Indiana Department of Transportation

County Steuben Route SR 827 Des. No. 1601102

FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Road (SR) 827 / Steuben County
Designation Number:	1601102
Project Description/Termini:	Roadway improvement on SR 827 beginning 850 feet south of McSwain Drive and extending north 0.93 mile to the intersection of SR 827 and SR 120

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

X	**Categorical Exclusion, Level 2** – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA

Note: For documents prepared by or for Environmental Services Division, it is not necessary for the ESM of the district in which the project is located to release for public involvement or sign for approval.

Approval _____ _____ _____ _____
ESM Signature Date ES Signature Date

_____ _____
FHWA Signature Date

Release for Public Involvement

KMN 1/25/2021 _____ _____
ESM Initials Date ES Initials Date

Certification of Public Involvement _____ _____
Office of Public Involvement Date

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

INDOT ES/District Env. Reviewer Signature: Karen M. Novak Date: 12/30/2020, 1/21/2021

Name and Organization of CE/EA Preparer: Briana M. Hope (Lead) and Leah Perry, American Structurepoint, Inc.

Part I - PUBLIC INVOLVEMENT

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

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

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

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

Remarks:

Notice of Survey:
Notice of Entry letters were mailed to potentially affected property owners near the project area on April 2, 2018 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.

Section 106:
To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of No Adverse Effect was published in the *Herald Republican* on November 03, 2020 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on December 03, 2020. The text of the public notice and the affidavit of publication appear in Appendix D, D-122 to D-123. No comments or responses were received.

Public Meeting:
A virtual public information meeting was held on November 19, 2020. Additionally, a virtual open house was hosted by American Structurepoint, Inc. online at https://www.structurepointpublic.com/sr827fremont that included the same information as the virtual public meeting including the video presentation, exhibits, and opportunity to provide public comment. A Public Notice was published in *The Herald Republican* on November 05, 2020 and November 12, 2020 and mailed to local businesses, adjacent residences, and property owners (Appendix G, G-2 to G-4). The notice was also posted on the project website (https://www.structurepointpublic.com/sr1stjoe). The intent of the meeting was to provide general information about the project, including the purpose and need of the project as well as the proposed design, and also solicit feedback from the public about the project. The virtual public meeting included a video presentation followed by a live question and answer session. The public was invited to share general comments and questions with the project team during the virtual meeting and encouraged to submit specific property questions to the project team via mail, email, or electronic comment form so a member of the project team could contact them directly. A total of 15 people registered for the virtual public information meeting (Appendix G, G-5).Materials from the meeting are included in Appendix G, G-1 to G-8. Questions from the public information meeting are summarized in a Q+A document that was also posted on the project website (Appendix G, G-6 to G-8). Questions primarily were about access during construction, sidewalks, planned improvements, and the railroad crossing, or were property specific. The public that attended the virtual open house were invited to share comments and questions with the project team through the comment form in the virtual open house, the comment form on the website, and by email or phone (Appendix G, G-9 to G-13). Public comments were accepted through December 10, 2020.

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

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

Remarks: 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: INDOT Fort Wayne District INDOT District: Fort Wayne
Local Name of the Facility: Wayne Street

Funding Source (*mark all that apply*): Federal [X] State [X] Local [ ] Other* [ ]

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

PURPOSE AND NEED:

Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)

The need for the project is evidenced by the age-related deterioration of the existing pavement which includes moderate longitudinal and transverse cracking, and deteriorated curbs and sidewalks as noted in the May 9, 2019 Engineering Assessment (Appendix I, I-8 to I-23). Some of the curb ramps along the project corridor also do not appear to meet current Americans with Disability Act (ADA) standards. Additionally, the curves located north and south of the SR 827 and Swager Drive intersection are tighter than current design standards allow. The Indiana Northeastern Railroad also crosses diagonally over the east and south approaches of this intersection, enabling vehicles to make illegal movements while trains are present in the intersection (Appendix I, I-8 to I-23). The town of Fremont is also experiencing drainage issues along the project corridor.

The purpose of the project is to improve the roadway along the SR 827 project corridor and provide a smooth riding surface by addressing the deterioration of the existing pavement, curbs, and sidewalks, and inadequate roadway drainage. In addition, the substandard roadway curvature and existing safety concerns at the Indiana Northeastern Railroad crossing at the SR 827 and Swager Drive intersection will be addressed.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Steuben Municipality: Fremont

Limits of Proposed Work: SR 827, from 850 feet south of McSwain Drive to SR 120

Total Work Length: 0.93 Mile(s) Total Work Area: 7.30 Acre(s)

	Yes[1]	**No**
Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?		X
If yes, when did the FHWA grant a conditional approval for this project?	Date:	

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

In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

Location:
The project is located along SR 827, beginning 850 feet south of McSwain Drive and extending north 0.93 mile to the intersection of SR 827 and SR 120 in the town of Fremont in Steuben County, Indiana. The area is more specifically located within Fremont Township on the Angola East USGS 7.5 Minute Quadrangle Maps in Sections 21 and 28, Township 38 North, and Range 14 East (Appendix B, B-2). The total project length is approximately 0.93 mile. Various maps and site photographs can be referenced in Appendix B, B-1 to B-4.

Existing Conditions:
SR 827 is classified as a rural major collector from the southern project limits to Swager Drive (CR 550 N) and an urban major collector from Swager Drive to SR 120. SR 827 intersects with multiple local roads within the project limits: McSwain Drive, Swager Drive, Broad Street, Pearl Street, Hardy Street, and Albion Street. SR 120 is located at the northern limits of the project. The intersection of SR 827 is a four-way stop controlled intersection. All other intersections are two-way stop-controlled on the minor approaches (stop signs are located on the side roads and SR 827 is free-flowing). SR 827 crosses Indiana Northeastern Railroad at the intersection of SR 827 and Swager Drive. The posted speed limit is 45 miles per hour (mph) between the southern project limits and the Indiana Northeastern Railroad crossing, 35 mph between the Indiana Northeastern Railroad crossing and Pearl Street, and 30 mph between Pearl Street and SR 120.

SR 827 is a two-lane facility within the project limits. From the southern project limits to Hardy Street, SR 827 consists of two 12-foot wide travel lanes with 2-foot wide paved shoulders. From Hardy Street to Albion Street, SR 827 consists of two 15-foot wide travel lanes with 2-foot wide paved shoulders with curb. From Albion Street to SR 120, SR 827 consists of two 14-foot wide travel lanes with an 8-foot wide parking lane on each side of the roadway (Appendix I, I-10 to I-11). The typical section of Swager Drive consists of two 11-foot wide travel lanes with 2-foot wide shoulders.

Curbs exist along the roadway from Hardy Street to SR 120. No pedestrian facilities exist from the southern project limits to Swager Drive. A 4 to 5-foot wide sidewalk is located along the east side of the roadway beginning just south of the cemetery between Broad Street and Pearl Street and continuing to Hardy Street. From Hardy Street to SR 120, a 5 to 10-foot wide sidewalk is located along both sides of the roadway.

Currently, the railroad crosses diagonally over the east and south approaches of the SR 827 and Swager Drive intersection which enables vehicles to continue from SR 827 southbound to Swager Drive westbound and from Swager eastbound to SR 827 northbound, all illegal movements while trains are present in the intersection. Signals exist on the east, south, and west approach to the intersection. On the east approach, there are two sets of flashing lights on a single pole in the northeast quadrant. On the south approach, there is a set of flashing lights on a single pole in the southwest quadrant and a cantilever mast with flashing lights in the southeast quadrant. On the west approach, there is a cantilever mast with flashing lights in the southwest quadrant. Additionally, substandard curves (tighter than standards allow) are located just north and south of the railroad crossing.

Drainage within the project limits is primarily by sheet-flow. The roadway segment from Hardy Street to Albion Street is curbed along both sides of the roadway without drainage inlets. The roadway segment from Albion Street to SR 120 is curbed with drainage inlets along both sides of the roadway. The remainder of the project limits sheet flows to open ditches and swales. A detention pond (Pond 1) is located north of the intersection of SR 827 and Broad Street. There are two culverts located near Pond 1 (For additional details, see the *Design Criteria For Bridges* section of this CE document below).

Existing right-of-way along the project area varies between 12-feet to 50-feet east and 12-feet to 35-feet west of the centerline of the roadway. Land use within the project vicinity is primarily commercial and residential. Fremont Cemetery (The Old Cemetery/ The Old Fremont Cemetery) is located at the east side of SR 827 between Pearl Street and Broad Street. Ground level photographs of the existing conditions within the project area are included in Appendix B, B-4.

Preferred Alternative (Alternate No. 3):
The proposed project consists of milling and resurfacing the top 4 inches of pavement with a Hot Mix Asphalt (HMA) overlay. Minor structural pavement rehabilitation and sections of full pavement replacement will also occur as needed. For additional details, see the typical roadway sections in the plan sheets (Appendix B, B-7 to B-9).

In addition, the section of SR 827 located just south of Swager Drive to just north of Broad Street will be realigned, shifting the intersection of Swager Drive and SR 827 east. No other intersection improvements are proposed This shift will allow the railroad crossing to be positioned near the center of the intersection, helping discourage vehicles from continuing from SR 827 southbound to Swager Drive westbound and from Swager eastbound to SR 827 northbound (illegal movements). Vehicles on all approaches will be required to stop when a train is present and not allowed to proceed until the train clears the intersection. Signals with gate arms will also be added at the SR 827 approaches (Appendix B, B-19). On the north approach, a cantilever mast with flashing lights and a crossing gate will be in the northwest quadrant. On the east approach, a cantilever mast with flashing lights and a crossing gate will be

in the northeast quadrant. On the south approach, a cantilever mast with flashing lights and crossing gate with flashing lights will be in the southeast quadrant. On the west approach, a cantilever mast with flashing lights will be in the southwest quadrant. Additionally, the curves located immediately north and south of the Swager Drive and SR 827 intersection, which are currently tighter than standards allow, will be straightened and require full-depth pavement replacement.

Sidewalk will be repaired or replaced as needed. Existing sidewalk that meets ADA requirements and is in good condition will be left in place whenever possible. On the east side of SR 827, sidewalk will extend from the industrial drive just south of the cemetery to just north of Albion Street. On the west side of SR 827, sidewalk is proposed from Pearl Street to just north of Albion Street. Curb ramps throughout the project area will be reconstructed as needed to be ADA-compliant.

A new storm sewer with drainage inlets will be installed in curbed segments and drain to the existing detention pond (Pond 1) located north of the intersection of SR 827 and Broad Street. Two culverts, located near Pond 1 would be replaced (For additional details, see the *Design Criteria For Bridges* section of this CE document below). The existing detention pond (Pond 1) will be expanded to handle the increase in runoff. Existing curb will be replaced with curb and gutter. New curb and gutter will also be extended south to Swager Drive.

The acquisition of approximately 5.920 acres of permanent right-of-way is anticipated for the completion of the project. Of the 5.920 acres, 4.127 acres is reacquisition of apparent existing right-of-way. Total right-of-way width throughout the project area will generally vary from 24-feet to 55-feet east and 24-feet to 88-feet west from the centerline of the roadway. Additional right-of-way widths will be acquired at the stormwater detention pond, and near the intersection of SR 827 and Swager Drive. In addition, approximately 0.485 acre of temporary right-of-way will be acquired for grading and driveway reconstruction. For project plans, please see Appendix B, B-5 to B-24.

Maintenance of Traffic (MOT):
It is anticipated that MOT will be a full road closure with detours. The official detour will utilize SR 127 and SR 120. Construction will be phased to minimize disruption to local traffic. Access to all properties within and adjacent to the project limits will be maintained at all times during project construction. The MOT will remain in place for approximately 18 months. Additional details can be found in the *Maintenance of Traffic* section of this CE document and in Appendix B, B-12 to B-15. Pedestrian detour routes will also be provided during construction to maintain pedestrian connectivity within the Town of Fremont.

Logical Termini and Independent Utility:
The logical termini of the proposed project were selected to provide independent utility and fulfill the purpose and need of the project. 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. This project has logical termini because it begins at the taper limits of previous roadway widening for McSwain Drive and terminates at SR 120, which is the end of SR 827.

The preferred alternative described above meets the objectives of the purpose and need for the project by addressing the deterioration of the existing pavement, curbs, and sidewalks, ADA non-compliance, roadway drainage issues, the curves north and south of the SR 827 and Swager Drive intersection and the existing safety concerns at the Indiana Northeastern Railroad crossing. The project does this by rehabilitating or replacing the existing pavement, reconstructing curbs and sidewalks, and adding additional storm sewer and curb and gutter and straightening the curves north and south of the SR 827 and Swager Drive intersection and realigning SR 827 at the Indiana Northeastern Railroad crossing.

OTHER ALTERNATIVES CONSIDERED:

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

1. Do-Nothing Alternative (Alternate No. 4):
This alternative would leave the existing roadway, sidewalk, and curbs in their current deteriorating condition (Appendix I, I-18). No changes would be made to the existing roadway alignment, sidewalk, curb, or storm sewer. No improvements to the roadway to meet the project's purpose and need would be implemented. While this alternative eliminates costs, the potential acquisition of right-of-way, and any environmental impacts, it would not address the objectives of the purpose and need. Therefore, this alternative was eliminated from further consideration.

2.Pavement Rehabilitation with ADA Improvements (Alternate No. 1):
This alternative consists of an HMA overlay with minor structural pavement rehabilitation (Appendix I, I-17). Existing curb ramps that are not ADA compliant would be reconstructed within the project limits. No changes would be made to the existing roadway alignment, sidewalk, curb, or storm sewer. While this alternative would reduce or eliminate the acquisition of right-of-way, it would not improve

drainage, correct the curves north and south of the SR 827 and Swager Drive intersection, or address the existing safety concerns at the Indiana Northeastern Railroad crossing. Hence, it would not meet the purpose and need of the project. Therefore, this alternative was eliminated from further consideration.

3.Pavement Rehabilitation with ADA and Drainage Improvements (Alternate No. 2):
This alternative consists of an HMA overlay with minor structural pavement rehabilitation (Appendix I, I-17). Existing curb ramps that are not ADA compliant would be reconstructed within the project limits. Existing curb would be replaced with curb and gutter. New curb, gutter, and sidewalk would be extended south to Swager Drive. Storm sewer and curb inlets would be added to the curb and gutter sections. No changes would be made to the existing roadway alignment. While this alternative would address the deterioration of the existing pavement, curbs, sidewalks, and inadequate drainage it would not correct the curves north and south of the SR 827 and Swager Drive intersection or address the existing safety concerns at the Indiana Northeastern Railroad crossing. Hence, it would not fully satisfy the purpose and need of the project. Therefore, this alternative was eliminated from further consideration.

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

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

ROADWAY CHARACTER: SR 827

Functional Classification: Major Collector
Current ADT: 5,565 VPD (2022) Design Year ADT: 7,500 VPD (2042)
Design Hour Volume (DHV): 800 Truck Percentage (%) 5
Designed Speed (mph): 30-55 Legal Speed (mph): 30-55

	Existing		Proposed	
Number of Lanes:	2		2-4	
Type of Lanes:	Travel		Travel and Auxiliary	
Pavement Width:	27.2 - 52	ft.	27.2-52	ft.
Shoulder Width:	0-2	ft.	2-6	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	0-10	ft.	0-9	ft.

Setting:	X	Urban		Suburban	X	Rural (South of Swager Drive)
Topography:	X	Level		Rolling		Hilly

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

ROADWAY CHARACTER: Swager Drive

Functional Classification: Local Street
Current ADT: 1,000 VPD (2022) Design Year ADT: 1,000 VPD (2042)
Design Hour Volume (DHV): 100 Truck Percentage (%) 5
Designed Speed (mph): 30 Legal Speed (mph): 30

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	Travel		Travel	
Pavement Width:	26	ft.	26	ft.
Shoulder Width:	2	ft.	2	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: [X] Urban [ ] Suburban [ ] Rural
Topography: [X] Level [ ] Rolling [ ] Hilly

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

DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): Structure No. 316 Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge Type:	N/A		N/A	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Length of Channel Work:			N/A	ft.

Describe bridges and structures; provide specific location information for small structures.
Remarks: A 15 inch corrugated metal pipe (CMP) drive culvert is located just south of the stormwater detention pond, Pond 1, north of the intersection of SR 827 and Broad Street. The 15 inch CMP will be replaced with an 18-inch smooth or corrugated pipe (Structure No. 100) (Appendix B, B-21).

	Yes	No	N/A
Will the structure be rehabilitated or replaced as part of the project?	X		

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

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Structure/NBI Number(s): Structure No. 319 Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge Type:	N/A		N/A	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Length of Channel Work:			N/A	ft.

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

Remarks: An existing 12 inch CMP that crosses SR 827 at the stormwater detention pond, Pond 1, located north of the intersection of SR 827 and Broad Street will be replaced with a 30 by 19-inch smooth pipe (Structure No. 101) and riprap will be added to the outlet (Appendix B, B-21).

	Yes	No	N/A
Will the structure be rehabilitated or replaced as part of the project?	X		

If proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?		X
Is a temporary roadway proposed?		X
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	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

Remarks: The MOT for the project will require the use of a detour utilizing SR 127 and SR 120, a distance of approximately 8 miles from the intersection of SR 120 and SR 827 and the intersection of SR 827 and SR 120 (Appendix B, B-12). Construction would be phased to minimize disruption of traffic with a one-way travel lane during construction for local traffic to allow circulation within the town along SR 827. During phase 1 of the project, SR 827 would be closed from just north of Albion Street to Broad Street (Appendix B, B-13). During phase 2 of the project, SR 827 and Swager Drive would be closed at the intersection of SR 827 and Swager Drive (Appendix B, B-14). Access to all properties along the project would be maintained during construction. Coordination will occur with adjacent commercial properties regarding maintaining operational access during construction.

During Phase IA pedestrians will detour along the east side of SR 827 from north of Albion street to south of Pearl Street while sidewalk along the west side of SR 827 is constructed. During Phase 1B pedestrians will detour along the west side of SR 827 from north of Albion Street to south of Pearl Street while sidewalk along the eastside of SR 827 is constructed (Appendix B, B-15). The MOT will be implemented per all INDOT Design Manual and Standard Specification requirements. The MOT will remain in place for approximately 18 months. See Appendix B, B-12 to B-15 for additional information regarding MOT.

The closure will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated and all inconveniences will cease upon project completion. Delays would occur during construction but will cease with project completion.

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ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 200,000 (2018) $ 550,000 (2019) Right-of-Way: $ 136,000 (2021) Construction: $ 5,306,576.00 (2022)

Anticipated Start Date of Construction: Fall 2021

Date project incorporated into STIP July 02, 2019

	Yes	No
Is the project in an MPO Area?		X

If yes,

Name of MPO N/A

Location of Project in TIP N/A

Date of incorporation by reference into the STIP N/A

RIGHT OF WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	0.095	0.096
Commercial	1.497	0.329
Agricultural	0.000	0.000
Forest	0.000	0.000
Wetlands	0.201	0.000
Other: Cemetery	0.000	0.060
Other:	0.000	0.000
Reacquisition:	4.127	0.000
TOTAL	**5.920**	**0.485**

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

Remarks:

The current existing right-of-way varies between 12-feet to 50-feet east and 12-feet to 35-feet west from the centerline of the roadway. After acquisition of right-of-way, the right-of-way widths will vary from approximately 24-feet to 55-feet east and 24-feet to 88-feet west from the centerline of the roadway. Additional right-of-way widths will be acquired at the stormwater detention pond, Pond 1 and near the intersection of SR 827 and Swager Drive (Appendix B, B-10 to B-11).

The project requires approximately 5.920 acres of permanent right-of-way from residential, commercial, agricultural, wetland, and cemetery properties. Of the 5.920 acres, 4.127 acres is reacquisition of apparent existing right-of-way. The project also requires approximately 0.485 acre of temporary right-of-way from residential, commercial, and cemetery properties. Right-of-way will be acquired along both sides of SR 827 throughout the project area.

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

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

SECTION A – ECOLOGICAL RESOURCES

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Jurisdictional Ditches	X		X
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Remarks:

Based on a desktop review, the 2012 aerial map of the project area (Appendix B, B-3), and the water resources map in the Red Flag Investigation (RFI) report (Appendix E, E-10), there are 12 streams located within the 0.5 mile search radius. Based on a site visit by American Structurepoint, Inc. on June 6, 2019, there is one stream present within the project area.

A *Waters of the U.S Determination/Wetland Delineation Report* was completed for the project on February 11, 2020. Please refer to Appendix F, F-1 to F-72 for the *Waters of the U.S Determination/Wetland Delineation Report*. One stream, UNT 1 to Marsh Lake was identified within the investigated area. It is anticipated that UNT 1 to Marsh Lake would be considered jurisdictional "waters of the US." The United States 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, and the Outstanding Rivers List for Indiana were researched by American Structurepoint, Inc. on May 18, 2020 to determine the possible presence of protected waterways in the project area. No listed waterways were identified within or adjacent to the project area.

UNT 1 to Marsh Lake is located in the southeast quadrant of the intersection of SR 827 and Swager Drive, beginning approximately 0.7 mile east of SR 827 and 0.02 mile south of Swager Drive. UNT 1 to Marsh Lake is outside of the construction limits of the project. Therefore, no impacts are expected.

Early coordination letters were sent to the U.S. Fish and Wildlife Service (USFWS), the Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife (DFW), Steuben County Surveyor's Office, Steuben County Drainage Board, and the USACE Detroit District on June 14, 2019 (Appendix C, C-1 to C-3). The USFWS, the Steuben County Surveyor's Office, and Steuben County Drainage Board did not respond to the early coordination letter.

Although the USFWS did not respond to the early coordination letter, this type of project falls under the category of "Programmatic Coordination" per the *USFWS Interim Policy for the 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 structure such as cofferdams, evaluating wildlife crossings under bridge/culverts 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.

The IDNR-DFW responded on July 12, 2019 with a recommendation to avoid or minimize impacts to streams. The recommendation was to use appropriately designed erosion and sediment control measures to prevent sediment from entering the stream. (Appendix C, C-21 to C-22).

The IDEM automated response with standard recommendations about streams was received on June 14, 2019 (Appendix C, C-7 to C-15).

The USACE responded on July 15, 2019. The response did not include recommendations regarding streams, but did include potential permitting requirements (Appendix C, C-27 to C-29).

All applicable USFWS, IDNR-DFW, and USACE recommendations are included in the Environmental Commitments section of this document.

	Presence	Impacts	
Other Surface Waters		Yes	No
Reservoirs			
Lakes			
Farm Ponds			
Detention Basins	X	X	
Storm Water Management Facilities			
Other:			

Remarks:

Based on a desktop review, the 2012 aerial map of the project area (Appendix B, B-3), and the water resources map in the RFI report (Appendix E, E-10), there are 22 lakes located within the 0.5 mile search radius. Based on a site visit by American Structurepoint, Inc. on June 6, 2019, there is one pond present within the project area.

A *Waters of the U.S Determination/Wetland Delineation Report* was completed for the project on February 11, 2020. Please refer to Appendix F, F-1 to F-72 for the *Waters of the U.S Determination/Wetland Delineation Report*. One pond, Pond 1 was identified within the investigated area. Because the pond has a hydrologic connection to Crooked Creek, a TNW, it is anticipated that Pond 1 would be considered a jurisdictional "water of the US." The USACE makes all final determinations regarding jurisdiction.

Pond 1 is located on the west side of SR 827, approximately 0.1 mile north of the intersection of SR 827 and Broad Street. Pond 1 totals approximately 0.2 acre and appears to be man-made and associated with the roadway surface drainage system and is within mapped non-hydric soils. It is anticipated that 0.2 acre of Pond 1 will be impacted. Pond 1 will be impacted by the placement of riprap for erosion control and will be made larger to increase its capacity to hold stormwater. Due to the placement of fill and dredging within Pond 1 it is anticipated the project 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.

Early coordination letters were sent to the USFWS, the IDNR-DFW, Steuben County Drainage Board, and the USACE Detroit District on June 14, 2019 (Appendix C, C-1 to C-3). The USFWS, the Steuben County Surveyor's Office, and Steuben County Drainage Board did not respond to the early coordination letter.

Although the USFWS did not respond to the early coordination letter, this type of project falls under the category of "Programmatic Coordination" per the USFWS Interim Policy dated May 29, 2013. The Interim Policy does not contain recommendations regarding other surface waters.

The IDNR-DFW responded on July 12, 2019 with a recommendations to avoid or minimize impacts to water features. The recommendation was that any necessary measures to reduce or eliminate runoff/erosion of materials into water features should be implemented (Appendix C, C-21 to C-22).

The IDEM automated response with standard recommendations about other surface waters was received on June 14, 2019 (Appendix C, C-7 to C-15).

The USACE responded on July 15, 2019. The response did not include recommendations regarding other surface waters, but did include potential permitting requirements (Appendix C, C-27 to C-29).

All applicable USFWS, IDNR-DFW, and USACE recommendations are included in the Environmental Commitments section of this CE document.

Indiana Department of Transportation

County Steuben Route SR 827 Des. No. 1601102

	Presence	Impacts Yes	Impacts No
Wetlands	X		X

Total wetland area: 0.095 acre(s) Total wetland area impacted: 0 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
Wetland A	Palustrine, Emergent, Seasonally Flooded/ Saturated (PEME)	0.02	N/A	Wetland A is located along the east side of SR 827, approximately 0.02 mile north of McSwain Drive. This wetland is located both north and south of McSwain drive and is connected via a culvert. Wetland A is considered poor quality.
Wetland B	PEME	0.05	N/A	Wetland B is located on the east side of SR 827, approximately 0.06 mile south of McSwain Drive. Wetland B is considered poor quality.
Wetland C	PEME	0.005	N/A	Wetland C is located along the west side of SR 827, approximately 0.16 mile south of McSwain Drive. Wetland C is considered poor quality.
Wetland D	PEME	0.02	N/A	Wetland D is located on the west side of SR 827, approximately 0.04 mile south of McSwain Drive. Wetland D is considered poor quality.

Wetlands (*Mark all that apply*)	Documentation	ES Approval Dates
Wetland Determination		
Wetland Delineation	X	February 25, 2020
USACE Isolated Waters Determination		
Mitigation Plan		

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.	

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

Remarks:

Based on a review of the National Wetlands Inventory (NWI) online mapper (https://www.fws.gov/wetlands/data/Mapper.html, the USGS topographic map (Appendix B, B-2), and the RFI report (Appendix E-1 to E-12) there are 54 wetlands located within the 0.5 mile search radius. Based on a site visit by American Structurepoint, Inc. on June 6, 2019, there are four wetlands present within or adjacent to the project area.

A *Waters of the U.S Determination/Wetland Delineation Report* was completed for the project on February 11, 2020. Please refer to Appendix F, F-1 to F-72 for the *Waters of the U.S Determination/Wetland Delineation Report*. Four wetlands, Wetlands A-D were identified within the investigated area. Because the wetlands have a hydrologic connection to Crooked Creek, a TNW, it is anticipated that Wetlands A-D would be considered jurisdictional "waters of the US." The USACE makes all final determinations regarding jurisdiction.

The wetlands will be avoided by construction. They are marked as "Do Not Disturb" on the plan sheets (Appendix B, B-5 to B-24). Therefore, no impacts are expected.

Early coordination letters were sent to the USFWS, the IDNR-DFW, Steuben County Drainage Board, the USACE Detroit District, and Northeastern Indiana Regional Coordinating Council (NIRCC) on June 14, 2019 (Appendix C, C-1 to C-3). The USFWS, the Steuben County Surveyor's Office and Steuben County Drainage Board did not respond to the early coordination letter.

Although the USFWS did not respond to the early coordination letter, this type of project falls under the category of "Programmatic Coordination" per the USFWS Interim Policy dated May 29, 2013. The Interim Policy does not contain recommendations regarding wetlands.

The IDNR-DFW responded on July 12, 2019 with recommendations to avoid or minimize impacts to wetlands. The recommendations included avoiding impacts to any wetland features as much as possible, and that any temporary disturbances to these features be returned to their original state upon completion of the project. It also stated impacts to wetland habitat should be mitigated at the appropriate ratio and not to excavate or place fill in any riparian wetland. The response also recommended coordination with IDEM and USACE for permitting (Appendix C, C-21 to C-22).

The IDEM automated response with standard recommendations about wetlands was received on June 14, 2019 (Appendix C, C-7 to C-15).

The USACE responded on July 15, 2019. The response did not include recommendations regarding wetlands but did include potential permitting requirements (Appendix C, C-27 to C-29).

NIRCC responded on June 26, 2019 and stated there is a potential wetland located at the south end of the project area (east and west side of SR 827) and one just north of Broad Street on the west side of SR 827 (C-17 to C-18).

All applicable USFWS, IDNR-DFW, and USACE recommendations are included in the Environmental Commitments section of this CE document.

	Presence	Impacts	
		Yes	No
Terrestrial Habitat	X	X	
Unique or High Quality Habitat			

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

Remarks:

Based on a desktop review, a site visit on June 6, 2019 by American Structurepoint, Inc., and the 2012 aerial map of the project area (Appendix B, B-3), there is maintained grassy lawns and right-of-way within the construction limits. Dominant floral species noted during the June 6, 2019 field investigation included creeping bentgrass (*Agrostis stolonifera*), Kentucky bluegrass *(Poa pratensis*), white clover (*Trifolium repens*), troublesome sedge (*Carex molesta)*, Fuller's teasel (*Dipsacus fullonum*), nodding bulrush (*Scirpus pendulus*), field horsetail (*Equisetum arvense*), narrowleaf cattail (*Typha angustifolia*), yellow rocket (*Barbarea vulgaris*), and tall goldenrod (*Solidago altissima*). Photos of the project area taken during the June 6, 2019 site visit can be referenced in Appendix F, F-22 to F-68.

Due to the need to provide access for construction, approximately 1.5 acre of terrestrial habitat (maintained grassy

lawns/right-of-way) may be impacted. Approximately 9 trees may need to be cleared during the bat inactive season (between October 1 and March 31). The dominant tree species to be cleared include Norway maple *(Acer platanoides)* and silver maple *(Acer saccharinum)*. Tree removal avoidance and minimization measures included in the Environmental Commitments section of this document will be implemented. Implementation of INDOT Standard Specifications for re-vegetation of disturbed areas will promote re-establishment of similar ground cover in the areas temporarily impacted by construction equipment access. Therefore, the project is not expected to have an adverse impact on wildlife habitat or passage. No mitigation is anticipated.

Early coordination letters were sent to the USFWS, and the IDNR-DFW on June 14, 2019 (Appendix C, C-1 to C-3). The USFWS did not respond to the early coordination letter.

The IDEM automated response with standard recommendations about terrestrial habitat was received on June 14, 2019 (Appendix C, C-7 to C-15).

The IDNR-DFW responded on July 12, 2019 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. The response also stated to plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height (Appendix C, C-21 to C-22).

Although the USFWS did not respond to the early coordination letter, this type of project falls under the category of "Programmatic Coordination" per the USFWS 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 USFWS and IDNR-DFW recommendations are included in the Environmental Commitments section of this CE document.

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

Karst	**Yes**	**No**
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?		X
Are karst features located within or adjacent to the footprint of the proposed project?		
If yes, will the project impact any of these karst features?		

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

Remarks: Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the October 13, 1993 Memorandum of Understanding (MOU). According to the topo map of the project area (Appendix B, B-2) and the RFI report (Appendix E, E-1 to E-12), there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological and Water Survey (IGWS) did not indicate that karst features exist in the project area (Appendix C, C-4 to C-6). The response indicated that moderate liquefaction potential, 1% annual chance flood hazards, low potential for bedrock and sand and gravel mineral resources exist for the project area. These features will not be affected because the project requires minimal excavation (approximately 8 feet). Response from IGWS has been communicated with the designer on May 19, 2020. No impacts are expected.

	Presence	**Impacts**	
Threatened or Endangered Species		**Yes**	**No**
Within the known range of any federal species	X		X
Any critical habitat identified within project area			
Federal species found in project area (based upon informal consultation)	X		X
State species found in project area (based upon consultation with IDNR)	X		X

Is Section 7 formal consultation required for this action?	Yes	No
		X

Remarks:

Based on a desktop review and the RFI report (Appendix E, E-1 to E-12), completed by American Structurepoint Inc. on November 5, 2018 and reverified on May 21, 2020, the IDNR Steuben Endangered, Threatened and Rare (ETR) Species List has been checked and is included in (Appendix E, E-12 to E-16). The highlighted species on the list reflect the federal and state identified ETR species located within the county.

According to the IDNR-DFW early coordination response letter dated July 12, 2019 (Appendix C, C-21 to C-22), the Natural Heritage Program's Database has been checked and the managed lands, high quality natural communities and species below have been documented just south of the south end of the project area in Section 33, Township 38 North, Range 14 east unless otherwise indicated. The Division of Nature Preserves does not anticipate any impacts to the communities or plant species as a result of this project.

A) Managed Lands:
   1. Ropchan Wetland Conservation Area, DNR Division of Fish & Wildlife
   2. Ropchan Wildlife Refuge Nature Preserve, Acres Land Trust

B) Communities:
   1. Northern Lakes Dry-mesic Upland Forest
   2. Fen (Also Section 29)
   3. Marsh
   4. Shrub Swamp

C) Insect: Big Broad-winged Skipper (*Poanes viator viator*), state threatened

D) Plants:
   1. Red Baneberry (*Actaea rubra*), state threatened
   2. American Wintergreen (*Pyrola americana*), state threatened
   3. Bebb's Sedge (*Carex bebbii*), state rare

E) Animals:
   1. Bird: Least Bitter (*Ixobrychus exilis*), state endangered
   2. Mammal: Star-nosed Mole (*Condylura cristata*), state special concern
   3. Reptiles
      a) Blanding's Turtle (*Emydoidea blandingii*), state endangered (also Section 29)
      b) Eastern Massasauga (*Sistrurus catenatus*), state endangered.

The following project specific commitments were provided and have been added to the Environmental Commitments section of this CE document:

Star-nosed moles are semi-aquatic and prefer marshes, bogs, ditches, and stream banks. We recommend that impacts to any wetland features be avoided as much as possible and any temporary disturbances to these features be returned to their original state upon completion of the project. Also, any necessary measures to reduce or eliminate runoff/erosion of materials into water features should be implemented. An entrenched silt fence should be installed around the work areas south of Swager Drive and east of SR 827, if a new roadway is going to be constructed along that area, to prevent turtles and snakes from entering the construction site. Blanding's turtles are known to move a lot on land and these areas are fairly natural, with a pond right next to this portion of the project. Suitable habitat exists for the Least Bittern near the area south of Swager Drive. For this area, we recommend that work be conducted outside of the nesting season to minimize impacts to this species. The nesting season is from April 1 to August 14.

In response to follow-up questions about the Least Bittern commitment, the DNR responded on October 2, 2019 and stated that if work is conducted during the breeding window (April 1 to August 14), it should be conducted after vegetation has leafed out to prevent birds from having a direct line of sight to the project, which will be especially disturbing to birds that are beginning to nest (build, lay eggs, and incubate) (Appendix C, C-23 to C-26). This is a project commitment.

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-33 to C-38). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were found to be present within or adjacent to the project area along with the Indiana bat and northern long-eared bat. Refer to paragraph below.

The official species list generated from IPaC indicated one other species present within the project area, the Eastern massasauga rattlesnake (*Sistrurus catenatus*). In a coordination response dated May 28, 2020, the USFWS stated there is no habitat for the eastern massasauga within the proposed project area, so we agree that the proposed project is not likely to adversely affect this threatened species (Appendix C, C-39 to C-40). No further coordination with USFWS is required.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on June 1, 2020 and updated on January 8, 2021. Based on the responses provided, the project was found to "not likely to adversely affect" the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on January 8, 2021 and requested USFWS's review of the finding (Appendix C, C-41 to C-54). No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation Measures (AMMs) are included as firm commitments in the *Environmental Commitments* section of this document.

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

SECTION B – OTHER RESOURCES

Drinking Water Resources	**Presence**	**Impacts**	
		Yes	**No**
Wellhead Protection Area	X		X
Public Water System(s)	X		X
Residential Well(s)			
Source Water Protection Area(s)			
Sole Source Aquifer (SSA)			

If a SSA is present, answer the following:

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

Remarks:

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

Wellhead Protection Area and Source Water:
The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on May 19, 2020 by American Structurepoint, Inc. This project is located within a Wellhead Protection Area. In an early coordination letter dated July 1, 2019, IDEM stated the project is located within a Wellhead Protection Area (Appendix C, C-19). An early coordination letter was sent to the Wellhead Protection Area (Fremont Water Department) on July 9, 2019 (Appendix C, C-1 to C-3). No response from the Wellhead Protection Area was received. However, the Town of Fremont Water Department has been coordinated with and will continue to be coordinated with as part of the standard utility coordination process. Therefore, no impacts are expected.

Water Wells:
The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on May 19, 2020 by American Structurepoint, Inc. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary:
Based on a desktop review of the INDOT MS4 website (https://entapps.indot.in.gov/MS4/) by on May 19, 2020 by American Structurepoint, Inc., and the RFI report; this project is not located in an Urban Area Boundary location. No impacts are expected.

Public Water System:
Based on a desktop review, a site visit on June 6, 2019 by American Structurepoint, Inc., and the 2012 aerial map of the project area (Appendix B, B-3), this project is located where there is a public water system. The public water system will not be affected because locations of the utilities have been confirmed as part of the utility coordination process and coordination with the utility will continue as needed. An early coordination letter was sent to the Fremont Water Department on July 9, 2019. No response from the Fremont Water Department was received.

Flood Plains	**Presence**	**Impacts** Yes	No
Longitudinal Encroachment			
Transverse Encroachment			
Project located within a regulated floodplain			
Homes located in floodplain within 1000' up/downstream from project			

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks: The Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) was accessed on May 19, 2020 by American Structurepoint, Inc. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, F-73). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland	**Presence**	**Impacts** Yes	No
Agricultural Lands	X	X	
Prime Farmland (per NRCS)			

Total Points (from Section VII of CPA-106/AD-1006* _____
**If 160 or greater, see CE Manual for guidance.*

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: Based on a desktop review, a site visit on June 6, 2019 by American Structurepoint, Inc., the 2012 aerial map of the project area (Appendix B, B-3), is the project will not convert farmland as defined by the Farmland Protection Policy Act (FPPA). However, the project will reacquire 0.786 acre of apparent existing right-of-way from farmland. An early coordination letter was sent on June 14, 2019 to Natural Resources Conservation Services (NRCS) (Appendix C, C-1 to C-3). In the response letter, dated June 24, 2019 the NRCS stated the project will not cause a conversion of prime farmland (Appendix C, C-16).

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance				

Results of Research

	Eligible and/or Listed Resource Present
Archaeology	
NRHP Buildings/Site(s)	X
NRHP District(s)	X
NRHP Bridge(s)	

Project Effect

No Historic Properties Affected [ ] No Adverse Effect [X] Adverse Effect [ ]

Documentation (mark all that apply)	Documentation Prepared	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report			
Historic Property Report	X	March 24, 2020	April 21, 2020
Archaeological Records Check/ Review			
Archaeological Phase Ia Survey Report	X	June 3, 2020	June 26, 2020
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination	X	July 6, 2020	July 29, 2020
800.11 Documentation	X	October 28, 2020	November 24, 2020

		MOA Signature Dates (List all signatories)
Memorandum of Agreement (MOA)		

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

Remarks:

Area of Potential Effect (APE):
The APE for this project was generally drawn to include properties that were adjacent to or had a view of the project area. The APE for archaeology is the project footprint. Maps of the APE are included in Appendix D, D-13 to D-14.

Coordination with Consulting Parties:
The Indiana State Historic Preservation Officer (SHPO) is considered an automatic consulting party for all undertakings. On July 12, 2019, the parties identified in the table below were invited to participate as Section 106 consulting parties (Appendix D, D-19 to D-28). On August 5, 2019, the Indiana SHPO responded to the Early Coordination Letter (ECL). In reviewing the consulting parties list provided with the ECL, the staff of the SHPO was "not aware of any parties who would be entitled to become consulting parties for purposes of the review of this project under Section 106." If no response was received to the consulting party invitation after thirty (30) days, it was assumed the invited parties did not wish to act as consulting parties for the undertaking. For reference to the Consulting Party Invitation and responses, see Appendix D, D-19 to D-35.

Agency/Organization	Response
Eastern Shawnee Tribe of Oklahoma	No response
Forest County Potawatomi Community	August 12, 2019
Miami Tribe of Oklahoma	August 12, 2019
Peoria Tribe of Indians of Oklahoma	No response
Pokagon Band of Potawatomi Indians	No response
Fremont Town Council	No response
Steuben County Board of Commissioners	No response
Region III-A Economic Development District & Regional Planning Commission	No response
Indiana Landmarks Northern Regional Office	No response
Steuben County Historian	No response
Fremont Historical Society	No response
Steuben County Historical Society	No response
Fremont Area Chamber of Commerce	No response
Steuben County Highway Department	No response
Steuben County Economic Development Commission	No response
Steuben County Genealogical Society	No response

On August 12, 2019, the Forest County Potawatomi Community responded to the invitation to consult and requested a copy of the archaeological study and SHPO clearance letter related to the project (Appendix D, D-33).

On August 12, 2019, the Miami Tribe of Oklahoma responded to the invitation to consult "offering no objection to the project." The Miami Tribe of Oklahoma noted that the project area is in their aboriginal homelands and asked to be contacted immediately "if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project…") (Appendix D, D-31).

On April 22, 2020, the property owner of the Erastus Farnham House (205 Swager Drive) asked to be added as a consulting party and requested that she get email and paper copy versions of all future correspondence/reports (Appendix D, D-41).

Archaeology:
The project area was subjected to a Phase 1A Archaeological Field Reconnaissance by personnel from Weintraut & Associates Inc. who meet the Secretary of the Interior's Professional Qualification Standards are per 36 CFR Part 61 (See Appendix D, D-93 to D-95 for Management Summary). On September 4, 2019 field investigations were completed within the limits of the project area. The results of this investigation were documented in a report, *Phase IA Archaeological Records Check and Field Reconnaissance, SR 827 Roadway Improvement Project (May 2020).* Six previously undocumented archaeological resources were identified within the project area—archaeological sites 12SN0217 through 12SN0222. Within the surveyed area, none of these sites exhibited the research potential and integrity requisite for listing in the State Register or the National Register of Historic Places (NRHP) and no further work was recommended. The archaeological report noted that the remainder of sites 12SN0217 and 12SN0220 extend beyond the survey limits and remain undefined and unassessed. The report recommended further work for these sites if construction plans are altered and the current survey area is extended beyond the proposed right-of-way in the area of these sites.

The INDOT Cultural Resources Office (CRO) approved the Phase 1A Archaeological Reconnaissance on June 3, 2020. The report was submitted electronically and via a paper copy to SHPO and participating consulting parties on June 3, 2020 (Appendix D, D-42 to D-51). The SHPO concurred with the findings of this report on June 26, 2020, stating in their letter "that the portions of the archaeological sites 12Sn217, 12Sn218, 12Sn219, and 12Sn220 surveyed for this project do not appear eligible for inclusion in the NRHP." The letter also affirmed that the boundaries of these sites "extend beyond the surveyed limits of this project and that if the project boundaries should change in these locations, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation for inclusion in the NRHP." This has been added as a firm commitment in the environmental commitments section of this CE document. The letter also stated that archaeological sites 12Sn221 and 12Sn222 do not appear eligible for the NRHP and that no further archaeological investigations are necessary." The SHPO added that should "any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to INDNR-DHPA within two (2) business days (Appendix D, D-52 to D-53).

On July 4, 2020, The Forest County Potawatomi Community responded to the archaeological report and offered a finding of "no historic properties affected." The letter noted that the tribal historic preservation officer would reconsider the finding if SHPO comments disagreed. The Tribe also noted that if "human remains or archaeological materials are exposed as a result of project activities, work must halt" and the "Tribe must be included in any consultation regarding treatment and disposition of the find prior to removal" (Appendix D, D-54 to D-57).

Historic Properties:
The *Historic Property Report, State Road 827 Roadway Improvement Project* (February 24, 2020) was prepared by Weintraut and Associates, Inc. who meet the secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 (For Executive Summary, See Appendix D, D-91 to D-92). Historians identified three properties as eligible for listing in the NRHP: Erastus Farnham House (IHSSI No.: 151-017-05031), Fremont Historic Commercial District (IHSSI Nos.: 151-017-06000 through 151-017-06023), and Warren D. Wells House / *Fremont Eagle* Office (IHSSI No.: 151-017-07043). The Historic Property Report (HPR) was approved by INDOT CRO on March 24, 2020 and was submitted electronically and via a paper copy to SHPO and participating consulting parties on March 24, 2020 for review (Appendix D, D-34 to D-37).

In correspondence dated April 21, 2020, the staff of the SHPO agreed that the APE utilized in the HPR "appears to encompass the geographic area in which this project could cause effects." The letter also agreed with the recommendations of the HPR that the Erastus Farnham House (IHSSI No.: 151-017-05031); the Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023); and the Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043) were eligible for the NRHP and the proposed historic boundaries. However, because permanent right-of-way will be required, SHPO staff asked that they and all other consulting parties "be provided with at least preliminary plans showing proposed roadway improvements in the vicinity of each of the above-ground historic properties" (Appendix D, D-38 to D-39).

Additionally, on August 5, 2019, the Indiana SHPO responded to the Early Coordination letter and noted that the project is adjacent to the Old Fremont Cemetery (CR-76-7, IHSSI 151-017-07049) and provided information about cemetery development plan requirements (Appendix D, D-29 to D-30). Due to the project having ground disturbance within 100-feet of a cemetery, a cemetery development plan will be required.

Effects:
On July 6, 2020 INDOT CRO approved the Effects Report and consulting parties were provided with instructions to access an Effects Report and a copy of the project plans on INSCOPE and given the opportunity to comment on the project (Appendix D, D-60 to D-66). On July 29, 2020, the Indiana SHPO responded to the Effects Report distributed on July 6, 2020. SHPO staff agreed with the six archaeology sites identified within the area surveyed (12Sn217-12Sn222) and that the portions of these sites within the area surveyed were not eligible for inclusion in the National Register. Additionally, the letter stated that SHPO staff agreed that the only above-ground properties in the APE that are eligible for inclusion in the National Register are the Erastus Farnham House, the Fremont Historic Commercial District, and the Warren D. Wells House/*Fremont Eagle* Office, The SHPO staff stated that "as long as the proposed project scope or alignment is not modified in the vicinity of the archaeological sites 12Sn217 and 12Sn220 or any of the above-ground properties, we do not think this project will adversely affect them." The letter then stated that "it might now be appropriate to ask INDOT for a finding." Finally, the letter advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800" (Appendix D, D-69 to D-70).

Documentation Finding:
INDOT, acting on behalf of FHWA, has determined a finding of "Historic Properties Affected: No Adverse Effect" is appropriate for the project on October 28, 2020. Documentation of this finding is included in Appendix D, D-1 to D-118. The SHPO concurred with the "No Adverse Effect" finding on November 24, 2020 (Appendix D, D-120 to D-121). The Pokagon Band of Potawatomi Indians responded to the finding in a letter dated October 30, 2020 and stated "we determined that we are unaware of any historical, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians in the vicinity of the project area. However, if any archaeological resources are uncovered during this undertaking, please contact me immediately" (Appendix D, D-119). No other consulting parties provided comments on the "No Adverse Effect" finding or supporting documentation.

Public Involvement:
To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of No Adverse Effect was published in the *Herald Republican* on November 03, 2020 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on December

03, 2020. The text of the public notice and the affidavit of publication appear in Appendix D, D-122 to D-123. No comments or responses were received.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

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

	Presence	Use	
Parks & Other Recreational Land		Yes	No
Publicly owned park			
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)	X		X

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*		
"De minimis" Impact*		
Individual Section 4(f)		

	Presence	Use	
Wildlife & Waterfowl Refuges		Yes	No
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*		
"De minimis" Impact*		
Individual Section 4(f)		

	Presence	Use	
Historic Properties		Yes	No
Sites eligible and/or listed on the NRHP	X		X

	Evaluations Prepared	FHWA Approval date
Programmatic Section 4(f)*		
"De minimis" Impact*		
Individual Section 4(f)		

**FHWA approval of the environmental document also serves as approval of any Section 4f Programmatic and/or De minimis evaluation(s) discussed below.*

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the remarks box below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, "de minimis" and Individual Section 4(f) evaluations please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

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

Based on a desktop review, a site visit on June 6, 2019 by American Structurepoint, Inc., and on September 4, 2019 by Weintraut & Associates, the 2012 aerial map of the project area (Appendix B, B-3), the RFI report (Appendix E, E-1 to E-12), and the *Historic Property Report, State Road 827 Roadway Improvement Project* (Appendix D, D-91 to D-92) there are seventeen 4(f) resources located within the 0.5 mile search radius. There are five 4(f) resources located within or adjacent to the project area.

Trails:
Two potential trail segments, associated with the Fremont Road Trail and the West Fremont east to Pigeon Creek Corridor are located within the project area. These trails are not built yet and the project will not impede their ability to be constructed, therefore there will be no direct or indirect impacts to the trails. The RFI originally listed Steuben County Trails as the managing entity for these trails, but a check of the RFI layers on May 21, 2020 verified that NIRCC is the managing entity. An early coordination letter and request to coordinate regarding the two potential trails was sent to NIRCC on June 14, 2019 (Appendix C, C-1 to C-3). NIRCC responded on June 26, 2019 with recommendations regarding the trails in the project area (C-17 to C-18). The response stated that according to the Northeast United Trails Plan there is a proposed trail that follows this route and connects the Town of Fremont with the Poka-Bache Connector (State Visionary Trail) via SR 827 and E 400 N, and that it should be added to the project. The scope of this project does not include the construction of a trail, however the project will not interfere with future trail construction.

Properties Eligible for Listing in the NRHP:
The Erastus Farnham House (IHSSI No.: 151-017-05031) was built around 1860. It is a two-story Italianate-style dwelling with a cut stone foundation, red brick walls, and a cross-hipped roof. The house features abundant Italianate-style details. A hipped roof porch wraps around the north and east sides of the house supported by wooden posts on square wooden bases that are topped by sawn spandrels. This house is eligible for inclusion in the NRHP under Criteria A for Exploration/Settlement and C for Architecture. The period of significance is 1860 to 1900.

The Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023) includes twenty-three resources located around the intersection of SR 120/Toledo Street and SR 827/Wayne Streets in the heart of Fremont. Resources date from circa 1855 to circa 2015 and include commercial buildings, buildings associated with fraternal organizations, a gas station, and a historic marker. Most buildings stand two or three stories tall and represent the Italianate style of commercial architecture, while a few are more functional or modern in design. The district is recommended for listing in the NRHP under Criterion A for Community Planning and Development. The district is also recommended for listing under Criterion C for Architecture. The period of significance spans from the 1850s to about 1900.

The Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043) was built in 1901. It is at the corner of South Wayne and Albion Streets. This brick-veneered building features a corner entrance facing the intersection, which most likely served as the primary entrance for the newspaper office portion. Topped by a hipped roof with wide, boxed eaves and two hipped dormers, the building is situated on a concrete foundation. It features simple Italianate-style details. This house is eligible for inclusion in the NRHP under Criteria A for Communication and Community Development and C for Architecture. The period of significance is circa 1901 to circa 1970, the period of operation for the paper.

INDOT, acting on behalf of the FHWA, has determined a finding of "No Adverse Effect" is appropriate for the SR 827 Roadway Improvement Project. Documentation of this finding is included in Appendix D, D-1 to D-118. The SHPO concurred with the "No Adverse Effect" finding on November 24, 2020 (Appendix D, D-120 to D-121).The undertaking will not convert property from the Erastus Farnham House, Fremont Historic Commercial District, or Warren D. Wells House/Fremont Eagle Office, Section 4(f) historic properties, to a transportation use; therefore, no Section 4(f) evaluation is required.

Section 6(f) Involvement	**Presence**	**Use**	
		Yes	**No**
Section 6(f) Property	☐	☐	☐

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

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

A review of 6(f) properties on the LWCF property list (https://www.in.gov/indot/files/IN%20LWCF%20sites%20by%20county.xlsx) revealed a total of twenty properties in Steuben 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 as a result of this project.

SECTION E – Air Quality

Air Quality

Conformity Status of the Project	Yes	No
Is the project in an air quality non-attainment or maintenance area?		X
If YES, then:		
Is the project in the most current MPO TIP?		
Is the project exempt from conformity?		
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?		
Is a hot spot analysis required (CO/PM)?		

Level of MSAT Analysis required?

Level 1a [X] Level 1b [ ] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

Remarks: This project is included in the Fiscal Year (FY) 2020-2024 Updated Statewide Transportation Improvement Plan (STIP) (Appendix H, H-1).

This project is located in Steuben County, which is currently in attainment for all criteria pollutants according to https://www.in.gov/idem/airquality/files/nonattainment_areas_map.pdf. Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

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

SECTION F - NOISE

Noise	Yes	No
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?		X

	No	Yes/ Date
ES Review of Noise Analysis		

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

SECTION G – COMMUNITY IMPACTS

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

Remarks:

The proposed project is the reconstruction of an existing roadway. The proposed project will not result in the relocation of businesses, residences or farms along the project area. The project will not affect community cohesion because it will not change access or travel patterns within the community.

Though this project may cause minor delays to the motoring public during construction, the work to reconstruct SR 827 will not result in permanent community or economic impacts to the surrounding area. It is anticipated that MOT would involve an official detour. Access to all properties within and adjacent to the project limits will be maintained at all times during project construction.

Approximately 5.920 acres of permanent right-of-way (of which 4.127 acres is reacquisition of apparent existing right-of-way) and 0.485 acre of temporary right-of-way is required for the completion of the project. While the minimal amount of permanent right-of-way results in a loss of property tax base, such impacts should be offset by a safer roadway for the betterment of the community. The contractor will be responsible for following INDOT Design Manual and Standard Specifications and the Uniform Traffic Control Manual to implement the MOT.

The Visit Steuben County (https://visitsteubencounty.com/events-list/) website was checked to identify events or festivals occurring during the proposed construction period in Fremont. To date, no events are listed for Fall 2021 through 2022. However, if an event occurs during the construction period, accommodations will be made to maintain access to local special events and/or festivals.

In order for a municipality to be eligible to receive federal funds they must have in place, or at least under development, an Americans With Disability 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 improvements intended to bring the facilities into compliance.

According to the Town of Fremont ADA Coordinator, the town of Fremont's ADA Transition plan has been completed (Appendix C, C-55 to C-56). The proposed project is a federal-aid project, meaning all improvements to the infrastructure must conform to the ADA. Curb ramps and sections of sidewalk throughout the project area would be reconstructed as needed to be ADA-compliant. Therefore, this project will comply with the ADA transition plan.

Indirect and Cumulative Impacts	Yes	No
Will the proposed action result in substantial indirect or cumulative impacts?		X

Remarks:

Indirect impacts are effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate. Cumulative impacts affect the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions.

Due to this project improving roadway and sidewalk conditions and drainage through the town, it is possible that the project could indirectly induce growth within the town of Fremont. Due to the scope of the project, this project is not likely to cause substantial indirect or cumulative impacts.

The temporary road closure and detour will cause minor inconveniences to the surrounding community and slightly slower response times for emergency services. However, the project will also provide a roadway built to design standards and improve drainage for the surrounding community.

Public Facilities & Services

	Yes	No
Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*		X

Remarks:

Based on a desktop review, a site visit on June 6, 2019 by American Structurepoint, Inc., the 2012 aerial map of the project area (Appendix B, B-3), and the RFI report (Appendix E, E-1 to E-12), there is one religious facility, two schools, two recreational facilities, ten trail segments, and one railroad located within the 0.5 mile of the project. The railroad, Indiana Northeastern Railroad, and two potential trail segments associated with the Fremont Road Trail and the West Fremont east to Pigeon Creek Corridor are within the project area. The project consists of a HMA overlay with minor structural pavement rehabilitation and sections of full pavement replacement. Access to all properties will be maintained during construction. The intersection of Swager Drive and SR 827 will be shifted east. Due to this realignment, the railroad will be positively impacted. Shifting the intersection so the railroad is positioned near the center will help prevent vehicles from continuing from SR 827 southbound to Swager Drive westbound and from Swager eastbound to SR 827 northbound (illegal movements) as vehicles on all approaches would be required to stop when a train is present and not allowed to proceed until the train clears the intersection. Signals with gate arms will also be added at the SR 827 approaches. Coordination regarding the railroad has begun with INDOT Utility and Railroad and Indiana Northeastern Railroad. Indiana Northeastern Railroad is in agreement that the intersection of Swager Drive and SR 827 and the associated railroad crossing need revised. Therefore, no negative impacts to the railroad are anticipated. The proposed trails are not yet built. This project does not interfere with the ability to install these trails in the future. Therefore, no impacts to the trails are expected. Access to all properties will be maintained during construction.

Early coordination letters were sent to INDOT Office of Aviation, INDOT Environmental Policy Office, INDOT Fort Wayne District, Region III-A Economic Development District and Regional Planning Commission, NIRCC, Steuben County Highway Department, Steuben County Sheriff's Department, Steuben County Emergency Management, Fremont Town Council, Town of Fremont Police Department, Fremont Fire Department, and Fremont Community Schools on June 14, 2019 (Appendix C, C-1 to C-3). INDOT Office of Aviation, INDOT Environmental Policy Office, Region III-A Economic Development District and Regional Planning Commission, Steuben County Highway Department, Steuben County Sheriff's Department, Steuben County Emergency Management, Fremont Town Council, Town of Fremont Police Department, Fremont Fire Department, and Fremont Community Schools did not respond to the early coordination letter.

INDOT Fort Wayne District responded on July 10, 2019 and stated they do not have any environmental concerns regarding the project at this time and therefore will not be providing a comment letter.

NIRCC responded on June 26, 2019 with recommendations regarding the trails in the project area (C-17 to C-18). The response stated that according to the Northeast United Trails Plan there is a proposed trail that follows this route and connects the Town of Fremont with the Poka-Bache Connector (State Visionary Trail) via SR 827 and E 400 N. This trail should be added to the project. The scope of the project does not include adding a trail, however the project will not interfere with future construction of a trail. The RFI listed Steuben County Trails as the contact for these, but upon a check of the RFI layers on May 21, 2020, NIRCC is the managing entity for these trails. The response also provided information about potential historic properties and the Fremont Historic District and mentioned the southern end of the project is near Ropchan Wildlife Refuge Nature Preserve.

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

Currently, two electric companies (Steuben County REMC and NIPSCO), one gas company (NIPSCO), two communications companies (Frontier and Mediacom), one sanitary company (Town of Fremont Wastewater Treatment Plant), and one water company (Town of Fremont) 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. 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)	**Yes**	**No**
During the development of the project were EJ issues identified?		X
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?		X
Will the project result in adversely high or disproportionate impacts to EJ populations?		X

Remarks:

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 approximately 1.793 acres of new permanent right-of-way (5.920 acres total acquisition with 4.127 acre of reacquisition of apparent existing right-of-way) and 0.485 acre of temporary right-of-way and no relocations. 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 Steuben County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 9708. 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 *2013-2017 American Community Survey 5-Year Estimates* was obtained from the US Census Bureau Website https://factfinder.census.gov/ on December 20, 2019 by American Structurepoint, Inc. The data collected for minority and low-income populations within the AC are summarized in the below table.

Minority and Low-Income Data (*2013-2017 American Community Survey 5-Year Estimates*)	**COC** Steuben County	**AC 1** Census Tract 9708
LOW-INCOME POPULATION		
Total Population for Whom Poverty Status is Determined	32,825	3,905
Total Population Below Poverty Level	3,325	298
Percent Low-Income	10.13	7.63
125 Percent of COC	12.66	
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 and Low-Income Data (*2013-2017 American Community Survey 5-Year Estimates*)	**COC** Steuben County	**AC 1** Census Tract 9708
MINORITY POPULATION		
Total Population	34,459	3,910
Minority Population	2,060	140
Percent Minority	5.98	3.58
125 Percent of COC	7.47	
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, Census Tract 9708 has a percent low-income of 7.63% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain low-income populations of EJ concern.

AC-1, Census Tract 9708 has a percent minority of 3.58% which is below 50% and is below the 125% COC threshold. Therefore, the AC does not contain minority populations of EJ concern.

The census data sheets, map, and calculations can be found in Appendix I, I-2 to I-7. No further environmental justice analysis is warranted.

Relocation of People, Businesses or Farms

	Yes	No
Will the proposed action result in the relocation of people, businesses or farms?		X
Is a Business Information Survey (BIS) required?		X
Is a Conceptual Stage Relocation Study (CSRS) required?		X
Has utility relocation coordination been initiated for this project?	X	

Number of relocations: Residences: N/A Businesses: N/A Farms: N/A Other: N/A

If a BIS or CSRS is required, discuss the results in the remarks box.

Remarks: No relocations of people, businesses, or farms will take place as a result of this project. Coordination with utility companies to identify potential conflicts and relocation of the appropriate facilities, if needed, has been initiated. This coordination will continue through the duration of the engineering phase of the project.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

	No	Yes/ Date
ES Review of Investigations		X/ November 04, 2018

Include a summary of findings for each investigation.

Remarks:

Based on a review of GIS and available public records, a RFI was completed on November 5, 2018 by American Structurepoint, Inc. (Appendix E, E-1 to E-12). RFI layers were rechecked on May 21, 2020 and no updates to the RFI were warranted. Three RCRA Generator/TSDs, seven Underground Storage Tank (UST) Sites, five Leaking Underground Storage Tank (LUST) Sites, two Brownfields, three National Pollution Discharge Elimination System (NPDES) facilities, and one NPDES Pipe Locations are located within 0.5 mile of the project area and one UST Site, one LUST Site and one NPDES facility could affect the project area.

UST: LaGrange Products, 601 South Wayne Street, AI ID #60780. This UST site is located in the southwest quadrant of the intersection of Hardy Street and SR 827, adjacent to the project area. A Notification for UST Form, dated May 22, 1989, was reviewed on the IDEM VFC and indicated one (1) UST on site had been permanently closed and removed from the ground. No leaks or violations regarding the tanks were documented on the IDEM VFC. However, since no record of closure sampling was found on the IDEM VFC, if excavation is to occur near this site, proper soil and/or groundwater removal and disposal may be necessary. Before disposal and handling, soil should be analyzed for lead.

LUST: Metalloy Corporation Fremont Casting Division, 3420 East 550 North, AI ID #15755. According to documentation reviewed on the IDEM VFC, this LUST site is actually located at 303 East Swager Drive, adjacent (east) to the project area. According to documentation reviewed on the IDEM VFC, this LUST site was given No Further Action (NFA) status on December 14, 2001. The NFA Determination stated that some contamination still remains on-site. If excavation is to occur near this site, proper soil and/or groundwater removal and disposal may be necessary.

NPDES Facility: Cold Heading Fremont Plant, 900 South Cassell Street, AI ID #60503. Documentation reviewed on the IDEM VFC indicated this facility has no recent violations on file. However, there are no details regarding the NPDES infrastructure for the site. If excavation occurs outside the current roadway foot print in this area, coordination with IDEM should occur.

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Individual Permit (IP)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	X
Pre-Construction Notification (PCN)	
Other	
Wetland Mitigation required	
Stream Mitigation required	
IDEM	
Section 401 WQC	X
Isolated Wetlands determination	
Rule 5	X
Other	
Wetland Mitigation required	
Stream Mitigation required	
IDNR	
Construction in a Floodway	
Navigable Waterway Permit	
Lake Preservation Permit	
Other	
Mitigation Required	
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the remarks box below)	

Remarks:

Due to placement of fill and dredging within Pond 1, a Section 401 WQC RGP from IDEM and a Section 404 RGP from the USACE are anticipated for impacts to waters of the U.S.

Because more than one acre of land disturbance will occur, an IDEM Rule 5 Permit is also anticipated.

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

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

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.

Remarks:

Firm:

1. Any work in a wetland area within right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the U.S. Army Corps of Engineers permit. (INDOT ESD)
2. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
3. 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)
4. UST: LaGrange Products, 601 South Wayne Street, AI ID #60780. This UST site is located in the southwest quadrant of the intersection of Hardy Street and SR 827, adjacent to the project area. A Notification for UST Form, dated May 22, 1989, was reviewed on the IDEM VFC and indicated one (1) UST on site had been permanently closed and removed from the ground. No leaks or violations regarding the tanks were documented on the IDEM VFC. However, since no record of closure sampling was found on the IDEM VFC, if excavation is to occur near this site, proper soil and/or groundwater removal and disposal may be necessary. Before disposal and handling, soil should be analyzed for lead. [INDOT Site Assessment and Management (SAM)]
5. LUST: Metalloy Corporation Fremont Casting Division, 3420 East 550 North, AI ID #15755. According to documentation reviewed on the IDEM VFC, this LUST site is actually located at 303 East Swager Drive, adjacent (east) to the project area. According to documentation reviewed on the IDEM VFC, this LUST site was given No Further Action (NFA) status on December 14, 2001. The NFA Determination stated that some contamination still remains on-site. If excavation is to occur near this site, proper soil and/or groundwater removal and disposal may be necessary. (INDOT SAM)
6. NPDES Facility: Cold Heading Fremont Plant, 900 South Cassell Street, AI ID #60503. Documentation reviewed on the IDEM VFC indicated this facility has no recent violations on file. However, there are no details regarding the NPDES infrastructure for the site. If excavation occurs outside the current roadway foot print in this area, coordination with IDEM should occur. (INDOT SAM)
7. The portions of archaeological sites 12Sn217, 12Sn218, 12Sn219 and 12Sn220 surveyed for this project do not appear eligible for inclusion in the NRHP. As the site boundaries extend beyond the limits surveyed, the unsurveyed portions remain unevaluated for inclusion in the NRHP. If the project boundaries should change in these locations, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation for inclusion in the NRHP. (SHPO)
8. The project will require a cemetery development plan if there is ground disturbance within 100 feet of a cemetery. (SHPO)
9. 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)
10. LIGHTING AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
11. LIGHTING AMM 2: When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. (USFWS)

12. TREE REMOVAL AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)
13. 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. (USFWS)
14. 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)
15. 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)
16. Star-nosed moles are semi-aquatic and prefer marshes, bogs, ditches, and stream banks. We recommend that impacts to any wetland features be avoided as much as possible and any temporary disturbances to these features be returned to their original state upon completion of the project. Also, any necessary measures to reduce or eliminate runoff/erosion of materials into water features should be implemented. (IDNR-DFW)
17. An entrenched silt fence should be installed around the work areas south of Swager Drive and east of SR 827, if a new roadway is going to be constructed along that area, to prevent turtles and snakes from entering the construction site. Blanding's turtles are known to move a lot on land and these areas are fairly natural, with a pond right next to this portion of the project. (IDNR-DFW)
18. Suitable habitat exists for the Least Bittern near the area south of Swager Drive. For this area, we recommend that work be conducted outside of the nesting season to minimize impacts to this species. The nesting season is from April 1 to August 14. If work is conducted during the breeding window (April 1 to August 14), it should be conducted after vegetation has leafed out to prevent birds from having a direct line of sight to the project, which will be especially disturbing to birds that are beginning to nest (build, lay eggs, and incubate). (IDNR-DFW)

For Consideration:

19. 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 cofferdams. (USFWS)
20. 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)
21. 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)
22. 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)
23. 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)
24. 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. (IDNR-DFW)
25. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height. (IDNR-DFW)

SECTION K- EARLY COORDINATION

Please list the date coordination was sent and all agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received. INDOT and FHWA are automatically considered early coordination participants and should only be listed if a response is received.

Remarks: Early coordination was initiated on June 14, 2019 with applicable federal, state, and local agencies. Review comments from those agencies that returned a reply have been incorporated into this study, as appropriate (Appendix C). An early coordination letter was sent to the Fremont Water Department on July 9, 2019 and a coordination request regarding the Eastern Massasauga Rattlesnake with USFWS occurred on May 22, 2020. The agencies contacted and the date on which they replied is identified in the table below.

Agency	Date of Response	Appendix Location
Indiana Geological Survey	June 14, 2019	C-4 to C-6
Indiana Department of Environmental Management	June 14, 2019	C-7 to C-15
Natural Resources Conservation Service	June 24, 2019	C-16
Northeastern Indiana Regional Coordinating Council	June 26, 2019	C-17 to C-18
Indiana Department of Environmental Management, Office of Water Quality	July 1, 2019	C-19
Indiana Department of Transportation, Fort Wayne District	July 10, 2019	C-20
Indiana Department of Natural Resources, Division of Fish and Wildlife	July 12, 2019	C-21 to C-26
United States Army Corps of Engineers Detroit District	July 15, 2019	C-27 to C-29
United States Fish and Wildlife Service	May 28, 2020	C-40
U.S. Department of Housing and Urban Development	No Response	N/A
U.S. National Park Service, Midwest Regional Office	No Response	N/A
Indiana Department of Transportation, Office of Aviation	No Response	N/A
Region III-A Economic Development District & Regional Planning Commission	No Response	N/A
Steuben County Highway Department	No Response	N/A
Steuben County Drainage Boards	No Response	N/A
Steuben County Sheriff Department	No Response	N/A
Steuben County Surveyor's Office	No Response	N/A
Steuben County Emergency Management	No Response	N/A
Fremont Town Council	No Response	N/A
Town of Fremont Police Department	No Response	N/A
Fremont Fire Department	No Response	N/A
Fremont Community Schools	No Response	N/A

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• Project Location- USGS Topographic Map (Angola East Quadrangle)	B-2
• 2012 Aerial Photography/Photo Location Map	B-3
• Project Photographs	B-4
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• Indiana Department of Environmental Management, Office of Water Quality	C-19
• Indiana Department of Transportation, Fort Wayne District	C-20
• Indiana Department of Natural Resources, Division of Fish and Wildlife	C-21 to C-22
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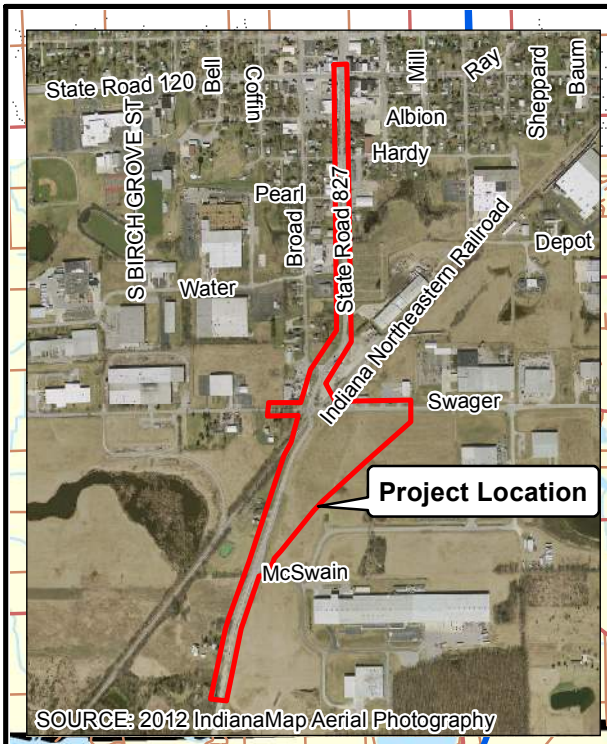
Appendix A: INDOT Supporting Documents A

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 Impacts	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
Wetland Impacts	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
Right-of-way[3]	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" (Without AMMs[4] or with AMMs required for all projects[5])	"Not likely to Adversely Affect" (With any other AMMs)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic
Threatened/Endangered Species (Any other species)	Falls within guidelines of USFWS 2013 Interim Policy	"No Effect", ""Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential[6]
Sole Source Aquifer	Detailed Assessment Not Required	-	-	-	Detailed Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Coastal Zone Consistency	Consistent	-	-	-	Not Consistent
National Wild and Scenic River	Not Present	-	-	-	Present
New Alignment	None	-	-	-	Any
Section 4(f) Impacts	None	-	-	-	Any
Section 6(f) Impacts	None	-	-	-	Any
Added Through Lane	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Coast Guard Permit	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes[7]
Approval Level • **District Env. Supervisor** • **Env. Services Division** • **FHWA**	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes Yes	Yes Yes Yes

[1]Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2]Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3]Permanent and/or temporary right-of-way.
[4]AMMs = Avoidance and Mitigation Measures.
[5]AMMs determined by the IPAC decision key to be needed that are listed in the USFWS *User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat* as "required for all projects".
[6]Potential for causing a disproportionately high and adverse impact.
[7]Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
*Substantial public or agency controversy may require a higher-level NEPA document.

Appendix B: Graphics **B**



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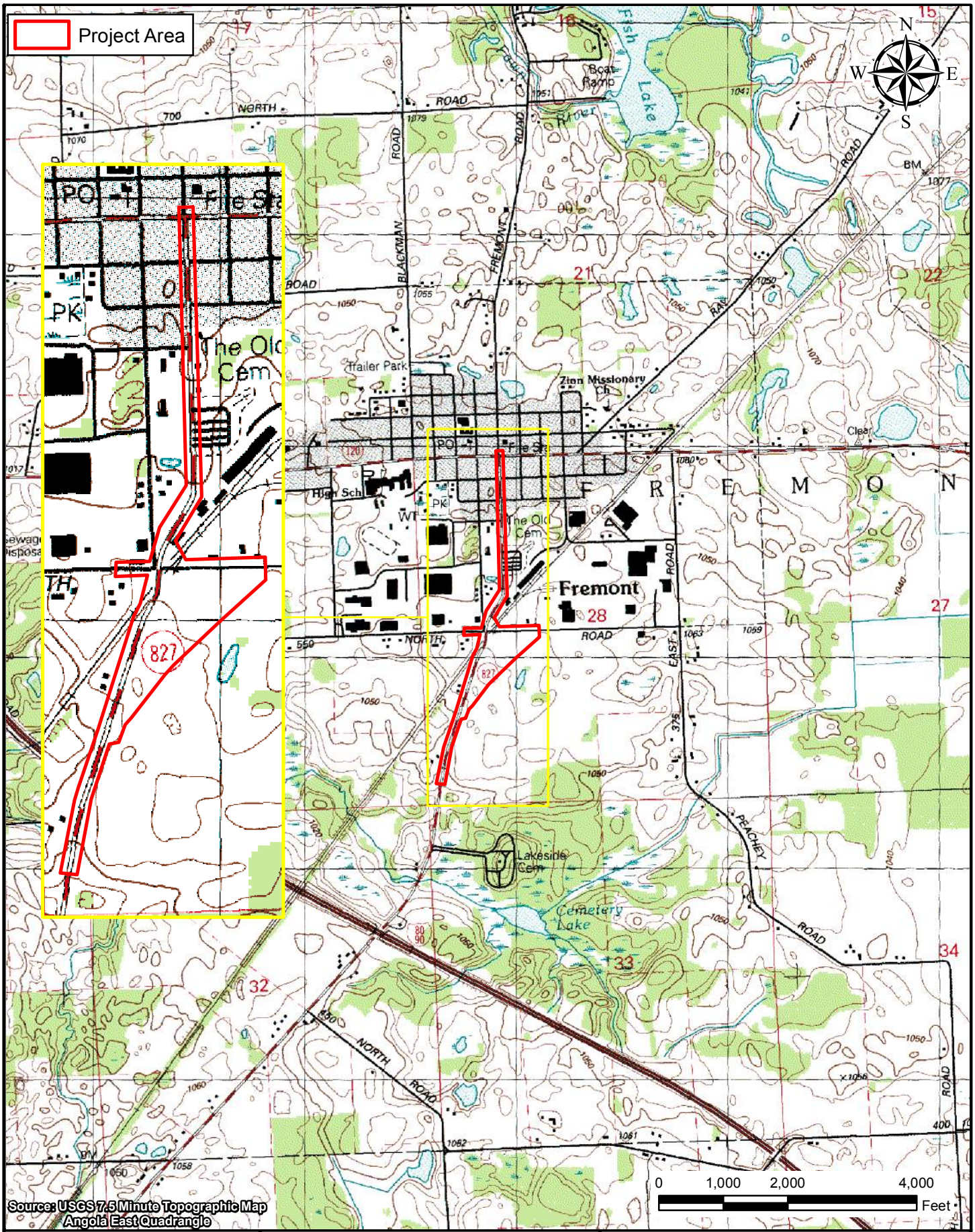
AMERICAN STRUCTUREPOINT INC.

State Location Map

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Pavement Replacement
Des. No. 1601102
Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 05/13/2019



Source: USGS 7.5 Minute Topographic Map
Angola East Quadrangle

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AMERICAN STRUCTUREPOINT INC.

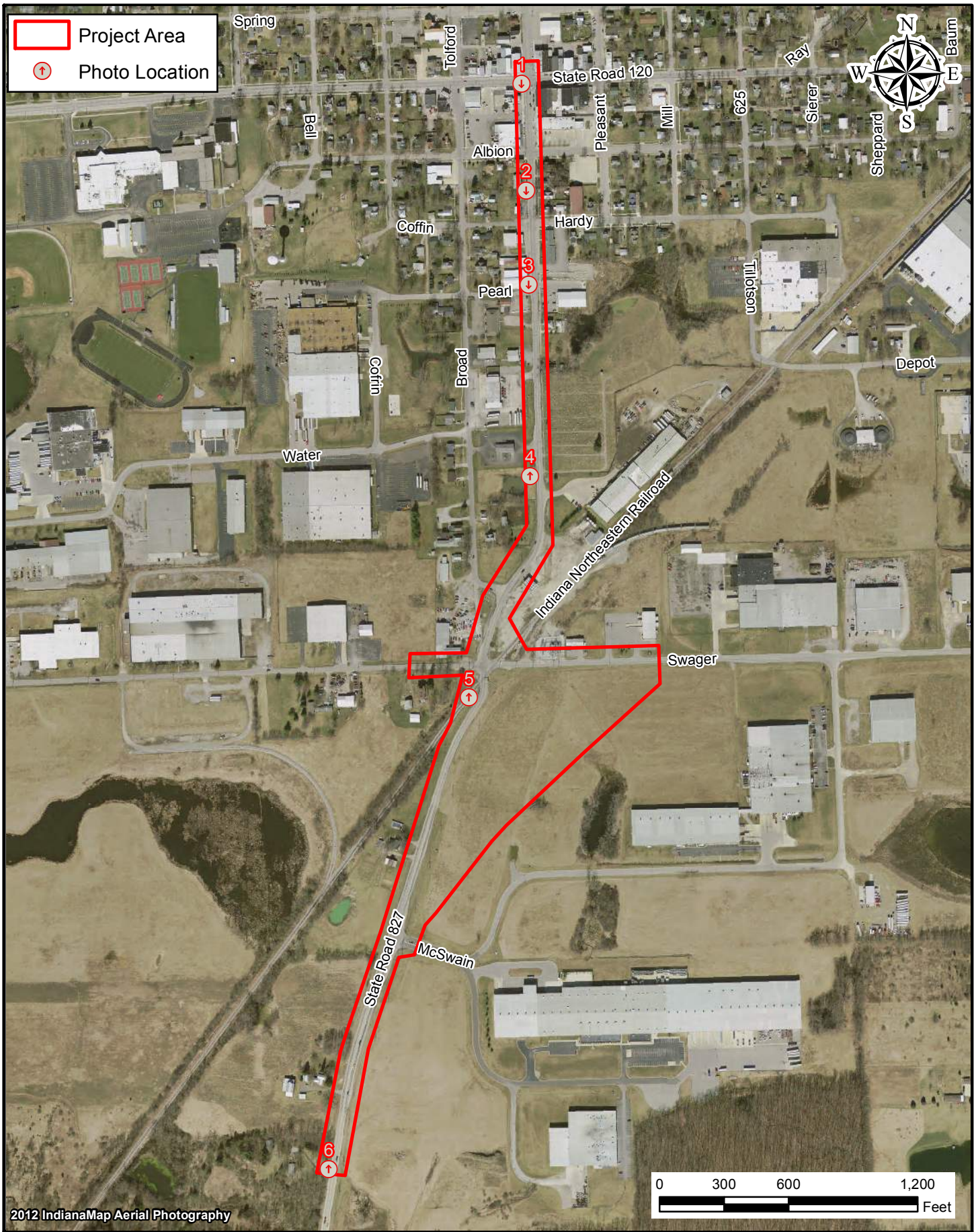
USGS Topographic Map

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Pavement Replacement
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 05/13/2019



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AMERICAN STRUCTUREPOINT INC.

