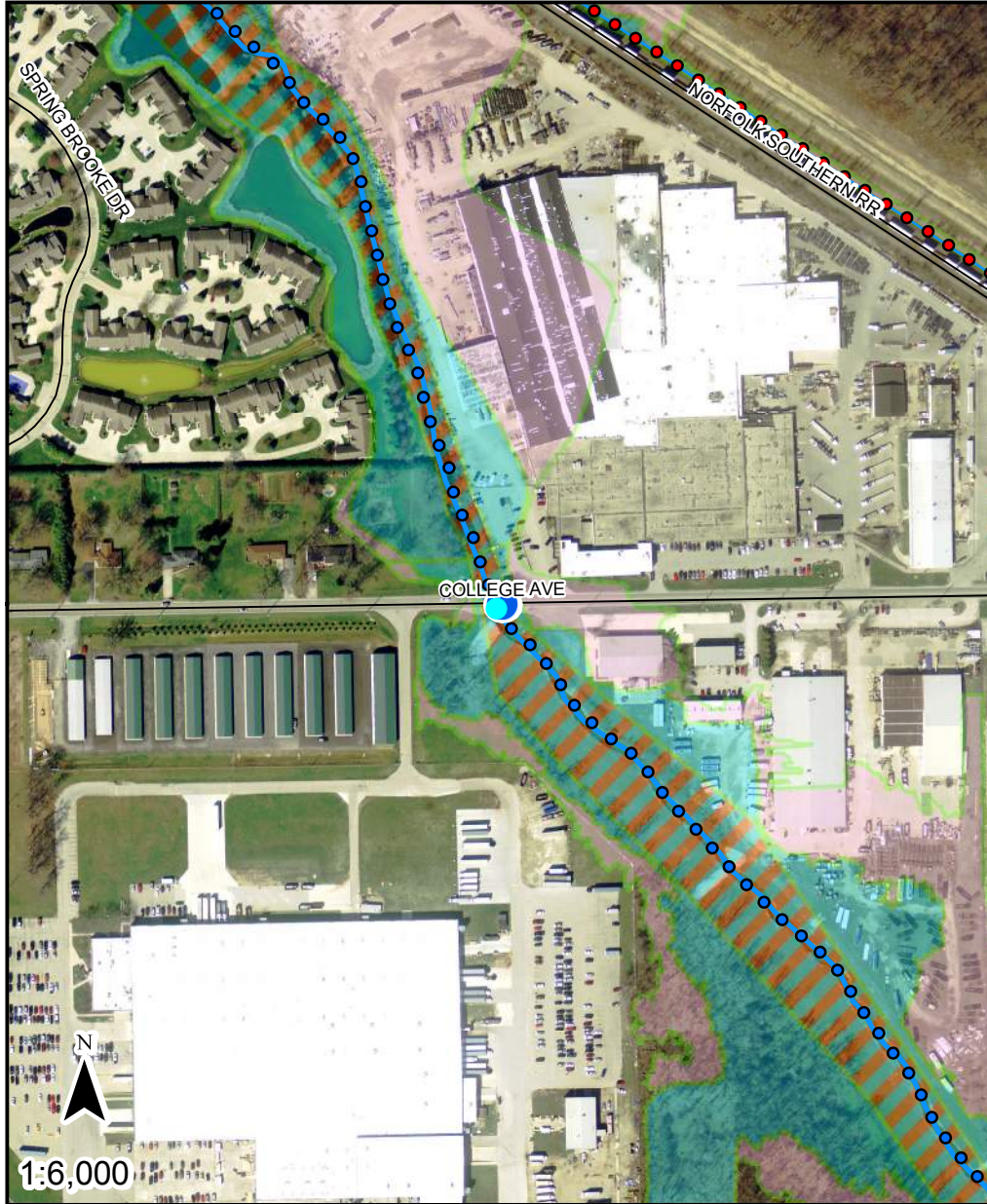
- ☒ Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: State Location, USGS Topo, SSURGO, NHD/NWI/FEMA, 2016 Aerial, 12-Digit HUC
- ☒ Data sheets prepared/submitted by or on behalf of the PJD requestor.
☐ Office concurs with data sheets/delineation report.
☐ Office does not concur with data sheets/delineation report. Rationale: _____
- ☐ Data sheets prepared by the Corps: _____
- ☐ Corps navigable waters' study: _____
- ☒ U.S. Geological Survey Hydrologic Atlas: HUC-12: 040500011902
☐ USGS NHD data.
☐ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s). Cite scale & quad name: Goshen 7.5 Min Quadrangle
- ☒ Natural Resources Conservation Service Soil Survey. Citation: SSURGO
- ☒ National wetlands inventory map(s). Cite name: 2016 National Wetland Inventory
- ☐ State/local wetland inventory map(s): _____
- ☒ FEMA/FIRM maps: FEMA 100-Year Floodplain Mapping
- ☐ 100-year Floodplain Elevation is: _____ (National Geodetic Vertical Datum of 1929)
- ☒ Photographs: ☒ Aerial (Name & Date): See Wetland Delineation Report; 2016 IndianaMap Aerial Photography
or ☒ Other (Name & Date): Field Photos 04/27/2021
- ☐ Previous determination(s). File no. and date of response letter: _____
- ☐ Other information (please specify): _____

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory staff member
completing PJD

Leigh Stevenson 1/12/2022
Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.



- Point of Interest
 - Base Flood Elevation Point
- Flood Elevation Points**
- STUDIED STREAM
 - JURISDICTIONAL UNSTUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

- 1 - 10
- 10 - 100
- ▨ FEMA Zone AE Floodway; FEMA Administrative Floodway
- ▨ FEMA Zone AE
- ▨ Additional Floodplain Area; DNR .2 Percent Flood Hazard

Point of Interest Coordinates
(WGS84)

Long: **-85.7936139119**

Lat: **41.5662905073**

The information provided below is based on the point of interest shown in the map above.

County: **Elkhart**

Approximate Ground Elevation: **802.1 feet (NAVD88)**

Stream Name:
Horn Ditch

Base Flood Elevation: **805.4 feet (NAVD88)**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **FEMA Zone AE Floodway**

National Flood Hazard Zone: **FEMA Zone AE Floodway**

Is a Flood Control Act permit from the DNR needed for this location? **yes**

Is a local floodplain permit needed for this location? **yes-**

Floodplain Administrator: **Rhonda Yoder, Planning and Zoning Administrator**

Community Jurisdiction: **City Of Goshen, City proper**

Phone: **(574) 537-3815**

Email: **rhondayoder@goshencity.com**

US Army Corps of Engineers District: **Detroit**

Appendix G: Public Involvement



April 7, 2021

Property Owner
Various Addresses
Goshen, Indiana 46528

Re: Notice of Survey
College Avenue
Goshen, Indiana

Dear Property Owner:

American Structurepoint, Inc., has been retained by the City of Goshen to perform a survey and environmental work for a transportation project along College Avenue in the City of Goshen, Elkhart Township, Indiana, from approximately 200 feet west of Lincoln Way and heading east for approximately 5,100 feet.

Our information indicates you either own or occupy property near this proposed improvement project. Our employees will begin conducting a topographic survey and environmental survey of the project area in the near future and may continue for several weeks. It may be necessary for us to enter onto your property (exterior only) to complete this work. Should you see our staff on or near your property they have been instructed to identify themselves to you. In response to the COVID-19 concerns we will be minimizing the need for in person meetings. If you no longer own this property, or it is currently occupied by someone other than yourself, please let us know the name and/or address of the new owner or occupant so we may contact them about the survey.

Please be advised that you have the right to be compensated for damage that occurs to your property as a result of the entry upon, over, or under your property or work performed during the entry.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If you have any questions or concerns, please contact me at (317) 547-5580.

Very truly yours,
American Structurepoint, Inc.

Scott Crites, PE
Project Development Director

SMC:mgn

LEGAL NOTICE OF PUBLIC HEARING**Proposed Improvement to College Avenue in Goshen, Elkhart County**

The City of Goshen will host a public hearing on Tuesday, December 6, 2022 at the Goshen Public Library located at 601 South 5th Street, Goshen, IN 46526, the hearing will begin at 5:30 pm.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on current design plans to improve College Avenue in Goshen, Elkhart County. The purpose of the project is to reduce congestion and potential for rear end crashes caused by left turning vehicles, improve access to existing pedestrian facilities along College Avenue, and reduce potential conflicts between vehicles and pedestrians traveling along the College Avenue corridor.

As proposed, the project consists of widening College Avenue from just east of US 33 to the Norfolk Southern Railroad to accommodate a center two-way-left-turn (TWLT) lane. The existing 2-lane section of College Avenue will be reconstructed to consist of two 11-foot wide travel lanes (one eastbound, one westbound) separated by a 14-foot wide center TWLT lane. The widened roadway will be bordered by 2-foot, 7-inch wide combined curb and gutter along both sides. The project will also construct a new, 10-foot wide paved multi-use path along the north side of College Avenue, which will tie into the existing multi-use path that currently terminates approximately 350 feet east of US 33. Roadway improvements, including the addition of curb and gutter, will be extended approximately 50 feet north along Oak Lane, approximately 45 feet north along Spring Brooke Drive, and approximately 47 feet south along Century Avenue to tie the intersecting roadways into the reconstructed College Avenue. Additionally, the initial 25 to 50 feet of residential and commercial driveways along this portion of College Avenue will be replaced in order to tie in these access points with the reconstructed roadway.

No work will occur on the existing County Road (CR) 36 Bridge over Horn Ditch. However, the addition of the multi-use path will include a new pedestrian bridge over Horn Ditch. The pedestrian bridge will be constructed immediately north of the existing CR 36 Bridge over Horn Ditch. The new bridge will be a single span, prefabricated pedestrian bridge with a structure length of 54 feet, 6 inches and an out-to-out truss width of 11 feet, 10 inches. The clear pathway along the bridge will be 10 feet wide. Revetment riprap will be installed for scour protection along both end bents. The project will also include the construction of a new storm sewer system to convey drainage from the roadway towards Horn Ditch.

The Maintenance of Traffic (MOT) plan for the project involves a segmental closure of College Avenue, whereby the roadway will be closed in short segments during construction. Through traffic will be detoured around construction using US 33, Kercher Road, and CR 36. MOT details will be presented during the public hearing. Access to all properties will be maintained during construction. The City of Goshen will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible. The project will require approximately 4.33 acres of permanent right-of-way (ROW) and 0.52 acre of temporary ROW from residential and commercial properties. The project will also require the reacquisition of approximately 1.26 acre of apparent existing ROW. No relocations will be required for the project.

Federal and local funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to the natural

environment. A Categorical Exclusion (CE) environmental document has been prepared for the project. This document and project information can be mailed upon request. The environmental documentation and preliminary design information is available to view prior at the following locations:

1. Goshen Public Library, 601 South 5th Street, Goshen, IN 46526
2. American Structurepoint, Inc. website: www.structurepointpublic.com/collegeavenue

A project webpage has been created to ensure project information is available on-line via the American Structurepoint, Inc. website (www.structurepointpublic.com/collegeavenue).

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to: Leigh Stevenson, at American Structurepoint, Inc., 9025 River Road, Suite 200, Indianapolis, Indiana 46240. E-mail: l Stevenson@structurepoint.com. **The City of Goshen respectfully requests comments be submitted by December 23, 2022.**

With advance notice, the City of Goshen will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, the City of Goshen will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required please contact Leigh Stevenson, American Structurepoint, Inc., 9025 River Road, Suite 200, Indianapolis, Indiana 46240. E-mail: l Stevenson@structurepoint.com.

In the event of inclement weather resulting in hazardous driving conditions, please check the project website at www.structurepointpublic.som/collegeavenue or call Leigh Stevenson, American Structurepoint Inc., at 317-547-5580 to learn of any postponement of the public hearing. If the public hearing is postponed due to inclement weather, it will be rescheduled for Wednesday, December 21st at 5:30 pm.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.

AFFIDAVIT OF PUBLICATION

STATE OF INDIANA

County of Elkhart

City of Goshen

Goshen News Fed ID # 82-2664009

ad# 1802312

ISSUED:

The subscriber, being duly sworn,
she is the said Kristine F. Erwin
and that the foregoing notice

Notice of Public Hearing: C
was published in said newspaper
of said newspaper issued be

11/21/22

and

Cost: \$ 193.60

SUBSCRIBED AND SWORN BY

Notary Public

My Commission Expires February 2022

Commission # NP0718334



DES. # 1900739

LEGAL NOTICE OF PUBLIC HEARING

Proposed Improvement to College Avenue in Goshen, Elkhart County

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No work will occur on the existing County Road (CR) 36 Bridge over Horn Ditch. However, the addition of the multi-use path will include a new pedestrian bridge over Horn Ditch. The pedestrian bridge will be constructed immediately north of the existing CR 36 Bridge over Horn Ditch. The new bridge will be a single span, prefabricated pedestrian bridge with a structure length of 54 feet, 6 inches and an out-to-out truss width of 11 feet, 10 inches. The clear pathway along the bridge will be 10 feet wide. Revetment riprap will be installed for scour protection along both end bents. The project will also include the construction of a new storm sewer system to convey drainage from the roadway towards Horn Ditch.

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Federal and local funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to the natural environment. A Categorical Exclusion (CE) environmental document has been prepared for the project. This document and project information can be mailed upon request. The environmental documentation and preliminary design information is available to view prior at the following locations:

1. Goshen Public Library, 601 South 5th Street, Goshen, IN 46526
2. American Structurepoint, Inc. website: www.structurepointpublic.com/collegeavenue

A project webpage has been created to ensure project information is available on-line via the American Structurepoint, Inc. website (www.structurepointpublic.com/collegeavenue).

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to: Leigh Stevenson, at American Structurepoint, Inc., 9025 River Road, Suite 200, Indianapolis, Indiana 46240. E-mail: l Stevenson@structurepoint.com. **The City of Goshen respectfully requests comments be submitted by December 23, 2022.**

With advance notice, the City of Goshen will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, the City of Goshen will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required please contact Leigh Stevenson, American Structurepoint, Inc., 9025 River Road, Suite 200, Indianapolis, Indiana 46240. E-mail: l Stevenson@structurepoint.com.

In the event of inclement weather resulting in hazardous driving conditions, please check the project website at www.structurepointpublic.com/collegeavenue or call Leigh Stevenson, American Structurepoint Inc., at 317-547-5580 to learn of any postponement of the public hearing. **If the public hearing is postponed due to inclement weather, it will be rescheduled for Wednesday, December 21st at 5:30 pm.**

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h) (1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary." approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.

November 21, 28 hspaxlp

AFFIDAVIT OF PUBLICATION

STATE OF INDIANA

County of Elkhart

City of Goshen

Goshen News Fed ID # 82-2664009

ad# 1802312


ISSUED:

The subscriber, being duly sworn, deposes and says that she is the said Kristine F. Erb of THE GOSHEN NEWS and that the foregoing notice for

Notice of Public Hearing: City of Goshen, Indiana: Dec. 6, 2022


was published in said newspaper in two editions of said newspaper issued between 11/21/22 and 11/28/22

Cost: \$ 193.60



Kristine F. Erb

SUBSCRIBED AND SWORN BEFORE ME ON THIS DAY: November 28, 2022



Notary Public Angela S. Kulczar

My Commission Expires February 04, 2027

Commission # NP0718334



Project Name:	COLLEGE AVENUE ROADWAY IMPROVEMENTS
Route/Street:	COLLEGE AVENUE ROADWAY IMPROVEMENTS
DES No:	1900739
Location:	GOSHEN, ELKHART COUNTY, INDIANA
ASI Project No:	2019.0115

P:\2019\01150\E. Reports Specs\Environmental\College Avenue\Public Involvement\Public Hearing\Legal Notice\2019.01150.EV.2022-11-9.College Avenue.MailingList.PublicHearing Final

LOIS S & JOHN S MAST	PROPERTY OWNER	2423 COLLEGE AVE	GOSHEN	INDIANA	46528	MAIL
MARK W SPADE	PROPERTY OWNER	2123 COLLEGE AVE	GOSHEN	INDIANA	46528	MAIL
MYRON B & NANCY J HOKE	PROPERTY OWNER	P O BOX 511	GOSHEN	INDIANA	46527	MAIL
NANCY L YODER & HELEN E PLETCHER	PROPERTY OWNER	104 OAK LN	GOSHEN	INDIANA	46526	MAIL
NORFOLK SOUTHERN RAILWAY COMPANY	PROPERTY OWNER	3 COMMERCIAL PLACE	NORFOLK	VIRGINIA	23510	MAIL
PAMELA K SHEETS	PROPERTY OWNER	1682 EDGEBROOKE CT	GOSHEN	INDIANA	46528	MAIL
RENE R & MARILYN SUE NEFF	PROPERTY OWNER	1615 SPRING BROOKE CT	GOSHEN	INDIANA	46528	MAIL
ROBERT D & RUTH M NEWELL	PROPERTY OWNER	107 OAK LN	GOSHEN	INDIANA	46528	MAIL
ROLLIN ACRES HOLSTEINS LLC	PROPERTY OWNER	11152 S 100 W	SILVER LAKE	INDIANA	46982	MAIL
SARAH J MULLET	PROPERTY OWNER	108 OAK LN	GOSHEN	INDIANA	46528	MAIL
SHELLY HURLEY	PROPERTY OWNER	2509 COLLEGE AVE	GOSHEN	INDIANA	46528	MAIL
SPACEMAKER SELF STORAGE INC	PROPERTY OWNER	13352 COUNTY ROAD 42	MILLERSBURG	INDIANA	46543	MAIL
SPRING BROOKE HOMEOWNERS ASSOCIATION	PROPERTY OWNER	1618 SPRING BROOKE DR	GOSHEN	INDIANA	46528	MAIL
STAG GI GOSHEN LLC	PROPERTY OWNER	1 FEDERAL ST FL 23	BOSTON	MASSACHUSETTS	02110	MAIL
TREVOR & BREANNA DAUGHERTY	PROPERTY OWNER	1708 LINCOLNWAY E	GOSHEN	INDIANA	46526	MAIL
WINDSHIRE CORP	PROPERTY OWNER	2008 COLLEGE AVE	GOSHEN	INDIANA	46526	MAIL
WINDSHIRE CORP	PROPERTY OWNER	2523 MESSICK DR	GOSHEN	INDIANA	46526	MAIL



SIGN-IN / MAILING LIST

PUBLIC HEARING

College Avenue Roadway Improvement Project (Des. No. 1900739)

Tuesday, December 6, 2022/5:30 p.m.

Goshen Public Library, 601 South 5th Street, Goshen, IN 46526

Before including your address, phone number, e-mail address, or other personal identifying information on the meeting Sign-In Sheet or on your comment submittal, be advised that your comment - including your personal identifying information - may be publicly available at any time. While you can ask us to withhold personal identifying information from public review, we cannot guarantee that we will be able to do so.

Name	Mailing Address	Email
Chris Gilliam Elk. Co. 4-H Fair	Address: 17746-D CR 34 - City: Goshen State: IN Zip: 46528	Contact information redacted for privacy
Kevin Shaw INDOT	Address: 5333 Hatfield Rd City: Fort Wayne State: IN Zip: 46818	
Mike Stump Forest River	Address: 900 CR 2 City: Elkhart State: IN Zip: 46515	
Cary & Betty Kelsey	Address: 1613 Spring Brooke Ct City: Goshen State: IN Zip: 46528	
John & Terry Keller	Address: 1656 Edge Brooke Ct. City: Goshen State: IN Zip: 46528	
Rhonda Gibson	Address: 1618 Spring Brooke Dr. City: Goshen State: IN Zip: 46528	
Randy Yoder Elkhart Co. 4-H Fair	Address: 17746-D CR 34 City: Goshen State: IN Zip: 46528	

Randy ~~Elkhart~~ Yoder
4-H Fair



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Name	Mailing Address	Email
Shelly Stewy	Address: 17746-D CR 34 City: Goshen State: IN Zip: 46528	Contact information redacted for privacy
Mary Nisky	Address: 2178 E 1100 N City: Milford State: IN Zip: 46542	
Mark Keitzman	Address: 15541 CR 40 City: Goshen State: IN Zip: 46528	
Annette Nisky	Address: 1507 Spring Brooke Dr City: Goshen State: IN Zip: 46528	
Fred Jessup	Address: 24222 CR 32 City: Goshen State: IN Zip: 46526	
Mary Slimak	Address: 1627 Spring Brooke Dr. City: Goshen State: IN Zip: 46528	
Andrew Borkholder	Address: 16769 CR 36 City: Goshen State: IN Zip: 46528	



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Name	Mailing Address	Email
Debra Reschly JAAD Investments	Address: 2523 Messick Dr. City: Goshen State: IN Zip: 46526	Contact information redacted for privacy
Regina Robert	Address: 1315 Somers Cr. City: Goshen State: IN Zip: 46528	
CHARLES DOST	Address: 1615 SPRING BROOKE CT City: GOSHEN State: IN Zip: 46528	
John Glon	Address: 1115 SPRING BROOKE City: GOSHEN State: IN Zip: 46528	
John Yoder	Address: 1215 Westbrooke Ct City: Goshen State: IN Zip: 46528	
DAVA & Janet Bucciconi	Address: 1614 Spring Brooke Ct City: Goshen State: IN Zip: 46528	
	Address: _____ City: _____ State: _____ Zip: _____	



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College Avenue Roadway Improvement Project (Des. No. 1900739)
Tuesday, December 6, 2022/5:30 p.m.
Goshen Public Library, 601 South 5th Street, Goshen, IN 46526

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Name	Mailing Address	Email
Megan Eichorn	Address: 114 1/2 S 6th St City: Goshen State: IN Zip: 46528	Contact information redacted for privacy
Bruce Stahly Bruce Stahly	Address: 1515 Spring Brook Dr. City: Goshen State: IN Zip: 46528	
JOYCE BONTARCA	Address: 1228 WEST BRUCE CT City: GOSHEN State: IN Zip: 46528	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	
	Address: _____ City: _____ State: _____ Zip: _____	



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Name	Mailing Address	Email
Keith & Lila Jor	Address: 1356 Pebble Ct City: Goshen State: Ind Zip: 46528	Contact information redacted for privacy
Dustin Saylor	Address: 2046 Jefferson St City: Goshen State: IN Zip: 46528	
John Simon	Address: 2703 College Ave City: Goshen State: IN Zip: 46528	
George Thompson	Address: 1442 Willow Ct City: Goshen State: IN Zip: 46528	
Garret Janet Hershberger	Address: 1609 Spring Brooke Ct City: Goshen State: Zip:	
	Address: City: State: Zip:	
	Address: City: State: Zip:	

WELCOME TO THE PUBLIC HEARING


College Avenue
Roadway Improvement Project (Des. No. 1900739)
Goshen, Elkhart County, Indiana

December 6, 2022
5:30 PM
Goshen Public Library
601 South 5th Street, Goshen, Indiana 46526



1

Project Team




City of Goshen
Josh Corwin City Engineer

American Structurepoint, Inc.
Briana Hope Environmental Project Manager
Leigh Stevenson Environmental Specialist
Scott Crites Engineering Project Manager
Todd Stout Lead Engineer

2

Submit Public Comments



In-Person Public Hearing:

- Verbal comment session after presentation using microphone
- Public Comment form available in information packet

Via website, mail, or email:

- Project Website:
www.structurepointpublic.com/collegeavenue
- Mail: Leigh Stevenson, American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, IN 46240
- Email: l Stevenson@structurepoint.com

The City of Goshen respectfully requests comments be submitted by December 23, 2022.

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Presentation Agenda



- Public Hearing Intent
- Project Information
 - Project Location
 - Purpose & Need Overview
 - Alternatives Considered
 - Proposed Project Improvements
 - Maintenance of Traffic
 - Right-of-Way Requirements
 - Environmental Process
 - Anticipated Project Schedule/Costs
- Comment Opportunities

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Public Hearing Intent

- Requirement of the **National Environmental Policy Act (NEPA)**
- Continuation of the opportunity to **engage the public** in the decision making process
- Solicit comments** on the environmental document & preliminary design plans
- All comments submitted will become part of the public record, and they will be entered into a transcript, reviewed, evaluated, and given **full consideration during the decision-making process**

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Public Hearing Process

- Legal Notice:**
 - Public notice advertised in *The Goshen News*
 - Legal notice was mailed to local businesses, adjacent residences, known property owners, and government officials
 - Announcement of hearing posted to the project website (www.structurepointpublic.com/collegeavenue)
 - Contact:** Leigh Stevenson, American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, IN 46240
Email: l Stevenson@structurepoint.com

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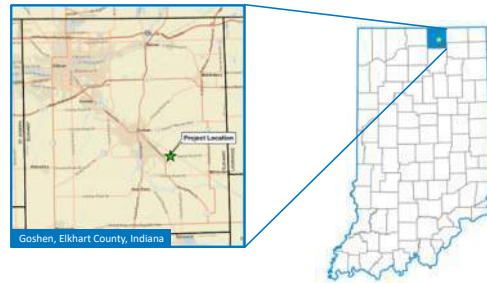
Project Resource Locations

- **Environmental Document (CE 2) available online at:**
 - Project Website: www.structurepointpublic.com/collegeavenue
- **Physical copy of the environmental document (with plans):**
 - At hearing information stations
 - At Goshen Public Library, 601 S 5th St, Goshen Indiana 46526
 - Can be mailed upon request

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Project Location



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Purpose and Need

Need for Project:

- **Vehicle backup along current roadway and lack of pedestrian facilities:**
 - Stopped traffic along the corridor as motorists attempt left turn movements from travel lanes
 - Increased risk of rear end crashes due to stopped traffic
 - Lack of pedestrian facilities along roadway corridor



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Purpose and Need

Purpose of the Project:

- **Reduce** congestion and potential for rear end crashes caused by left turning vehicles
- **Improve** access to existing pedestrian facilities along College Avenue
- **Reduce** potential conflicts between vehicles and pedestrians traveling along the roadway

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11

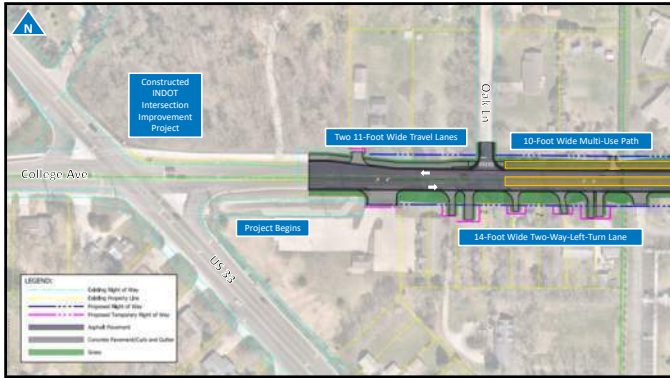
Alternatives Considered

Do-Nothing Alternative

- **No improvements would be made**
 - Congestion due to stopped traffic behind left turning vehicles would persist
 - Pedestrian accessibility and walkability through the project corridor would not be improved
- Purpose and need of the project **would not be met**

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Maintenance of Traffic (MOT)

- College Avenue will be **closed in short segments during construction**
- **Through traffic will be detoured** using US 33, Kercher Rd, and CR 31
- Access to properties within the project area will be **maintained at all times**



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Right-of-Way and Relocations

- Acquisition of approximately **4.33 acres** of permanent right-of-way
- Acquisition of approximately **0.52 acre** of temporary right-of-way
- Reacquisition of approximately 1.26 acre of apparent existing right-of-way
- **No Relocations**

Land Use	Permanent (acres)	Temporary (acres)	Re-Acquisition (acres)
Residential	1.43	0.22	0.15
Commercial	2.75	0.30	1.11
Forest	0.15	0.00	0.00
Total	4.33	0.52	1.26

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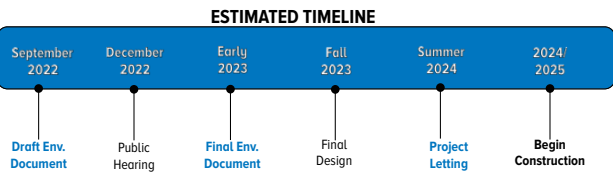
Land Acquisition Process

- Land acquisition process must follow the **Uniform Act of 1970**
- The brochures that explains this process can be found at the **project website**: www.structurepointpublic.com/collegeavenue
- **Hard copies** of these brochures are also available.



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Anticipated Project Schedule & Cost



- The estimated cost for this project is approximately \$4.8 million which includes design, right-of-way, and construction
- The project includes both Federal and Local funding

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Environmental Process

Requirement of the National Environmental Policy Act (NEPA)

- Requires evaluation of environmental impacts of the project on the natural and social environment
 - Waterways, wetlands, endangered species, etc.
 - Historic resources
 - Social and economic factors




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Environmental Process

Categorical Exclusion (CE), Level 2:

- Prepared in accordance with state and federal guidelines
- Evaluates impacts of proposed project
- Evaluates a “Do Nothing” alternative as a baseline for comparison as discussed earlier
- Goal is to avoid, minimize, and then mitigate impacts




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Environmental Process

NEPA Status:

- Evaluated impacts
- Coordinated with local, state, and federal agencies





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Environmental Process

Water Resources:

- Wetland Delineation completed
 - One Stream
 - Horn Ditch
 - No wetlands
- Horn Ditch will likely be impacted
- Section 401/404 Water Quality permit and Construction in a Floodway (CIF) permit likely required



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Environmental Process


Historic Resources:

- **Section 106** of the National Historic Preservation Act
 - **Evaluate** all above ground structures **50 years old or older** for eligibility for the National Register of Historic Places (NRHP or National Register)
 - Requires below ground, or **archaeological investigation**, to look for things that people may have made, used, or left behind.
- Section 106 evaluations found no resources eligible for inclusion in the NRHP

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Community Involvement



Public Involvement:

- Notice of Survey
- Public Hearing

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Submit Public Comments

Via website, mail, or email:

- Project Website: www.structurepointpublic.com/collegeavenue
- Mail: Leigh Stevenson, American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, IN 46240
- Email: l Stevenson@structurepoint.com

In-Person Public Hearing:

- Verbal comment session after presentation using microphone
- Public Comment form available in information packet




The City of Goshen respectfully requests comments be submitted by December 23, 2022.

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Next Steps

- **Public and project stakeholder input:**
 - Submit comments either online, via mail, email, fax, or in-person at the hearing (see information packet for more details)
 - Please submit all comments by December 23, 2022
 - All comments are part of the official project record and given full consideration during decision-making process
- **After the public hearing and end of comment period:**
 - Address comments
 - Finalize environmental document
 - Complete project design



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THANK YOU!

In person hearing attendees: Verbal Comments Session to follow shortly

Please be sure to view additional information and project exhibits at the project website at www.structurepointpublic.com/collegeavenue

Or in-person at the public hearing information stations for hearing attendees after the Verbal Comment Session

For questions, please contact Leigh Stevenson at:

Leigh Stevenson	Email : l Stevenson@structurepoint.com
American Structurepoint, Inc.	Phone: (317) 547-5580
9025 River Road, Suite 200	Fax: (317) 543-0270
Indianapolis, IN 46240	

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COLLEGE AVENUE ROADWAY IMPROVEMENT PROJECT

GOSHEN, ELKHART COUNTY, INDIANA
DES. NO. 1900739

PROJECT INFORMATION PACKET



Contact: Leigh Stevenson, American Structurepoint, Inc.