Photograph Location Map

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Pavement Replacement
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 06/10/2019

SR 827 Pavement Replacement
Des. No. 1601102
Fremont, Steuben County, Indiana
June 6, 2019



Photo 1. Looking south along the west side of SR 827 from CR 120.



Photo 2. Looking south along the west side of SR 827 from just south of Albion Street.



Photo 3. Looking south along the west side of SR 827 from just north of Pearl Street.



Photo 4. Looking north along the west side of SR 827 located across from Fremont Cemetery (The Old Cemetery).





Photo 6. Looking north along the west side of SR 827 from the southern project termini.

PROJECT	DESIGNATION
1601102	1601102
CONTRACT	BRIDGE FILE
RS-42149	N/A

INDIANA DEPARTMENT OF TRANSPORTATION

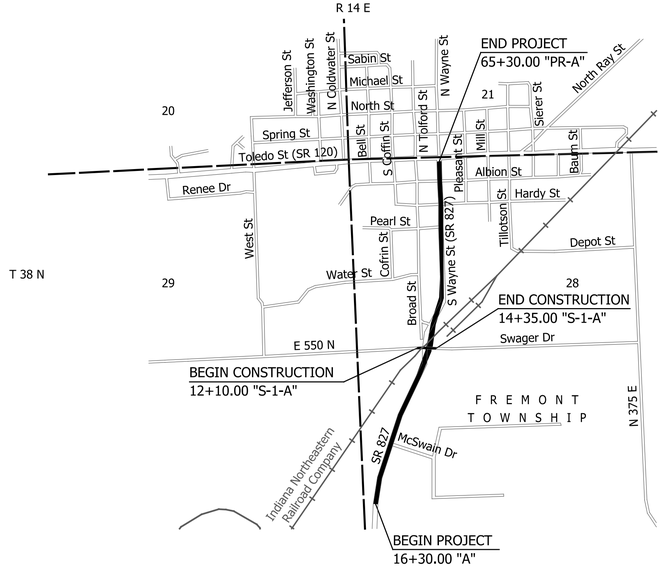
ROAD PLANS

ROUTE: SR 827 FROM: RP 6+20 TO: RP 7+00

PROJECT NO. 1601102 P.E.
1601102 R/W
1601102 CONST.

Gross Length: 0.93 MI.
Net Length: 0.92 MI.
Maximum Grade: 2.35 %

Project Description: HMA Overlay Minor Structural on SR 827 Beginning 850 Feet South of McSwain Drive, Thence Northerly 0.93 Miles to the Intersection of SR 827 and SR 120 in Section 28, T 38 N, R 14 E, Fremont Township, Steuben County, Indiana



STEUBEN COUNTY

Scale: 1" = 1000'

TRAFFIC DATA		SR 827		Swager Drive	
A.A.D.T.	2022	5,565	V.P.D.	1,000	V.P.D.
A.A.D.T.	2042	7,500	V.P.D.	1,000	V.P.D.
D.H.V	2042	800	V.P.H.	100	V.P.H.
DIRECTIONAL DISTRIBUTION		43 / 57	%	50	%
TRUCKS		10 %	A.A.D.T.	10 %	A.A.D.T.
		5 %	D.H.V.	5 %	D.H.V.

DESIGN DATA			
DESIGN SPEED	Varies; 30-55 M.P.H.	30	M.P.H.
PROJECT DESIGN CRITERIA	3R (Non-Freeway)	3R (Non-Freeway)	
FUNCTIONAL CLASSIFICATION	State Collector	Local Street	
RURAL/URBAN	Urban (Intermediate)*	Urban (Intermediate)	
TERRAIN	Level	Level	
ACCESS CONTROL	None	None	

*Segment South of Swager Drive is Rural



PROJECT LOCATION SHOWN BY

LATITUDE: 41° 43' 24" N LONGITUDE: 84° 56' 02" W

ENVIRONMENTAL PLANS SUBMITTED BY: American Structurepoint, Inc.

DATE: July 8, 2020

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2020
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

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

CERTIFIED BY: MM/DD/20YY DATE

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	
N/A	
DESIGNATION	
1601102	
SURVEY BOOK	SHEETS
N/A	1 66
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Shade.tbl

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UTILITIES

WATER
Town of Fremont
401 West Albion
Fremont, IN 46737
(260) 316-7164
Contact: Mitchel Sattison

CABLE TV
Mediacom
532 Fairview Boulevard
Kendallville, IN 46755
(574) 275-1793
Contact: John Weidner

TELEPHONE
Frontier
112 W. Broad Street
Angola, IN 46703
(317) 379-2553
Contact: David Short

GAS
NIPSCO
700 W. Broad Street
Auburn, IN 46703
(260) 668-1275
Contact: Adam LoPresto

SEWER
Town of Fremont WWTP
1960 W. Swager Drive
Fremont, IN 46737
(260) 495-9933
Contact: James Humbarger

ELECTRIC
Steuben County REMC
1212 S. Wayne Street
Angola, IN 46703
(260) 316-2887
Contact: David VanAken

ELECTRIC
NIPSCO
801 E 86th Avenue
Merrillville, IN 46410
(219) 789-0843
Contact: Scott Hoffman

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 Sheet
2	Index and General Notes
3-5	Typical Cross Sections
6-7	Plat No. 1
8	Reference Point Tie-Ups
9	Geometric Tie-in Details
10-13	Maintenance of Traffic
14-19	Plan and Profile Sheets
20-28	Construction Details
29-30	Pavement Markings and Sign Details
31-66	Cross Sections

REVISIONS

SHEET NO.	DATE	REVISED

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JMB DRAWN: CAK

CHECKED: ASU CHECKED: JMB

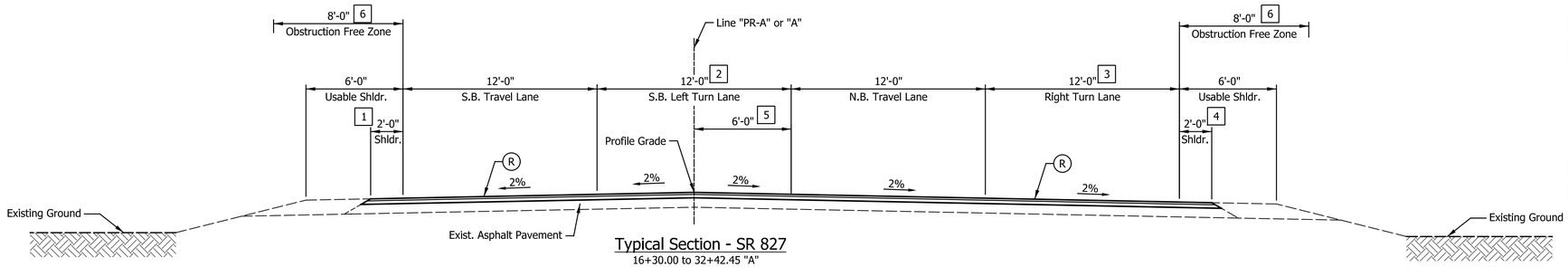
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DEPARTMENT OF TRANSPORTATION

INDEX AND GENERAL NOTES

HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
N/A	2 of 66
CONTRACT	PROJECT
RS-42149	1601102

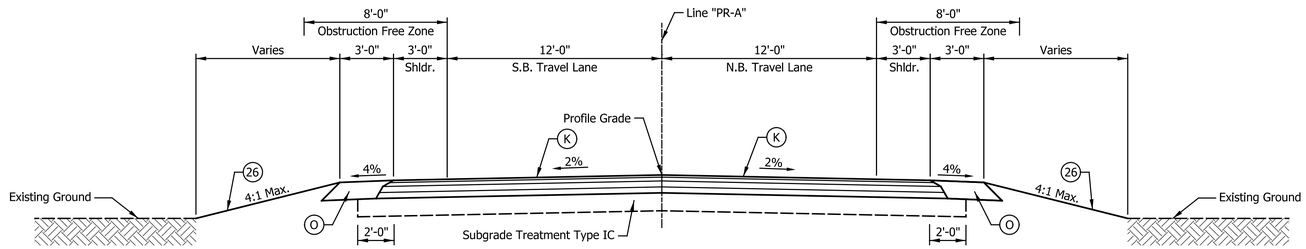
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Typical Section - SR 827

16+30.00 to 32+42.45 "A"
32+42.45 to 34+90.00 "PR-A"

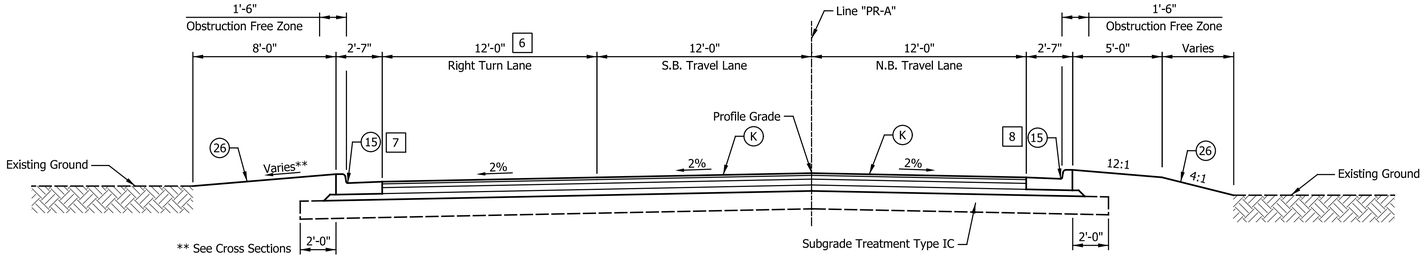


Typical Section - SR 827

34+90.00 to 37+80.96 "PR-A"

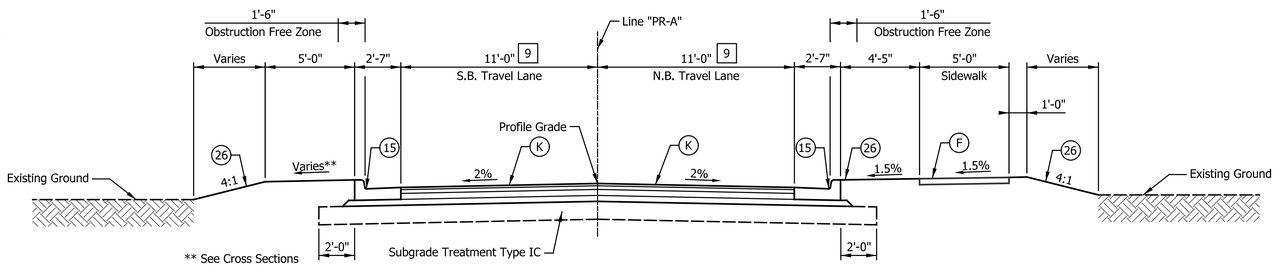
Railroad Crossing - SR 827

37+80.96 to 38+01.92 "PR-A"



Typical Section - SR 827

38+01.92 to 42+21.42 "PR-A"



Typical Section - SR 827

42+21.42 to 49+90.00 "PR-A"

1 2'-0" Min.: Varies 2'-0" to 4'-0" "A"

2 Varies 2'-6" to 12'-0" from 16+30.00 to 18+51.18 "A"
Equals 12'-0" from 18+51.18 to 29+87.06 "A"
Varies 12'-0" to 0'-0" from 29+87.06 to 32+42.25 "A"
Equals 0'-0" from 32+42.25 to 34+90.00 "A"

3 Equals 0'-0" from 21+86.53 to 23+12.88 "A"
Varies 0'-0" to 12'-0" from 23+12.88 to 25+42.91 "A"
Varies 12'-0" to 0'-0" from 25+42.91 to 26+45.62 "A"
Equals 0'-0" from 26+45.62 to 32+42.45 "A"

4 2'-0" Min.: Varies 2'-0" to 6'-0" Along Line "A"

5 Varies 1'-3" to 6'-0" from 16+30.00 to 18+51.18 "A"
Equals 6'-0" from 18+51.18 to 29+87.06 "A"
Varies 6'-0" to 0'-0" from 29+87.06 to 32+42.25 "A"
Equals 0'-0" from 32+42.25 to 34+90.00 "A"

6 Equals 12'-0" from 16+30.00 to 20+20.00 "A"

6 Varies 12'-0" to 0'-0" from 41+33.68 to 42+21.42 "PR-A"

7 Combined Concrete Curb and Gutter Begins 38+50.00 "PR-A"

8 Combined Concrete Curb and Gutter Begins 38+75.18 "PR-A"

9 Equals 12'-0" from 42+21.42 to 46+75.00 "PR-A"
Varies 12'-0" to 11'-0" from 46+25.00 to 46+75.00 "PR-A"
Equals 11'-0" from 46+75.00 to 49+90.00 "PR-A"

LEGEND

(F) Sidewalk, Concrete, 4"

(K) Full Depth HMA Pavement
165 #/Syd QC/QA-HMA, 3, 70, Surface, 9.5mm, on
275 #/Syd QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
880 #/Syd QC/QA-HMA, 3, 70, Base, 25.0mm (Placed in 2 Lifts)

(K1) Widening with HMA, Type C
1320 #/Syd HMA Base, Type C (Placed in 3 Lifts)

(O) Compacted Aggregate, No. 53 (12" Max. Thickness)

(R) Mill & Resurface Consisting of:
165 #/Syd QC/QA-HMA, 3, 70, Surface, 9.5mm, on
275 #/Syd QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
Milling, Asphalt, 4" on
Existing Asphalt

(S) Full Depth Saw Cut (Not a Pay Item)

(13) Concrete Curb

(14) Depressed Combined Concrete Curb and Gutter

(15) Combined Concrete Curb and Gutter

(16) Curb & Gutter, Concrete, Modified

(17) Curb & Gutter, Concrete, Depressed, Modified

(26) Sodding, Nursery

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ASU DRAWN: ASU

CHECKED: SMC CHECKED: SMC

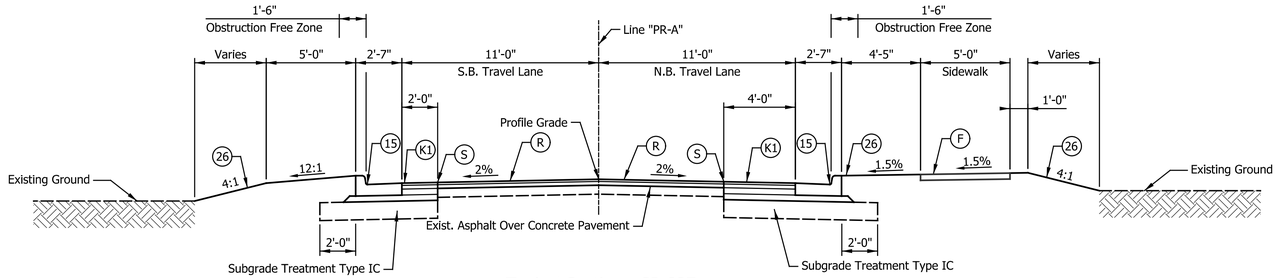
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DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "A" & "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	3 of 66
CONTRACT	PROJECT
RS-42149	1601102

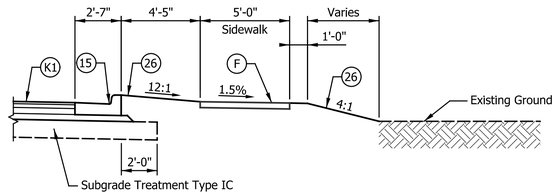
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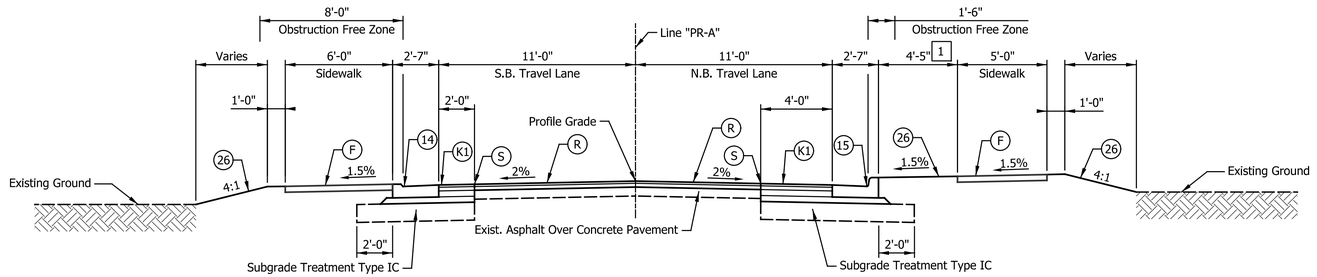
Typical Section - SR 827

49+90.00 to 55+98.00 "PR-A"



Sideslope & Sidewalk Detail

49+90.00 to 52+50.00 "PR-A"

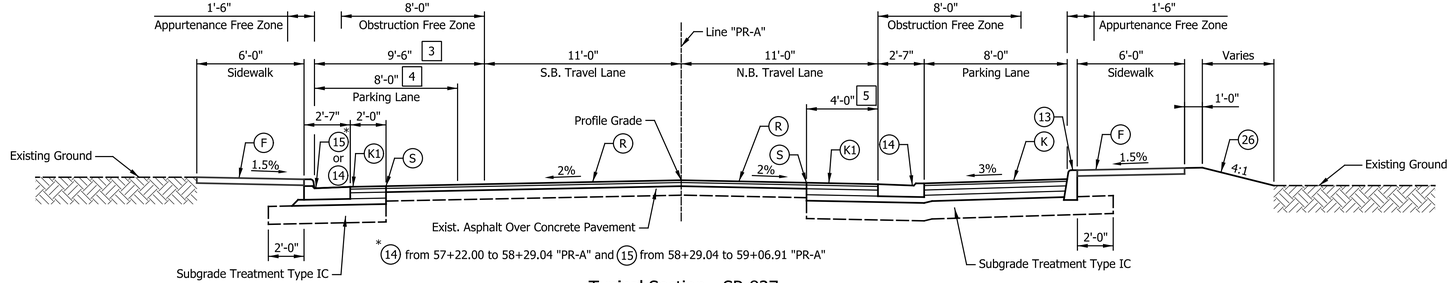


Typical Section - SR 827

55+98.00 to 57+22.00 "PR-A"

1 Varies 4'-5" to 4'-10" from 56+80.00 to 56+85.91 "PR-A"

2 Varies 4'-10" to 7'-8" from 56+85.91 to 57+22.00 "PR-A"



* 14 from 57+22.00 to 58+29.04 "PR-A" and 15 from 58+29.04 to 59+06.91 "PR-A"

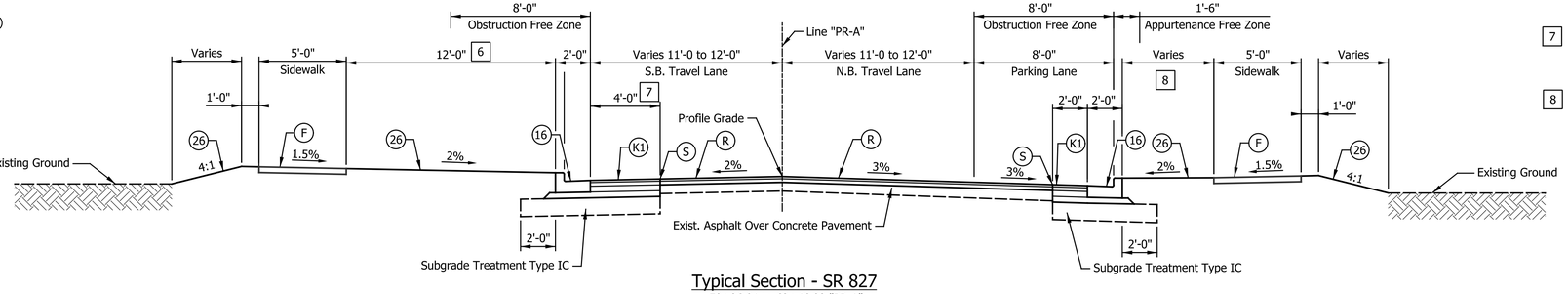
Typical Section - SR 827

57+22.00 to 59+06.91 "PR-A"

3 Varies 2'-0" to 9'-6" from 57+22.00 to 57+87.00 "PR-A"
Equals 9'-6" from 57+87.00 to 59+06.91 "PR-A"

4 From 58+37.00 to 58+89.00"PR-A"

5 Equals 4'-0" from 57+22.00 to 57+94.00 "PR-A"
Equals 3'-0" from 57+94.00 to 59+06.91 "PR-A"



Typical Section - SR 827

59+06.91 to 62+46.92 "PR-A"

6 Varies 6'-6" to 5'-1" from 59+06.91 to 60+25.00 "PR-A"
Varies 5'-1" to 12'-0" from 60+25.00 to 60+75.00 "PR-A"
Varies 12'-0" to 10'-0" from 60+75.00 to 62+46.92 "PR-A"

7 Equals 2'-0" from 59+06.91 to 59+56.27 "PR-A"
Equals 4'-0" from 59+56.27 to 60+54.00 "PR-A"
Varies 4'-0" to 2'-0" from 60+54.00 to 61+10.00 "PR-A"
Equals 2'-0" from 61+10.00 to 62+46.92 "PR-A"

8 Varies 5'-0" to 7'-0" from 59+06.91 to 62+46.92 "PR-A"

LEGEND

- (F) Sidewalk, Concrete, 4"
- (K) Full Depth HMA Pavement
  165 #/Syd QC/QA-HMA, 3, 70, Surface, 9.5mm, on
  275 #/Syd QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
  880 #/Syd QC/QA-HMA, 3, 70, Base, 25.0mm (Placed in 2 Lifts)
- (K1) Widening with HMA, Type C
  1320 #/Syd HMA Base, Type C (Placed in 3 Lifts)
- (O) Compacted Aggregate, No. 53 (12" Max. Thickness)
- (R) Mill & Resurface Consisting of:
  165 #/Syd QC/QA-HMA, 3, 70, Surface, 9.5mm, on
  275 #/Syd QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
  Milling, Asphalt, 4" on
  Existing Asphalt
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete, Depressed, Modified
- (26) Sodding, Nursery

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ASU DRAWN: ASU

CHECKED: SMC CHECKED: SMC

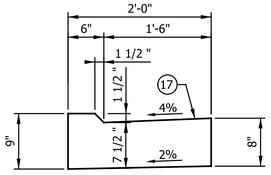
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "PR-A"

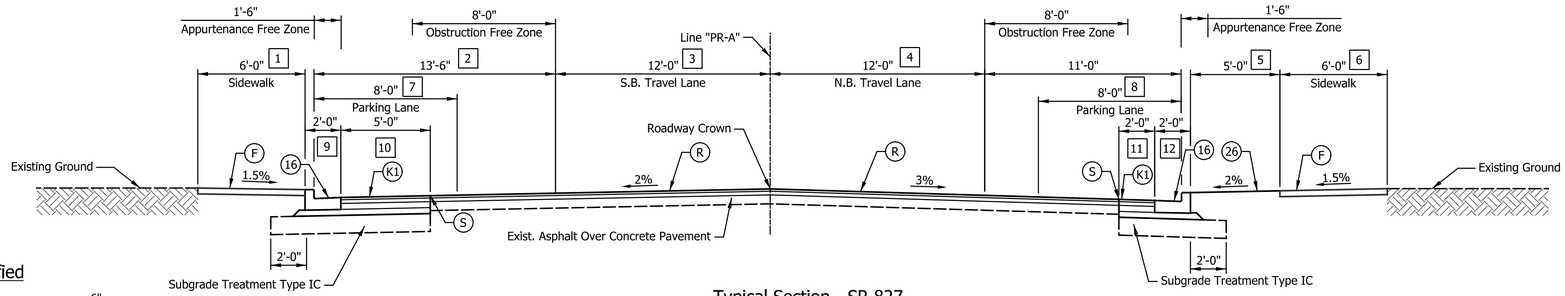
HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	4 of 66
CONTRACT	PROJECT
RS-42149	1601102

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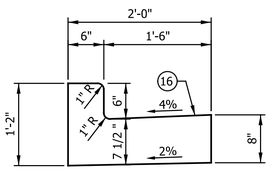
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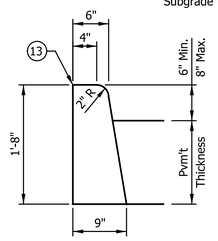
Curb & Gutter, Concrete, Depressed, Modified
Not to Scale



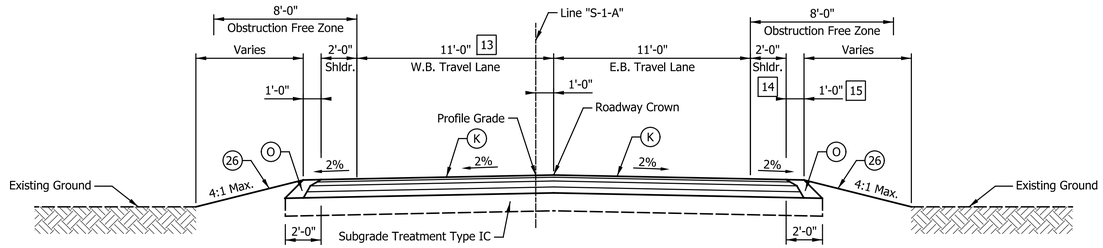
Typical Section - SR 827
62+46.92 to 65+30.00 "PR-A"



Curb & Gutter, Concrete, Modified
Not to Scale



Concrete Curb (Vertical)
Not to Scale



Typical Section - Swager Drive
12+10.00 to 13+09.92 "S-1-A"

1 Equals 6'-0" from 62+46.92 to 63+51.92 "PR-A"
Varies 6'-0" to 9'-0" from 63+51.92 to 63+61.92 "PR-A"
Equals 9'-0" from 63+61.92 to 63+85.00 "PR-A"

2 Equals 13'-6" from 62+46.92 to 63+51.92 "PR-A"
Varies 13'-6" to 10'-6" from 63+51.92 to 63+61.92 "PR-A"
Equals 10'-6" from 63+61.92 to 63+85.00 "PR-A"

3 Equals 12'-0" from 62+46.92 to 63+61.92 "PR-A"
Equals 22'-6" from 63+61.92 to 65+30.00 "PR-A"

4 Equals 12'-0" from 62+46.92 to 64+10 "PR-A"
Varies 12'-0" to 15'-6" from 64+10.00 to 64+31.00 "PR-A"
Equals 15-6" from 64+31.00 to 65+30.00 "PR-A"

5 Equals 5-0" from 62+46.92 to 63+49.00 "PR-A"

6 Equals 6'-0" from 62+46.92 to 63+49.00 "PR-A"

7 Equals 5'-0" from 62+46.92 to 63+49.00 "PR-A"

8 From 63+86 to 63+52.00 "PR-A"

9 From 63+46.00 to 63+88.00 & 64+43.00 to 65+11.00 "PR-A"

10 Equals 5'-0" from 62+46.92 to 63+85.00 "PR-A"
Varies 5'-0" to 2'-0" from 63+51.92 to 63+61.92 "PR-A"
Equals 2'-0" from 63+61.92 to 63+85.00 "PR-A"

11 Equals 2'-0" from 62+46.92 to 63+49.00 "PR-A"

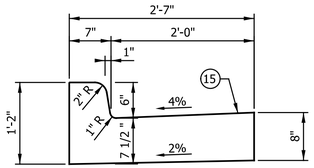
12 Equals 2'-0" from 62+46.92 to 63+49.00 "PR-A"

13 Varies 11'-0" to 13'-8" from 12+10.00 to 12+60.78 "S-1-A"

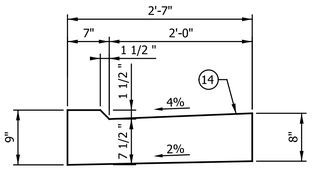
14 Varies 0'-0" to 2'-0" from 12+10.00 to 12+40.00 "S-1-A"

15 Varies 2'-0" to 1'-0" from 12+10.00 to 12+40.00 "S-1-A"

16 Varies 15'-1" to 11'-0" from 13+93.58 to 14+35.00 "S-1-A"

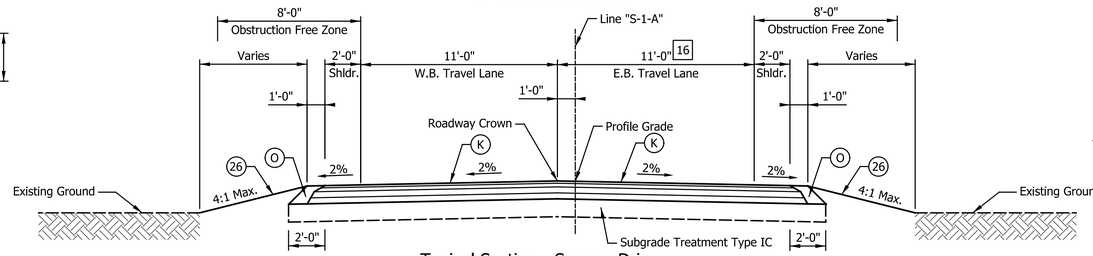


Combined Concrete Curb & Gutter
Not to Scale

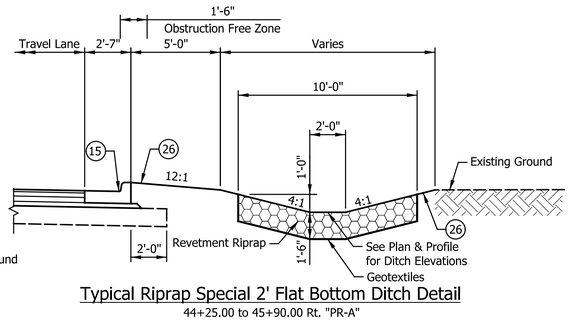


Depressed Combined
Concrete Curb & Gutter
Not to Scale

SR 827 & Railroad Crossing - Swager Drive
13+09.92 to 13+57.22 "S-1-A"



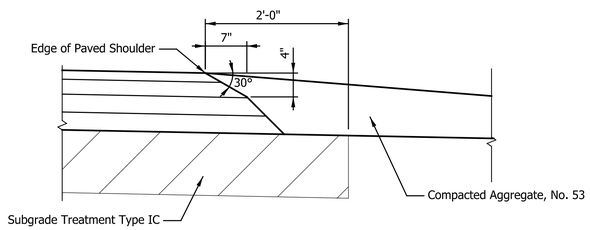
Typical Section - Swager Drive
13+57.22 to 14+35.00 "S-1-A"



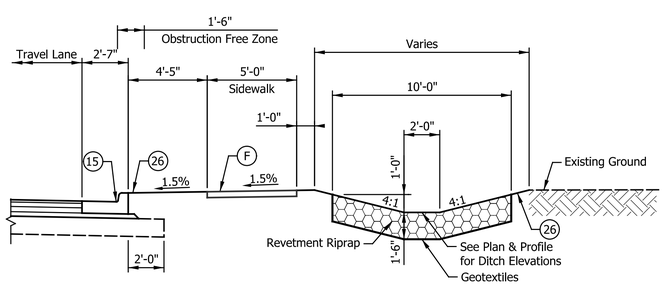
Typical Riprap Special 2' Flat Bottom Ditch Detail
44+25.00 to 45+90.00 Rt. "PR-A"

LEGEND

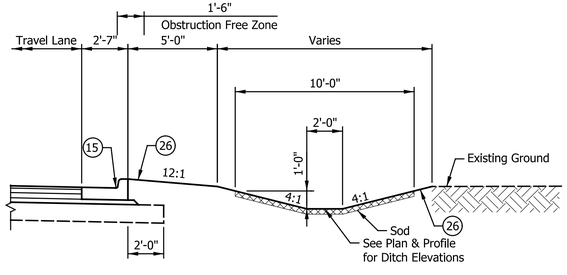
- (F) Sidewalk, Concrete, 4"
- (K) Full Depth HMA Pavement
  165 #/Syd QC/QA-HMA, 3, 70, Surface, 9.5mm, on
  275 #/Syd QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
  880 #/Syd QC/QA-HMA, 3, 70, Base, 25.0mm (Placed in 2 Lifts)
- (K1) Widening with HMA, Type C
  1320 #/Syd HMA Base, Type C (Placed in 3 Lifts)
- (O) Compacted Aggregate, No. 53 (12" Max. Thickness)
- (R) Mill & Resurface Consisting of:
  165 #/Syd QC/QA-HMA, 3, 70, Surface, 9.5mm, on
  275 #/Syd QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
  Milling, Asphalt, 4" on
  Existing Asphalt
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete, Depressed, Modified
- (26) Sodding, Nursery



HMA Pavement Safety Edge
Not to Scale



Typical Riprap Special 2' Flat Bottom Ditch Detail
47+00.00 to 47+40.00 Rt. "PR-A"



Typical Sodded Special 2' Flat Bottom Ditch Detail
39+00.00 to 40+75.00 Rt. "PR-A"
42+00.00 to 43+00.00 Rt. "PR-A"
42+15.00 to 43+35.00 Lt. "PR-A"

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ASU DRAWN: ASU

CHECKED: SMC CHECKED: SMC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "PR-A" & "S-1-A"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	5 of 66
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Shade.tbl

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15 20 25 30 35 40

App. Exist. R/W

Mavis Church

App. ¼ Section Line

E 550 N

App. Exist. R/W

10+00

Line"S-1-A"

P.O.C. 38+15.04 "A" =
P.O.T. 13+02.51 "S1A"

P.O.C. 42+69.72 "A" =
P.O.C. 42+59.90 "PR-A"

Richard R. & Betty Ann Simpson Revocable Living Trust

Todd & Myra A. Williamson

Indiana Northeastern Railroad Company

ATD Holdings, LLC

Broad Street

William & Wilcox, II

Fremont Equity, Inc.

George P. & Audrey M. McCarthy

BEGIN PROJECT
16+30.00 "A"

Station Equation:
P.O.T. 28+30.76 "A" (Back) =
P.O.T. 28+25.37 "A" (Ahead)

Station Equation:
P.O.T. 32+37.06 "A" (Back) =
P.C. 32+42.45 "A" (Ahead) =
P.C. 32+42.45 "PR-A"

App. Exist. R/W

Line"A"

R/W

Temp. R/W

App. Exlst. R/W

Line"A"

R/W

R/W

R/W

SR 827

Line"PR-A"

Wayne Street (SR 827)

Line"PR-A"

North Central, L.P.

Temp. R/W

R/W

App. Exist. R/W

App. Exist. R/W

Lot 5

Lot 6

Lot 7

Lot 8

Lot 9

Lot 10

20'-0"Utility Easement

20'-0"Utility Easement

McSwain Drive

Crossroads Industrial Park Section 2

P.O.C. 36+99.98 "A" =
P.O.C. 36+98.93 "PR-A"

P.O.C. 38+19.79 "PR-A" =
P.O.T. 13+34.63 "S1A"

15+00

R/W

LA Blue LLC

Northern Indiana Public Service Company

App. Exist. R/W

North Central, L.P.

Crossroads Industrial Park Section 1

Lot 11

Swagger Drive

App. Exist. R/W

Swagger Properties, LLC

App. Exist. R/W

App. Exist. R/W

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JMB CHECKED: JMB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	6 of 66
CONTRACT	PROJECT
RS-42149	1601102

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45 50 55 60 65

William J. Wilcox, II
Town of Fremont, Indiana
R & J Distributing, LLC
Michael A. Waligora
Gary Ianucilli & Christine Thomas
Fremont Medical Center Owner's Group
Old Towne Lumber Company, LLC
Lenco Building Supply Inc.
MKWH Real Estate Holdings, LLC
Rebecca Cope
Glenn M. Wells
P & J Partnership
Haidous Estates, LLC
Martha Crandall Hagerty
Charles D. Ruge
Andrea L. Saltzgaber
Barry A. & Melissa Wilcox
Musson Brothers, LLC
Dawn Schrock
Cassel Post No. 257 of American Legion
Richard R. Gripman
Allison Kooi
Chad Ivan & Nancy A. Dunnavan
Fremont Cemetery Association
LA Blue, LLC
North Central L.P.
Swagger Properties, LLC
Northern Indiana Public Service Company
Indiana Northeastern Railroad Company
North Central L.P.

P.O.C. 46+06.41 "A" = P.O.C. 45+88.83 "PR-A"
P.O.T. 60+37.80 "A" = P.O.T. 60+20.24 "PR-A"
Station Equation
P.O.T. 68+83.44 "A" (Back) = P.O.T. 67+83.99 "A" (Ahead)
END PROJECT 65+30.00 "PR-A"

Wayne Street (SR 827)
Wayne Street
Toledo Street (SR 120)
E Albion Street
Hardy Street
Pearl Street

Line"PR-A"
Line"A"
Line"PR-A"
Line"A"

R/W
Temp. R/W
App. Exist. R/W
Ingress/Egress
18'-0" Easement #2 Ingress/Egress
9'-6" Easement #1 Ingress/Egress
App. Section Line

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

SEC. 21, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK
CHECKED: JMB CHECKED: JMB

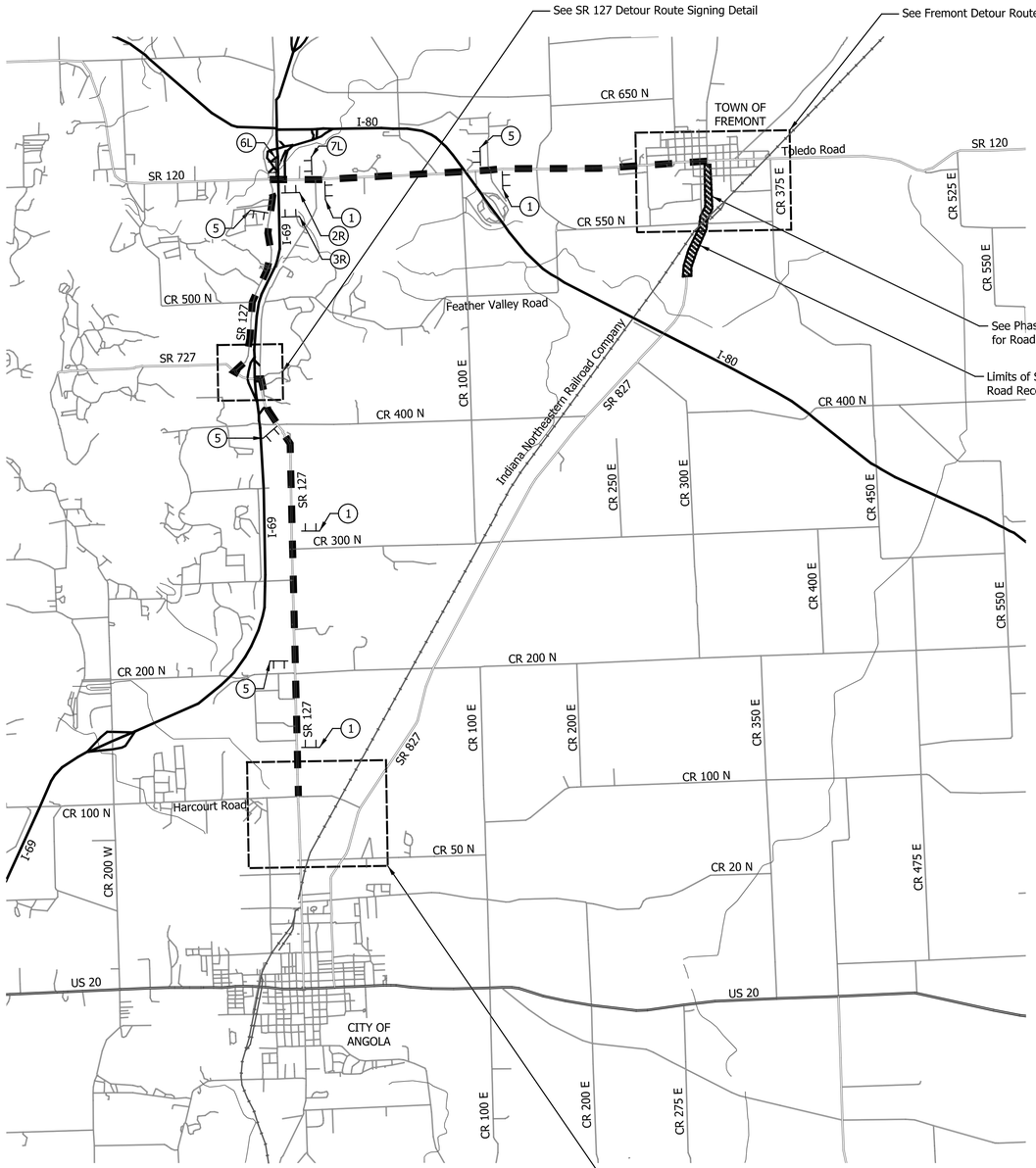
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	7 of 66
CONTRACT	PROJECT
RS-42149	1601102

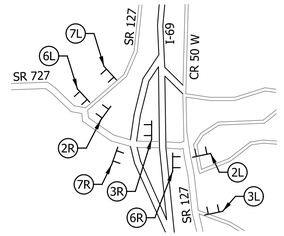
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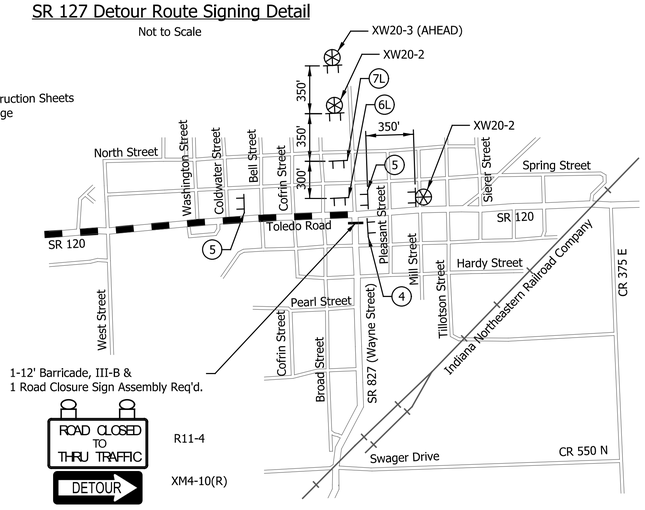
LEGEND

- Direction of Traffic
- Detour Route
- Construction Area
- Construction Sign & Warning Light, Type "A"
- Detour Route Marker Assembly
- Barricades (Type Indicated by Notation) with RCA (Type Indicated by Notation)



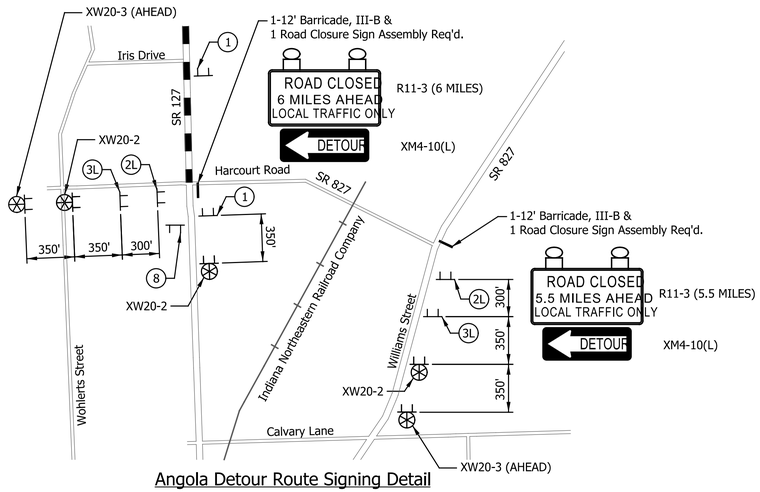
SR 127 Detour Route Signing Detail

Not to Scale



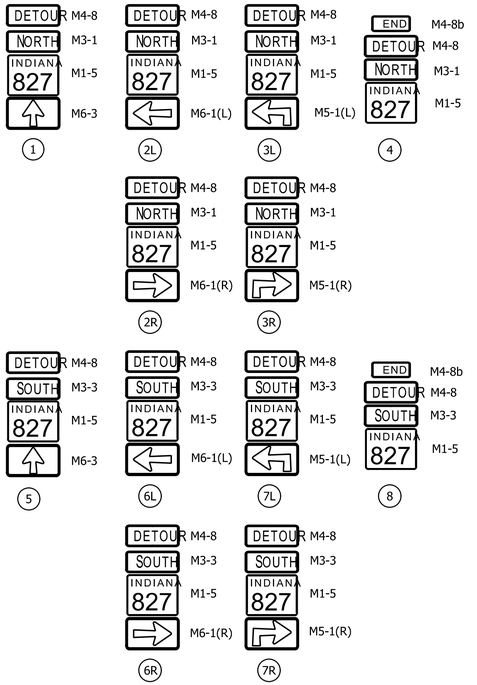
Fremont Detour Route Signing Detail

Not to Scale

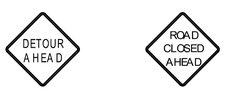


Angola Detour Route Signing Detail

Not to Scale



Detour Route Marker Assemblies



XW20-2 XW20-3 (AHEAD)

QUANTITY SUMMARY - SR 827 - PHASE I		
Detour Route Marker Assembly	##	Each
Construction Sign, Type A	##	Each
Type III-A Barricade	##	Lft.
Type III-B Barricade	##	Lft.
Road Closure Sign Assembly	##	Each

QUANTITY SUMMARY - SR 827 - PHASE II		
Detour Route Marker Assembly	##	Each
Construction Sign, Type A	##	Each
Type III-A Barricade	##	Lft.
Type III-B Barricade	##	Lft.
Road Closure Sign Assembly	##	Each

NOTE:
See Maintenance of Traffic Phase I & II for Additional Construction Signs.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ASU DRAWN: ASU

CHECKED: SMC CHECKED: SMC

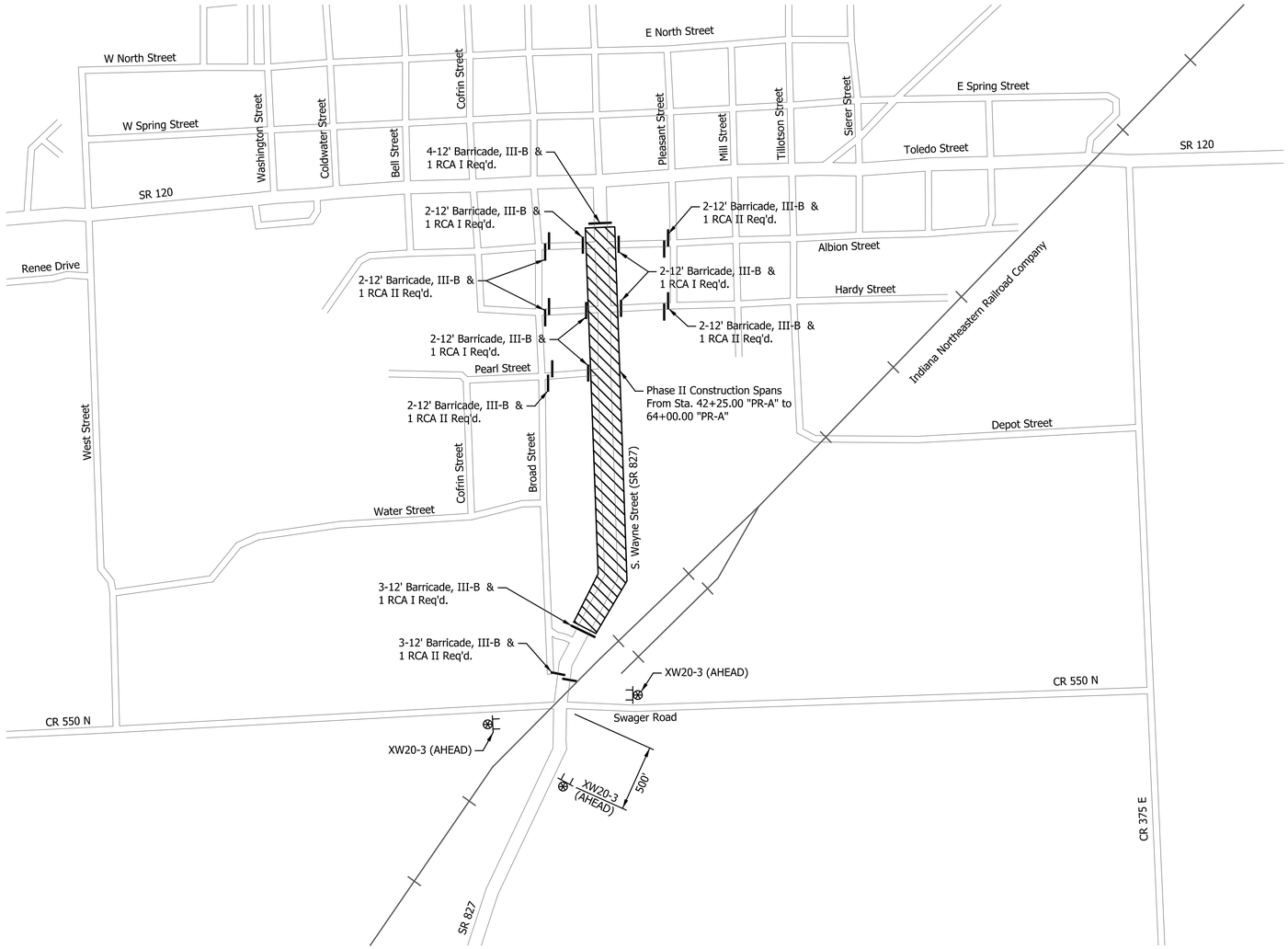
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
DETOUR ROUTE

HORIZONTAL SCALE	BRIDGE FILE
1" = 3,000'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	10 of 66
CONTRACT	PROJECT
RS-42149	1601102

Indy-dist.cfg
Indiana_Shade.tbl

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XW20-3 (AHEAD)
(48"x48")



R11-2

Road Closure Sign Assembly
(RCA I)



R11-4

Road Closure Sign Assembly
(RCA II)

NOTES:

1. Access to All Private and Commercial Drives Shall be Maintained at All Times.
2. All Barricades with RCA II Signs Shall be Staggered to Maintain Access to Local Traffic

LEGEND

- Direction of Traffic
- Detour Route
- Construction Area
- Construction Sign & Warning Light, Type "A"
- Detour Route Marker Assembly
- Barricades (Type Indicated by Notation) with RCA (Type Indicated by Notation)

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ASU DRAWN: ASU

CHECKED: SMC CHECKED: SMC

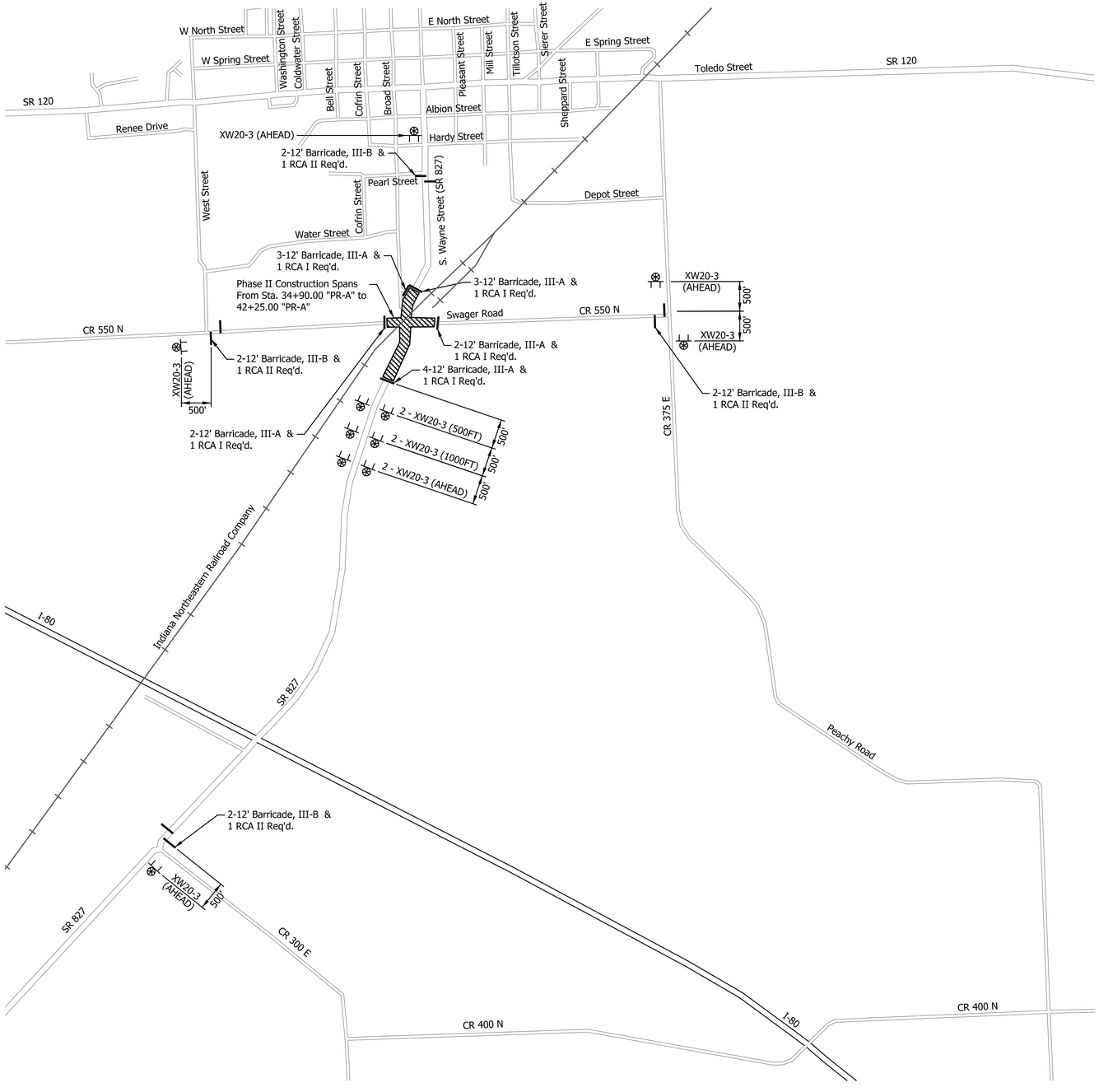
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE I CONSTRUCTION

HORIZONTAL SCALE	BRIDGE FILE
1" - 1,000'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	11 of 66
CONTRACT	PROJECT
RS-42149	1601102

Indy-Prof.dgnlib
Indiana_Shade.tbl

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XW20-3 (AHEAD)
(48"x48")



XW20-3 (500FT)
(48"x48")



XW20-3 (1000FT)
(48"x48")



R11-2

Road Closure Sign Assembly
(RCA I)



R11-4

Road Closure Sign Assembly
(RCA II)

NOTES:

1. Access to All Private and Commercial Drives Shall be Maintained at All Times.
2. All Barricades with RCA II Signs Shall be Staggered to Maintain Access to Local Traffic

LEGEND

- Direction of Traffic
- Detour Route
- Construction Area
- Construction Sign & Warning Light, Type "A"
- Detour Route Marker Assembly
- Barricades (Type Indicated by Notation) with RCA (Type Indicated by Notation)

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ASU DRAWN: ASU

CHECKED: SMC CHECKED: SMC

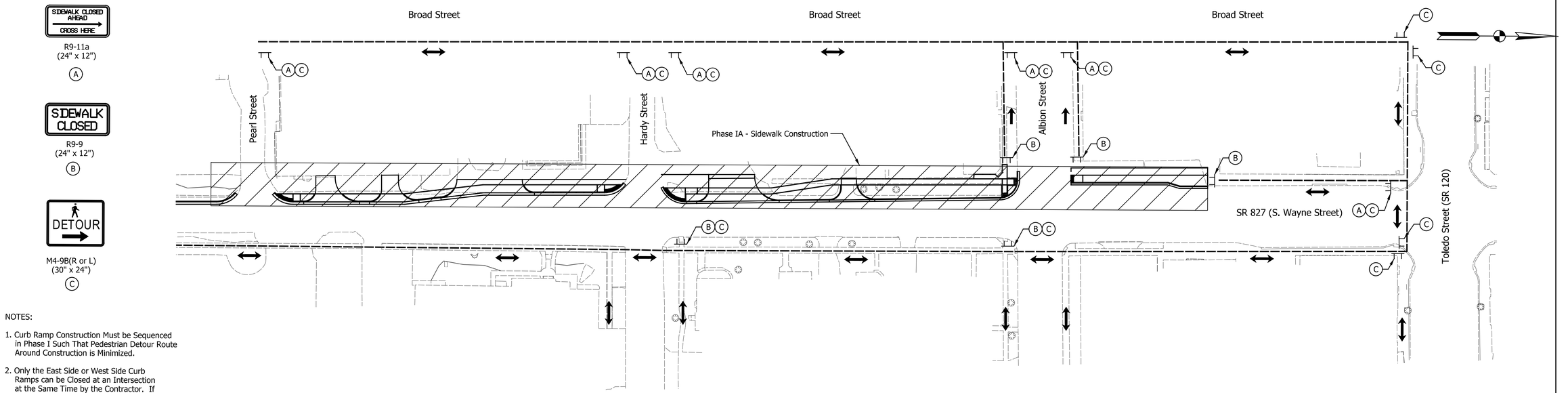
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PHASE II CONSTRUCTION

HORIZONTAL SCALE	BRIDGE FILE
1" = 2,000'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	12 of 66
CONTRACT	PROJECT
RS-42149	1601102

Indy-dist.dgncfg
Indiana_Shade.tbl

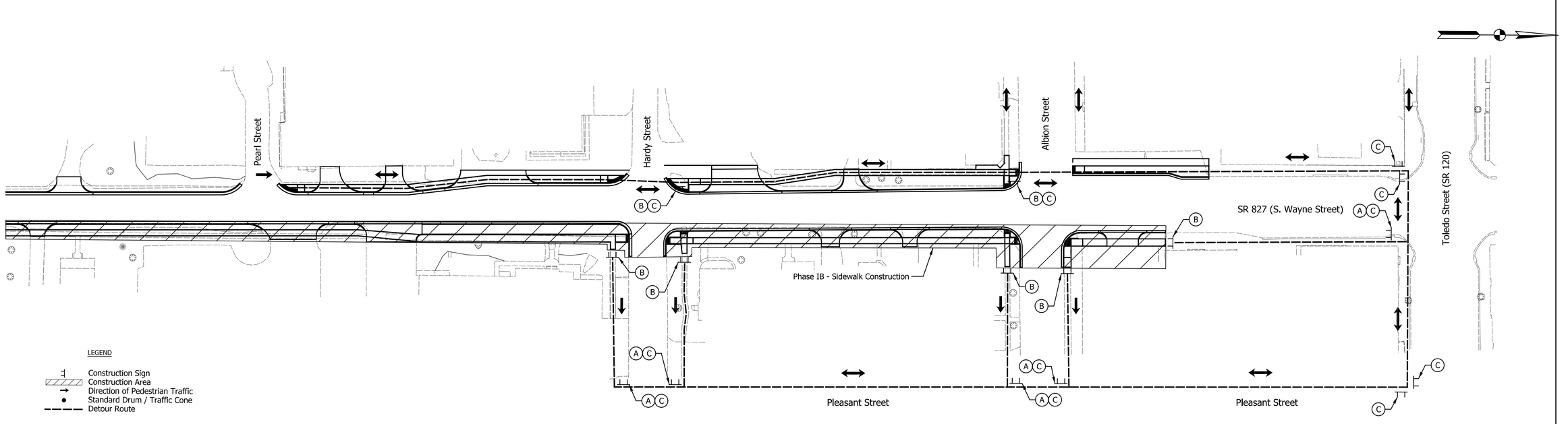
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NOTES:

1. Curb Ramp Construction Must be Sequenced in Phase I Such That Pedestrian Detour Route Around Construction is Minimized.
2. Only the East Side or West Side Curb Ramps can be Closed at an Intersection at the Same Time by the Contractor. If the East Side and West Side Curb Ramps are Closed at the Same Time, Adequate Signing, Guidance and Temporary Walkways Must be Provided to Ensure Full Pedestrian Access is Maintained at all Times.

Pedestrian Detour Route - Phase IA



Pedestrian Detour Route - Phase IB

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
PEDESTRIAN DETOUR ROUTE

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	
VERTICAL SCALE	DESIGNATION
N/A	
SURVEY BOOK	SHEETS
	13 of 66
CONTRACT	PROJECT
RS-42149	1601102

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Indv-Pref.dfcfg
Indiana_Shoe6.tbl

15

20

Richard R. &
Betty Ann Simpson

CURVE DATA
P.I. = 18+53.34 "A"
D = 9° 38' 05.37" (RT)
T = 222.87
L = 444.68
R = 2,644.42
E = 9.37

Str. No. 200
Existing Pipe to
Remain in Place

+14.7 LT.

P.I. 18+53.34 "A"

40' R/W

P.T. 20+75.16 "A"

BEGIN INCIDENTAL CONSTRUCTION
15+90.00 "A"

App. P.I.

App. Exist. R/W

Constr. Limits

15" CMP

40' R/W

Wetland "C"
(Do Not Disturb)

P.C. 16+30.47 "A"

N 19° 45' 07" E

SR 827

N 10° 07' 01" E

Line "A"

Constr. Limits

Constr. Limits

App. Exist. R/W

Wetland "B"
(Do Not Disturb)

App. Exist. R/W

BEGIN PROJECT
16+30.00 "A"

App. Exist. R/W

20'-0" Utility Easment

Crossroads Industrial Park
Section 1

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (D2) HMA for Approaches 165 #/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment, Type II (6 In. Coarse Aggregate No. 53)
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery
- (X) Curb Ramp, Concrete (See Curb Ramp Details)
- Pavement Removal

Notes:
All Stationing Described from Line "A", Except as Shown.

Line "A" to be Constructed.

All R/W Described from Line "A", Except as Shown.

See Geometric Tie-In Details for Additional Alignment Information.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JMB CHECKED: JMB

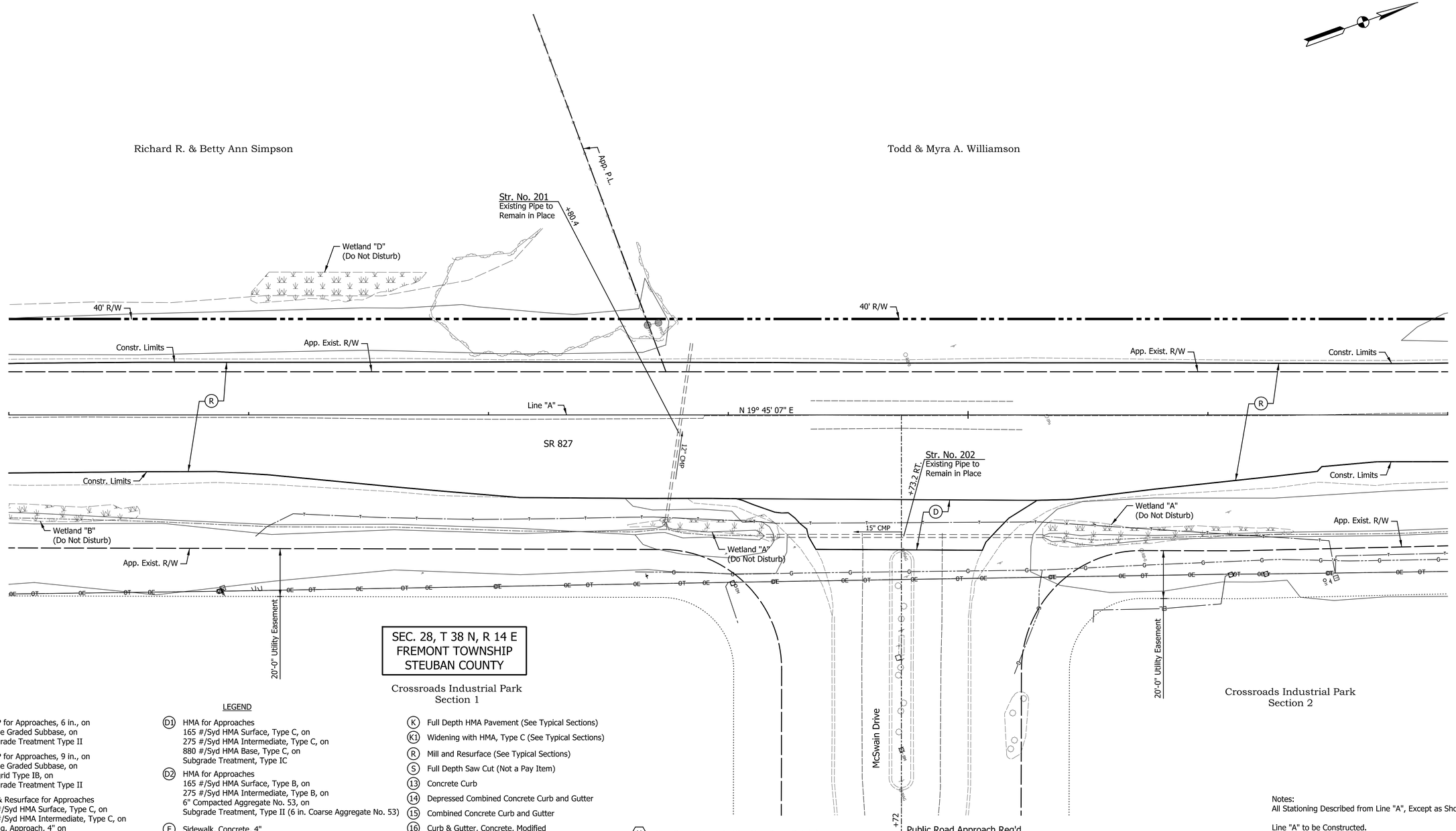
INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	22 of 93
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Shade.tbl

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SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

Crossroads Industrial Park
Section 1

Crossroads Industrial Park
Section 2

LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (D2) HMA for Approaches 165 #/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment, Type II (6 in. Coarse Aggregate No. 53)
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery
- (X) Curb Ramp, Concrete (See Curb Ramp Details)
- Pavement Removal

Notes:
All Stationing Described from Line "A", Except as Shown.

Line "A" to be Constructed.

All R/W Described from Line "A", Except as Shown.

See Geometric Tie-In Details for Additional Alignment Information.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JMB CHECKED: JMB

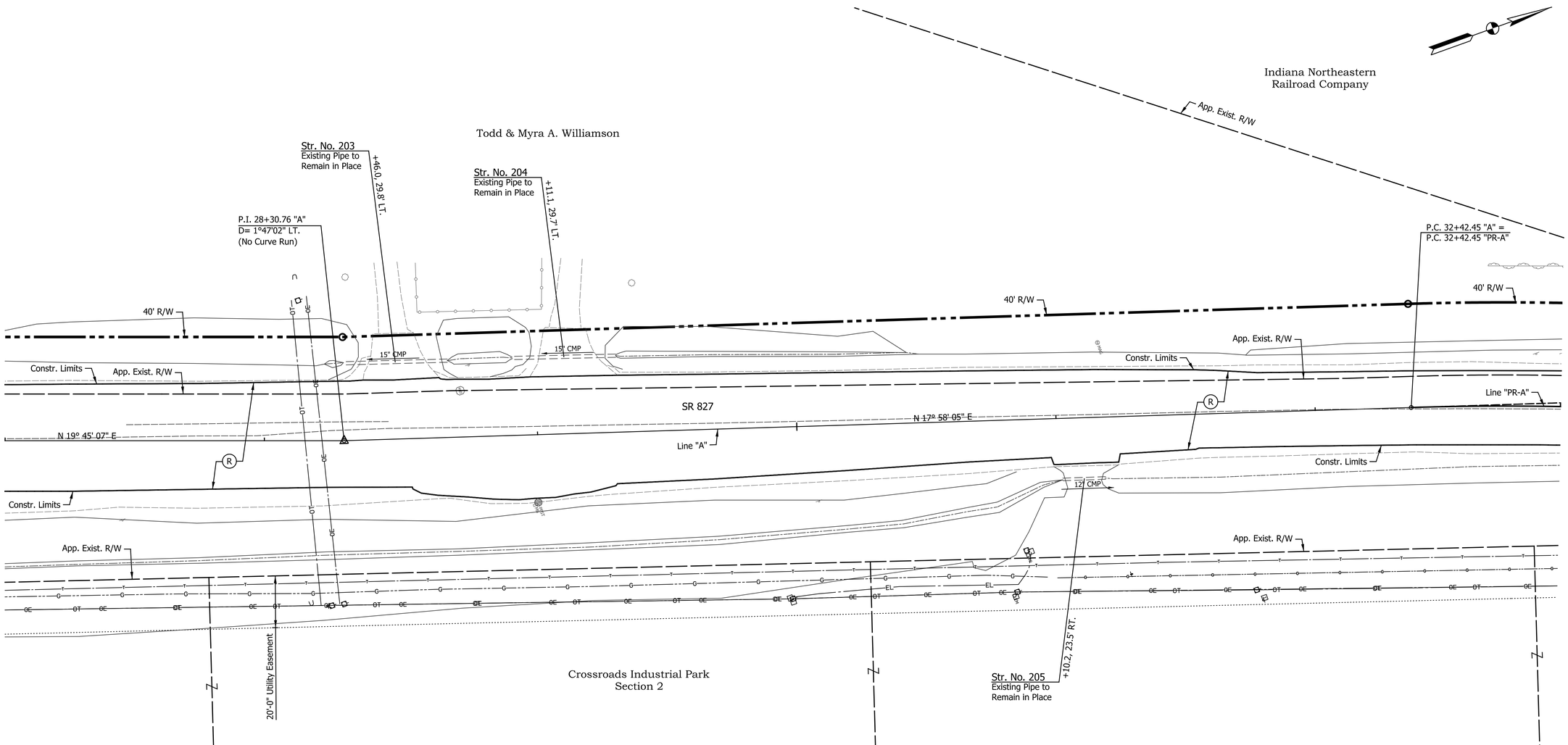
INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	23 of 93
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Shade.tbl

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LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (D2) HMA for Approaches 165 #/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment, Type II (6 in. Coarse Aggregate No. 53)
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery
- (X) Curb Ramp, Concrete (See Curb Ramp Details)
- Pavement Removal

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

Notes:
All Stationing Described from Line "A", Except as Shown.

Line "A" to be Constructed.

All R/W Described from Line "A", Except as Shown.

See Geometric Tie-In Details for Additional Alignment Information.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JMB CHECKED: JMB

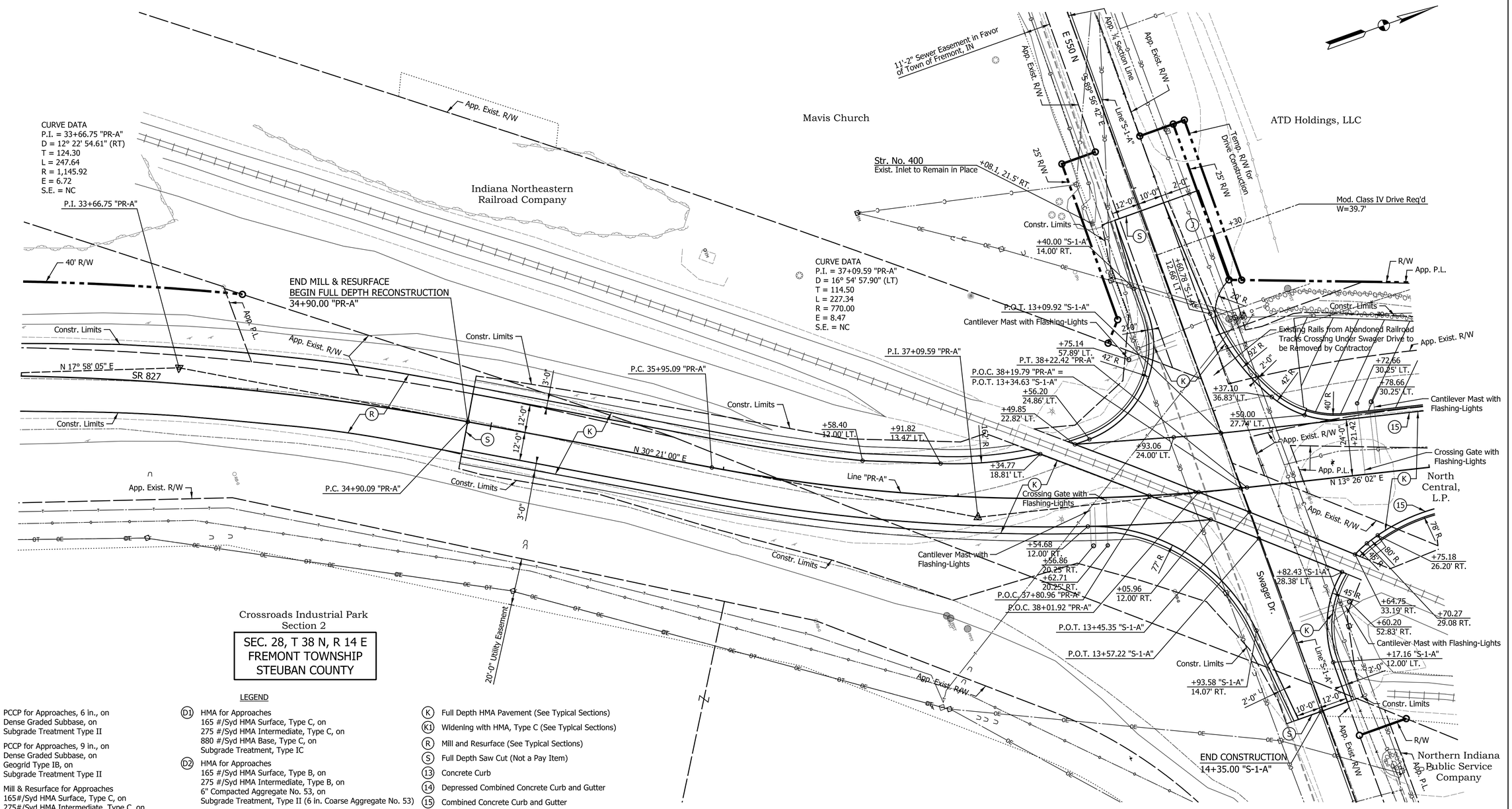
INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A" & "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	24 of 93
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Sheet.tbl

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LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (D2) HMA for Approaches 165 #/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment, Type II (6 in. Coarse Aggregate No. 53)
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery
- (X) Curb Ramp, Concrete (See Curb Ramp Details)
- Pavement Removal

Notes:
All Stationing Described from Line "PR-A", Except as Shown.
Line "PR-A" to be Constructed.
All R/W Described from Line "PR-A", Except as Shown.
See Geometric Tie-In Details for Additional Alignment Information.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JMB CHECKED: JMB

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A" & "S-1-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	25 of 93
CONTRACT	PROJECT
RS-42149	1601102

Indy-dist.dgn
Indiana_Shade.tbl

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40

Str. No. 304
Catch Basin, Type "E-7" &
69' of 15" Pipe Req'd.
+28.0, 58.0' LT.

Str. No. 300
Catch Basin, Type "C-15" &
34' of 12" Pipe Req'd.
+75.0 LT.

Str. No. 301
Mod. Manhole, Type "J-15" &
121' of 18" Pipe Req'd.
+75.0 RT.

CURVE DATA
P.I. = 41+43.25 "PR-A"
D = 17° 37' 10.39" (RT)
T = 80.59
L = 159.91
R = 520.00
E = 6.21
S.E. = NC

8" VCP

ATD Holdings, LLC

2" PVC 4" PVC
6" PVC

P.I. 41+43.25 "PR-A"

App. P.L.

Str. No. 303
Inlet, Type "B-15" &
38' of 12" Pipe Req'd.
+15.0 LT.

R/W

App. Exist. R/W

Constr. Limits

30' R

Broad St.

+65

Public Road Approach Req'd
W = 39'

+45.32
53.84' LT.

15" RCP

+85.50
38.96' LT.

Town of
Fremont

Str. No. 305
Manhole, Type "C-7" &
67' of 15" Pipe Req'd.
+93.0, 58.0' LT.

Fremont Equity, Inc.

Str. No. 306
Mod. Manhole, Type "J-15" &
89' of 18" Pipe Req'd.
+05.0 RT.

Str. No. 307
Inlet, Type "E-7" &
11' of 12" Pipe Req'd.
+00.0, 26.8' LT.

15" HDPE

40' R

Str. No. 308
Catch Basin, Type "C-15" &
22' of 12" Pipe Req'd.
+00.0 LT.

Str. No. 309
Mod. Manhole, Type "J-15" &
147' of 36" Pipe Req'd.
+00.0 RT.

William J. Wilcox, II

CURVE DATA
P.I. = 44+82.60 "PR-A"
D = 31° 19' 13.09" (LT)
T = 145.78
L = 284.25
R = 520.00
E = 20.05
S.E. = NC

P.C. 43+36.83 "PR-A"

Temp. R/W for Grading
30' R/W

P.I. 44+82.60 "PR-A"

Constr. Limits

+16.44
24.00' LT.

Wayne St. (SR 827)

N 13° 26' 02" E

Line "PR-A"

+89.42

+02.02

N 31° 03' 13" E

12'-0"

24'-0"

+21.42

+55.74
12.00' RT.

+91.53
24.58' RT.

+04.96
29.28' RT.

+08.55

+36.27

N 0° 16' 01" W

+10.20
34.58' RT.

+91.53
34.58' RT.

+01.60
38.07' RT.