(317) 547-5580 or l Stevenson@structurepoint.com

December 6, 2022

Welcome Concerned Citizens, Local Residents, and Elected/Local Public Officials to the City of Goshen's public hearing regarding the proposed College Avenue Improvement Project (Des. No 1900739).

The purpose of this public hearing is to offer all interested persons an opportunity to comment on current design plans and the environmental document for this project. There are several ways your comments may be presented this evening and following tonight's public hearing. You may submit comments in the following manner:

1. **Complete a comment form** and return it to American Structurepoint, Inc. (see below). Comment forms are available at the sign-in table and also included in your information packet. Comment forms are also available at the project website at www.structurepointpublic.com/collegeavenue.
2. **Participate as a speaker** during the comment session following tonight's presentation.
3. **Complete the digital comment box** on the project website at www.structurepointpublic.com/collegeavenue.
4. **E-mail comments** to Leigh Stevenson of American Structurepoint, Inc. at l Stevenson@structurepoint.com.
5. **Mail comments** to Leigh Stevenson of American Structurepoint, Inc. at 9025 River Road, Suite 200, Indianapolis, Indiana 46240.
6. **Fax comments** to Leigh Stevenson of American Structurepoint, Inc. at (317) 547-2070.

Please submit comments by (or have comments postmarked by) **December 23, 2022**. Comments will be reviewed and considered as part of the decision making process. If you have any questions concerning the proposed project or submitting comments, please contact Leigh Stevenson of American Structurepoint, Inc. at (317) 547-5580 or l Stevenson@structurepoint.com.

Preliminary design plans along with the CE document and other project documents are available for review at following locations:

1. In-person at:
 - a. Information stations around the room at the hearing
 - b. Goshen Public Library, 601 S 5th St, Goshen, Indiana 46526
2. Online at the American Structurepoint, Inc. Website - www.structurepointpublic.com/collegeavenue

Public Hearing Agenda

1. Meeting Called to Order
2. Formal Presentation
3. Public Comment Session
4. Project Open House

All substantive comments received will be evaluated and responded to in writing within subsequent project documentation. The documentation will address concerns presented during the public comment process and describe project decisions reached following careful consideration of views and/or concerns of the public.

The project team will be available at the information stations around the room to explain project details and address questions prior to and following the public hearing.

After the hearing, anyone may view the presented information (formal presentation, environmental document with preliminary project plans, project exhibits, etc.) at the project website:

www.structurepointpublic.com/collegeavenue.

**Thank you for attending the public hearing for the College Avenue Roadway
Improvement Project (Des. No. 1900739)**

Project Description

The City of Goshen, with administrative oversight from the Indiana Department of Transportation (INDOT) and funding from the Federal Highway Administration (FHWA), is developing plans for the proposed College Avenue Roadway Improvement Project (Des. No. 1900739) located in Goshen, Elkhart County, Indiana. The project is located on College Avenue, beginning at US 33 and extending 0.82 mile east before ending approximately 450 feet east of Century Drive near the Norfolk Southern Railroad crossing.

The need for this project is evidenced by the backup of vehicles along the two-lane corridor, a result of vehicles stopping while attempting to turn left across the roadway, and the lack of pedestrian facilities. Existing College Avenue is a two-lane roadway (one lane in each direction) with only one dedicated turn lane located at the intersection of US 33. Currently, the only stop-control through the project area between US 33 and the Norfolk Southern Railroad are stop signs for vehicular traffic entering from side streets. Due to this, traffic flows freely between US 33 and the Norfolk Southern Railroad and requires left turn movements to be dependent on the amount and frequency of gaps occurring in traffic flow. These attempted turns create stopped traffic conditions due to the wait time for a gap to occur in the traffic flow and additional vehicles waiting behind the turning vehicle. The vehicles attempting left turns and the subsequent backup of vehicles along College Avenue results in increased risk of rear-end accidents.

Currently, the only sidewalk present within the project corridor is a paved multi-use path located along the north side of College Avenue at the western termini of the project area. However, the multi-use path currently terminates approximately 350 feet east of US 33. Due to the lack of sidewalks within the remainder of the project corridor, there is no pedestrian access from the residential and commercial properties along this portion of College Avenue to the existing multi-use path. Therefore, access to existing pedestrian facilities would require pedestrians to utilize the roadway or an area immediately adjacent to the roadway, thus creating an increased potential for vehicle and pedestrian conflict.

The purpose of the proposed project is to reduce congestion and potential for rear end crashes caused by left turning vehicles, improve access to existing pedestrian facilities along College Avenue, and reduce potential conflicts between vehicles and pedestrians traveling along the College Avenue corridor.

As proposed, the project will include the widening of College Avenue to accommodate a center two-way-left turn (TWLT) lane throughout the project corridor. The roadway typical section will consist of two 11-foot wide travel lanes (one eastbound, one westbound) separated by a 14-foot wide center TWLT lane, bordered by 2-foot, 7-inch wide combined curb and gutter along both sides of the roadway. The typical section will also include a new, 10-foot wide paved multi-use path along the north side of College Avenue. A new pedestrian bridge will be constructed to convey the multi-use path over Horn Ditch. The project will also replace the initial 25 to 50 feet of residential and business driveways in order to tie in these access

points with the reconstructed roadway, and install a new storm sewer system throughout the project corridor.

Project Schedule

Milestone	Completed/Expected Dates
Environmental Document Release for Public Involvement	September 27, 2022
Public Comment Opportunity	November 21 – December 23, 2022
Right-of-Way Appraising Begins	Spring 2023
Anticipated Construction Start	Summer 2024

Description of Right-of-Way

The project will require the acquisition of right-of-way. Acquisition information can be viewed at the project website at www.structurepointpublic.com/collegeavenue or <http://www.fhwa.dot.gov/real-estate/>. The project will require approximately 4.33 acre of new permanent right-of-way and approximately 0.52 acre of temporary right-of-way from commercial and residential properties along both sides of College Avenue. The project will also include the reacquisition of approximately 1.26 acre of apparent existing right-of-way. No relocations will occur as a result of this project.

Estimated Project Cost

The estimated cost for this project is \$4,777,242 which includes design, right-of-way, and construction costs. Both federal and local funding will be used. The project is included in the 2022-2026 Statewide Transportation Improvement Program and the 2022-2026 Michiana Council of Governments (MACOG) Transportation Improvement Plan.

Maintenances of Traffic (MOT)

The MOT plan for the project involves a segmental closure of College Avenue, whereby the roadway will be closed in short segments during construction. Through traffic will be detoured around construction using US 33, Kercher Road, and County Road (CR) 36. Access to all properties will be maintained during construction. The City of Goshen will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible.

Environmental Documentation

The FHWA and INDOT have reviewed the Categorical Exclusion (CE) Level 2 environmental document prepared by American Structurepoint, Inc. for this project and released the document for public involvement on September 27, 2022. The CE evaluates the impact of the College Avenue Roadway

Improvement Project on the natural and human environment. No area of potentially significant impacts have been identified.

Water Resources

A wetland delineation was completed on April 27, 2021 to identify any water resources within the project area. It was determined that one stream, Horn Ditch, was located within the project area. Horn Ditch would likely be considered a jurisdictional Water of the U.S. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Horn Ditch is located approximately 0.25 mile west of Century Drive and flows north under College Avenue via the CR 36 Bridge. The Ordinary High Water Mark (OHWM) of Horn Ditch is 17 feet wide by 1.6 feet deep. Approximately 22 linear feet of permanent stream impacts are anticipated to Horn Ditch for installation of revetment riprap for scour protection along the bridge piers of the new pedestrian bridge. Due to the placement of fill below the OHWM of Horn Ditch, a Section 401 Regional General Permit (RGP) from the Indiana Department of Environmental Management and a Section 404 RGP from the USACE are anticipated for impacts to waters of the U.S. Complete avoidance of the stream was not practical due to the installation of a new pedestrian crossing for the multi-use path along the north side of College Avenue. Mitigation for stream impacts is not anticipated, but will be determined during permitting.

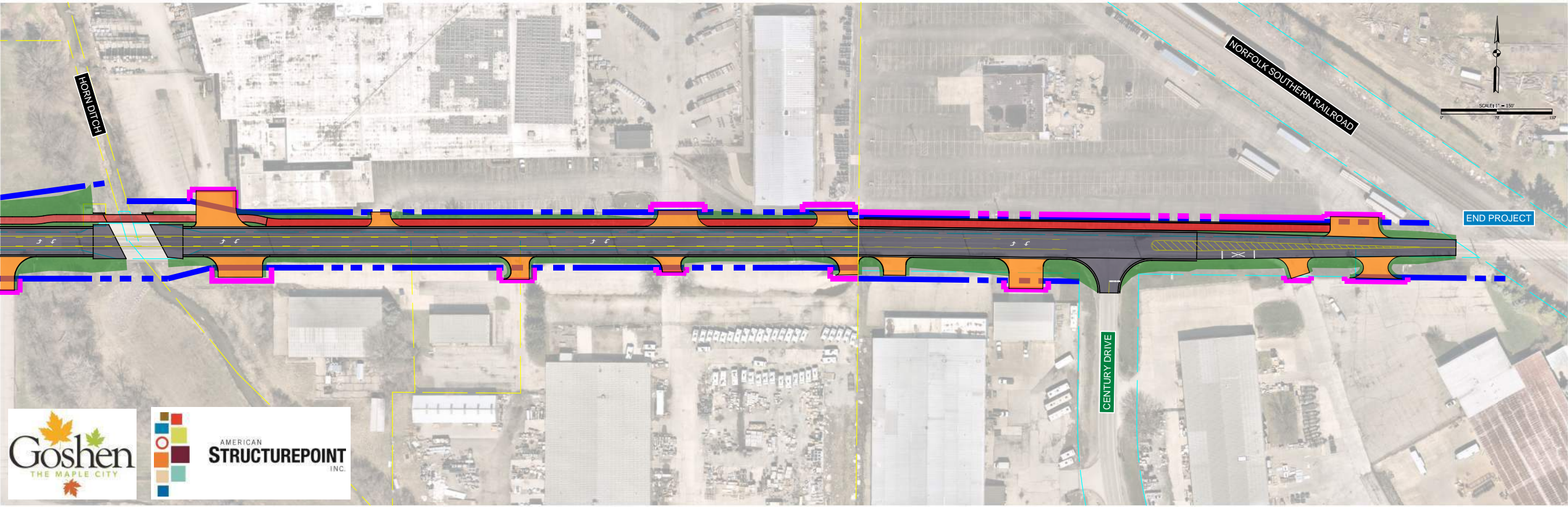
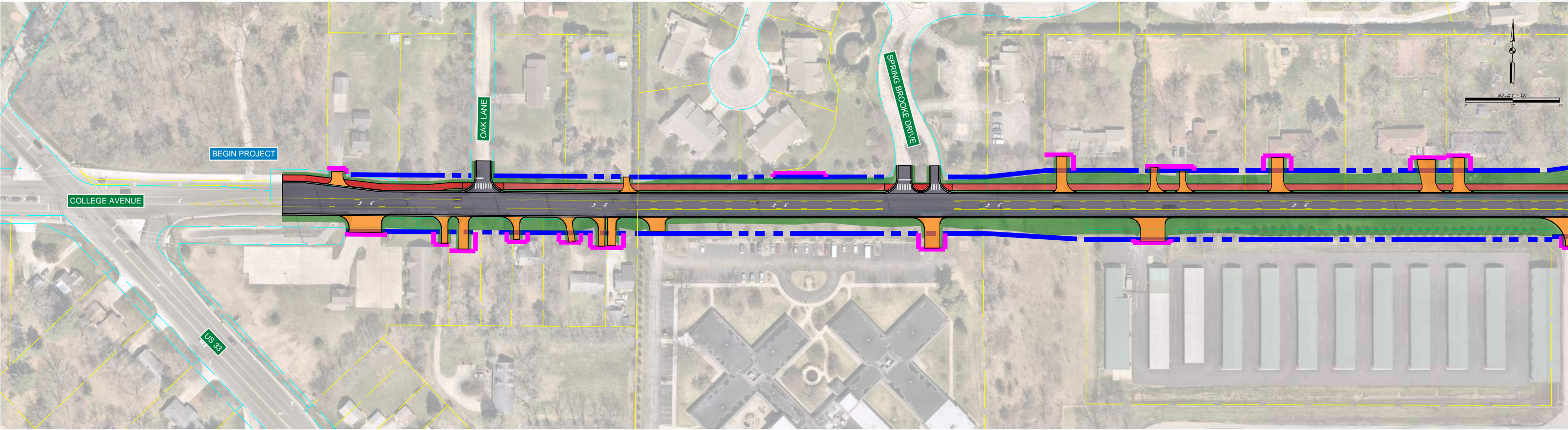
The project is also located within the regulated floodway of Horn Ditch. Due to the installation of the new pedestrian bridge, it is anticipated that a Construction in a Floodway (CIF) permit from the Indiana Department of Natural Resources (IDNR) will also be required for this project.

Cultural Resources

This project falls within the guidelines of Category B, Types 1, 3, and 8 under the Minor Projects Programmatic Agreement (MPPA). A Phase 1a Archaeological Records Check and Field Reconnaissance was prepared for the project. The records check of the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) identified no previously recorded sites within the survey area. No sites were recommended as eligible for listing in the Indiana Register of Historic Sites and Structures (IRHSS) or the National Register of Historic Places (NRHP). Therefore, no further consultation regarding cultural resources was required and the responsibilities of the FHWA under Section 106 have been fulfilled.

For more information regarding the project plans and potential impacts of the proposed project, please refer to the CE document, which is available at the following locations:

1. In-person at:
 - a. Information stations around the room at the hearing
 - b. Goshen Public Library, Goshen Public Library, 601 S 5th St, Goshen, Indiana 46526
2. Online at the American Structurepoint, Inc. website –
www.structurepointpublic.com/collegeavenue



LEGEND:

- Existing Right of Way
- Existing Property Line
- Proposed Permanent Right of Way
- Proposed Temporary Right of Way
- Asphalt Pavement
- Drive Approach Reconstruction
- Multi-Use Path
- Disturbed Area

PRELIMINARY PLANS
THESE PLANS NOT TO BE
USED FOR CONSTRUCTION

**COLLEGE AVENUE
ROADWAY
IMPROVEMENT
ELKHART COUNTY,
INDIANA -
DES. NO. 1900739**

DECEMBER 6, 2022

Comment Form

Please provide your comments, concerns and/or suggestions regarding the proposed College Avenue Roadway Improvement Project (Des. No. 1900739) located in Goshen, Elkhart County, Indiana. Your comments are important to us, and we sincerely appreciate your time and participation. **Comments may be mailed, faxed, emailed, or submitted online.** Please submit comments by **December 23, 2022**

Mail:

American Structurepoint, Inc.
Attn: Leigh Stevenson
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Email:

Istevenson@structurepoint.com

Fax:

(317) 543-0270

Online:

www.structurepointpublic.com/collegeavenue

NAME: _____

ADDRESS:

COMMENT: _____

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

SIGNATURE: _____

Transcript of Audio Recording of Formal Public Comment Session – December 6, 2022**Goshen Public Library****Mary Nisly – Elkhart County 4-H Fair (17746 County Road 34, Goshen, Indiana 46528)**

Hi, I'm Mary Nisly and I had to look at the address. I'm with the Elkhart County 4-H fair and the address is 17746 CR 34 and I think we are all very familiar with fair traffic and what it can do to the City of Goshen and the community. So, as a board member, I'm just asking that as you work through this project that you would consider adding it to the contract that you specify that the roadway not be closed during the nine days of the fair. So that's our only request. Thank you.

Bruce Stahly (1515 Spring Brooke Dr., Goshen, Indiana 46528)

Uh yes, I'm Bruce Stahly, with Spring Brooke. 1515 Spring Brooke Dr in Goshen. And what concerns me is the widening there of the College Avenue and exactly how far it will go into Spring Brooke, particularly on the west side where there is a mound of pine trees and in your drawings you don't show exactly how many feet that's going to be extended. I looked at that today and it looked like fifteen feet would not be a problem, but if you went much further then we would be destroying the pine trees and I'm sure our residents would not appreciate that.

Janet Bucciconie (1614 Spring Brooke Ct., Goshen, Indiana 46528)

Janet Bucciconie 1614 Spring Brooke. Thank you, Bruce, for saying that about the landscaping. That was the first question my husband and I had was, if you take down all those trees and the berm, and move it closer to our house, which us and the other duplex, we're right there at the roadway, we might as well just pull our car in that way. The noise on the road is terrific right now, with all the trucks and everything. 4:30 in the morning, that's my wake up time. So noise abatement is another thing that we are concerned about, as well. You know, will there be any plantings put in there, or any other kind of abatement for that. Privacy and security, that's my third point. I'm concerned with all the traffic that is there now, but we flip the lights on to let the dog out at night, and there's people walking through the back yard, right there by the highway, or by the roadway. So privacy and security is another thing. And let's see, fourth one is, in case of an emergency, we've got one way in and out of that Spring Brooke area, one way in and out. Traffic last year was terrible the last couple of years and I just don't want to feel like I'm trapped in the row, in my home, that I can't get out and around. Um, and the only comment that I have at the very end of my little bitty note here is you can't reroute any way over to Century Drive without doing all this construction? That's the only other thing and I appreciate your time.

Fred Jessup – Elkhart County Fair (17746 County Road 34, Goshen, Indiana 46528)

Good evening, Fred Jessup with the Elkhart County Fair, 17746 County Road 34. I'd like to reiterate what Mary had said about the traffic flow during the fair week, the nine days of the fair. I do have a question on your timeline here, in the handout it says anticipated construction starts summer of 2024, but on

your slide presentation, it may be late 2024 to end of 2025, so I'd just like some clarity on that. Thank you.

Rhonda Gibson (16189 Spring Brooke Dr., Goshen, Indiana 46528)

I'm Rhonda Gibson, and I'll give my work address, 1618 Spring Brooke Dr. We've talked a lot about the road construction and everything, but how will this also affect Horn Ditch, because we have some flooding that happens from Horn Ditch and right now, it flows really well and you know it just carries on over to Fidler Pond area and that, but if there's extra water added, that's a concern, so I just wanted to make that public.

Cary Kelsey (1613 Spring Brooke Ct., Goshen, Indiana 46528)

Cary Kelsey 1613 Spring Brooke Ct. Uh I don't have anything new to add, but I would just reiterate the concerns raised by residents of Spring Brooke close to College Avenue.

Mike Stump – Forest River (900 CR 1, Elkhart, Indiana 46515)

My name is Mike Stump, I'm with Forest River. We are at 900 CR 1 in Elkhart. We have several issues I think we need to have further discussion on. One being, with the buildout of industrial park on the east side of the railroad, with 11 buildings, about a hundred-fifty people per building, that's about 1,500 additional cars a day going down College Avenue and that's not even considering semis and things that will be going down through there. I just want to have assurances that what we are doing now is taking into consideration that additional traffic that's going to happen in a number of years. Secondly, we are going to be taking some land from a couple of facilities we have on College Avenue. We need to have further discussion in regards to how that is going to be managed and it is going to be a major inconvenience especially with employee parking that is along College Avenue there. And just access to 30th and College Avenue when this is going on, just a better understanding of how traffic is going to be routed to our factories all along Century Drive in order for us to be able to function like we need to during construction. I think that's it, traffic is the biggest consideration.

Transcribed by Leigh Stevenson on December 21, 2022

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

Comment Form

Please provide your comments, concerns and/or suggestions regarding the proposed College Avenue Roadway Improvement Project (Des. No. 1900739) located in Goshen, Elkhart County, Indiana. Your comments are important to us, and we sincerely appreciate your time and participation. **Comments may be mailed, faxed, emailed, or submitted online.** Please submit comments by **December 23, 2022**

Mail:

American Structurepoint, Inc.
Attn: Leigh Stevenson
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Email:

l Stevenson@structurepoint.com

Fax:

(317) 543-0270

Online:

www.structurepointpublic.com/collegeavenue

NAME: Terry Keller

ADDRESS: 1656 Edge Brooke Ct., Goshen IN 46528

COMMENT: How long will construction last?
Start & end dates please

SIGNATURE:

Terry Keller

Comment Form

Please provide your comments, concerns and/or suggestions regarding the proposed College Avenue Roadway Improvement Project (Des. No. 1900739) located in Goshen, Elkhart County, Indiana. Your comments are important to us, and we sincerely appreciate your time and participation. **Comments may be mailed, faxed, emailed, or submitted online.** Please submit comments by **December 23, 2022**

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9025 River Road, Suite 200
Indianapolis, Indiana 46240

Email:

l Stevenson@structurepoint.com

Fax:

(317) 543-0270

Online:

www.structurepointpublic.com/collegeavenue

NAME:

Mary Nishy / Fred Jessup

ADDRESS:

17246 CR 34 Goshen

COMMENT:

Elkhart Co. 4H Fair Dates

July 21-29, 2023

July 19-27, 2024

July 8/8-26 2025

Request to coordinate with the Fair
before construction starts.

Shelly Steury - GM & 2024 President
Shelly @ 4Hfair.org

SIGNATURE:

Comment Form

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Indianapolis, Indiana 46240

Email:

l Stevenson@structurepoint.com

Fax:

(317) 543-0270

Online:

www.structurepointpublic.com/collegeavenue

NAME:

Pam and Betty Kelsey

ADDRESS:

1613 Spring Brooke Ct. Goshen

COMMENT:

What landscaping/separation has
been thought about between the path
and the houses on Spring Brooke Ct or
Spring Brooke in general?

SIGNATURE:

From: Marketing
Sent: Wednesday, December 7, 2022 2:10 PM
To: Stevenson, Leigh
Subject: FW: [Environmental PI] College Avenue Comment Form - new submission

From: Rhonda Gibson <reply-to+fc97c775a62c@crm.wix.com>
Sent: Tuesday, December 6, 2022 11:17 AM
To: Marketing <marketing@structurepoint.com>
Subject: [Environmental PI] College Avenue Comment Form - new submission

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Rhonda Gibson just submitted your form: College Avenue Comment Form
on [Environmental PI](#)

Message Details:

First Name: Rhonda

Last Name: Gibson

Address 2: 1618 Spring Brooke Drive, Goshen, IN 46528

Email 2: [REDACTED]

Phone: [REDACTED]

Message: i have several concerns for the Spring Brooke HOA community. Are we going to be responsible for all the costs associated with repairs and changes that need to be made to the irrigation system along College Ave? And the costs of replacement of trees, or possibly a fence, where the mound of trees (White Pines) is? And costs to replace the brick sign and again irrigation and landscaping changes/repairs, on the west side of Spring Brooke Drive? Will the meter/pump for water and sewer be affected? How will this affect Horn Ditch, will there be additional precautions made to prevent flooding? Will the center lane be taken out over the bridge or will there have to be changes made to the bridge later, causing another closing of the road? On the environmental report it looks like there are a couple of homes that will be affected by all of this? Thank you for the opportunity to submit questions before and after this hearing.

From: Charles Dost [REDACTED]
Sent: Thursday, December 8, 2022 10:34 AM
To: Stevenson, Leigh
Subject: Concerns about College Avenue Roadway Improvement Project Des No 1900739

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

From:

Charles and Sandra Dost

1615 Spring Brooke Ct

Goshen, Indiana, 46528

[REDACTED]

Per the request from Structurepoint Inc, for comments concerning proposed College Avenue Roadway Improvement Project, Des. No 1900739. The following are our concerns for this project.

1. Safety and privacy following the installation of the sidewalk that will be in the right-a-way close to the existing homes in Spring Brook.
2. Noise level from the roads when the road is widened to allow for increased traffic from the industrial area. This will affect not only the homes in Spring Brooke but also the Assisted Living Facilities across the street. Were noise levels taken in consideration during the environmental study?
3. Why is there not an alternate route being reviewed as a possibility for industrial traffic especially since an alternate route has been determined for residence during the construction project? Perhaps making College a non-through traffic area for industrial trucks.

4. Will there be some sound/privacy barrier installed between the sidewalk and Spring Brook following the construction to address the noise and safety issues for the residence of Spring Brook?

5. There is the potential for a reduction in our property values when the new road moves College Avenue closer to our homes. Was this considered or reviewed in the study?

6. Will the speed limit though the area be changed. At the present the speed limit is 35 but there are many vehicles, including trucks, that are traveling much faster than the posted limit. This is a hazard for both Spring Brook and the facility across College Avenue.

7. How will you deal with the noise level, privacy and construction dirt that will affect our homes during the construction?

8. What evidence is there of rear end collisions that has been identified as the need for this project?

From: Steve Schweisberger <sschweisberger@elkhartcounty.com>
Sent: Thursday, December 8, 2022 11:42 AM
To: Stevenson, Leigh
Subject: Legal Notice of Public Hearing - College Avenue Roadway Improvement Project (Des No 1900739) located in Goshen, Elkhart County, Indiana.

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Leigh,

The proposed project crosses the Horn Ditch, which is a County Regulated Drain under the jurisdiction of the County Drainage Board. Our office has reviewed the scope of work outline for the project and discussed the project time frame with Josh of the City of Goshen Engineering Department. The City has been granted Permits for the relocation of utilities and improvements to drainage outfalls at the CR 36 bridge over Horn Ditch, by the County Drainage Board.

The Board will need to review and approve the proposed Pedestrian Bridge on the north side of CR 36. Please submit drawing of the structure and description of proposed activity in the Horn Ditch channel for this site. The Horn Ditch 2 stage system upstream of this bridge is designed based on the flow capabilities of the existing structure. It is important that proposed improvements do NOT alter this flow.

Sincerely

Steve Schweisberger, Deputy Surveyor
for Philip C. Barker P.S.
Elkhart County Surveyor
Elkhart County Public Services Building
4230 Elkhart Rd.
Goshen, IN 46526
Phone: (574) 971-4677
Fax: (574) 971-4569
sschweisberger@elkhartcounty.com

From: Jonah Farran <reply-to+def62482c258@crm.wix.com>
Sent: Monday, December 12, 2022 10:52 PM
To: Marketing
Subject: [Environmental PI] College Avenue Comment Form - new submission

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Jonah Farran just submitted your form: College Avenue Comment Form
on [Environmental PI](#)

Message Details:

First Name: Jonah

Last Name: Farran

Address 2: 1601 Amberwood Dr Goshen IN 46526

Email 2: [REDACTED]

Phone: -

Message: I am in full support of installing pedestrian facilities along this corridor. However, I am against widening the roadway. As someone with a degree in urban planning and a concentration in transportation planning, I know that you cannot build your way out of congestion. I have two concerns with the proposal. First, the proposed lane widths are too wide and will encourage speeding along the corridor, reducing safety for all users. 10-foot wide travel lanes are more than adequate for the corridor and meet standard widths. Second, I am against the addition of the two-way center turn lane. The addition of this lane provides the illusion of increasing the roadway capacity by getting turning vehicles out of the travel lanes, but in reality, this "added capacity" will lead to more driving (induced demand) and more development both along and to the east of this corridor, which will generate more traffic and continue to cause congestion to worsen, both on College Ave and other streets in the community. It will contribute to continued sprawl and continue Goshen's car-oriented development.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



December 15, 2022

VIA EMAIL ONLY

American Structurepoint, Inc.
Attn: Leigh Stevenson
9025 River Road, Suite 200
Indianapolis, IN 46240
l Stevenson@structurepoint.com

RE: COLLEGE AVENUE ROADWAY IMPROVEMENT PROJECT (DES. NO. 1900739)

Dear Ms. Stevenson:

Lippert Components Manufacturing, Inc. ("Lippert") is the owner of the property located at 2703 College Ave. We are writing in response to the public hearing held on December 6 regarding the College Avenue Roadway Improvement Project ("Project"). Generally, Lippert is in favor of the Project, but we have the following concerns we respectfully request be considered as plans for the Project are finalized:

1. As part of the right-of-way (ROW) expansion, Lippert will lose approximately 60 parking spots. We propose that Project funds be used to restripe our lot for angle parking to minimize the loss of parking spots.
2. We request that all entrance/exit curbs be constructed at a width which will accommodate truck turns.
3. The proposed ten-foot-wide paved multi-use path will significantly impede upon our property. Our understanding from the Goshen City Engineer is that the minimum width required to meet federal requirements is 8 feet. We strongly urge that the multi-use path be limited to eight-foot in width to reduce the negative impact such path will have on our ability to use our property.
4. Both this Project and the Elkhart County Horn Ditch bridge project will result in road closures which will disrupt access to our property. We request that the timing of the road closures for the two projects be coordinated to minimize the negative impact and duration of the road closures.

Please feel free to reach out to me should you have any questions or wish to discuss any of these points further.

Sincerely,
LIPPERT

John Simon
Regional Manufacturing Manager



From: Marketing
Sent: Monday, December 19, 2022 4:02 PM
To: Stevenson, Leigh
Subject: FW: [Environmental PI] College Avenue Comment Form - new submission

From: Cary Kelsey <reply-to+fa736d4d8d06@crm.wix.com>
Sent: Saturday, December 17, 2022 10:11 AM
To: Marketing <marketing@structurepoint.com>
Subject: [Environmental PI] College Avenue Comment Form - new submission

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Cary Kelsey just submitted your form: College Avenue Comment Form
on [Environmental PI](#)

Message Details:

First Name: Cary

Last Name: Kelsey

Address 2: 1613 Spring Brooke Court

Email 2: [REDACTED]

Phone: [REDACTED]

Message: How close (in feet) will the new construction including the 10 foot walking path come to our condo building which is 1615/1613 Spring Brooke Court? I am concerned about the noise and vibration level of passing semis and the privacy/safety of our back patios and property. What will be done to reduce these environmental and safety factors?

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.

Dana Buccicone

1614 Spring Brooke Ct.

Goshen, IN 46528

Comments in regard to Des. No. 1900739

My wife, Janet, spoke at the meeting on Dec. 5 and voiced our concerns about this plan.

Noise and vibration due to traffic on College Ave: Vehicle noise due to both automobiles and trucks is a key concern. Traffic of both types starts between 2 and 4 AM and continues until roughly 4 PM daily. Truck noise is problematic in the form of vehicle exhaust and engine noise, and tire-road interface and load rattling. This increases with vehicle speeds and traffic volume. The noise level experienced is high enough that it awakens us frequently during the night all week long. The vibration level is enough to rattle the windows in the South wall of our home. These points were not addressed in your presentation and is a major concern to those of us living on Spring Brooke Court. We feel your plan inadequately addresses these environmental issues, especially since a new traffic lane will be added closer to our homes. Technology exists in the form of barrier walls to deflect traffic noise, we feel this needs to be considered. Between the sidewalks and bike trails and residences adjacent to College Avenue, walking and bike traffic noise adds to the sound level. As to the vibration due to truck traffic it needs to be addressed by lowering the speeds seen on College Avenue, i.e. lower the speed limit or reroute all truck traffic to Kercher Road, CR 38, Century Drive, and CR 31, and College Avenue between Horn Ditch and CR 31. I'd like to note that CR36/College Avenue is posted "No Thru Trucks" westbound, at CR.33.

Our Security and Privacy was not addressed within the plan presented. We haven't had a sidewalk or bike path ever, but we have had foot traffic on the North side of College Avenue, a slowly growing volume which your plan will accelerate. The acoustic barrier could be an answer, in part, to the security question. Landscaping on the home's south side and the road side of the barrier is a consideration which needs to be considered.