P.C. 40+62.65 "PR-A"

40' R/W

Temp. R/W for Grading and Drive Construction

Str. No. 302
Catch Basin, Type "E-7" &
10' of 12" Pipe Req'd.
+75.0 RT.

Indiana Northeastern Railroad Company

North Central, L.P.

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

P.T. 42+22.56 "PR-A"

+51

Mod. Class III Drive Req'd
W = 75.3'

+11.61
38.23' RT.

+18.55
34.58' RT.

Mod. Class III Drive Req'd
W = 85.6'

+59

+25.0 RT.

Str. No. 311
Pipe Slotted Vane Drain
80' of 12" Pipe Req'd.

Str. No. 312
Slotted Drain Pipe
Cleanout Port Type II
23' of 12" Pipe Req'd.

+02.1, 34.0' RT.

+00.52
61.15' RT.

+00.0, 24.8' RT.

Temp. R/W for Grading
and Drive Construction

Str. No. 310
Catch Basin, Type "E-7" &
7' of 12" Pipe Req'd.

LA Blue, LLC

Str. No. 313
Mod. Manhole, Type "J-15" &
122' of 36" Pipe Req'd.
+50.0 RT.

LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (D2) HMA for Approaches 165 #/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment, Type II (6 in. Coarse Aggregate No. 53)
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery
- (X) Curb Ramp, Concrete (See Curb Ramp Details)
- Pavement Removal

Notes:
All Stationing Described from Line "PR-A", Except as Shown.

Line "PR-A" to be Constructed.

All R/W Described from Line "PR-A", Except as Shown.

For Storm Sewer Profile, See Plan & Profile Sheets.

See Geometric Tie-In Details for Additional Alignment Information.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JMB CHECKED: JMB

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	26 of 93
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Sheet.tbl

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45

50

See Next Construction Detail Sheet for Additional Information

William J. Wilcox, II

Town of Fremont, Indiana

R & J Distributing, LLC

Michael A. Waligora

LA Blue LLC

Fremont Cemetery Association

Pond 1

Constr. Limits

App. P.L.

R/W

App. Exist. R/W

Str. No. 314
Catch Basin, Type "B-15" & 22' of 12" Pipe Req'd.
+75.0 LT.

Str. No. 317
Mod. Manhole, Type "J-15" & 42' of 15" Pipe Req'd.
+85.0 LT.

Str. No. 318
Manhole, Type "J-5" & 19' of 15" Pipe Req'd.
+85.0 RT.

Temp. R/W for Grading
30' R/W

P.T. 46+21.08 "PR-A"

Str. No. 319
Remove 97' of Exist. 12" Ripe

Str. No. 101
93' of 30"x19" Pipe Req'd.
+24.0
+20.0

Str. No. 320
Mod. Manhole, Type "J-15" & 42' of 15" Pipe Req'd.
+35.0 LT.

2 Tons of Revetment Riprap, on 7 Sys Geotextile for Riprap, Type 2A

9 Tons of Revetment Riprap, on 18 Sys Geotextile for Riprap, Type 2A

2 Tons of Revetment Riprap, on 7 Sys Geotextile for Riprap, Type 2A

Str. No. 322
Catch Basin, Type "B-15" & 20' of 12" Pipe Req'd.
+85.0 LT.

END FULL DEPTH RECONSTRUCTION
BEGIN MILL & RESURFACE
49+90.00 "PR-A"

Str. No. 324
Catch Basin, Type "B-15" & 20' of 12" Pipe Req'd.
+70.0 LT.

Mod. Class VII Drive Req'd.
W = 52'
+79

Temp. R/W for Drive Construction

15" CMP

40' R

Wayne Street (SR 827)

+03.11

Line"PR-A" N 0° 16' 01" W

+53.11

+82.40

+31.39

+00.78
23.00' RT.

+85.0 RT.

Temp. R/W for Grading

5'-0"

4'-5"

Str. No. 323
Mod. Manhole, Type "J-15" & 44' of 36" Pipe Req'd.

Str. No. 315
Mod. Manhole, Type "J-15" & 106' of 36" Pipe Req'd.
+75.0 RT.

Str. No. 316
Remove 189' of Existing 15" Pipe
+36.3, 27.1 RT.

Str. No. 100
107' of 18" Pipe Req'd.
+44.0, 36.0 RT.

Mod. Class VII Drive Req'd.
W = 38'
+56

Str. No. 321
Mod. Manhole, Type "J-15" & 19' of 15" Pipe Req'd.
+35.0 RT.

55' R/W

Temp. R/W for Grading

+63

Mod. Class III Drive Req'd.
W = 10'

+39

Mod. Class III Drive Req'd.
W = 10'

+83

Mod. Class III Drive Req'd.
W = 10'

+45

Str. No. 325
Mod. Manhole, Type "J-15" & 179' of 36" Pipe Req'd.
+70.0 RT.

+06

Mod. Class III Drive Req'd.
W = 10'

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (D2) HMA for Approaches 165 #/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate No. 53, on Subgrade Treatment, Type II (6 in. Coarse Aggregate No. 53)
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery
- (X) Curb Ramp, Concrete (See Curb Ramp Details)
- Pavement Removal

Notes:
All Stationing Described from Line "PR-A", Except as Shown.

Line "PR-A" to be Constructed.

All R/W Described from Line "PR-A", Except as Shown.

See Geometric Tie-In Details for Additional Alignment Information.

For Storm Sewer Profile, See Plan and Profile Sheets.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JMB CHECKED: JMB

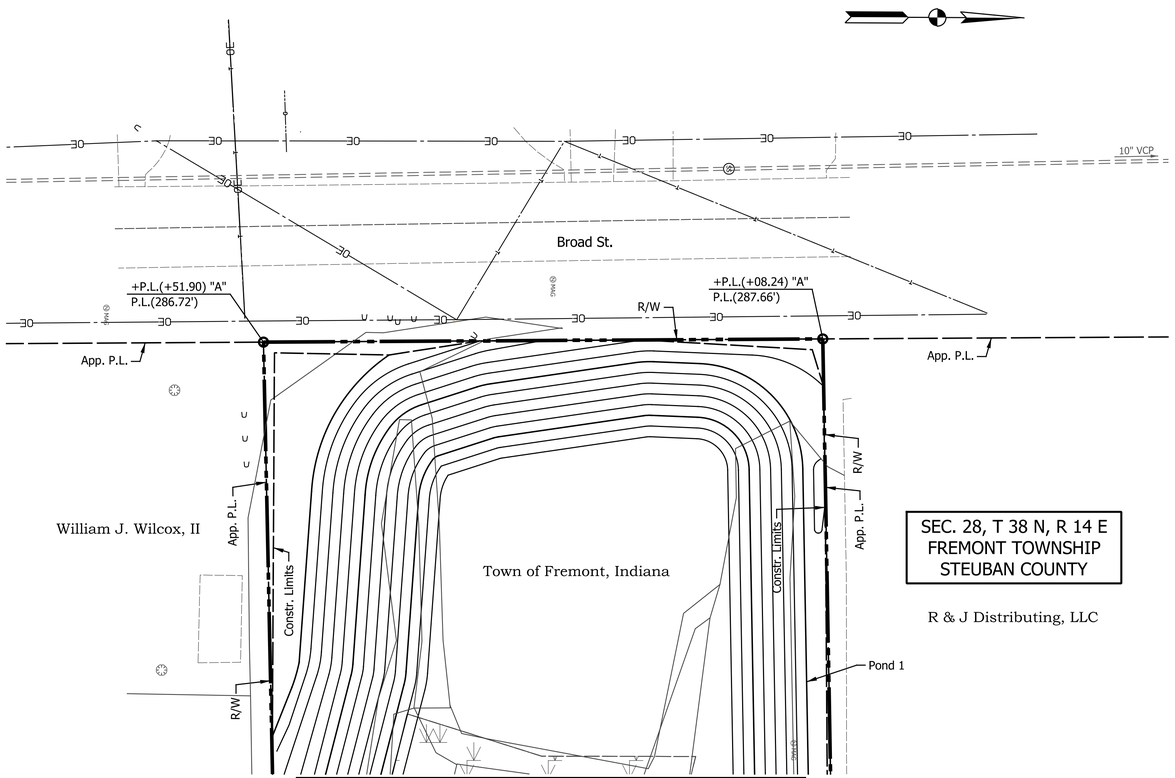
INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	27 of 93
CONTRACT	PROJECT
RS-42149	1601102

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SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

R & J Distributing, LLC

See Previous Construction Detail Sheet for Additional Information

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JMB CHECKED: JMB

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	28 of 93
CONTRACT	PROJECT
RS-42149	1601102

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Michael A. Waligora

Gary Ianucilli & Christine Thomas

Lenco Building Supply Inc.

Fremont Medical Center Owner's Group

Old Towne Lumber Company, LLC

Old Towne Lumber Company, LLC

Pearl Street

Wayne Street (SR 827)

Line "PR-A"

N 0° 16' 01" W

Str. No. 326
Catch Basin, Type "B-15" & 20' of 12" Pipe Req'd.
+50.0 LT.

Str. No. 329
Exist. Sanitary Manhole
Adjust Casting to Grade
+58.6, 19.3' LT.

Str. No. 331
Catch Basin, Type "B-15" & 20' of 12" Pipe Req'd.
+35.0 LT.

Str. No. 334
Exist. Sanitary Manhole
Adjust Casting to Grade
+06.9, 20.3 LT.

Str. No. 336
Catch Basin, Type "H-5" & 24' of 12" Pipe Req'd.
+89.0 LT.

Class III Drive Req'd.
W = 37'
+14

Mod. Class III Drive Req'd.
W = 40'
+00

Mod. Class III Drive Req'd.
W = 20'
+40

Public Road Approach Req'd.
W = 23'
+98

Mod. Class III Drive Req'd.
W = 16'
+57

+82.28
17.81' LT.

+10.51
17.80' LT.

+66.42

+26.42

Temp. R/W for Drive Construction

Constr. Limits

Existing Step, Removed by Others

Remove Tree

Temp. R/W for Grading

Temp. R/W for Gradlng

Temp. R/W for Drive Construction

Str. No. 327
Mod. Manhole, Type "J-15" & 174' of 36" Pipe Req'd.
+50.0 RT.

Str. No. 328
Remove Exist. Inlet & Exist. 6" Pipe
+46.0, 14.7' RT.

Str. No. 330
Exist. Inlet
Remove Exist. Inlet & Exist. 6" Pipe
+96.1, 14.8' RT.

Str. No. 332
Mod. Manhoole, Type "J-15" & 179' of 24" Pipe Req'd.
+35.0 RT.

Str. No. 333
Mod. Manhole, Type "J-15" & 209' of 24" Pipe Req'd.

Str. No. 335
Mod. Manhole, Type "J-15" & 119' of 24" Pipe Req'd.
+75.0 RT.

Mod. Class III Drive Req'd.
W = 10'
+23

Mod. Class I Drive Req'd.
W = 12'
+69

Mod. Class I Drive Req'd.
W = 12'
+14

Class III Drive Req'd.
W = 38'
+96

+80.00
18.00' RT.

Fremont Cemetery Association

Chad Ivan & Nancy A. Dunnavan

Allison Kooi

Richard R. Gripman

Cassel Post No. 257 of American Legion

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
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- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
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- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery
- (X) Curb Ramp, Concrete (See Curb Ramp Details)
- Pavement Removal

Notes:
All Stationing Described from Line "PR-A", Except as Shown.

Line "PR-A" to be Constructed.

All R/W Described from Line "PR-A", Except as Shown.

See Geometric Tie-In Details for Additional Alignment Information.

For Storm Sewer Profile, See Plan and Profile Sheets.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JMB CHECKED: JMB

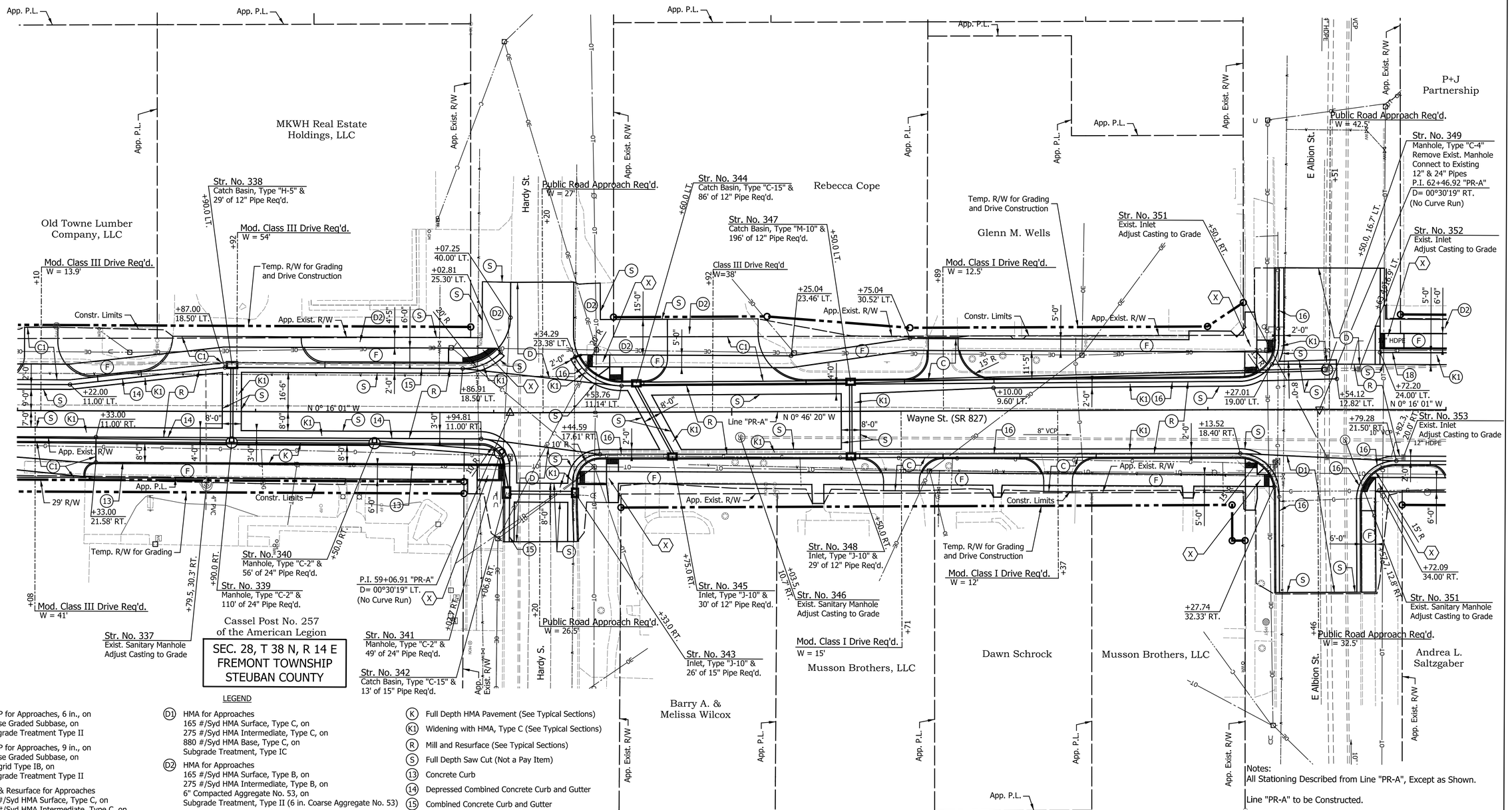
INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	29 of 93
CONTRACT	PROJECT
RS-42149	1601102

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LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
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DESIGNED: BAW DRAWN: CAK

CHECKED: JMB CHECKED: JMB

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	30 of 93
CONTRACT	PROJECT
RS-42149	1601102

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Appendix C: Early Coordination **C**

AMERICAN STRUCTUREPOINT INC.

7260 SHADELAND STATION
INDIANAPOLIS, INDIANA 46256
TEL 317.547.5580
FAX 317.543.0270

June 14, 2019

Example Early Coordination Letter

Regional Environmental Coordinator
Midwest Regional Office
National Park Service
601 Riverfront Drive
Omaha, Nebraska 68102

Re: Des. No. 1601102
SR 827 Roadway Improvement Project, beginning 1.06 miles south of SR 120 and extending north to the intersection of SR 827 and SR 120
Fremont, Steuben County, Indiana

Dear Sir or Madam:

The Indiana Department of Transportation (INDOT) Fort Wayne District and Federal Highway Administration (FHWA) intend to proceed with a roadway improvement project along SR 827 in the town of Fremont in Steuben County. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The project is located on SR 827, beginning 1.06 miles south of SR 120 and extending north to the intersection of SR 827 and SR 120, a distance of 0.93 mile. This project is located within the town limits of Fremont in Steuben County, Indiana. SR 827 is classified as a Rural Major Collector from the southern project limits to Swager Road (CR 550 N) and an Urban Major Collector from Swager Road to SR 120. The posted speed limit is 45 mph between the southern project limits and the Indiana Northeastern Railroad crossing, 35 mph between the Indiana Northeastern Railroad crossing and Pearl Street, and 30 mph between Pearl Street and SR 120.

From the southern project limits to Hardy Street, SR 827 is a two-lane facility consisting of two 12-foot-wide travel lanes, one in each direction, with 2-foot-wide paved shoulders. From Hardy Street to Albion Street, SR 827 is a two-lane facility consisting of two 15-foot-wide travel lanes, one in each direction, with 2-foot-wide paved shoulders with curb. From Albion Street to SR 120, SR 827 is a two-lane facility consisting of two 14-foot-wide travel lanes, one in each direction, with an 8-foot-wide parking lane on each side of the roadway. No pedestrian facilities exist from the southern project limits to Swager Road. A sidewalk varying from four to five-feet wide with a grass buffer varying from five to nine feet wide, when present, is located along the east side of the roadway beginning just south of the cemetery between Broad Street and Pearl Street and continuing to Hardy Street. From Hardy Street to Albion Street,

a 5-foot-wide sidewalk with a grass buffer varying from eight to ten feet wide is located along both sides of the roadway. From Albion Street to SR 120, a 10-foot-wide sidewalk is located adjacent to both sides of the roadway. Existing right-of-way along the project corridor appears to vary from 50 feet to 25 feet east and west of the centerline of the roadway. There are locations within this project area that do not appear to have documented right-of-way.

Drainage within the project limits is primarily by sheet flow. The roadway segment from Hardy Street to Albion Street is curbed along both sides of the roadway without drainage inlets. The roadway segment from Albion Street to SR 120 is curbed with drainage inlets along both sides of the roadway. The remainder of the project limits sheet flows to open ditches and swales. There are two 12-inch culverts that convey drainage under SR 827. The first culvert is located just south of McSwain Drive and the second culvert is located 570 feet north of Broad Street.

The purpose of the project is to address the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along SR 827 corridor. The existing pavement exhibits age-related deterioration, moderate longitudinal and transverse cracking, and deteriorated curbs and sidewalks. Most of the curb ramps along the project corridor do not appear to meet current standards.

The current preferred alternative consists of a Hot Mix Asphalt (HMA) overlay with minor structural pavement rehabilitation and sections of full pavement replacement. Additionally, approximately 1,445 feet of SR 827 would be realigned from just south of Swager Road to just north of Broad Street. One feasible realignment alternative being considered is to shift the intersection of Swager Road and SR 827 approximately 40 feet west. Additionally, the railroad crossing at SR 827 and Swager Road would be moved further away from the intersection to allow for movement of vehicles while a train is present. The roadway realignment would eliminate one set of existing reverse curves located just south of the railroad crossing. The two culverts within the project area will be assessed to determine if replacement is needed. A new storm sewer with drainage inlets would be installed in curbed segments and drain to the existing detention pond located north of the intersection of SR 827 and Broad Street. The detention pond will be evaluated to determine if it needs to be expanded to handle the increase in runoff. Existing curb would be replaced with curb and gutter. New curb and gutter would be extended south to Swager Road. Storm sewer and curb inlets would be added to the curb and gutter sections. Curb ramps and sidewalk would be reconstructed as needed to be ADA compliant.

It is anticipated that additional permanent and temporary right-of-way acquisition, greater than 0.50 acre, would be required to complete the proposed project. However, it is unknown at this time how much temporary and permanent right-of-way would be needed. Exact amounts will be determined as the design develops.

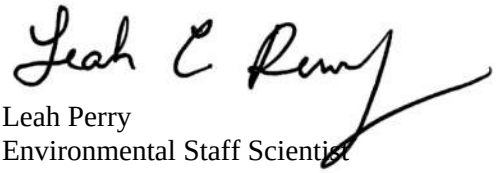
Traffic would be maintained through the use of a detour. The official state detour would utilize US 20, SR 127, and SR 120. Construction would be phased to minimize disruption to local traffic. Access to all properties along the project would be maintained during construction. Coordination would be necessary with adjacent commercial properties regarding maintaining operational access during construction. Pedestrian detour routes would also be provided during construction to maintain pedestrian connectivity within the Town of Fremont.

Land use within the project vicinity is primarily commercial and residential. Fremont Cemetery (The Old Cemetery) is located at the east side of SR 827 between Pearl Street and Broad Street. A wetland delineation and waters investigation will be performed to identify ecological resources that may be present. Some tree clearing is anticipated. 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 result of any cultural resource evaluations/investigations will be forwarded to the State Historic Perseveration Officer for review and concurrence as required.

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 Leah Perry at American

Structurepoint, Inc., by phone at (317) 547-5580 or e-mail at lperry@structurepoint.com, or Jenny Bass, INDOT Fort Wayne District Project Manager, at (260) 969-8252 or e-mail at jbass@indot.in.gov. Thank you in advance for your input.

Very truly yours,
American Structurepoint, Inc.



Leah Perry
Environmental Staff Scientist

LCP:mgn

Enclosures
- State Location Map
- USGS Topographic Map –Angola East Quadrangle
- Site Photographs- June 6, 2019
- Photograph Location Map

Note: These enclosures are located in Appendix B, B-1 to B-4.

Distribution List
- U.S. Army Corps of Engineers, Detroit District
- U.S. Department of Housing and Urban Development
- U.S. Fish and Wildlife Service
- U.S. National Park Service, Midwest Regional Office
- U.S. Natural Resources Conservation Service
- Federal Highway Administration
- Indiana Department of Environmental Management
- Indiana Department of Environmental Management, Groundwater Section
- Indiana Department of Transportation, Office of Aviation
- Indiana Department of Transportation, Environmental Services
- Indiana Department of Transportation, Public Hearings
- Indiana Department of Transportation, Fort Wayne District Office
- Indiana Department of Natural Resources, Division of Fish and Wildlife
- Indiana Geological Survey
- Region III-A Economic Development District & Regional Planning Commission
- Northeastern Indiana Regional Coordinating Council
- Steuben County Highway Department
- Steuben County Drainage Boards
- Steuben County Sheriff Department
- Steuben County Surveyor's Office
- Steuben County Emergency Management
- Fremont Town Council
- Town of Fremont Police Department
- Fremont Fire Department
- Fremont Community Schools

Note: The letter was also sent to the Fremont Water Department on July 9, 2019.

Organization and Project Information

Project ID:	2017.02101
Des. ID:	1601102
Project Title:	SR 827 Pavement Replacement
Name of Organization:	American Structurepoint, Inc.
Requested by:	Leah Perry

Environmental Assessment Report

1. Geological Hazards:
    - Moderate liquefaction potential
    - 1% Annual Chance Flood Hazard
2. Mineral Resources:
    - Bedrock Resource: Low Potential
    - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
    - None documented in the area

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

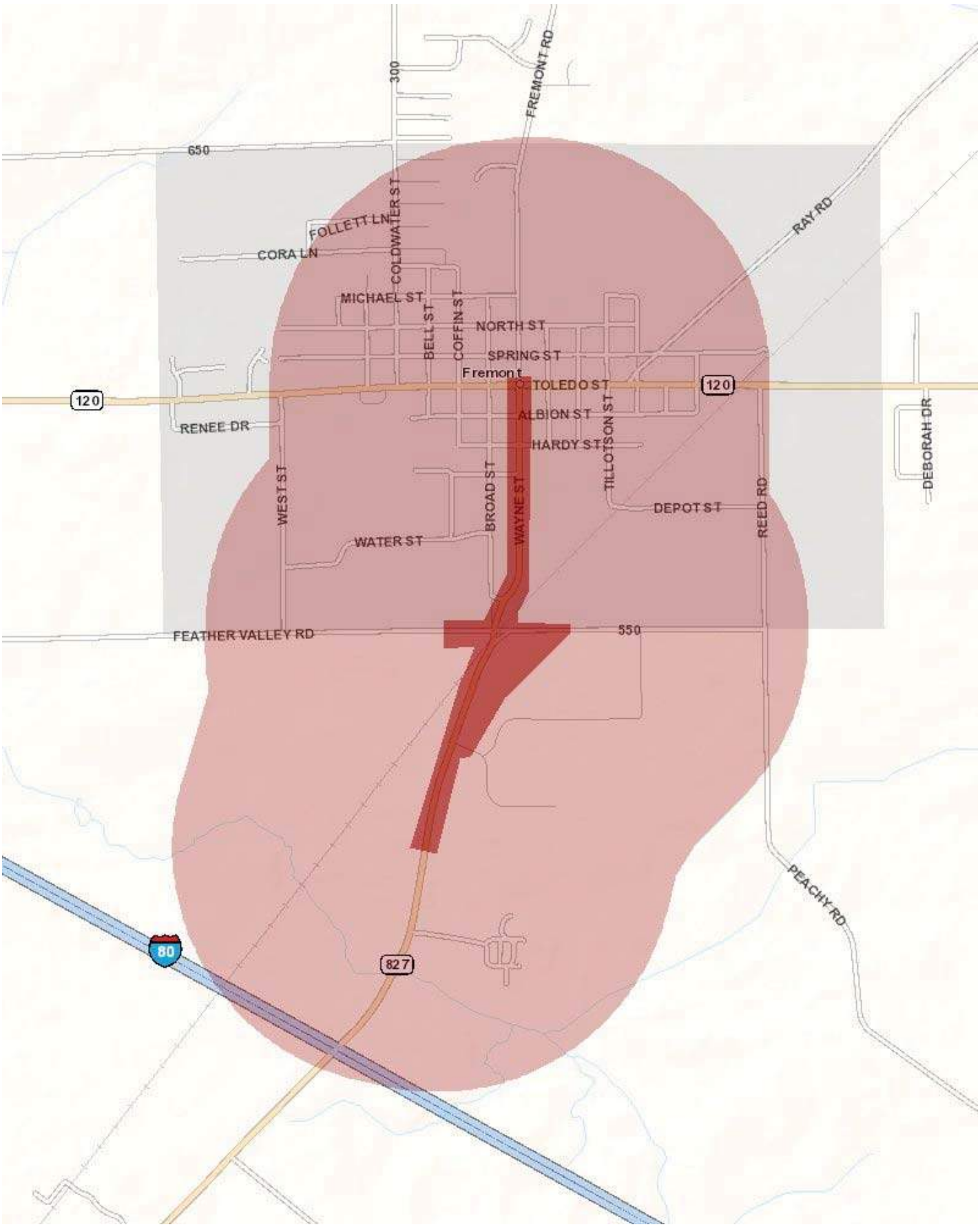
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This information was furnished by Indiana Geological Survey
Address: 420 N. Walnut St., Bloomington, IN 47404
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

Date: June 14, 2019

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Metadata:

- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

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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

INDOT Fort Wayne District
Jenny Bass
5333 Hatfield Road
Fort Wayne , IN 46808

American Structurepoint, Inc.
Leah Perry
7260 Shadeland Avenue
Indianapolis , IN 46256

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The project is located on SR 827, beginning 1.06 miles south of SR 120 and extending north to the intersection of SR 827 and SR 120, a distance of 0.93 mile. This project is located within the town limits of Fremont in Steuben County, Indiana. SR 827 is classified as a Rural Major Collector from the southern project limits to Swager Road (CR 550 N) and an Urban Major Collector from Swager Road to SR 120. The posted speed limit is 45 mph between the southern project limits and the Indiana Northeastern Railroad crossing, 35 mph between the Indiana Northeastern Railroad crossing and Pearl Street, and 30 mph between Pearl Street and SR 120. From the southern project limits to Hardy Street, SR 827 is a two-lane facility consisting of two 12-foot-wide travel lanes, one in each direction, with 2-foot-wide paved shoulders. From Hardy Street to Albion Street, SR 827 is a two-lane facility consisting of two 15-foot-wide travel lanes, one in each direction, with 2-foot-wide paved shoulders with curb. From Albion Street to SR 120, SR 827 is a two-lane facility consisting of two 14-foot-wide travel lanes, one in each direction, with an 8-foot-wide parking lane on each side of the roadway. No pedestrian facilities exist from the southern project limits to Swager Road. A sidewalk varying from four to five-feet wide with a grass buffer varying from five to nine feet wide, when present, is located along the east side of the roadway beginning just south of the cemetery between Broad Street and Pearl Street and continuing to Hardy Street. From Hardy Street to Albion Street, a 5-foot-wide sidewalk with a grass buffer varying from eight to ten feet wide is located along both sides of the roadway. From Albion Street to SR 120, a 10-foot-wide sidewalk is located adjacent to both sides of the roadway. Existing right-of-way along the project corridor appears to vary from 50 feet to 25 feet east and west of the centerline of the roadway. There are locations within this project area that do not appear to have documented right-of-way. Drainage within the project limits is primarily by sheet flow. The roadway segment from Hardy Street to Albion Street is curbed along both sides of the roadway without drainage inlets. The roadway segment from Albion Street to SR 120 is curbed with drainage inlets along both sides of the roadway. The remainder of the project limits sheet flows to open ditches and swales. There are two 12-inch culverts that convey drainage under SR 827. The first culvert is located just south of McSwain Drive and the second culvert is located 570 feet north of Broad Street. The purpose of the project is to address the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along SR 827 corridor. The existing pavement exhibits age-related deterioration, moderate longitudinal and transverse cracking, and deteriorated curbs and sidewalks. Most of the curb ramps along the project corridor do not appear to meet current standards. The current preferred alternative consists of a Hot Mix Asphalt (HMA) overlay with minor structural pavement rehabilitation and sections of full pavement replacement. Additionally, approximately 1,445 feet of SR 827 would be realigned from just south of Swager Road to just north of Broad Street. One feasible realignment

alternative being considered is to shift the intersection of Swager Road and SR 827 approximately 40 feet west. Additionally, the railroad crossing at SR 827 and Swager Road would be moved further away from the intersection to allow for movement of vehicles while a train is present. The roadway realignment would eliminate one set of existing reverse curves located just south of the railroad crossing. The two culverts within the project area will be assessed to determine if replacement is needed. A new storm sewer with drainage inlets would be installed in curbed segments and drain to the existing detention pond located north of the intersection of SR 827 and Broad Street. The detention pond will be evaluated to determine if it needs to be expanded to handle the increase in runoff. Existing curb would be replaced with curb and gutter. New curb and gutter would be extended south to Swager Road. Storm sewer and curb inlets would be added to the curb and gutter sections. Curb ramps and sidewalk would be reconstructed as needed to be ADA compliant. It is anticipated that additional permanent and temporary right-of-way acquisition, greater than 0.50 acre, would be required to complete the proposed project. However, it is unknown at this time how much temporary and permanent right-of-way would be needed. Exact amounts will be determined as the design develops. Traffic would be maintained through the use of a detour. The official state detour would utilize US 20, SR 127, and SR 120. Construction would be phased to minimize disruption to local traffic. Access to all properties along the project would be maintained during construction. Coordination would be necessary with adjacent commercial properties regarding maintaining operational access during construction. Pedestrian detour routes would also be provided during construction to maintain pedestrian connectivity within the Town of Fremont.

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 (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, Kosciosko, 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 is it the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at http://www.in.gov/idem/5284.htm (http://www.in.gov/idem/5284.htm), is used.

Signature(s) of the Applicant

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

Project Description

The project is located on SR 827, beginning 1.06 miles south of SR 120 and extending north to the intersection of SR 827 and SR 120, a distance of 0.93 mile. This project is located within the town limits of Fremont in Steuben County, Indiana. SR 827 is classified as a Rural Major Collector from the southern project limits to Swager Road (CR 550 N) and an Urban Major Collector from Swager Road to SR 120. The posted speed limit is 45 mph between the southern project limits and the Indiana Northeastern Railroad crossing, 35 mph between the Indiana Northeastern Railroad crossing and Pearl Street, and 30 mph between Pearl Street and SR 120. From the southern project limits to Hardy Street, SR 827 is a two-lane facility consisting of two 12-foot-wide travel lanes, one in each direction, with 2-foot-wide paved shoulders. From Hardy Street to Albion Street, SR 827 is a two-lane facility consisting of two 15-foot-wide travel lanes, one in each direction, with 2-foot-wide paved shoulders with curb. From Albion Street to SR 120, SR 827 is a two-lane facility consisting of two 14-foot-wide travel lanes, one in each direction, with an 8-foot-wide parking lane on each side of the roadway. No pedestrian facilities exist from the southern project limits to Swager Road. A sidewalk varying from four to five-feet wide with a grass buffer varying from five to nine feet wide, when present, is located along the east side of the roadway beginning just south of the cemetery between Broad Street and Pearl Street and continuing to Hardy Street. From Hardy Street to Albion Street, a 5-foot-wide sidewalk with a grass buffer varying from eight to ten feet wide is located along both sides of the roadway. From Albion Street to SR 120, a 10-foot-wide sidewalk is located adjacent to both sides of the roadway. Existing right-of-way along the project corridor appears to vary from 50 feet to 25 feet east and west of the centerline of the roadway. There are locations within this project area that do not appear to have documented right-of-way. Drainage within the project limits is primarily by sheet flow. The roadway segment from Hardy Street to Albion Street is curbed along both sides of the roadway without drainage inlets. The roadway segment from Albion Street to SR 120 is curbed with drainage inlets along both sides of the roadway. The remainder of the project limits sheet flows to open ditches and swales. There are two 12-inch culverts that convey drainage under SR 827. The first culvert is located just south of McSwain Drive and the second culvert is located 570 feet north of Broad Street. The purpose of the project is to address the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along SR 827 corridor. The existing pavement exhibits age-related deterioration, moderate longitudinal and transverse cracking, and deteriorated curbs and sidewalks. Most of the curb ramps along the project corridor do not appear to meet current standards. The current preferred alternative consists of a Hot Mix Asphalt (HMA) overlay with minor structural pavement rehabilitation and sections of full pavement replacement. Additionally, approximately 1,445 feet of SR 827 would be realigned from just south of Swager Road to just north of Broad Street. One feasible realignment alternative being considered is to shift the intersection of Swager Road and SR 827 approximately 40 feet west. Additionally, the railroad crossing at SR 827 and Swager Road would be moved further away from the intersection to allow for movement of vehicles while a train is present. The roadway realignment would eliminate one set of existing reverse curves located just south of the railroad crossing. The two culverts within the project area will be assessed to determine if replacement is needed. A new storm sewer with drainage inlets would be installed in curbed segments and drain to the existing detention pond located north of the intersection of SR 827 and Broad Street. The detention pond will be evaluated to determine if it needs to be expanded to handle the increase in runoff. Existing curb would be replaced with curb and gutter. New curb and gutter would be extended south to Swager Road. Storm sewer and curb inlets would be added to the curb and gutter sections. Curb ramps and sidewalk would be reconstructed as needed to be ADA compliant. It is anticipated that additional permanent and temporary right-of-way acquisition, greater than 0.50 acre, would be required to complete the proposed project. However, it is unknown at this time how much temporary and permanent right-of-way would be needed. Exact amounts will be determined as the design

develops. Traffic would be maintained through the use of a detour. The official state detour would utilize US 20, SR 127, and SR 120. Construction would be phased to minimize disruption to local traffic. Access to all properties along the project would be maintained during construction. Coordination would be necessary with adjacent commercial properties regarding maintaining operational access during construction. Pedestrian detour routes would also be provided during construction to maintain pedestrian connectivity within the Town of Fremont.

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: 06/18/2019

Signature of the INDOT
Project Engineer or Other Responsible Agent Jenny Bass

Jenny Bass

Date: 06/18/2019

Signature of the
For Hire Consultant Leah C Perry

Leah Perry

USDA
United States Department of Agriculture

Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, IN 46278
317-290-3200

June 24, 2019

Leah Perry
American StructurePoint
7260 Shadeland Station
Indianapolis, Indiana 46256

Dear Ms. Perry:

The proposed project to make roadway improvements in Fremont, Steuben County, Indiana (Des. No. 1601102), as referred to in your letter received June 14, 2019, will not cause a conversion of prime farmland.

If you need additional information, please contact Daniel Phillips at 317-295-5871.

Sincerely,

JERRY RAYNOR Digitally signed by JERRY RAYNOR
Date: 2019.06.25 22:56:48 -04'00'

JERRY RAYNOR
State Conservationist



USDA is an equal opportunity provider, employer and lender.

June 26, 2019

Leah Perry
American Structurepoint Inc.
7260 Shadeland Station
Indianapolis, IN 46256

Re: Early Coordination
DES 1601102 SR 827 Roadway Improvement Project
Location: Steuben County

Dear Ms. Perry:

Members of our staff reviewed your letter and report, dated June 14, 2019, concerning the Early Coordination of the SR 827 Roadway Improvement Project. The NIRCC staff has the following comments relating to the early coordination phase of the environmental review process with this project, see below.

Project comment:

- According to the Northeast Indiana United Trails Plan there is a proposed trail that follows this route and connects the Town of Fremont with the Poka-Bache Connector (State Visionary Trail) via SR 827 and E 400 N. This trail should be added to the project.

Early Coordination comments:

- Old Fremont Cemetery is located at 403 S Wayne St. It is listed in the SHAARD database with IHSSI number 151-017-07049 and is also listed with a rating of "Contributing".
- According to the SHAARD database of County Survey Sites there are potentially 10 properties with a "Contributing" rating, 5 properties with a "Notable" rating, and 2 properties with an "Outstanding" rating. There may also be a Fremont Historic District in the vicinity.
- The project is near the Ropchan Wildlife Refuge Nature Preserve area at the southern end of the project.
- There are 3 UST sites located along the project area (These need looked up in the virtual file cabinet, map locations are often wrong. https://vfc.idem.in.gov/DocumentSearch.aspx).
- There is 1 LUST site located along the project area. (This needs looked up in the virtual file cabinet, map locations are often wrong. https://vfc.idem.in.gov/DocumentSearch.aspx)
- There is a potential wetland located at the south end of the project area (east and west side of SR 827) and one just north of Broad St on the west side of SR 827.

200 East Berry Street Suite 230
Fort Wayne, Indiana 46802-2735

Website
www.nircc.com

Executive Director: Daniel S. Avery
Telephone: (260) 449-7309
Fax: (260) 449-8672

Thank you for the opportunity to comment on this project. If you have any questions, please do not hesitate to contact our office.

Sincerely,



Stacey Gorsuch
Principal Transportation Planner

July 1, 2019

66-33
American Structurepoint, Inc.
Attention: Leah Perry
7260 Shadeland Avenue
Indianapolis, Indiana 46256

RE: Wellhead Protection Area
Proximity Determination
Des No 1601102
SR 827 Roadway Improvement Project, beginning 1.06 miles south of SR 120 and extending north to the intersection of SR 827 and SR 120
Fremont, Steuben County, Indiana

Dear Leah Perry,

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

Note: the Drinking Water Branch has launched a new self service feature which allows one to determine wellhead proximity without submitting the application form. Use the following instructions:

1. Go to http://idemmaps.idem.in.gov/whpa2/
2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.

In the future please consider using this self service feature if it is suits your needs.

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

Sincerely,

Alisha Turnbow

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

Perry, Leah

From: Herron, Toni N <ToHerron@indot.IN.gov>
Sent: Wednesday, July 10, 2019 10:41 AM
To: Perry, Leah
Subject: RE: Early Coordination, SR 827 Pavement Replacement- Des. No. 1601102

Hi Leah,

I have reviewed the enclosed early coordination packet and do not have any environmental concerns regarding the project (Des. No. 1601102) at this time. Therefore, we will not be providing a comment letter. Let me know if you have any questions.

Thank you,

Toni N. Herron
Environmental Manager II
5333 Hatfield Road
Fort Wayne, IN 46808
Office: (260) 399-7341 x14341
Email: TLangevin@indot.in.gov



From: Novak, Karen
Sent: Tuesday, June 18, 2019 10:16 AM
To: Langevin, Toni N <TLangevin@indot.IN.gov>
Subject: FW: Early Coordination, SR 827 Pavement Replacement- Des. No. 1601102

Toni,

Please review ECL and respond accordingly.

Thank You,

Karen M. Novak
Sr Environmental Mgr Supervisor
5333 Hatfield Road
Fort Wayne, IN 46808
Office: (260) 969-8302
Email: knovak@indot.in.gov



THIS IS NOT A PERMIT

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

DNR #: ER-21618 **Request Received:** June 14, 2019

Requestor: American Structurepoint, Inc
Leah Perry
7260 Shadeland Station
Indianapolis, IN 46256

Project: SR 827 roadway improvements from SR 120 to 1.06 miles south, and relocation of the railroad crossing and the intersection with Swager Road, Fremont; Des #1601102

County/Site info: Steuben

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

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

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

Natural Heritage Database: The Natural Heritage Program's data have been checked.
The managed lands, high quality natural communities and species below have been documented just south of the south end of the project area in Sec. 33, T38N, R14E unless otherwise indicated. The Division of Nature Preserves does not anticipate any impacts to the communities or plant species as a result of this project.

A) MANAGED LANDS:
1. Ropchan Wetland Conservation Area, DNR Division of Fish & Wildlife
2. Ropchan Wildlife Refuge Nature Preserve, ACRES Land Trust

B) COMMUNITIES:
1. Northern Lakes Dry-mesic Upland Forest
2. Fen (also Sec 29)
3. Marsh
4. Shrub Swamp

C) INSECT: Big Broad-winged Skipper (Poanes viator viator), state threatened

D) PLANTS:
1. Red Baneberry (Actaea rubra), state threatened
2. American Wintergreen (Pyrola americana), state threatened
3. Bebb's Sedge (Carex bebbii), state rare

E) ANIMALS:
1. BIRD: Least Bittern (Ixobrychus exilis), state endangered
2. MAMMAL: Star-nosed Mole (Condylura cristata), state special concern
3. REPTILES:
   a) Blanding's Turtle (Emydoidea blandingii), state endangered (also Sec 29)
   b) Eastern Massasauga (Sistrurus catenatus), state endangered

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:

THIS IS NOT A PERMIT

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

1) Animal Species:
a. Least Bittern:
Suitable habitat exists for the Least Bittern near the area south of Swagger Road. For this area, we recommend that work be
conducted outside of the nesting season to minimize impacts to this species. The nesting season is from April 1 to August 14.

b. Star-nosed Mole:
Star-nosed moles are semi-aquatic and prefer marshes, bogs, ditches, and stream banks. We recommend that impacts to any wetland features be avoided as much as possible and any temporary disturbances to these features be returned to their original state upon completion of the project. Also, any necessary measures to reduce or eliminate runoff/erosion of materials into water features should be implemented.

c. Reptiles:
An entrenched silt fence should be installed around the work areas south of Swagger Drive and east of SR 827, if a new roadway is going to be constructed along that area, to prevent turtles and snakes from entering the construction site. Blanding's turtles are known to move a lot on land and these areas are fairly natural, with a pond right next to this portion of the project.

2) 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 as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.
6. 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 12, 2019

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

Perry, Leah

From: Gillet, Allisyn-Marie <AGillet@dnr.IN.gov>
Sent: Wednesday, October 02, 2019 1:41 PM
To: Perry, Leah; Stanifer, Christie
Cc: Crites, Scott; Hope, Briana
Subject: RE: ER-21618, Steuben County: SR 827 improvements; Des #1601102: Least Bittern question

Hi Leah,

If work is done during the breeding season, I would recommend that it is conducted after the vegetation has leafed out. This would prevent birds from having a direct line of sight to the project, which will be especially disturbing to birds that are beginning to nest (build, lay eggs, and incubate).

Even though the birds may be used to regular traffic noise (even trains honking), they will not be conditioned to people outside of their vehicles doing the construction and the novelty of the new machinery (new noises that may be much louder than regular traffic noise). For example, I have observed black-crowned night-herons and great egrets (also waterbirds) sitting on their nests at ArcelorMittal Steel Mill with large trucks hauling slag going by every 5 minutes or so. They took honk their horns. However, when I get out of the vehicle to walk and get a better view of the nests to survey them, they often flush off the nest until I get back in the vehicle. That's because I am unfamiliar to them. I believe this will be a similar situation.

Thank you,

Allisyn

Allisyn Gillet
Ornithologist
Indiana Department of Natural Resources
Division of Fish & Wildlife
5596 E State Rd. 46, Bloomington, IN 47401
812-334-1137 ext. 3400
www.dnr.IN.gov



** Please let us know about the quality of our service by taking this brief customer survey.*

From: Perry, Leah [mailto:lperry@structurepoint.com]
Sent: Wednesday, October 02, 2019 1:30 PM
To: Stanifer, Christie <cstanifer@dnr.IN.gov>; Gillet, Allisyn-Marie <AGillet@dnr.IN.gov>
Cc: Crites, Scott <SCrites@structurepoint.com>; Hope, Briana <bhope@structurepoint.com>
Subject: RE: ER-21618, Steuben County: SR 827 improvements; Des #1601102: Least Bittern question

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

Christie and Allisyn-Marie,

I just wanted to follow up regarding the potential for noise to impact Least Bittern:

A railroad track runs in between the roadway that INDOT would be milling and resurfacing and the wetland that was highlighted in yellow. It is not likely noise from the milling and resurfacing process would be more disruptive than noise generated by the passing trains located directly adjacent to the large wetland/ least bittern habitat. In addition, the nearby railroad crossing of Swager requires trains to blow their horns prior to crossing. The resurfacing would be no louder than the existing vehicular traffic. Milling the existing pavement may be louder than the vehicular traffic. However, the milling is only anticipated to require a very short duration (expected to be completed in one day) and not as loud as the noise generated by the adjacent train tracks. Avoiding the nesting season for the least bittern is likely not practical, as this restricts work during a significant portion of the construction season and could cause costly delays.

We would like to know your thoughts given this information about the recommendations for the least bittern. Please let us know if you would like to further discuss.

Thank you,

Leah Perry

From: Stanifer, Christie [mailto:cstanifer@dnr.IN.gov]
Sent: Tuesday, September 17, 2019 1:42 PM
To: Perry, Leah <lperry@structurepoint.com>
Subject: FW: ER-21618, Steuben County: SR 827 improvements; Des #1601102: Least Bittern question

Hi Leah. Please see the response below from our ornithologist regarding work associated with this project.

Thanks,
Christie

From: Gillet, Allisyn-Marie
Sent: Monday, September 16, 2019 3:36 PM
To: Stanifer, Christie <cstanifer@dnr.IN.gov>
Subject: RE: ER-21618, Steuben County: SR 827 improvements; Des #1601102: Least Bittern question

Hi Christie,

Correct, the impact from noise may cause impacts. Work should not be conducted south of the blue line during the breeding window (April 1 to August 14). I intended for the blue line to be in line with the northern edge of the wetland. The yellow highlighted portion is where least bittern habitat occurs. See below.

Please let me know if you have any more questions,
Alli



From: Stanifer, Christie
Sent: Thursday, September 12, 2019 3:22 PM
To: Gillet, Allisyn-Marie <AGillet@dnr.IN.gov>
Subject: FW: ER-21618, Steuben County: SR 827 improvements; Des #1601102: Least Bittern question
Importance: High

Hi Allisyn! Please see the email below. Can you address the question about the work to avoid Least Bittern? I assume it doesn't matter if the work is just resurfacing because of the impacts from noise and possible staging, etc? Or if not, then she is asking what work can potentially be conducted during the nesting season.

Thanks,

Christie L. Stanifer
Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
402 West Washington St, Room W273
Indianapolis, IN 46204
Direct: (317) 232-8163
www.dnr.IN.gov

From: Perry, Leah [mailto:lperry@structurepoint.com]
Sent: Thursday, September 12, 2019 2:28 PM
To: Stanifer, Christie <cstanifer@dnr.IN.gov>
Cc: Hope, Briana <bhope@structurepoint.com>; Cummings, JoAnne <JCummings@dnr.IN.gov>
Subject: RE: ER-21618 Steuben County: SR 827 roadway improvements, and relocation of the railroad crossing and the intersection with Swager Road; Des #1601102

Hello Christie,

I have a question regarding the response for this project (IDNR response letter dated 7.12.2019 attached):

- The recommendation for Least Bittern states:
  "Suitable habitat exists for the Least Bittern near the area south of Swagger Road. For this area, we recommend that work be conducted outside of the nesting season to minimize impact to this species. The nesting season is from April 1 to August 14."

  From McSwain Drive entrance to the south, the project will just be milling and resurfacing the existing road. I have attached an updated KMZ file with the current anticipated impacts for the project. I would also like to further discuss where work can and cannot be conducted outside of the nesting season for the Least Bittern and/or if this is still applicable due to just milling and resurfacing. Who should we contact regarding this?

Thank you,

Leah Perry

From: Cummings, JoAnne [mailto:JCummings@dnr.IN.gov]
Sent: Friday, July 12, 2019 10:45 AM
To: Perry, Leah <lperry@structurepoint.com>
Subject: ER-21618 Steuben County: SR 827 roadway improvements, and relocation of the railroad crossing and the intersection with Swager Road; Des #1601102

Dear Leah,

Please let me know if you have any questions. Thanks!

In an effort to promote a more efficient and faster service, the Division of Fish and Wildlife's Environmental Unit is utilizing electronic mail service whenever possible to send out and receive correspondence, rather than using US Postal Service mail. On any future correspondence, please provide a valid email address for this purpose. If any response letter sent via e-mail is returned as undeliverable, we will mail the hard copy by US Postal Service.

Future submittals:
Future environmental review requests can be submitted electronically to Christie Stanifer at: environmentalreview@dnr.in.gov. This is only FYI if you are not already doing so.

Sincerely,

JoAnne Cummings
Assistant Environmental Biologist
Indiana Department of Natural Resources
Division of Fish and Wildlife
402 West Washington St, Room W273

DEPARTMENT OF THE ARMY
DETROIT DISTRICT, CORPS OF ENGINEERS
477 MICHIGAN AVE.
DETROIT, MICHIGAN 48226-2550

July 15, 2019

Leah Perry
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis IN 46256

Dear Ms. Perry:

This is in response to your June 14, 2019, letter requesting comments on the proposed roadway improvement project for State Road (SR) 827, extending approximately one mile south from SR 120 in Fremont, Steuben County, Indiana (Des. No. 1601102). The project includes roadway and intersection realignment, repaving and resurfacing, possible replacement of two culverts passing under SR 827 in the project reach, a new storm sewer and other drainage improvements, ADA compliant sidewalks, and possible expansion of an existing detention pond. The following information is provided in accordance with our responsibilities under our Regulatory and Civil Works Programs.

Your project may require a Department of the Army Permit, pursuant to Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899. Any of the proposed work that occurs within a water of the United States or adjacent wetlands, will likely require prior authorization through our regulatory permit process. For further information on permit requirements and the application process, please contact the Michiana Branch, Regulatory Office, South Bend, Indiana, at 574-232-1952.

There are no current plans under our civil works program to develop waterways in the vicinity of your project; nor do we have any current or proposed flood risk management studies for the area described in your letter.

Review of the applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map database indicates that the project is not within a Federally mapped floodplain (Enclosure). We recommend that you coordinate with local officials and with the Indiana Department of Natural Resources regarding the applicability of a floodplain permit prior to construction. This coordination would help ensure compliance with local and state floodplain management regulations and acts, such as the Indiana Flood Control Act (IC 13-2-22). If you obtain information that any part of your project would impact the floodplain, you should consider other alternatives that, to the extent possible, avoid or minimize adverse impacts associated with use of the floodplain.

We appreciate the opportunity to comment on the proposed roadway improvement project for SR 827, extending approximately one mile south from SR 120 in Fremont, Steuben County, Indiana. Questions regarding our regulatory program should be directed to Mr. Don Reinke, Regulatory Office, at 313-226-6812. Any other questions may be directed to Mr. Paul Allerding of my staff at 313-226-7590 or me at 313-226-2476.

Sincerely,

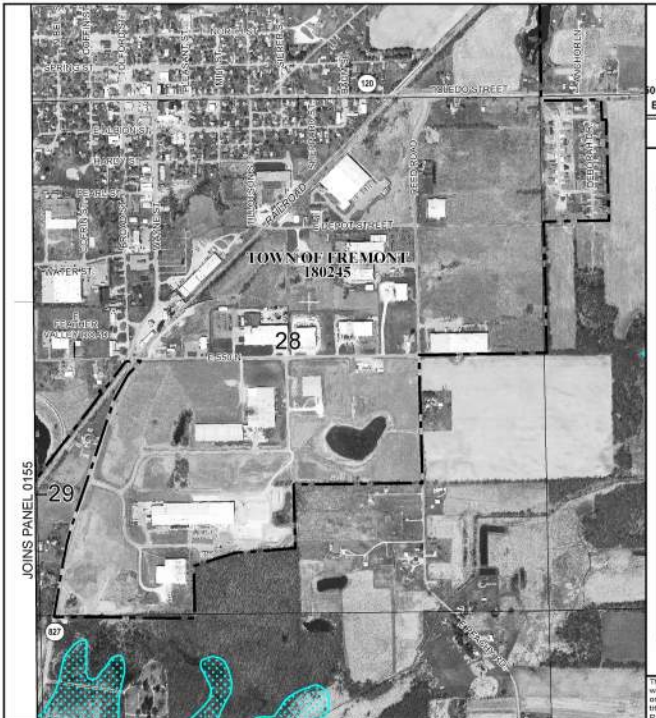
Original signed

Charles A. Uhlarik, Chief
Environmental Analysis Branch

Enclosure

Copies furnished:

Don Reinke, Corps, Regulatory Office, Detroit
Mary Weidel, Corps, Floodplain Management Services, Detroit



MAP SCALE 1" = 1000'

500 0 1000 2000

FEET

METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0160E

FIRM

FLOOD INSURANCE RATE MAP

STEUBEN COUNTY, INDIANA AND INCORPORATED AREAS

PANEL 160 OF 295

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
FREMONT, TOWN OF	180245	0160	E
STEUBEN COUNTY	180243	0160	E

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
18151C0160E

EFFECTIVE DATE
DECEMBER 17, 2013

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Publications Store at www.msc.fema.gov

VERIFICATION PLANS WORK PLAN/RESPONSE FORM

D. INDOT/LPA Utility Coordinator Contact Information

1.	Utility Coordinator Name:	Jeremy Ross
2.	Office Telephone:	(317) 547-5580
3.	Mobile Telephone:	(317) 493-6488
4.	Email Address:	utilitycoordination@structurepoint.com
5.	Agency Name:	American Structurepoint, Inc.
6.	Address:	7260 Shadeland Station
7.	City, State, Zip Code	Indianapolis, IN 46256

Section 2: A narrative description of the facility relocation that will be required. [IAC 13-3-3(c)]

A. Are there existing facilities within the project area? Yes No
If no, please sign line "C" on page 1. If yes, please answer the questions below.

B. Are the facilities shown accurately on the provided plans? Yes No
If no, please describe in detail the errors or omissions and provide a mark-up of the plans.

C. Are any of the facilities in active or retired? Yes No
If yes, please describe their location, type, and size of facility.

D. Please describe, in detail, the type of active facilities present. Please include size and material of facility, operating requirements, etc.

Ductile Iron water mains sizes on Map

E. Describe the location of existing active and inactive facilities.

active mains on map

F. By signing here, the Utility has determined to the best of their ability that they have facilities within the project area based upon the plans received on **<DATE>.**

Mitchel Sattison 2/6/2020

Signature of Utility Representative | Print Name | Date

APPENDIX D: Bridge/Structure Assessment Form

This form will be completed and submitted to the District Environmental Manager by the Contractor prior to conducting any work below the deck surface either from the underside; from activities above that bore down to the underside; from activities that could impact expansion joints; from deck removal on bridges; or from structure demolition for bridges/structures within 1000 feet of suitable bat habitat.

DOT Project #	**Water Body**	**Date/Time of Inspection**	**Within 1,000ft of suitable bat habitat (circle one)**
Des. 1601102	N/A	June 6, 2019/Afternoon	(Yes) No

Route	**County**	**Federal Structure ID**
SR 827	Steuben	Structure Nos. 100 and 101

*Two culverts in project area are either too small or are submerged underwater and could not be inspected

If the bridge/structure is 1,000 feet or more from suitable bat habitat (e.g., an urban or agricultural area without suitable foraging habitat or corridors linking the bridge to suitable foraging habitat), check box and STOP HERE. No assessment required. ☐
Please submit to the U.S. Fish and Wildlife Service.

Areas Inspected (Check all that apply)

Bridges		**Culverts/Other Structures**		**Summary Info (circle all that apply)**			
All vertical crevices sealed at the top and 0.5-1.25" wide & ≥4" deep	_____	**Crevices, rough surfaces or imperfections in concrete**		**Human disturbance or traffic under bridge/in culvert or at the structure**	High	(Low)	None
All crevices >12" deep & not sealed	_____	**Spaces between walls, ceiling joists**		**Possible corridors for netting**	(None/poor)	Marginal	Excellent
All guardrails	_____						
All expansion joints	_____						
Spaces between concrete end walls and the bridge deck	_____						

Vertical surfaces on concrete I-beams	_____						

Evidence of Bats (Circle all that apply) Presence of one or more indicators is sufficient evidence that bats may be using the structure.

None

Visual (e.g. survey, thermal, emergent etc.)

- Live __number seen
- Dead __number seen

Photo documentation Y/N

Audible

Guano

Odor Y/N

Photo documentation Y/N

Staining definitively from bats

Photo documentation Y/N

Assessment Conducted By: Leah C. Perry **Signature(s):** Leah C Perry

District Environmental Use Only: Date Received by District Environmental Manager: _____

DOT Bat Assessment Form Instructions

1. Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges, regardless of whether assessments have been conducted in the past.
2. Any bridge/structure suspected of providing habitat for any species of bat will be removed from work schedules until such time that the DOT has coordinated with the USFWS. Additional studies may be undertaken by the DOT to determine what species may be utilizing each structure identified as supporting bats prior to allowing any work to proceed.
3. Any questions should be directed to the District Environmental Manager.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273
http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: January 08, 2021
Consultation Code: 03E12000-2020-SLI-1687
Event Code: 03E12000-2021-E-02247
Project Name: Des. No. 1601102, SR 827 Roadway Improvement Project in Fremont, Indiana

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

To Whom It May Concern:

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

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

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

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - http://www.fws.gov/midwest/endangered/section7/s7process/index.html. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

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

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

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

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2020-SLI-1687
Event Code: 03E12000-2021-E-02247
Project Name: Des. No. 1601102, SR 827 Roadway Improvement Project in Fremont, Indiana
Project Type: TRANSPORTATION
Project Description: Des. No. 1601102: The project is located along SR 827, beginning 850 feet south of McSwain Drive and extending north 0.93 mile to the intersection of SR 827 and SR 120 in the town of Fremont in Steuben County, Indiana. The area is more specifically located within Fremont Township on the Angola East USGS 7.5 Minute Quadrangle Maps in Sections 21 and 28, Township 38 North, and Range 14 East.

The proposed project consists of milling and resurfacing the top 4 inches of pavement with a Hot Mix Asphalt (HMA) overlay. Minor structural pavement rehabilitation and sections of full pavement replacement will also occur as needed. In addition, the section of SR 827 located just south of Swager Drive to just north of Broad Street will be realigned, shifting the intersection of Swager Drive and SR 827 east. No other intersection improvements are proposed. This shift will allow the railroad crossing to be positioned near the center of the intersection, helping discourage vehicles from continuing from SR 827 southbound to Swager Drive westbound and from Swager eastbound to SR 827 northbound (illegal movements). Vehicles on all approaches will be required to stop when a train is present and not allowed to proceed until the train clears the intersection. Signals with gate arms will also be added at the SR 827 approaches. On the north approach, a cantilever mast with flashing lights and a crossing gate will be in the northwest quadrant. On the east approach, a cantilever mast with flashing lights and a crossing gate will be in the northeast quadrant. On the south approach, a cantilever mast with flashing lights and crossing gate with flashing lights will be in the southeast quadrant. On the west approach, a cantilever mast with flashing lights will be in the southwest quadrant. Additionally, the curves located immediately north and south of the Swager Drive and SR 827 intersection will be straightened and require full-depth pavement replacement.

Sidewalk will be repaired or replaced as needed. Existing sidewalk that meets ADA requirements and is in good condition will be left in place whenever possible. On the east side of SR 827, sidewalk will extend from the industrial drive just south of the cemetery to just north of Albion Street. On the west side of SR 827, sidewalk is proposed from Pearl Street to just north of Albion Street. Curb ramps throughout the project area will be reconstructed as needed to be ADA-compliant.

A new storm sewer with drainage inlets will be installed in curbed segments and drain to the existing detention pond (Pond 1) located north of the intersection of SR 827 and Broad Street. Two culverts located near Pond 1 would be replaced. Pond 1 will be expanded to handle the increase in runoff. Existing curb will be replaced with curb and gutter. New curb and gutter will also be extended south to Swager Drive.

A review of the USFWS database on 6/1/2020 by Fort Wayne District did not indicate the presence of endangered species within a half mile of the project area. No evidence of bats were observed during the June 6, 2019 structure assessment. Some suitable bat summer habitat is within and adjacent to the project area. Approximately 9 trees may need to be cleared during the bat inactive season (between October 1 and March 31). All of these trees are within 100 feet of the roadway. The dominant tree species to be cleared include Norway maple (Acer platanoides) and silver maple (Acer saccharinum). Construction is anticipated to occur between Fall 2021 and December 2022. 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/@41.72386999541301,-84.93331098062224,14z



Counties: Steuben 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. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], 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.

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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 *Myotis sodalis* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Reptiles

NAME	STATUS
Eastern Massasauga (=rattlesnake) *Sistrurus catenatus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2202	Threatened

Critical habitats

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

Perry, Leah

From: Perry, Leah
Sent: Friday, May 22, 2020 12:12 PM
To: 'northern office'
Cc: Hope, Briana
Subject: Eastern Massasauga on IPAC species list, Des. No 1601102
Attachments: SR827PavementReplacement_EarlyCoordination_6_14_2019_USFWS.pdf; Species List_ Indiana Ecological Services Field Office.pdf

Dear Ms. McCloskey,

I am preparing the environmental document for the SR 827 Roadway Improvement Project in Fremont, Indiana (Des. No. 1601102). I sent out early coordination letters for this project on June 14, 2019 and no response was received from USFWS. I am in the process of completing IPAC and generated a species list for the project area. The species list included the Eastern Massasauga Rattlesnake (*Sistrurus catenatus*). Ropchan Wetland Conservation Area and Ropchan Wildlife Refuge Nature Preserve are located south of the southern end of the project area.

I have attached the original Early Coordination Letter and the species list generated during the IPAC process for your reference. I saw you had addressed this same issue for another project for Leigh Stevenson with a letter, so if you could provide a letter (or whatever you think is appropriate for this project) it would be greatly appreciated.

Thank you,

Leah Perry
Environmental Specialist
9025 River Road, Suite 200
Indianapolis, IN 46240
317.547.5580 OFFICE
structurepoint.com WEB

STRUCTUREPOINT

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United States Department of the Interior
Fish and Wildlife Service
Indiana Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

May 28, 2020

Ms. Leah Perry
American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, Indiana 46240

Project No.: Des. 1601102
Project: SR 827 Rehabilitation
Location: Fremont, Steuben County

Dear Ms. Perry:

This responds to your email dated May 22, 2020, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (l6 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of l969, the Endangered Species Act of l973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (Myotis sodalis) and the threatened northern long-eared bat (Myotis septentrionalis) and eastern massasauga rattlesnake (Sistrurus catenatus). The impacts to the 2 bat species will be evaluated utilizing the Section 7 Range-wide Programmatic Consultation process. There is no habitat for the eastern massasauga within the proposed project area, so we agree that the proposed project is not likely to adversely affect this threatened species.

This precludes the need for further consultation on the eastern massasauaga for this project as required under Section 7 of the Endangered Species Act of l973, as amended. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation.

We appreciate the opportunity to comment on this proposed project. For further discussion, please contact Elizabeth McCloskey at (219) 983-9753 or elizabeth_mccloskey@fws.gov.

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt
Supervisor

Sent via email May 28, 2020; no hard copy to follow.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273
http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: January 08, 2021
Consultation code: 03E12000-2020-I-1687
Event Code: 03E12000-2021-E-02255
Project Name: Des. No. 1601102, SR 827 Roadway Improvement Project in Fremont, Indiana

Subject: Concurrence verification letter for the 'Des. No. 1601102, SR 827 Roadway Improvement Project in Fremont, Indiana' 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. 1601102, SR 827 Roadway Improvement Project in Fremont, Indiana** (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:

- Eastern Massasauga (=rattlesnake) Sistrurus catenatus Threatened

Project Description

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

Name

Des. No. 1601102, SR 827 Roadway Improvement Project in Fremont, Indiana

Description

Des. No. 1601102: The project is located along SR 827, beginning 850 feet south of McSwain Drive and extending north 0.93 mile to the intersection of SR 827 and SR 120 in the town of Fremont in Steuben County, Indiana. The area is more specifically located within Fremont Township on the Angola East USGS 7.5 Minute Quadrangle Maps in Sections 21 and 28, Township 38 North, and Range 14 East.

The proposed project consists of milling and resurfacing the top 4 inches of pavement with a Hot Mix Asphalt (HMA) overlay. Minor structural pavement rehabilitation and sections of full pavement replacement will also occur as needed. In addition, the section of SR 827 located just south of Swager Drive to just north of Broad Street will be realigned, shifting the intersection of Swager Drive and SR 827 east. No other intersection improvements are proposed. This shift will allow the railroad crossing to be positioned near the center of the intersection, helping discourage vehicles from continuing from SR 827 southbound to Swager Drive westbound and from Swager eastbound to SR 827 northbound (illegal movements). Vehicles on all approaches will be required to stop when a train is present and not allowed to proceed until the train clears the intersection. Signals with gate arms will also be added at the SR 827 approaches. On the north approach, a cantilever mast with flashing lights and a crossing gate will be in the northwest quadrant. On the east approach, a cantilever mast with flashing lights and a crossing gate will be in the northeast quadrant. On the south approach, a cantilever mast with flashing lights and crossing gate with flashing lights will be in the southeast quadrant. On the west approach, a cantilever mast with flashing lights will be in the southwest quadrant. Additionally, the curves located immediately north and south of the Swager Drive and SR 827 intersection will be straightened and require full-depth pavement replacement.

Sidewalk will be repaired or replaced as needed. Existing sidewalk that meets ADA requirements and is in good condition will be left in place whenever possible. On the east side of SR 827, sidewalk will extend from the industrial drive just south of the cemetery to just north of Albion Street. On the west side of SR 827, sidewalk is proposed from Pearl Street to just north of Albion Street. Curb ramps throughout the project area will be reconstructed as needed to be ADA-compliant.

A new storm sewer with drainage inlets will be installed in curbed segments and drain to the existing detention pond (Pond 1) located north of the intersection of SR 827 and Broad Street. Two culverts located near Pond 1 would be replaced. Pond 1 will be expanded to handle the increase in runoff. Existing curb will be replaced with curb and gutter. New curb

and gutter will also be extended south to Swager Drive.

A review of the USFWS database on 6/1/2020 by Fort Wayne District did not indicate the presence of endangered species within a half mile of the project area. No evidence of bats were observed during the June 6, 2019 structure assessment. Some suitable bat summer habitat is within and adjacent to the project area. Approximately 9 trees may need to be cleared during the bat inactive season (between October 1 and March 31). All of these trees are within 100 feet of the roadway. The dominant tree species to be cleared include Norway maple (Acer platanoides) and silver maple (Acer saccharinum). Construction is anticipated to occur between Fall 2021 and December 2022. 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)?

    Yes

25. Is there *any* suitable habitat[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

    Yes

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

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

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

    Yes

    SUBMITTED DOCUMENTS

    - *culvertAssessmentForm.lcp.pdf https://ecos.fws.gov/ipac/project/ELGWW4BD5BFABGZUGQZWUB6UHM/projectDocuments/21875242*

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

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

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

    No

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

    No

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

    No

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

    Yes

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

    Yes

32. Will the project install new or replace existing **permanent** lighting?

    Yes

33. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting will be installed or replaced?

    Yes

34. 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

35. 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

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

    No

37. 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

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

    Automatically answered

    Yes, because the tree removal/trimming that occurs outside of the 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.

39. 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.

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

    Automatically answered

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

41. **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

42. **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

43. **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

44. **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 biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

45. **Lighting AMM 1**
Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

46. **Lighting AMM 2**
Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society[1][2] to rate the amount of light emitted in unwanted directions?

[1] Refer to Fundamentals of Lighting - BUG Ratings

[2] Refer to The BUG System—A New Way To Control Stray Light

Yes

47. **Lighting AMM 2**
    Will the **permanent** lighting be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

    Yes

Project Questionnaire

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

   No

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

   Yes

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.

   0.81

4. Please describe the proposed bridge work:

   Two culverts (one 12-inch and one 15-inch) will be replaced.

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

   Between Fall 2021 and December 2022

6. Please enter the date of the bridge assessment:

   June 6, 2019

Avoidance And Minimization Measures (AMMs)

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

TREE REMOVAL AMM 1

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

LIGHTING AMM 1

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

TREE REMOVAL AMM 2

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

LIGHTING AMM 2

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

TREE REMOVAL AMM 3

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

TREE REMOVAL AMM 4

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

GENERAL AMM 1

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

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

This key was last updated in IPaC on December 29, 2020. 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.

From: Kathy Parsons
To: Perry, Leah
Cc: Hope, Briana
Subject: Re: Town of Fremont- ADA question
Date: Tuesday, June 2, 2020 10:20:39 AM
Attachments: image015.png
image016.png
image017.png
image018.png
image019.png
image020.png
image021.png
image022.png
image023.png
image024.png
image025.png
image026.png
image027.png
image028.png

Yes, we have one. We are closed for a few days but you can get a copy from our Engineer, DLZ. Ask for Todd Thurber or Casey Erwin.

Thank you

Sent from my iPhone

> On Jun 2, 2020, at 8:27 AM, Perry, Leah <lperry@structurepoint.com> wrote:
>
> Hello,
>
> I just called and left a voicemail with Kathy regarding the question below. I wanted to make sure she had my email address. I am still looking for this information.
>
> Thank you,

Leah Perry
Environmental Specialist
9025 River Road, Suite 200
Indianapolis, IN 46240
317.547.5580 OFFICE
structurepoint.com WEB

<image015.png>

<image016.png>

<image017.png>

<image018.png>

<image021.png>*Best Places to Work in Indiana*
Best Employers in Ohio



From: Perry, Leah
Sent: Wednesday, May 20, 2020 8:42 AM
To: 'fremontct@townoffremont.org' <fremontct@townoffremont.org>
Cc: Hope, Briana <bhope@structurepoint.com>
Subject: Town of Fremont- ADA question

Hello,

I have a question for the Clerk Treasurer:
Does Fremont have an approved ADA transition plan? If not, is Fremont working towards one?
I am working on the environmental documentation for a roadway project on SR 827 in Fremont and I need to include this information.

Thank you,

Leah Perry
Environmental Specialist
9025 River Road, Suite 200
Indianapolis, IN 46240
317.547.5580 OFFICE
structurepoint.com WEB



DISCLAIMER: This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute, utilize, or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake, and delete this e-mail from your system. No design changes or decisions made by e-mail shall be considered part of the contract documents unless otherwise specified, and all

Appendix D: Section 106 of the NHPA **D**

FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECTS
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
STATE ROAD 827 ROAD IMPROVEMENT PROJECT
IN THE TOWN OF FREMONT, FREMONT TOWNSHIP, STEUBEN COUNTY, INDIANA
DES. NO.: 1601102

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

The Area of Potential Effects (APE) was generally drawn to extend to properties adjacent to the undertaking, with consideration given for potential visual or auditory impacts. The APE for archaeology was the project footprint. (See Appendix A: Maps and Site Plans and Appendix F: Plans.)

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

As a result of Section 106 identification and evaluation efforts, no properties in the APE are listed in the National Register of Historic Places (NRHP). Three resources in the APE are eligible for listing in the NRHP: the Erastus Farnham House (IHSSI No.: 151-017-05031); the Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023); and the Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043).

Erastus Farnham House (IHSSI No.: 151-017-05031) — Built around 1860, this two-story Italianate-style dwelling has a cut stone foundation, red brick walls, and a cross-hipped roof. The house features abundant Italianate-style details. A hipped roof porch wraps around the north and east sides of the house supported by wooden posts on square wooden bases that are topped by sawn spandrels. This house is eligible under Criteria A for Exploration/Settlement and C for Architecture. The period of significance is 1860 to 1900.

Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023) — The Fremont Historic Commercial District includes twenty-three resources located around the intersection of SR 120/Toledo Street and SR 827/Wayne Streets in the heart of Fremont. Resources date from circa 1855 to circa 2015 and include commercial buildings, buildings associated with fraternal organizations, a gas station, and a historic marker. Most buildings stand two or three stories tall and represent the Italianate style of commercial architecture, while a few are more functional or modern in design. The district is recommended for listing in the NRHP under Criterion A for Community Planning and Development. The district is also recommended for listing under Criterion C for Architecture. The period of significance spans from the 1850s to about 1900.

Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043) — Built in 1901 at the corner of South Wayne and Albion Streets, this brick-veneered building features a corner entrance facing the intersection, which most likely served as the primary entrance for the newspaper office portion. Topped by a hipped roof with wide, boxed eaves and two hipped dormers, the building is situated on a concrete foundation. It features simple Italianate-style details. This house is eligible under Criteria A for Communication and Community Development and C for Architecture. The period of significance is circa 1901 to circa 1970, the period of operation for the paper.

EFFECT FINDING

Erastus Farnham House (IHSSI No.: 151-017-05031)—No Adverse Effect
Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023)—No Adverse Effect
Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043)—No Adverse Effect

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), has determined a finding of “No Adverse Effect” is appropriate for this undertaking. INDOT respectfully

requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of “No Adverse Effect.”

SECTION 4(F) COMPLIANCE REQUIREMENTS (for no historic properties)

Erastus Farnham House (IHSSI No.: 151-017-05031) — The undertaking will not convert property from the Erastus Farnham House, a Section 4(f) historic property, to a transportation use; therefore, no Section 4(f) evaluation is required.

Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023) — The undertaking will not convert property from the Fremont Historic Commercial District, a Section 4(f) historic property, to a transportation use; therefore, no Section 4(f) evaluation is required.

Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043) — The undertaking will not convert property from the Warren D. Wells House/*Fremont Eagle* Office, a Section 4(f) historic property, to a transportation use; therefore, no Section 4(f) evaluation is required.

Anuradha V. Kumar
_____

Anuradha V. Kumar,
Manager,
INDOT Cultural Resources

10/28/2020
_____

Approved Date

FEDERAL HIGHWAY ADMINISTRATION'S
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.5(c)
STATE ROAD 827 ROAD IMPROVEMENT PROJECT
IN THE TOWN OF FREMONT, FREMONT TOWNSHIP, STEUBEN COUNTY, INDIANA
DES. NO.: 1601102

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), is proposing the improvement of State Road (SR) 827 in Fremont, Steuben County, Indiana. Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. The federal involvement is funding from the FHWA.

The current preferred alternative consists of a hot mix asphalt (HMA) overlay with minor structural pavement rehabilitation and sections of full pavement replacement. Additionally, approximately 1,445 feet of SR 827/Wayne Street will be realigned from just south of Swager Road to just north of Broad Street. The realignment alternative will shift the intersection of Swager Road and SR 827/Wayne Street approximately 40 feet to the west. Due to this realignment, the railroad crossing at SR 827/Wayne Street and Swager Road will be moved southwest, which is farther away from the intersection of Swager Road and allows for movement of vehicles while a train is present. The roadway realignment will eliminate one set of existing reverse curves that are located just south of the railroad crossing. Two culverts within the project area will be replaced. These culverts both cross under SR 827/Wayne Street with one located just south of McSwain Drive and the second culvert is located 570 feet north of Broad Street. A new storm sewer with drainage inlets will be installed in curbed segments and drain to the existing detention pond located north of the intersection of SR 827 and Broad Street, near the cemetery. The detention pond will be expanded to handle the increase in runoff. Existing curb will be replaced with curb and gutter. New curb and gutter will be extended south to Swager Road. Storm sewer and curb inlets will be added to the curb and gutter sections. Curb ramps and sections of sidewalk throughout the project area will be reconstructed as needed to be Americans with Disabilities Act (ADA)-compliant (Appendix A: Maps and Site Plans and Appendix F: Plans).

The Area of Potential Effects (APE) is “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” [36 CFR § 800.16(d)]

The APE for this project was generally drawn to include properties that were adjacent to or had a view of the project area. The APE for archaeology is the project footprint (Appendix A: Maps and Site Plans).

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Pursuant to 36 CFR § 800.4(b), staff for Weintraut & Associates, Inc. (W&A) reviewed the list of properties in the National Register of Historic Places (National Register), National Historic Landmarks (NHL) Program, Indiana Register of Historic Sites and Structures (State Register), Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER), State Historical Architectural and Archaeological Research Database (SHAARD), Indiana Historic Buildings, Bridges, and Cemeteries Map, IHSSI survey cards, the *Steuben County Interim Report* (2008), and the *Indiana Historic Bridge Inventory* for previously identified properties. They also reviewed prior Section 106 studies in the Steuben County area completed by W&A. Historians also examined primary and secondary resources. Documentary research for the project included a review of county histories, aerial photographs, and online resources.

On July 12, 2019, the following potential consulting parties received an invitation to join in consultation:

- Eastern Shawnee Tribe of Oklahoma
- Forest County Potawatomi Community
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Fremont Town Council
- Steuben County Board of Commissioners
- Region III-A Economic Development District & Regional Planning Commission
- Indiana Landmarks Northern Regional Office
- Steuben County Historian
- Fremont Historical Society
- Steuben County Historical Society
- Fremont Area Chamber of Commerce
- Steuben County Highway Department
- Steuben County Economic Development Commission
- Steuben County Genealogical Society

The invitation directed recipients to access the early coordination letter (ECL) and on INDOT's online document portal (INSCOPE). INDOT was copied on the correspondence. The Indiana SHPO is a designated consulting party and was also provided a paper copy of this letter (Appendix B: Correspondence and Appendix C: Consulting Parties).

On August 5, 2019 in response to the ECL, the staff of the SHPO responded that "we are not aware of any parties who would be entitled to become consulting parties for purposes of the review of this project under Section 106." The letter asked that after the thirty-day comment period the SHPO be provided the names and email addresses of any invited parties that accepted consulting party status (Appendix B: Correspondence).

On August 12, 2019, the Forest County Potawatomi Community responded to the invitation to consult and requested a copy of the archaeological study and SHPO clearance letter related to the project (Appendix B: Correspondence).

On August 12, 2019, the Miami Tribe of Oklahoma responded to the invitation to consult "offering no objection to the project." The Miami noted that the project area is in their aboriginal homelands and asked to be contacted immediately "if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project…" (Appendix B: Correspondence).

On September 4, 2019, historians for W&A conducted a field reconnaissance of the APE for above-ground resources in response to a request from American Structurepoint (Structurepoint)—INDOT's consultant for this project. During the survey, historians walked and drove the APE, recorded survey notes, took photographs of properties more than fifty years of age from the approximate time of letting (2021) within the APE, and photographed representative views of the APE (Appendix A: Maps and Site Plans and Appendix D: Photographs).

Pursuant to 36 CFR § 800.4(b), W&A staff archaeologists conducted a Phase Ia records check on October 16, 2019, and a field reconnaissance between November 1 and 6, 2019.

W&A prepared a Historic Property Report (HPR [Fivecoat, February 2020]) and recommended the Erastus Farnham House (IHSSI No.: 151-017-05031), the Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023); and the Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043), eligible for listing in the NRHP. On March 24, 2020, consulting parties were provided with instructions to access the HPR and its transmittal letter on INSCOPE; a paper copy was mailed to the Indiana SHPO. That same day, a

copy of this notification was sent to the property owners of the Warren D. Wells / Fremont Eagle Office and the Erastus Farnham House (Appendix B: Correspondence and Appendix E: Report Summaries).

In correspondence dated April 21, 2020, the staff of the SHPO agreed that the APE utilized in the HPR "appears to encompass the geographic area in which this project could cause effects." The letter also agreed with the recommendations of the HPR that the Erastus Farnham House (IHSSI No.: 151-017-05031); the Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023); and the Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043) were eligible for the NRHP and the proposed historic boundaries. However, because permanent right-of-way will be required, SHPO staff asked that they and all other consulting parties "be provided with at least preliminary plans showing proposed roadway improvements in the vicinity of each of the above-ground historic properties" [Note: project plans were provided to consulting parties with the distribution letter for the Archaeology Report on June 3, 2020 and again with the Effects Report on July 7, 2020] (Appendix B: Correspondence).

On April 22, 2020, the property owner of the Erastus Farnham House (205 Swager Road/ IHSSI No.: 151-017-05031) asked to be added as a consulting party and to be provided email and paper copy versions of all future correspondence/reports (Appendix B: Correspondence).

In May 2020, W&A completed an Archaeological Records Check and Phase Ia Reconnaissance Report (AR) (Arnold, May 2020). Six previously undocumented archaeological resources were identified within the project area—archaeological sites 12SN0217 through 12SN0222. Within the surveyed area, none of these sites exhibited the research potential and integrity requisite for listing in the IRHSS or NRHP under Criterion D and no further work was recommended. The archaeological report noted that the remainder of sites 12SN0217 and 12SN0220 extend beyond the survey limits and remain undefined and unassessed. Arnold recommended further work for these sites if construction plans are altered and the current survey area is extended beyond the proposed right-of-way in the area of these sites (Appendix E: Report Summaries).

On June 3, 2020, directions on how to access the AR, a distribution letter, and a set of project plans on INSCOPE were sent to participating Tribes and to the Indiana SHPO. A paper copy of the AR and project plans were sent to the office of the Indiana SHPO (Appendix B: Correspondence).

On June 26, 2020, the staff of the SHPO responded to the AR, distribution letter, and project plans. The letter stated that the Indiana SHPO concurred with the opinion of the archaeologist…that the portions of the archaeologist sites 12Sn217, 12Sn218, 12Sn219, and 12Sn220 surveyed for this project do not appear eligible for inclusion in the NRHP." The letter also affirmed that the boundaries of these sites "extend beyond the surveyed limits of this project and that if the project boundaries should change in these locations, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation for inclusion in the NRHP…." The letter also stated that archaeological sites 12Sn221 and 12Sn222 do not appear eligible for the NRHP and that no further archaeological investigations are necessary[1] (Appendix B: Correspondence).

The letter noted that should "any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to INDNR-DHPA within two (2) business days" (Appendix B: Correspondence).

Regarding above-ground historic properties, the staff of the Indiana SHPO reiterated their agreement with the three above-ground properties identified as eligible for listing in the National Register in the HPR, including the Erastus Farnham House, the Fremont Historic Commercial District, and the Warren D. Wells House/*Fremont Eagle* Office. The letter also stated that after looking at the plans for the current, preferred alternative project area provided with the distribution letter, the SHPO staff did not think that the project would adversely affect the historic properties, as long as the proposed project scope or alignment is not modified in the vicinity of these

[1] There appears to be a typographical error in the Indiana SHPO letter dated June 26, 2020, which states that "archaeological sites 12Sn221 and 12Sn221 do not appear eligible for inclusion in the NRHP" In paragraph two. It appears that the text should read "archaeological sites 12Sn221 and 12Sn222."

properties. Finally, the letter noted “that unless another consulting party expresses concern about the project’s effect on a historic property, we think it might now be appropriate to ask INDOT for a finding” (Appendix B: Correspondence).

On July 4, 2020, The Forest County Potawatomi Community responded to the AR and copy of the project plans and offered a finding of “no historic properties affected.” The letter noted that the Tribal Historic Preservation Officer (THPO) would reconsider the finding if SHPO comments disagreed. The Tribe also noted that if “human remains or archaeological materials are exposed as a result of project activities, work must halt” and the “Tribe must be included in any consultation regarding treatment and disposition of the find prior to removal” (Appendix B: Correspondence).

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Three resources in the APE are eligible for listing in the NRHP: the Erastus Farnham House (IHSSI No.: 151-017-05031); the Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023); and the Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043).

Erastus Farnham House (IHSSI No.: 151-017-05031) — Built around 1860, this two-story Italianate-style dwelling has a cut stone foundation, red brick walls, and a cross-hipped roof. The house features abundant Italianate-style details, including round-arched window and door openings framed by brick arches and stone sills, paired sawn cornice brackets, and a large pyramidal-roofed cupola. A hipped roof porch wraps around the north and east sides of the house supported by wooden posts on square wooden bases that are topped by sawn spandrels. This house is eligible under Criteria A for Exploration/Settlement and C for Architecture. The period of significance is 1860 to 1900.

Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023) — The Fremont Historic Commercial District includes twenty-three resources located around the intersection of SR 120/Toledo Street and SR 827/Wayne Streets in the heart of Fremont. Resources date from circa 1855 to circa 2015 and include commercial buildings, buildings associated with fraternal organizations, a gas station, and a historic marker. Most buildings stand two or three stories tall and represent the Italianate style of commercial architecture, while a few are more functional or modern in design. The district is recommended for listing in the NRHP under Criterion A for Community Planning and Development. The district is also recommended for listing under Criterion C for Architecture. The period of significance spans from the 1850s to about 1900.

Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043) — Built in 1901 at the corner of South Wayne and Albion Streets, this brick-veneered building features a corner entrance facing the intersection, which most likely served as the primary entrance for the newspaper office portion. Topped by a hipped roof with wide, boxed eaves and two hipped dormers, the building is situated on a concrete foundation. It features simple Italianate-style details, most notably with double rows of bricks forming segmental arches over the windows and entrances. This house is eligible under Criteria A for Communication and Community Development and C for Architecture. The period of significance is circa 1901 to circa 1970, the period of operation for the paper.

4. DESCRIBE THE UNDERTAKING’S EFFECTS ON HISTORIC PROPERTIES

Erastus Farnham House (IHSSI No.: 151-017-05031) — The undertaking will resurface SR 827/Wayne Street with HMA overlay and realign the roadway near Swager Road, shifting it about forty feet north of Swager Road, near the historic property. The roadway realignment will eliminate one set of existing reverse curves that are located just south of the railroad crossing. Project changes will upgrade SR 827/Wayne Street and remain outside the historic property boundary of this resource. Project changes may cause a minor alteration in the view from this resource; however, the undertaking will not diminish the characteristics that make the property eligible for the NRHP.

Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023) — The undertaking will resurface SR 827/Wayne Street with HMA overlay, reconstruct the existing curbs, replacing it with curb and

gutter, and install storm sewer and curb inlets along SR 827/Wayne Street through the historic district. The project will also reconstruct curb ramps and sections of sidewalk as needed to be ADA-compliant. Project changes will take place within the historic district but will not encroach on contributing properties or elements of the district. Project changes may cause minor alterations in the views from the district; however, the undertaking will not diminish the characteristics that make the property eligible for the NRHP.

Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043) — The undertaking will resurface SR 827/Wayne Street with HMA overlay reconstruct the existing curb near the historic property, replacing it with curb and gutter, and install storm sewer and curb inlets along SR 827/Wayne Street. The project will also reconstruct curb ramps and sections of sidewalk as needed to be ADA-compliant. Project changes do not encroach upon the historic property boundary of the Warren D. Wells House/*Fremont Eagle* Office, but may cause a minor alteration in the view from this resource; however, the undertaking will not diminish the characteristics that make the property eligible for the NRHP.

5. EXPLAIN THE APPLICATION OF THE CRITERIA OF ADVERSE EFFECT—INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE, OR MITIGATE ADVERSE EFFECTS

36 CFR § 800.5(a)(1) states: “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.”

Erastus Farnham House (IHSSI No.: 151-017-05031) — The criteria of adverse effect, as described and defined in 36 CFR § 800.5(a) do not apply. The Erastus Farnham House will be affected by the undertaking, but the effects of the undertaking will not be adverse.

Per 36 CFR § 800.5(a)(2)(i), the undertaking will not cause the “physical destruction of or damage to all or part of the property.”

Per 36 CFR § 800.5(a)(2)(ii), there will not be “alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines.”

Per 36 CFR § 800.5(a)(2)(iii), there will not be “removal of the property from its historic location.”

Per 36 CFR § 800.5(a)(2)(iv), there will not be a change “of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.”

Per 36 CFR § 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” Mature trees and shrubs screen views from the historic property toward the adjacent railroad tracks at the intersection at Swager Road and SR 827/Wayne Street but some changes may still be visible. Although the changes to the roadway at Swager Road and SR 827 may present minor visual changes to the property, these visual changes do not adversely impact the property’s significant historic features and do not present an adverse effect.

Per 36 CFR § 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR § 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023) — The criteria of adverse effect, as described and defined in 36 CFR § 800.5(a), do not apply to the Fremont Historic Commercial District. The Fremont Historic Commercial District will be affected by the undertaking, but the effects of the undertaking will not be adverse.

Per 36 CFR § 800.5(a)(2)(i), the undertaking will not cause the "physical destruction of or damage to all or part of the property."

Per 36 CFR § 800.5(a)(2)(ii), there will not be "alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines."

Per 36 CFR § 800.5(a)(2)(iii), there will not be "removal of the property from its historic location."

Per 36 CFR § 800.5(a)(2)(iv), there will not be a change "of the character of the property's use or of physical features within the property's setting that contribute to its historic significance."

Per 36 CFR § 800.5(a)(2)(v), there will not be an "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." The replacement and/or alteration of existing curbs and sidewalks along SR 827/Wayne Street within the historic district will be visible and will introduce minor visual changes. However, the Fremont Historic Commercial District currently has concrete curbs, gutters, and sidewalks so these visual changes will not adversely impact the property's significant historic features and do not present an adverse effect.

Per 36 CFR § 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR § 800.5(a)(2)(vii), there will be no "transfer, lease, or sale of the property out of Federal ownership or control."

Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043) — The criteria of adverse effect, as described and defined in 36 CFR § 800.5(a), do not apply to the Warren D. Wells House/*Fremont Eagle* Office. The property will be affected by the undertaking, but the effects of the undertaking will not be adverse.

Per 36 CFR § 800.5(a)(2)(i), the undertaking will not cause the "physical destruction of or damage to all or part of the property."

Per 36 CFR § 800.5(a)(2)(ii), there will not be "alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines."

Per 36 CFR § 800.5(a)(2)(iii), there will not be "removal of the property from its historic location."

Per 36 CFR § 800.5(a)(2)(iv), there will not be a change "of the character of the property's use or of physical features within the property's setting that contribute to its historic significance."

Per 36 CFR § 800.5(a)(2)(v), there will not be an "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." The changes to the SR 827/Wayne Street roadway, curbs, curb ramps, and sidewalks adjacent to the historic property will present minor visual changes to the property. However, the SR 827/Wayne Street area adjacent to the Warren D. Wells House/ *Fremont Eagle* Office currently has concrete curbs, gutters, and sidewalks so these visual changes will not adversely impact the property's significant historic features and do not present an adverse effect.

Per 36 CFR § 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR § 800.5(a)(2)(vii), there will be no "transfer, lease, or sale of the property out of Federal ownership or control."

EFFORTS TO AVOID, MINIMIZE, AND MITIGATE
This project is a road improvement project. Engineers designed the project to minimize effects to the historic resources. These changes included minimizing project activities adjacent to historic properties and designing the realignment of SR 827/Wayne Street near the Erastus Farnham House to eliminate the need for right-of-way from the property (Appendix F: Plans).

On July 7, 2020, consulting parties were provided with instructions to access an Effects Report and a copy of the project plans on INSCOPE and given the opportunity to comment on the project (See Section 6 below) (Appendix B: Correspondence).

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

On August 5, 2019, the staff of the SHPO responded to the early coordination materials. SHPO staff stated that "we are not aware of any parties who would be entitled to become consulting parties for purposes of the review of this project under Section 106." The letter asked that SHPO be provided the names and email addresses of any invited parties that accepted consulting party status (Appendix B: Correspondence).

On August 12, 2019, the Forest County Potawatomi Community responded to the invitation to consult. Their email stated that based on information in the early coordination letter regarding earth moving associated with the work, the THPO requested a copy of the archaeological study and SHPO clearance letter related to the project (Appendix B: Correspondence).

On August 12, 2019, the Miami Tribe of Oklahoma responded to the invitation to consult "offering no objection to the project." The Miami noted that the project area is in their aboriginal homelands and asked to be contacted immediately "if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project…" (Appendix B: Correspondence.)

In correspondence dated April 21, 2020, the staff of the SHPO agreed that the APE utilized in the HPR "appears to encompass the geographic area in which this project could cause effects." The letter also agreed with the recommendations of the HPR that the Erastus Farnham House (IHSSI No.: 151-017-05031); the Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023); and the Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043) were eligible for the NRHP and the proposed historic boundaries. However, because permanent right-of-way will be required, SHPO staff asked that they and all other consulting parties "be provided with at least preliminary plans showing proposed roadway improvements in the vicinity of each of the above-ground historic properties" (Appendix B: Correspondence).

On April 22, 2020, the property owner of the Erastus Farnham House (205 Swager Road) asked to be added as a consulting party and requested that she get email and paper copy versions of all future correspondence/reports (Appendix B: Correspondence).

In correspondence dated April 21, 2020, the staff of the SHPO agreed that the APE utilized in the HPR "appears to encompass the geographic area in which this project could cause effects." The letter also agreed with the recommendations of the HPR that the Erastus Farnham House (IHSSI No.: 151-017-05031); the Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 06023); and the Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043) were eligible for the NRHP and the proposed historic boundaries. However, because permanent right-of-way will be required, SHPO staff asked that they and all other consulting parties "be

provided with at least preliminary plans showing proposed roadway improvements in the vicinity of each of the above-ground historic properties" (Appendix B: Correspondence).

On June 26, 2020, the staff of the SHPO responded to the AR, distribution letter, and project plans. The letter stated that the Indiana SHPO concurred with the opinion of the archaeologist…that the portions of the archaeologist sites 12Sn217, 12Sn218, 12Sn219, and 12Sn220 surveyed for this project do not appear eligible for inclusion in the NRHP." The letter also affirmed that the boundaries of these sites "extend beyond the surveyed limits of this project and that if the project boundaries should change in these locations, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation for inclusion in the NRHP…." The letter also stated that archaeological sites 12Sn221 and 12Sn222 do not appear eligible for the NRHP and that no further archaeological investigations are necessary[2] (Appendix B: Correspondence).

SHPO added that should "any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to INDNR-DHPA within two (2) business days" (Appendix B: Correspondence).

Regarding above-ground historic properties, the staff of the Indiana SHPO reiterated their agreement with the three above-ground properties identified as eligible for listing in the National Register in the HPR, including the Erastus Farnham House, the Fremont Historic Commercial District, and the Warren D. Wells House/*Fremont Eagle* Office. The letter also stated that after looking at the plans for the current, preferred alternative project area provided with the distribution letter, the SHPO staff did not think that the project would adversely affect the historic properties, as long as the proposed project scope or alignment is not modified in the vicinity of these properties. Finally, the letter noted "that unless another consulting party expresses concern about the project's effect on a historic property, we think it might now be appropriate to ask INDOT for a finding" (Appendix B: Correspondence).

On July 4, 2020, The Forest County Potawatomi Community responded to the AR and copy of the project plans and offered a finding of "no historic properties affected." The letter noted that the THPO would reconsider the finding if SHPO comments disagreed. The Tribe also noted that if "human remains or archaeological materials are exposed as a result of project activities, work must halt" and the "Tribe must be included in any consultation regarding treatment and disposition of the find prior to removal" (Appendix B: Correspondence).

On July 7, 2020, consulting parties were provided with instructions to access an Effects Report and a copy of the project plans on INSCOPE and given the opportunity to comment on the project (Appendix B: Correspondence).

On July 29, 2020, the Indiana SHPO responded to the Effects Report distributed on July 6, 2020. SHPO staff agreed with the six archaeology sites identified within the area surveyed—12Sn217-12Sn222—and that the portions of these sites within the area surveyed were not eligible for inclusion in the National Register. Additionally, the letter stated that SHPO staff agreed that the only above-ground properties in the APE that are eligible for inclusion in the National Register are the Erastus Farnham House, the Fremont Historic Commercial District, and the Warren D. Wells House/*Fremont Eagle* Office, The SHPO staff stated that "as long as the proposed project scope or alignment is not modified in the vicinity of the archaeological sites 12Sn217 and 12Sn220 or any of the above-ground properties, we do not think this project will adversely affect them." The letter then stated that "it might now be appropriate to ask INDOT for a finding." Finally, the letter advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800" (Appendix B: Correspondence).

No other comments from consulting parties or the public were received.

[2] There appears to be a typographical error in the Indiana SHPO letter dated June 26, 2020, which states that "archaeological sites 12Sn221 and 12Sn221 do not appear eligible for inclusion in the NRHP" In paragraph two. It appears that the text should read "archaeological sites 12Sn221 and 12Sn222."

A public notice of “Historic Properties Affected: No Adverse Effect” will be posted in a local newspaper and the public will be afforded thirty (30) days to respond. If appropriate, this document will be revised after the expiration of the public comment period.

Appendices

Appendix A: Maps and Site Plans
Appendix B: Correspondence
Appendix C: Consulting Parties
Appendix D: Photographs
Appendix E: Report Summaries
Appendix F: Plans

Note: These appendices are part of the Section 106 Finding.

Appendix A: Maps and Site Plans

Note: This is Appendix A of the finding.

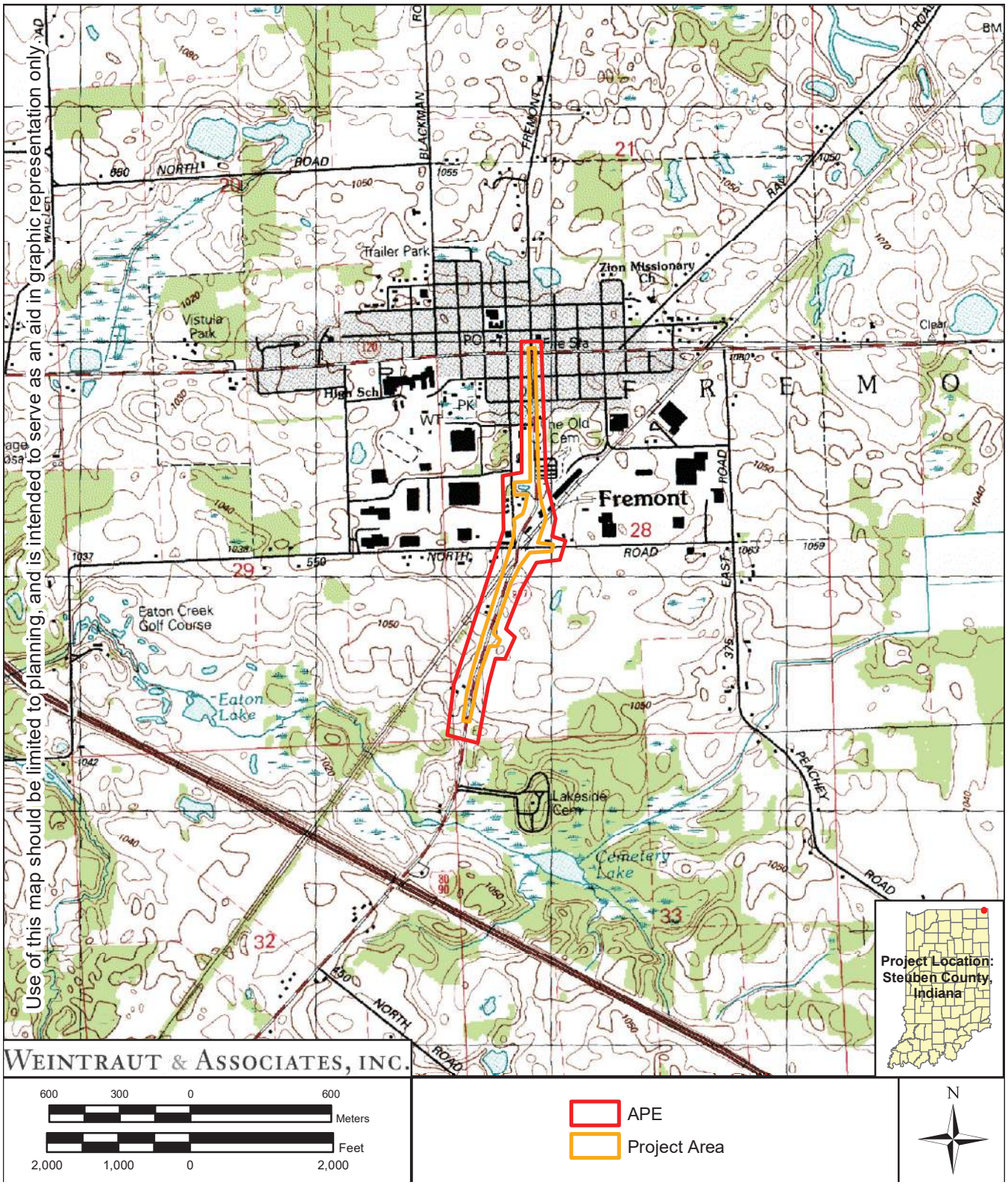


FIGURE 1. PROJECT LOCATION AND APE AS SHOWN ON THE ANGOLA EAST, INDIANA, USGS TOPOGRAPHIC QUADRANGLE MAP (1:24,000).

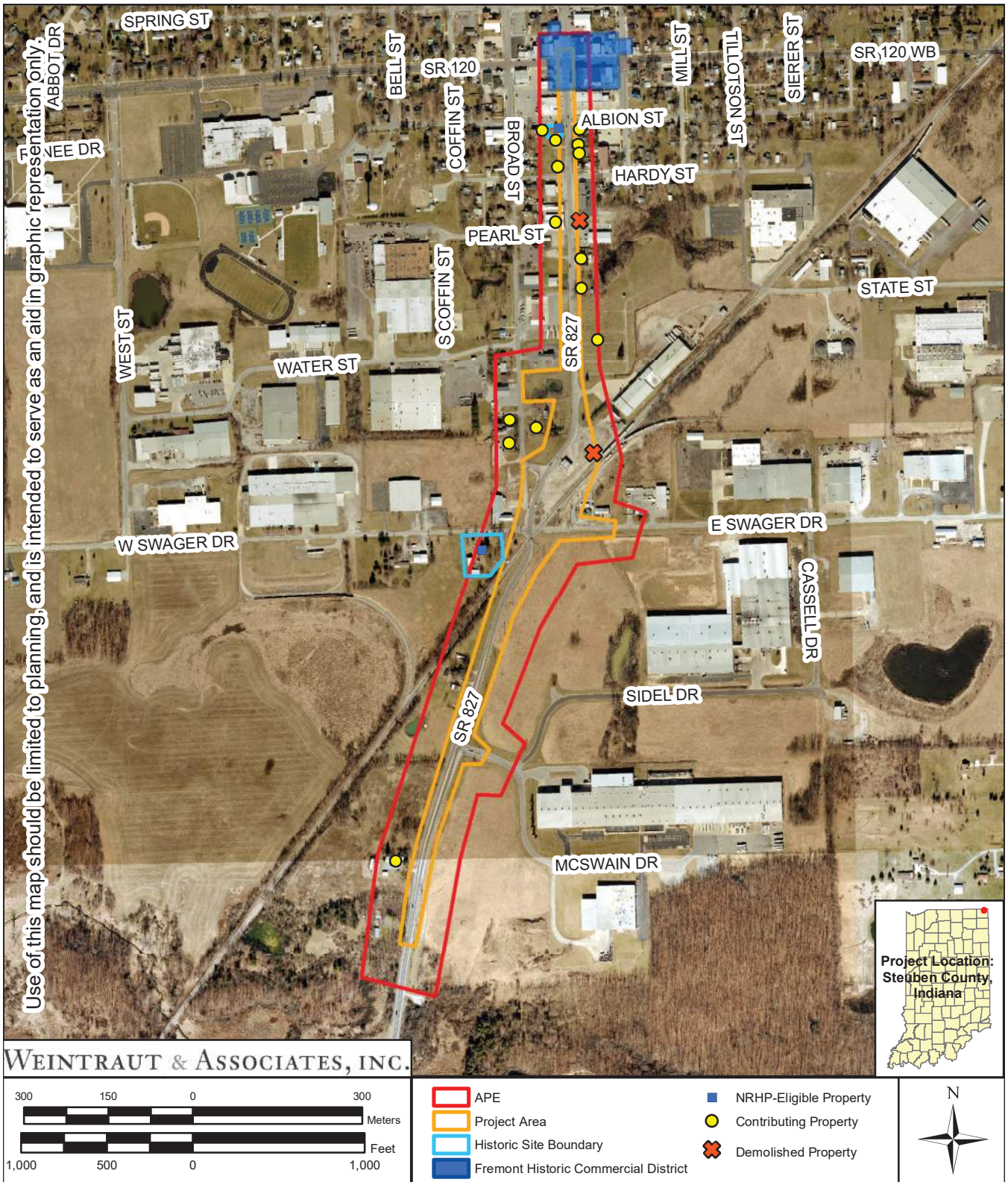
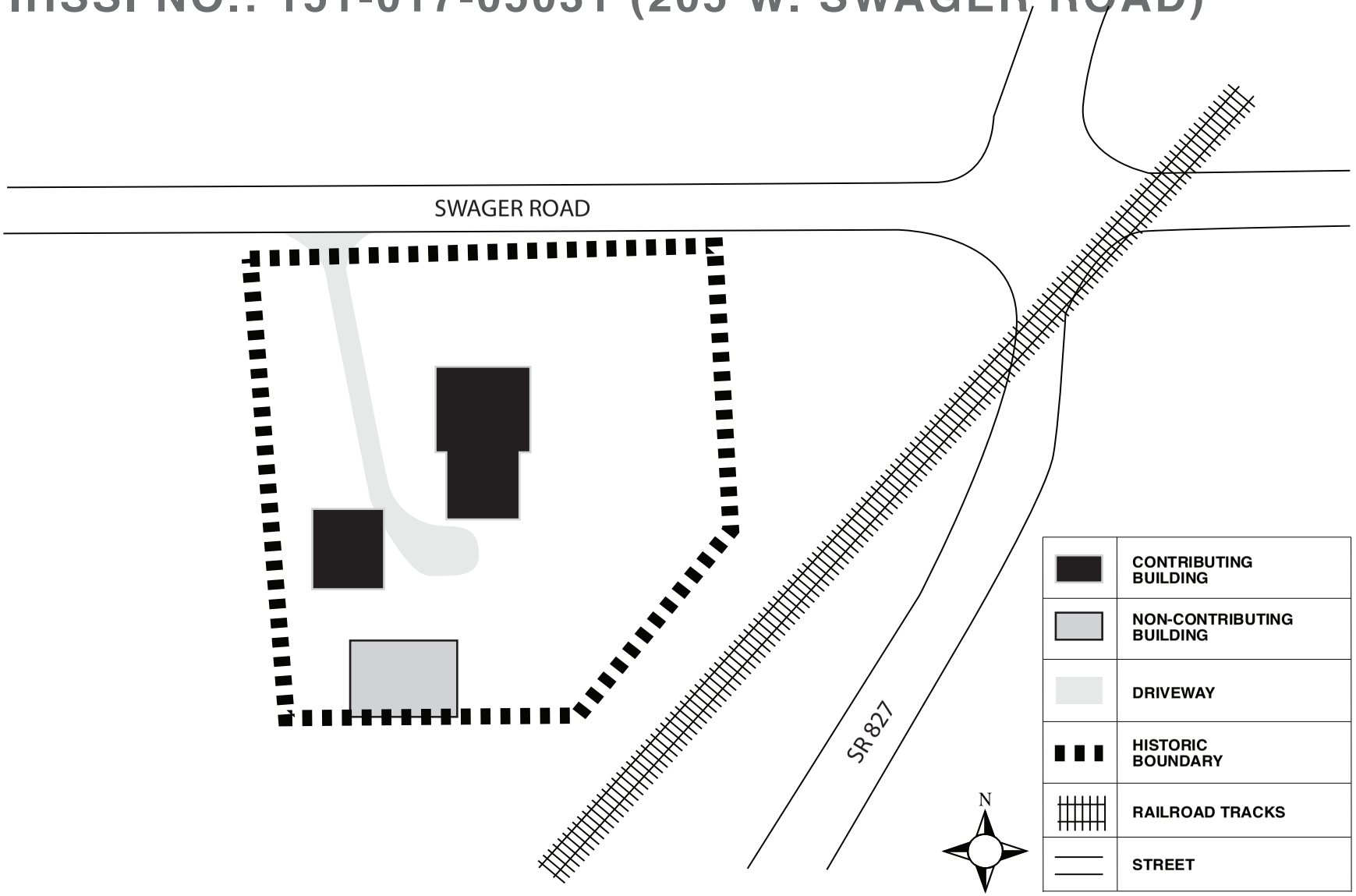


FIGURE 2. PROJECT LOCATION, APE, CONTRIBUTING RESOURCES, AND THE IDENTIFIED HISTORIC BOUNDARY FOR THE NRHP-ELIGIBLE FREMONT COMMERCIAL HISTORIC DISTRICTAND RECOMMENDED HISTORIC BOUNDARIES FOR THE ERASTUS FARNHAM HOUSE, AND THE WELLS HOUSE / *FREMONT EAGLE* OFFICE, AS SHOWN ON AN AERIAL PHOTOGRAPH (2017).

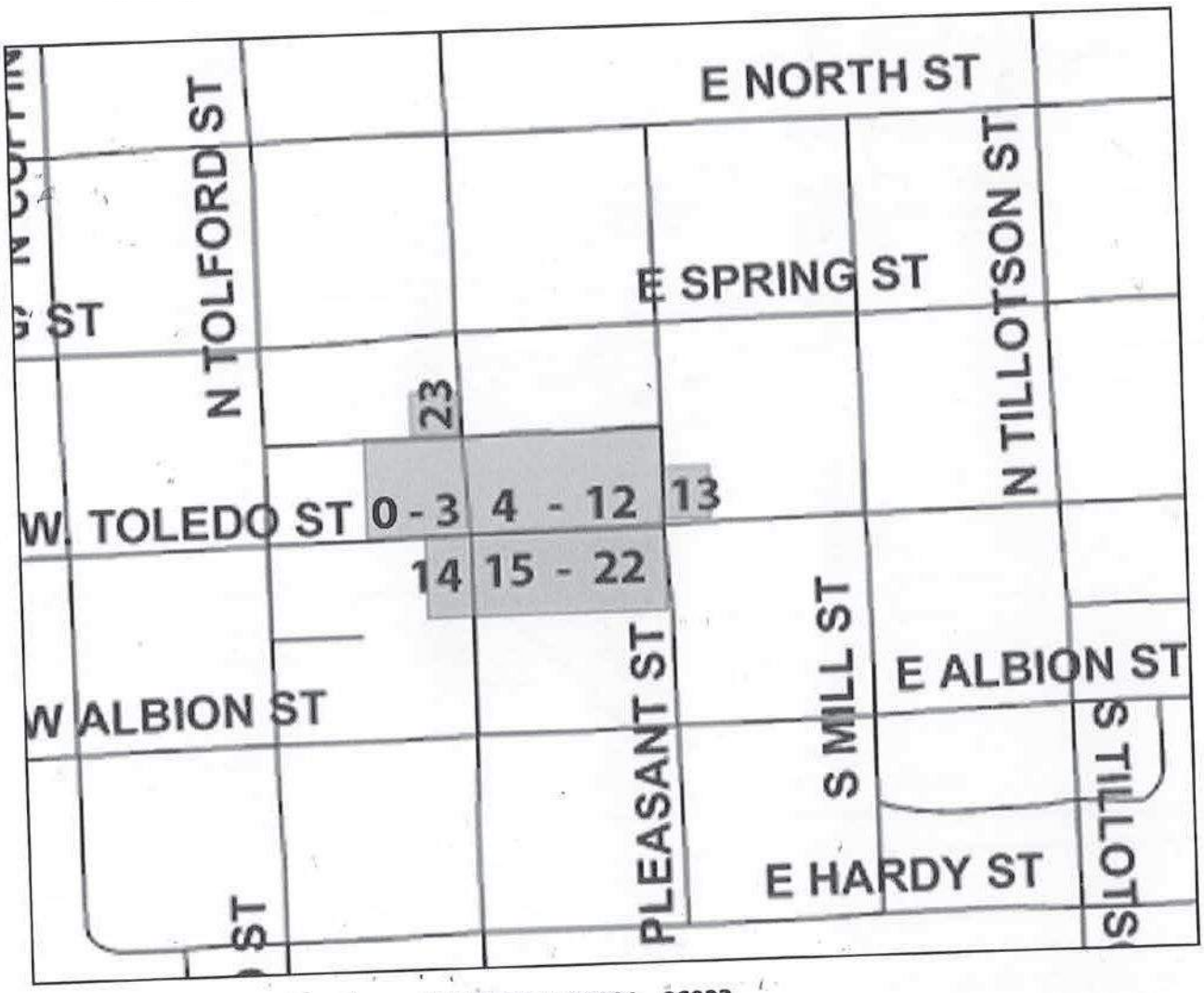
ERASTUS FARNHAM HOUSE
IHSSI NO.: 151-017-05031 (205 W. SWAGER ROAD)



WARREN D. WELLS/FREMONT EAGLE OFFICE
IHSSI NO.: 151-017-07043 (200 SOUTH WAYNE STREET)



FREMONT HISTORIC COMMERCIAL DISTRICT
IHSSI NOS: 151-017-06001 to 06023



MAP: Fremont Historic Commercial District, 06001 - 06023

Appendix B: Correspondence

Note: This is Appendix B of the finding.

July 12, 2019

This letter was sent to the listed parties.

RE: SR 827 Roadway Improvement Project Des. No. 1601102, beginning 1.06 miles south of SR 120 and extending north to the intersection of State Route (SR) 827 and SR 120, Fremont, Steuben County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the SR 827 Roadway Improvement project (Des. No. 1601102). American Structurepoint, Inc. is under contract with INDOT to advance the environmental documentation for the referenced project.

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

The proposed undertaking is on SR 827, beginning 1.06 miles south of SR 120 and extending north to the intersection of SR 827 and SR 120, a distance of 0.93 mile in the town of Fremont in Steuben County, Indiana. It is within Fremont Township on the Angola East USGS 7.5 Minute Quadrangle Maps in Sections 21 and 28, Township 38 North, and Range 14 East.

SR 827 is a two-lane facility within the project limits consisting of two 12 to 15-foot-wide travel lanes, one in each direction. Curbs exist along the roadway from Hardy Street to SR 120. No pedestrian facilities exist from the southern project limits to Swager Road. A sidewalk is located along the east side of the roadway beginning just south of the cemetery between Broad Street and Pearl Street and continuing to Hardy Street. From Hardy Street to SR 120, a sidewalk is located along both sides of the roadway. Existing right-of-way along the project corridor appears to vary from 50 feet to 25 feet east and west of the centerline of the roadway. There are locations within this project area that do not appear to have documented right-of-way.

Drainage within the project limits is primarily by sheet-flow. The roadway segment from Hardy Street to Albion Street is curbed along both sides of the roadway without drainage inlets. The roadway segment from Albion Street to SR 120 is curbed with drainage inlets along both sides of the roadway. The remainder of the project limits sheet flows to open ditches and swales. There are two 12-inch culverts that convey drainage under SR 827. The first culvert is located just south of McSwain Drive and the second culvert is located 570 feet north of Broad Street.

The purpose of the project is to address the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along SR 827 corridor. The need for the project is that the existing pavement exhibits age-related deterioration, moderate longitudinal and transverse cracking, and deteriorated curbs and sidewalks. Most of the curb ramps along the project corridor do not appear to meet current standards.

The current preferred alternative consists of a hot mix asphalt (HMA) overlay with minor structural pavement rehabilitation and sections of full pavement replacement. Additionally, approximately 1,445 feet of SR 827 would be realigned from just south of Swager Road to just north of Broad Street. One feasible realignment alternative being considered is to shift the intersection of Swager Road and SR 827 approximately 40 feet to the west. Due to this realignment, the railroad crossing at SR 827 and Swager Road would be moved southwest which is further away from the intersection of Swager Road and allows for movement of vehicles while a train is present. The roadway realignment would eliminate one set of existing reverse curves that are located just south of the railroad crossing.

The two culverts within the project area will be assessed to determine if replacement is needed. A new storm sewer with drainage inlets would be installed in curbed segments and drain to the existing detention pond located north of the intersection of SR 827 and Broad Street. The detention pond will be evaluated to determine if it needs to be expanded to handle the increase in runoff. Existing curb would be replaced with curb and gutter. New curb and gutter would be extended south to Swager Road. Storm sewer and curb inlets would be added to the curb and gutter sections. Curb ramps and sections of sidewalk throughout the project area would be reconstructed as needed to be ADA-compliant.

It is anticipated that additional permanent and temporary right-of-way acquisition, greater than 0.50 acre, would be required to complete the proposed project. However, it is unknown at this time how much temporary and permanent right-of-way would be needed. Exact amounts will be determined as the design develops.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

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

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

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

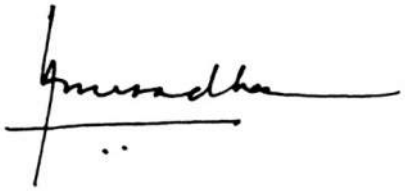
consistent with the proposed design and you will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Leah Perry of American Structurepoint, Inc. at (317) 547-5580 or lperry@structurepoint.com. All future responses regarding the proposed project should be forwarded to American Structurepoint, Inc. at the following address:

Leah Perry
Environmental Specialist
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, IN 46256
lperry@structurepoint.com

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

Sincerely,

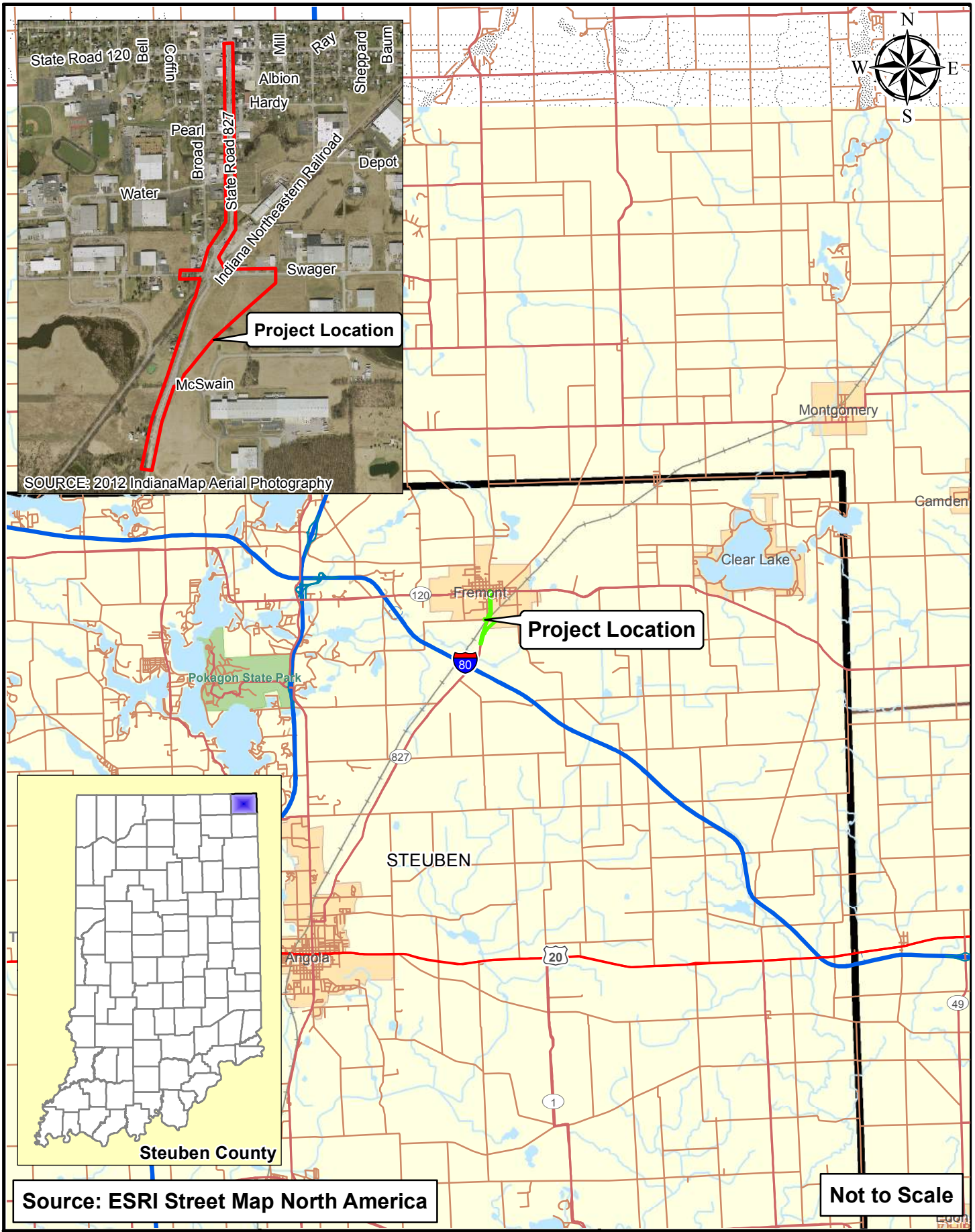


Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
State Location Map
USGS Topographic Map –Angola East Quadrangle

Distribution List:
Indiana State Historic Preservation Officer (SHPO)
Eastern Shawnee Tribe of Oklahoma
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Fremont Town Council
Steuben County Board of Commissioners
Region III-A Economic Development District & Regional Planning Commission
Indiana Landmarks Northern Regional Office
Steuben County Historian
Fremont Historical Society
Steuben County Historical Society

Fremont Area Chamber of Commerce
Steuben County Highway Department
Steuben County Economic Development Commission
Steuben County Genealogical Society



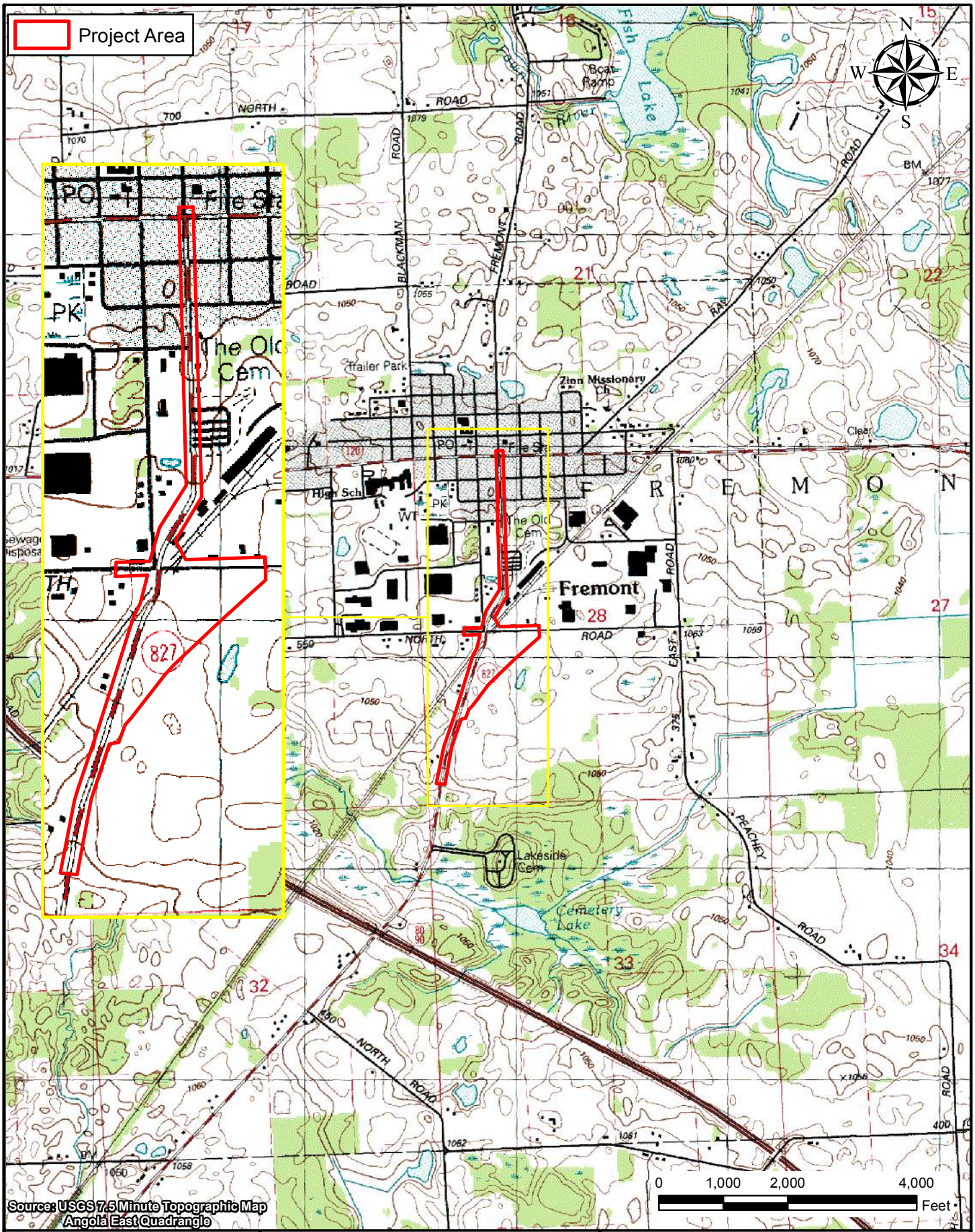
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AMERICAN STRUCTUREPOINT INC.

State Location Map

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Roadway Improvement Project
Des. No. 1601102
Location: Fremont
Township: Fremont
County: Steuben
State: Indiana
Date: 05/13/2019



Source: USGS 7.5 Minute Topographic Map
Angola East Quadrangle

Path: P:\2017\02101\D. Drawings\ArcView\SR 827 Pavement Replacment\Exhibits\2017.02101.SR827Pavement.EV.2019.05.13.topo.LCP.mxd Date:5/13/2019 User:lperry

AMERICAN STRUCTUREPOINT INC.

USGS Topographic Map

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Roadway Improvement Project
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 05/13/2019

From: Kelly, Clint [mailto:CKelly1@indot.IN.gov]
Sent: Friday, July 12, 2019 11:13 AM
To: thpo@estoo.net; dhunter@miamination.com; lpappenfort@peoriatribe.com; Matthew.Bussler@pokagonband-nsn.gov; michael.laronge@fcpotawatomi-nsn.gov
Cc: Kumar, Anuradha <akumar@indot.IN.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Perry, Leah <lperry@structurepoint.com>; Bass, Jenny R <JBass@indot.IN.gov>; Novak, Karen <KNovak@indot.IN.gov>; michelle.allen@dot.gov
Subject: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

Des. No.: 1601102

Project Description: SR 827 Roadway Improvement Project

Location: SR 827 beginning 1.06 miles south of SR 120 and extending north to the intersection of SR 827 and SR 120 in Fremont, Steuben County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 827 Roadway Improvement Project (Des. No. 1601102).

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

Indiana State Historic Preservation Officer (SHPO)

Eastern Shawnee Tribe of Oklahoma

Forest County Potawatomi Community

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Fremont Town Council

Steuben County Board of Commissioners

Region III-A Economic Development District & Regional Planning Commission

Indiana Landmarks Northern Regional Office

Steuben County Historian

Fremont Historical Society

Steuben County Historical Society

Fremont Area Chamber of Commerce

Steuben County Highway Department

Steuben County Economic Development Commission

Steuben County Genealogical Society

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

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

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

Thank you in advance for your input,

Clint Kelly
Historian

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Rm. 642

Indianapolis, IN 46204

Office: (317) 232-1349

Email: ckelly1@indot.in.gov

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SR827RoadwayImprovement_Des1601102_EarlyCoordination_2019-07-12.pdf
1859K

FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

1 message

Perry, Leah <lperry@structurepoint.com> Fri, Jul 12, 2019 at 11:00 AM
To: "countycommissioners@co.steuben.in.us" <countycommissioners@co.steuben.in.us>, "mbrinkman@region3a.org" <mbrinkman@region3a.org>, "pkdilbone6811@gmail.com" <pkdilbone6811@gmail.com>, "office@steubenedc.com" <office@steubenedc.com>, "fremontct@townoffremont.org" <fremontct@townoffremont.org>, "steubencountyhwy@mchsi.com" <steubencountyhwy@mchsi.com>
Cc: "cslider@dnr.in.gov" <cslider@dnr.in.gov>, "Hope, Briana" <bhope@structurepoint.com>, "Kumar, Anuradha" <akumar@indot.in.gov>, "Branigin, Susan" <SBranigin@indot.in.gov>, "Kelly, Clint" <CKelly1@indot.in.gov>, Linda Weintraut <linda@weintrautinc.com>, "jbass@indot.in.gov" <jbass@indot.in.gov>, "Crites, Scott" <SCrites@structurepoint.com>

Des. No.: 1601102

Project Description: SR 827 Roadway Improvement Project

Location: SR 827 beginning 1.06 miles south of SR 120 and extending north to the intersection of SR 827 and SR 120 in Fremont, Steuben County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 827 Roadway Improvement Project (Des. No. 1601102).

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Indiana State Historic Preservation Officer (SHPO)

Eastern Shawnee Tribe of Oklahoma

Forest County Potawatomi Community

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Fremont Town Council

Steuben County Board of Commissioners

Region III-A Economic Development District & Regional Planning Commission

Indiana Landmarks Northern Regional Office

Steuben County Historian

Fremont Historical Society

Steuben County Historical Society

Fremont Area Chamber of Commerce

Steuben County Highway Department

Steuben County Economic Development Commission

Steuben County Genealogical Society

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Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

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

Thank you in advance for your input,

Leah Perry

Environmental Specialist

9025 River Road

Suite 200

Indianapolis, IN 46240

317.547.5580 OFFICE

structurepoint.com WEB

DNR Indiana Department of Natural Resources

Eric Holcomb, Governor
Cameron F. Clark, Director

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

August 5, 2019

Leah Perry
Environmental Specialist
American Structurepoint
7260 Shadeland Station
Indianapolis, Indiana 46256

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

Re: Early coordination letter for the SR 827 Improvement Project in the Town of Fremont, Steuben County, Indiana (Des. No. 1601102; DHPA No. 24113)

Dear Ms. Perry:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed INDOT's July 12, 2019, early coordination letter, which we received on July 15, 2019.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this project, beyond those whom INDOT already has invited. After the 30-day comment period on the early coordination letter has expired, please provide John Carr (jcarr@dnr.in.gov) of my staff the names and contact information (preferably e-mail addresses) of the invited parties who have *accepted* consulting party status.

We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and of archaeological resources that INDOT indicated will be forthcoming. We do note that the project area is adjacent to the Old Fremont cemetery (CR-76-6, IHSSI 151-017-07049). Please be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5 (http://iga.in.gov/legislative/laws/2018/ic/titles/014/#14-21-1-26.5) for ground disturbance within 100 feet of a cemetery.

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

In all future correspondence regarding the SR 827 Improvement Project in Fremont, Steuben County, Indiana (Des. No. 1601102), please refer to DHPA No. 24113.

Very truly yours,

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC:jlc

emc: Joyce Newland, FHWA
Michelle Allen, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Leah Perry, American Structurepoint
Beth K. McCord, INDNR-DHPA
John Carr, INDNR-DHPA

Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 ● P.O. Box 1326, Miami, OK 74355

Via email: smiller@indot.in.gov

August 12, 2019

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

Re: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. My name is Diane Hunter, and I am the Tribal Historic Preservation Officer for the Federally Recognized Miami Tribe of Oklahoma. In this capacity, I am the Miami Tribe's point of contact for all Section 106 issues.

The Miami Tribe offers no objection to the above-mentioned projects at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project sites. However, as these projects are within the aboriginal homelands of the Miami Tribe, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at dhunter@miamination.com to initiate consultation.

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

Respectfully,

Diane Hunter

Diane Hunter
Tribal Historic Preservation Officer

Fwd: FW: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

1 message

Fri, May 29, 2020 at 12:06 PM

---------- Forwarded message ---------
From: **Perry, Leah** <lperry@structurepoint.com>
Date: Mon, Aug 12, 2019 at 3:53 PM
Subject: FW: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana
To: Linda Weintraut <linda@weintrautinc.com>
Cc: Hope, Briana <bhope@structurepoint.com>

I received this response today.

Leah

From: Kelly, Clint [mailto:CKelly1@indot.IN.gov]
Sent: Monday, August 12, 2019 12:55 PM
To: Perry, Leah <lperry@structurepoint.com>
Cc: Branigin, Susan <SBranigin@indot.IN.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Subject: FW: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

Leah,

See below for a response from the Forest County Potawatomi Community

Thanks,

Clint

Clint Kelly
Historian

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Rm. 642

Indianapolis, IN 46204

Office: (317) 232-1349

Email: ckelly1@indot.in.gov

From: Michael LaRonge [mailto:Michael.LaRonge@fcpotawatomi-nsn.gov]
Sent: Monday, August 12, 2019 12:10 PM
To: Kelly, Clint <CKelly1@indot.IN.gov>
Subject: RE: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

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

RE: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana.

Dear Mr. Kelly,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community, a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

Thank you for providing additional information regarding this project. Based on information you provided in the early coordination letter regarding earth moving associated with the work the Tribal Historic Preservation Office requests a copy of the archaeological study and SHPO clearance letter related to the project.

Your interest in protecting cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email address or phone number listed below.

Respectfully,

Michael LaRonge

Tribal Historic Preservation Officer

Natural Resources Department

Forest County Potawatomi Community

5320 Wensaut Lane

P.O. Box 340

Crandon, Wisconsin 54520

Fwd: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

1 message

---------- Forwarded message ---------
From: **Perry, Leah** <lperry@structurepoint.com>
Date: Tue, Mar 24, 2020 at 11:34 AM
Subject: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana
To: Carr, John <JCarr@dnr.in.gov>
Cc: Hope, Briana <bhope@structurepoint.com>, Kumar, Anuradha <akumar@indot.in.gov>, Branigin, Susan <SBranigin@indot.in.gov>, Miller, Shaun (INDOT) <smiller@indot.in.gov>, Kelly, Clint <CKelly1@indot.in.gov>, Linda Weintraut <linda@weintrautinc.com>, jbass@indot.in.gov <jbass@indot.in.gov>, Crites, Scott <SCrites@structurepoint.com>

Des. No.: 1601102

Project Description: SR 827 Roadway Improvement Project

Location: SR 827 from approximately 0.21 mile south of McSwain Drive to 0.016 mile north of SR 120 in Fremont, Steuben County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 827 Roadway Improvement Project (Des. No. 1601102).The Section 106 Early Coordination Letter for this project was originally distributed on July 12, 2019.

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

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Leah Perry

Environmental Specialist

9025 River Road, Suite 200

Indianapolis, IN 46240

317.547.5580 OFFICE

structurepoint.com WEB

Fwd: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

1 message

---------- Forwarded message ---------
From: **Kelly, Clint** <CKelly1@indot.in.gov>
Date: Tue, Mar 24, 2020 at 11:49 AM
Subject: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana
To: dhunter@miamination.com <dhunter@miamination.com>, michael.laronge@fcpotawatomi-nsn.gov <michael.laronge@fcpotawatomi-nsn.gov>
Cc: Kumar, Anuradha <akumar@indot.in.gov>, Branigin, Susan <SBranigin@indot.in.gov>, Miller, Shaun (INDOT) <smiller@indot.in.gov>, Bass, Jenny R <JBass@indot.in.gov>, Perry, Leah <lperry@structurepoint.com>, Linda Weintraut <linda@weintrautinc.com>, michelle.allen@dot.gov <michelle.allen@dot.gov>, Novak, Karen <KNovak@indot.in.gov>

Des. No.: 1601102

Project Description: SR 827 Roadway Improvement Project

Location: SR 827 from approximately 0.21 mile south of McSwain Drive to 0.016 mile north of SR 120 in Fremont, Steuben County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 827 Roadway Improvement Project (Des. No. 1601102).The Section 106 Early Coordination Letter for this project was originally distributed on July 12, 2019.

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

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Clint Kelly
Historian

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Rm. 642

Indianapolis, IN 46204

Office: (317) 232-1349

Email: ckelly1@indot.in.gov





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

April 21, 2020

Leah Perry
Environmental Specialist
American Structurepoint
9025 River Road
Indianapolis, Indiana 46240

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

Re: Historic property report (Fivecoat and Molloy, 2/24/2020) for the SR 827 Improvement Project in the Town of Fremont, Steuben County, Indiana (Des. No. 1601102; DHPA No. 24113)

Dear Ms. Perry:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed the submittal form dated and received on March 24, 2020 with the historic property report ("HPR"; Fivecoat and Molloy, 2/24/2020) enclosed.

The area of potential effects ("APE") proposed in the HPR appears to encompass the geographic area in which this project could cause effects.

For the purposes of the Section 106 review of this project, we agree with the conclusion of the HPR that the only above-ground properties eligible for inclusion in the National Register of Historic Places ("NRHP") within the APE are:

- Erastus Farnham House (IHSSI No.: 151-017-05031), criteria A and C
- Fremont Historic Commercial District (IHSSI Nos.:151-017-06000 through 151-017-06023), criteria A and C
- Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043), criteria A and C

Also for the purposes of this Section 106 review, we agree with the proposed historic boundaries of those three properties.

Because permanent right-of-way will be required, we ask that we and all other consulting parties be provided with at least preliminary plans showing proposed roadway improvements in the vicinity of each of the above-ground historic properties.

We look forward to reviewing the archaeological investigation report that will be forthcoming. We do note that the project area is adjacent to the Old Fremont cemetery (CR-76-6, IHSSI 151-017-07049). Please be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5 (http://iga.in.gov/legislative/laws/2018/ic/titles/014/#14-21-1-26.5) for ground disturbance within 100 feet of a cemetery.

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

In all future correspondence regarding the SR 827 Improvement Project in Fremont, Steuben County, Indiana (Des. No. 1601102), please continue to refer to DHPA No. 24113.

Very truly yours,

Chad W. Slider

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC:jlc

cc: Mavis Church, owner of 205 West Swager Road
Glenn Wells, owner of 200 South Wayne Street

emc: Karstin Carmany-George, FHWA
Michelle Allen, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Leah Perry, American Structurepoint
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Town of Fremont, Clerk-Treasurer
Town of Fremont, Street Superintendent
Beth K. McCord, INDNR-DHPA
John Carr, INDNR-DHPA

Fwd: SR 827 Pavement Replacement, Steuben County (Des. No. 1601102), Consulting Party Request

1 message

---------- Forwarded message ---------
From: **Perry, Leah** <lperry@structurepoint.com>
Date: Mon, May 18, 2020 at 3:03 PM
Subject: SR 827 Pavement Replacement, Steuben County (Des. No. 1601102), Consulting Party Request
To: Kelly, Clint <CKelly1@indot.in.gov>
Cc: Linda Weintraut <linda@weintrautinc.com>, Hope, Briana <bhope@structurepoint.com>, Kumar, Anuradha <akumar@indot.in.gov>, Branigin, Susan <SBranigin@indot.in.gov>, Miller, Shaun (INDOT) <smiller@indot.in.gov>, Coon, Matthew <mcoon@indot.in.gov>, carnold@weintrautinc.com <carnold@weintrautinc.com>

Clint,

Please see below for an email documenting a phone call on April 22nd with Mavis Church requesting to be a consulting party on the SR 827 project. She is the owner of 205 West Swager. Apologies for not including you earlier.

Thank you,

Leah Perry

Environmental Specialist

9025 River Road, Suite 200

Indianapolis, IN 46240

317.547.5580 OFFICE

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Best Places to Work in Indiana

From: Perry, Leah
Sent: Wednesday, April 22, 2020 2:20 PM
To: Linda Weintraut <linda@weintrautinc.com>; Bethany Natali <bethany@weintrautinc.com>
Cc: Hope, Briana <bhope@structurepoint.com>
Subject: SR 827, Fremont, Consulting Party Request

Hi Linda,

I just spoke with Mavis Church, she is the owner of 205 West Swager Road. She would like to be a consulting party. 1-260-495-7101 is her phone number. Her e-mail is mimis_music@protonmail.com. She would like to get a mailed and emailed copy when things are sent out if possible.

Leah Perry

Environmental Specialist

9025 River Road, Suite 200

Indianapolis, IN 46240

317.547.5580 OFFICE

structurepoint.com WEB

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FW: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

From: Coon, Matthew <mcoon@indot.IN.gov>
Sent: Wednesday, June 3, 2020 11:57 AM
To: 'michael.laronge@fcpotawatomi-nsn.gov' <michael.laronge@fcpotawatomi-nsn.gov>; Diane Hunter <dhunter@miamination.com>
Cc: Allen, Michelle (FHWA) <michelle.allen@dot.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Perry, Leah <lperry@structurepoint.com>
Subject: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

Des. No.: 1601102

Project Description: SR 827 Roadway Improvement Project

Location: SR 827 from approximately 0.21 mile south of McSwain Drive to 0.016 mile north of SR 120 in Fremont, Steuben County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 827 Roadway Improvement Project in Steuben County, Indiana (Des. No. 1601102). The Section 106 Early Coordination Letter for this project was originally distributed on July 12, 2019.

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

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

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

Thank you in advance for your input,

Matt Coon

Archaeologist, Cultural Resources Office

INDOT Environmental Services

100 N. Senate Avenue, Room N642

Indianapolis, IN 46204

Phone: 317.233.2083

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SR827RoadwayImprovement_Des1601102_DistLetter_2020-06-03.pdf
7524K

Fwd: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

1 message

Wed, Jun 3, 2020 at 11:37 AM

---------- Forwarded message ---------
From: **Perry, Leah** <lperry@structurepoint.com>
Date: Wed, Jun 3, 2020 at 11:29 AM
Subject: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana
To: mimis_music@protonmail.com <mimis_music@protonmail.com>
Cc: Hope, Briana <bhope@structurepoint.com>, Kumar, Anuradha <akumar@indot.in.gov>, Branigin, Susan <SBranigin@indot.in.gov>, Miller, Shaun (INDOT) <smiller@indot.in.gov>, Kelly, Clint <CKelly1@indot.in.gov>, Linda Weintraut <linda@weintrautinc.com>, jbass@indot.in.gov <jbass@indot.in.gov>, Crites, Scott <SCrites@structurepoint.com>, Coon, Matthew <mcoon@indot.in.gov>, Carr, John <JCarr@dnr.in.gov>, BMccord@dnr.IN.gov <BMccord@dnr.in.gov>

Des. No.: 1601102

Project Description: SR 827 Roadway Improvement Project

Location: SR 827 from approximately 0.21 mile south of McSwain Drive to 0.016 mile north of SR 120 in Fremont, Steuben County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 827 Roadway Improvement Project (Des. No. 1601102).The Section 106 Early Coordination Letter for this project was originally distributed on July 12, 2019.

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

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Leah Perry

Environmental Specialist

9025 River Road, Suite 200

Indianapolis, IN 46240

317.547.5580 OFFICE

structurepoint.com WEB

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SR827RoadwayImprovement_Des1601102_DistLetter_2020-06-03.pdf
7524K

Fwd: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana, Arch report review request, DHPA 24113

1 message

Wed, Jun 3, 2020 at 11:37 AM

---------- Forwarded message ---------
From: **Perry, Leah** <lperry@structurepoint.com>
Date: Wed, Jun 3, 2020 at 11:33 AM
Subject: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana, Arch report review request, DHPA 24113
To: mburkett@dnr.in.gov <mburkett@dnr.in.gov>
Cc: Linda Weintraut <linda@weintrautinc.com>, Bethany Natali <bethany@weintrautinc.com>, Hope, Briana <bhope@structurepoint.com>, Carr, John <JCarr@dnr.in.gov>, BMccord@dnr.IN.gov <BMccord@dnr.in.gov>, Coon, Matthew <mcoon@indot.in.gov>

Miriam,

Please find attached the review request form and archaeology report for the SR 827 Roadway Improvement Project (DHPA No. 24113). These documents will also be in the mail shortly.

Thank you,

Leah Perry

Environmental Specialist

9025 River Road, Suite 200

Indianapolis, IN 46240

317.547.5580 OFFICE

structurepoint.com WEB

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2 attachments

55031 fill-in- SHPO Review Request Form_SR827.6.3.2020.pdf
992K

SR827Fremont_Des1601102_Phase1a_06-03-2020.pdf
16397K

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

June 3, 2020

This letter was sent to the listed parties.

RE: SR 827 Roadway Improvement Project, Des. No. 1601102, and DHPA No. 24113

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 827 Roadway Improvement project (Des. No. 1601102).

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

A Section 106 early coordination letter was distributed on July 12, 2019.

The proposed undertaking is on SR 827, beginning 1.06 miles south of SR 120 and extending north to the intersection of SR 827 and SR 120, a distance of 0.93 mile in the town of Fremont in Steuben County, Indiana. It is within Fremont Township on the Angola East USGS 7.5 Minute Quadrangle Maps in Sections 21 and 28, Township 38 North, and Range 14 East.

The purpose of the project is to address the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage along SR 827 corridor. The need for the project is that the existing pavement exhibits age-related deterioration, moderate longitudinal and transverse cracking, and deteriorated curbs and sidewalks. Most of the curb ramps along the project corridor do not appear to meet current standards.

The current preferred alternative consists of a hot mix asphalt (HMA) overlay with minor structural pavement rehabilitation and sections of full pavement replacement. Additionally, approximately 1,445 feet of SR 827 would be realigned from just south of Swager Road to just north of Broad Street. One feasible realignment alternative being considered is to shift the intersection of Swager Road and SR 827 approximately 40 feet to the west. Due to this realignment, the railroad crossing at SR 827 and Swager Road would be moved southwest which is further away from the intersection of Swager Road and allows for movement of vehicles while a train is present. The roadway realignment would eliminate one set of existing reverse curves that are located just south of the railroad crossing.

The two culverts within the project area will be assessed to determine if replacement is needed. A new storm sewer with drainage inlets would be installed in curbed segments and drain to the existing detention pond located north of the intersection of SR 827 and Broad Street. The detention pond will be evaluated to determine

if it needs to be expanded to handle the increase in runoff. Existing curb would be replaced with curb and gutter. New curb and gutter would be extended south to Swager Road. Storm sewer and curb inlets would be added to the curb and gutter sections. Curb ramps and sections of sidewalk throughout the project area would be reconstructed as needed to be ADA-compliant.

It is anticipated that additional permanent and temporary right-of-way acquisition, greater than 0.50 acre, would be required to complete the proposed project. However, it is unknown at this time how much temporary and permanent right-of-way would be needed. Exact amounts will be determined as the design develops.

American Structurepoint, Inc. is under contract with INDOT to advance the environmental documentation for the referenced project. Weintraut & Associates, Inc. has been subcontracted to complete the Section 106 documentation for the project.

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

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

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

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, Erastus Farnham House (IHSSI No.: 151-017-05031, Fremont Historic Commercial District (IHSSI Nos.:151-017-06000 through 151-017-06023) and Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043) are recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified six new archaeological sites (12SN0217 to 12SN0222) within the project area. As a result of these efforts, sites (12SN0218, 12SN0219, 12SN0221, and 12SN0222) were recommended not eligible for listing in the NRHP and no further work is recommended. Sites 12SN0217 and 12SN0220 most likely extend beyond the current survey boundaries, with the possibility of there being associated structures and cultural features nearby. However, as currently surveyed none of the sites are recommended eligible for listing in the NRHP and no further archaeological work appears warranted. Project clearance is recommended for the portion of the sites delineated during the current survey.

In an April 21, 2020 letter responding to the Historic Property Report, the State Historic Preservation Officer (SHPO) requested that all consulting parties be provided with at least preliminary plans showing proposed roadway improvements in the vicinity of each of the above-ground historic properties. With this letter, project designers are including the latest plan set (see attached), and additional information on project activities. Each historic property is discussed below:

Fremont Historic Commercial District (IHSSI No.: 151-017-06000 through 060023)

- Project activities include an HMA overlay on existing asphalt roadways and the reconstruction of existing concrete sidewalks, curbs, and curb ramps.
- Changes would occur within disturbed areas of existing right-of-way and on existing roadways, sidewalks, curbs, and curb ramps.

Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043)

- Project activities include an HMA overlay on existing asphalt roadways and the reconstruction of existing concrete sidewalks, curbs, and curb ramps.
- Changes would occur within disturbed areas of existing right-of-way and on existing roadways, sidewalks, curbs, and curb ramps.

Erastus Farnham House (IHSSI No.: 151-017-05031)

- Project activities include the realignment of SR 827/Wayne Street at the CSX Railroad and Swager Road.
- Changes would remain in existing right-of-way and would not encroach upon the historic site boundary of the Erastus Farnham House.

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

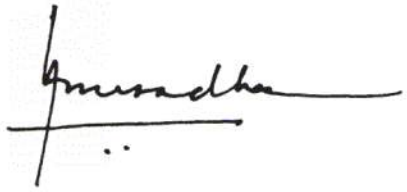
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting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

For questions concerning specific project details, you may contact Leah Perry of American Structurepoint, Inc. at (317) 547-5580 or lperry@structurepoint.com. All future responses regarding the proposed project should be forwarded to American Structurepoint, Inc. at the following address:

Leah Perry
Environmental Specialist
American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, IN 46240
lperry@structurepoint.com

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

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
Preliminary Project Plans

Distribution List:

- Indiana State Historic Preservation Officer (SHPO)
- Forest County Potawatomi Community
- Miami Tribe of Oklahoma
- Mavis Church, Property Owner: 205 West Swager Road, 7805 N Fremont Road, Fremont, Indiana 46737

Plans omitted as they are reproduced in Appendix F

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

June 26, 2020

Leah Perry
Environmental Specialist
American Structurepoint
9025 River Road
Indianapolis, Indiana 46240

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

Re: Archaeological records check and phase Ia reconnaissance report (Arnold, 5/2020) and preliminary project plans for the SR 827 Improvement Project in the Town of Fremont, Steuben County, Indiana (Des. No. 1601102; DHPA No. 24113)

Dear Ms. Perry:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed INDOT's letter dated June 3, 2020 and enclosures that were received electronically on June 3.

In regard to archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we concur with the opinion of the archaeologist, as expressed in the submitted archaeological reconnaissance survey report (Arnold, 5/2020), that the portions of archaeological sites 12Sn217, 12Sn218, 12Sn219 and 12Sn220 surveyed for this project do not appear eligible for inclusion in the NRHP. As the site boundaries extend beyond the limits surveyed, the unsurveyed portions remain unevaluated for inclusion in the NRHP. If the project boundaries should change in these locations, further archaeological investigations will be necessary to delineate the site boundaries and provide an evaluation for inclusion in the NRHP. Further we concur with the opinion of the archaeologist, that archaeological sites12Sn221 and 12Sn221 do not appear eligible for inclusion in the National Register of Historic Places ("NRHP"). No further archaeological investigations are necessary.

Please note that archaeological site survey records for sites 12Sn217 to 12Sn222 have **not** been submitted to SHAARD. Please submit these records for review

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

We also note that the project area is adjacent to the Old Fremont cemetery (CR-76-6, IHSSI 151-017-07049). Please be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5 (http://iga.in.gov/legislative/laws/2018/ic/titles/014/#14-21-1-26.5) for ground disturbance within 100 feet of a cemetery.

As you know, in our April 21, 2020, letter we agreed that the only above-ground properties eligible for inclusion in the NRHP within the area of potential effects are:

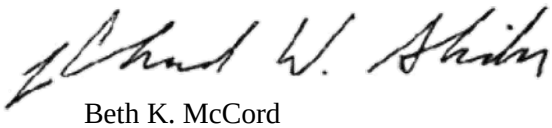
- Erastus Farnham House at 205 West Swager Road (IHSSI No.: 151-017-05031), criteria A and C.
- Fremont Historic Commercial District (IHSSI Nos.:151-017-06000 through 151-017-06023), criteria A and C.
- Warren D. Wells House/*Fremont Eagle* Office at 200 South Wayne Street (IHSSI No.: 151-017-07043), criteria A and C.

Thank you for providing preliminary plans for the current, preferred alternative. As long as the current, preferred alternative is ultimately chosen, and as long as the proposed project scope or alignment is not modified in the vicinity of any of those properties, we do not think this project will adversely affect them. Unless another consulting party expresses concern about the project's effect on a historic property, we think it might now be appropriate to ask INDOT for a finding.

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

In all future correspondence regarding the SR 827 Improvement Project in Fremont, Steuben County, Indiana (Des. No. 1601102), please continue to refer to DHPA No. 24113.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC:jlc

cc: Mavis Church, owner of 205 West Swager Road
Glenn Wells, owner of 200 South Wayne Street

emc: Karstin Carmany-George, FHWA
Michelle Allen, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Shirley Clark, INDOT
Leah Perry, American Structurepoint
Linda Weintraut, Weintraut & Associates
Craig Arnold, Weintraut & Associates
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Town of Fremont, Clerk-Treasurer
Town of Fremont, Street Superintendent
Beth K. McCord, INDNR-DHPA
John Carr, INDNR-DHPA

Fwd: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

1 message

Mon, Jul 6, 2020 at 8:32 AM

Begin forwarded message:

From: "Perry, Leah" <lperry@structurepoint.com>
Date: July 6, 2020 at 8:17:37 AM EDT
To: Linda Weintraut <linda@weintrautinc.com>, Bethany Natali <bethany@weintrautinc.com>
Cc: "Hope, Briana" <bhope@structurepoint.com>
Subject: FW: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

A response from Forest County Potawatomi for your records.

Leah

From: Coon, Matthew <mcoon@indot.IN.gov>
Sent: Monday, July 6, 2020 8:11 AM
To: Perry, Leah <lperry@structurepoint.com>
Cc: Miller, Shaun (INDOT) <smiller@indot.IN.gov>
Subject: FW: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

Leah,

Here is the response from the Forest County Potawatomi

Matt Coon

Archaeologist, Cultural Resources Office

INDOT Environmental Services

100 N. Senate Avenue, Room N642

Indianapolis, IN 46204

Phone: 317.233.2083

From: Michael LaRonge <Michael.LaRonge@fcpotawatomi-nsn.gov>
Sent: Saturday, July 04, 2020 12:00 PM
To: Coon, Matthew <mcoon@indot.IN.gov>
Subject: RE: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

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

RE: INDOT Project Des. No. 1601102, SR 827 Roadway Improvement Project, Stueben County, Indiana.

Dear Mr. Coon,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community, a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

This response is regarding the project mention above. Tribal Historic Preservation Office (THPO) staff has reviewed the materials you provided for the project. The FCPC THPO is pleased to offer a finding of no historic properties affected, with two conditions. First, should the SHPO comments differ the Tribe reserves the right to reconsider based on the new information provided. Second, in the event that human remains or archaeological materials are exposed as a result of project activities work must halt and the Tribe must be included in any consultation regarding treatment and disposition of the find prior to removal.

Your interest in protecting cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email address or phone number listed below.

Respectfully,

Michael LaRonge

Tribal Historic Preservation Officer

Cultural Preservation Division

Forest County Potawatomi Community

8130 Mish ko Swen Drive

P.O. Box 340

Crandon, Wisconsin 54520

Phone: 715-478-7354

Email: Michael.LaRonge@FCPotawatomi-nsn.gov

From: Coon, Matthew <mcoon@indot.IN.gov>
Sent: Wednesday, June 3, 2020 10:57 AM
To: Michael LaRonge <Michael.LaRonge@fcpotawatomi-nsn.gov>; Diane Hunter <dhunter@miamination.com>
Cc: Allen, Michelle (FHWA) <michelle.allen@dot.gov>; Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Perry, Leah <lperry@structurepoint.com>
Subject: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

Des. No.: 1601102

Project Description: SR 827 Roadway Improvement Project

Location: SR 827 from approximately 0.21 mile south of McSwain Drive to 0.016 mile north of SR 120 in Fremont, Steuben County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 827 Roadway Improvement Project in Steuben County, Indiana (Des. No. 1601102). The Section 106 Early Coordination Letter for this project was originally distributed on July 12, 2019.