There is one form of traffic which exists on College Avenue that wasn't discussed at all, horse drawn, i.e. Buggies. There have been buggy lanes added to numerous road widening projects, this is a situation that needs to be revisited to make a complete plan.

There is only one entrance/exit to Spring Brooke. During construction, police, fire, and ambulance access is an absolute requirement, no ifs, ands, or buts - without fail. These services are used frequently within Spring Brooke.

As to the plan presented I'd like to offer a few more ideas to the overall approach.

Why not upgrade College Ave. to a modern two lane road. No left turn lane. Instead, add turn point bypass lanes where needed. In addition, cut the speed limit from 35 to 25 MPH, reroute all trucks to CR38, Century Blvd, CR31, and a short section of College, Horn Ditch to CR 31. This addresses Noise, Vibration, and buggy access, and pedestrian traffic safety. This recommendation maintains access to the South Entrance to the 4H fairground and the new industrial park. This approach will be fairly controversial and outside of the box, however, it retains the value of a large residential area within Goshen.

One final point, Home Value: I don't believe the impact on property value, gain or loss is addressed adequately within you planning.

Dana Buccicone

From: George-Karen Thompson [REDACTED]
Sent: Friday, December 23, 2022 3:01 PM
To: Stevenson, Leigh
Subject: Comment-College Avenue Roadway Improvement Project

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Hello Leigh,

First, thank you for mailing the extra packets for the College Avenue Project after we spoke on the phone a few days following the public meeting in Goshen.

Secondly, today, 23-Dec-22, I went to the public comment section of the website and found the following message: **"This form no longer accepts submissions."** I was surprised at that statement since public comments can be submitted through 23-December. I hope my comment below will still be read and responded to via this email.

Comment:

Since moving to the Spring Brooke community in October 2019, my wife and I have always wanted a way to get to Fidler Pond by bike without interfacing with significant motor vehicle traffic. Certainly, the current improvement project will assist with that by the addition of the 10 ft paved multi-use path on the north side of College Avenue. While I realize that the following request is not currently a part of this project, I am wondering if the multi-use path could be continued from the intersection of College Avenue and US33, along 33, to Gorham Rd. Those few extra yards of path (less than 0.1 mile) would minimize the interfacing with 33 traffic and greatly increase safety to get to Gorham Rd (which meanders around to Fidler Pond).

Thank you very much for looking into this addition.

George Thompson
[REDACTED]
1442 Willow Ct
Goshen, IN 46528

From: George-Karen Thompson [REDACTED]
Sent: Friday, December 23, 2022 11:51 PM
To: Stevenson, Leigh
Subject: Comment-College Avenue Road Improvement Project

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe!

Dear Leigh,

My husband, George Thompson, emailed you earlier today "wondering if the multi-use path could be continued from the intersection of College Avenue and US33, along 33, to Gorham Rd." He mentioned that "Those few extra yards of path (less than 0.1 mile) would minimize the interfacing with 33 traffic and greatly increase safety to get to Gorham Rd (which meanders around to Fidler Pond)."

As George stated, "Since we moved to the Spring Brooke community in October 2019, (we) have always wanted a way to get to Fidler Pond by bike without interfacing with significant motor vehicle traffic. Certainly, the current improvement project will assist with that by the addition of the 10 ft paved multi-use path on the north side of College Avenue." In addition to his suggestion of accessing Fiddler Pond via Gorham Road, please also consider creating an access to Fiddler Pond by going north along Horn Ditch. Since drainage along Horn Ditch will become more of a problem with additional industrial development, it seems wise to consider this possibility with the appropriate Goshen City officials.

Thank you for your consideration. (I hope this email arrives before the end of December 23.)

Respectively submitted,

Karen Thompson

College Avenue Roadway Improvement Project
(Des. No. 1900739)
Public Hearing Comment Summary and Responses

Comment No.	Name/Organization/ Comment Date	Comment	Response
1	Mary Nisly Elkhart County 4-H Fair 17746 CR 34 December 6, 2022 (Verbal Comment)	Hi, I'm Mary Nisly and I had to look at the address. I'm with the Elkhart County 4-H fair and the address is 17746 CR 34 and I think we are all very familiar with fair traffic and what it can do to the City of Goshen and the community. So, as a board member, I'm just asking that as you work through this project that you would consider adding it to the contract that you specify that the roadway not be closed during the nine days of the fair. So that's our only request. Thank you.	Fair Traffic: We have received the dates of the 4-H fair for 2023-2025. Access to the south entrance gate to the fairgrounds will be maintained at all times via the proposed detour routed utilizing US 33 to Kercher Road to CR 31 to College Avenue. Special provisions will be included in the contract for the contractor to coordinate with the Elkhart County 4-H Fair regarding maintenance of fair traffic along College Avenue prior to the start of construction as well as annually at least two months prior to the Elkhart County 4-H Fair. Thank you for your comment.
2	Bruce Stahly Property Owner 1515 Spring Brooke Dr. December 6, 2022 (Verbal Comment)	Uh yes, I'm Bruce Stahly, with Spring Brooke. 1515 Spring Brooke Dr in Goshen. And what concerns me is the widening there of the College Avenue and exactly how far it will go into Spring Brooke, particularly on the west side where there is a mound of pine trees and in your drawings you don't show exactly how many feet that's going to be extended. I looked at that today and it looked like fifteen feet would not be a problem, but if you went much further then we would be destroying the pine trees and I'm sure our residents would not appreciate that.	Roadway Widening: In the area around Spring Brooke Dr., the hard surface improvements (roadway widening and installation of the multi-use path) will extend approximately 21 feet north of the existing College Avenue edge of pavement. Landscaping and Berm: It is anticipated that the existing trees within the proposed right-of-way will be removed during construction. All right-of-way will be acquired in accordance with the applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, and negotiations. Landscaping value will be considered as part of this process. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Thank you for your comment.
3	Janet Bucciconie Property Owner 1614 Spring Brooke Ct.	Janet Bucciconie 1614 Spring Brooke. Thank you, Bruce, for saying that about the landscaping. That was the first question my husband and I had was, if you take down all	Landscaping and Berm: Please see response to Comment No. 2 above.

College Avenue Roadway Improvement Project
(Des. No. 1900739)
Public Hearing Comment Summary and Responses

	December 6, 2022 (Verbal Comment)	those trees and the berm, and move it closer to our house, which us and the other duplex, we're right there at the roadway, we might as well just pull our car in that way. The noise on the road is terrific right now, with all the trucks and everything. 4:30 in the morning, that's my wake up time. So noise abatement is another thing that we are concerned about, as well. You know, will there be any plantings put in there, or any other kind of abatement for that. Privacy and security, that's my third point. I'm concerned with all the traffic that is there now, but we flip the lights on to let the dog out at night, and there's people walking through the back yard, right there by the highway, or by the roadway. So privacy and security is another thing. And let's see, fourth one is, in case of an emergency, we've got one way in and out of that Spring Brooke area, one way in and out. Traffic last year was terrible the last couple of years and I just don't want to feel like I'm trapped in the row, in my home, that I can't get out and around. Um, and the only comment that I have at the very end of my little bitty note here is you can't reroute any way over to Century Drive without doing all this construction? That's the only other thing and I appreciate your time.	<p>Traffic Noise: As indicated in <i>Section G – Noise</i> of the environmental document, this project is categorized as a Type III project in accordance with 23 CFR 772 and does not require a formal noise analysis. Therefore, no noise analysis was performed and noise abatement was not considered as part of this project.</p> <p>Privacy and Security: The inclusion of a multi-use path will provide a designated location within City of Goshen right-of-way for the pedestrian traffic that is currently utilizing the grass lawn along College Avenue.</p> <p>Emergency Services Access: Access to all properties, including Spring Brooke, will be maintained at all times during construction. A firm commitment is included in the environmental document that requires the contractor to notify emergency services at least two weeks prior to any construction activities that may limit access.</p> <p>Alternative Truck Route: Changes to traffic patterns outside of the project area are not within the scope of this project.</p> <p>Thank you for your comment.</p>
4	Fred Jessup Elkhart County 4-H Fair 17746 County Road 34 December 6, 2022 (Verbal Comment)	Good evening, Fred Jessup with the Elkhart County Fair, 17746 County Road 34. I'd like to reiterate what Mary had said about the traffic flow during the fair week, the nine days of the fair. I do have a question on your timeline here, in the handout it says anticipated construction starts summer of 2024, but on your slide presentation, it may be late 2024 to end of 2025, so I'd just like some clarity on that. Thank you.	<p>Fair Traffic: Please see the response to Comment No. 1 above.</p> <p>Construction Dates: The project is anticipated to be bid in the summer of 2024 with construction beginning in the fall of 2024 and continuing through 2025.</p> <p>Thank you for your comment.</p>
5	Rhonda Gibson (1) Property Owner 1618 Spring Brooke Dr. December 6, 2022 (Verbal Comment)	I'm Rhonda Gibson, and I'll give my work address, 1618 Spring Brooke Dr. We've talked a lot about the road construction and everything, but how will this also affect Horn Ditch, because we have some flooding that happens from Horn Ditch and right now, it flows really well and you know it just carries on over to Fidler Pond area and that,	<p>Storm Sewer: The existing storm sewer collects drainage from the roadway via inlet grates located throughout the project corridor and currently conveys this drainage to Horn Ditch. The new storm sewer system is not anticipated to collect or convey any additional drainage to Horn Ditch as a result of the proposed project. The City of Goshen has been</p>

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		but if there's extra water added, that's a concern, so I just wanted to make that public.	<p>granted permits for the relocation of utilities and improvements to the drainage outfalls at the CR 36 bridge over Horn Ditch by the Elkhart County Drainage Board. Additionally, the drainage system will be reviewed and approved by Indiana Department of Transportation (INDOT) Hydraulics and permitted through the Indiana Department of Natural Resources (IDNR) and the Elkhart County Drainage Board.</p> <p>Flooding: As discussed in the Floodplains portion of <i>Section C – Other Resources</i> within the environmental document, work within the floodway of Horn Ditch is not anticipated to cause substantial change in flood risks at this location. The floodway of Horn Ditch is regulated by the IDNR. Work within the floodway will be evaluated and permitted through the issuance of a Construction in a Floodway (CIF) permit by the IDNR. Any changes in floodway capacity and flood risk will be evaluated through this permitting process.</p> <p>Thank you for your comment.</p>
6	Cary Kelsey Property Owner 1613 Spring Brooke Ct. December 6, 2022 (Verbal Comment)	Cary Kelsey 1613 Spring Brooke Ct. Uh I don't have anything new to add, but I would just reiterate the concerns raised by residents of Spring Brooke close to College Avenue.	Please see the responses to Comments 2, 3, and 5 above. Thank you for your comment.
7	Mike Stump Forest River Manufacturing LLC 900 CR 1, Elkhart December 6, 2022 (Verbal Comment)	My name is Mike Stump, I'm with Forest River. We are at 900 CR 1 in Elkhart. We have several issues I think we need to have further discussion on. One being, with the buildout of industrial park on the east side of the railroad, with 11 buildings, about a hundred-fifty people per building, that's about 1,500 additional cars a day going down College Avenue and that's not even considering semis and things that will be going down through there. I just want to have assurances that what we are doing now is taking into consideration that additional traffic that's going to happen in a number of years. Secondly, we are going to be taking some land from a couple of facilities we have on College	<p>Future Traffic Congestion: The project is designed to accommodate the projected traffic volumes for 2045. These projections take into account the anticipated development along the corridor.</p> <p>Industrial Parking: All right-of-way will be acquired in accordance with the applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, and negotiations. Impacts to parking will be considered as part of this process. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses.</p>

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		Avenue. We need to have further discussion in regards to how that is going to be managed and it is going to be a major inconvenience especially with employee parking that is along College Avenue there. And just access to 30 th and College Avenue when this is going on, just a better understanding of how traffic is going to be routed to our factories all along Century Drive in order for us to be able to function like we need to during construction. I think that's it, traffic is the biggest consideration.	<p>The acquisition will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.</p> <p>Maintenance of Traffic: The maintenance of traffic plan will continue to be refined to minimize impacts to property owners along the project corridor. Access to all properties will be maintained at all times throughout construction.</p> <p>Thank you for your comment.</p>
8	Mary Nisler and Fred Jessup Elkhart County 4-H Fair 17746 CR 34 December 6, 2022 (Written Comment)	Elkhart Co. 4H Fair Dates: July 21-29, 2023, July 19-27, 2024, July 18-26, 2025; Request re-coordinate with the fair before construction starts. Shelly Steury - GM and 2024 President (Shelly@4hfair.org).	<p>Fair Traffic: Please see the response to Comment No. 1 above.</p> <p>Thank you for your comment.</p>
9	Cary and Betty Kelsey Property Owner 1613 Spring Brooke Ct. December 6, 2022 (Written Comment)	What landscaping/separation has been thought about between the path and the houses on Spring Brooke Ct or Spring Brooke in general?	<p>Landscaping: No landscaping or separation barriers are included as part of this project.</p> <p>Thank you for your comment.</p>
10	Terry Keller Property Owner 1656 Edge Brooke Ct. December 6, 2022 (Written Comment)	How long will construction last? Start and end dates please.	<p>Construction Dates: The exact start and end dates of construction have not been determined at this time. Please see the response to Comment No. 4 for general construction schedule.</p> <p>Thank you for your comment.</p>
11	Rhonda Gibson (2) Property Owner 1618 Spring Brooke Dr. December 6, 2022 (Written Comment; Website Submittal)	I have several concerns for the Spring Brooke HOA community. Are we going to be responsible for all the costs associated with repairs and changes that need to be made to the irrigation system along College Ave? And the costs of replacement of trees, or possibly a fence, where the mound of trees (White Pines) is? And costs to replace the brick sign and again irrigation and landscaping changes/repairs, on the west side of Spring Brooke Drive? Will the meter/pump for water and sewer be affected?	<p>Private Property Impacts: All right-of-way will be acquired in accordance with the applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, and negotiations. Impacts to properties will be considered as part of this process. Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition will be conducted in accordance with 49 CFR</p>

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		<p>How will this affect Horn Ditch, will there be additional precautions made to prevent flooding? Will the center lane be taken out over the bridge or will there have to be changes made to the bridge later, causing another closing of the road? On the environmental report it looks like there are a couple of homes that will be affected by all of this? Thank you for the opportunity to submit questions before and after this hearing.</p>	<p>24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.</p> <p>Utility Impacts: Impacts to utility infrastructure (water/sewer) will be determined as a part of the utility coordination for the project. The existing utilities along the corridor affected by construction will be adjusted, replaced, or moved as necessary by the utility.</p> <p>Flooding: Please see the response to Comment No. 5 above.</p> <p>CR 36 Bridge: The bridge over Horn Ditch along College Avenue is owned by Elkhart County and any improvements to the bridge are under the jurisdiction of the County. Coordination with Elkhart County is ongoing regarding the County's project to replace the existing bridge.</p> <p>Thank you for your comment.</p>
12	<p>Charles and Sandra Dost Property Owner 1615 Spring Brooke Ct. December 8, 2022 (Written Comment; Email Submittal)</p>	<p>Per the request from Structurepoint Inc, for comments concerning proposed College Avenue Roadway Improvement Project, Des. No 1900739. The following are our concerns for this project.</p> <ol style="list-style-type: none"> 1. Safety and privacy following the installation of the sidewalk that will be in the right-a-way close to the existing homes in Spring Brook. 2. Noise level from the roads when the road is widened to allow for increased traffic from the industrial area. This will affect not only the homes in Spring Brooke but also the Assisted Living Facilities across the street. Were noise levels taken in consideration during the environmental study? 3. Why is there not an alternate route being reviewed as a possibility for industrial traffic especially since an alternate route has been determined for residence during the construction project? Perhaps making College a non-through traffic area for industrial trucks. 	<p>1. Safety and Privacy: Please see the response to Comment No. 3 above.</p> <p>2. Traffic Noise: Please see the response to Comment No. 3 above.</p> <p>3. Alternative Truck Route: Please see the response to Comment No. 3 above.</p> <p>4. Noise Abatement: Please see the response to Comment No. 3 above.</p> <p>5. Property Value: Impacts to property values are not evaluated as part of the environmental study required for federal aid projects. All right-of-way will be acquired in accordance with the applicable federal and state procedures. Those procedures include specific requirements for appraisals, review appraisals, and negotiations. Impacts to properties will be considered as part of this process.</p>