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

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search

FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

1 message

Perry, Leah <lperry@structurepoint.com> Mon, Jul 6, 2020 at 11:22 AM
To: "mimis_music@protonmail.com" <mimis_music@protonmail.com>
Cc: "Hope, Briana" <bhope@structurepoint.com>, "Kumar, Anuradha" <akumar@indot.in.gov>, "Branigin, Susan" <SBranigin@indot.in.gov>, "Miller, Shaun (INDOT)" <smiller@indot.in.gov>, "Kelly, Clint" <CKelly1@indot.in.gov>, Linda Weintraut <linda@weintrautinc.com>, "jbass@indot.in.gov" <jbass@indot.in.gov>, "Crites, Scott" <SCrites@structurepoint.com>, "Coon, Matthew" <mcoon@indot.in.gov>, "Carr, John" <JCarr@dnr.in.gov>, "BMccord@dnr.IN.gov" <BMccord@dnr.in.gov>, Bethany Natali <bethany@weintrautinc.com>, Doug Fivecoat <dfivecoat@weintrautinc.com>

Des. No.: 1601102

Project Description: SR 827 Roadway Improvement Project

Location: SR 827 from approximately 0.21 mile south of McSwain Drive to 0.016 mile north of SR 120 in Fremont, Steuben County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 827 Roadway Improvement Project (Des. No. 1601102).The Section 106 Early Coordination Letter for this project was originally distributed on July 12, 2019.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Leah Perry

Environmental Specialist

9025 River Road, Suite 200

Indianapolis, IN 46240

317.547.5580 OFFICE

structurepoint.com WEB

Best Places to Work in Indiana

Best Employers in Ohio

Fwd: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana

1 message

---------- Forwarded message ---------
From: **Kelly, Clint** <CKelly1@indot.in.gov>
Date: Mon, Jul 6, 2020 at 12:17 PM
Subject: FHWA Project: Des. No. 1601102, SR 827 Roadway Improvement Project, Steuben County, Indiana
To: thpo@estoo.net <thpo@estoo.net>, michael.laronge@fcpotawatomi-nsn.gov <michael.laronge@fcpotawatomi-nsn.gov>, Diane Hunter <dhunter@miamination.com>, lpappenfort@peoriatribe.com <lpappenfort@peoriatribe.com>, Matthew.Bussler@pokagonband-nsn.gov <Matthew.Bussler@pokagonband-nsn.gov>
Cc: Kumar, Anuradha <akumar@indot.in.gov>, Branigin, Susan <SBranigin@indot.in.gov>, Miller, Shaun (INDOT) <smiller@indot.in.gov>, Coon, Matthew <mcoon@indot.in.gov>, Perry, Leah <lperry@structurepoint.com>, Linda Weintraut <linda@weintrautinc.com>, Bass, Jenny R <JBass@indot.in.gov>, Allen, Michelle (FHWA) <michelle.allen@dot.gov>

Des. No.: 1601102

Project Description: SR 827 Roadway Improvement Project

Location: SR 827 from approximately 0.21 mile south of McSwain Drive to 0.016 mile north of SR 120 in Fremont, Steuben County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 827 Roadway Improvement Project (Des. No. 1601102).The Section 106 Early Coordination Letter for this project was originally distributed on July 12, 2019.

As part of Section 106 of the National Historic Preservation Act, an Effects Letter has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at http://erms.indot.in.gov/Section106Documents/ (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-233-6795 or Michelle Allen at FHWA at michelle.allen@dot.gov or 317-226-7344.

Thank you in advance for your input,

Clint Kelly
Historian

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Rm. 642

Indianapolis, IN 46204

Office: (317) 232-1349

Email: ckelly1@indot.in.gov

INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

Eric Holcomb, Governor
Joe McGuinness, Commissioner

July 6, 2020

This letter was sent to the listed parties.

RE: State Road (SR) 827 Roadway Improvement Project (Des. No: 1601102, DHPA No.: 24113), Town of Fremont, Steuben County, Indiana.

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 827 Roadway Improvement Project (Des. No: 1601102). American Structurepoint, Inc. (Structurepoint) is under contract with INDOT to advance the environmental documentation for the referenced project. Weintraut & Associates (W&A) has been subcontracted to complete the Section 106 documentation for this project.

The intent of this letter is to provide additional information on project activities after distribution of updated design plans, and to discuss potential effects that may be reasonably foreseen on historic properties in the APE.

The proposed undertaking is located on SR 827, beginning 1.06 miles south of SR 120 and extending north to the intersection of SR 827 and SR 120, a distance of 0.93 mile in the Town of Fremont in Steuben County, Indiana. It is within Fremont Township on the Angola East USGS 7.5 Minute Quadrangle Maps in Sections 21 and 28, Township 38 North, and Range 14 East. (Appendix 1: Project Map and Site Plans.)

The proposed project consists of a hot mix asphalt (HMA) overlay with minor structural pavement rehabilitation and sections of full pavement replacement. Additionally, approximately 1,445 feet of SR 827 would be realigned from just south of Swager Road to just north of Broad Street. The realignment alternative would shift the intersection of Swager Road and SR 827 approximately 40 feet to the west. Due to this realignment, the railroad crossing at SR 827 and Swager Road would be moved southwest which is further away from the intersection of Swager Road and allows for movement of vehicles while a train is present. The roadway realignment would eliminate one set of existing reverse curves that are located just south of the railroad crossing.

The two culverts within the project area would be assessed to determine if replacement is needed. A new storm sewer with drainage inlets would be installed in curbed segments and drain to the existing detention pond located north of the intersection of SR 827 and Broad Street. The detention pond would be evaluated to determine if it needs to be expanded to handle the increase in runoff. Existing curb would be replaced with curb and gutter. New curb and gutter would be extended south to Swager Road. Storm sewer and curb inlets would be added to the curb and gutter sections. Curb ramps and sections of sidewalk throughout the project area would be reconstructed as needed to be ADA-compliant. (Appendix 2: Project Plans).

A Section 106 Early Coordination Letter (ECL), dated July 12, 2019, was sent to the following parties:

- Indiana State Historic Preservation Officer (SHPO)
- Eastern Shawnee Tribe of Oklahoma
- Forest County Potawatomi Community
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Fremont Town Council
- Steuben County Board of Commissioners
- Region III-A Economic Development District & Regional Planning Commission
- Indiana Landmarks Northern Regional Office
- Steuben County Historian
- Fremont Historical Society
- Steuben County Historical Society
- Fremont Area Chamber of Commerce
- Steuben County Highway Department
- Steuben County Economic Development Commission
- Steuben County Genealogical Society

On March 24, 2020, consulting parties were notified that a Historic Property Report (HPR) was available for review on INDOT's Section 106 document portal—IN-SCOPE. That same day, a copy of this notification was mailed to owners of historic properties within the APE—Mr. Glenn Wells (property owner of Warren D. Wells / Fremont Eagle Office) and Ms. Mavis Church (property owner of Erastus Farnham House).

The Indiana SHPO, Forest County Potawatomi Community, the Miami Tribe of Oklahoma, and the property owner of the Erastus Farnham House are participating consulting parties.

Identification & Evaluation of Historic Properties:

Archaeological Resources
With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards and who is a Principal Investigator as defined by the Indiana Department of Natural Resources, Division of Historic Preservation & Archaeology conducted an archaeological reconnaissance of a larger survey area intended to encompass all project improvements on November 1 and 6, 2019. The archaeologist has identified six new archaeological sites—12SN0217 to 12SN0222, none of which are being recommended for additional work within the project area. However, if construction plans are altered and the current site boundary is extended beyond the proposed right-of-way, impacting sites 12SN0217 and 12SN0220, the additional work is recommended. W&A prepared an Archaeology Report (Arnold, May 2020) that was transmitted to appropriate consulting parties on June 3, 2020.

Above-ground Resources
The HPR (Fivecoat 2020) identified no properties within the Area of Potential Effects (APE) listed in the National Register of Historic Places (NRHP). However, the HPR recommended three (3) above-ground resources within the APE— the Erastus Farnham House (Indiana Historic Sites and Survey Inventory [IHSSI] No.: 151-017-05031), Fremont Historic Commercial District (IHSSI Nos.: 151-017-06000 through 06023), and the Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043)—as eligible for listing in the

NRHP. SHPO concurred with these recommendations. (Appendix 1: Project Map and Site Plans for the historic property boundaries.)

Project Design Changes:
The latest plans for this project are enclosed with this letter. (Appendix 2: Project Plans). As these plans illustrate, the proposed project avoids taking permanent or temporary right-of-way from Contributing-rated structures within the Fremont Historic Commercial District and from individually eligible properties.

Effects Discussion:
According to 36 CFR § 800.5(a)(1): "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative."

> (i) Physical destruction or damage to all or part of the property;
> (ii) Alteration of the property including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
> (iii) Removal of a property from its historic location;
> (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic features;
> (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
> (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
> (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance."

The discussion below considers the effects of the undertaking, using the examples given in 36 CFR 800.5(a)(2), on the three (3) historic resources within the area of potential effects (APE) for this undertaking: Erastus Farnham House (IHSSI No.: 151-017-05031), Fremont Historic Commercial District (IHSSI Nos.: 151-017-06000 through 06023), and the Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043).

Erastus Farnham House (IHSSI No.: 151-017-05031) – No Adverse Effect
The HPR recommended a historic property boundary for the Erastus Farnham House that approximated the boundary shown in an illustration of the house in the *Atlas of Steuben County, Indiana* (1880). Staff of the SHPO, in correspondence dated April 21, 2020, concurred with this historic boundary. (Appendix 1: Project Map and Site Plans.)

As part of this project, approximately 1,445 feet of SR 827/Wayne Street would be realigned from just south of Swager Road to just north of Broad Street. The proposed project would shift the intersection of Swager Road and SR 827 approximately 40 feet to the west. Due to this realignment, the railroad crossing at SR 827 and Swager Road would be moved southwest, which is further away from the intersection of Swager Road and

allows for movement of vehicles while a train is present. The roadway realignment would eliminate one set of existing reverse curves that are located just south of the railroad crossing. (Appendix 2: Project Plans.)

The criteria of adverse effect, as described and defined in 36 CFR § 800.5(a) do not apply to the Erastus Farnham House.

Per 36 CFR § 800.5(a)(2)(i), the undertaking will not cause the "physical destruction of or damage to all or part of the property."

Per 36 CFR § 800.5(a)(2)(ii), there will not be "alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines."

Per 36 CFR § 800.5(a)(2)(iii), there will not be "removal of the property from its historic location."

Per 36 CFR § 800.5(a)(2)(iv), there will not be a change "of the character of the property's use or of physical features within the property's setting that contribute to its historic significance."

Per 36 CFR § 800.5(a)(2)(v), there will not be an "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." Mature trees and shrubs screen views from the historic property toward the adjacent railroad tracks and the intersection at Swager Road and SR 827/Wayne Street but some changes may still be visible. Although the changes to the roadway at Swager Road and SR 827 may introduce minor visual changes to the property, these visual changes do not adversely impact the property's significant historic features and do not present an adverse effect.

Per 36 CFR § 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR § 800.5(a)(2)(vii), there will be no "transfer, lease, or sale of the property out of Federal ownership or control."

The proposed undertaking requires no right-of-way from within the historic boundary of the Erastus Farnham House and the visual changes are minor; as a result, this project presents "No Adverse Effect" to the Erastus Farnham House.

Fremont Historic Commercial District (IHSSI Nos.: 151-017-06000 through 06023) – No Adverse Effect
The HPR recommended a historic property boundary for the Fremont Historic Commercial District that matched the boundary identified in the *Steuben County Interim Report*. Staff of the SHPO, in correspondence dated April 21, 2020, concurred with this historic boundary. (Appendix 1: Project Map and Site Plans.)

Proposed project activities will reconstruct SR 827/Wayne Street road surface, replace existing curb with curb and gutter, add storm sewer and curb inlets, and reconstruct curb ramps and sections of sidewalk as required for ADA-compliance within the boundaries of this historic district. (Appendix 2: Project Plans.)

The criteria of adverse effect, as described and defined in 36 CFR § 800.5(a) do not apply to the Fremont Historic Commercial District.

Per 36 CFR § 800.5(a)(2)(i), the undertaking will not cause the "physical destruction of or damage to all or part of the property."

Per 36 CFR § 800.5(a)(2)(ii), there will not be "alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines."

Per 36 CFR § 800.5(a)(2)(iii), there will not be "removal of the property from its historic location."

Per 36 CFR § 800.5(a)(2)(iv), there will not be a change "of the character of the property's use or of physical features within the property's setting that contribute to its historic significance."

Per 36 CFR § 800.5(a)(2)(v), there will not be an "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." The replacement and alteration of curb lines and sidewalks along SR 827/Wayne Street within the historic district will be visible and will introduce minor visual changes, but these will not diminish the integrity of significant historic features within the district and will not present an adverse effect.

Per 36 CFR § 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR § 800.5(a)(2)(vii), there will be no "transfer, lease, or sale of the property out of Federal ownership or control."

The undertaking requires no new right-of-way from the Fremont Historic Commercial District and changes to SR 827/Wayne Street area are minor; therefore, this project presents "No Adverse Effect" to the Fremont Historic Commercial District.

Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043) – No Adverse Effect
The HPR recommended a historic property boundary for the Warren D. Wells House/*Fremont Eagle* Office that matched the legal parcel boundary identified in the Steuben County GIS map and property record. Staff of the SHPO, in correspondence dated April 21, 2020, concurred with this historic boundary. (Appendix 1: Project Map and Site Plans.)

The undertaking will reconstruct SR 827/Wayne Street road surface located adjacent to this property, replace existing curb with curb and gutter, add storm sewer and curb inlets, and reconstruct curb ramps and sections of sidewalk as required for ADA-compliance. (Appendix 2: Project Plans.)

The criteria of adverse effect, as described and defined in 36 CFR § 800.5(a) do not apply to the Warren D. Wells House/*Fremont Eagle* Office.

Per 36 CFR § 800.5(a)(2)(i), the undertaking will not cause the "physical destruction of or damage to all or part of the property."

Per 36 CFR § 800.5(a)(2)(ii), there will not be "alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines."

Per 36 CFR § 800.5(a)(2)(iii), there will not be "removal of the property from its historic location."

Per 36 CFR § 800.5(a)(2)(iv), there will not be a change "of the character of the property's use or of physical features within the property's setting that contribute to its historic significance."

Per 36 CFR § 800.5(a)(2)(v), there will not be an "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." Although the changes to the SR 827/Wayne Street roadway, curbs, curb ramps, and sidewalks adjacent to the historic property will present minor visual changes to the property, these visual changes do not adversely impact the property's significant historic features and do not present an adverse effect.

Per 36 CFR § 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR § 800.5(a)(2)(vii), there will be no "transfer, lease, or sale of the property out of Federal ownership or control."

The proposed undertaking requires no new right-of-way from the Warren D. Wells House/*Fremont Eagle* Office and changes to the adjacent SR 827/Wayne Street roadway, curbs, and sidewalks are minor; therefore, this project presents "No Adverse Effect" to the Warren D. Wells House/*Fremont Eagle* Office.

Conclusions:
In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f), the project historians examined this project and assessed its potential to adversely affect historic properties in the APE. As noted above, historians believe that this project would have no adverse effect on the Erastus Farnham House (IHSSI No.: 151-017-05031), Fremont Historic Commercial District (IHSSI Nos.: 151-017-06000 through 06023), and Warren D. Wells House/*Fremont Eagle* Office (IHSSI No.: 151-017-07043). Therefore, it is the professional opinion of the historians that the appropriate overall finding for this undertaking is "No Adverse Effect."

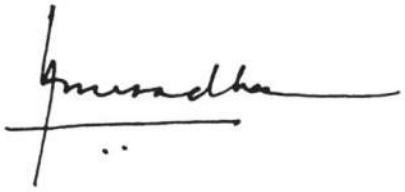
Please provide any written comments regarding the effects of the undertaking on historic properties within thirty (30) calendar days of posting/receipt of this letter. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

For questions concerning specific project details, you may contact Leah Perry of American Structurepoint, Inc. at 317.547.5580 or lperry@structurepoint.com. All future responses regarding the proposed project should be forwarded to American Structurepoint, Inc. at the following address:

Leah Perry
Environmental Specialist
American Structurepoint, Inc.
9025 River Road, Suite 200
Indianapolis, IN 46240
Phone: 317.547.5580

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

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Enclosures:
1. Project Map and Site Plans
2. Project Plans

Distribution List:
Eastern Shawnee Tribe of Oklahoma
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Ms. Mavis Church (property owner of Erastus Farnham House)
Indiana State Historic Preservation Officer

APPENDIX 1

PROJECT MAP AND SITE PLANS

Map and Site Plans omitted as they are in Appendix A.

APPENDIX 2

PROJECT PLANS

Plans are omitted as they are in Appendix F.

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

July 29, 2020

Leah Perry
Environmental Specialist
American Structurepoint
9025 River Road, Suite 200
Indianapolis, Indiana 46240

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

Re: Effects letter for the SR 827 Roadway Improvement Project in the Town of Fremont, Steuben County, Indiana (Des. No. 1601102; DHPA No. 24113)

Dear Ms. Perry:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "INDNR-DHPA") has reviewed INDOT's letter dated July 6, 2020 and enclosures that were received electronically on July 6.

Thank you for providing project plans for the current, preferred alternative. Six archaeological sites, 12Sn217 to 12Sn222, were identified within the area surveyed and as previously stated we agreed that the portions of these sites within the area surveyed were not eligible for inclusion in the National Register of Historic Places ("NRHP").

Furthermore, we previously agreed that the only above-ground properties eligible for inclusion in the NRHP within the area of potential effects are:

- Erastus Farnham House at 205 West Swager Road (IHSSI No.: 151-017-05031), criteria A and C.
- Fremont Historic Commercial District (IHSSI Nos.:151-017-06000 through 151-017-06023), criteria A and C.
- Warren D. Wells House/*Fremont Eagle* Office at 200 South Wayne Street (IHSSI No.: 151-017-07043), criteria A and C.

As long as the proposed project scope or alignment is not modified in the vicinity of archaeological sites 12Sn217 and 12Sn220 or any of the above-ground properties, we do not think this project will adversely affect them. We think it might now be appropriate to ask INDOT for a finding.

As previously noted, the project area is adjacent to the Old Fremont cemetery (CR-76-6, IHSSI 151-017-07049). Please be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5

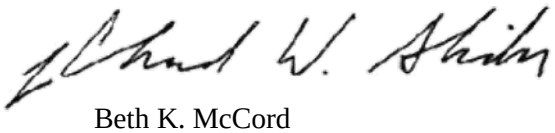
(http://iga.in.gov/legislative/laws/2018/ic/titles/014/#14-21-1-26.5) for ground disturbance within 100 feet of a cemetery.

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

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

In all future correspondence regarding the SR 827 Roadway Improvement Project in Fremont, Steuben County, Indiana (Des. No. 1601102), please continue to refer to DHPA No. 24113.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:JLC:jlc

cc: Mavis Church, owner of 205 West Swager Road
Glenn Wells, owner of 200 South Wayne Street

emc: Karstin Carmany-George, FHWA
Michelle Allen, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Leah Perry, American Structurepoint
Linda Weintraut, Ph.D., Weintraut & Associates
Craig Arnold, Weintraut & Associates
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Eastern Shawnee Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Town of Fremont, Clerk-Treasurer
Town of Fremont, Street Superintendent
Beth K. McCord, INDNR-DHPA
John Carr, INDNR-DHPA

Appendix C: Consulting Parties

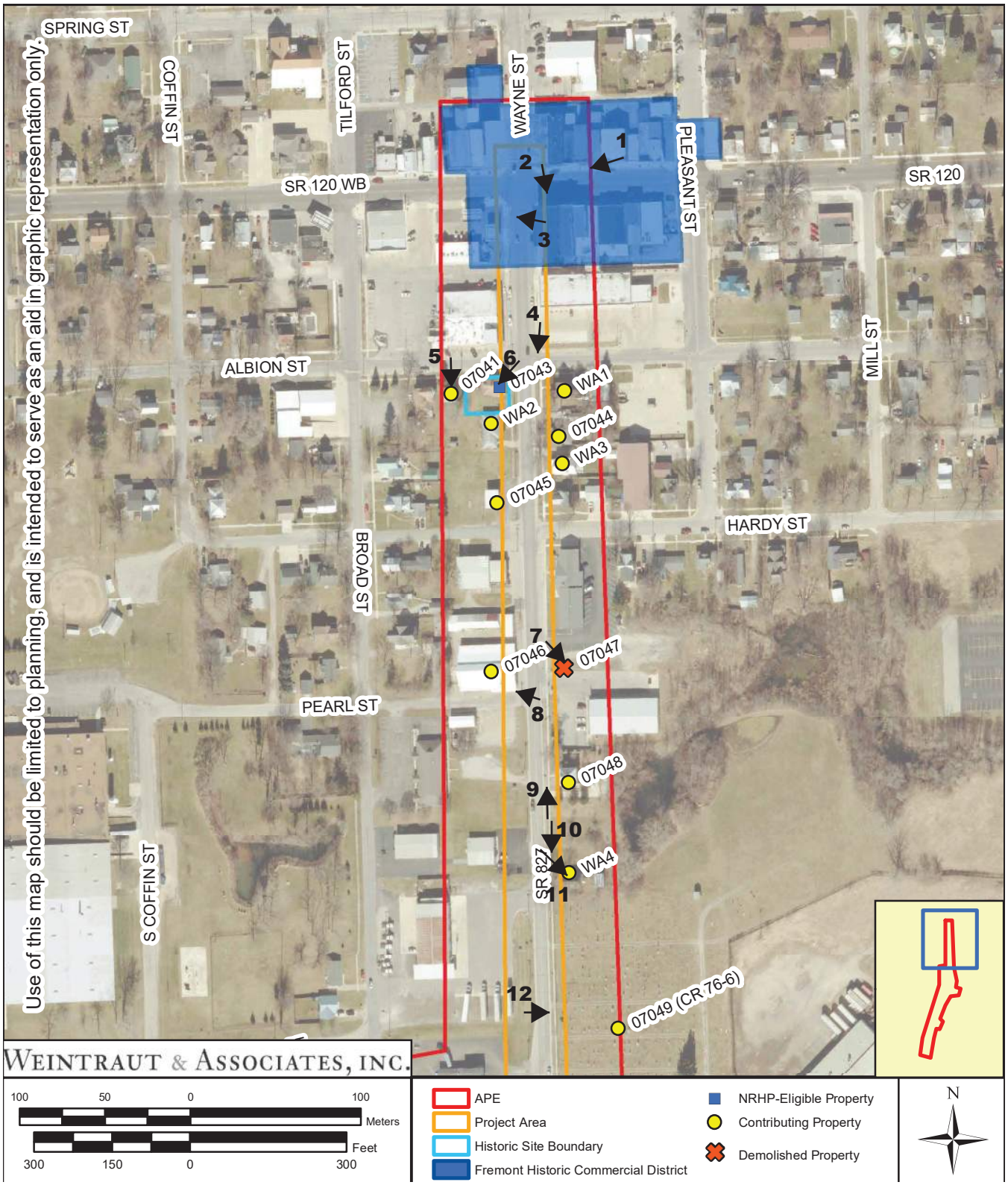
Note: This is Appendix C of the finding.

SR 827 Fremont Roadway Improvement Project (Des No: 1601102)

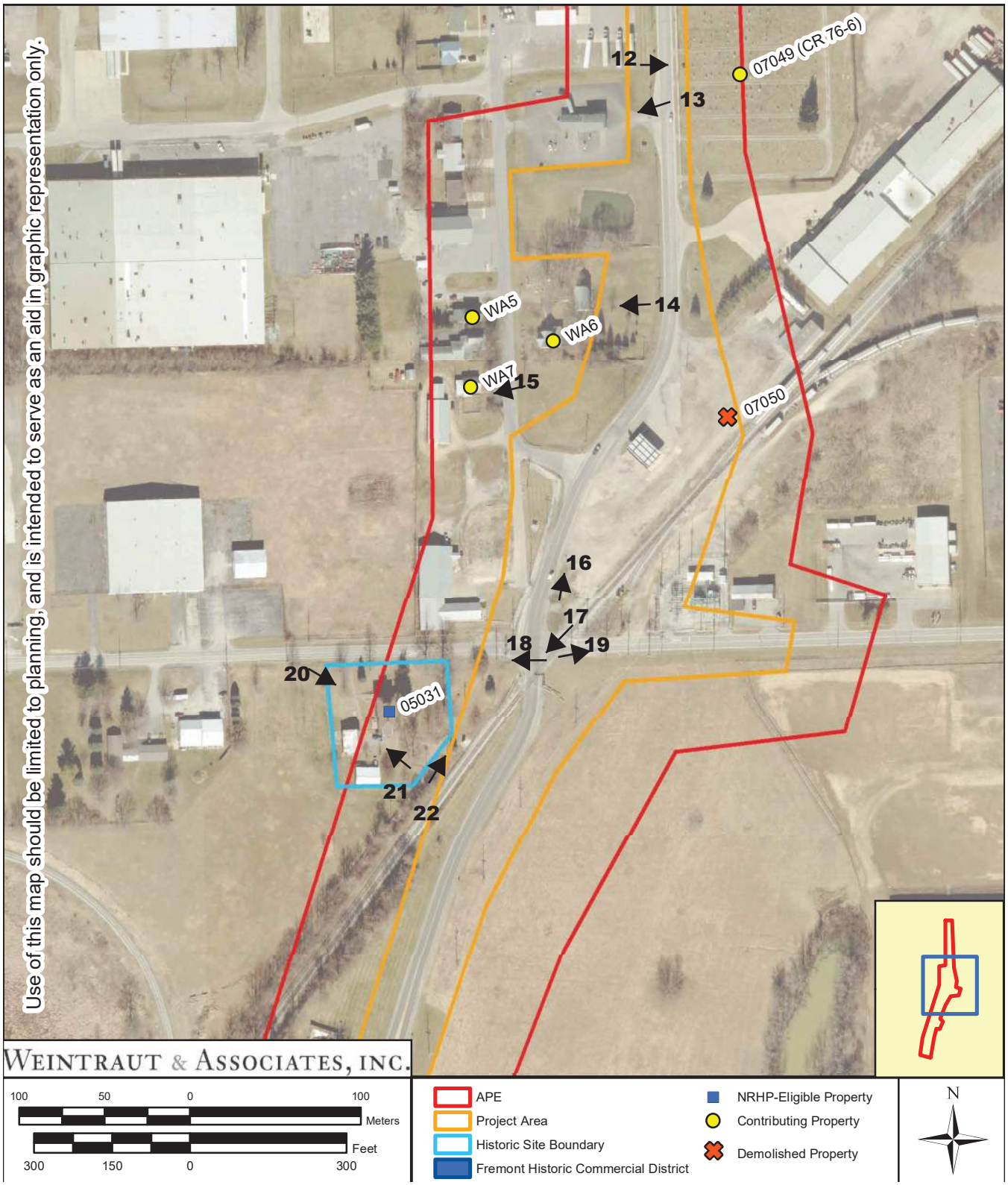
Name	Company/Organization	Address	Phone	Email	Accepted Invitation	Notes
Beth McCord	SHPO	Division of Historic Preservation & Archaeology 402 W. Washington St., W274 Indianapolis, IN 46204		cslider@dnr.in.gov		Designated CP
Steve Brown	Fremont Town Council	P.O. Box 602 Fremont, IN 46737		Mailed		
Ronald Smith	Steuben County Board of Commissioners			countycommissioners@co.steuben.in.us		
Matt Brinkman	Region III-A Economic Development District & Regional Planning Commission			mbrinkman@region3a.org		
Todd Zeiger	Indiana Landmarks-Northern Regional Office	801 W. Washington Street		north@indianalandmarks.org		
Peg Dilbone	Steuben County Historian			pkdilbone6811@gmail.com		
Isaac Lee	Steuben County Economic Development Commission			office@steubenedc.com		
Isaac Lee	Steuben County Economic Dev. Comm.			office@steubenedc.com		
Julia Duncan	Steuben County Genealogical Society	PO Box 884 Angola, IN 46703-0884		Mailed		
Janet Hankes	Fremont Historical Society	PO Box 509 Fremont IN 46737		Mailed		
Jim Somers	Steuben County Historical Society	75 Lane 150C Lake James Angola, IN 46703-0884		Mailed		
Linda Fulton	Fremont Area Chamber of Commerce	PO Box 462 or 102 Toledo St. Fremont, IN 46737		fremontct@townoffremont.org		
	Steuben County Highway Department, Superintendent			steubencountyhwy@mchssi.com		
	Steuben County Genealogical Society	PO Box 884 Angola, IN 46703-0884		steubencountyhwy@mchsi.com		
Mavis Church	Property Owner 205 Swager Road (Erastus Farnham House)		1-260-495-7101	mimis_music@protonmail.com		Via phone April 22, 2020 **(Wants email and hard copy of documents)**
Tribal Contacts - INDOT will coordinate with Tribal Representatives						
Eastern Shawnee Tribe of Oklahoma						
Forest County Potawatomi Community						YES (letter dated August 12, 2019)
Miami Tribe of Oklahoma						YES (letter dated August 12, 2019)
Peoria Tribe of Indians of Oklahoma						
Pokagon Band of Indians of Oklahoma						

Appendix D: Photographs

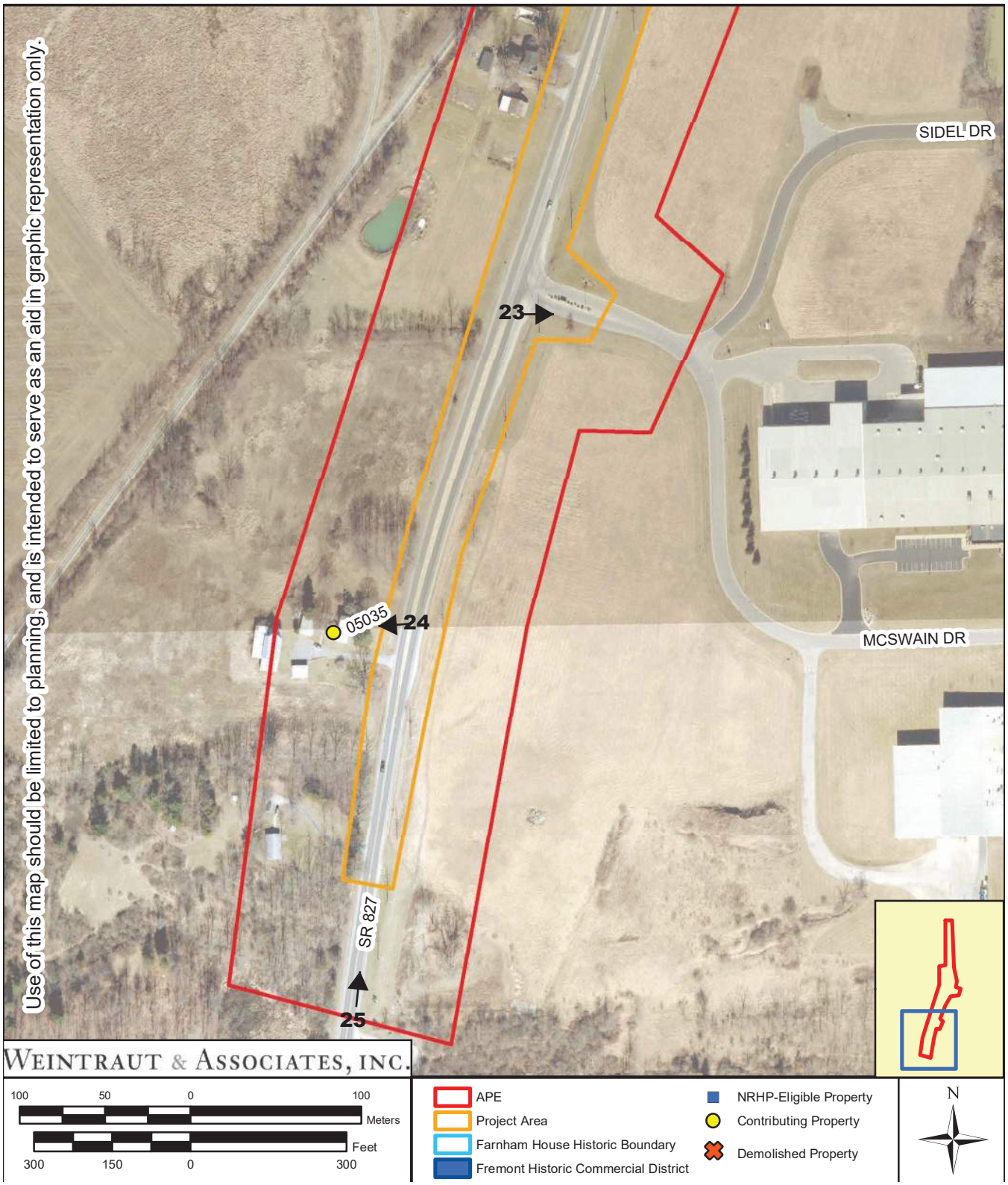
Note: This is Appendix D of the finding.



MAP 1. THE PROJECT LOCATION, APE, CONTRIBUTING PROPERTIES, AND THE HISTORIC SITE BOUNDARIES OF THE FREMONT HISTORIC COMMERCIAL DISTRICT, ERASTUS FARNHAM HOUSE, AND WELLS HOUSE / *FREMONT EAGLE* OFFICE SHOWN ON A 2017 AERIAL PHOTOGRAPH WITH PHOTO LOCATIONS.



MAP 2. THE PROJECT LOCATION, APE, CONTRIBUTING PROPERTIES, AND THE HISTORIC SITE BOUNDARIES OF THE FREMONT HISTORIC COMMERCIAL DISTRICT, ERASTUS FARNHAM HOUSE, AND WELLS HOUSE / *FREMONT EAGLE* OFFICE SHOWN ON A 2017 AERIAL PHOTOGRAPH WITH PHOTO LOCATIONS.



MAP 3. THE PROJECT LOCATION, APE, CONTRIBUTING PROPERTIES, AND THE HISTORIC SITE BOUNDARIES OF THE FREMONT HISTORIC COMMERCIAL DISTRICT, ERASTUS FARNHAM HOUSE, AND WELLS HOUSE / *FREMONT EAGLE* OFFICE SHOWN ON A 2017 AERIAL PHOTOGRAPH WITH PHOTO LOCATIONS.



1. Fremont Historic Commercial District - This view looks west along SR 120 at the north end of the APE.



2. Fremont Historic Commercial District - There are several late nineteenth century brick buildings in the identified district.



3. Fremont Historic Commercial District - A modern gas station sits on the southwest corner of SR 827 and SR 120, looking west.



4. Residential properties mix with commerical structures along SR 827 in the northern section of the APE, looking south.



5. The small, hipped roof house (151-017-07041) at 103 West Albion Street is an example of a Contributing-rated structure in the APE.



6. The Wells House (Fremont Eagle Office, 151-017-07043) is an Italianate with a corner cut entry, looking southwest.



7. The Dollar General store was built on the site of the Fremont Lumber House (151-017-07047) that was demolished.



8. The Fremont Lumber building (151-017-07046) has additions, fenestration changes, and upgraded siding.



9. This view looks north along SR 827 (Wayne Street) just north of the Old Fremont Cemetery.



10. Modern commercial properties have grown up along SR 827 near the Old Fremont Cemetery



11. The front gable house at 407 South Wayne Street (WA4) is another Contributing-rated resource in the APE.



12. The Old Fremont Cemetery (151-017-07049, CR 76-6) has burials dating back to 1842, looking east



13. The car wash at 106 South Wayne Street is an example of a Non-Contributing-rated proeprty in the APE, looking southwest.



14. A large wooden barn at 703 South Broad (WA4) sits adjacent to SR 827 north of Swager Road, looking west



15. The house at 704 South Broad Street (WA7) is a another example of Contributing-rated resources in the APE, looking west.



16. This modern gas station was built near the site of the demolished Grain Co-Op (1511-017-07050), looking north near Swager Road



17. The Indiana Northeastern Railroad runs through the APE crossing SR 827 at Swager Road.



18. This view looks west along Swager Road across SR 827 and the Indiana Northeastern track.



19. An electrical substation sits on Swager Road west of the railroad track at the east end of the APE.



20. The brick Italianate-style Farnham house (151-017-05031) has paired brackets, round arch windows, and a cupola, looking east.



21. The Farnham House (151-017-05031) has some one story additions, looking northwest.



22. Trees and shrubs separate the west edge of the railroad track from the Farnham House, looking north.



23. The modern Crossroads Industrial Park sits off of SR 827 south of Swager Road, looking east.



24. A Folk Victorian house at 5145 SR 827 (151-017-05035) and barn are located near the south end of the APE, looking west.



25. This view looks north along SR 827 from the southern end of the APE.

Appendix E: Report Summaries

Note: This is Appendix E of the finding.



Historic Property Report
State Road 827 Roadway Improvement Project
DES No.: 1601102
Town of Fremont, Fremont Township, Steuben County, Indiana

Prepared for

American Structurepoint/Indiana Department of Transportation

Prepared by

Weintraut & Associates, Inc.

Principal Investigator: Dr. Linda Weintraut

Authors: Douglas K. Fivecoat, M.A. and Kelly Lally Molloy, M.A.

PO Box 5034| Zionsville, Indiana | (317) 733-9770 | (Linda@weintrautinc.com)

Contact for **American Structurepoint**:

Briana Hope | 9025 River Road, Suite 200 | Indianapolis, IN 46240 | (317) 547-5580 |

(bhope@structurepoint.com)

February 24, 2020

Executive Summary: State Road 827 Roadway Improvement Project DES No.: 1601102 | Town of Fremont, Fremont Township, Steuben County, Indiana

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the State Road (SR) 827 Road Improvement Project in the Town of Fremont, Fremont Township, Steuben County, Indiana. Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

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

The APE contains no properties listed in the NRHP.

The APE contains three properties that are recommended eligible for listing in the NRHP:

- Erastus Farnham House (Indiana Historic Sites and Structures Inventory [IHSSI] No.: 151- 017-05031)
- Fremont Historic Commercial District (IHSSI Nos.: 151-017-06000 through 151-017-06023)
- Warren D. Wells House / *Fremont Eagle* Office (IHSSI No.: 151-017-07043)



Archaeological Records Check and Phase Ia Reconnaissance: SR 827 Roadway Improvement Project

In Fremont Township, Steuben County, Indiana

Des. No. 1601102

Prepared for

American Structurepoint, Inc., and

Indiana Department of Transportation/Federal Highway Administration

Prepared by

Weintraut & Associates, inc.

Principal Investigator: Craig R. Arnold

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

May 2020

Management Summary

At the request of American Structurepoint Inc. (Structurepoint), Weintraut & Associates, Inc. (W&A) conducted an archaeological records check and a Phase Ia field reconnaissance for the State Road (SR) 827 Roadway Improvement Project in Fremont, Steuben County, Indiana (Des. No. 1601102). Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the impacts of their undertakings on historic properties. This Indiana Department of Transportation (INDOT) project is utilizing Federal Highway Administration (FHWA) funding, which requires a Section 106 review.
The INDOT Fort Wayne District intends to proceed with the aforementioned roadway improvement project in Steuben County. The proposed undertaking is on SR 827, beginning 0.76 kilometer (km) (0.47 mile [mi]) south of Swager Road and extending approximately 1.64 km (1.02 mi) north to the intersection of SR 827/Wayne Street and SR 120/Toledo Street. It lies within Fremont Township on the USGS 7.5-Minute series Angola East, Indiana, topographic quadrangle map in Sections 21 and 28, Township 38 North, Range 14 East. The W&A survey area measured 8.15 hectares (ha), or 20.15 acres (ac).

This investigation was conducted in accordance with Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR/DHPA) guidelines (2019) and with the INDOT Cultural Resource Manual (2015). The goals of the W&A Phase Ia reconnaissance were to: 1) identify and verify the presence or absence of cultural deposits within the project area; 2) 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 3) collect sufficient information to identify the cultural affiliation of any sites located and their possible function(s).

Six new archaeological sites (12SN0217 to 12SN0222) were encountered during the Phase Ia archaeological field reconnaissance of the survey area. Four of the sites (12SN0217, 12SN0218, 12SN0219, and 12SN0221) are Historic scatters. Site 12SN0220 is a multicomponent site, containing an Historic scatter and a Precontact lithic scatter of an unknown temporal period. Site 12SN0222 is an Historic isolate consisting of one ceramic ironstone sherd. Sites 12SN0217 and 12SN0220 most likely extend beyond the current survey boundaries, with the possibility of there being associated structures and cultural features nearby. However, as currently surveyed none of the sites exhibit the research potential requisite for listing in the IRHSS or NRHP under Criterion D.

Due to the low density of the artifact scatters, the lack of any distinguishable cultural strata, and consequently their inability to contribute additional significant information, the portions of sites 12SN0217 and 12SN0220 within the survey area fail to meet the eligibility criteria threshold and are recommended as not eligible for listing in the NRHP and/or the IRHSS. However, the remainder of sites 12SN0217 and 12SN0220 extending beyond the survey limits remain undefined and unassessed. Further survey work is recommended for these portions if construction plans are altered and the current survey boundary is extended beyond the proposed right-of-way (ROW), impacting these areas in the future. Based on the results of the background research and the Phase Ia fieldwork, no further archaeological work appears warranted for the ROW as currently proposed and project clearance is recommended. 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 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 F: Plans

Note: This is Appendix F of the finding.

PROJECT	DESIGNATION
1601102	1601102
CONTRACT	BRIDGE FILE
RS-42149	N/A

INDIANA DEPARTMENT OF TRANSPORTATION

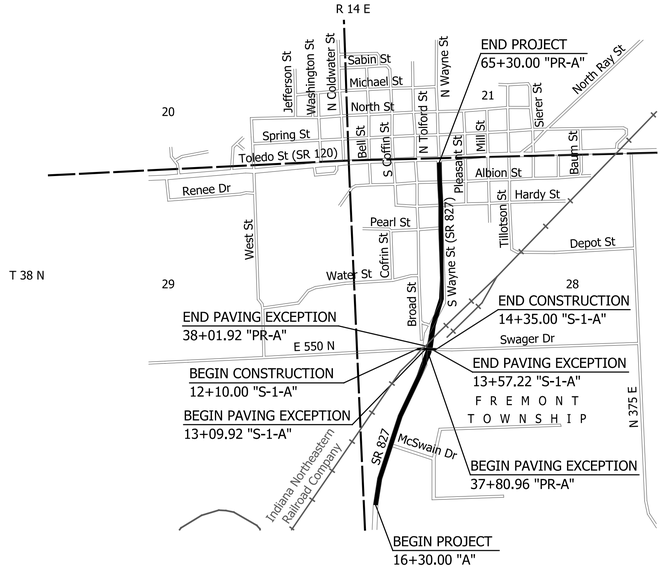
ROAD PLANS

ROUTE: SR 827 FROM: RP 6+20 TO: RP 7+00

PROJECT NO. 1601102 P.E.
1601102 R/W
1601102 CONST.

Gross Length: 0.93 MI.
Net Length: 0.92 MI.
Maximum Grade: 2.35 %

Project Description: HMA Overlay Minor Structural on SR 827 Beginning 850 Feet South of McSwain Drive, Thence Northerly 0.93 Miles to the Intersection of SR 827 and SR 120 in Section 28, T 38 N, R 14 E, Fremont Township, Steuben County, Indiana



STEUBEN COUNTY

TRAFFIC DATA		SR 827	Swager Drive
A.A.D.T.	2022	5,565 V.P.D.	1,000 V.P.D.
A.A.D.T.	2042	7,500 V.P.D.	1,000 V.P.D.
D.H.V	2042	800 V.P.H.	100 V.P.H.
DIRECTIONAL DISTRIBUTION		43 / 57 %	50 %
TRUCKS		10 % A.A.D.T.	10 % A.A.D.T.
		5 % D.H.V.	5 % D.H.V.
DESIGN DATA			
DESIGN SPEED		Varies; 30-55 M.P.H.	30 M.P.H.
PROJECT DESIGN CRITERIA		3R (Non-Freeway)	3R (Non-Freeway)
FUNCTIONAL CLASSIFICATION		State Collector	Local Street
RURAL/URBAN		Urban (Intermediate)*	Urban (Intermediate)
TERRAIN		Level	Level
ACCESS CONTROL		None	None

*Segment South of Swager Drive is Rural



PROJECT LOCATION SHOWN BY

LATITUDE: 41° 43' 24" N LONGITUDE: 84° 56' 02" W

Scale: 1" = 1000'

Note To Reviewer:

The Storm Sewer Shown Within These Stage 1 Plans are Conceptual and are For Information Only.

STAGE 1 PLANS
SUBMITTED BY: Jeffrey M. Byrd
DATE: April 14, 2020

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2020
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

PLANS PREPARED BY: American Structurepoint, Inc. (317) 547-5580 PHONE NUMBER
CERTIFIED BY: MM/DD/20YY DATE
APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	
N/A	
DESIGNATION	
1601102	
SURVEY BOOK	SHEETS
N/A	1 55
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Shade.tbl

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UTILITIES

WATER
Town of Fremont
205 N. Tolford Street
Fremont, IN 46737
(260) 495-5303
Contact: Mitchel Sattison

CABLE TV
Mediacom
1101 Auburn Drive
Auburn, IN 46706
(574) 275-1793
Contact: John Weidner

TELEPHONE
Frontier Communications
112 W. Broad Street
Angola, IN 46703
(260) 665-4072
Contact: David Short

GAS
NIPSCO
1153 Auburn Drive
Auburn, IN 46706
(260) 925-2700 Ext. 242
Contact: Gary Freed

SEWER
Town of Fremont WWTP
1960 W. Swager Drive
Fremont, IN 46737
(260) 495-9933
Contact: James Humbarger

ELECTRIC
Steuben County REMC
1212 S. Wayne Street
Angola, IN 46703
(260) 665-3563
Contact: David VanAken

ELECTRIC
NIPSCO
700 W. Broad Street
Angola, IN 46703
(260) 647-6501
Contact: Jim Magdziarz

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 Sheet
2	Index and General Notes
3-5	Typical Cross Sections
6-7	Plat No. 1
8	Reference Point Tie-Ups
9	Geometric Tie-in Details
10-15	Plan and Profile Sheets
16-24	Construction Details
25-55	Cross Sections

REVISIONS

SHEET NO.	DATE	REVISED

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JMB DRAWN: CAK

CHECKED: ASU CHECKED: JMB

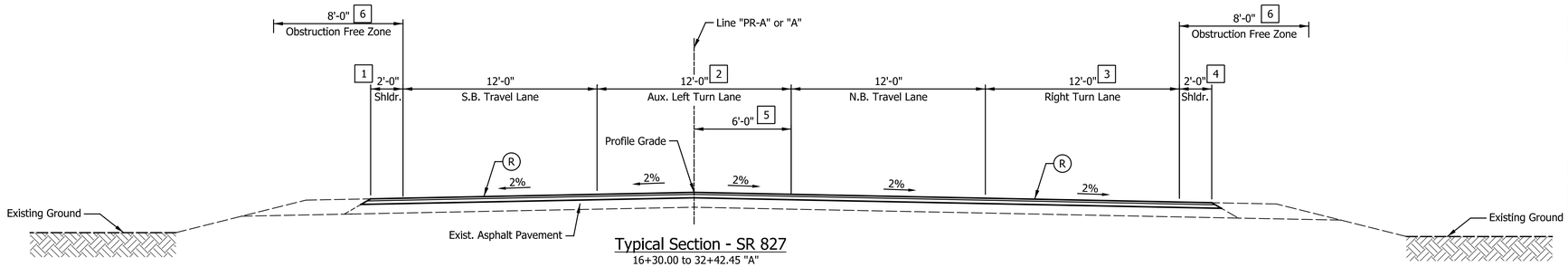
INDIANA
DEPARTMENT OF TRANSPORTATION

INDEX AND GENERAL NOTES

HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	2 of 55
CONTRACT	PROJECT
RS-42149	1601102

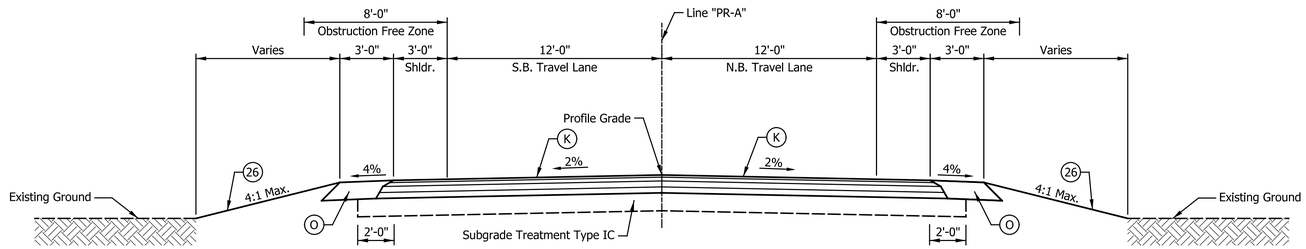
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Typical Section - SR 827

16+30.00 to 32+42.45 "A"
32+42.45 to 34+90.00 "PR-A"

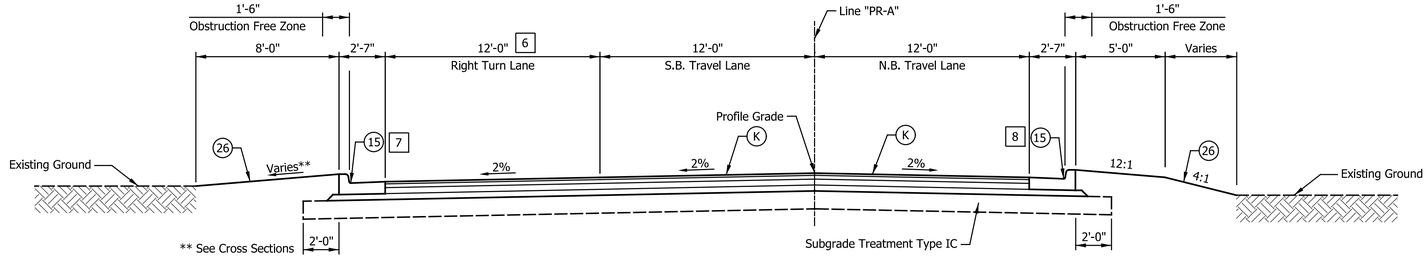


Typical Section - SR 827

34+90.00 to 37+80.96 "PR-A"

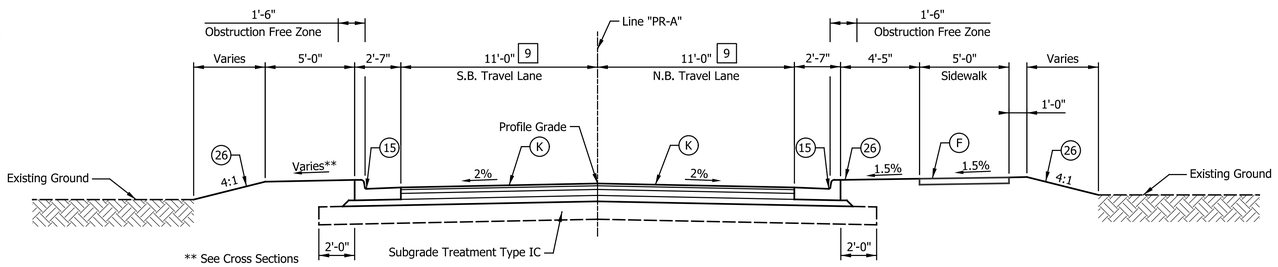
Paving Exception

37+80.96 to 38+01.92 "PR-A"



Typical Section - SR 827

38+01.92 to 42+21.42 "PR-A"



Typical Section - SR 827

42+21.42 to 49+90.00 "PR-A"

1 2'-0" Min.: Varies 2'-0" to 4'-0" "A"

2 Varies 2'-6" to 12'-0" from 16+30.00 to 18+51.18 "A"
Equals 12'-0" from 18+51.18 to 29+87.06 "A"
Varies 12'-0" to 0'-0" from 29+87.06 to 32+42.25 "A"
Equals 0'-0" from 32+42.25 to 34+90.00 "A"

3 Equals 0'-0" from 21+86.53 to 23+12.88 "A"
Varies 0'-0" to 12'-0" from 23+12.88 to 25+42.91 "A"
Varies 12'-0" to 0'-0" from 25+42.91 to 26+45.62 "A"
Equals 0'-0" from 26+45.62 to 32+42.45 "A"

4 2'-0" Min.: Varies 2'-0" to 6'-0" Along Line "A"

5 Varies 1'-3" to 6'-0" from 16+30.00 to 18+51.18 "A"
Equals 6'-0" from 18+51.18 to 29+87.06 "A"
Varies 6'-0" to 0'-0" from 29+87.06 to 32+42.25 "A"
Equals 0'-0" from 32+42.25 to 34+90.00 "A"

6 Equals 12'-0" from 16+30.00 to 20+20.00 "A"

6 Varies 12'-0" to 0'-0" from 41+33.68 to 42+21.42 "PR-A"

7 Combined Concrete Curb and Gutter Begins 38+50.00 "PR-A"

8 Combined Concrete Curb and Gutter Begins 38+75.18 "PR-A"

9 Equals 12'-0" from 42+21.42 to 46+75.00 "PR-A"
Varies 12'-0" to 11'-0" from 46+25.00 to 46+75.00 "PR-A"
Equals 11'-0" from 46+75.00 to 49+90.00 "PR-A"

LEGEND

- (F) Sidewalk, Concrete, 4"
- (K) Full Depth HMA Pavement
  165 #/Syd QC/QA-HMA, 3, 70, Surface, 9.5mm, on
  275 #/Syd QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
  880 #/Syd QC/QA-HMA, 3, 70, Base, 25.0mm (Placed in 2 Lifts)
- (K1) Widening with HMA, Type C
  1320 #/Syd HMA Base, Type C (Placed in 3 Lifts)
- (O) Compacted Aggregate, No. 53 (12" Max. Thickness)
- (R) Mill & Resurface Consisting of:
  165 #/Syd QC/QA-HMA, 3, 70, Surface, 9.5mm, on
  275 #/Syd QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
  Milling, Asphalt, 4" on
  Existing Asphalt
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete, Depressed, Modified
- (26) Sodding, Nursery

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ASU DRAWN: ASU

CHECKED: SMC CHECKED: SMC

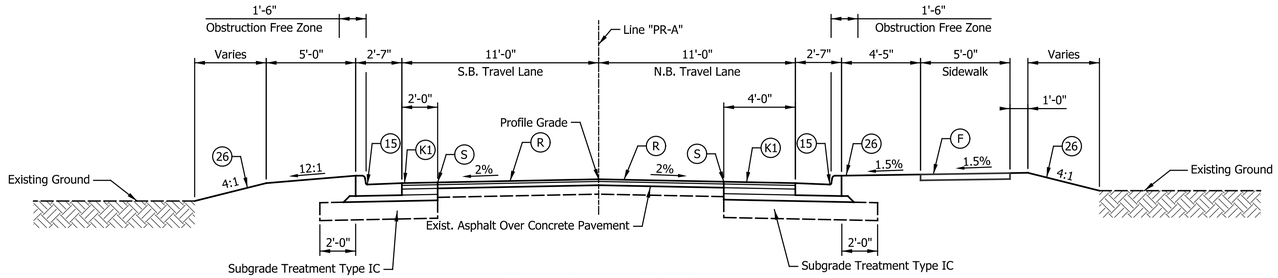
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "A" & "PR-A"

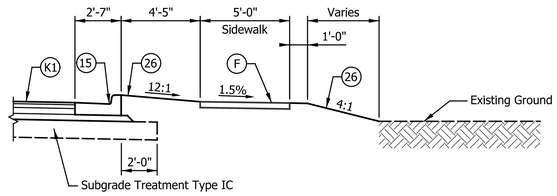
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1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	3 of 55
CONTRACT	PROJECT
RS-42149	1601102

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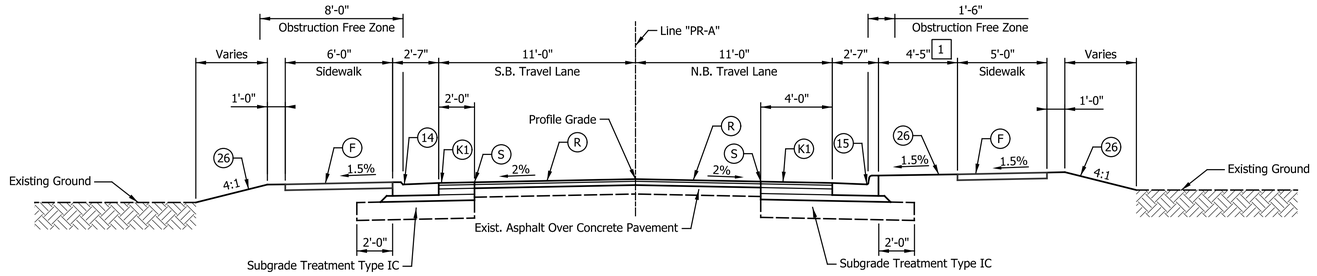
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Typical Section - SR 827
49+90.00 to 55+98.00 "PR-A"



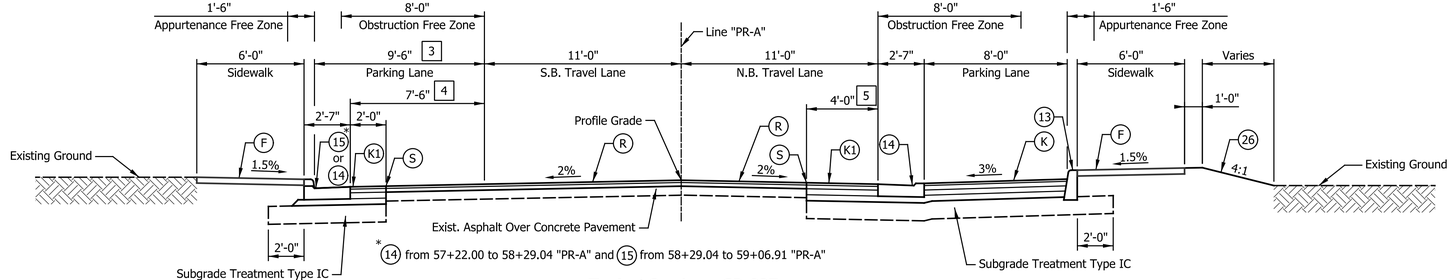
Sideslope & Sidewalk Detail
49+90.00 to 52+50.00 "PR-A"



Typical Section - SR 827
55+98.00 to 57+22.00 "PR-A"

1 Varies 4'-5" to 4'-10" from 56+80.00 to 56+85.91 "PR-A"

2 Varies 4'-10" to 7'-8" from 56+85.91 to 57+22.00 "PR-A"



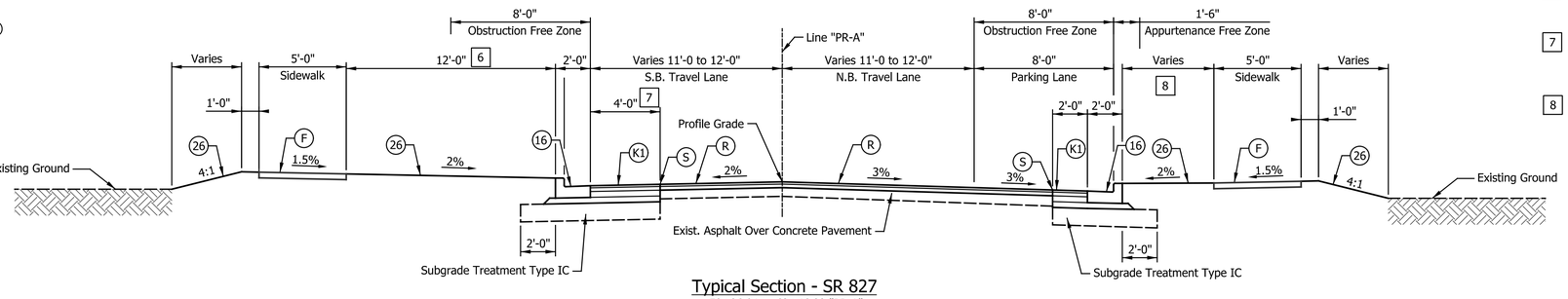
* 14 from 57+22.00 to 58+29.04 "PR-A" and 15 from 58+29.04 to 59+06.91 "PR-A"

Typical Section - SR 827
57+22.00 to 59+06.91 "PR-A"

3 Varies 0'-0" to 9'-6" from 57+22.00 to 57+87.00 "PR-A"
Equals 9'-6" from 57+87.00 to 59+06.91 "PR-A"

4 Varies 0'-0" to 7'-6" from 57+22.00 to 57+87.00 "PR-A"
Equals 7'-6" from 57+87.00 to 59+06.91 "PR-A"

5 Equals 4'-0" from 57+22.00 to 57+94.00 "PR-A"
Equals 3'-0" from 57+94.00 to 59+06.91 "PR-A"



Typical Section - SR 827
59+06.91 to 62+46.92 "PR-A"

6 Varies 6'-6" to 5'-1" from 59+06.91 to 60+25.00 "PR-A"
Varies 5'-1" to 12'-0" from 60+25.00 to 60+75.00 "PR-A"
Varies 12'-0" to 10'-0" from 60+75.00 to 62+46.92 "PR-A"

7 Equals 2'-0" from 59+06.91 to 59+56.27 "PR-A"
Equals 4'-0" from 59+56.27 to 60+54.00 "PR-A"
Varies 4'-0" to 2'-0" from 60+54.00 to 61+10.00 "PR-A"
Equals 2'-0" from 61+10.00 to 62+46.92 "PR-A"

8 Varies 5'-0" to 7'-0" from 59+06.91 to 62+46.92 "PR-A"

LEGEND

- (F) Sidewalk, Concrete, 4"
- (K) Full Depth HMA Pavement
  165 #/Syd QC/QA-HMA, 3, 70, Surface, 9.5mm, on
  275 #/Syd QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
  880 #/Syd QC/QA-HMA, 3, 70, Base, 25.0mm (Placed in 2 Lifts)
- (K1) Widening with HMA, Type C
  1320 #/Syd HMA Base, Type C (Placed in 3 Lifts)
- (O) Compacted Aggregate, No. 53 (12" Max. Thickness)
- (R) Mill & Resurface Consisting of:
  165 #/Syd QC/QA-HMA, 3, 70, Surface, 9.5mm, on
  275 #/Syd QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
  Milling, Asphalt, 4" on
  Existing Asphalt
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete, Depressed, Modified
- (26) Sodding, Nursery

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ASU DRAWN: ASU

CHECKED: SMC CHECKED: SMC

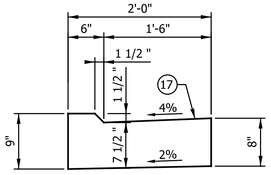
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "PR-A"

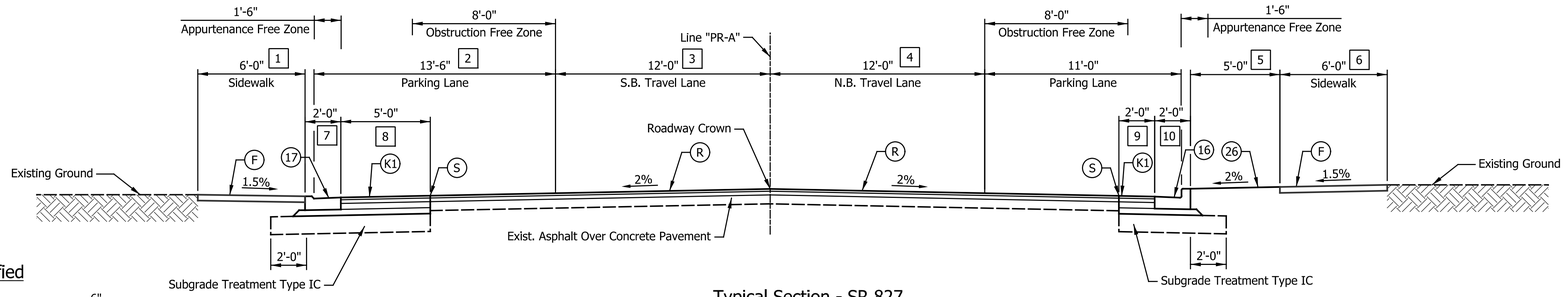
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1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	4 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Shsd6.tbl

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Curb & Gutter, Concrete, Depressed, Modified
Not to Scale



Typical Section - SR 827
62+46.92 to 65+30.00 "PR-A"

1 Equals 6'-0" from 62+46.92 to 63+51.92 "PR-A"
Varies 6'-0" to 9'-0" from 63+51.92 to 63+61.92 "PR-A"
Equals 9'-0" from 63+61.92 to 63+85.00 "PR-A"

2 Equals 13'-6" from 62+46.92 to 63+51.92 "PR-A"
Varies 13'-6" to 10'-6" from 63+51.92 to 63+61.92 "PR-A"
Equals 10'-6" from 63+61.92 to 63+85.00 "PR-A"

3 Equals 12'-0" from 62+46.92 to 63+61.92 "PR-A"
Equals 22'-6" from 63+61.92 to 65+30.00 "PR-A"

4 Equals 12'-0" from 62+46.92 to 64+10 "PR-A"
Varies 12'-0" to 15'-6" from 64+10.00 to 64+31.00 "PR-A"
Equals 15-6" from 64+31.00 to 65+30.00 "PR-A"

5 Equals 5-0" from 62+46.92 to 63+49.00 "PR-A"

6 Equals 6'-0" from 62+46.92 to 63+49.00 "PR-A"

7 Equals 2'-0" from 62+46.92 to 63+85.00 "PR-A"

8 Equals 5'-0" from 62+46.92 to 63+85.00 "PR-A"
Varies 5'-0" to 2'-0" from 63+51.92 to 63+61.92 "PR-A"
Equals 2'-0" from 63+61.92 to 63+85.00 "PR-A"

9 Equals 2'-0" from 62+46.92 to 63+49.00 "PR-A"

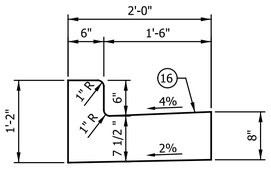
10 Equals 2'-0" from 62+46.92 to 63+49.00 "PR-A"

11 Varies 11'-0" to 13'-8" from 12+10.00 to 12+60.78 "S-1-A"

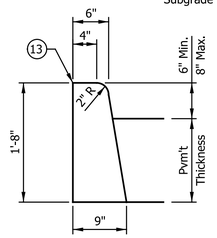
12 Varies 0'-0" to 2'-0" from 12+10.00 to 12+40.00 "S-1-A"

13 Varies 2'-0" to 1'-0" from 12+10.00 to 12+40.00 "S-1-A"

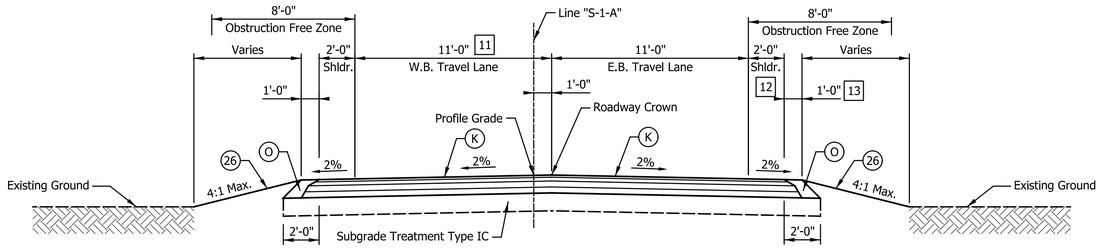
14 Varies 15'-1" to 11'-0" from 13+93.58 to 14+35.00 "S-1-A"



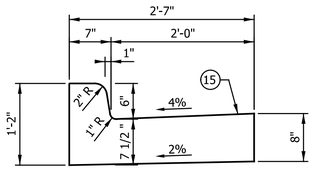
Curb & Gutter, Concrete, Modified
Not to Scale



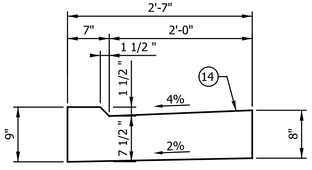
Concrete Curb (Vertical)
Not to Scale



Typical Section - Swager Road
12+10.00 to 13+09.92 "S-1-A"

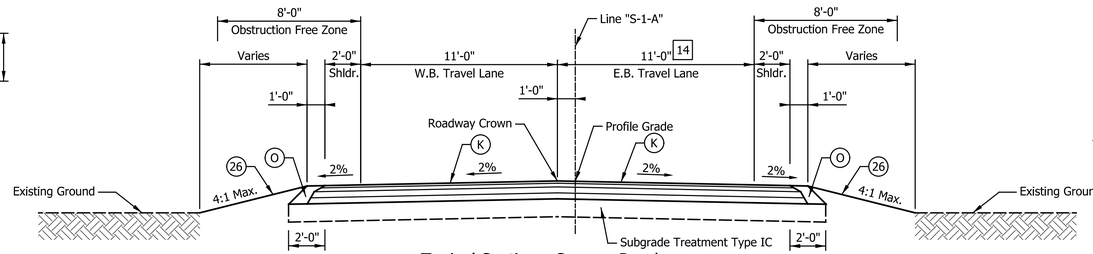


Combined Concrete Curb & Gutter
Not to Scale

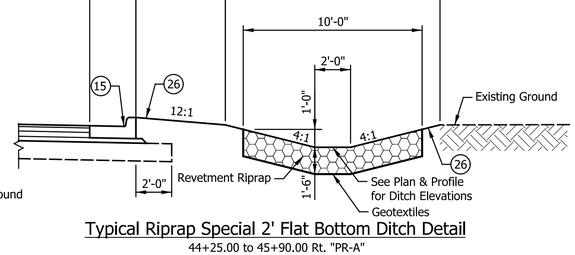


Depressed Combined
Concrete Curb & Gutter
Not to Scale

Paving Exception
13+09.92 to 13+57.22 "S-1-A"



Typical Section - Swager Road
13+57.22 to 14+35.00 "S-1-A"



Typical Riprap Special 2' Flat Bottom Ditch Detail
44+25.00 to 45+90.00 Rt. "PR-A"

LEGEND

(F) Sidewalk, Concrete, 4"

(K) Full Depth HMA Pavement
165 #/Syd QC/QA-HMA, 3, 70, Surface, 9.5mm, on
275 #/Syd QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
880 #/Syd QC/QA-HMA, 3, 70, Base, 25.0mm (Placed in 2 Lifts)

(K1) Widening with HMA, Type C
1320 #/Syd HMA Base, Type C (Placed in 3 Lifts)

(O) Compacted Aggregate, No. 53 (12" Max. Thickness)

(R) Mill & Resurface Consisting of:
165 #/Syd QC/QA-HMA, 3, 70, Surface, 9.5mm, on
275 #/Syd QC/QA-HMA, 3, 70, Intermediate, 19.0mm, on
Milling, Asphalt, 4" on
Existing Asphalt

(S) Full Depth Saw Cut (Not a Pay Item)

(13) Concrete Curb

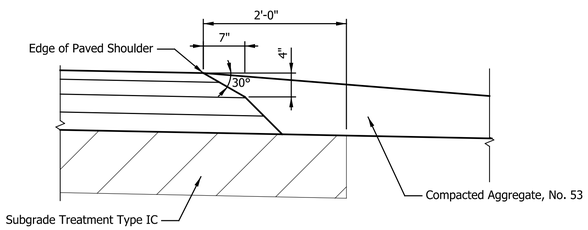
(14) Depressed Combined Concrete Curb and Gutter

(15) Combined Concrete Curb and Gutter

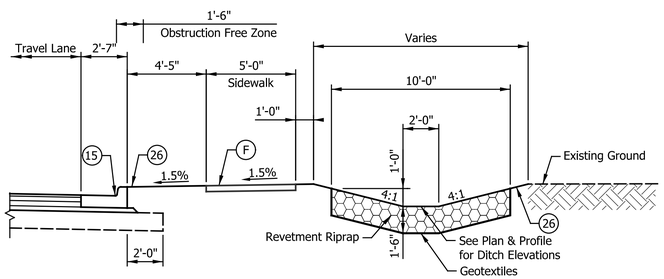
(16) Curb & Gutter, Concrete, Modified

(17) Curb & Gutter, Concrete, Depressed, Modified

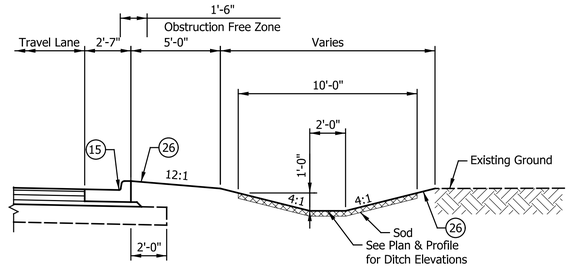
(26) Sodding, Nursery



HMA Pavement Safety Edge
Not to Scale



Typical Riprap Special 2' Flat Bottom Ditch Detail
47+00.00 to 47+40.00 Rt. "PR-A"



Typical Sodded Special 2' Flat Bottom Ditch Detail
39+00.00 to 40+75.00 Rt. "PR-A"
42+00.00 to 43+00.00 Rt. "PR-A"
42+15.00 to 43+35.00 Lt. "PR-A"

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: ASU DRAWN: ASU

CHECKED: SMC CHECKED: SMC

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
LINE "PR-A" & "S-1-A"

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	5 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Sheet.tbl

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15 20 25 30 35 40

App. Exist. R/W

App. ¼ Section Line

E 550 N

Mavis Church

Richard R. & Betty Ann Simpson Revocable Living Trust

Todd & Myra A. Williamson

Indiana Northeastern Railroad Company

George P. & Audrey M. McCarthy

BEGIN PROJECT
16+30.00 "A"

Station Equation:
P.O.T. 28+30.76 "A" (Back) =
P.O.T. 28+25.37 "A" (Ahead)

Station Equation:
P.O.T. 32+37.06 "A" (Back) =
P.C. 32+42.45 "A" (Ahead) =
P.C. 32+42.45 "PR-A"

P.O.C. 38+15.04 "A" =
P.O.T. 13+02.51 "S1A"

P.O.C. 42+69.72 "A" =
P.O.C. 42+59.90 "PR-A"

App. Exist. R/W

Line"A"

Line"PR-A"

Line"S-1-A"

10+00

ATD Holdings, LLC

Broad Street

William & Wilcox, II

Fremont Equity, Inc.

App. Exlst. R/W

Line"A"

Line"PR-A"

North Central, L.P.

Wayne Street (SR 827)

Lot 5

Lot 6

Lot 7

Lot 8

Lot 9

Lot 10

Lot 11

Crossroads Industrial Park Section 1

Crossroads Industrial Park Section 2

20'-0"Utility Easement

20'-0"Utility Easement

McSwain Drive

P.O.C. 36+99.98 "A" =
P.O.C. 36+98.93 "PR-A"

P.O.C. 38+19.79 "PR-A" =
P.O.T. 13+34.63 "S1A"

15+00

LA Blue LLC

Northern Indiana Public Service Company

North Central, L.P.

Swagger Drive

Swagger Properties, LLC

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	6 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Shade.tbl

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45 50 55 60 65

William J. Wilcox, II
Town of Fremont, Indiana
R & J Distributing, LLC
Michael A. Waligora
Gary Ianucilli & Christine Thomas
Fremont Medical Center Owner's Group
Pearl Street
App. Exist. R/W
Old Towne Lumber Company, LLC
Hardy Street
App. Exist. R/W
Ingress/Egress
App. Exist. R/W
E Albion Street
P & J Partnership
18'-0" Easement #2 Ingress/Egress
9'-6" Easement #1 Ingress/Egress
Haidous Estates, LLC
Toledo Street (SR 120)
App. Exist. R/W
App. Exist. R/W

P.O.C. 46+06.41 "A" =
P.O.C. 45+88.83 "PR-A"
Line"PR-A"
Line"A"
App. Exist. R/W
Lenco Building Supply Inc.
MKWH Real Estate Holdings, LLC
P.O.T. 60+37.80 "A" =
P.O.T. 60+20.24 "PR-A"
Rebecca Cope
Glenn M. Wells
Martha Crandall Hagerty
App. Exist. R/W
Wayne Street (SR 827)
Line"PR-A"
Line"A"
App. Exist. R/W
Wayne Street
Station Equation
P.O.T. 68+83.44 "A" (Back) =
P.O.T. 67+83.99 "A" (Ahead)

North Central L.P.
LA Blue, LLC
App. Exist. R/W
Fremont Cemetery Association
Chad Ivan & Nancy A. Dunnavan
Allison Kooi
Richard R. Gripman
Cassel Post No. 257 of American Legion
Dawn Schrock
Andrea L. Saltzgaber
Charles D. Ruge
END PROJECT
65+30.00 "PR-A"

Indiana Northeastern Railroad Company
App. Exist. R/W
North Central L.P.
App. Exist. R/W
Swagger Properties, LLC
Northern Indiana Public Service Company

Barry A. & Melissa Wilcox
Musson Brothers, LLC
App. Exist. R/W
E Albion Street
Toledo Street (SR 120)
App. Exist. R/W
App. Section Line
App. Exist. R/W
Hardy Street
App. Exist. R/W
App. Exist. R/W

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

SEC. 21, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK
CHECKED: JB CHECKED: JB

INDIANA
DEPARTMENT OF TRANSPORTATION

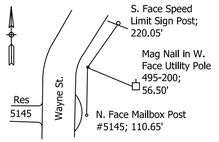
PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	7 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Shade.tbl

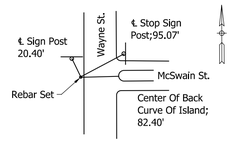
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CPT. #601



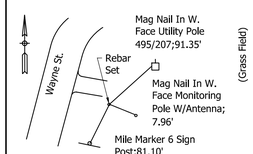
18+20, 26' RT. "A"
N: 197,626.3590 E: 804825.2250

CPT. #602



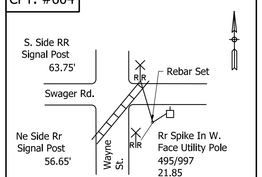
24+74, 25' LT. "A"
N: 198,261.0250 E: 804,985.3920

CPT. #603



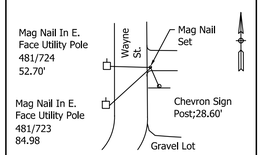
32+42, 42' Rt. "PR-A"
N: 198,824.9700 E: 805,250.5220

CPT. #604



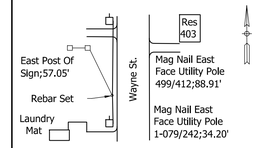
37+89, 41' Rt. "PR-A"
N: 199,462.7340 E: 805,526.2870

CPT. #605



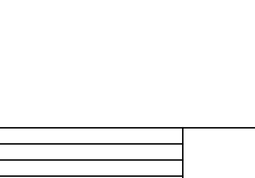
46+02, 19' Rt. "PR-A"
N: 200,235.9270 E: 805,763.2300

CPT. #606



53+73, 20' Lt. "PR-A"
N: 201,008.0110 E: 805,721.1890

CPT. #607

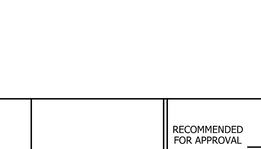


59+39, 20' LT. "PR-A"
N: 201,573.5050 E: 805,717.5730

CPT. #608

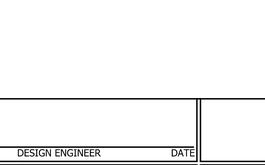
62+28, 22' RT. "PR-A"
N: 201,862.8350 E: 805,756.2790

CPT. #609



66+09, 26' RT. "PR-A"
N: 202,243.8990 E: 805,758.4130

CPT. #610



10+12, 20' RT. "A"
N: 196,835.8370 E: 804,671.2670

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

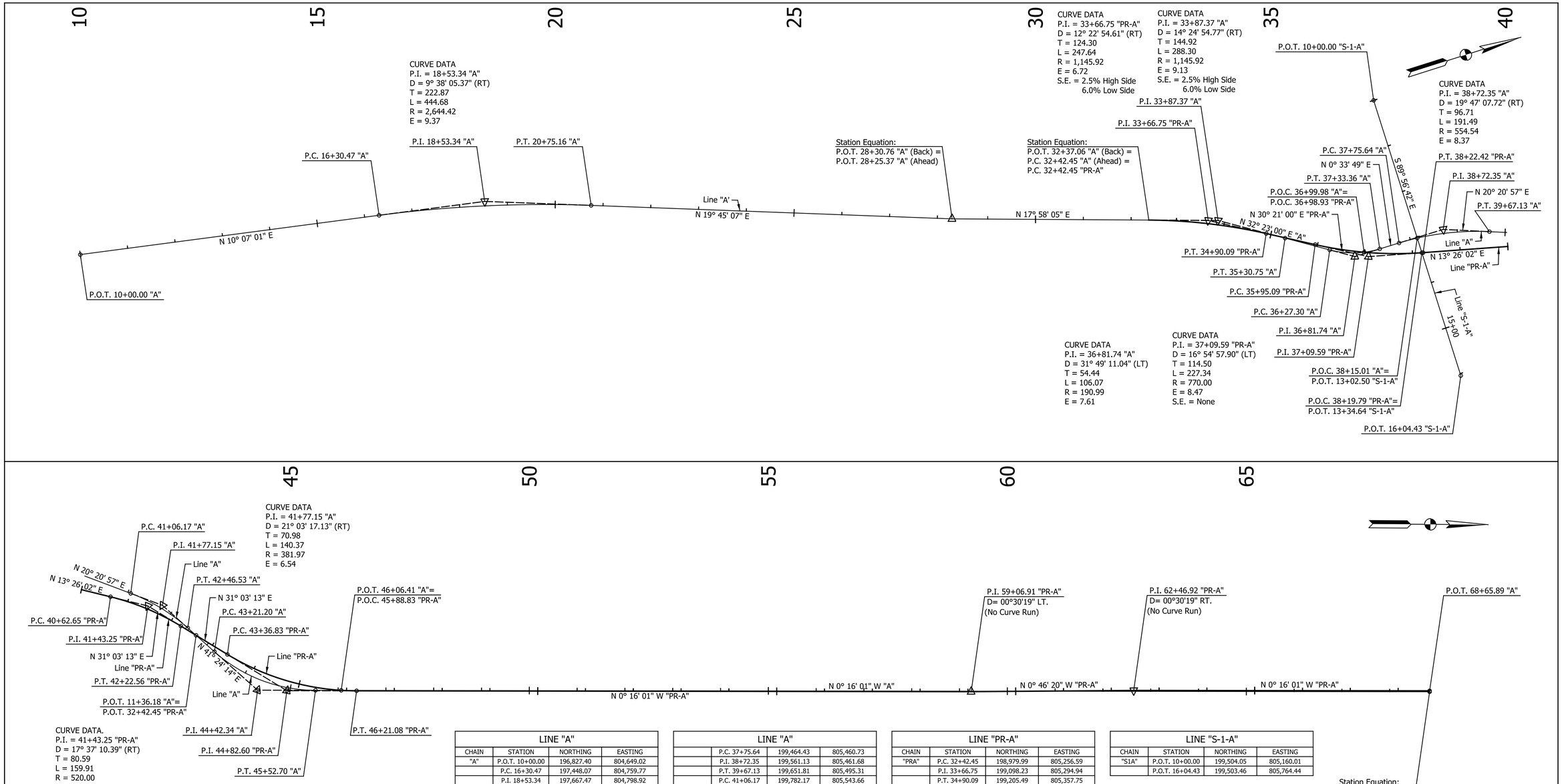
INDIANA
DEPARTMENT OF TRANSPORTATION

REFERENCE POINT TIE-UPS

HORIZONTAL SCALE	BRIDGE FILE
N/A	
VERTICAL SCALE	DESIGNATION
N/A	
SURVEY BOOK	SHEETS
	8 of 55
CONTRACT	PROJECT
RS-42149	1601102

Indv-Ref.dfcfg
Indiana_Shoe5.tbl

bwhitehead 4/8/2020 4:11:19 PM P:\2017\02101\D. Drawings\201702101.0003.RD.GE.02.dgn



LINE "A"			
CHAIN	STATION	NORTHING	EASTING
"A"	P.O.T. 10+00.00	196,827.40	804,649.02
	P.C. 16+30.47	197,448.07	804,759.77
	P.I. 18+53.34	197,667.47	804,798.92
	P.T. 20+75.16	197,877.23	804,874.24
	P.C. 32+42.45	198,979.99	805,256.59
	P.I. 33+87.37	199,117.84	805,301.30
	P.T. 35+30.75	199,240.22	805,378.91
	P.C. 36+27.30	199,321.75	805,430.62
	P.I. 36+81.74	199,367.72	805,459.78
	P.T. 37+33.36	199,422.16	805,460.31

LINE "A"			
	P.C. 37+75.64	199,464.43	805,460.73
	P.I. 38+72.35	199,561.13	805,461.68
	P.T. 39+67.13	199,651.81	805,495.31
	P.C. 41+06.17	199,782.17	805,543.66
	P.I. 41+77.15	199,848.72	805,568.34
	P.T. 42+46.53	199,901.96	805,615.29
	P.C. 43+21.20	199,957.97	805,664.67
	P.I. 44+42.34	200,048.83	805,744.79
	P.T. 45+52.70	200,169.97	805,744.22
	P.O.T. 67+83.99	202,500.68	805,733.37

LINE "PR-A"			
CHAIN	STATION	NORTHING	EASTING
"PRA"	P.C. 32+42.45	198,979.99	805,256.59
	P.I. 33+66.75	199,098.23	805,294.94
	P.T. 34+90.09	199,205.49	805,357.75
	P.C. 35+95.09	199,296.10	805,410.80
	P.I. 37+09.59	199,394.91	805,468.66
	P.T. 38+22.42	199,506.28	805,495.26
	P.C. 40+62.65	199,739.94	805,551.07
	P.I. 41+43.25	199,818.33	805,569.79
	P.T. 42+22.56	199,887.37	805,611.36
	P.C. 43+36.83	199,985.25	805,670.30
	P.I. 44+82.60	200,110.14	805,745.50
	P.T. 46+21.08	200,255.90	805,744.82
	P.T. 59+06.91	201,541.72	805,738.83
	P.T. 62+46.92	201,881.70	805,734.25
	P.T. 68+65.89	202,500.67	805,731.37

LINE "S-1-A"			
CHAIN	STATION	NORTHING	EASTING
"S1A"	P.O.T. 10+00.00	199,504.05	805,160.01
	P.O.T. 16+04.43	199,503.46	805,764.44

DATE	REVISION

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

DESIGNED: BAW
DRAWN: CAK
CHECKED: JB
CHECKED: JB

INDIANA
DEPARTMENT OF TRANSPORTATION

GEOMETRIC TIE-IN DETAILS

HORIZONTAL SCALE	BRIDGE FILE
N/A	
VERTICAL SCALE	DESIGNATION
N/A	
SURVEY BOOK	SHEETS
	9 of 55
CONTRACT	PROJECT
RS-42149	1601102

Indy-std.dgnlib
Indiana_Shade.tbl

bwhitehead 4/8/2020 4:11:21 PM P:\2017\02101\D. Drawings\201702101.0003.RD.GE.01.dgn

15+58.69, 45.50', PPOL
+58.72, 45.53', PPWP
16+46.73, 62.44', PTDS
17+01.72, 32.11', PDEL
19+36.12, 34.87', PPST
20
20+45.27, 30.31', PSGN
23+66.34, 37.49', PPST
+70.86, 38.44', PPST
24+73.94, 25.09', PREO
+93.87, 28.88', PSGN
25

Richard R. & Betty
Ann Simpson
Revocable Living Trust

Todd & Myra A.
Williamson

(Field)

Curve Data
P.I. = 18+53.34 "A"
D = 9° 38' 05.37" (RT)
T = 222.87
L = 444.68
R = 2,644.42
E = 9.37

P.I. 18+53.34 "A"
P.T. 20+75.16 "A"
P.C. 16+30.47 "A"
App. P.I.
Wetland "D"
(Do Not Disturb)
Constr. Limits
App. Exist. R/W
15" CMP
(Grass)
(Gravel)
SR 827
N 10° 07' 01" E
N 19° 45' 07" E
(Asph)
Line "A"
Cpt. #602
Cpt. #601
12" CMP
Wetland "A"
(Do Not Disturb)
Wetland "B"
(Do Not Disturb)
20'-0" Utility Easement
McSwain Dr.
TBM #61
+72
BEGIN PROJECT
16+30.00 "A"
Lot 5
Lot 6
Lot 7
Crossroads Industrial Park
Section 1
Crossroads Industrial Park
Section 2
SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

EARTHWORK SUMMARY

Fill +25%	=	1,035	Cys.
Common Excavation	=	1,605	Cys.
Common Excavation (For Undercut)**	=	#,###	Cys.
B Borrow (For Undercut)	=	#,###	Cys.
Waste	=	595	Cys.
Benching*	=	#,###	Cys.

* Benching will not be paid for directly, but shall be included in the cost of other items.
** Undistributed Qty to be based on Geotechnical Report.

15+70.31, 37.51', PJNT
+70.47, 36.70', PPOL
17+08.37, 29.78', PMBX
+76.11, 64.68', PJNT
18+19.53, 26.43', PREO
+19.53, 26.43', PREO
19+85.34, 74.55', PJNT
20+41.90, 33.90', PSGN
21+88.07, 73.46', PJNT
+89.23, 72.34', PEDT
+89.66, 74.54', UMKR
22+02.54, 73.31', PANC
+05.08, 73.32', PANC
+71.94, 66.33', FLAG
23+65.69, 67.20', CMKR
+72.52, 43.65', PDEL
+98.54, 58.26', FLAG
24+01.84, 70.20', PJNT
+03.10, 71.31', PELM
+27.10, 55.56', FLAG
+70.83, 71.25', PBUS
+71.12, 96.16', PSGN
+72.15, 85.07', PBUS
+72.18, 89.87', PSGN
+73.22, 79.80', PBUS
+74.30, 67.32', PSGN
+72.80, 56.35', PMAG
25+13.89, 61.62', PSGN
+32.83, 0.50', PPIN
+72.38, 56.50', PREO
26+08.53, 40.39', PSGN
+09.56, 66.86', PJNT
+10.57, 67.22', PJNT
+24.29, 66.37', PJNT
+48.73, 68.99', PHHL
+51.23, 68.37', UMKR
+53.54, 68.04', PEDT
27+45.23, 30.50', PSGN

NOTES:
All R/W Described from Line "A".

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

See Geometric Tie-In Details for Additional Alignment Information

TBM #61 - Chiseled square in west side of 24" concrete light pole base; located 125'± east of Wayne Street centerline, in Mcswain Drive island centerline. 24+72, 140' Rt. - Elev. 1059.74'

1,090
1,080
1,070
1,060
1,050
1,040
1,030

BEGIN PROJECT
16+30.00 "A"
Exist. EL. 1051.67
Existing Ground
15" CMP
12" CMP

1,048.6 1,050.6 1,052.4 1,054.2 1,056.0 1,057.4 1,058.3 1,058.5 1,058.3 1,057.9 1,057.3 1,056.9 1,055.8 1,055.7 1,056.6 1,056.7 1,056.7 1,056.7 1,056.6 1,056.6 1,056.9 1,057.5 1,058.3 1,059.2 1,060.2 1,061.5

16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00 25+00 26+00 27+00

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK
CHECKED: JB CHECKED: JB

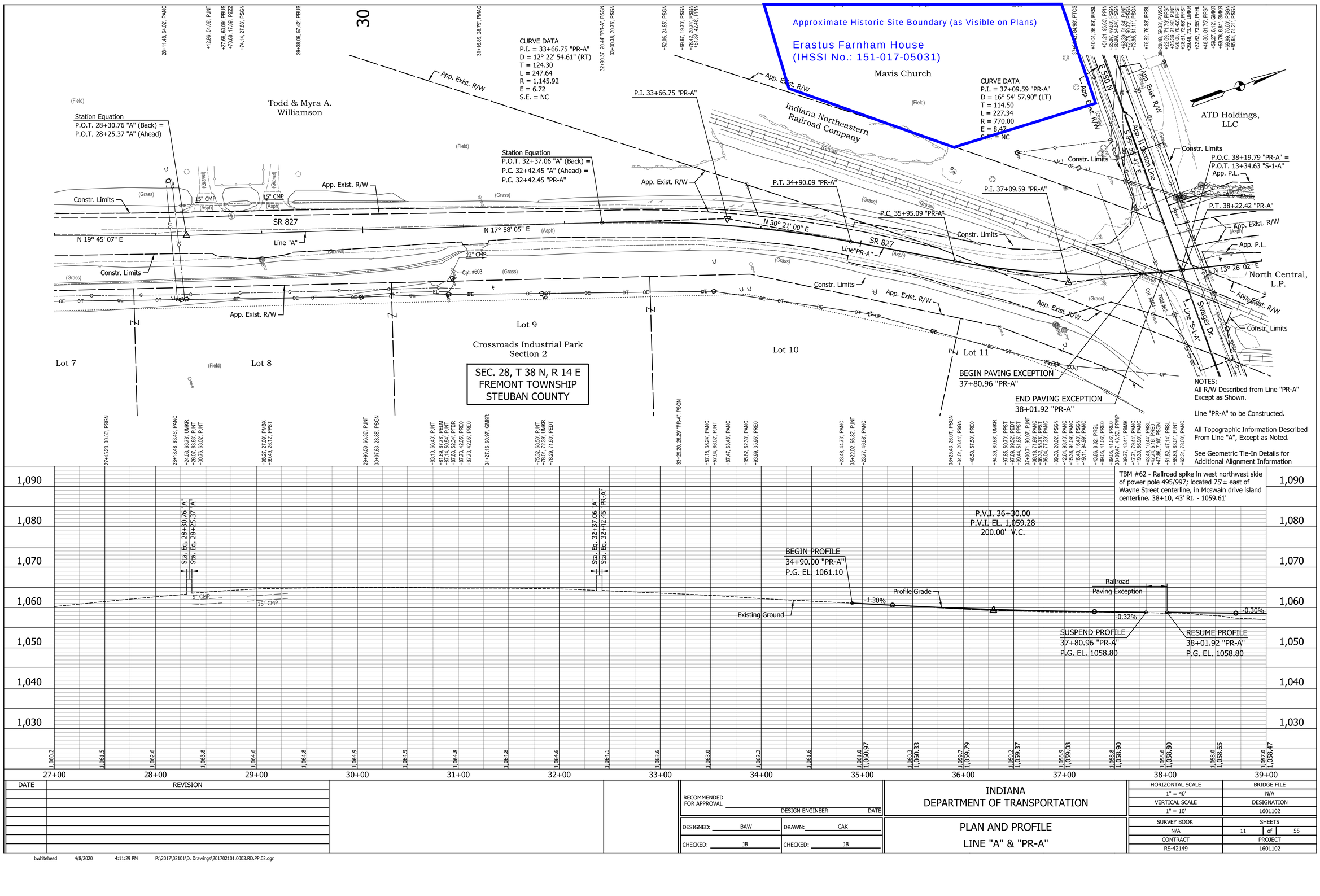
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1601102
SURVEY BOOK	SHEETS
N/A	10 of 55
CONTRACT	PROJECT
RS-42149	1601102

Indy-ref.dgn
Indiana_Short.tbl

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DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

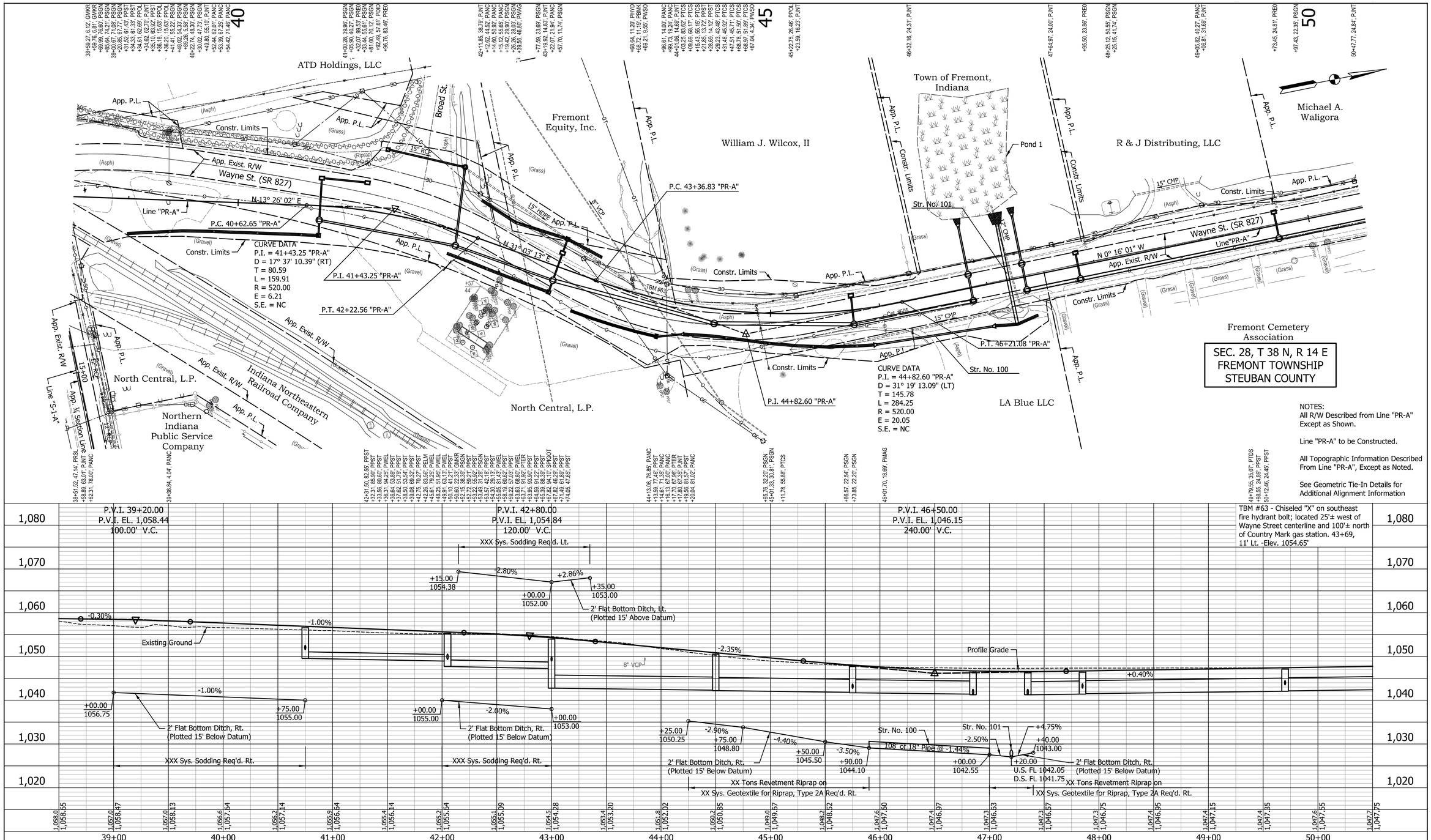
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "A" & "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1601102
SURVEY BOOK	SHEETS
N/A	11 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Sheets.tbl



DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

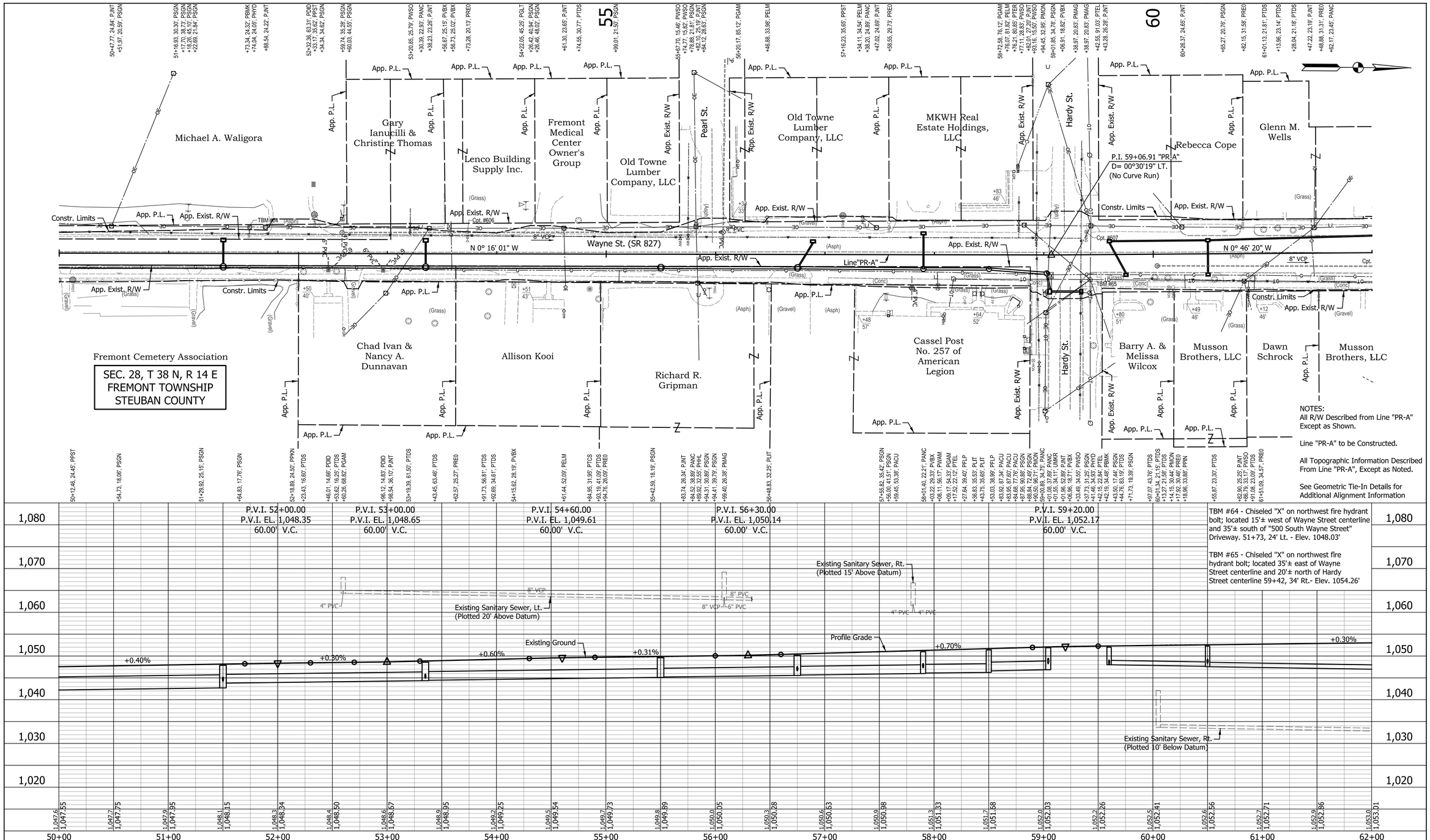
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1601102
SURVEY BOOK	SHEETS
N/A	12 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Shorts.tbl

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DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

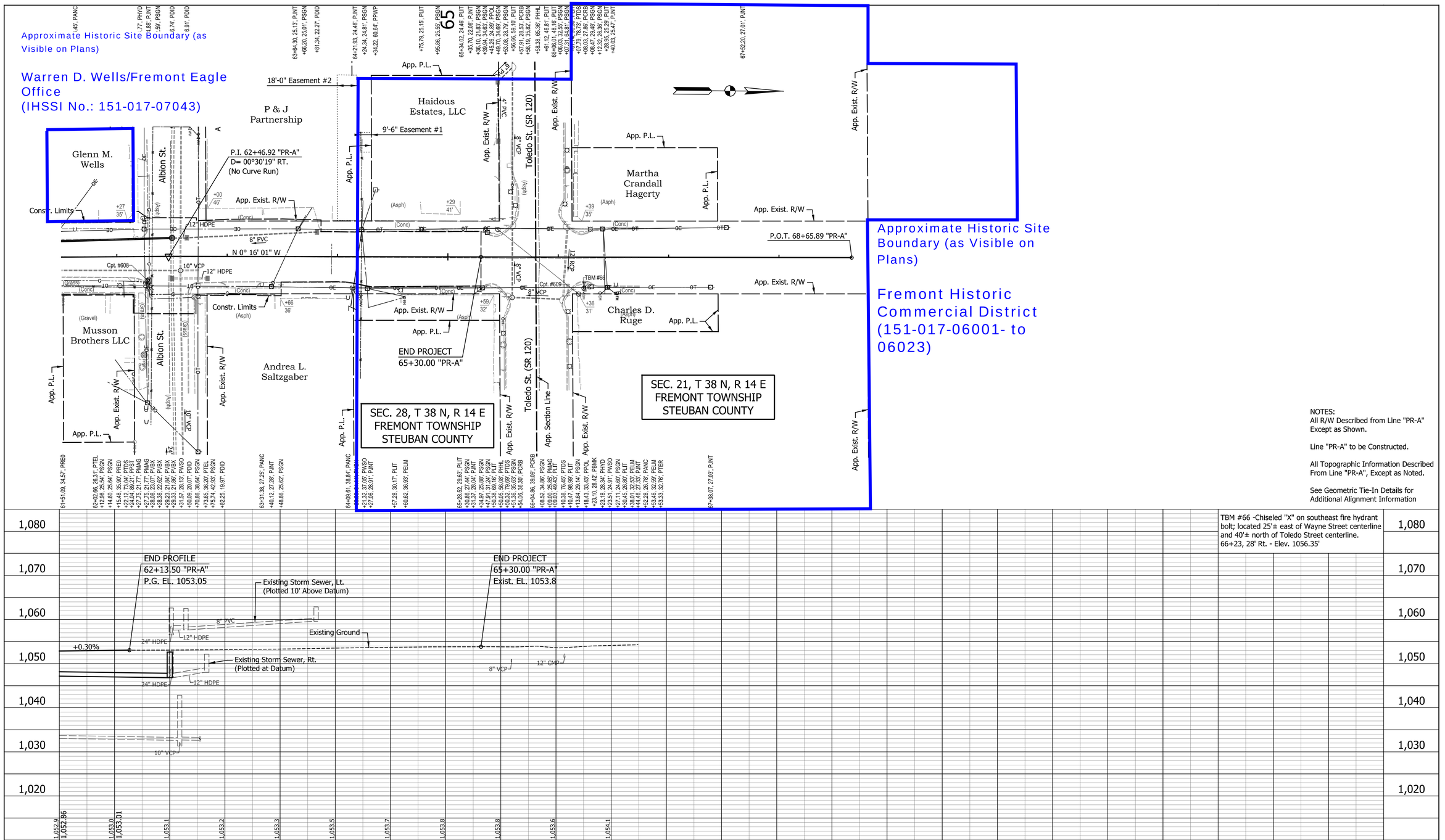
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1601102
SURVEY BOOK	SHEETS
N/A	13 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Sheet.tbl

bwhitehead 4/8/2020 4:11:32 PM P:\2017\02101\D. Drawings\201702101.0003.RD.PP.04.dgn



TBM #66 -Chiseled "X" on southeast fire hydrant bolt; located 25'± east of Wayne Street centerline and 40'± north of Toledo Street centerline.
66+23, 28' Rt. - Elev. 1056.35'

NOTES:
All R/W Described from Line "PR-A" Except as Shown.

Line "PR-A" to be Constructed.

All Topographic Information Described From Line "PR-A", Except as Noted.

See Geometric Tie-In Details for Additional Alignment Information

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

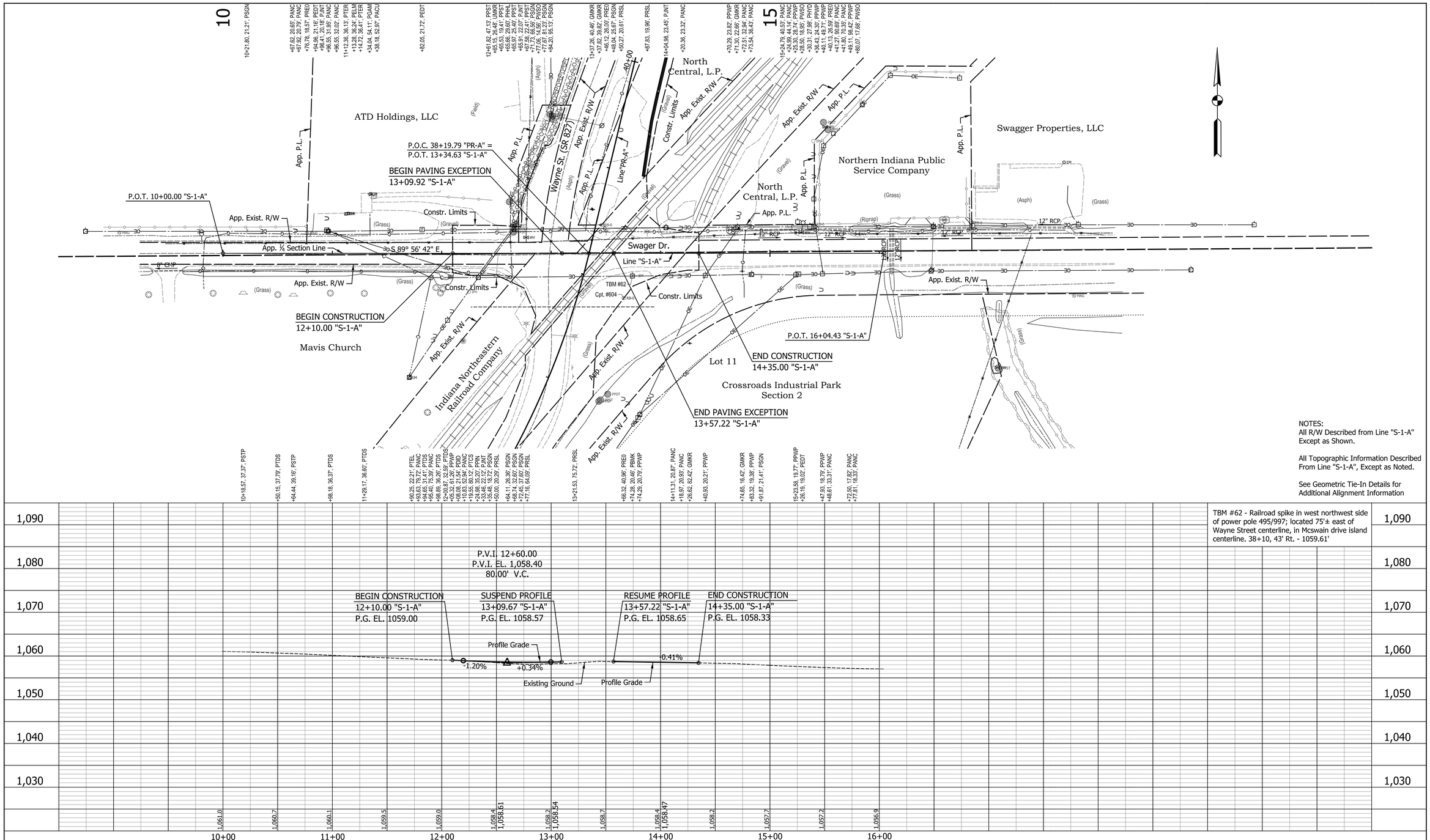
CHECKED: JB CHECKED: JB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1601102
SURVEY BOOK	SHEETS
N/A	14 of 55
CONTRACT	PROJECT
RS-42149	1601102

bwhitehead 4/8/2020 4:11:33 PM P:\2017\02101\D. Drawings\201702101.0003.RD.PP.05.dgn



NOTES:
All R/W Described from Line "S-1-A" Except as Shown.

All Topographic Information Described From Line "S-1-A", Except as Noted.

See Geometric Tie-In Details for Additional Alignment Information

TBM #62 - Railroad spike in west northwest side of power pole 495/997; located 75'± east of Wayne Street centerline, in Mcswain drive island centerline. 38+10, 43' Rt. - 1059.61'

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "S-1-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 40'	N/A
VERTICAL SCALE	DESIGNATION
1" = 10'	1601102
SURVEY BOOK	SHEETS
N/A	15 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Indy-ref.dfcfg
Indiana_Short2.tbl

15

20

Richard R. &
Betty Ann Simpson

CURVE DATA
P.I. = 18+53.34 "A"
D = 9° 38' 05.37" (RT)
T = 222.87
L = 444.68
R = 2,644.42
E = 9.37

P.I. 18+53.34 "A"

P.T. 20+75.16 "A"

App. P.I.

Wetland "C"
(Do Not Disturb)

P.C. 16+30.47 "A"

15" CMP

Constr. Limits

App. Exist. R/W

Constr. Limits

(Field)

(Gravel)

(Grass)

(Asph)

SR 827

N 10° 07' 01" E

N 19° 45' 07" E

Line "A"

Constr. Limits

Wetland "B"
(Do Not Disturb)

App. Exist. R/W

BEGIN PROJECT
16+30.00 "A"

App. Exist. R/W

20'-0" Utility Easment

Lot 5

Lot 6

Crossroads Industrial Park
Section 1

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery

Pavement Removal

Notes:
All Stationing Described from Line "A", Except as Shown.

Line "A" to be Constructed.

All R/W Described from Line "A", Except as Shown.

See Geometric Tie-In Details for Additional Alignment Information.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

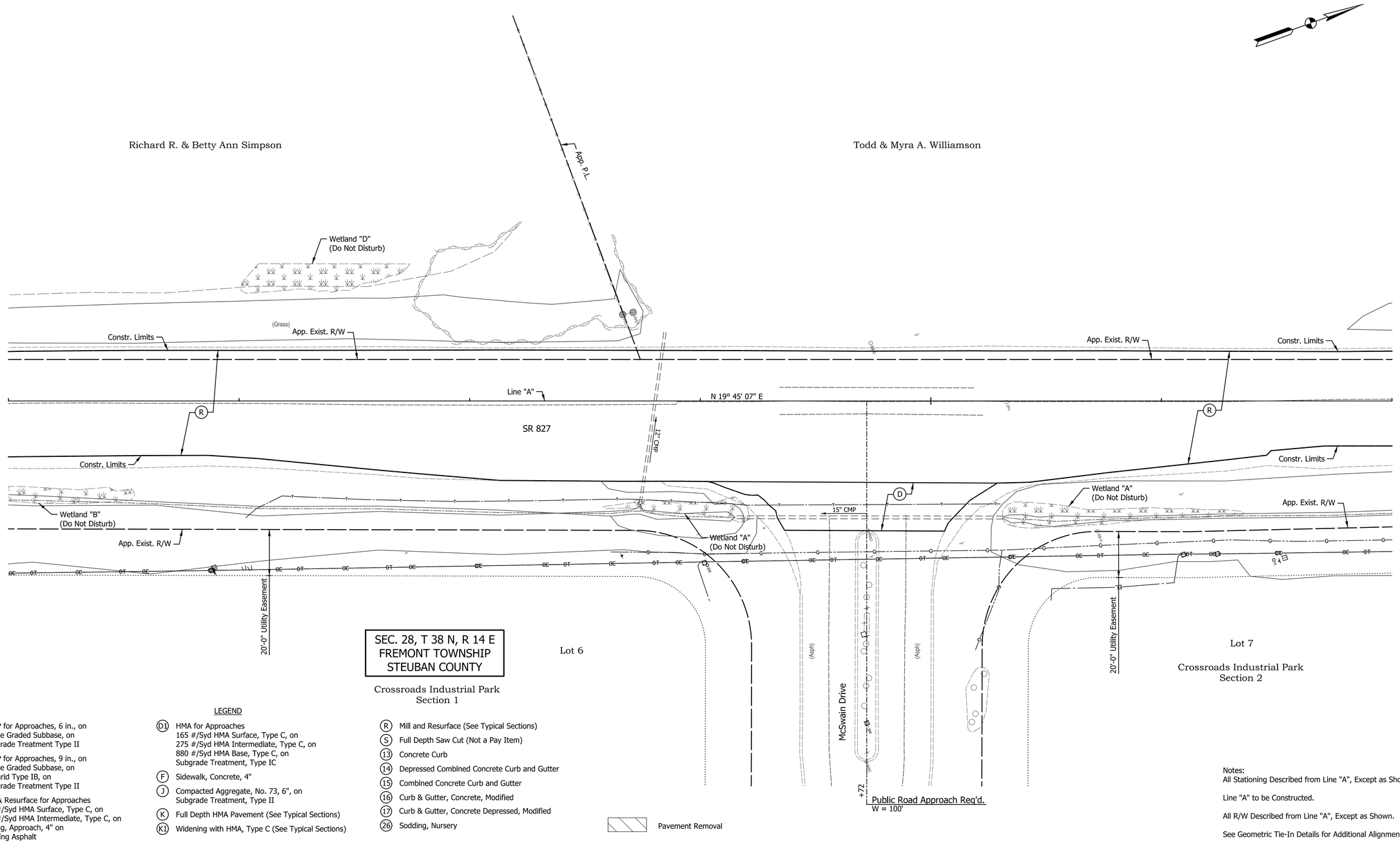
INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	16 of 55
CONTRACT	PROJECT
RS-42149	1601102

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SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery

Pavement Removal

Notes:
All Stationing Described from Line "A", Except as Shown.

Line "A" to be Constructed.

All R/W Described from Line "A", Except as Shown.

See Geometric Tie-In Details for Additional Alignment Information.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

INDIANA
DEPARTMENT OF TRANSPORTATION

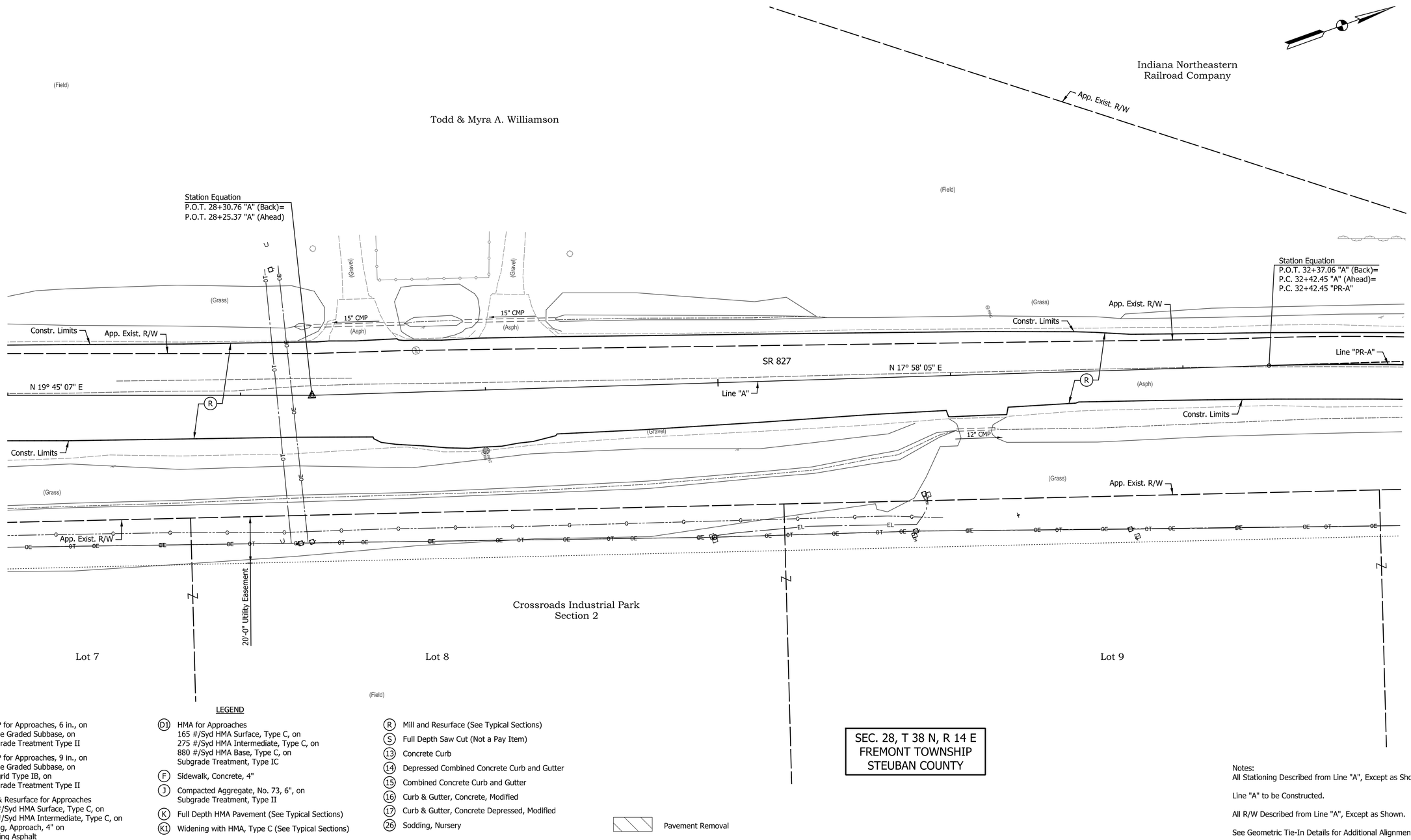
CONSTRUCTION DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	17 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Shts6.tbl

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LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery

Pavement Removal

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

Notes:
All Stationing Described from Line "A", Except as Shown.

Line "A" to be Constructed.

All R/W Described from Line "A", Except as Shown.

See Geometric Tie-In Details for Additional Alignment Information.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "A" & "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	18 of 55
CONTRACT	PROJECT
RS-42149	1601102

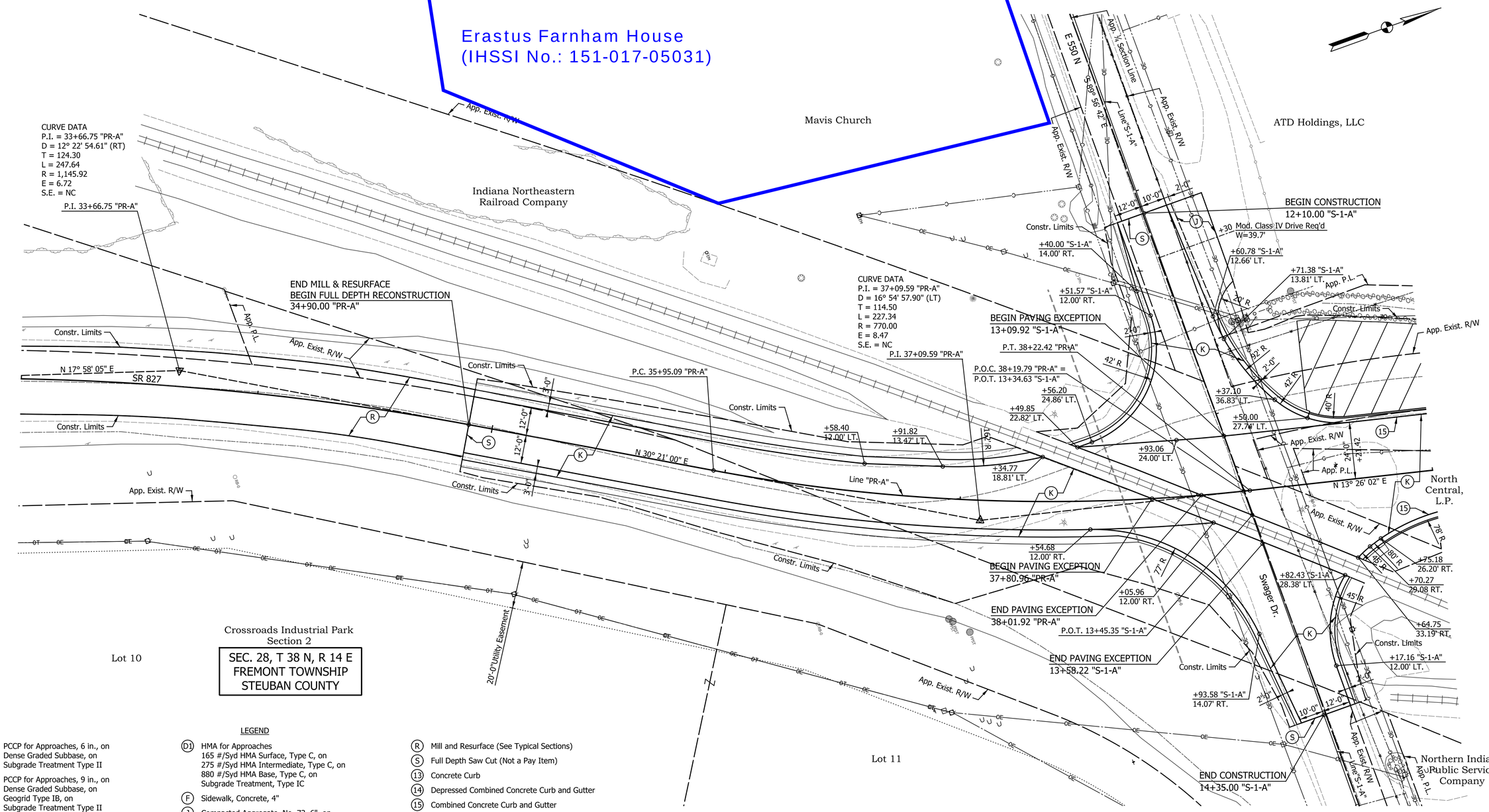
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5

Approximate Historic Site Boundary (as Visible on Plans)

Erastus Farnham House
(IHSSI No.: 151-017-05031)



LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery

Pavement Removal

Notes:
All Stationing Described from Line "PR-A", Except as Shown.
Line "PR-A" to be Constructed.
All R/W Described from Line "PR-A", Except as Shown.
See Geometric Tie-In Details for Additional Alignment Information.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

INDIANA
DEPARTMENT OF TRANSPORTATION

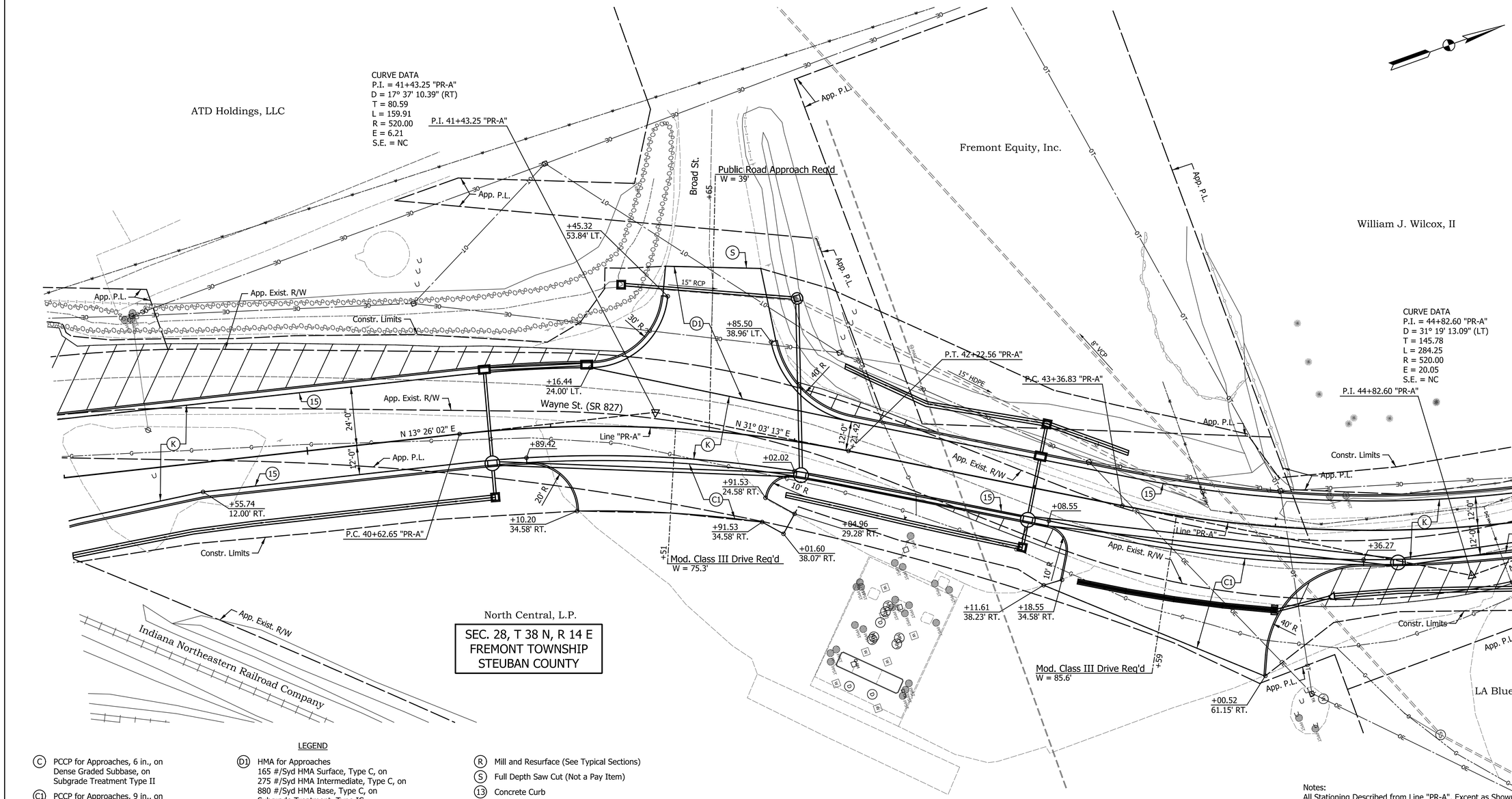
CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	19 of 55
CONTRACT	PROJECT
RS-42149	1601102

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LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery

Pavement Removal

Notes:
All Stationing Described from Line "PR-A", Except as Shown.

Line "PR-A" to be Constructed.

All R/W Described from Line "PR-A", Except as Shown.

For Storm Sewer Profile, See Plan & Profile Sheets.

See Geometric Tie-In Details for Additional Alignment Information.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	20 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Town of Fremont, Indiana

William J. Wilcox, II

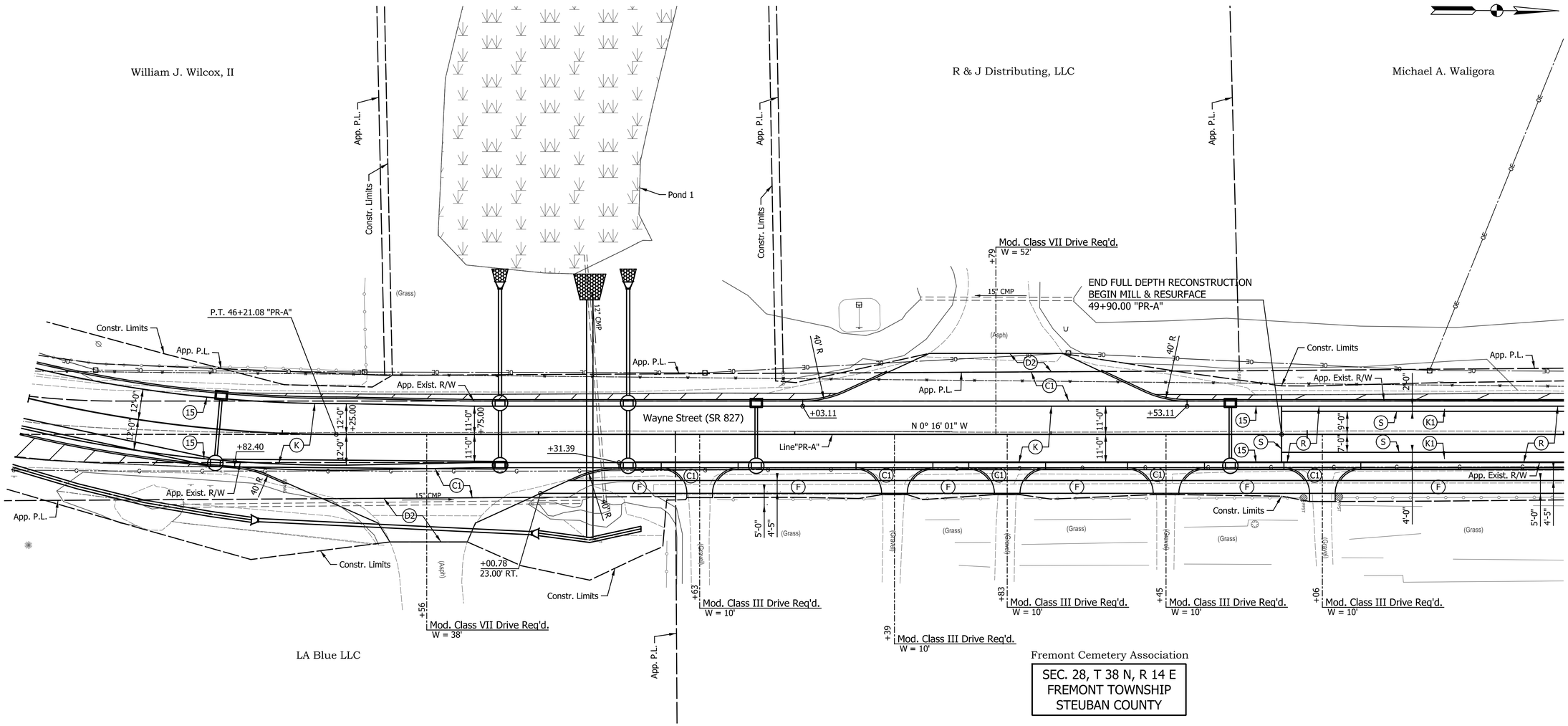
R & J Distributing, LLC

Michael A. Waligora

LA Blue LLC

Fremont Cemetery Association

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY



LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery

Pavement Removal

LEGEND CONT.

- (D2) HMA for Approaches, Type B 165 #/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type II

Notes:
All Stationing Described from Line "PR-A", Except as Shown.

Line "PR-A" to be Constructed.

All R/W Described from Line "PR-A", Except as Shown.

See Geometric Tie-In Details for Additional Alignment Information.

For Storm Sewer Profile, See Plan and Profile Sheets.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

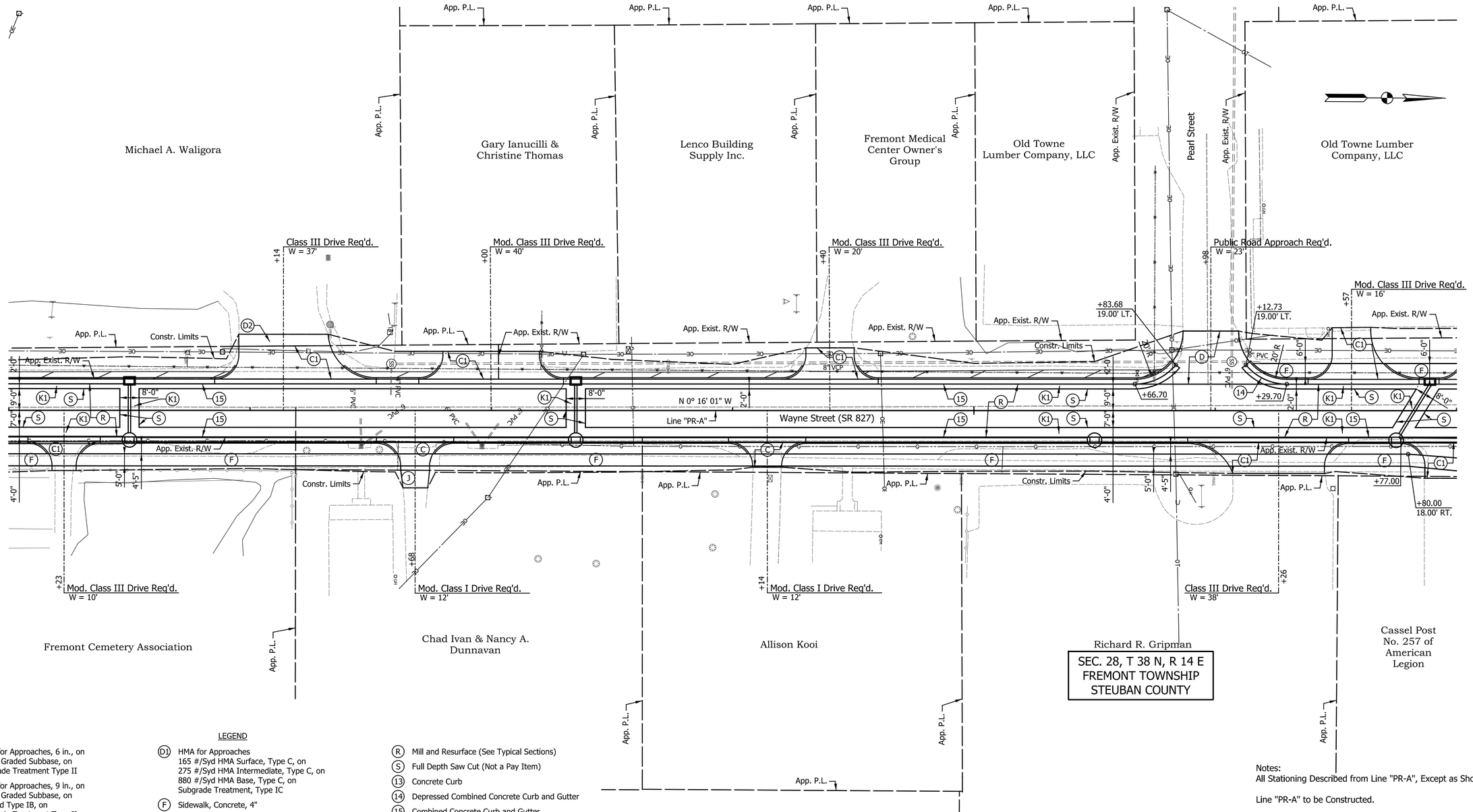
INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	21 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Shade.tbl

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LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery

Pavement Removal

LEGEND CONT.

- (D2) HMA for Approaches, Type B 165 #/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type II

Notes:
All Stationing Described from Line "PR-A", Except as Shown.

Line "PR-A" to be Constructed.

All R/W Described from Line "PR-A", Except as Shown.

See Geometric Tie-In Details for Additional Alignment Information.

For Storm Sewer Profile, See Plan and Profile Sheets.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	22 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Approximate Historic Site Boundary (as Visible on Plans)

Warren D. Wells/Fremont Eagle Office (IHSSI No.: 151-017-07043)

Old Towne Lumber Company, LLC

MKWH Real Estate Holdings, LLC

Rebecca Cope

Glenn M. Wells

P+J Partnership

Barry A. & Melissa Wilcox

Musson Brothers, LLC

Dawn Schrock

Musson Brothers, LLC

Andrea L. Saltzgaber

Cassel Post No. 257 of the American Legion

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

Hardy St.

E Albion St.

Wayne St. (SR 827)

Public Road Approach Req'd. W = 27'

Public Road Approach Req'd. W = 42.5'

Public Road Approach Req'd. W = 26.5'

Public Road Approach Req'd. W = 32.5'

Mod. Class III Drive Req'd. W = 13.9'

Mod. Class III Drive Req'd. W = 54'

Mod. Class III Drive Req'd. W = 41'

Class III Drive Req'd W=38'

Mod. Class I Drive Req'd. W = 12.5'

Mod. Class I Drive Req'd. W = 15'

Mod. Class I Drive Req'd. W = 12'

P.I. 62+46.92 "PR-A" D= 00°30'19" RT. (No Curve Run)

P.I. 59+06.91 "PR-A" D= 00°30'19" LT. (No Curve Run)

Line "PR-A" N 0° 46' 20" W

N 0° 16' 01" W

+87.00 18.50' LT.
+22.00 11.00' LT.
+33.00 11.00' RT.
+33.00 21.58' RT.
+86.91 18.50' LT.
+94.81 11.00' RT.
+07.25 40.00' LT.
+04.34 27.08' LT.
+33.89 24.26' LT.
+34.26 39.76' LT.
+36.09 24.24' LT.
+53.76 11.14' LT.
+44.59 17.61' RT.
+35.05 29.75' RT.
+75.04 30.52' LT.
+25.04 23.46' LT.
+27.95 29.17' LT.
+10.00 9.60' LT.
+13.49 11.90' LT.
+13.52 18.40' RT.
+27.74 32.33' RT.
+53.88 20.82' LT.
+72.20 24.00' LT.
+79.28 21.50' RT.
+70.78 34.50' RT.

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

LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
- (13) Concrete Curb
- (14) Depressed Combined Concrete Curb and Gutter
- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery

Pavement Removal

Notes:
All Stationing Described from Line "PR-A", Except as Shown.

Line "PR-A" to be Constructed.

All R/W Described from Line "PR-A", Except as Shown.

See Geometric Tie-In Details for Additional Alignment Information.

For Storm Sewer Profile, See Plan and Profile Sheets.

DATE	REVISION

LEGEND CONT.

(D2) HMA for Approaches, Type B 165 #/Syd HMA Surface, Type B, on 275 #/Syd HMA Intermediate, Type B, on 6" Compacted Aggregate, No. 53, on Subgrade Treatment, Type II

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

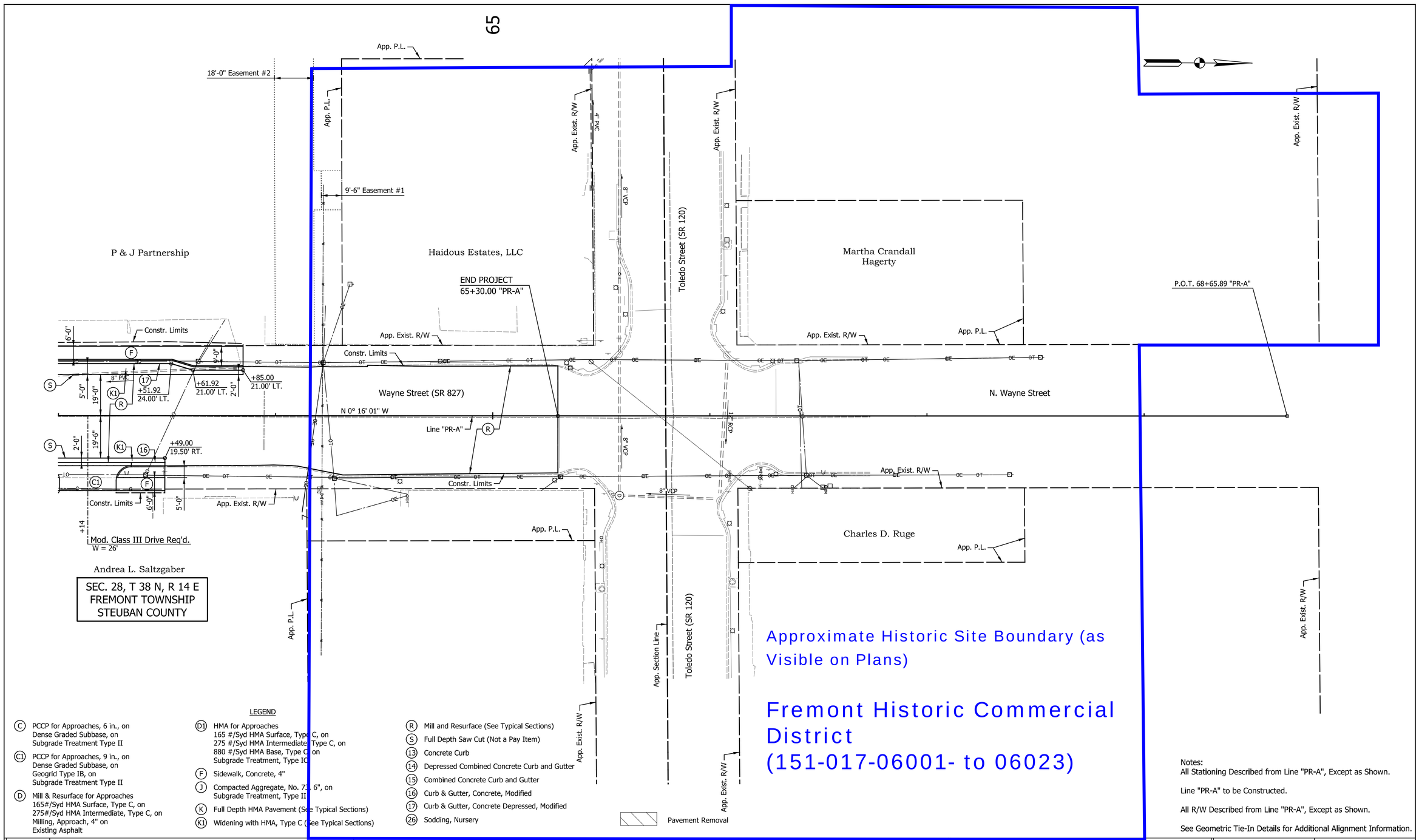
INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	23 of 55
CONTRACT	PROJECT
RS-42149	1601102

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Indiana_Shade.tbl

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Andrea L. Saltzgaber

SEC. 28, T 38 N, R 14 E
FREMONT TOWNSHIP
STEUBAN COUNTY

Approximate Historic Site Boundary (as Visible on Plans)

Fremont Historic Commercial District
(151-017-06001- to 06023)

LEGEND

- (C) PCCP for Approaches, 6 in., on Dense Graded Subbase, on Subgrade Treatment Type II
- (C1) PCCP for Approaches, 9 in., on Dense Graded Subbase, on Geogrid Type IB, on Subgrade Treatment Type II
- (D) Mill & Resurface for Approaches 165#/Syd HMA Surface, Type C, on 275#/Syd HMA Intermediate, Type C, on Milling, Approach, 4" on Existing Asphalt
- (D1) HMA for Approaches 165 #/Syd HMA Surface, Type C, on 275 #/Syd HMA Intermediate, Type C, on 880 #/Syd HMA Base, Type C, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (J) Compacted Aggregate, No. 73, 6", on Subgrade Treatment, Type II
- (K) Full Depth HMA Pavement (See Typical Sections)
- (K1) Widening with HMA, Type C (See Typical Sections)
- (R) Mill and Resurface (See Typical Sections)
- (S) Full Depth Saw Cut (Not a Pay Item)
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- (15) Combined Concrete Curb and Gutter
- (16) Curb & Gutter, Concrete, Modified
- (17) Curb & Gutter, Concrete Depressed, Modified
- (26) Sodding, Nursery

Pavement Removal

Notes:
All Stationing Described from Line "PR-A", Except as Shown.

Line "PR-A" to be Constructed.

All R/W Described from Line "PR-A", Except as Shown.

See Geometric Tie-In Details for Additional Alignment Information.

DATE	REVISION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BAW DRAWN: CAK

CHECKED: JB CHECKED: JB

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1601102
SURVEY BOOK	SHEETS
N/A	24 of 55
CONTRACT	PROJECT
RS-42149	1601102

Indy-Pdf-dkfz
Indiana_Shade.tbl

bwhitehead 4/8/2020 4:11:46 PM P:\2017\02101\D. Drawings\20170210I.0003.RD.CD.09.dgn

Pokégnek Bodéwadmik
POKAGON BAND OF POTAWATOMI
LANGUAGE & CULTURE

10/30/20

INDot
Shaun Miller
smiller@indot.in.gov
Michelle Allen
Michelle.allen@dot.gov

Des. No.: 1601102

Dear Shaun & Michelle,

My name is Marcus Winchester and I am the Language and Culture Department Director for the Pokagon Band of Potawatomi Indians. For the time being, my position is responsible for handling Section 106 consultation on behalf of the tribe. I am writing to inform you that after reviewing the **Des. No.:** 1601102 details, we determined that we are unaware of any historical, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians in the vicinity of the project area. However, if any archaeological resources are uncovered during this undertaking, please contact me immediately. Should you have any other questions, please don't hesitate to contact me at your earliest convenience.

Sincerely,

Marcus Winchester
Director, Language & Culture
Pokagon Band of Potawatomi Indians
Office: (269) 462-4224
Cell: (269) 783-9269
marcus.winchester@pokagonband-nsn.gov

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

November 24, 2020

Leah Perry
Environmental Specialist
American Structurepoint
9025 River Road, Suite 200
Indianapolis, Indiana 46240

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

Re: Indiana Department of Transportation's finding of "no adverse effect" on behalf of the Federal Highway Administration for the SR 827 Roadway Improvement Project in the Town of Fremont, Steuben County, Indiana (Des. No. 1601102; DHPA No. 24113)

Dear Ms. Perry:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO" or "DNR-DHPA") has reviewed INDOT's letter dated October 28, 2020, INDOT's finding and the 36 C.F.R. § 800.11(e) documentation all of which was received on October 28 for the above indicated project.

We concur with INDOT's October 28, 2020, Section 106 finding, on behalf of FHWA, that the only historic properties eligible for inclusion in the National Register of Historic Places ("NRHP") within the area of potential effects are the Erastus Farnham House at 205 West Swager Road (IHSSI No.: 151-017-05031), the Fremont Historic Commercial District (IHSSI Nos.:151-017-06000 through 151-017-06023), and the Warren D. Wells House/*Fremont Eagle* Office at 200 South Wayne Street (IHSSI No.: 151-017-07043).

We also concur with INDOT's October 28, 2020, Section 106 finding, on behalf of FHWA, of "No Adverse Effect" for the Erastus Farnham House, the Fremont Historic Commercial District, and the Warren D. Wells House/*Fremont Eagle* Office for the SR 827 Roadway Improvement Project in the Town of Fremont, Stueben County, Indiana.

Accordingly, we concur with INDOT's October 28, 2020, Section 106 finding, on behalf of FHWA of "No Adverse Effect" for the SR 827 Roadway Improvement Project as a whole.

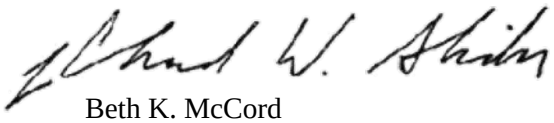
As previously noted, the project area is adjacent to the Old Fremont cemetery (CR-76-6, IHSSI 151-017-07049). Please be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5 for ground disturbance within 100 feet of a cemetery.

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

The Indiana SHPO staff archaeological reviewer for this project is Beth K. McCord. Please note the structures reviewer is now Chad Slider. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence regarding the SR 827 Roadway Improvement Project in Fremont, Steuben County, Indiana (Des. No. 1601102), please continue to refer to DHPA No. 24113.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:CWS:cws

emc: Karstin Carmany-George, FHWA
Michelle Allen, FHWA
Anuradha Kumar, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Leah Perry, American Structurepoint
Linda Weintraut, Ph.D., Weintraut & Associates
Craig Arnold, Weintraut & Associates
Forest County Potawatomi Community
Miami Tribe of Oklahoma
Eastern Shawnee Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Town of Fremont, Clerk-Treasurer
Town of Fremont, Street Superintendent
Beth K. McCord, DNR-DHPA
Chad Slider, DNR-DHPA

PUBLIC NOTICE
Des. No. 1601102

The Indiana Department of Transportation (INDOT) is planning to undertake a road improvement project, funded in part by the Federal Highway Administration. The project is located on SR 827, beginning 1.06 miles south of SR 120 and extending north to the intersection of SR 827 and SR 120 in Fremont, Steuben County, Indiana.

The proposed project will involve a hot mix asphalt (HMA) overlay with minor structural pavement rehabilitation and sections of full pavement replacement. Additionally, approximately 1,445 feet of SR 827 will be realigned from just south of Swager Road to just north of Broad Street. The intersection of Swager Road and SR 827 will be shifted approximately 40 feet to the west. Due to this realignment, the railroad crossing at SR 827 and Swager Road will be shifted southwest. Sidewalk will be repaired, replaced, and/or extended where needed. New storm sewer with drainage inlets will be installed in curbed segments and drain to the existing detention pond located north of the intersection of SR 827 and Broad Street which will be expanded. Two culverts will be replaced. Existing curb will be replaced with curb and gutter. New curb and gutter would be extended south to Swager Road. Curb ramps and sections of sidewalk throughout the project area will be reconstructed as needed to be ADA-compliant. Approximately 4.112 acres of new permanent right-of-way and 0.489 acre of temporary right-of-way would need to be acquired.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include the Erastus Farnham House (IHSSI No.: 151-017-05031), Fremont Historic Commercial District (IHSSI Nos.:151-017-06000 through 151-017-06023) and Warren D. Wells House/Fremont Eagle Office (IHSSI No.: 151-017-07043). The proposed action impacts properties listed in or eligible for the NRHP. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800. 11(d) can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at http://erms.indot.in.gov/Section106Documents. Persons with limited internet access may request the documentation be mailed, please contact Mrs. Leah Perry, Ph:(317) 547-5580, Lperry@structurepoint.com. This documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Mrs. Leah Perry, American Structurepoint, Inc., 9025 River Road, Suite 200, Indianapolis, IN 46240, Ph:(317) 547-5580, Fax:(317) 543-0270, Lperry@structurepoint.com no later than no later than December 3, 2020.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Jenny Bass at 260-969-8252 or jbass@indot.in.gov.

HR.2065875,11/3,hspaxlp

Form Prescribed by
State Board of Accounts

Tax ID 35-0436930

To: KPC Media Group Inc

P.O. Box 39, KENDALLVILLE, IN 46755

PUBLISHERS OF HERALD REPUBLICAN

Private Legal Advertising

(Payment not from public treasury)

PUBLISHER'S CLAIM

Advertiser: AMERICAN STRUCTURE POINT ENVIRON

COMPUTATION OF CHARGE

522.0 words, at 0.3300 cents per word ($6.60 minimum charge).
(This charge is applied at the discretion of the publisher to all legal advertising copy which does not conform to the usual standrads of size and space.) $172.26

Charge for extra proofs of publication
($1.00 for each proof in excess of 2) $0.00

Data for computing cost:
Width of single column - 9.9 ems
number of insertions: 1 **Total Amount of Claim**$172.26
1 insertion $.33 per word, 2 insertions $.44, 3 insertions $.55

"Pursuant to the provisions and penalties of Chapter 155, Act 1953, (s)he further says that the foregoing account is just and correct,that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid"

Date: 11/03/2020 **LANETTE MCGUIRE** **Ad#: 2065875**
Legal Clerk **AMERICAN STRUCTURE POINT ENVIRON**

PUBLISHER'S AFFIDAVIT

STEUBEN County
State of Indiana } SS:

Personally appeared before me, a notary public in and for said county and state, the undersigned LANETTE MCGUIRE who being duly sworn said that (s)he is of competent age and is Legal Clerk of KPC Media Group Inc, publisher of a daily newspaper in Kendallville, county of Noble, State of Indiana, a weekly newspaper in Ligonier, county of Noble, State of Indiana, a weekly newspaper in Albion, county of Noble, State of Indiana, a daily newspaper in Auburn, county of DeKalb, State of Indiana, a daily newspaper in Angola, county of Steuben, State of Indiana, a weekly newspaper in Garrett, county of DeKalb, State of Indiana, Butler a weekly newspaper in Butler, county of DeKalb, State of Indiana, a weekly paper in Huntertown, & Fort Wayne, county of Allen, State of Indiana, a weekly paper in Churubusco, & Columbia City county of Whitley, State of Indiana and which during that time have been newspapers of general circulation, having bona fide paid circulations, printed in the English language and entered, authorized and accepted by the post office department of the United States of America as mailable matter of the second-class as defined by the Act of Congress of the United States on March 3, 1879, and that the printed matter attached is a true copy, which was duly published in said newspaper 1 times, the dates of publication being as follows:
11/03/2020

Affiant Lanette J McGuire

Subscribed and sworn before me on 11/03/2020

Notary Public Kelly Craig

My commission expires: 10/14/22

NOTARY PUBLIC NOTARY SEAL STATE OF INDIANA

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Date: November 5, 2018

To: Site Assessment and Management (SAM)
Environmental Services
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: Robert T. Duncan, LPG
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, IN 46256
rduncan@structurepoint.com

Re: RED FLAG INVESTIGATION
Des. No. 1601102, State Project
State Road 827 Pavement Replacement
Fremont, Steuben, Indiana

Note: Due to this RFI being over 1 year old, the RFI layers were checked on May 21, 2020. The project area has extended slightly at the location of the retention pond, however no updates to the RFI were warranted.

PROJECT DESCRIPTION

The proposed project corridor is located along State Road 827 (SR 827) beginning 0.21 mile south of McSwain Drive and continuing north 1.01 miles to the terminus 0.016 mile north of State Road 120. The project corridor is located in Fremont, Steuben County, Indiana. The project is more specifically located in Sections 21 and 28, Township 38 North, Range 14 East on the Angola East 7.5 Minute USGS Topographic Quadrangle.

The current proposed project would include improvements to SR 827 and Swager Drive through the replacement of the existing roadway surface. Activities related to the roadway improvement are anticipated to remain consistent with the current pavement line and stay within the existing right-of-way.

Bridge and/or Culvert Project: Yes ☐ No ☒ Structure # N/A
If this is a bridge project, is the bridge Historical? Yes ☐ No ☒, Select ☐ Non-Select ☐
Proposed right of way: Temporary ☐ # Acres To Be Determined Permanent ☐ # Acres To Be Determined
Type of excavation: Depth of proposed excavation would be approximately 8 feet due to the potential of storm sewer work.
Maintenance of traffic: The preferred maintenance of traffic would be to close SR 827 and utilize detours. Local through traffic and access to businesses and residences will be maintained.
Work in waterway: Yes ☐ No ☒ Above ordinary high water mark: Yes ☐ No ☐
State Project: ☒ LPA: ☐
Any other factors influencing recommendations: An alternative to realign SR 827 south of Swager Drive in order to provide a safer crossing where SR 827, Swager Drive, and Indiana Northeastern Railroad intersect is currently being investigated.

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	2
Airports[1]	N/A	Pipelines	1
Cemeteries	5	Railroads	1
Hospitals	N/A	Trails	10
Schools	2	Managed Lands	2

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

Explanation:

Religious Facilities

- One (1) religious facility is located within the 0.5 mile search radius. The facility is located 0.34 mile northeast of the project area. No impacted is expected.

Cemeteries

- Five (5) cemeteries are located within the 0.5 mile search radius. Upon further review, two (2) cemeteries, The Old Cemetery and Lakeside Cemetery, are mapped twice in the Red Flag Mapping. The Old Cemetery is adjacent to the project area. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources is recommended.

Schools

- Two (2) schools are located within the 0.5 mile search radius. The nearest school is located 0.14 mile northwest of the project area. No impact is expected.

Recreational Facilities

- Two (2) recreational facilities are located within the 0.5 mile search radius. The nearest recreational facility is located 0.07 mile south of the project area. No impact is expected.

Pipelines

- One (1) pipeline segment is located within the 0.5 mile search radius. The pipeline segment is located 0.5 mile east of the project area. No impact is expected.