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		<p>4. Will there be some sound/privacy barrier installed between the sidewalk and Spring Brook following the construction to address the noise and safety issues for the residence of Spring Brook?</p> <p>5. There is the potential for a reduction in our property values when the new road moves College Avenue closer to our homes. Was this considered or reviewed in the study?</p> <p>6. Will the speed limit though the area be changed. At the present the speed limit is 35 but there are many vehicles, including trucks, that are traveling much faster than the posted limit. This is a hazard for both Spring Brook and the facility across College Avenue.</p> <p>7. How will you deal with the noise level, privacy and construction dirt that will affect our homes during the construction?</p> <p>8. What evidence is there of rear end collisions that has been identified as the need for this project?</p>	<p>Compliance with these procedures will assure the fair and equitable treatment of affected residents and businesses. The acquisition will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended.</p> <p>6. Speed Limit: The posted speed limit along College Avenue will remain 35 miles per hour.</p> <p>7. Construction Noise/Privacy/Dust: A firm commitment has been added to the environmental document that requires the contractor to adhere to the City of Goshen Noise Control Ordinance, Ordinance 3899. The INDOT Standard Specifications require the Contractor to keep flying dust and air pollution to a minimum.</p> <p>8. Accident Data: As noted in the <i>Purpose and Need</i> section of the environmental document, accident data reviewed from 2019 to 2021 noted twelve accidents along College Avenue, five of which were rear-end accidents. Accident data is provided in Appendix I, Page I-6 of the Environmental Document.</p> <p>Thank you for your comments.</p>
13	Steve Schweisberger Elkhart County Surveyor 4230 Elkhart Rd. December 8, 2022 (Written Comment; Email Submission)	The proposed project crosses the Horn Ditch, which is a County Regulated Drain under the jurisdiction of the County Drainage Board. Our office has reviewed the scope of work outline for the project and discussed the project time frame with Josh of the City of Goshen Engineering Department. The City has been granted Permits for the relocation of utilities and improvements to drainage outfalls at the CR 36 bridge over Horn Ditch, by the County Drainage Board. The Board will need to review and approve the proposed Pedestrian Bridge on the north side of CR 36. Please submit drawing of the structure and description of proposed activity in the Horn Ditch channel for this site. The Horn Ditch 2 stage system upstream of	<p>Pedestrian Bridge: A firm commitment has been added to the environmental document that requires coordination with the Elkhart County Drainage Board to obtain permits for the construction of the pedestrian bridge over Horn Ditch.</p> <p>Thank you for your comment.</p>

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		this bridge is designed based on the flow capabilities of the existing structure. It is important that proposed improvements do NOT alter this flow.	
14	Jonah Farran Goshen Resident 1601 Amberwood Dr. December 12, 2022 (Written Comment; Website Submission)	I am in full support of installing pedestrian facilities along this corridor. However, I am against widening the roadway. As someone with a degree in urban planning and a concentration in transportation planning, I know that you cannot build your way out of congestion. I have two concerns with the proposal. First, the proposed lane widths are too wide and will encourage speeding along the corridor, reducing safety for all users. 10-foot wide travel lanes are more than adequate for the corridor and meet standard widths. Second, I am against the addition of the two-way center turn lane. The addition of this lane provides the illusion of increasing the roadway capacity by getting turning vehicles out of the travel lanes, but in reality, this "added capacity" will lead to more driving (induced demand) and more development both along and to the east of this corridor, which will generate more traffic and continue to cause congestion to worsen, both on College Ave and other streets in the community. It will contribute to continued sprawl and continue Goshen's car-oriented development.	<p>Roadway Widening: The 11-foot lane widths specified are in accordance with INDOT standards for the roadway classification.</p> <p>Center Two-way-left-turn (TWLT) Lane: Part of the purpose of this project is to reduce the potential for rear-end crashes caused by left-turning vehicles. By omitting the two-way left turn lane, the project would not meet the purpose and need.</p> <p>Thank you for your comment.</p>
15	John Simon Lippert Components Manufacturing, Inc. 2703 College Avenue December 15, 2022 (Written Comment; Email Submission)	<p>Lippert Components Manufacturing, Inc. ("Lippert") is the owner of the property located at 2703 College Ave. We are writing in response to the public hearing held on December 6 regarding the College Avenue Roadway Improvement Project ("Project"). Generally, Lippert is in favor of the Project, but we have the following concerns we respectfully request be considered as plans for the Project are finalized:</p> <ol style="list-style-type: none"> 1. As part of the right-of-way (ROW) expansion, Lippert will lose approximately 60 parking spots. We propose that Project funds be used to restripe our lot for angle parking to minimize the loss of parking spots. 2. We request that all entrance/exit curbs be constructed at a width which will accommodate truck turns. 	<p>Industrial Parking: Please see the response to Comment No. 7 above.</p> <p>Entrance/Exit Curbs: The proposed drives along the project are designed per INDOT standard drawings based on the classification of the approach to accommodate the appropriate vehicle type the drive is intended to serve.</p> <p>Multi-use Path: As the project is further developed, minimization of impacts will continue to be evaluated and considered.</p> <p>Maintenance of Traffic: Coordination with Elkhart County on the timing of the CR 36 Bridge is ongoing. The contractor for</p>

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		<p>3. The proposed ten-foot-wide paved multi-use path will significantly impede upon our property. Our understanding from the Goshen City Engineer is that the minimum width required to meet federal requirements is 8 feet. We strongly urge that the multi-use path be limited to eight-foot in width to reduce the negative impact such path will have on our ability to use our property.</p> <p>4. Both this Project and the Elkhart County Horn Ditch bridge project will result in road closures which will disrupt access to our property. We request that the timing of the road closures for the two projects be coordinated to minimize the negative impact and duration of the road closures.</p> <p>Please feel free to reach out to me should you have any questions or wish to discuss any of these points further.</p>	<p>the College Avenue project will be required to notify all property owners ahead of any road and drive closures to maintain access at all times.</p> <p>Thank you for your comments.</p>
16	<p>Cary Kelsey Property Owner 1613 Spring Brooke Ct. December 17, 2022 (Written Comment; Website Submission)</p>	<p>How close (in feet) will the new construction including the 10 foot walking path come to our condo building which is 1615/1613 Spring Brooke Court? I am concerned about the noise and vibration level of passing semis and the privacy/safety of our back patios and property. What will be done to reduce these environmental and safety factors?</p>	<p>Multi-use Path: Construction activities will be limited to the proposed right-of-way, which is located approximately 25 feet south of the south corner of 1615 Spring Brooke Ct. The multi-use path is approximately 36 feet south of the south corner of 1615 Spring Brooke Ct.</p> <p>Traffic Noise: Please see the response to Comment No. 3 above.</p> <p>Privacy and Safety: Please see the response to Comment No. 3 above.</p> <p>Thank you for your comment.</p>
17	<p>Dana Buccicone Property Owner 1614 Spring Brooke Ct. December 19, 2022 (Written Comment; Email Submission)</p>	<p>Noise and vibration due to traffic on College Ave: Vehicle noise due to both automobiles and trucks is a key concern. Traffic of both types starts between 2 and 4 AM and continues until roughly 4 PM daily. Truck noise is problematic in the form of vehicle exhaust and engine noise, and tire-road interface and load rattling. This increases with vehicle speeds and traffic volume. The noise level experienced is high enough that it awakens us frequently during the night all week long. The vibration</p>	<p>Traffic Noise: Please see the response to Comment No. 3 above.</p> <p>Speed Limit: Please see the response to Comment No. 12 above.</p> <p>Alternate Truck Route: Please see the response to Comment No. 3 above.</p>

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		<p>level is enough to rattle the windows in the South wall of our home. These points were not addressed in your presentation and is a major concern to those of us living on Spring Brooke Court. We feel your plan inadequately addresses these environmental issues, especially since a new traffic lane will be added closer to our homes. Technology exists in the form of barrier walls to deflect traffic noise, we feel this needs to be considered. Between the sidewalks and bike trails and residences adjacent to College Avenue, walking and bike traffic noise adds to the sound level. As to the vibration due to truck traffic it needs to be addressed by lowering the speeds seen on College Avenue, i.e. lower the speed limit or reroute all truck traffic to Kercher Road, CR 38, Century Drive, and CR 31, and College Avenue between Horn Ditch and CR 31. I'd like to note that CR36/College Avenue is posted "No Thru Trucks" westbound, at CR.33. Our Security and Privacy was not addressed within the plan presented. We haven't had a sidewalk or bike path ever, but we have had foot traffic on the North side of College Avenue, a slowly growing volume which your plan will accelerate. The acoustic barrier could be an answer, in part, to the security question. Landscaping on the home's south side and the road side of the barrier is a consideration which needs to be considered. There is one form of traffic which exists on College Avenue that wasn't discussed at all, horse drawn, i.e. Buggies. There have been buggy lanes added to numerous road widening projects, this is a situation that needs to be revisited to make a complete plan. There is only one entrance/exit to Spring Brooke. During construction, police, fire, and ambulance access is an absolute requirement, no ifs, ands, or buts - without fail. These services are used frequently within Spring Brooke. As to the plan presented I'd like to offer a few more ideas to the overall approach: Why not upgrade College Ave. to a modern two lane road. No left turn lane. Instead, add turn point bypass lanes where needed. In addition, cut the</p>	<p>Privacy and Security: Please see the response to Comment No. 3 above.</p> <p>Landscaping: Please see the response to Comment No. 2 above.</p> <p>Buggy Traffic: Creating a dedicated lane for buggy traffic would require additional widening of the roadway, which would result in additional impacts and right-of-way. Providing a dedicated lane for buggy traffic is not part of project scope.</p> <p>Emergency Services Access: Reference response in Comment No. 3 above.</p> <p>Center TWLT Lane: Part of the purpose of this project is to reduce the potential for rear-end crashes caused by left-turning vehicles. The density of drive approaches along the corridor does not provide the appropriate spacing to install multiple bypass lanes along the project area to meet the purpose and need of the project. Additionally, a center TWLT lane removes potentially stopped turning vehicles from the path of through traffic, which better reduces the potential for rear end crashes and best meets the purpose and need of the project.</p> <p>Property Value: Please see the response to Comment No. 12 above.</p> <p>Thank you for your comments.</p>
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		speed limit from 35 to 25 MPH, reroute all trucks to CR38, Century Blvd, CR31, and a short section of College, Horn Ditch to CR 31. This addresses Noise, Vibration, and buggy access, and pedestrian traffic safety. This recommendation maintains access to the South Entrance to the 4H fairground and the new industrial park. This approach will be fairly controversial and outside of the box, however, it retains the value of a large residential area within Goshen. One final point, Home Value: I don't believe the impact on property value, gain or loss is addressed adequately within you planning.	
18	George Thompson Property Owner 1442 Willow Ct. December 23, 2022 (Written Comment; Email Submission)	<p>Hello Leigh, First, thank you for mailing the extra packets for the College Avenue Project after we spoke on the phone a few days following the public meeting in Goshen. Secondly, today, 23-Dec-22, I went to the public comment section of the website and found the following message: "This form no longer accepts submissions." I was surprised at that statement since public comments can be submitted through 23-December. I hope my comment below will still be read and responded to via this email.</p> <p>Comment: Since moving to the Spring Brooke community in October 2019, my wife and I have always wanted a way to get to Fidler Pond by bike without interfacing with significant motor vehicle traffic. Certainly, the current improvement project will assist with that by the addition of the 10 ft paved multi-use path on the north side of College Avenue. While I realize that the following request is not currently a part of this project, I am wondering if the multi-use path could be continued from the intersection of College Avenue and US33, along 33, to Gorham Rd. Those few extra yards of path (less than 0.1 mile) would minimize the interfacing with 33 traffic and greatly increase safety to get to Gorham Rd (which meanders around to Fidler Pond). Thank you very much for looking into this addition.</p>	<p>Multi-use Path: Extension of the multi-use path west of US 33 would be outside the limits and scope of this project. However, this comment has been sent to the City of Goshen for future consideration.</p> <p>Thank you for your comment.</p>
19	Karen Thompson Property Owner	My husband, George Thompson. emailed you earlier today "wondering if the multi-use path could be continued from	Multi-use Path: Please see the response to Comment No. 18.

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	1442 Willow Ct. December 23, 2022 (Written Comment; Email Submission)	the intersection of College Avenue and US33, along 33, to Gorham Rd." He mentioned that "Those few extra yards of path (less than 0.1 mile) would minimize the interfacing with 33 traffic and greatly increase safety to get to Gorham Rd (which meanders around to Fidler Pond)." As George stated, "Since we moved to the Spring Brooke community in October 2019, (we) have always wanted a way to get to Fidler Pond by bike without interfacing with significant motor vehicle traffic. Certainly, the current improvement project will assist with that by the addition of the 10 ft paved multi-use path on the north side of College Avenue." In addition to his suggestion of accessing Fiddler Pond via Gorham Road, please also consider creating an access to Fiddler Pond by going north along Horn Ditch. Since drainage along Horn Ditch will become more of a problem with additional industrial development, it seems wise to consider this possibility with the appropriate Goshen City officials. Thank you for your consideration.	Thank you for your comment.
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Appendix H: Air Quality

TRANSPORTATION IMPROVEMENT PROGRAM

Locally Sponsored Projects

DES	Location	Work Type	Fund Type	Phase	Federal	Match	Total	Estimated to Complete	Fiscal Year
1900739	College Ave from US 33 to NS Railroad Line (East Entrance of parking lot)	Auxiliary Lanes, Two-Way Left Turn	STBG	RW	\$685,600	\$171,400	\$857,000	\$5,107,000	2023
1900739	College Ave from US 33 to NS Railroad Line (East Entrance of parking lot)	Auxiliary Lanes, Two-Way Left Turn	STBG	CN	\$3,100,000	\$775,000	\$3,875,000	\$5,107,000	2025
2100021	College Avenue between 9th St and US 33	Auxiliary Lanes, Two-Way Left Turn	STBG	PE	\$545,600	\$136,400	\$682,000	\$9,357,000	2022 2023
2100021	College Avenue between 9th St and US 33	Auxiliary Lanes, Two-Way Left Turn	STBG	RW	\$1,040,000	\$260,000	\$1,300,000	\$9,357,000	2025 2026
2100020	Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	PE	\$304,000	\$76,000	\$380,000	\$2,730,000	2023
2100020	Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	RW	\$200,000	\$50,000	\$250,000	\$2,730,000	2024 2025
2100020	Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	CN	\$1,680,000	\$420,000	\$2,100,000	\$2,730,000	2026
Nappanee									
1702862	Woodview Dr. from N. Main St (SR 19) to Oakland Ave. (CR 7)	Road Rehabilitation (3R/4R Standards)	ST STBG	CN	\$3,892,000	\$973,000	\$4,865,000	\$2,963,000	2023
MACOG									
2001101	Clean Air Campaign	UPWP	CMAQ	PL	\$50,000	\$12,500	\$62,500	\$62,500	2022