Railroads

- One (1) railroad segment is located with the 0.5 mile search radius. The segment, associated with the Indiana Northeastern Railroad, is located within the project area. Coordination with INDOT Utilities and Railroads should occur.

Trails

- Ten (10) trail segments are located within the 0.5 mile search radius. Two (2) potential trail segments, associated with the Fremont Road Trail and the West Fremont east to Pigeon Creek Corridor, are located within the project area. Coordination with Steuben County Trails will occur.

Manage Lands

- Two (2) managed land polygons are located within the 0.5 mile search radius. The nearest managed land is located 0.08 mile southeast 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	8	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	54
Canal Structures – Historic	N/A	Lakes	22
NPS NRI Listed	N/A	Floodplain - DFIRM	1
NWI-Lines	4	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	N/A	Sinkhole Areas	N/A
Rivers and Streams	12	Sinking-Stream Basins	N/A

Explanation:

NWI – Points

- Eight (8) NWI – Points are located within the 0.5 mile search radius. The nearest NWI – Point is located 0.09 mile southeast of the project area. No impact is expected.

NWI – Lines

- Four (4) NWI – Line segments are located within the 0.5 mile search radius. The nearest line segment is located 0.06 mile east of the project area. No impact is expected.

Rivers and Streams

- Twelve (12) river and stream segments are located within the 0.5 mile search radius. The nearest river and stream segment is located 0.28 mile south of the project area. No impact is expected.

Wetlands

- Fifty-four (54) wetland polygons are located within the 0.5 mile search radius. Two (2) wetland polygons are located adjacent to the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Lakes

- Twenty-two (22) lake polygons are located within the 0.5 mile search radius. One (1) lake polygon is located adjacent to the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Floodplain – DFIRM

- One (1) floodplain polygon is located within the 0.5 mile search radius. The floodplain polygon is located 0.11 mile south of the project area. No impact is expected.

URBANIZED AREA BOUNDARY SUMMARY

Urbanized Area Boundary (UAB): N/A

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 and 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	3	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	7	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	2
Construction Demolition Waste	N/A	Institutional Controls	N/A
Solid Waste Landfill	N/A	NPDES Facilities	3
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	1
Leaking Underground Storage (LUST) Sites	5	Notice of Contamination Sites	N/A

Explanation:

RCRA Generator/TSD: Three (3) RCRA Generator/TSD facilities are mapped within the 0.5 mile search radius. The nearest RCRA Generator/TSD facility is located approximately 0.15 mile west of the project area.

- Fremont Wire Company, 600 West Swager Road, Agency Interest (AI) ID #58679. Documentation reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC) indicated that this RCRA ID Number was inactive as of July 16, 2004. No impact to the project is expected.

UST Sites: Seven (7) UST sites are mapped within the 0.5 mile search radius. Three (3) UST sites are located adjacent to the project area.

- LaGrange Products, 601 South Wayne Street, AI ID #60780. This UST site is located in the southwest quadrant of the intersection of Hardy Street and SR 827, adjacent to the project area. A Notification for UST Form, dated May 22, 1989, was reviewed on the IDEM VFC and indicated one (1) UST on site had been permanently closed and removed from the ground. No leaks or violations regarding the tanks were documented on the IDEM VFC. However, since no record of closure sampling was found on the IDEM VFC, if excavation is to occur near this site,

proper soil and/or groundwater removal and disposal may be necessary. Before disposal and handling, soil should be analyzed for lead.

- Steuben County Farm Bureau Co-op, 707 South Wayne Street, AI ID #14192. This UST site is located adjacent (east) to the project area, near the intersection of SR 827 and Broad Street. A UST Inspection Report, dated April 25, 2017, indicated three (3) registered USTs at this site. The facility was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. No impact to the project is expected.
- Skelton's Service, 3235 East Toledo Street, AI ID #59441. This UST site is located in the southwest quadrant of the intersection of SR 827 and SR 120, adjacent (west) to the northern terminus of the project area. A UST Inspection Report, dated February 3, 2017, indicated four (4) registered USTs at this site. The facility was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. No impact to the project is expected.

LUST Sites: Five (5) LUST sites are mapped within the 0.5 mile search radius. Two (2) LUST sites are located adjacent to or within the project area.

- Metalloy Corporation Fremont Casting Division, 3420 East 550 North, AI ID #15755. According to documentation reviewed on the IDEM VFC, this LUST site is actually located at 303 East Swager Drive, adjacent (east) to the project area. According to documentation reviewed on the IDEM VFC, this LUST site was given No Further Action (NFA) status on December 14, 2001. The NFA Determination stated that some contamination still remains on-site. If excavation is to occur near this site, proper soil and/or groundwater removal and disposal may be necessary.
- Kennedy Oil Company (former Jack's Service Center), 206 South Wayne Street, AI ID #61216. This LUST site is located west of SR 827 within the project area, approximately 0.1 mile north of the intersection of Broad Street and SR 827. A Further Site Investigation (FSI) Report, dated February 7, 2006, was reviewed on the IDEM VFC. The FSI Report stated that confirmatory soil and groundwater sampling in the area surrounding the LUST site were below laboratory detection limits for BTEX, MTBE, and TPH-GRO. IDEM issued a No Further Action (NFA) Determination Pursuant to 1994 UST Branch Guidance on February 20, 2006. Therefore, no impact to the project is expected.

Brownfields: Two (2) Brownfield sites are mapped within the 0.5 mile search radius. However, the location of the Miklosko Property (AI ID #106383) was determined to be outside of the 0.5 mile search radius after review of documentation on the IDEM VFC. The nearest Brownfield site is located approximately 0.05 mile east of the project area.

- Former Fremont Landfill, Broad Street & Water Street, AI ID #60553. A Site Characterization and Sampling Plan Report, dated August, 2000, was reviewed on the IDEM VFC. The Site Characterization Report stated that impacted soils remain at the site. Analytical results from a Phase II ESA conducted at the site indicated lead in soil above the Voluntary Remediation Program (VRP) cleanup goal. Groundwater contaminant (VOCs, SVOCs, and metals) concentrations in excess of residential VRP cleanup goals were not evidenced in the groundwater samples submitted for analytical testing. The report also stated that the direction of groundwater flow at the site is from the northeast to the southwest, away from the project area. No impact is expected.

NPDES Facilities: Three (3) NPDES Facilities are mapped within the 0.5 mile search radius. The nearest NPDES Facility is located approximately 0.1 mile east of the project area.

- Cold Heading Fremont Plant, 900 South Cassell Street, AI ID #60503. Documentation reviewed on the IDEM VFC indicated this is related to a 2016 site improvement permit. If excavation occurs outside the current roadway footprint in this area, coordination with IDEM Office of Water Quality Storm Water Permits should occur.

NPDES Pipe Locations: One (1) NPDES Pipe Location is mapped within the 0.5 mile search radius. This NPDES Pipe Location is mapped approximately 0.27 mile west of the project area.

- Koester Metals, Inc., 301 West Water Street, AI ID #61776. Documentation reviewed on the IDEM VFC indicated this facility has no recent violations on file. No impacts to the project are expected from this facility.

ECOLOGICAL INFORMATION SUMMARY

The Steuben County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did indicate the presence of multiple ETR species within the 0.5 mile radius, and one (1) ETR species within the project area. 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 "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence of the federally endangered species, the Rusty Patched Bumble Bee, in or within 0.5 mile of the project area. No impact is expected.

RECOMMENDATIONS

INFRASTRUCTURE:

Cemeteries: One (1) cemetery is located adjacent to the project area. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources is recommended.

Railroads: One (1) railroad segment, associated with the Indiana Northeastern Railroad, is located within the project area. Coordination with INDOT Utilities and Railroads should occur.

Trails: Two (2) potential trail segments, associated with the Fremont Road Trail and the West Fremont east to Pigeon Creek Corridor, are located within the project area. Coordination with Steuben County Trails will occur.

WATER RESOURCES:

The presence of following water resources will require the preparation of a Waters of the US Report and coordination with INDOT ES Ecology and Waterway Permitting:

Two (2) wetland polygons are located adjacent to the project area.

One (1) lake polygon is located adjacent to the project area.

URBANIZED AREA BOUNDARY: N/A

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS:

- UST: LaGrange Products, 601 South Wayne Street, AI ID #60780. This UST site is located in the southwest quadrant of the intersection of Hardy Street and SR 827, adjacent to the project area. A Notification for UST Form, dated May 22, 1989, was reviewed on the IDEM VFC and indicated one (1) UST on site had been

permanently closed and removed from the ground. No leaks or violations regarding the tanks were documented on the IDEM VFC. However, since no record of closure sampling was found on the IDEM VFC, if excavation is to occur near this site, proper soil and/or groundwater removal and disposal may be necessary. Before disposal and handling, soil should be analyzed for lead.

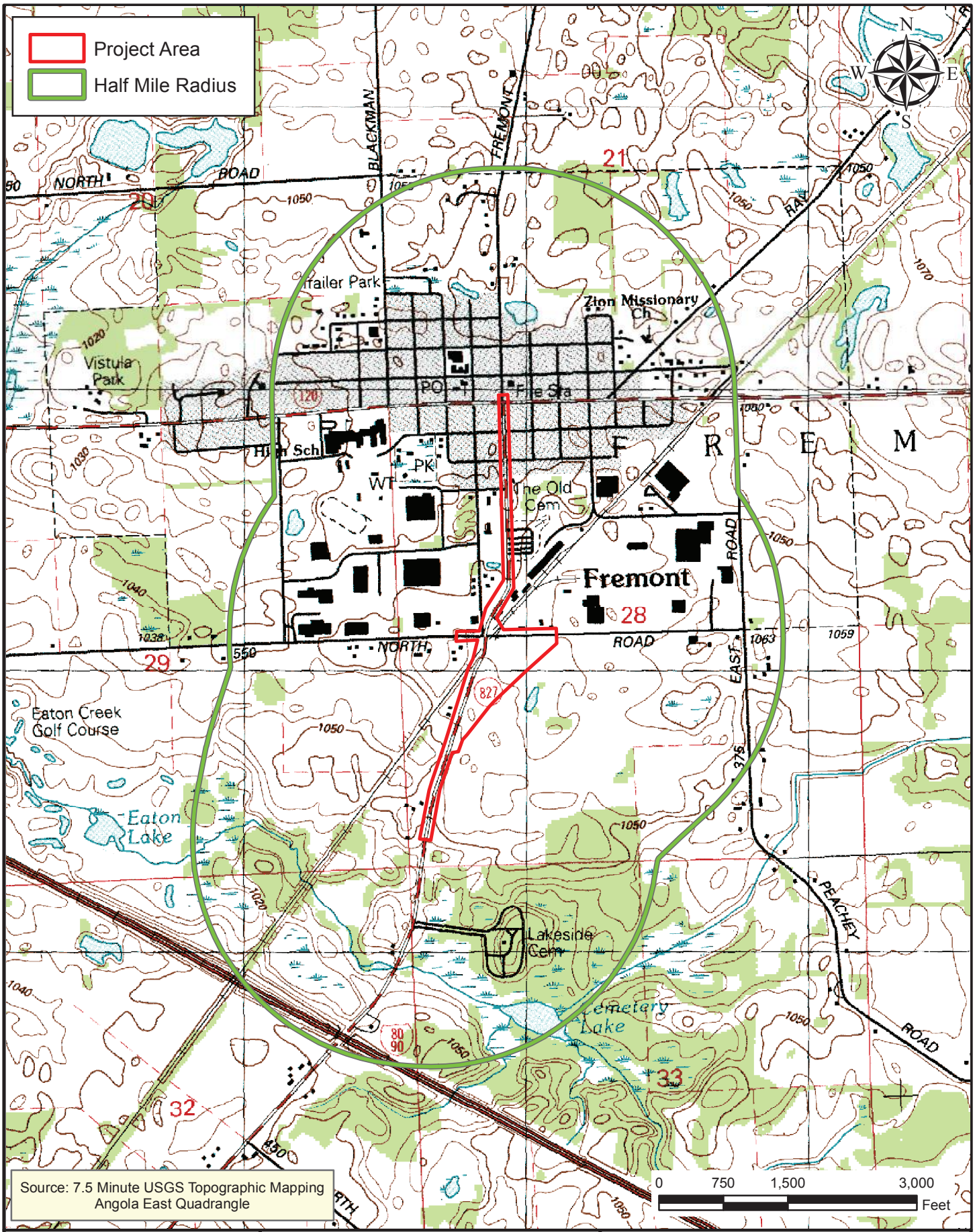
- LUST: Metalloy Corporation Fremont Casting Division, 3420 East 550 North, AI ID #15755. According to documentation reviewed on the IDEM VFC, this LUST site is actually located at 303 East Swager Drive, adjacent (east) to the project area. According to documentation reviewed on the IDEM VFC, this LUST site was given No Further Action (NFA) status on December 14, 2001. The NFA Determination stated that some contamination still remains on-site. If excavation is to occur near this site, proper soil and/or groundwater removal and disposal may be necessary.
- NPDES Facility: Cold Heading Fremont Plant, 900 South Cassell Street, AI ID #60503. Documentation reviewed on the IDEM VFC indicated this is related to a 2016 site improvement permit. If excavation occurs outside the current roadway footprint in this area, coordination with IDEM Office of Water Quality Storm Water Permits should 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 "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

INDOT Environmental Services concurrence: Marlene Mathas Digitally signed by Marlene Mathas Date: 2018.11.14 12:10:29 -05'00' (Signature)

Prepared by:
Robert T. Duncan, LPG
Senior Geologist
American Structurepoint, Inc.

Graphics:
SITE LOCATOIN: YES
INFRASTRUCTURE: YES
WATER RESOUCES: YES
URBANIZED AREA BOUNDAY: N/A
MINING/MINERAL EXPLORATION: N/A
HAZMAT CONCERNS: YES



Source: 7.5 Minute USGS Topographic Mapping
Angola East Quadrangle

Path: P:\2017\02101\D. Drawings\ArcView\SR 827 Pavement Replacment\Exhibits\2017.02101.EV.SR827Pave_USGSTopo.MAP.kaj.mxd Date:6/21/2018 User:kjones

AMERICAN STRUCTUREPOINT INC.

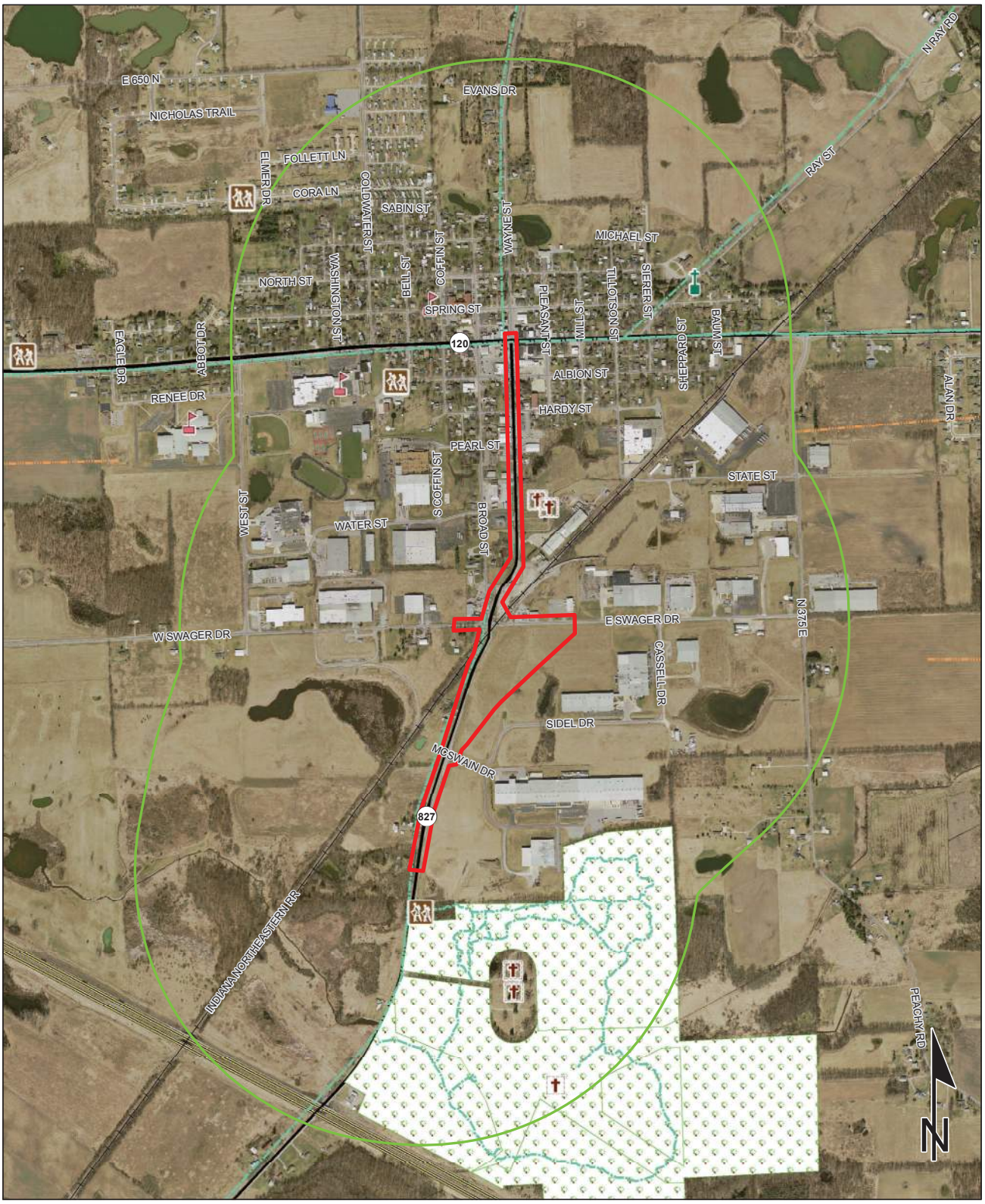
USGS Topographic Map

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Pavement Replacement
Des. No, 1601102
Location: Freemont
Township: Freemont
County: Steuben
State: Indiana

Date: 05/31/2018

Red Flag Investigation - Infrastructure
SR 827 Pavement Replacement
Des. No. 1601102
Steuben County, Indiana



0.2 0.1 0 0.2 Miles

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.

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

Red Flag Investigation - Water Resources
SR 827 Pavement Replacement
Des. No. 1601102
Steuben County, Indiana



0.2 0.1 0 0.2 Miles

Sources:

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

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

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- NWI - Point
- Karst Spring
- NWI- Line
- Impaired_Stream_Lake
- NPS NRI listed
- River
- Canal Structure - Historic
- Canal Route - Historic
- Wetlands
- Lake
- Floodplain - DFIRM
- Cave Entrance Density
- Sinkhole Area
- Sinking-Stream Basin
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

Red Flag Investigation - Hazardous Material Concerns
SR 827 Pavement Replacement
Des. No. 1601102
Steuben County, Indiana



- Brownfield
- RCRA Corrective Action Sites
- Confined Feeding Operation
- Notice_Of_Contamination
- Construction/Demolition Site
- Infectious/Medical Waste Site
- Leaking Underground Storage Tank
- Manufactured Gas Plant
- NPDES Facilites
- NPDES Pipe Locations
- Open Dump Waste Site
- RCRA Generator/TSD
- Restricted Waste Site
- Septage Waste Site
- Solid Waste Landfill
- State Cleanup Site
- Superfund
- Tire Waste Site
- Underground Storage Tank
- Voluntary Remediation Program
- Waste Transfer Station
- Institutional Controls
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

0.25 0.125 0 0.25 Miles

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Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
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Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Indiana County Endangered, Threatened and Rare Species List

County: Steuben

Species Name	Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)					
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Ptychobranchus fasciolaris	Kidneyshell		SSC	G4G5	S2
Toxolasma lividus	Purple Lilliput	C	SSC	G3Q	S2
Venustaconcha ellipsiformis	Ellipse		SSC	G4	S2
Insect: Lepidoptera (Butterflies & Moths)					
Capis curvata	A Noctuid Moth		ST	G5	S2S3
Catocala praeclara	Praeclara Underwing		SR	G5	S2S3
Chortodes enervata	The Many-lined Cordgrass Moth		ST	G4	S1
Chortodes inquinata	Tufted Sedge Moth		ST	GNR	S1S2
Dasychira cinnamomea	A Moth		SR	G4	S1
Euphydryas phaeton	Baltimore		SR	G5	S2
Exyra rolandiana	Pitcher Window Moth		SE	G4	S1S2
Hesperia leonardus	Leonard's Skipper		SR	G5	S2
Iodopepla u-album	A Noctuid Moth		SR	G5	S2
Leucania inermis	A Moth		SR	G5	S2S3
Leucania multilinea			SR	G5	S1S2
Lycaena dorcas dorcas	Dorcas Copper		SR	G5T5	S2
Macrochilo absorptalis	A Moth		SR	G4G5	S2S3
Macrochilo hypocritalis	A Noctuid Moth		SR	G4	S2
Melanchra assimilis	The Shadowy Arches		SE	G5	S1S2
Melanomma auricinctaria	Huckleberry Eye-spot Moth		SR	G4	S2S3
Neonympha mitchellii mitchellii	Mitchell's Satyr	LE	SE	G2T2	S1
Papaipema appassionata	The Pitcher Plant Borer Moth		SE	G4	S1
Papaipema limpida	The Ironweed Borer Moth		SR	G2G4	S1S2
Papaipema silphii	Silphium Borer Moth		ST	G3G4	S2
Poanes viator viator	Big Broad-winged Skipper		ST	G5T4	S2
Speyeria idalia	Regal Fritillary	C	SE	G3	S1
Insect: Odonata (Dragonflies & Damselflies)					
Cordulegaster bilineata	Brown Spiketail		SE	G5	S3
Rhionaeschna mutata	Spatterdock Darner		ST	G4	S2S3
Sympetrum semicinctum	Band-winged Meadowhawk		SR	G5	S2S3
Fish					
Coregonus artedi	Cisco		SSC	G5	S2
Amphibian					
Ambystoma laterale	Blue-spotted Salamander		SSC	G5	S2
Hemidactylium scutatum	Four-toed Salamander		SSC	G5	S2
Lithobates pipiens	Northern Leopard Frog		SSC	G5	S2
Necturus maculosus	Common mudpuppy		SSC	G5	S2

Indiana Natural Heritage Data Center
Division of Nature Preserves
Indiana Department of Natural Resources
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Indiana County Endangered, Threatened and Rare Species List

County: Steuben

Species Name	Common Name	FED	STATE	GRANK	SRANK
Reptile					
Clemmys guttata	Spotted Turtle	C	SE	G5	S2
Clonophis kirtlandii	Kirtland's Snake	C	SE	G2	S2
Emydoidea blandingii	Blanding's Turtle	C	SE	G4	S2
Nerodia erythrogaster neglecta	Copperbelly Water Snake	PS:LT	SE	G5T3	S2
Sistrurus catenatus catenatus	Eastern Massasauga	LT	SE	G3	S2
Bird					
Ammodramus henslowii	Henslow's Sparrow		SE	G4	S3B
Ardea alba	Great Egret		SSC	G5	S1B
Botaurus lentiginosus	American Bittern		SE	G5	S2B
Certhia americana	Brown Creeper			G5	S2B
Chlidonias niger	Black Tern		SE	G4G5	S1B
Cistothorus palustris	Marsh Wren		SE	G5	S3B
Cistothorus platensis	Sedge Wren		SE	G5	S3B
Cygnus buccinator	Trumpeter Swan		SE	G4	S1B
Gallinula galeata	Common gallinule		SE	G5	S3B
Grus canadensis	Sandhill Crane		SSC	G5	S2B,S1N
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Lophodytes cucullatus	Hooded Merganser			G5	S2S3B
Pandion haliaetus	Osprey		SE	G5	S1B
Rallus elegans	King Rail		SE	G4	S1B
Rallus limicola	Virginia Rail		SE	G5	S3B
Setophaga cerulea	Cerulean Warbler		SE	G4	S3B
Wilsonia canadensis	Canada Warbler			G5	S2B
Mammal					
Condylura cristata	Star-nosed Mole		SSC	G5	S2?
Mustela nivalis	Least Weasel		SSC	G5	S2?
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Actaea rubra	Red Baneberry		ST	G5	S1
Andromeda glaucophylla	Bog Rosemary		SR	G5T5	S2
Arabis missouriensis var. deamii	Missouri Rockcress		SE	G5T3?Q	S1
Arethusa bulbosa	Swamp-pink		SX	G5	SX
Bidens beckii	Beck Water-marigold		ST	G5	S1
Calla palustris	Wild Calla		SE	G5	S1
Carex alopecoidea	Foxtail Sedge		SE	G5	S1
Carex bebbii	Bebb's Sedge		ST	G5	S2
Carex brunnescens	Brownish Sedge		SE	G5	S1
Carex disperma	Softleaf Sedge		SE	G5	S1

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Indiana County Endangered, Threatened and Rare Species List

County: Steuben

Species Name	Common Name	FED	STATE	GRANK	SRANK
Carex flava	Yellow Sedge		ST	G5	S2
Carex livida	Livid Sedge		SE	G5	S1
Carex pedunculata	Longstalk Sedge		SR	G5	S2
Carex seorsa	Weak Stellate Sedge		SR	G5	S2
Chimaphila umbellata ssp. cisatlantica	Pipsissewa		ST	G5T5	S2
Circaea alpina	Small Enchanter's Nightshade		SX	G5	SX
Cirsium hillii	Hill's Thistle		SE	G3	S1
Clintonia borealis	Clinton Lily		SE	G5	S1
Coeloglossum viride var. virescens	Long-bract Green Orchis		ST	G5T5	S2
Conioselinum chinense	Hemlock Parsley		SE	G5	S1
Cornus canadensis	Bunchberry		SE	G5	S1
Cypripedium calceolus var. parviflorum	Small Yellow Lady's-slipper		SR	G5	S2
Cypripedium candidum	Small White Lady's-slipper		WL	G4	S2
Deschampsia cespitosa	Tufted Hairgrass		SR	G5	S2
Dichanthelium boreale	Northern Witchgrass		SR	G5	S2
Diervilla lonicera	Northern Bush-honeysuckle		SR	G5	S2
Drosera intermedia	Spoon-leaved Sundew		SR	G5	S2
Eleocharis equisetoides	Horse-tail Spikerush		SE	G4	S1
Eleocharis robbinsii	Robbins Spikerush		SR	G4G5	S2
Eriocaulon aquaticum	Pipewort		SE	G5	S1
Eriophorum angustifolium	Narrow-leaved Cotton-grass		SR	G5	S2
Eriophorum gracile	Slender Cotton-grass		ST	G5	S2
Eriophorum viridicarinatum	Green-keeled Cotton-grass		SR	G5	S2
Fuirena pumila	Dwarf Umbrella-sedge		ST	G4	S2
Geum rivale	Purple Avens		SE	G5	S1
Glyceria borealis	Small Floating Manna-grass		SE	G5	S1
Glyceria grandis	American Manna-grass		SE	G5	S1
Gnaphalium macounii	Winged Cudweed		SX	G5	SX
Hypericum pyramidatum	Great St. John's-wort		ST	G4	S1
Juniperus communis	Ground Juniper		SR	G5	S2
Lathyrus ochroleucus	Pale Vetchling Peavine		SE	G5	S1
Lathyrus venosus	Smooth Veiny Pea		ST	G5	S2
Lemna valdiviana	Pale Duckweed		SE	G5	S1
Linum sulcatum	Grooved Yellow Flax		SR	G5	S2
Lonicera canadensis	American Fly-honeysuckle		SE	G5	S1
Luzula acuminata	Hairy Woodrush		SE	G5	S1
Lycopodium hickeyi	Hickey's Clubmoss		SR	G5	S2
Matteuccia struthiopteris	Ostrich Fern		SR	G5	S2
Milium effusum	Tall Millet-grass		SR	G5	S2
Myriophyllum verticillatum	Whorled Water-milfoil		SR	G5	S2

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Indiana County Endangered, Threatened and Rare Species List

County: Steuben

Species Name	Common Name	FED	STATE	GRANK	SRANK
Oryzopsis racemosa	Black-fruit Mountain-ricegrass		SR	G5	S2
Panicum leibergii	Leiberg's Witchgrass		ST	G4	S2
Panicum subvillosum	A Panic-grass		SE	GNRQ	S1
Pinus strobus	Eastern White Pine		SR	G5	S2
Piptochaetium avenaceum	Blackseed Needlegrass		SR	G5	S2
Platanthera ciliaris	Yellow-fringe Orchis		SE	G5	S1
Platanthera hyperborea	Leafy Northern Green Orchis		ST	G5	S2
Platanthera leucophaea	Prairie White-fringed Orchid	LT	SE	G2G3	S1
Platanthera psycodes	Small Purple-fringe Orchis		SR	G5	S2
Poa alsodes	Grove Meadow Grass		SR	G4G5	S2
Poa paludigena	Bog Bluegrass		WL	G3	S3
Potamogeton epihydrus	Nuttall Pondweed		SE	G5	S1
Potamogeton friesii	Fries' Pondweed		ST	G5	S1
Potamogeton praelongus	White-stem Pondweed		ST	G5	S1
Potamogeton pusillus	Slender Pondweed		WL	G5	S2
Potamogeton richardsonii	Redheadgrass		SR	G5	S2
Potamogeton robbinsii	Flatleaf Pondweed		SR	G5	S2
Pyrola americana	American Wintergreen		SR	G5	S2
Pyrola asarifolia	Pink Wintergreen		SE	G5	S1
Rhynchospora macrostachya	Tall Beaked-rush		SR	G4	S2
Rhynchospora scirpoides	Long-beaked Baldrush		ST	G4	S2
Salix serissima	Autumn Willow		ST	G5	S2
Scirpus subterminalis	Water Bulrush		SR	G5	S2
Sorbus decora	Northern Mountain-ash		SX	G5	SX
Spiranthes lucida	Shining Ladies'-tresses		SR	G4	S2
Spiranthes magnicamporum	Great Plains Ladies'-tresses		SE	G3G4	S1
Spiranthes romanzoffiana	Hooded Ladies'-tresses		ST	G5	S1
Symphyotrichum boreale	Rushlike Aster		SR	G5	S2
Symphyotrichum sericeum	Western Silvery Aster		SR	G5	S2
Tofieldia glutinosa	False Asphodel		SR	G5	S2
Triglochin palustris	Marsh Arrow-grass		SR	G5	S2
Utricularia cornuta	Horned Bladderwort		ST	G5	S2
Utricularia minor	Lesser Bladderwort		ST	G5	S1
Utricularia purpurea	Purple Bladderwort		SR	G5	S2
Utricularia resupinata	Northeastern Bladderwort		SE	G4	S1
Vaccinium oxycoccos	Small Cranberry		ST	G5	S2
Viburnum cassinoides	Northern Wild-raisin		SE	G5T5	S1
Viburnum opulus var. americanum	Highbush-cranberry		SE	G5T5	S1
Zannichellia palustris	Horned Pondweed		SR	G5	S2
Zigadenus elegans var. glaucus	White Camas		SR	G5T4T5	S2

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Indiana County Endangered, Threatened and Rare Species List

County: Steuben

Species Name	Common Name	FED	STATE	GRANK	SRANK
High Quality Natural Community					
Forest - upland dry Northern Lakes	Northern Lakes Dry Upland Forest			GNR	S1
Forest - upland dry-mesic Northern Lakes	Northern Lakes Dry-mesic Upland Forest			GNR	S1
Forest - upland mesic Northern Lakes	Northern Lakes Mesic Upland Forest			GNR	S1
Lake - lake	Lake		SG	GNR	S2
Wetland - beach marl	Marl Beach		SG	G3	S2
Wetland - bog acid	Acid Bog		SG	G3	S2
Wetland - bog circumneutral	Circumneutral Bog		SG	G3	S3
Wetland - fen	Fen		SG	G3	S3
Wetland - fen forested	Forested Fen		SG	G3	S1
Wetland - flat muck	Muck Flat		SG	G2	S2
Wetland - marsh	Marsh		SG	GU	S4
Wetland - meadow sedge	Sedge Meadow		SG	G3?	S1
Wetland - swamp forest	Forested Swamp		SG	G2?	S2
Wetland - swamp shrub	Shrub Swamp		SG	GU	S2

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Appendix F: Water Resources and Ecological Information **F**

Aaron Koehlinger 2/25/2020

WETLAND DELINEATION AND WATERS REPORT

SR 827 ROADWAY IMPROVEMENT PROJECT
DES. NO. 1601102
FREMONT, STEUBEN COUNTY, INDIANA
41.723352/-84.933602



Prepared for:

INDIANA DEPARTMENT OF TRANSPORTATION
FORT WAYNE DISTRICT
5333 HATFIELD ROAD
FORT WAYNE, INDIANA 46808

Prepared by:

AMERICAN STRUCTUREPOINT, INC.
9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, INDIANA 46240
(317) 547-5580

Note: To reduce file size, duplicate mapping and routine wetland data sheets have been removed.

FEBRUARY 11, 2020

1.0 Introduction

American Structurepoint, Inc. was contracted by the Indiana Department of Transportation (INDOT) Fort Wayne District to perform a wetland delineation and waters investigation for the proposed State Road (SR) 827 Roadway Improvements project (Des. No. 1601102) in Fremont, Fremont Township, Steuben County, Indiana. The investigated area encompasses approximately 33.4 acres and is located on SR 827, beginning approximately 1 mile south of SR 120 and extending north just past the intersection of SR 827 and SR 120, a distance of approximately 1.02 miles. The investigated area is located on the Angola East United States Geological Survey (USGS) Topographic Quadrangle in Sections 21 and 28, Township 38 North, and Range 14 East. The location and approximate boundaries of the study area can be seen in the attached maps and aerial photographs (Appendix C).

American Structurepoint staff visited the site on June 6, 2019 to conduct a wetland delineation and waters investigation. The proposed project is located in Land Resource Region (LRR) M, 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: Midwest Region* (U.S. Army Corps of Engineers, 2010).

Four wetlands (Wetland A through Wetland D) totaling 0.095 acre (1,099 linear feet), one open water feature (Pond 1) totaling 0.2 acre, and one stream (UNT 1 to Marsh Lake) totaling 274 linear feet (0.01 acre) were identified within the investigated area. The delineated wetlands, open water feature, and stream appear to have a hydrologic connection to Crooked Creek, a Traditional Navigable Waterway (TNW). The wetlands, stream, and open water feature are anticipated to be considered jurisdictional waters of the U.S.

2.0 Site Characterization – Records Review

2.1 USGS Topographic Mapping

The investigated area is located on the Angola East United States Geological Survey (USGS) Topographic Quadrangle in Sections 21 and 28, Township 38 North, and Range 14 East. SR 827 runs through the center of the investigated area. The investigated area is depicted as cleared land. Railroad tracks cross through the center of the investigated area perpendicularly. The northern portion is depicted as urban and the Old Cemetery is mapped north of the railroad tracks near the center of the project. A pond is depicted north of the railroad tracks within the investigated area. This pond was field verified during the June 6, 2019 field investigation as Pond 1.

2.2 National Wetlands Inventory Mapping (NWI) Maps

The NWI Mapping was reviewed for the investigated are. One wetland, a Palustrine, Unconsolidated Bottom, Intermittently Exposed, Excavated (PUBGx), is mapped within the investigated at approximately the same location as depicted on the USGS mapping. This PUBGx was field verified to be present (Pond 1) during the June 6, 2019 field investigation.

2.3 County Soil Survey

The *1981 Steuben County Soil Survey* was reviewed to determine soil classification and drainage features within the study area. Soil types mapped within the investigated area include:

Soil Map Unit Summary		
Map Unit Name	**Map Unit Symbol**	**SSURGO Hydric Rating by Map Unit**
Blount silt loam, 0 to 2 percent slopes	BnA	5
Glynwood silt loam, 2 to 6 percent slopes	GnB	4
Morley silt loam, 6 to 12 percent slopes, eroded	MoC2	3
Rawson loam, 2 to 6 percent slopes	RaB	3
Udorthents, loamy	Ud	0

The *1981 Steuben County Soil Survey* does not depict any drainage features within the investigated area. A sandy spot (five-dot symbol) is depicted in the southeast quadrant of SR 827 and Swager.

2.4 Aerial Photography

Aerial photography from 2005 and 2012 (IndianaMap) was reviewed for the investigated area. The 2005 and 2012 aerial photography depict the area as primarily cleared land. Railroad tracks bisect the investigated area perpendicularly. The northern portion of the project area is urban and a cemetery is visible on the east side of SR 827, south of Hardy Street and north of the railroad tracks. A pond is visible within the investigated area along the west side of SR 827, north of the intersection of SR 827 and Broad Street in the same area as depicted on the USGS and NWI mapping. Pond 1 was delineated in this area. A dark linear feature is visible running along the east side of SR 827, just north and south of McSwain Drive. Wetland A and Wetland B were delineated in this location. A dark linear feature is visible in the southeast quadrant of the Swager Drive and SR 827 intersection. UNT 1 to Marsh Lake was delineated in this location.

On the 2005 aerial imagery, a dark linear feature is visible on the west side of SR 827, just south of McSwain Drive. Wetland C was delineated in this area. The 2005 and 2012 Indiana Map Aerial depicts the investigated area as it was observed during the June 6, 2019 site visit.

2.5 Floodways and Floodplains

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Mapping (FIRM) was reviewed for the investigated area. No mapped floodplains are located within the investigated area. The closest mapped floodplain, associated with Eaton Lake, is mapped approximately 0.28 mile south of the investigated area.

2.6 Legal Drain

The Steuben County Surveyor's Office was contacted on August 2, 2019 by American Structurepoint, Inc. staff. In a response on August 5, 2019, the Steuben County Surveyor indicated that one legal drain, Earl Hall Drain exists within the investigated area limits. According to the Steuben County Surveyor's GIS website (https://beacon.schneidercorp.com/?site=SteubenCountyIN), the Earl Hall drain is mapped as a tile drain running perpendicularly beneath McSwain Drive and underneath SR 827 to an Un-named Tributary (UNT) to Eaton Lake (See Appendix C). During the June 6, 2019 field investigation, an inlet to the tile drain was observed just south of McSwain Drive (See Photo 60 in Appendix D) at the northern tip of Wetland A.

2.7 12-Digit Hydrologic Unit Code

The USGS 12-Digit Hydrologic Code (HUC) mapping was reviewed for the project. The investigated area is located entirely within the limits of the Snow Lake 12 Digit HUC (040500010801).

3.0 Field Reconnaissance

The SR 827 Roadway Improvement Project was examined for the presence of wetlands and waters of the U.S. on the site on June 6, 2019. 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. Four wetlands (Wetland A through Wetland D) totaling 0.095 acre (1,099 linear feet), one open water feature (Pond 1) totaling 0.2 acre, and one stream (UNT 1 to Marsh Lake) totaling 274 linear feet (0.01 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 appendices.

3.1 Wetlands

3.1.1 Wetland A

Wetland A is an emergent wetland located along the east side of SR 827, approximately 0.02 mile north of McSwain Drive. This wetland is located both north and south of McSwain drive and is connected via a culvert. Wetland A appears to be associated with the roadway surface drainage system and the Earl Hall Legal Drain, is constructed within mapped non-hydric soils, and exhibits dominant hydrophytic vegetation confined to the ditchline.

Wetland A appears to drain west through the Earl Hall legal drain to a UNT to Eaton Lake, which drains to Eaton Lake, which drains to a UNT to Marsh Lake, which drains to Marsh Lake, which drains to Follette Creek,

which drains to Little Otter Lake, which drains to Big Otter Lake, which drains to Follette Creek, which drains to Snow Lake, which drains to Lake James, which drains to Jimmerson Lake, which drains to Crooked Creek, a TNW. Therefore, it is anticipated Wetland A would be considered a jurisdictional waters of the U.S.

The dominant vegetation consisted of *Agrostis stolonifera* and *Poa pratensis* within the herbaceous stratum. Hydric soil indicators included Depleted Matrix (F3). Hydrologic indicators included Surface Water (A1) present at 0.5 inches, High Water Table (A2) present at the surface, Saturation (A3) present at the surface, Saturation Visible on Aerial Imagery (C9), Geomorphic Position (D2), and FAC-Neutral Test (D5). Wetland A would be considered Palustrine, Emergent, Seasonally Flooded/Saturated (PEME) under the Cowardin Classification System. Wetland A was delineated at 0.02 acre (166 linear feet) wholly within the investigated area. Because Wetland A derives water from roadway runoff, Wetland A is considered poor quality. A continuous defined bed and bank or ordinary highwater mark was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 1 included in Appendix B. DP 2 included in Appendix A is representative of the upland areas surrounding Wetland A. DP 2 did possess hydric soil but lacked the hydrology and hydrophytic vegetation to be determined a wetland.

3.1.2 Wetland B

Wetland B is an emergent wetland located on the east side of SR 827, approximately 0.06 mile south of McSwain Drive. Wetland B appears to be associated with the roadway surface drainage system, is constructed within mapped non-hydric soils, and exhibits dominant hydrophytic vegetation confined to the ditchline.

Wetland B appears to drain north through Wetland A, which drains west through the Earl Hall legal drain to a UNT to Eaton Lake, which as explained above eventually drains drains to Crooked Creek, a TNW. Therefore, it is anticipated Wetland B would be considered a jurisdictional waters of the U.S.

The dominant vegetation consisted of *Carex molesta* and *Poa pratensis* within the herbaceous stratum. Hydric soil indicators included Depleted Matrix (F3). Hydrologic indicators included High Water Table (A2) present at 6 inches, Saturation (A3) present at the surface, Saturation Visible on Aerial Imagery (C9), and Geomorphic Position (D2). Wetland B would be considered PEME under the Cowardin Classification System. Wetland B was delineated at 0.05 acre (823 linear feet) within the investigated area and extends southeast beyond the investigated area. Because Wetland B derives water from roadway runoff, Wetland B is considered poor quality. A continuous defined bed and bank or ordinary highwater mark was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 3 included in Appendix B. DP 4 included in Appendix B is representative of the upland areas surrounding Wetland B. DP 6 did possess hydric soil but lacked the hydrology and hydrophytic vegetation to be determined a wetland.

3.1.3 Wetland C

Wetland C is an emergent wetland located along the west side of SR 827, approximately 0.16 mile south of McSwain Drive. Wetland C appears to be associated with the roadway surface drainage system, is constructed within mapped non-hydric soils, and exhibits dominant hydrophytic vegetation confined to the ditchline.

Wetland C appears to drain west to a UNT to Eaton Lake, which as explained above eventually drains to Crooked Creek, a TNW. Therefore, it is anticipated Wetland C would be considered a jurisdictional waters of the U.S.

The dominant vegetation consisted of *Scirpus pendulus* and *Equisetum arvense* within the herbaceous stratum. Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Hydrologic indicators included Surface Water (A1) present at 0.25 inches, High Water Table (A2) present at the surface, Saturation (A3) present at the surface, Water-Stained Leaves (B9), Saturation Visible on Aerial Imagery (C9), Geomorphic Position (D2), and FAC-Neutral Test (D5). Wetland C would be considered PEME under the Cowardin Classification System. Wetland C was delineated at 0.005 acre (110 linear feet) wholly within the investigated area. Because Wetland C derives water from roadway runoff, Wetland C is considered poor quality. A continuous defined bed and bank or ordinary highwater mark was not observed during the site reconnaissance. For reference to field data collected for this wetland see DP 5 included in Appendix B. DP 6 included in Appendix B is representative of the upland areas surrounding Wetland C. DP 6 did possess hydric soil and hydrophytic vegetation but lacked the hydrology to be determined a wetland.

3.1.4 Wetland D

Wetland D is an emergent wetland located on the west side of SR 827, approximately 0.04 mile south of McSwain Drive. The wetland is confined to a depressional area within a floodplain. Wetland D appears to receive roadway surface drainage and is within mapped non-hydric soils.

Wetland D appears to drain west to a UNT to Eaton Lake, which as explained above eventually drains to Crooked Creek, a TNW. Therefore, it is anticipated Wetland D would be considered a jurisdictional waters of the U.S.

The dominant vegetation consisted of *Typha angustifolia* and *Barbarea vulgaris* within the herbaceous stratum. Hydric soil indicators included Depleted Below Dark Surface (A11) and Depleted Matrix (F3). Hydrologic indicators included High Water Table (A2) present at 4 inches, Saturation (A3) present at the surface, Water-Stained Leaves (B9), Geomorphic Position (D2), and FAC-Neutral Test (D5). Wetland D would be considered PEME under the Cowardin Classification System. Wetland D was delineated at 0.02 acre within the investigated area and extends west beyond the investigated area. Because Wetland D derives water from roadway runoff and contains prevalent invasive vegetation (*Typha angustifolia*), Wetland D is considered poor quality. For reference to field data collected for this wetland see DP 7 included in Appendix B. DP 8 included in Appendix B is representative of the upland areas surrounding Wetland D. DP 8 did possess hydric soil but lacked the hydrology and hydrophytic vegetation to be determined a wetland.

3.2 Drainage Features, Streams, and Other Potential "Waters of the U.S."

3.2.1 UNT 1 to Marsh Lake

An un-named tributary to Marsh Lake was identified within the investigated area (UNT 1 to Marsh Lake). UNT 1 to Marsh Lake is located in the southeast quadrant of the intersection of SR 827 and Swager Road, beginning approximately 0.7 mile east of SR 827 and 0.02 mile south of Swager Road. The stream flows southeast for 274 linear feet before exiting the investigated area. The stream is not a county legal drain and is not depicted on the USGS topographic mapping or the 1981 Steuben County Soil Survey. UNT 1 appears to drain southeast to a series of ponds, which drain west to a UNT to Marsh Lake, which drains to Marsh Lake, which drains to Follette Creek, which drains to Little Otter Lake, which drains to Big Otter Lake, which drains to Follette Creek, which drains to Snow Lake, which drains to Lake James, which drains to Jimmerson Lake, which drains to Crooked Creek, a TNW. Therefore, it is anticipated UNT 1 to Marsh Lake would be considered a jurisdictional waters of the U.S.

The flow regime of UNT 1 appears to be ephemeral. The stream was not visibly flowing during the June 6, 2019 site visit. The stream is highly-channelized with some in-stream cover. Non-hydrophytic vegetation, predominantly smooth brome (*Bromis inermis*) and Canada thistle (*Cirsium arvense*) were observed growing within the channel. The dominant substrate was silt. The ordinary high water mark (OHWM) and top of bank at the assessment location was 1.8-feet wide by 0.3-feet deep. UNT 1 to Marsh Lake would be classified as a Non-Relatively Permanent Water (Non-RPW), Riverine, Unconsolidated Bottom, Mud (RUB3) habitat using the Cowardin Classification System. The Cowardin Classification System does not include a subsystem for ephemeral flow regimes.

3.2.2 Pond 1

Pond 1 is located on the west side of SR 827, approximately 0.1 mile north of the intersection of SR 827 and Broad Street. Pond 1 appears to be man-made and appears to be associated with the roadway surface drainage system and is within mapped non-hydric soils. Pond 1 is mapped as a PUBGx wetland on the NWI inventory and is mapped on the USGS Topographic map. Pond 1 would be considered a PUBGx wetland under the Cowardin Classification System.

Pond 1 appears to drain west to a UNT to Marsh Lake, which drains to Marsh Lake, which drains to Follette Creek, which drains to Little Otter Lake, which drains to Big Otter Lake, which drains to Follette Creek, which drains to Snow Lake, which drains to Lake James, which drains to Jimmerson Lake, which drains to Crooked Creek, a TNW. Therefore, it is anticipated Pond 1 would be considered a jurisdictional waters of the U.S.

4.0 Conclusions

Four wetlands (Wetland A through Wetland D) totaling 0.095 acre (1,099 linear feet) one open water feature (Pond 1) totaling 0.2 acre, and one stream (UNT 1 to Marsh Lake) totaling 274 linear feet (0.01 acre) were identified within the investigated area. The delineated wetlands, open water feature, and stream appear to have a hydrologic connection to Crooked Creek, a Traditional Navigable Waterway (TNW). The wetlands, stream, and open water feature are anticipated to be considered jurisdictional waters of the U.S.

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.

5.0 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.

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Table 1 – Data Points Summary

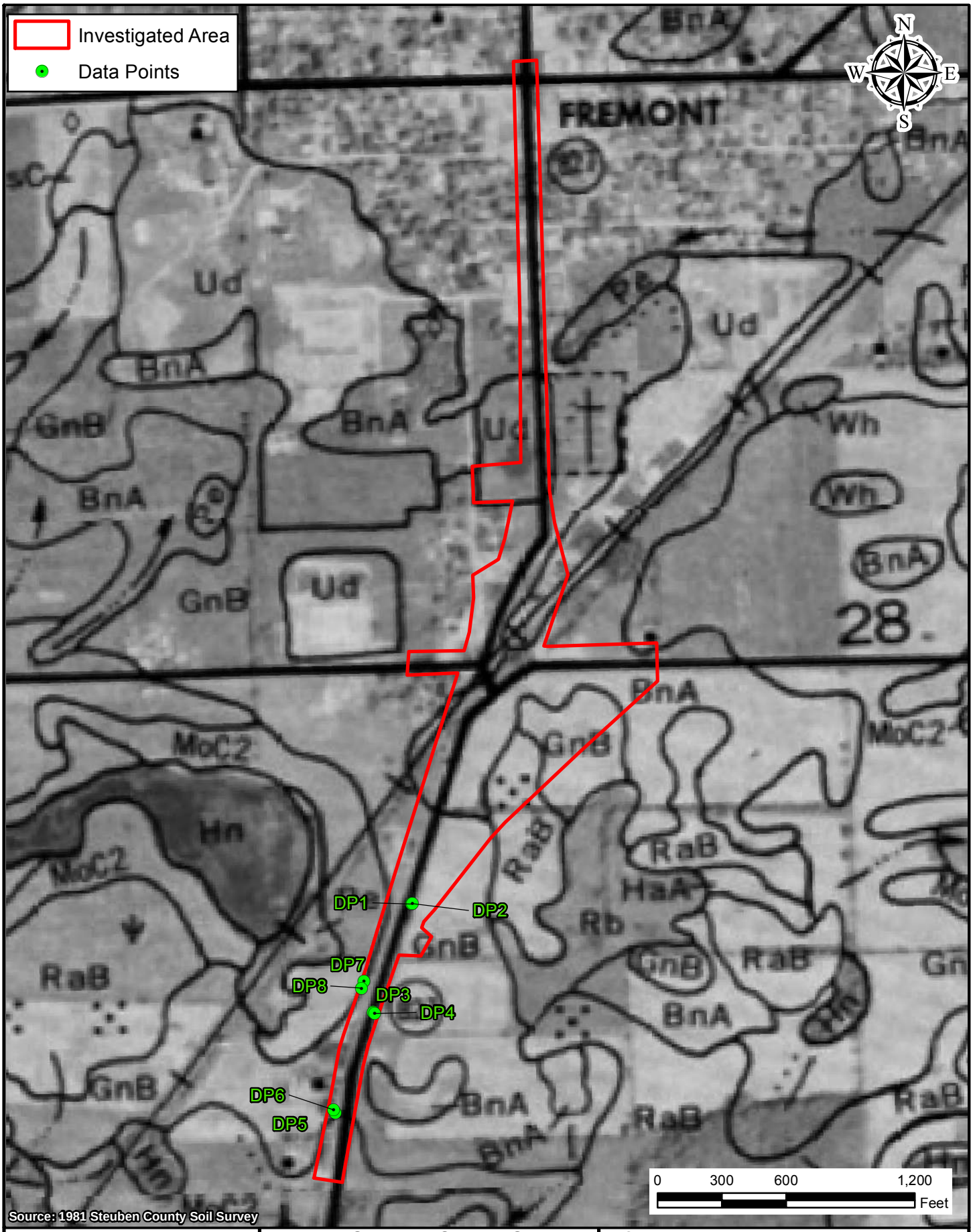
Data Points Summary							
Data Point	**Photos**	**Lat/ Long**	**Water Resource**	**Hydrophytic Vegetation**	**Hydric Soils**	**Wetland Hydrology**	**Within a Wetland**
1	53-55	41.720278/ -84.935134	Wetland A	Yes	Yes	Yes	Yes
2	56-58	41.720278/ -84.935121	Upland of Wetland A	No	Yes	No	No
3	64-66	41.718896/ -84.935837	Wetland B	Yes	Yes	Yes	Yes
4	67-69	41.718884/ -84.935808	Upland of Wetland B	No	Yes	No	No
5	74-76	41.717626/ -84.936525	Wetland C	Yes	Yes	Yes	Yes
6	77-79	41.717629/ -84.936552	Upland of Wetland C	Yes	Yes	No	No
7	83-85	41.719303/ -84.935983	Wetland D	Yes	Yes	Yes	Yes
8	86-88	41.719216/ -84.936021	Upland of Wetland D	No	Yes	No	No

Table 2 – Aquatic Resources Summary

Aquatic Resources Summary: Wetlands							
Delineated Resource	Photos	Lat/ Long	Type	Quality	Likely Jurisdiction	Total Acreage	
						Acres	Linear Feet
Wetland A	52-55, 59-61	41.720278/ -84.935134	PEME	Poor	Water of the U.S.	0.02	166
Wetland B	64-66, 70-71	41.718896/ -84.935837	PEME	Poor	Water of the U.S.	0.05	823
Wetland C	73-76	41.717626/ -84.936525	PEME	Poor	Water of the U.S.	0.005	110
Wetland D	83-85	41.719303/ -84.935983	PEME	Poor	Water of the U.S.	0.02	N/A
Total						**0.095**	**1,099**

Aquatic Resources Summary: Open Water				
Delineated Resource	Photos	Lat/ Long	Likely Jurisdiction	Total Acres
Pond 1	10-13	41.725701/ -84.933038	Water of the U.S.	0.2
Total				**0.2**

Aquatic Resources Summary: Streams											
Delineated Resource	Photos	Lat/ Long	USGS Blue Line & Type	OHWM Width	OHWM Depth	Quality	Riffle/Pool Presence	Substrate	Likely Jurisdiction	Total Linear Feet	Total Acres
UNT 1 to Marsh Lake	43-44	41.722794/ -84.932126	N/A	1.8	0.3	Poor	No	Silt	Water of the U.S.	274	0.01
Total										**274**	**0.01**



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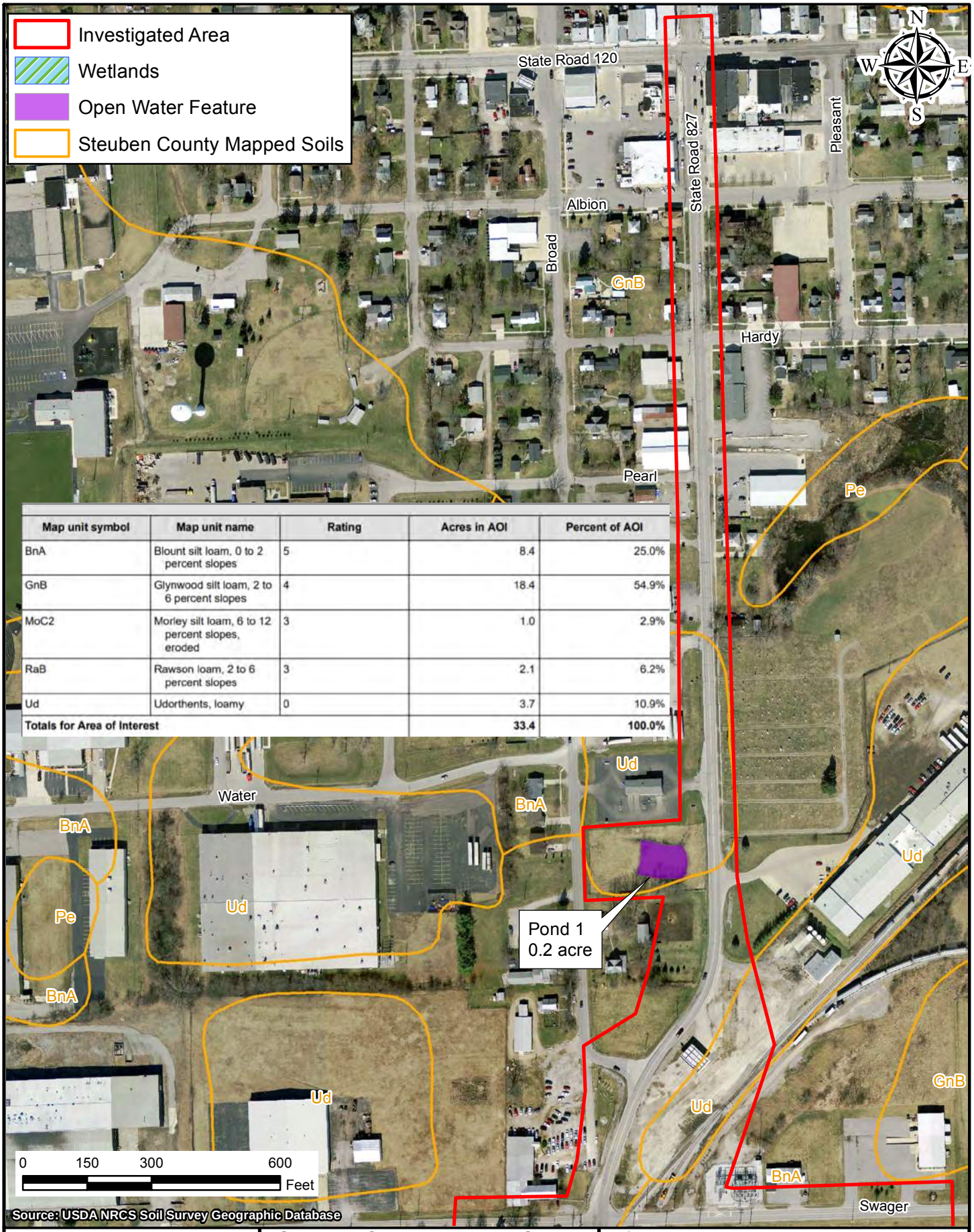
1981 Steuben County Soil Survey Map

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Roadway Improvement Project
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 11/14/2019



Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BnA	Blount silt loam, 0 to 2 percent slopes	5	8.4	25.0%
GnB	Glynwood silt loam, 2 to 6 percent slopes	4	18.4	54.9%
MoC2	Morley silt loam, 6 to 12 percent slopes, eroded	3	1.0	2.9%
RaB	Rawson loam, 2 to 6 percent slopes	3	2.1	6.2%
Ud	Udorthents, loamy	0	3.7	10.9%
Totals for Area of Interest			**33.4**	**100.0%**

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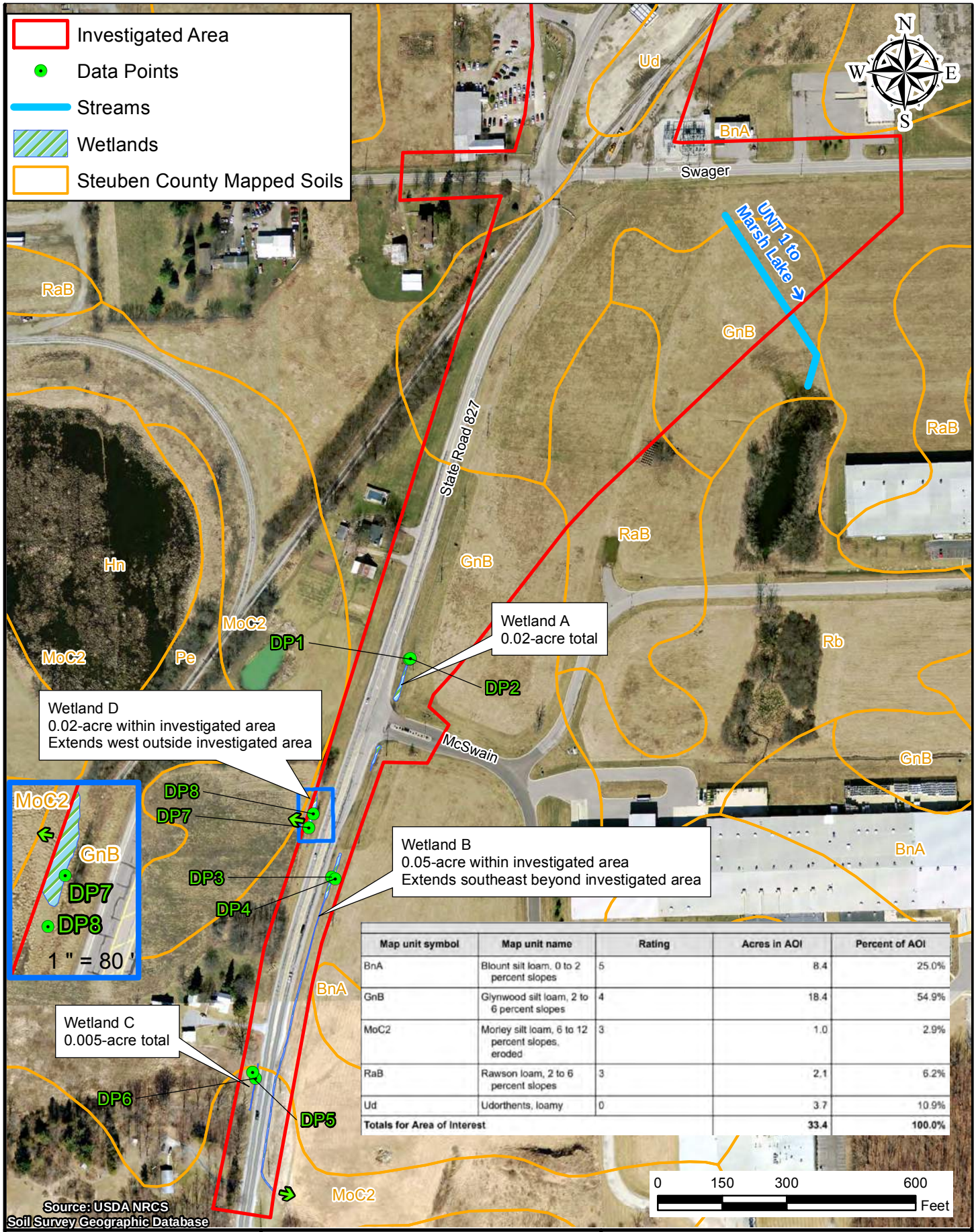
Steuben County Mapped Soils-
SSURGO (1 of 2)

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Roadway Improvement Project
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 01/10/2020



Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BnA	Blount silt loam, 0 to 2 percent slopes	5	8.4	25.0%
GnB	Glynwood silt loam, 2 to 6 percent slopes	4	18.4	54.9%
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Ud	Udorthents, loamy	0	3.7	10.9%
Totals for Area of Interest			**33.4**	**100.0%**

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Steuben County Mapped Soils- SSURGO (2 of 2)

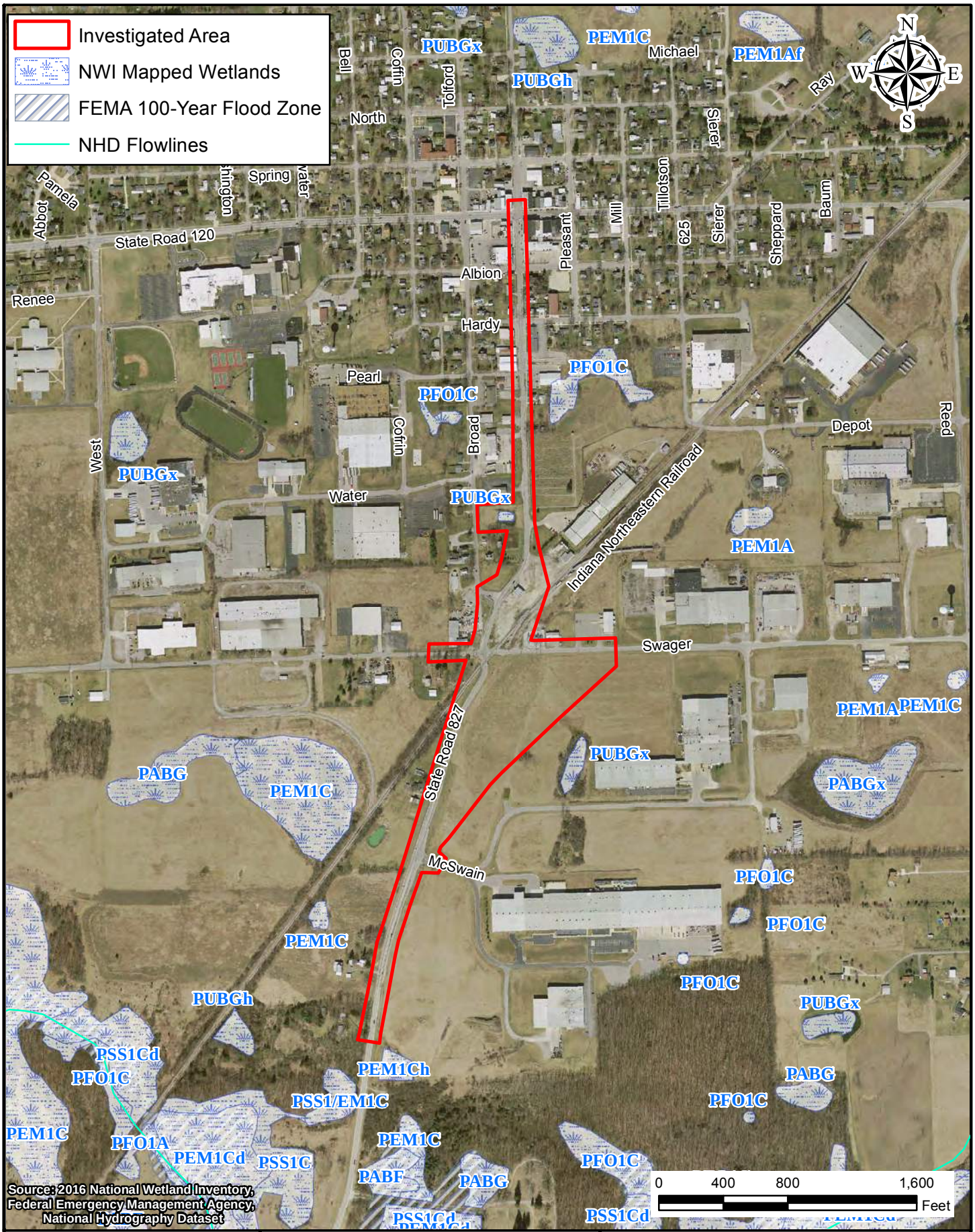
INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Roadway Improvement Project
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 02/07/2020

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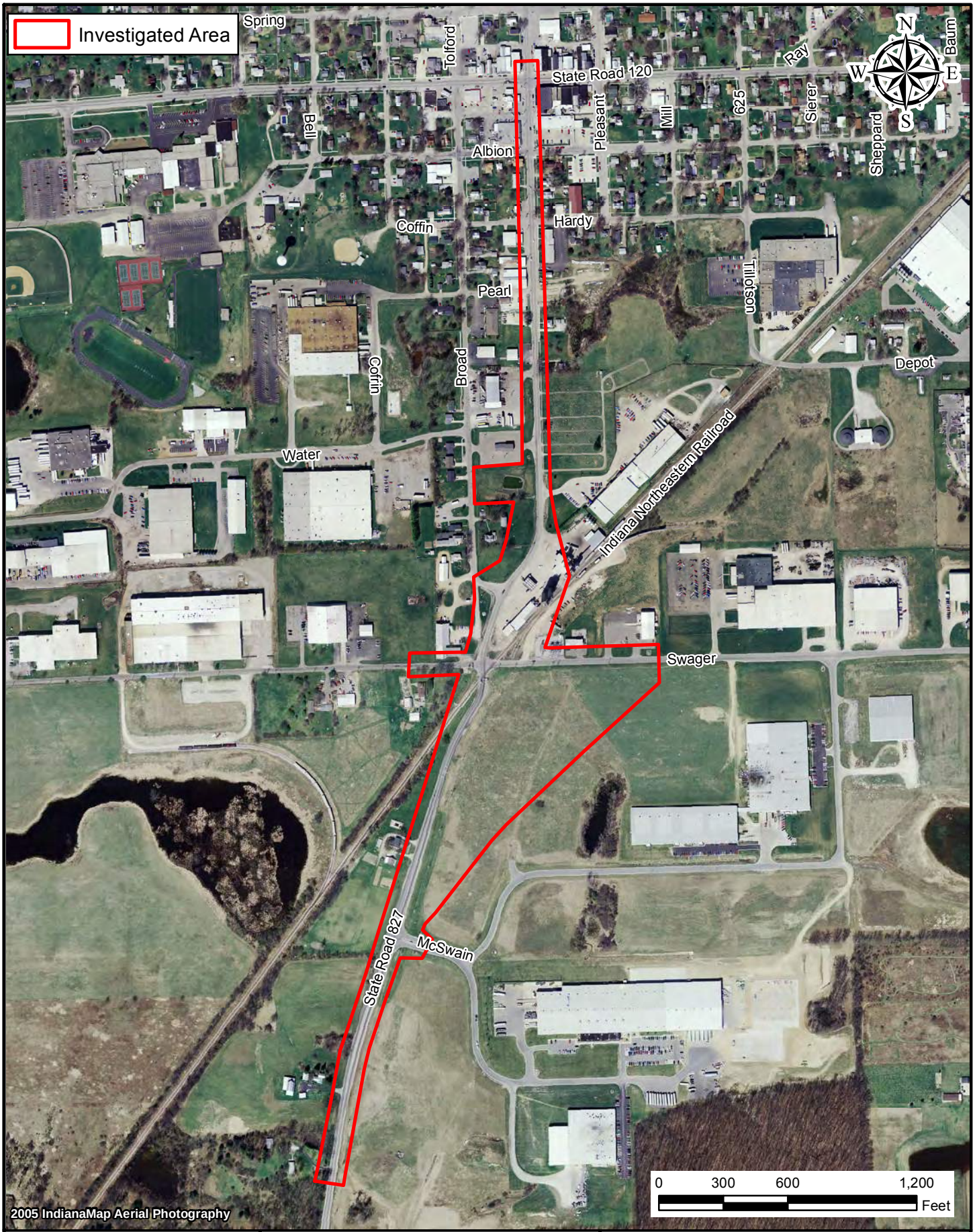
NWI Wetlands and FEMA 100-YR Floodplain Map

INDOT Fort Wayne
5333 Hatfield Road
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SR 827 Roadway Improvement Project
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 11/14/2019



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2005 Aerial Photography

INDOT Fort Wayne
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Fort Wayne, IN 46808

SR 827 Roadway Improvement Project
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 11/14/2019

Beacon™ Steuben County, IN

Earl Hall Legal Drain

SR 827 Roadway Improvement Project, Des. No 1601102



Overview



Legend

- Lakes
- Tiled Drains

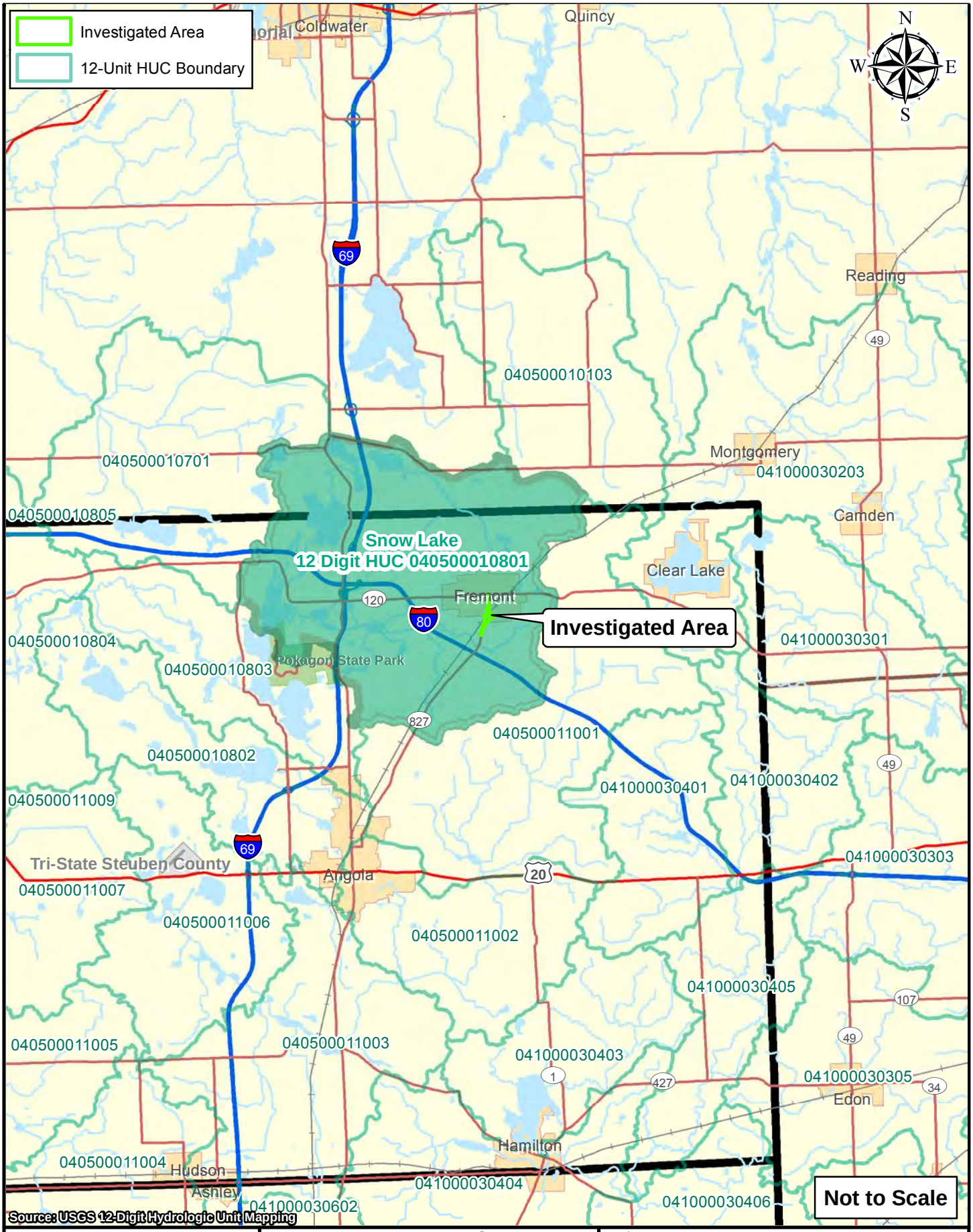
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- US
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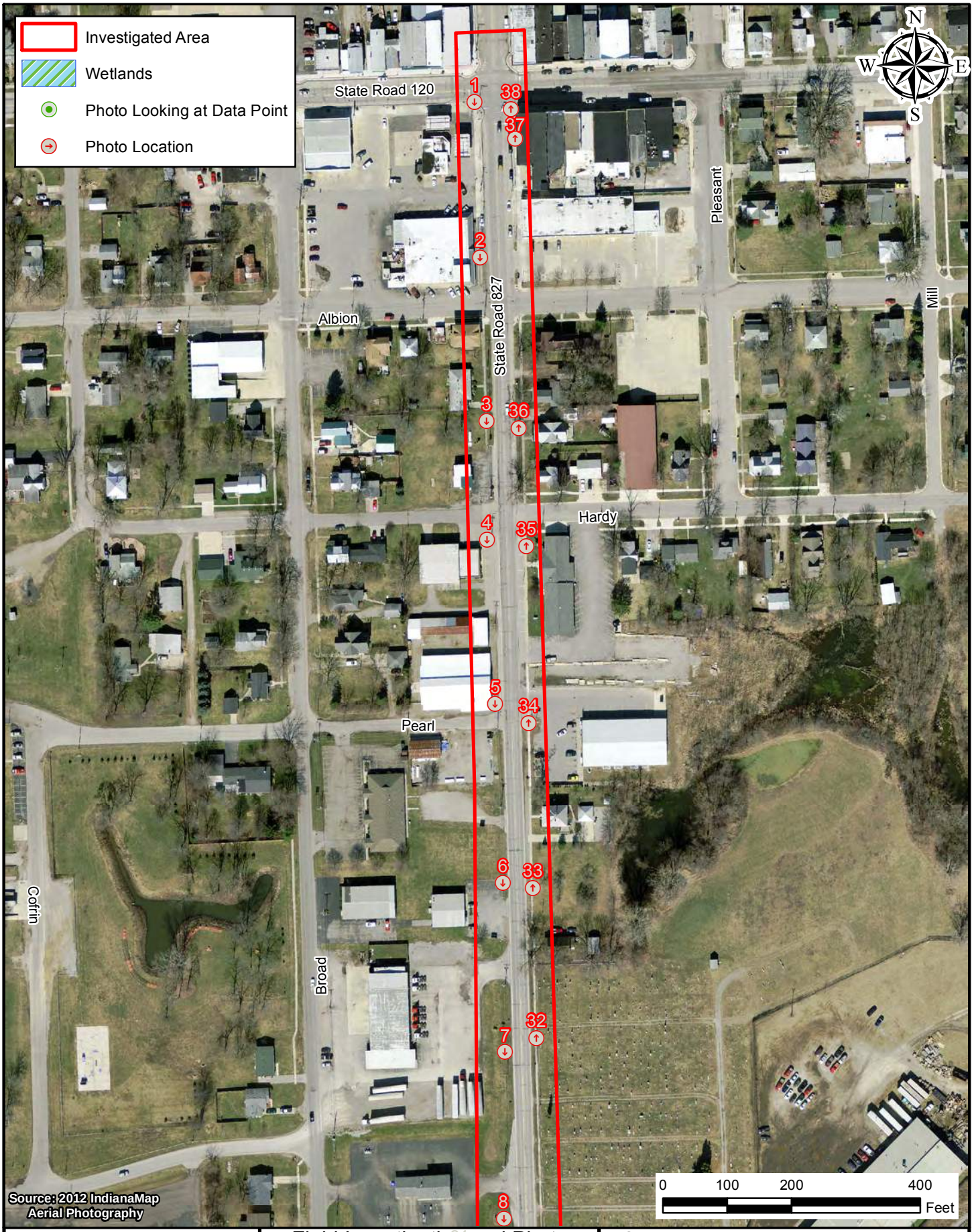
12-Digit HUC
Watershed Mapping

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Roadway Improvement Project
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 11/14/2019



Path: P:\2017\02101\D. Drawings\ArcView\SR 827 Pavement Replacment\Exhibits\Waters\2017.02101.SR827Pavement.EV.2019.7.16.fieldphoto1of3.LCP.mxd Date:1/10/2020 User:lperry

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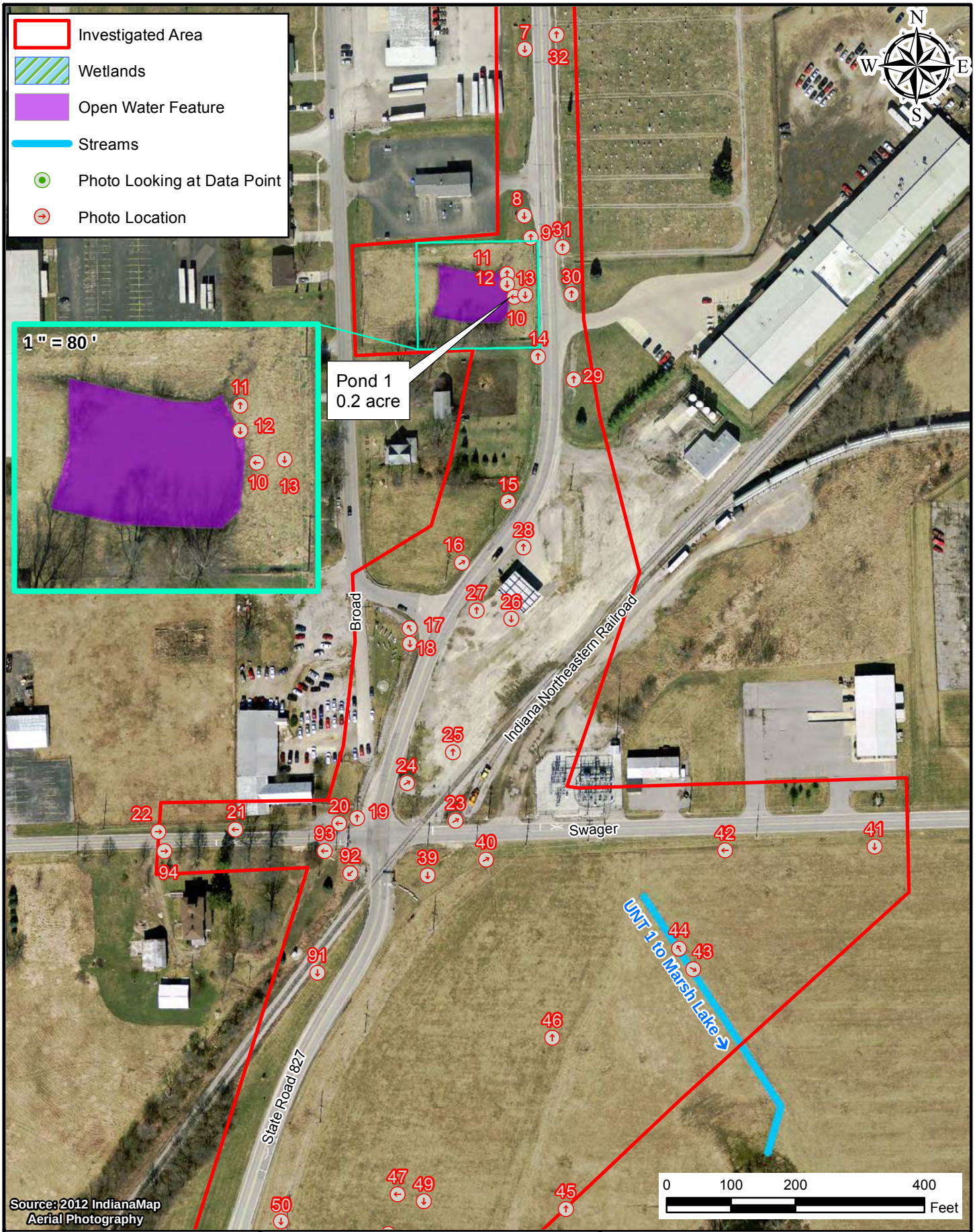
Field Investigation and Photo Location Map (1 of 3)

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Roadway Improvement Project
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 01/10/2020



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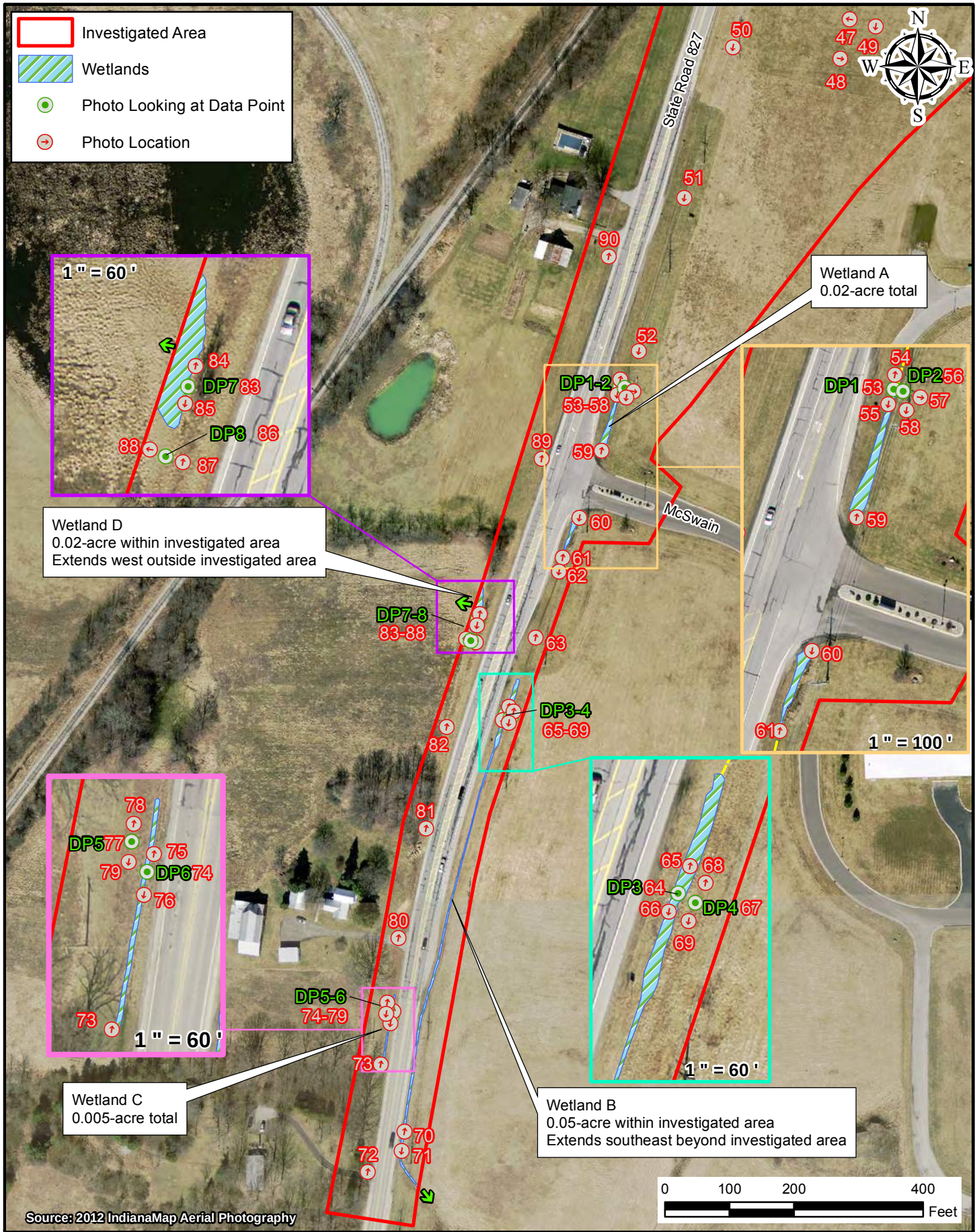
Field Investigation and Photo Location Map (2 of 3)

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Roadway Improvement Project
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 02/07/2020



Path: P:\2017\02101\D. Drawings\ArcView\SR 827 Pavement Replacment\Exhibits\Waters\2017.02101.SR827Pavement.EV.2019.7.16.fieldphoto3of3.LCP.mxd Date:1/10/2020 User:lperry

AMERICAN STRUCTUREPOINT INC.