Sponsor	DES	Contract	Resolution	Route	Location	Work Type	Fund Type	Phase	Federal	Match	SFY 2022	SFY 2023	SFY 2024	SFY 2025	SFY 2026	Estimated Total Project Cost	Letting Date
Elkhart Co.	2001724	B-41846	29-21		County Bridge 150 - Sunnyside Avenue over Yellow Creek	New Bridge Construction	Local Trax	CN	\$ 983,195	\$ 259,304		\$ 1,242,499				\$ 1,242,499	5/10/2023
Elkhart Co.	2003071	B-43618	Res. 24-21		Elkhart Co. Br. 233 on CR 26 over Yellow Creek	Bridge Replacement	ST Bridge	RW	\$ 34,967	\$ 8,742				\$ 43,709		\$ 1,578,766	1/14/2026
Elkhart Co.	2003071	B-43618	Res. 24-21		Elkhart Co. Br. 233 on CR 26 over Yellow Creek	Bridge Replacement	ST Bridge	CN	\$ 1,015,230	\$ 253,807					\$ 1,269,037	\$ 1,578,766	1/14/2026
Elkhart Co.	2100027	B-42769			CR 17 Phase I: from CR 42 to CR 38	New Road Construction	STBG	CN	\$ 8,089,440	\$ 487,354					\$ 8,576,794	\$ 8,576,794	7/9/2025
Goshen	1400715	R-37647	M19-19		Wilden Ave from Rock Run Creek to 6th St	Road Reconstruction (3R/4R Standards)	STBG	CN	\$ 4,343,920	\$ 1,085,980	\$ 5,429,900					\$ 5,429,900	9/15/2021
Goshen	1900739	R-42000	Res. 26-19		College Ave from US 33 to NS Railroad Line (East Entrance of parking lot)	Auxiliary Lanes, Two-Way Left Turn	STBG	RW	\$ 685,600	\$ 171,400		\$ 857,000				\$ 5,107,000	7/10/2024
Goshen	1900739	R-42000	M44-21		College Ave from US 33 to NS Railroad Line (East Entrance of parking lot)	Auxiliary Lanes, Two-Way Left Turn	STBG	CN	\$ 2,836,194	\$ 709,048				\$ 3,545,242		\$ 5,107,000	7/10/2024
Goshen	2101631	R-42000	Res 38-21		Pedestrian Bridge Over Horn Ditch	Bike/Pedestrian Facilities	STBG	CN	\$ 263,806	\$ 65,952				\$ 329,758		\$ 5,107,000	7/10/2024
Goshen	2100020		M02-21		Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	PE	\$ 304,000	\$ 76,000		\$ 380,000				\$ 2,730,000	7/1/2025
Goshen	2100020		M02-21		Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	RW	\$ 200,000	\$ 50,000			\$ 50,000	\$ 200,000		\$ 2,730,000	7/1/2025
Goshen	2100020				Blackport Dr from Monroe St to Lincoln Ave	Road Reconstruction (3R/4R Standards)	STBG	CN	\$ 1,680,000	\$ 420,000					\$ 2,100,000	\$ 2,730,000	7/1/2025
Goshen	2100021		M01-21		College Avenue between 9th St and US 33	Auxiliary Lanes, Two-Way Left Turn	STBG	PE	\$ 545,600	\$ 136,400	\$ 250,000	\$ 432,000				\$ 9,357,000	7/1/2027
Goshen	2100021		M01-21		College Avenue between 9th St and US 33	Auxiliary Lanes, Two-Way Left Turn	STBG	RW	\$ 1,040,000	\$ 260,000				\$ 750,000	\$ 550,000	\$ 9,357,000	7/1/2027
Nappanee	1702862	R-41150	Res. 40-20		Woodview Dr. from N. Main St (SR 19) to Oakland Ave. (CR 7)	Road Rehabilitation (3R/4R Standards)	ST STBG	CN	\$ 3,892,000	\$ 973,000		\$ 4,865,000				\$ 2,963,000	12/7/2022
MACOG	2001101				Clean Air Campaign - 2022	UPWP	CMAQ	PL	\$ 50,000	\$ 12,500	\$ 62,500					\$ 62,500	2022
MACOG	2001101		Res 05-22		Regional Freight Plan	UPWP	STBG	PL	\$ 100,000	\$ 25,000	\$ 125,000					\$ 125,000	
MACOG	2001101		Res 05-22		CR52/CR101 near Nappanee - PEL Study	UPWP	STBG	PL	\$ 60,000	\$ 15,000	\$ 75,000					\$ 75,000	
MACOG Transit	MAC-22-011	—			Operating Assistance	Transit Operating	5307		\$ 1,344,526	\$ 1,344,526	\$ 2,689,052					\$ 2,689,052	2022
MACOG Transit	MAC-22-012	—			Vehicle Replacement - Buses (1)	Transit Purchase Vehicles	5307		\$ 395,000	\$ 98,750	\$ 493,750					\$ 493,750	2022
MACOG Transit	MAC-22-013	—			Vehicle Replacement - Paratransit (3)	Transit Purchase Vehicles	5307		\$ 150,000	\$ 37,500	\$ 187,500					\$ 187,500	2022
MACOG Transit	MAC-23-013	—			Operating Assistance	Transit Operating	5307		\$ 1,344,526	\$ 1,344,526		\$ 2,689,052				\$ 2,689,052	2023
MACOG Transit	MAC-23-014	—			Vehicle Replacement - Buses (1)	Transit Purchase Vehicles	5307		\$ 395,000	\$ 98,750		\$ 493,750				\$ 493,750	2023
MACOG Transit	MAC-23-015	—			Vehicle Replacement - Paratransit (3)	Transit Purchase Vehicles	5307		\$ 150,000	\$ 37,500		\$ 187,500				\$ 187,500	2023
MACOG Transit	MAC-22-017		Res 04-22		1 Replacement Trolley Bus	Transit Vehicle Purchase	5307		\$ 688,000	\$ 172,000	\$ 860,000					\$ 860,000	
MACOG Transit	MAC-22-018		Res 04-22		Operating ADA Paratransit	Transit Operating	5307		\$ 416,374	\$ 104,094	\$ 520,468					\$ 520,468	



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

April 26, 2022

Mr. Jermaine R. Hannon, Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2022-2026 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state's expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP's will be included in the FY 2022-2026 STIP by reference, pending FHWA approval in May 2022.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)	FY 2022-2026
• <i>Version 3/11/2022</i>	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2022-2026
• <i>Version 3/22/2021</i>	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
• <i>Version 12/15/2021</i>	
Evansville Metropolitan Planning Organization (EMPO)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2020-2025
• <i>Version 3/29/2022</i>	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2022-2025
• <i>Version 8/18/2021</i>	
Michiana Area Council of Governments (MACOG)	FY 2022-2026
• <i>Version 3/09/2022</i>	

Madison County Council of Governments (MCCOG)	FY 2022-2026
• <i>Version 7/13/2021</i>	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2022-2026
• <i>Version 3/28/2022</i>	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
• <i>Version 3/17/2022</i>	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2020-2023
• <i>Version 03/10/2022</i>	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2020-2024
• <i>Version 08/26/2021</i>	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2022-2026 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at 317-232-0223 or at mmcneil@indot.in.gov.

Sincerely,



Michael Smith, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): FTA
Michelle Allen, FHWA
Jeffrey Brooks, INDOT
Kristin Brier, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Michael McNeil, INDOT



Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

U.S. Department
of Transportation

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

June 17, 2022

Mr. Michael Smith
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2022-2026 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2022-2026 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the INDOT request letter dated April 27, 2022.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2022-2026 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) directly incorporated into the STIP, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2022-2026 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2022-2026 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective June 17, 2022, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report. FHWA and FTA will continue to partner with INDOT to ensure the previously developed action plan (attached) is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2022-2026 STIP, or adoption of the FY2024-2028 STIP, may not be approved by USDOT.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Michelle Allen of the FHWA Indiana Division at (317) 226-7344, or by email at michelle.allen@dot.gov, or Mr. Jason Ciavarella of the FTA Region 5 Office at (312) 353-1653, or by email at jason.ciavarella@dot.gov.

Sincerely,

**KELLEY
BROOKINS**

Digitally signed by
KELLEY BROOKINS
Date: 2022.06.13
10:08:34 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

**JERMAINE
R HANNON**

Digitally signed by
JERMAINE R
HANNON
Date: 2022.06.13
15:57:46 -04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

cc: (transmitted by e-mail)
Louis Feagans, INDOT
Roy Nunnally, INDOT
Karen Hicks, INDOT

Attachments have been removed for the
purposes of this NEPA document.

Table A-1: Elkhart County Proposed Project List

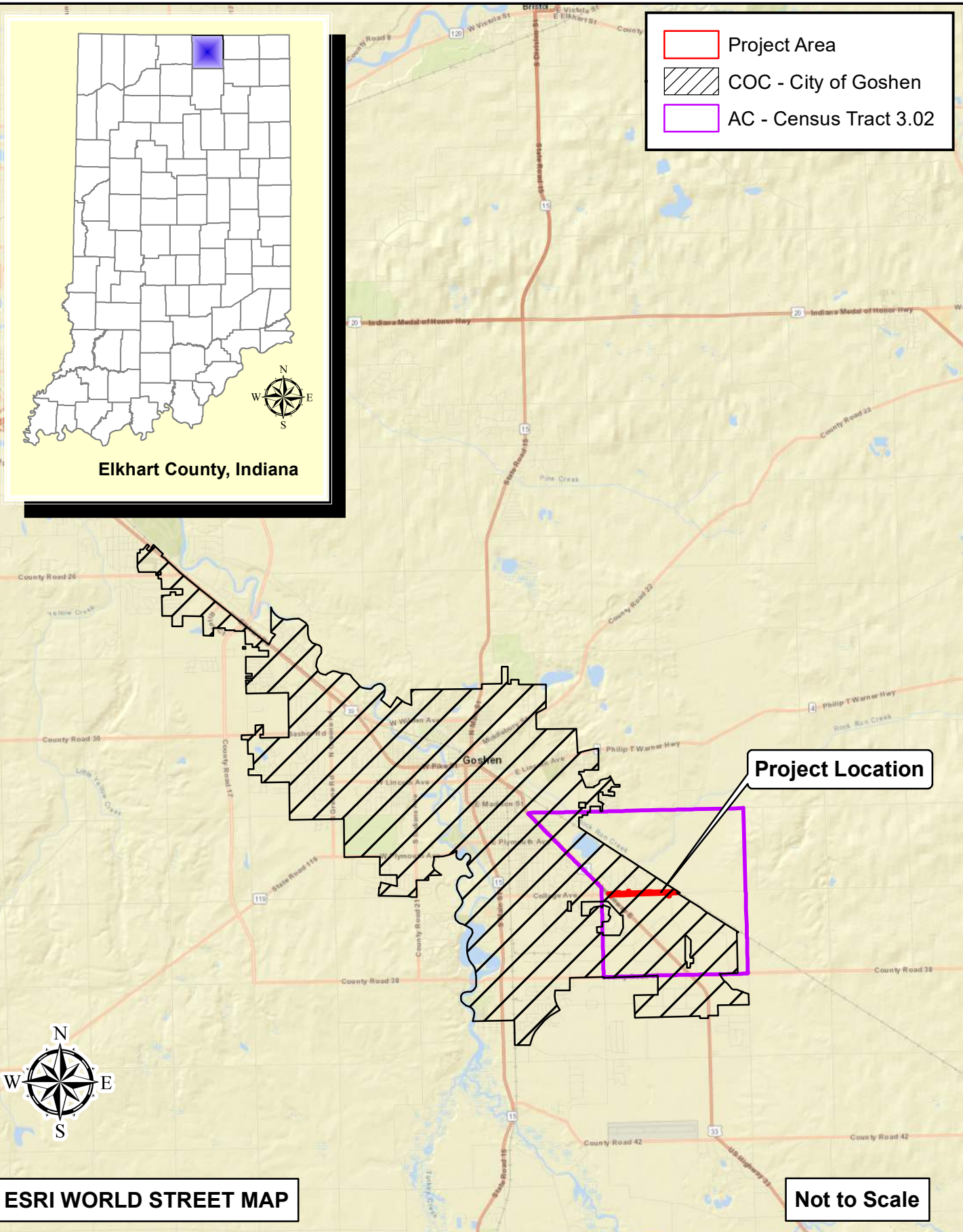
Sponsor	Open to Traffic By	Project Route	Beginning Termini	Ending Termini	Type of Work	Length (Miles)
Elkhart County	2045	Kerryhaven Dr	Current Termini	CR 10	New Road Construction	0.78
Elkhart County	2045	CR 52	CR 101	SR 19 (Main St)	Road Reconstruction	1.50
Goshen	2025	US 33	Fairfield Ave	Plymouth Ave	Auxiliary Lanes	0.20
Goshen	2025	College Ave	US 33	Century Dr	Auxiliary Lanes	0.87
Goshen	2025	Waterford Mills Parkway	CR 40	SR 15	New Road Construction	0.32
Goshen	2025	Wilden Ave	Current Terminus	Middlebury St	New Road Construction	0.18
Goshen	2030	CR 40	Dierdorff Rd (CR 27)	US 33	Auxiliary Lanes	1.25
INDOT	2020	SR 15	SR 120		Intersection Improvement	
INDOT	2020	US 33	CR 36 (College Ave)		Intersection Improvement	
INDOT	2020	US 6	SR 13/US 33		Intersection Improvement	
INDOT	2020	US 6	CR 29		Intersection Improvement	
INDOT	2025	US 20	SR 15	CR 35	Added Travel Lanes	4.23
INDOT	2025	US 20	CR 35	SR 13	Added Travel Lanes	2.13
INDOT	2025	SR 15	CR 42 North Junction		Auxiliary Lanes	1.03
INDOT	2025	SR 15	CR 142		Intersection Improvement	
INDOT	2025	SR 15	CR 18		Intersection Improvement	
Middlebury/Elkhart County	2045	CR 16 (Warren St)	SR 13 (Main St)	County Line Rd	Auxiliary Lanes	2.51
Nappanee	2025	CR 101	Market St (US 6)	CR 52	Road Reconstruction	0.96
Nappanee/Elkhart County	2030	CR 150	SR 19	CR 3	New Road Construction	1.00

Appendix I: Additional Information

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)

ProjectNumber	SubProjectCode	County	Property
1800054	1800054	Elkhart	Oxbow County Park
1800064	1800064	Elkhart	Stauffer Park, Derksen Park & McCormicks Creek G.C.
1800074	1800074	Elkhart	Oxbow County Park
1800099	1800099	Elkhart	Stauffer Park, Derksen Park & McCormicks Creek G.C.
1800257	1800257A	Elkhart	Elliott Park
1800257	1800257B	Elkhart	Lundquist Bicentennial Park
1800257	1800257C	Elkhart	Pinewood Park
1800283	1800283	Elkhart	High Dive Park
1800310	1800310	Elkhart	McNaughton Park
1800337	1800337	Elkhart	Stauffer Park, Derksen Park & McCormicks Creek G.C.
1800339	1800339	Elkhart	Shoup-Parsons Woods Park
1800340	1800340	Elkhart	Reith Park
1800354	1800354	Elkhart	Pierre Moran Park
1800441	1800441	Elkhart	High Dive Park
1800450	1800450	Elkhart	Stauffer Park, Derksen Park & McCormicks Creek G.C.
1800470	1800470	Elkhart	Studebaker Park
1800542	1800542	Elkhart	Boot Lake Nature Preserve
1800554	1800554	Elkhart	Cobus Creek County Park
1800628	1800628	Elkhart	Corson Riverwoods County Park
1800631	1800631	Elkhart	South Park

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.



ESRI WORLD STREET MAP

Not to Scale



Environmental Justice
Analysis Map

City of Goshen
202 S. 5th Street
Goshen, IN 46528

College Avenue Road Reconstruction
Des. No. 1900739
Location: Goshen
Township: Elkhart
County: Elkhart
State: Indiana

Date: 01/24/2022

Appendix I
I-2

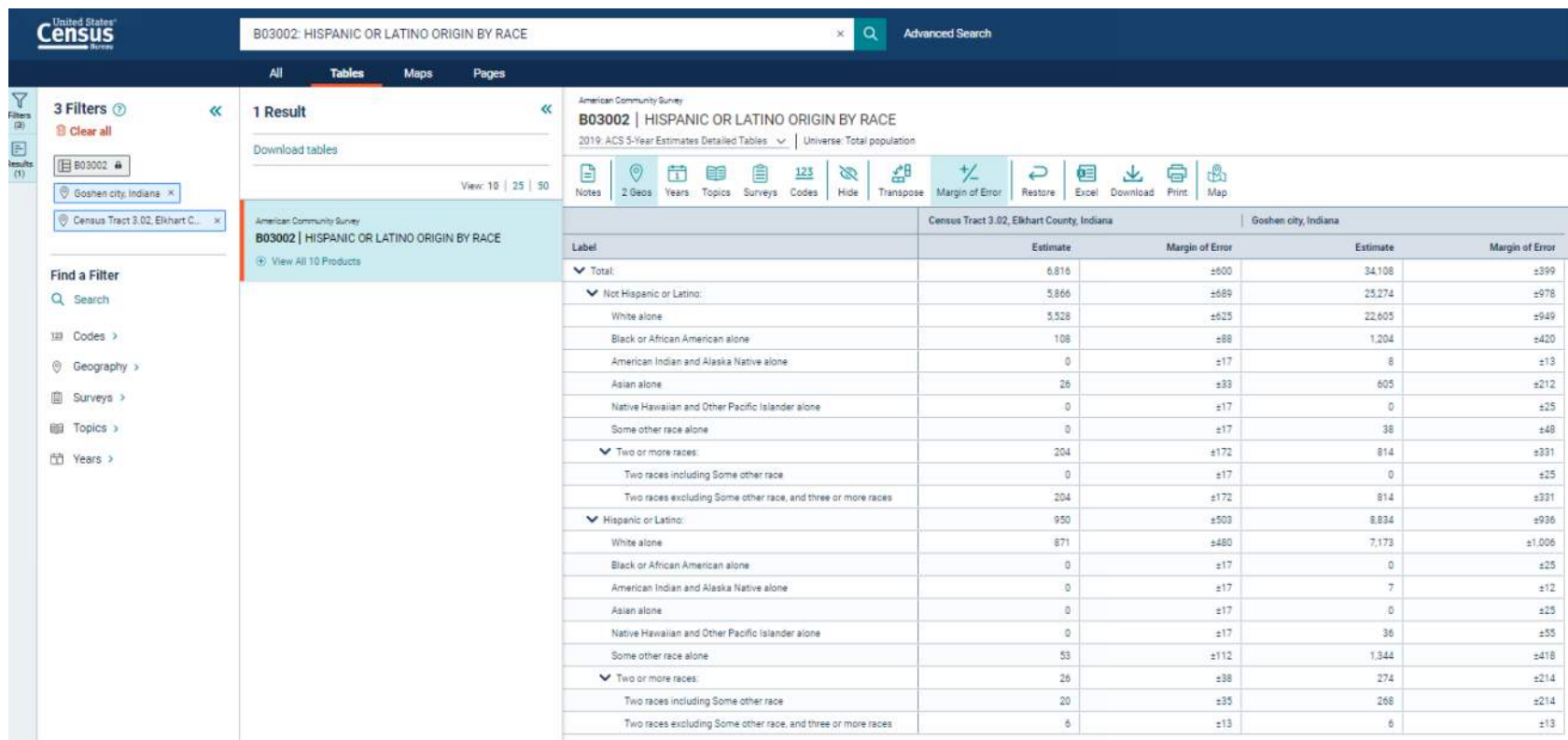
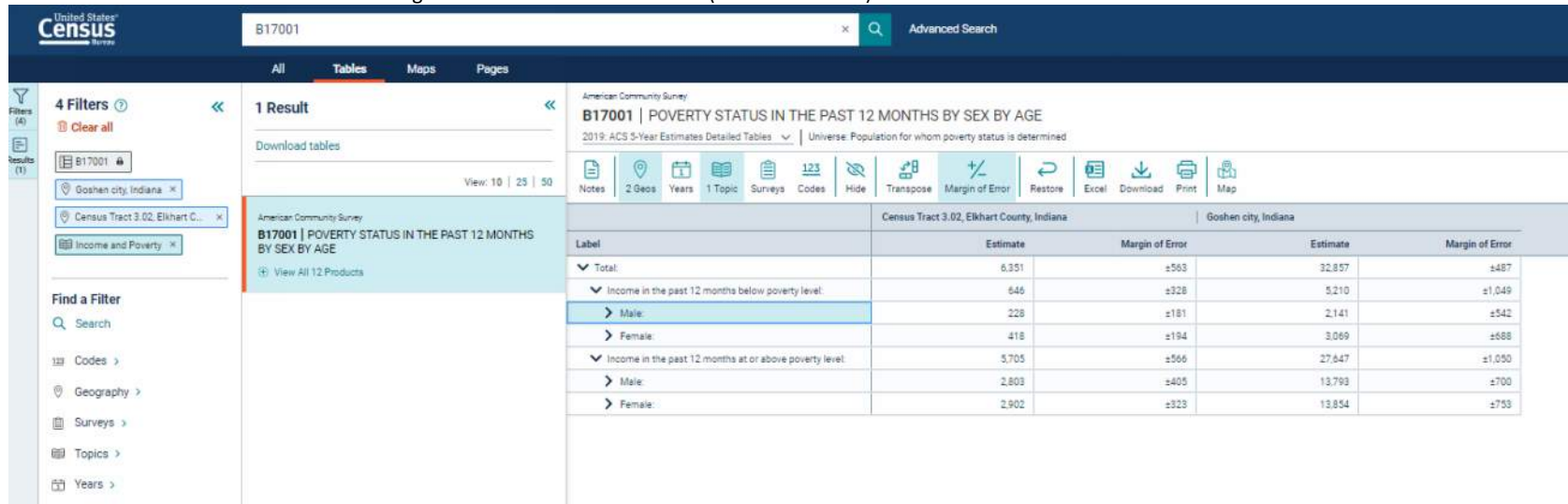
EJ Analysis Summary Table for CE/EA

	COC City of Goshen	AC 1 Census Tract 3.02
LOW-INCOME POPULATION		
Total Population for Whom Poverty Status is Determined	32,857	6,351
Total Population Below Poverty Level	5,210	646
Percent Low-Income	15.86%	10.17%
125 Percent of COC	19.82%	
AC Percent Low-Income Greater Than 125 Percent of COC?		No
AC Percent Low-Income Greater Than 50 Percent?		No
Population of EJ Concern?		No
MINORITY POPULATION		
Total Population	32,857	6,351
Not Hispanic or Latino: White Alone	22,605	5,528
Minority Population	10,252	485
Percent Minority	31.20%	7.64%
125 Percent of COC	39.00%	
AC Percent Minority Greater Than 125 Percent of COC?		No
AC Percent Minority Greater Than 50 Percent?		No
Population of EJ Concern?		No

% Low Income = (Total population Below Poverty Level/Total Population for Whom Poverty Status is Determined)

% Minority = (Total population - Not Hispanic or Latino: White Alone)/Total Population

College Avenue Road Reconstruction (Des No 1900739) – Environmental Justice Census Data



INDOT Traffic Count Database System
June 4, 2019 - June 5, 2019

Location ID	U20369		Located On		College Avenue		Community		Goshen							
Counted By	TCDS_Combined		EAST OF		US 33		County		ELKHART							
Start Date	6/4/2019						Module									
Start Time	11:00:00 AM		Direction		2-WAY		Agency		Indiana DOT							
Source	TCDS_BIN_IMPORT_COMBINE		QC Status		Accepted		Owner ID		macog							
FHWA-Scheme F Classification																
Start Time	Motorcycle	Car	Pickup	Bus	2A SU	3A SU	>3A SU	<5A SU	5A SU	>5A SU	<6A >2U	6A >2U	>6A >2U	Unk	Err	Total
12:00 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	7	4	0	1	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	5	5	0	1	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	79	25	0	20	0	0	0	0	0	0	0	0	0	0	124
4:00 AM	6	409	147	5	62	0	0	8	5	0	0	0	0	0	0	642
5:00 AM	2	305	108	11	49	0	0	4	9	0	0	0	0	0	0	488
6:00 AM	2	149	40	14	27	1	0	8	15	0	1	0	0	0	0	257
7:00 AM	2	187	51	13	38	2	0	10	14	0	0	0	0	0	0	317
8:00 AM	3	172	62	26	37	0	0	10	13	0	0	0	0	0	0	323
9:00 AM	1	170	65	15	31	1	1	15	18	0	0	0	0	0	0	317
10:00 AM	2	195	85	18	34	3	0	9	18	0	0	0	0	0	0	364
11:00 AM	5	258	97	26	40	4	2	19	6	0	1	0	0	0	0	458
12:00 PM	4	329	104	25	46	1	1	7	21	0	0	0	0	0	0	538
1:00 PM	6	280	106	28	49	2	0	18	12	1	0	0	0	0	0	502
2:00 PM	7	294	124	25	35	0	0	17	3	0	1	1	0	1	0	508
3:00 PM	10	296	109	21	38	2	1	23	4	0	0	0	0	0	0	504
4:00 PM	2	297	98	16	24	2	0	17	0	1	1	0	0	0	0	458
5:00 PM	2	272	77	7	18	0	0	6	2	0	0	0	0	0	0	384
6:00 PM	5	159	49	2	14	0	0	4	0	0	0	0	0	0	0	233
7:00 PM	3	111	42	0	18	0	0	3	0	0	0	0	0	0	0	177
8:00 PM	0	90	28	0	8	0	0	0	0	0	0	0	0	0	0	126
9:00 PM	2	65	24	0	3	0	0	2	1	0	0	0	0	0	0	97
10:00 PM	0	54	17	1	12	0	0	1	0	0	0	0	0	0	0	85
11:00 PM	0	15	2	0	1	0	0	1	0	0	0	0	0	0	0	19
TOTAL	64	4210	1472	253	606	18	5	182	141	2	4	1	0	1	0	6959

TOTAL	Motorcycle	Car	Pickup	Bus	2A SU	3A SU	>3A SU	<5A SU	5A SU	>5A SU	<6A >2U	6A >2U	>6A >2U	Unk	Err	Total
4-Jun-19	64	4210	1472	253	606	18	5	182	141	2	4	1	0	1	0	6959
5-Jun-19	90	4305	1394	277	610	22	2	190	162	2	2	1	0	2	0	7059
Average	77	4257.5	1433	265	608	20	3.5	186	151.5	2	3	1	0	1.5	0	7009

Percent Trucks	14%
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INDOT - Traffic Count Database System (TCDS) for June 4, 2019 - June 5, 2019 (<https://indot.public.ms2soft.com/tcds/tsearch.asp?loc=Indot&mod>)

Location ID	U20369			Located On	College Avenue			Community	Goshen							
Counted By	TCDS_Combined			EAST OF	US 33			County	ELKHART							
Start Date	6/5/2019							Module								
Start Time	11:00:00 AM			Direction	2-WAY			Agency	Indiana DOT							
Source	TCDS_BIN_IMPORT_COMBINE			QC Status	Accepted			Owner ID	macog							
FHWA-Scheme F Classification																
Start Time	Motorcycle	Car	Pickup	Bus	2A SU	3A SU	>3A SU	<5A SU	5A SU	>5A SU	<6A >2U	6A >2U	>6A >2U	Unk	Err	Total
12:00 AM	1	13	1	0	0	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	15	6	0	2	0	0	0	0	1	0	0	0	0	0	24
2:00 AM	0	3	6	0	0	1	0	0	0	1	0	0	0	0	0	11
3:00 AM	1	48	21	0	17	0	0	0	0	1	0	0	0	0	0	88
4:00 AM	5	421	132	7	57	0	0	8	3	0	0	0	0	0	0	633
5:00 AM	11	312	100	11	48	0	0	4	11	0	0	0	0	0	0	497
6:00 AM	6	174	32	21	30	1	0	9	16	1	0	0	0	0	0	290
7:00 AM	3	184	52	17	36	3	0	14	17	0	0	0	0	0	0	326
8:00 AM	2	204	43	14	23	1	1	7	22	0	1	0	0	0	0	318
9:00 AM	1	156	58	31	43	3	0	19	15	0	0	0	0	0	0	326
10:00 AM	5	187	76	25	38	3	0	11	15	0	0	0	0	1	0	361
11:00 AM	2	265	106	28	55	3	0	20	16	0	0	0	0	0	0	495
12:00 PM	10	298	97	20	53	0	1	10	11	0	1	0	0	0	0	501
1:00 PM	4	311	93	46	36	4	0	24	11	0	0	0	0	0	0	529
2:00 PM	8	302	114	29	35	1	0	22	9	0	0	0	0	0	0	520
3:00 PM	6	317	135	18	28	1	0	18	10	0	0	0	0	0	0	533
4:00 PM	3	323	119	2	30	1	0	13	0	0	0	0	0	1	0	492
5:00 PM	6	265	67	7	21	0	0	4	0	0	0	0	0	0	0	370
6:00 PM	5	137	48	0	15	0	0	2	2	0	0	0	0	0	0	209
7:00 PM	3	147	29	1	16	0	0	1	0	0	0	0	0	0	0	197
8:00 PM	2	82	28	0	14	0	0	0	0	1	0	0	0	0	0	127
9:00 PM	3	68	17	0	5	0	0	3	0	0	0	0	0	0	0	96
10:00 PM	3	54	11	0	6	0	0	1	1	0	0	1	0	0	0	77
11:00 PM	0	19	3	0	2	0	0	0	0	0	0	0	0	0	0	24
TOTAL	90	4305	1394	277	610	22	2	190	162	2	2	1	0	2	0	7059

Michiana Area Council of Governments Crash Data
2019 - 2021

Collision Date	Collision Time	Vehicles Involved	Trailers Involved	Number Injured	Roadway Name	Roadway Suffix	Intersecting Road	Primary Factor	Manner of Collision
01/29/2019	07:55 AM	3	0	2	COLLEGE	AVE	CENTURY	SPEED TOO FAST FOR WEATHER CONDITIONS	RIGHT ANGLE
09/25/2019	10:24 PM	2	0	0	COLLEGE	AVE		FOLLOWING TOO CLOSELY	REAR END
10/02/2019	02:11 PM	2	0	0	COLLEGE	AVE		IMPROPER TURNING	LEFT/RIGHT TURN
10/08/2019	12:40 PM	2	0	0	COLLEGE	AVE		FOLLOWING TOO CLOSELY	REAR END
08/11/2020	05:38 PM	2	1	1	COLLEGE	AVE	CENTURY	UNSAFE BACKING	BACKING CRASH
10/16/2020	09:10 AM	2	1	0	COLLEGE	AVE	SPRING BROOKE	UNSAFE BACKING	BACKING CRASH
02/15/2021	07:13 AM	2	0	2	COLLEGE	AVE	SPRING BROOKE	LEFT OF CENTER	HEAD ON BETWEEN TWO MOTOR VEHICLES
02/27/2021	02:20 PM	2	0	0	COLLEGE	AVE		FOLLOWING TOO CLOSELY	REAR END
03/02/2021	04:09 PM	2	0	0	COLLEGE	AVE		FOLLOWING TOO CLOSELY	REAR END
03/31/2021	05:15 AM	2	0	1	COLLEGE	AVE	CENTURY	LEFT OF CENTER	OPPOSITE DIRECTION SIDESWIPE
08/20/2021	11:07 AM	2	0	0	COLLEGE	AVE	OAK	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
10/11/2021	12:30 PM	2	1	0	COLLEGE	AVE	OAK	FOLLOWING TOO CLOSELY	REAR END

*Crash data provided by Michiana Area Council of Governments (MACOG) on July 21, 2022