Field Investigation and Photo Location Map (3 of 3)

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Roadway Improvement Project
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 01/10/2020

SR 827 Roadway Improvement Project
Des. No. 1601102
Fremont, Steuben County, Indiana
June 6, 2019



Photo 1. Looking south along investigated area located on the west side of SR 827 from SR 120.



Photo 2. Looking south along investigated area located on the west side of SR 827, from just north of Albion street.



Photo 3. Looking south along investigated area located on the west side of SR 827 from approximately 0.2 mile north of Hardy Street.



Photo 4. Looking south along investigated area located on the west side of SR 827 from just south of Hardy Street.



Photo 5. Looking south along investigated area located on the west side of SR 827 from just north of Pearl Street.



Photo 6. Looking south along investigated area located on the west side of SR 827 from approximately 0.05 mile south of Pearl Street.



Photo 7. Looking south along investigated area located on the west side of SR 827 from approximately 0.1 mile south of Pearl Street.



Photo 8. Looking south along investigated area located on the west side of SR 827 from approximately 0.1 mile north of Broad Street.



Photo 9. Looking north along investigated area located on the west side of SR 827 from approximately 0.1 mile south of Pearl Street.



Photo 10. Looking west across Pond 1 located along the west side of SR 827, approximately 0.1 mile north of Broad Street.



Photo 11. Looking north along Pond 1



Photo 12. Looking south along Pond 1 located along the west side of SR 827, approximately 0.1 mile north of the intersection of SR 827 and Broad Street.



Photo 13. Looking south along Pond 1, located along the west side of SR 827, approximately 0.1 mile north of the Broad Street.



Photo 14. Looking north along investigated area located on the west side of SR 827, approximately 0.07 mile north of the Broad Street.



Photo 15. Looking northeast along investigated area located on the west side of SR 827 from approximately 0.04 mile north of the Broad Street.



Photo 16. Looking northeast along investigated area located on the west side of SR 827 from approximately 0.01 mile north of the Broad Street.



Photo 17. Looking northwest along investigated area located on the west side of SR 827 from just south of Broad Street.



Photo 18. Looking south along investigated area located on the west side of SR 827 from just south of Broad Street.



Photo 19. Looking north along investigated area located on the west side of SR 827 from just north of Swager Drive.



Photo 20. Looking west along investigated area located in the northwest quadrant of the intersection of SR 827 and Swager Drive.



Photo 21. Looking west along investigated area located on the north side of Swager Drive, approximately 0.04 miles west of SR 827.



Photo 22. Looking east along investigated area located on the north side of Swager Drive, approximately 0.06 miles west of SR 827.



Photo 23. Looking northeast along investigated area and Indiana Northeastern Railroad tracks located in the northeast quadrant of the intersection of SR 827 and Swager Drive.



Photo 24. Looking northeast along investigated area located in the northeast quadrant of the intersection of SR 827 and Swager Drive.



Photo 25. Looking north along investigated area located in the northeast quadrant of the intersection of SR 827 and Swager Drive.



Photo 26. Looking south along investigated area located on the east side of SR 827, just north of Broad Street.



Photo 27. Looking north along investigated area located on the east side of SR 827, just north of Broad Street.



Photo 28. Looking north along investigated area located on the east side of SR 827, approximately 0.03 mile north of Broad Street.



Photo 29. Looking north along investigated area located on the east side of SR 827, approximately 0.06 mile north of Broad Street.



Photo 30. Looking north along investigated area located on the east side of SR 827, approximately 0.09 mile north of Broad Street.



Photo 31. Looking north along investigated area located on the east side of SR 827, approximately 0.1 mile north of Broad Street.



Photo 32. Looking north along investigated area located on the east side of SR 827, approximately 0.09 mile south of Pearl Street.



Photo 33. Looking north along investigated area located on the east side of SR 827, approximately 0.05 mile south of Pearl Street.



Photo 34. Looking north along investigated area located on the east side of SR 827, from just south of Pearl Street.



Photo 35. Looking north along investigated area located on the east side of SR 827, just south of Hardy Street.



Photo 36. Looking north along investigated area located on the east side of SR 827, approximately 0.02 mile south of Hardy Street.



Photo 37. Looking north along investigated area located on the east side of SR 827, just south of SR 120.



Photo 38. Looking north at edge of investigated area located in the southeast quadrant of the intersection of SR 120 and SR 827.



Photo 39. Looking south along investigated area located in the southeastern quadrant of the intersection of SR 827 and Swager Drive.



Photo 40. Looking northeast along investigated area located on the south side of Swager Drive, just east of SR 827.



Photo 41. Looking south along investigated area located on the south side of Swager Drive, approximately 0.14 mile east of SR 827.



Photo 42. Looking west along investigated area located on the south side of Swager Drive, approximately 0.09 mile east of SR 827.



Photo 43. Looking southeast, downstream, UNT 1 to Marsh Lake and at surrounding vegetation dominated by smooth brome (*Bromis inermis*), located approximately 0.04 mile south of Swager Drive and 0.09 mile east of SR 827.



Photo 44. Looking northwest, upstream, UNT 1 to Marsh Lake along investigated area located approximately 0.04 mile south of Swager Drive and 0.09 mile east of SR 827.



Photo 45. Looking north along investigated area located at the edge of the investigated area, approximately 0.1 mile south of Swager Drive and 0.09 mile east of SR 827.



Photo 46. Looking north along investigated area located approximately 0.06 mile south of Swager Drive and 0.07 mile east of SR 827.



Photo 47. Looking west along investigated area located approximately 0.1 mile south of Swager Drive and 0.04 mile east of SR 827.



Photo 48. Looking east along investigated area located approximately 0.1 mile south of Swager Drive and 0.04 mile east of SR 827.



Photo 49. Looking south along investigated area located approximately 0.1 mile south of Swager Drive and 0.04 mile east of SR 827.



Photo 50. Looking south along investigated area located on the east side of SR827, approximately 0.13 mile north of McSwain Drive.



Photo 51. Looking south along investigated area located on the east side of SR827, approximately 0.08 mile north of McSwain Drive.



Photo 52. Looking south along investigated area towards Wetland A located on the east side of SR 827, approximately 0.04 mile north of McSwain Drive.



Photo 53. Looking at DP1 and the soil profile in Wetland A located on the west side of SR 827, approximately 0.02 mile north of McSwain Drive.



Photo 54. Looking north from DP1 at the edge of Wetland A and investigated area located on the west side of SR 827, approximately 0.02 mile north of McSwain Drive.



Photo 55. Looking south from DP1 along Wetland A located on the west side of SR 827, approximately 0.02 mile north of McSwain Drive.



Photo 56. Looking at DP2 and the soil profile in the upland area around Wetland A located on the west side of SR 827, approximately 0.02 mile north of McSwain Drive.



Photo 57. Looking east from DP2 at the upland area around Wetland A located on the west side of SR 827, approximately 0.02 mile north of McSwain Drive.



Photo 58. Looking south from DP2 at the upland area around Wetland A located on the west side of SR 827, approximately 0.02 mile north of McSwain Drive.



Photo 59. Looking north along Wetland A located on the west side of SR 827, just north of McSwain Drive.



Photo 60. Looking south along Wetland A located on the west side of SR 827, just south of McSwain Drive.



Photo 61. Looking north along Wetland A located on the west side of SR 827, approximately 0.02 mile south of McSwain Drive.



Photo 62. Looking south along investigated area located on the west side of SR 827, approximately 0.02 mile south of McSwain Drive.



Photo 63. Looking north along investigated area located on the west side of SR 827, approximately 0.04 mile south of McSwain Drive.



Photo 64. Looking at DP3 and the soil profile in Wetland B located on the east side of SR 827, approximately 0.06 mile south of McSwain Drive.



Photo 65. Looking north from DP3 along Wetland B located on the east side of SR 827, approximately 0.06 mile south of McSwain Drive.



Photo 66. Looking south from DP3 along Wetland B located on the east side of SR 827, approximately 0.06 mile south of McSwain Drive.



Photo 67. Looking at DP4 and the soil profile in the upland area around Wetland B located on the east side of SR 827, approximately 0.06 mile south of McSwain Drive.



Photo 68. Looking north from DP4 at the upland area around Wetland B located on the east side of SR 827, approximately 0.06 mile south of McSwain Drive.



Photo 69. Looking south from DP4 at the upland area around Wetland B located on the east side of SR 827, approximately 0.06 mile south of McSwain Drive.



Photo 70. Looking north along Wetland B located on the east side of SR 827, approximately 0.2 mile south of McSwain Drive.



Photo 71. Looking south along Wetland B located on the east side of SR 827, approximately 0.2 mile south of McSwain Drive.



Photo 72. Looking north along investigated area located on the west side of SR 827, approximately 0.2 mile south of McSwain Drive.



Photo 73. Looking north along Wetland C located on the west side of SR 827, approximately 0.18 mile south of McSwain Drive.



Photo 74. Looking at DP5 and the soil profile in Wetland C located on the west side of SR 827, approximately 0.16 mile south of McSwain Drive.



Photo 75. Looking north from DP5 along Wetland C located on the west side of SR 827, approximately 0.16 mile south of McSwain Drive.



Photo 76. Looking south from DP5 along Wetland C located on the west side of SR 827, approximately 0.16 mile south of McSwain Drive.



Photo 77. Looking at DP6 and the soil profile in the upland area around Wetland C located on the west side of SR 827, approximately 0.16 mile south of McSwain Drive.



Photo 78. Looking north from DP6 along the upland area around Wetland C located on the west side of SR 827, approximately 0.16 mile south of McSwain Drive.



Photo 79. Looking south from DP6 along the upland area around Wetland C located on the west side of SR 827, approximately 0.16 mile south of McSwain Drive.



Photo 80. Looking north along investigated area from driveway located on the west side of SR 827, approximately 0.14 mile south of McSwain Drive.



Photo 81. Looking north along investigated area located on the west side of SR 827, approximately 0.1 mile south of McSwain Drive.



Photo 82. Looking north along investigated area located on the west side of SR 827, approximately 0.07 mile south of McSwain Drive.



Photo 83. Looking at DP7 and the soil profile in Wetland D located on the west side of SR 827, approximately 0.04 mile south of McSwain Drive.



Photo 84. Looking north from DP7 along Wetland D located on the west side of SR 827, approximately 0.04 mile south of McSwain Drive.



Photo 85. Looking south from DP7 along Wetland D located on the west side of SR 827, approximately 0.04 mile south of McSwain Drive.



Photo 86. Looking at DP8 and the soil profile in the upland area around Wetland D located on the west side of SR 827, approximately 0.04 mile south of McSwain Drive.



Photo 87. Looking north from DP8 at the upland area around Wetland D located on the west side of SR 827, approximately 0.04 mile south of McSwain Drive.



Photo 88. Looking west from DP8 at the upland area around Wetland D located on the west side of SR 827, approximately 0.04 mile south of McSwain Drive.



Photo 89. Looking north along investigated area located on the west side of SR 827, just north of McSwain Drive.



Photo 90. Looking north along investigated area located on the west side of SR 827, approximately 0.06 mile north of McSwain Drive.



Photo 91. Looking south along investigated area located on the west side of SR 827, approximately 0.04 mile south of Swager Drive



Photo 92. Looking southwest along Indiana Northeastern Railroad, located in the southwest quadrant of the intersection of SR 827 and Swager Drive.



Photo 93. Looking west along investigated area located on the south side of Swager Drive, approximately 0.01 mile west of SR 827.



Photo 94. Looking east along investigated area located on the south side of Swager Drive, approximately 0.06 mile west of SR 827.

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: February 11, 2020

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Leah Perry; 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:

Des. No. 1601102- The investigated area encompasses approximately 33.4 acres and is located on SR 827, beginning approximately 1 mile south of SR 120 and extending north just past the intersection of SR 827 and SR 120, a distance of approximately 1.02 miles. The investigated area is located on the Angola East United States Geological Survey (USGS) Topographic Quadrangle in Sections 21 and 28, Township 38 North, and Range 14 East. The proposed project consists of a Hot Mix Asphalt (HMA) overlay with minor structural pavement rehabilitation and sections of full pavement replacement. Additionally, approximately 1,445 feet of SR 827 would be realigned from just south of Swager Road to just north of Broad Street. The two culverts within the project area will be assessed to determine if replacement is needed. A new storm sewer with drainage inlets would be installed in curbed segments and drain to the existing detention pond located north of the intersection of SR 827 and Broad Street. Existing curb would be replaced with curb and gutter. New curb and gutter would be extended south to Swager Road. Storm sewer and curb inlets would be added to the curb and gutter sections. Curb ramps and sidewalk would be reconstructed as needed to be ADA compliant. Four wetlands (Wetland A through Wetland D) totaling 0.095 acre (1,099 linear feet), one open water feature (Pond 1) totaling 0.2 acre, and one stream (UNT 1 to Marsh Lake) totaling 274 linear feet (0.01 acre) were identified within the investigated area.

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

State: Indiana County/parish/borough: Steuben City: Fremont

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

Lat.: 41.723352 °N Long.: -84.933602°W

Universal Transverse Mercator: 16 T 671877.73 E 4621124.31 N

Name of nearest waterbody: Cemetery Lake

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)
Pond 1	41.725701	-84.933038	0.2 acre	Non-Wetland	Section 404
Wetland A	41.720278	-84.935134	0.02 acre, 166 linear feet	Wetland	Section 404
Wetland B	41.718896	-84.935837	0.05 acre, 823 linear feet	Wetland	Section 404
Wetland C	41.717626	-84.936525	0.005, 110 linear feet	Wetland	Section 404
Wetland D	41.719303	-84.935983	0.02 acre	Wetland	Section 404
UNT 1 to Marsh Lake	41.722794	-84.932126	274 linear feet, 0.01 acre	Non-Wetland	Section 404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

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

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

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

- [x] Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
  Map: IndianaMap and ESRI
- [x] 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:_____.
- [x] U.S. Geological Survey Hydrologic Atlas: HUC-12; Snow Lake #040500010801.
  - [ ] USGS NHD data.
  - [x] USGS 8 and 12 digit HUC maps.
- [x] U.S. Geological Survey map(s). Cite scale & quad name: Angola East Quadrangle.
- [x] Natural Resources Conservation Service Soil Survey. Citation: 1981 Steuben County Soil Survey
- [x] National wetlands inventory map(s). Cite name: 2016 National Wetland Inventory.
- [ ] State/local wetland inventory map(s):_____.
- [x] FEMA/FIRM maps: FEMA 100-Year Floodplain Mapping.
- [ ] 100-year Floodplain Elevation is:_____.(National Geodetic Vertical Datum of 1929)
- [x] Photographs: [x] Aerial (Name & Date): See Wetland Delineation Report; Indiana Aerial Photograph, 2012 and 2005.
  or [x] Other (Name & Date): Field Photos 06/06/2019.
- [ ] 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.

_____	Leah C Rem February 11, 2020
Signature and date of Regulatory staff member completing PJD	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.

INdiana Floodplain Information Portal

Indiana Department of Natural Resources DNR

Find an address

Example: 300 Michigan Avenue, Auburn, IN, 46706

Fremont, Indiana

Go To Address

- or -

Jump to a county

Select your county from below

Adams

Want to use the eFARA Wizard to submit a floodplain information request to the State Indiana, IDNR, Division of Water?

< Previous Tips | Next Tips >

Map | FEMA Flood Insurance Study | Floodplain Layers | Frequently Asked Questions

Profile Charter | Layers | Legend | Options | Help



Follow instructions under "How to navigate the map" to Point of Interest.

Click to return to the Point of Interest

What does INFIP do?

The Indiana Floodplain Information Portal, INFIP, is a mapping application that provides floodplain information for waterways to help citizens determine flood risk in an effort to minimize flood damage. INFIP utilizes FEMA published floodplain data and floodplain data from various, IDNR approved resources in order to provide the most available, comprehensive coverage of floodplain information for the State of Indiana.

The main functions of INFIP enables you to:

- select a Point of Interest (i.e. residence or tract of land) to view floodplain mapping and the Base Flood Elevations (BFE)
- print a floodplain map for a Point of Interest
- submit a request for a Floodplain Analysis / Regulatory Assessment (FARA) from the Division of Water using the eFARA (electronic

Click to learn how to navigate the map

Click to learn how to submit eFARA

Click to learn about Special Flood Hazard A (SFHA) and Base Flood Elevations (BFE)

Click to learn about flood insurance

Click to learn about local community flood ordinance

Download Report

Flood Zone Type: Effective

Download Report

DOW Home | About Us | FEMA Map Service Center | FloodSmart.gov | Contact Us

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Appendix G: Public Involvement **G**

AMERICAN
STRUCTUREPOINT
INC.

April 2, 2018

Example Notice of Survey Letter

Re: Notice of Survey and Environmental Study

Dear Property Owner:

Our firm, American Structurepoint, Inc., has been retained by the Indiana Department of Transportation to perform an environmental study and to prepare a survey for a road improvement project along S.R. 827. The general limits along S.R. 827 are from approximately 2400 feet South of Swager Road to approximately Toledo Street.

Our information indicates you either own or occupy property near this proposed improvement project. Our employees will begin conducting environmental and topographic surveys of the project area in the near future and may continue for several months. It may be necessary for us to enter upon your property to complete this work. This is permitted by Indiana Code (IC) 8-23-7-26 (www.in.gov/legislative/ic/code). Our employees have been instructed to identify themselves to you, if you are available, before they enter your property. If you no longer own this property, or it is currently occupied by someone other than yourself, please let us know the name and address of the new owner or occupant so we may contact them about the survey and environmental study.

The work may include, but is not limited to: archaeological investigation; assessment of structures for architectural or historic significance; identification and mapping of wetlands and waterways; geotechnical investigation; topographic survey (including mapping the location of features, such as buildings, trees, fences, drives and obtaining ground elevations); and evaluation of land use for completion of environmental documentation. The information we obtain from the above-mentioned work is necessary for the design of this project.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any issues do occur, please contact me at (260) 402-6271.

Very truly yours,
American Structurepoint, Inc.

Scott M. Crites, PE
Project Manager

NOTICE OF PUBLIC MEETING

American Structurepoint, Inc., acting on behalf of the Indiana Department of Transportation (INDOT), will convene a virtual public information meeting for the State Road (SR) 827 Roadway Improvement Project (Des 1601102) **Thursday, November 19, 2020, from 6-7 p.m. online.** Please register by November 18, 2020 to attend the meeting by going to this website https://www.structurepointpublic.com/sr827fremont or calling Leah Perry at (317) 547-5580 if you do not have internet access. Once registered, you will receive an email with a link and instructions on how to access the Microsoft Teams meeting.

The purpose of the public information meeting is to offer all interested persons an opportunity to review and comment on the project. The project is located on SR 827, beginning 1.06 miles south of SR 120 (approximately 850 feet south of McSwain Drive) and extending north 0.93 mile to the intersection of SR 827 and SR 120 in the town of Fremont, Steuben County, Indiana. The need for the project is evidenced by the existing deterioration of the pavement, curbs, and sidewalks. Additionally, some of the curb ramps along the project corridor do not appear to meet current Americans with Disability Act (ADA) requirements and drainage within the project limits is insufficient. In addition, the curves located north and south of the SR 827 and Swager Road intersection are tighter than current standards allow. The purpose of this project is to address the deterioration of the existing pavement, curbs, and sidewalks, ADA non-compliance, roadway drainage issues, and the curves north and south of the SR 827 and Swager Road intersection.

Additionally, a Virtual Open House is available to view the meeting presentation, exhibits, and provide comments on the proposed project at your convenience. The Virtual Open House can be accessed at this webpage: https://www.structurepointpublic.com/sr827fremont. Although there will be opportunity to submit comments during the virtual public information meeting, we highly encourage you to submit comments and questions prior to the virtual public information meeting. All comments are requested by December 10, 2020.

With advance notice, INDOT can provide special accommodation for persons with differing abilities, limited English speaking ability, and/or persons needing auxiliary aids or services such as interpreters, signers, readers, or large print. Should special accommodations be needed please contact Leah Perry, Environmental Specialist, American Structurepoint, Inc., at (317) 547-5580, or email lperry@structurepoint.com by November 13, 2020.

For any questions or comments, please contact Leah Perry, American Structurepoint, Inc., at (317) 547-5580, or email lperry@structurepoint.com.

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For any questions or comments, please contact Leah Perry, American Structurepoint, Inc., at (317) 547-5580, or email lperry @structurepoint.com.

HR 2065910, 11/5, 12, hspaxlp

Form Prescribed by
State Board of Accounts

Tax ID 35-0436930

To: KPC Media Group Inc

P.O. Box 39, KENDALLVILLE, IN 46755

PUBLISHERS OF HERALD REPUBLICAN

Private Legal Advertising

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($1.00 for each proof in excess of 2) $0.00

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Date: 11/12/2020 **LANETTE MCGUIRE** **Ad#: 2065910**
Legal Clerk **AMERICAN STRUCTURE POINT ENVIRON**

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STEUBEN County
State of Indiana } SS:

Personally appeared before me. a notary public in and for said county and state, the undersigned LANETTE MCGUIRE who being duly sworn said that (s)he is of competent age and is Legal Clerk of KPC Media Group Inc, publisher of a daily newspaper in Kendallville, county of Noble, State of Indiana, a weekly newspaper in Ligonier, county of Noble, State of Indiana, a weekly newspaper in Albion, county of Noble, State of Indiana, a daily newspaper in Auburn, county of DeKalb, State of Indiana, a daily newspaper in Angola, county of Steuben, State of Indiana, a weekly newspaper in Garrett, county of DeKalb, State of Indiana, Butler a weekly newspaper in Butler, county of DeKalb, State of Indiana, a weekly paper in Huntertown, & Fort Wayne, county of Allen, State of Indiana, a weekly paper in Churubusco, & Columbia City county of Whitley, State of Indiana and which during that time have been newspapers of general circulation, having bona fide paid circulations, printed in the English language and entered, authorized and accepted by the post office department of the United States of America as mailable matter of the second-class as defined by the Act of Congress of the United States on March 3, 1879, and that the printed matter attached is a true copy, which was duly published in said newspaper 2 times, the dates of publication being as follows:
11/05/2020, 11/12/2020

Affiant Lanette J McGuire

Subscribed and sworn before me on 11/12/2020

Notary Public Kelly Craft

My commission expires: 10/14/22

NOTARY PUBLIC SEAL STATE OF INDIANA

SR 827 Roadway Improvement- Fremont Virtual PIM Registration	
Name	**Email**
Ken Ehinger	ken.ehinger@katkenventures.com
Damien N. Perry	dperry1@indot.in.gov
Doug Burgess	dburgess@indot.in.gov
Jesse Boley	jboley@indot.in.gov
Jason Kaiser	jasonkaiser@indot.in.gov
Jennifer Sharkey	jsharkey@mediacombb.net
Mavis Church	mimis_music@protonmail.com
Michael Rauch	mrauch@indot.in.gov
Karen Novak	knovak@indot.in.gov
Madeline Mettler	mmettler1@indot.in.gov
Sara Brown- Fremont Village Foods	dsbrown@metalink.net
Steve Brown	sbrown@townoffremont.org
Ashley Taylor	ataylor@indot.in.gov
Matt Yarian	mattyarian@gmail.com
William J. Wilcox II	william.wilcox@frontier.com

State Road 827
Roadway Improvement Project
Fremont, Indiana
Virtual Public Information Meeting
Des. No. 1601102
November 19, 2020 at 6 p.m.

Question and Answer (Q+A) Summary

- Q: How long will construction take?
  - A: Construction for this project is anticipated to last one construction season, which is presently scheduled to begin in spring of 2022 and ending in late fall of 2022.

    The proposed project development timeline can be accessed by visiting the project website:
    https://www.structurepointpublic.com/sr827fremont

- Q: What land is being acquired for the project?
  - A: Land, or new permanent right-of-way, would be acquired for the realignment of SR 827 around the intersection of SR 827 and Swager Road and for the expansion of the existing detention pond. Reacquisition of apparent existing right-of-way will occur for the land that was originally acquired for the construction and/or maintenance of SR 827. It was determined that apparent right-of-way beyond existing pavement limits must be reacquired as fee simple title and recorded as such with Steuben County.

    The limits of the land that is proposed to be acquired can be seen on the proposed project design exhibit located at the following web address:
    https://www.structurepointpublic.com/sr827fremont

- Q: Will improvements be made to intersections or road signals?
  - A: Yes, improvements would be made to the SR 827 and Swager Road intersection. Improvements include straightening SR 827 as the roadway approaches the intersection and increasing the turning radius on all four corners, allowing truck movements to occur without impeding oncoming traffic. In addition, the project proposes to adjust the road so that the railroad crossing located at the SR 827 and Swager Road intersection is closer to the center of the intersection for better visibility and control of traffic when a train is present. The railroad crossing would include a cantilever structure with flashing-light signals located at all four approaches and a flashing-light signal with gate arms on both SR 827 approaches.

    The present traffic control configuration will remain at the SR 827 intersections of McSwain, Broad, Pearl, Hardy, and Albion Street. These intersections currently do not have traffic signals and no traffic signals are proposed. The project would maintain

existing conditions which are stop signs on McSwain, Broad, Pearl, Hardy, and Albion Street and no stop signs on SR 827.

The SR 120 / SR 827 intersection is located outside of the project limits and will remain as it exists today.

- Q: Will existing road signs be updated?
  - A: Yes, the existing road signs within the project limits are proposed to be replaced after the roadway improvements have been completed.

- Q: Will there be any new street lights?
  - A: No, adding new street lighting is not proposed as part of this project.

- Q: Will the railroad crossing be upgraded? I am concerned about the new angle at which a motorcycle will now have to cross the tracks going northbound or southbound.

  A: INDOT design will review the RR crossing angle being proposed in regard to this concern and determine if a design change is necessary. INDOT's coordination with Indiana Northeastern Railroad is on-going. The intent is to provide a crossing surface that provides a smooth transition over the rails that is similar in nature to what exists today. A "Skewed Crossing" (W10-12) warning sign (see image below) is being proposed on all approaches to warn roadway users that the tracks are not perpendicular to the roadway.



Skewed Crossing (W10-12)

- Q: Are you taking parking away?
  - A: No; the parking that exists along SR 827/S. Wayne Street will remain after the project has been completed. Additional on-street parking is being added to SR 827/S. Wayne Street just south of Hardy Street on the west side of the roadway.

Proposed parking locations can be seen on the proposed project design exhibit located at the following web address: https://www.structurepointpublic.com/sr827fremont

- Q: Will I be able to get to my driveway during construction?
  - A: Yes; access to all properties along the project would be maintained during construction. The INDOT Contractor will be required to coordinate with property owners prior to initiating construction activities impacting driveway access. While access to properties will be maintained, the contractor may need to provide a temporary access that may vary from existing conditions.

- Q: During construction will my kids' bus be able to go through the construction site?
  - A: The INDOT Contractor will be required to coordinate construction activities with the town of Fremont Community Schools and discuss potential impacts to existing bus routes. Any modifications to current routes would be coordinated with the schools and then communicated to the public by the school system as appropriate.

- Q: Are all the sidewalks getting replaced?
  - A: No; a majority, but not all sidewalk are proposed to be replaced along the project corridor. Existing sidewalk impacted by proposed construction activities and any sidewalk not meeting American Disabilities Act (ADA) requirements (such as how steep they are) would be replaced.

    Anticipated sidewalk replacement locations can be seen on the proposed project design exhibit located at the following web address: https://www.structurepointpublic.com/sr827fremont

- Q: Can you please explain the need for upgraded sidewalks and crosswalks?
  - A: Existing sidewalk impacted by construction activities (such as new curb and gutter) and any sidewalk not meeting American Disabilities Act (ADA) requirements (such as how steep they are) is planned to be replaced and upgraded as part of this project. The roadway slope (steepness) at the location of the crosswalks is also reviewed and if found to not meet ADA requirements, is included in the proposed upgrades.

- Q: How wide will the sidewalks be?
  - A: Sidewalks located immediately adjacent to the roadway/curb (with no grass buffer) is proposed to be a minimum of 6-feet wide. Sidewalks separated from the roadway/curb with a grass buffer is proposed to be a minimum of 5-feet wide. These widths are in accordance with the Indiana Design Manual, Section 51-1.03(02) "Sidewalk Design Criteria."

- Q: Will there be a crosswalk at Pearl Street?
  - A: No, a crosswalk is not proposed to be added at the Pearl Street intersection.

Perry, Leah

From: Perry, Leah
Sent: Friday, November 20, 2020 4:30 PM
To: 'mimis_music@protonmail.com'
Cc: Hope, Briana; Crites, Scott; Byrd, Jeff
Subject: RE: More questions

Hello Mavis,

I apologize that you had issues accessing the site. The presentation that was shown during the virtual meeting was the same one you found online. After the presentation we did a short question and answer session. We will be updating the project website with a list of questions and answers from the meeting soon. The project website link is: https://www.structurepointpublic.com/sr827fremont

Please find responses to your questions below:

- 1. I see that there is a green line at the Southwest corner of the property at the intersect of 550 North and 827, where there are bushes/trees planted. Will these bushes/trees be removed?
  The proposed right-of-way line is being set approximately 3 feet south of the existing utility poles and is running parallel with the existing edge of the roadway. These bushes and trees will not be removed as they are located further south beyond the limits of the property acquisition.

- Will the current property owner have those bushes/trees replaced?
  These bushes will not be replaced since they do not need to be removed by the project.

- 2. Will the town of Fremont be required to have a stop light at the intersection of SR 120 and SR 827?
  No, this project will not require the town of Fremont to have a stop light at the intersection of SR 120 and SR 827. This project ends south of the intersection of SR 120 and SR 827 (no work at this intersection is included as part of this project).

- There use to be a light there but it was removed. Not sure if a semi hit it or not. Could there be stoplights placed on all corners of the intersection? Some of my family members have been hit at that intersection because people do not see the stop signs. I feel that a stop light would be much better there.
  Adding a traffic light at this intersection is not part of the this project, as the project ends just south of SR 120 so this is outside of the project limits. If you have further questions about this or would like to talk to someone about your concerns you can contact INDOT customer service:
  Toll Free: 855-INDOT4U (463-6848)
  NEinformation@indot.in.gov

Please let me know if you have any further questions or comments. All comments are requested by December 10th.

Thank you,

Leah Perry
Environmental Specialist
9025 River Road, Suite 200
Indianapolis, IN 46240
317.547.5580 OFFICE
structurepoint.com WEB

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From: mimis_music@protonmail.com <mimis_music@protonmail.com>
Sent: Thursday, November 19, 2020 8:38 PM
To: Perry, Leah <lperry@structurepoint.com>
Subject: More questions

Good evening, Leah.
I was glad to see the presentation this evening but we were not able to get on to the site in time because we found difficulty in finding the correct site for the presentation. We are the owners of the property at 205 West 550 North.
Some of our questions are:
1. I see that there is a green line at the Southwest corner of the property at the intersect of 550 North and 827, where there are bushes/trees planted. Will these bushes/trees be removed?
Will the current property owner have those bushes/trees replaced?
2. Will the town of Fremont be required to have a stop light at the intersection of SR 120 and SR 827?
There use to be a light there but it was removed. Not sure if a semi hit it or not. Could there be stoplights placed on all corners of the intersection? Some of my family members have been hit at that intersection because people do not see the stop signs. I feel that a stop light would be much better there.

Thank you for your consideration and presentation on the upcoming improvements.

Sent with ProtonMail Secure Email.

Perry, Leah

From: Byrd, Jeff
Sent: Wednesday, December 16, 2020 3:55 PM
To: dsbrown@metalink.net
Cc: Perry, Leah; Hope, Briana; Crites, Scott
Subject: RE: SR 827 Roadway Improvement Project (Des. 1601102) Virtual Public Information Meeting- November 19, 2020 from 6-7pm- REMINDER
Attachments: Fremont Village Foods.pdf

David:

Thanks again for meeting onsite on Friday (December 11, 2020) to discuss the proposed roadway improvement project.

As discussed, customers will be able to access the existing drive approach just north of the store during construction. Sidewalk and curb and gutter reconstruction will be occurring just south of this existing drive approach. The approach will remain as it is today. The area under the building overhang will still be available to display store merchandise and you should still be able to use your forklift to place the product.

Attached are some of the plan sheets that we looked at during our meeting. On the second page, the proposed grades and elevations are shown out in front of the store along S. Wayne Street.
The maximum proposed grade in this area is 6.7% (13/16" Rise over 12"). As shown on the attached cross section sheets, there are some areas where the existing cross slopes is 5.2% (5/8" Rise over 12"), see cross sections 63+00 and 63+25 for these locations.

With the placement of the handicap parking space along S. Wayne Street, the proposed curb ramp is needed to provide access to your entrance. If the proposed maximum grades of 6.7% is a concern regarding the forklift accessibility, then I suggest adding handicap parking on the north side of store within the angle parking as you discussed on Friday. If handicap parking is placed on the north side of the building, then the S. Wayne Street on street handicap parking space and curb ramp could be removed leaving a surface where the maximum grades of 3.8%.

Please let me know if you would prefer to have the handicap parking placed along S. Wayne Street as part of the INDOT project or if you will be providing handicap parking north of the building within the angle parking spaces and the SR 827 on street handicap parking can be removed.

After reviewing this material, feel free to call me on my cell phone to discuss (Cell Phone – 513-833-3709).
Thanks,

Jeffrey M. Byrd, PE
Sr. Project Engineer

205 West Jefferson Boulevard, Suite 404
South Bend, Indiana 46601
574-287-2231 OFFICE
structurepoint.com WEB

STRUCTUREPOINT

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Best Employers in Ohio

Perry, Leah

From: Byrd, Jeff
Sent: Wednesday, December 9, 2020 2:08 PM
To: dsbrown@metalink.net
Cc: Perry, Leah; Hope, Briana; Crites, Scott
Subject: RE: SR 827 Roadway Improvement Project (Des. 1601102) Virtual Public Information Meeting- November 19, 2020 from 6-7pm- REMINDER

David and Sara:

I am the lead project engineer on the SR 827 project. Leah Perry forwarded me your email that you sent her yesterday.

Is there any way that we could talk over the phone? I tried calling the store (260-495-9014), but when I called the phone line was busy. I think a conversation over the phone, or even in person, could help understand the situation better.

If you like, I can be reached on my cell phone, 513-833-3709.
Thanks,

Jeffrey M. Byrd, PE
Sr. Project Engineer

205 West Jefferson Boulevard, Suite 404
South Bend, Indiana 46601
574-287-2231 OFFICE
structurepoint.com WEB





From: David & Sara <dsbrown@metalink.net>
Sent: Tuesday, December 8, 2020 12:50 PM
To: Perry, Leah <lperry@structurepoint.com>
Subject: RE: SR 827 Roadway Improvement Project (Des. 1601102) Virtual Public Information Meeting- November 19, 2020 from 6-7pm- REMINDER

Leah,

Thank you for the presentation. It was executed very well.
We own the Fremont Village Foods and have just a few questions as to how this might affect business during the construction process as well as the space in front of the store.

1) Currently our traffic enters in the north side of the building on a one-way access heading west, with us having angle parking on the north side of the building as well as parallel parking on the back side of the convenience store. During the construction, will our customers be able to access this entry way, and then in this entry way, how will the curbs be finished off. We have another store that the entry way was angled in such a way that makes it difficult for traffic to flow through easily and this is our concern.

2) This year we have made some repair work on the pavement in front of the building, we undestand that there will be available parallel parking with one handicap parking space available. We use the space under the canopy of the store

for merchandising, which includes seasonal pallet items as well as salt year round. We use a forklift to transfer the product from the back of the store to the front. Will we still be able to access this space with our forkilift? And will we be able to continue to merchandise the entire front of the building?

Thank you for your attention and we do look forward to the road improvements.

David & Sara Brown
Fremont Village Foods

From: Perry, Leah [mailto:lperry@structurepoint.com]
Sent: Thursday, November 19, 2020 10:04 AM
Subject: SR 827 Roadway Improvement Project (Des. 1601102) Virtual Public Information Meeting- November 19, 2020 from 6-7pm- REMINDER

Hello,

Thank you for registering to attend the virtual public information meeting for the State Road (SR) 827 Roadway Improvement Project (Des. 1601102) scheduled for **tonight (Thursday, November 19th) from 6-7 p.m. The meeting will open at 5:45 p.m. to allow you the opportunity to sign-in prior to the 6:00 p.m. meeting start time.**

Click the link in the box below to join the meeting. You do not have to have Microsoft Teams to attend the meeting. Once you click the link you will see two choices "Get the Teams app" and "Watch on the web instead." If you do not wish to download the app, choose "Watch on the web instead."

Additional Directions for how to join a meeting without a Microsoft Teams Account:
https://support.microsoft.com/en-us/office/join-a-meeting-without-a-teams-account-c6efc38f-4e03-4e79-b28f-e65a4c039508

Meeting Link [Reminder: The meeting is tonight (Thursday, November 19, 2020) starting at 6 p.m. online]
https://teams.microsoft.com/l/meetup-join/19%3ameeting_OTJlNmUzNzAtN2RhMy00YWNkLWFlMTktNGNjMzg3YWVkZGZi%40thread.v2/0?context=%7b%22Tid%22%
a409-4f13-b0c4-18b45933d88d%22%2c%22Oid%22%3a%226e8a61b6-6354-4117-b5e7-7ab5ce3b06f3%22%2c%22IsBroadcastMeeting%22%3atrue%7d

As an attendee of the meeting, **we will not be able to see or hear you**. You will however, be able to see and hear us. **To ask questions during the meeting, please use the Q+A function** on the screen. After the close of the meeting, we will receive a list of names and email addresses of those who attended. The meeting will be recorded for training purposes.

Additionally, a Virtual Open House is available for your use in viewing the meeting presentation and graphics, as well as provide comments on the proposed project at your convenience. The Virtual Open House can be accessed at this webpage: https://www.structurepointpublic.com/sr827fremont. Although there will be opportunity to submit comments during the virtual public information meeting, **we highly encourage you to submit comments and questions prior to the virtual public information meeting**. All comments are requested by December 10, 2020.

If you have any questions, please contact Leah Perry, American Structurepoint, Inc., at (317) 547-5580, or email lperry@structurepoint.com.

Thank you,

Appendix H: Air Quality **H**

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Comments:Add Project to STIP. No MPO																		
Steuben County	41954 / 1802918	M 05	IR 4680	Intersection Improvement, Roundabout	CR 100 N at CR 200 W	Fort Wayne	.27	Safety	$2,692,015.00	Local Funds	PE	$0.00	$15,751.50	$15,751.50				
										Local Safety Program	PE	$141,763.50	$0.00	$141,763.50				
Comments:Increase in PE funds, no MPO																		
Indiana Department of Transportation	42149 / 1601102	A 10	SR 827	HMA Overlay Minor Structural	From 1.06 miles S of SR 120 to SR 120 (Fremont)	Fort Wayne	1.06	STBG	$6,792,576.00	Toll Lease Amendment Proceeds	RW	$108,800.00	$27,200.00		$136,000.00			
										Toll Lease Amendment Proceeds	CN	$4,245,260.80	$1,061,315.20			$5,306,576.00		
Comments:NO MPO. DES 1601102 add RW to FY 2021 for $136,000, CN to FY 2022 for $5,306,576.																		
Indiana Department of Transportation	42372 / 1900243	A 01	SR 427	Small Structure Replacement	Carries Baker Ditch, 2.39 Miles East of SR 1, RP 12+39	Fort Wayne	.2	STPBG	$760,754.00	Bridge Construction	CN	$420,603.20	$105,150.80					$525,754.00
										Toll Lease Amendment Proceeds	PE	$132,000.00	$33,000.00	$165,000.00				
										Toll Lease Amendment Proceeds	RW	$36,000.00	$9,000.00			$45,000.00		
										Toll Lease Amendment Proceeds	CN	$20,000.00	$5,000.00			$25,000.00		
Comments:NO MPO. DES 1900243 adding PE to FY 2020, RW to FY 2022 and CN to FY 2022 into FY 2020 - 2024 STIP.																		
Indiana Department of Transportation	42695 / 1902896	A 22	I 69	Small Structures & Drains Construction	2 Locations on I-69 in Steuben County between RP's 346+10 and 346+13.	Fort Wayne	.03	NHPP	$458,816.00	Toll Lease Amendment Proceeds	PE	$60,300.00	$6,700.00		$67,000.00			
										Toll Lease Amendment Proceeds	RW	$27,000.00	$3,000.00			$30,000.00		
										Toll Lease Amendment Proceeds	CN	$325,634.40	$36,181.60			$5,000.00	$356,816.00	
Comments:NO MPO for DES 1902896. Adding PE for $67,000 to FY 2021, RW for $30,000 to FY 2022, and CN for $356,816 to FY 2023.																		
Indiana Department of Transportation	43022 / 2001582	A 38	I 69	Bridge Rehabilitation Or Repair	Bridge over CR 200 W, 2.43 Miles N of US-20.	Fort Wayne	0	NHPP	$700,000.00	Bridge Construction	CN	$255,669.30	$28,407.70		$284,077.00			
Comments: NIRCC MPO TIP Resolution 21-5 dated 9-3-2020. DES 2001583 adding CN to FY 2021 for $284,077. AQC exempt 8/31/2020																		
Indiana Department of Transportation	43288 / 2002206	A 34	I 69	Small Structure Replacement	3.44 Miles North of US 20 (Over Croxton Ditch).	Fort Wayne	0	NHPP	$1,229,788.00	Toll Lease Amendment Proceeds	PE	$182,358.00	$20,262.00			$202,620.00		
Comments:NO MPO for DES 2002206. Adding PE for $202,620 to FY 2022.																		
Indiana Department of Transportation	43288 / 2002207	A 34	SR 1	Small Structure Replacement	Large Culvert for Jack Ditch, 6.40 Miles North of SR 427.	Fort Wayne	0	STBG	$673,415.00	Bridge ROW	RW	$32,000.00	$8,000.00					$40,000.00
										Toll Lease Amendment Proceeds	PE	$120,000.00	$30,000.00			$150,000.00		
Comments:NO MPO for DES 2002207. Adding PE for $150,000 to FY 2022 and RW for $40,000 to phase illustrative of FY 2024.																		

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

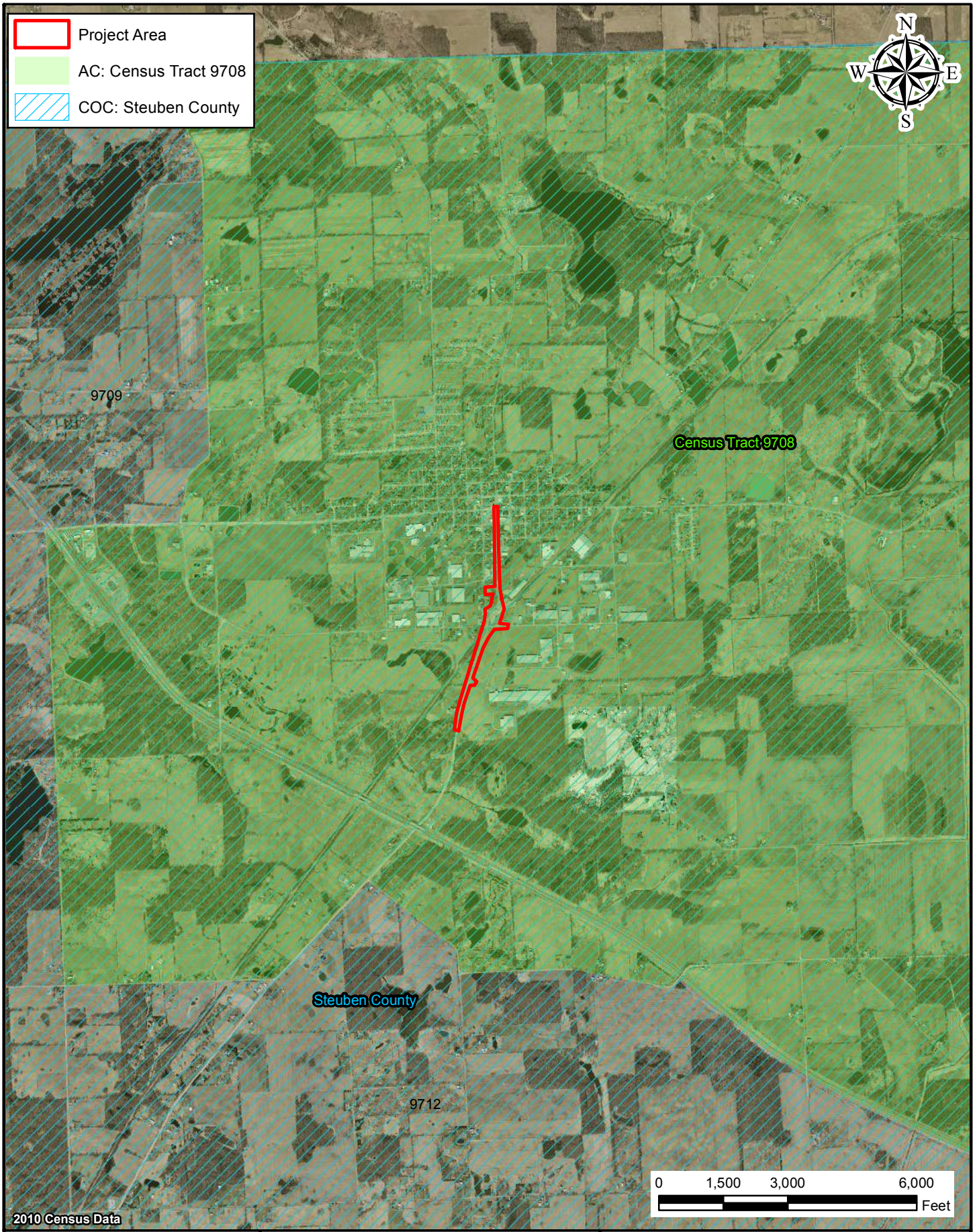
Appendix I: Additional Studies

I

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)

ProjectNumber	SubProjectCode	County	Property
1800006	1800006	Steuben	Pokagon State Park & Potawatomi Nature Preserve
1800036	1800036	Steuben	Pokagon State Park & Potawatomi Nature Preserve
1800070	1800070A	Steuben	Pokagon
1800118	1800118B	Steuben	Pokagon State Park
1800126	1800126	Steuben	Pokagon State Park & Potawatomi Nature Preserve
1800161	1800161F	Steuben	Pokagon State Park
1800171	1800171J	Steuben	Pokagon State Park
1800281	1800281	Steuben	Angola Nature Park
1800282	1800282	Steuben	Angola Commons/ Friendship Park
1800305	1800305I	Steuben	Pokagon State Park
1800312	1800312K	Steuben	Pokagon State Park
1800327	1800327H	Steuben	Pokagon State Park
1800363	1800363X	Steuben	Pokagon State Park
1800378	1800378E	Steuben	Pokagon State Park
1800405	1800405L	Steuben	Hamilton Lake Public Access Site
1800413	1800413P	Steuben	Pokagon State Park
1800432	1800432	Steuben	Pokagon State Park & Potawatomi Nature Preserve
1800435	1800435	Steuben	Loon Lake Nature Preserve & Spike Rush Wetland
1800503	1800503	Steuben	Angola Commons/ Friendship Park
1800571	1800571	Steuben	Trine SRA

*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.



Path: P:\2017\02101\D. Drawings\ArcView\SR 827 Pavement Replacment\Exhibits\2017.02101.SR827Pavement.EV.2019.12.20.EJ.LCP.mxd Date:12/20/2019 User:lperry

AMERICAN STRUCTUREPOINT INC.

Environmental Justice Analysis Map

INDOT Fort Wayne
5333 Hatfield Road
Fort Wayne, IN 46808

SR 827 Roadway Improvement Project
Des. No. 1601102

Location: Fremont
Township: Fremont
County: Steuben
State: Indiana

Date: 12/20/2019

B17001

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Universe: Population for whom poverty status is determined
2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

	Steuben County, Indiana		Census Tract 9708, Steuben County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	32,825	+/-247	3,905	+/-179
Income in the past 12 months below poverty level:	3,325	+/-543	298	+/-142
Male:	1,376	+/-259	133	+/-66
Under 5 years	171	+/-80	27	+/-28
5 years	10	+/-9	0	+/-11
6 to 11 years	232	+/-132	16	+/-18
12 to 14 years	67	+/-47	14	+/-21
15 years	43	+/-46	0	+/-11
16 and 17 years	21	+/-26	0	+/-11
18 to 24 years	96	+/-59	2	+/-3
25 to 34 years	228	+/-112	8	+/-9
35 to 44 years	116	+/-57	42	+/-39
45 to 54 years	191	+/-84	5	+/-8
55 to 64 years	112	+/-49	18	+/-18
65 to 74 years	55	+/-36	1	+/-3
75 years and over	34	+/-24	0	+/-11
Female:	1,949	+/-358	165	+/-85
Under 5 years	126	+/-90	0	+/-11
5 years	29	+/-31	3	+/-6
6 to 11 years	170	+/-96	11	+/-16
12 to 14 years	107	+/-54	24	+/-32
15 years	50	+/-39	0	+/-11
16 and 17 years	50	+/-44	0	+/-11
18 to 24 years	385	+/-154	21	+/-30
25 to 34 years	292	+/-112	31	+/-28
35 to 44 years	232	+/-80	50	+/-43
45 to 54 years	160	+/-66	1	+/-2
55 to 64 years	167	+/-73	2	+/-2
65 to 74 years	117	+/-67	21	+/-16
75 years and over	64	+/-32	1	+/-3
Income in the past 12 months at or above poverty level:	29,500	+/-566	3,607	+/-235
Male:	15,020	+/-315	1,767	+/-173
Under 5 years	766	+/-114	67	+/-42

	Steuben County, Indiana		Census Tract 9708, Steuben County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
5 years	83	+/-59	3	+/-5
6 to 11 years	911	+/-156	98	+/-44
12 to 14 years	601	+/-146	68	+/-45
15 years	176	+/-86	0	+/-11
16 and 17 years	445	+/-75	60	+/-46
18 to 24 years	1,159	+/-155	114	+/-47
25 to 34 years	1,558	+/-125	194	+/-72
35 to 44 years	1,814	+/-102	190	+/-60
45 to 54 years	2,172	+/-89	276	+/-76
55 to 64 years	2,495	+/-59	284	+/-77
65 to 74 years	1,819	+/-49	219	+/-57
75 years and over	1,021	+/-27	194	+/-42
Female:	14,480	+/-394	1,840	+/-137
Under 5 years	752	+/-109	50	+/-41
5 years	107	+/-44	16	+/-16
6 to 11 years	832	+/-157	56	+/-34
12 to 14 years	554	+/-137	28	+/-21
15 years	163	+/-75	26	+/-20
16 and 17 years	421	+/-78	67	+/-32
18 to 24 years	959	+/-146	171	+/-69
25 to 34 years	1,387	+/-118	147	+/-63
35 to 44 years	1,660	+/-101	190	+/-57
45 to 54 years	2,242	+/-97	274	+/-67
55 to 64 years	2,383	+/-73	343	+/-83
65 to 74 years	1,758	+/-77	196	+/-63
75 years and over	1,262	+/-60	276	+/-59

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2013-2017 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '******' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

B03002

HISPANIC OR LATINO ORIGIN BY RACE

Universe: Total population
2013-2017 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.

	Steuben County, Indiana		Census Tract 9708, Steuben County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error
Total:	34,459	*****	3,910	+/-179
Not Hispanic or Latino:	33,263	*****	3,887	+/-179
White alone	32,399	+/-33	3,770	+/-189
Black or African American alone	82	+/-48	3	+/-6
American Indian and Alaska Native alone	25	+/-17	0	+/-11
Asian alone	165	+/-61	31	+/-35
Native Hawaiian and Other Pacific Islander alone	11	+/-19	0	+/-11
Some other race alone	23	+/-33	0	+/-11
Two or more races:	558	+/-79	83	+/-42
Two races including Some other race	0	+/-24	0	+/-11
Two races excluding Some other race, and three or more races	558	+/-79	83	+/-42
Hispanic or Latino:	1,196	*****	23	+/-27
White alone	1,116	+/-56	23	+/-27
Black or African American alone	0	+/-24	0	+/-11
American Indian and Alaska Native alone	0	+/-24	0	+/-11
Asian alone	0	+/-24	0	+/-11
Native Hawaiian and Other Pacific Islander alone	0	+/-24	0	+/-11
Some other race alone	50	+/-47	0	+/-11
Two or more races:	30	+/-24	0	+/-11
Two races including Some other race	4	+/-9	0	+/-11
Two races excluding Some other race, and three or more races	26	+/-23	0	+/-11

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

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Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

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8. An '(X)' means that the estimate is not applicable or not available.

EJ Analysis Summary Table for SR 827

	COC Steuben County	AC 1 Census Tract 9708
LOW-INCOME POPULATION		
Total Population for Whom Poverty Status is Determined	32825	3905
Total Population Below Poverty Level	3325	298
Percent Low-Income	10.12947449	7.631242
125 Percent of COC	12.66184311	
AC Percent Low-Income Greater Than 125 Percent of COC?		N
AC Percent Low-Income Greater Than 50 Percent?		N
Population of EJ Concern?		N
MINORITY POPULATION		
Total Population	34,459	3,910
Minority Population	2,060	140
Percent Minority	5.978118924	3.58056266
125 Percent of COC	7.472648655	
AC Percent Minority Greater Than 125 Percent of COC?		N
AC Percent Minority Greater Than 50 Percent?		N
Population of EJ Concern?		N

Final Engineering Assessment
Prepared For:
INDOT

SR 827 HMA Overlay Minor Structural



Town of Fremont, Steuben County, Indiana
Des. No. 1601102

Prepared By:
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256

Scott M. Crites

Scott Crites, P.E.

5/9/19

Date

Engineering Assessment

Des. No.	1601102
Type of Work:	HMA Overlay Minor Structural
Route:	SR 827
Functional Classification:	Major Collector
County:	Steuben County
Posted Speed Limit:	30 mph, 35 mph, and 45 mph

PURPOSE OF REPORT

The purpose of this report is to document the engineering assessment phase, including an outline of the proposal for an HMA minor structural project on SR 827. This report includes relevant background data associated with the development of this project's recommended improvements. This report also provides recommendations and conclusions that will serve as a guide for preparing ongoing environmental studies and subsequent design.

PROJECT LOCATION

The project is located on SR 827, from 1.06 miles south of SR 120 and extending north to the intersection of SR 827 and SR 120, a distance of 1.06 miles (RP 6+08 to 7+14). The project is located within the town limits of Fremont in Steuben County, Indiana all within INDOT's Fort Wayne District.

Refer to **Appendix A** for maps further detailing the location of the project.

PROJECT NEED AND PURPOSE

The primary need for this project is to address the deterioration of the existing pavement and sidewalks along with inadequate roadway drainage. The existing pavement exhibits age related deterioration, moderate longitudinal and transverse cracking, and deteriorated curbs and sidewalks. Most of the curb ramps along this route do not appear to meet current standards. All curb ramps and sidewalk will be verified for ADA compliance. Existing curb ramps and sidewalks determined not to be in compliance will be reconstructed.

Another primary need for this project is to address existing safety concerns in the vicinity of the Indiana Northeastern Railroad crossing near the intersection of SR 827 and CR 550 N (Swager Road).

The purpose of this project is to address the deteriorating pavement and sidewalks, improve roadway drainage issues, and improve safety at both the existing railroad crossing and the intersection of SR 827 and Swager Road.

PROJECT HISTORY, PRIOR STUDIES

There are no other known studies within this area.

EXISTING FACILITY

See **Appendix A** for aerial mapping and **Appendix B** for ground-level photographs.

- **Roadway Classification and Speed Limit**

  SR 827 is classified as a Rural Major Collector from just south of McSwain Drive to Swager Road and an Urban Major Collector from Swager Road to SR 120. The posted speed limit is 45 mph from just south of McSwain Drive to just south of the Indiana Northeastern Railroad crossing. The speed limit decreases to 35 mph from just south of the Indiana Northeastern Railroad crossing north to just south of Pearl Street. The speed limit decreases to 30 mph from just south of Pearl Street north to SR 120.

- **Roadway Cross Section**

  SR 827 - From 1435 feet south of McSwain Drive to Swager Road (0.53 mi)

  From the southern project limits to Swager Road, SR 827 is a two-lane facility consisting of two 12'-0" travel lanes, one in each direction, with 2'-0" paved shoulders and open ditches for drainage. Left and right turn lanes and additional pavement width are present at the intersection with McSwain Drive. No pedestrian facilities exist in this section of the corridor. The existing right-of-way appears to be 50 ft east and west of the centerline of the roadway. There are locations within this section that do not appear to have documented right-of-way. Additional research will be required during the design phase of the project.

  SR 827 - Swager Road to Pearl Street (0.34 mi)

  From Swager Road to Pearl Street, SR 827 is a two-lane facility consisting of two 12'-0" travel lanes, one in each direction, with 2'-0" paved shoulders and open ditches. A southbound right turn is present at the intersection with Swager Road. No curb is present in this section. A 6'-0" to 9'-0" grass buffer and 4'-0" sidewalk is present along the east side of the roadway beginning just south of the cemetery between Broad Street and Pearl Street. The existing right-of-way appears to vary from 25 ft. to 50 ft. east and west of the centerline of the roadway. There are locations within this section that do not appear to have documented right-of-way. Additional research will be required during the design phase of the project.

  SR 827 - Pearl Street to Hardy Street (0.06 mi)

  From Pearl Street to Hardy Street, SR 827 is a two-lane facility consisting of two 12'-0" travel lanes, one in each direction, with 2'-0" paved shoulders. Additionally, a 12 ft. parking lane exists along the northbound lane and a 6 ft. wide shoulder exists along the southbound lane. No curb is present in this section. A 0'-0" to 9'-0" grass buffer and 4'-0" to 5'-0" sidewalk is present along the east side of the roadway. The existing right-of-way appears to vary from 28 ft. to 30 ft. east and west of the centerline of the roadway. There are locations within this section that do not appear to have documented right-of-way. Additional research will be required during the design phase of the project.

  SR 827 - Hardy Street to Albion Street (0.06 mi)

  From Hardy Street to Albion Street, SR 827 is a two-lane facility consisting of two 15'-0" travel lanes, one in each direction, with a 2 ft. paved offsets to adjacent curb. Drainage inlets are not present along this segment. An 8'-0" to 10'-0" grass buffer and a 5'-0" sidewalk exists along both sides of the roadway. The existing right-of-way appears to vary from 31 ft. to 33 ft. east and west of the centerline of the roadway.

SR 827 - Albion Street to SR 120 (0.05 mi)

From Albion Street to SR 120, SR 827 is a two-lane facility consisting of two 14'-0" travel lanes, one in each direction, with an 8 ft. parking lane on each side of the roadway. A 10'-0" wide sidewalk is located adjacent to the existing curb and gutter on both sides of the roadway. Curb along with drainage inlets exists along both sides of the roadway. The existing right-of-way extends 34 feet east and 32 feet west of the centerline of the roadway.

- **Existing Condition:**

  The pavement has age related rutting and cracking. There is moderate longitudinal and transverse cracking. The curbs and sidewalks are experiencing varying degrees of deterioration as well. Many of the existing curb ramps do not appear to be ADA compliant.

- **Cross Streets and Intersections**

  SR 827 intersects with multiple local roads within the project limits; McSwain Drive, Swager Road, Broad Street, Pearl Street, Hardy Street, and Albion Street. Swager Road is also known as CR 550N. SR 827 is also known as Wayne Street between Swager Road and SR 120. At the north end of the project, SR 827 intersects with SR 120 (Toledo Street). SR 827 crosses one track of the Indiana Northeastern Railroad at the intersection of SR 827 and Swager Road. The intersection of SR 827 and SR 120 is a 4-way stop-controlled intersection. All other intersections are two-way stop-controlled on the minor approaches.

- **Horizontal and Vertical Alignment**

  The existing horizontal alignment is primarily tangent running north-south throughout most of the project. There are two sets of reverse curves at the southern end of the project. The first set of reverse curves are located just south of Swager Road. The second set of reverse curves are located just north of Swager Road. The curves are substandard and will require design exceptions if they are not improved with the project.

  The existing vertical alignment is relatively flat within the projects limits.

- **Land Use**

  Land use within the project limits is primarily commercial and residential.

  Commercial and residential properties stretch the length of the project limits on both sides of SR 827. There are thirty-two drive approaches and seven street approaches through the project limits.

  Commercial properties include two gas stations, a car wash, a truck repair, a laundromat, a lumber supplier, a retail store, the American Legion, a grocery store, a bank, and a bar/restaurant. The Country Mark gas station located in the northeast quadrant of the Swager Rd and SR 827 intersection. The Phillips 66 gas station is located at the southwest corner of SR 827 and SR 120. There is an industrial park on the east side of SR 827, which has an access drive off of McSwain Drive. A cemetery is located of the east side of SR 827 between Pearl Street and Broad Street.

- **Railroad Crossing**

  The Indiana Northeastern Railroad crossing consists of one track that crosses through the intersection of Swager Road and SR 827. There are pavement markings and signs to indicate a crossing is present. Traffic at the railroad tracks is controlled by grade crossing signals, one on each approach. This track is identified as 494879 in the Federal Railroad Administrations database. The railroad crossing appears to be in good condition.

- **Existing Utilities**

  There are several utilities that are located within the project limits. However, there are no high transmission gas lines, liquid fuel, or petroleum lines.

  From the beginning of the project to Swager Road, overhead electric and telecommunication lines are present on the east side of the road. Minor overhead crossovers occur from east to west. A buried gas line and telecommunications cable is marked near the right-of-way line on the east side of SR 827

  From Swager Road to SR 120, overhead electric and telecommunication lines are present on the east side of the road. Minor overhead crossovers occur from east to west. Additionally, overhead electric and telephone lines are present along the east side of SR 827 between Albion Street and SR 120. A buried gas line is marked at the edge of pavement on the east side of SR 827 with service lines crossing to the west. A water main is present along the west side of the roadway.

  Sanitary sewer is present along the west side of SR 827 from just south of Pearl Street north to Hardy Street. From Hardy Street to Albion Street, the sanitary sewer is located under the northbound travel lane.

  The Utility Assessment is included in **Appendix C** of this report.

- **Existing Lighting, Signage, and Signals**

  There are no traffic signals located within the project limits. There are approximately seven cobra head lights on wood poles within the project limits.

  Roadside sheet signage is present throughout the project corridor. There are no overhead signs within the project limits.

- **Bridge Structures**

  There are no existing bridge structures within the project limits.

- **Existing Drainage**

  Drainage within the project limits is primarily by sheet flow. There are two drainage inlets approximately 320 feet south of Pearl Street that appear to be connected to the sanitary sewer. The roadway segment from Hardy Street to Albion Street is curbed along both sides of the roadway without drainage inlets. The roadway segment from Albion Street to SR 120 is curbed with drainage inlets along both sides of the roadway. These inlets are connected to a 24 inch storm sewer along Albion Street. The remainder of the project limits sheet flows to

open ditches and swales. There are two 12 inch culverts that cross SR 827. The first culvert is located just south of McSwain Drive and the second culvert is located 570 feet north of Broad Street. These culverts will be assessed during the design phase to determine if replacement is necessary.

- **Environmental**

  An environmental red-flag investigation has been completed for this project. The purpose of this investigation was to gain an understanding of the environmental condition of the area and to identify areas that may require additional environmental investigation. Areas of investigation included infrastructure, hazardous material sites, hydrology, geology, natural heritage data, and historic resources.

  The results of the investigation are summarized below. The Red Flag Investigation and maps are included in **Appendix C**.

  - Infrastructure
    - One religious facility is located within the 0.5 mile search radius, located 0.34 mile northeast of the project area. No impacted is expected.
    - Five cemeteries are located within the 0.5 mile search radius. Upon further review, two cemeteries, The Old Cemetery and Lakeside Cemetery, are mapped twice in the Environmental Investigation Mapping. The Old Cemetery is adjacent to the project area. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources is recommended.
    - Two schools are located within the 0.5 mile search radius. The nearest school is located 0.14 mile northwest of the project area. No impact is expected.
    - Two recreational facilities are located within the 0.5 mile search radius. The nearest recreational facility is located 0.07 mile south of the project area. No impact is expected.
    - One pipeline segment is located within the 0.5 mile search radius, located 0.5 mile east of the project area. No impact is expected.
    - One railroad segment is located with the 0.5 mile search radius. The segment, associated with the Indiana Northeastern Railroad, is located within the project area. Coordination with INDOT Utilities and Railroads is required.
    - Ten trail segments are located within the 0.5 mile search radius. Two potential trail segments, associated with the Fremont Road Trail and the West Fremont east to Pigeon Creek Corridor, are located within the project area. Coordination with Steuben County Trails shall occur.
    - Two managed land polygons are located within the 0.5 mile search radius. The nearest managed land is located 0.08 mile southeast of the project area. No impact is expected.
    - There are no recorded airports or hospitals within a half mile radius of the project.

- Hazardous Material Sites
  - Three RCRA Generator/TSD facilities are mapped within the 0.5 mile search radius. The nearest RCRA Generator/TSD facility is located approximately 0.15 mile west of the project area. No impact to the project is expected.
  - Seven underground storage tank UST sites are mapped within the 0.5 mile search radius. Three UST sites are located adjacent to the project area.
    (1) LaGrange Products, 601 South Wayne Street, AI ID #60780. This UST site is located in the southwest quadrant of the intersection of Hardy Street and SR 827, adjacent to the project area. A Notification for UST Form, dated May 22, 1989, was reviewed on the IDEM VFC and indicated one (1) UST on site had been permanently closed and removed from the ground. No leaks or violations regarding the tanks were documented on the IDEM VFC. However, since no record of closure sampling was found on the IDEM VFC, if excavation is to occur near this site, proper soil and/or groundwater removal and disposal may be necessary. Before disposal and handling, soil should be analyzed for lead.
    (2) Steuben County Farm Bureau Co-op, 707 South Wayne Street, AI ID #14192. This UST site is located adjacent (east) to the project area, near the intersection of SR 827 and Broad Street. A UST Inspection Report, dated April 25, 2017, indicated three (3) registered USTs at this site. The facility was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. No impact to the project is expected.
    (3) Skelton's Service, 3235 East Toledo Street, AI ID #59441. This UST site is located in the southwest quadrant of the intersection of SR 827 and SR 120, adjacent (west) to the northern terminus of the project area. A UST Inspection Report, dated February 3, 2017, indicated four (4) registered USTs at this site. The facility was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. No impact to the project is expected.
  - Five leaking underground storage tank LUST sites are mapped within the 0.5 mile search radius. Two LUST sites are located adjacent to or within the project area.
    (1) Metalloy Corporation Fremont Casting Division, 3420 East 550 North, AI ID #15755. According to documentation reviewed on the IDEM VFC, this LUST site is actually located at 303 East Swager Drive, adjacent (east) to the project area. According to documentation reviewed on the IDEM VFC, this LUST site was given No Further Action (NFA) status on December 14, 2001. The NFA Determination stated that some contamination still remains on-site. If excavation is to occur near this site, proper soil and/or groundwater removal and disposal may be necessary.
    (2) Kennedy Oil Company (former Jack's Service Center), 206 South Wayne Street, AI ID #61216. This LUST site is located west of SR 827 within the project area, approximately 0.1 mile north of the intersection of Broad Street and SR 827. A Further Site Investigation (FSI) Report, dated February 7, 2006, was reviewed on the IDEM VFC. The FSI Report stated that confirmatory soil and groundwater sampling in the area surrounding the

LUST site were below laboratory detection limits for BTEX, MTBE, and TPH-GRO. IDEM issued a No Further Action (NFA) Determination Pursuant to 1994 UST Branch Guidance on February 20, 2006. Therefore, no impact to the project is expected.

- Two Brownfield sites are mapped within the 0.5 mile search radius. However, the location of the Miklosko Property was determined to be outside of the 0.5 mile search radius after review of documentation on the IDEM VFC. The nearest Brownfield site is located approximately 0.05 mile east of the project area.

  Former Fremont Landfill, Broad Street & Water Street, AI ID #60553. A Site Characterization and Sampling Plan Report, dated August, 2000, was reviewed on the IDEM VFC. The Site Characterization Report stated that impacted soils remain at the site. Analytical results from a Phase II ESA conducted at the site indicated lead in soil above the Voluntary Remediation Program (VRP) cleanup goal. Groundwater contaminant (VOCs, SVOCs, and metals) concentrations in excess of residential VRP cleanup goals were not evidenced in the groundwater samples submitted for analytical testing. The report also stated that the direction of groundwater flow at the site is from the northeast to the southwest, away from the project area. No impact is expected.
- Three NPDES Facilities are mapped within the 0.5 mile search radius. The nearest NPDES Facility is located approximately 0.1 mile east of the project area.

  Cold Heading Fremont Plant, 900 South Cassell Street, AI ID #60503. Documentation reviewed on the IDEM VFC indicated this facility has no recent violations on file. However, there are no details regarding the NPDES infrastructure for the site. If excavation occurs outside the current roadway foot print in this area, coordination with IDEM should occur.
- One NPDES Pipe Location is mapped within the 0.5 mile search radius, located approximately 0.27 mile west of the project area.

  Koester Metals, Inc., 301 West Water Street, AI ID #61776. Documentation reviewed on the IDEM VFC indicated this facility has no recent violations on file. No impacts to the project are expected from this facility.
- There are no recorded superfund sites, RCRA corrective action sites, state cleanup sites, septage waste sites, voluntary remediation program, construction demolition waste, solid waste landfill, infectious/medical waste sites, manufactured gas plant sites, open dump sites, restricted waste sites, waste transfer stations, tire waste sites, confined feeding operations, institutional sites, or notice of contamination sites.

- Hydrology
  - Eight NWI – Points are located within the 0.5 mile search radius. The nearest NWI – Point is located 0.09 mile southeast of the project area. No impact is expected.
  - Four NWI – Line segments are located within the 0.5 mile search radius. The nearest line segment is located 0.06 mile east of the project area. No impact is expected.

- Twelve river and stream segments are located within the 0.5 mile search radius. The nearest river and stream segment is located 0.28 mile south of the project area. No impact is expected.
- Fifty-four wetland polygons are located within the 0.5 mile search radius. Two wetland polygons are located adjacent to the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.
- Twenty-two lake polygons are located within the 0.5 mile search radius. One lake polygon is located adjacent to the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.
- One floodplain polygon is located within the 0.5 mile search radius, located 0.11 mile south of the project area. No impact is expected.
- There are no recorded karst springs, historic canal structures, impaired IDEM 303d listed rivers and streams, historic canal routes, NPS NRI Listed, cave entrance densities, sinkhole areas, or sinking-stream basins.

o Geology
- There are no recorded mines, on the surface or underground, petroleum wells, or petroleum fields within a half mile radius of the project.

o Natural Heritage Data
- A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did indicate the presence of multiple endangered, threatened, or rare (ETR) species within the 0.5 mile radius, and one ETR species within the project area. Coordination with USFWS and IDNR will occur.
- An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence of the federally endangered species, the Rusty Patched Bumble Bee, in or within 0.5 mile of the project area. No impact is expected.
- 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 "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects" dated October 25, 2017.

o Cultural Resources
- There are no contributing resources are located within the half mile radius of the project area. Coordination shall occur with the Miami Nation tribe if required.

FIELD CHECK

A field check meeting was held with American Structurepoint and INDOT Fort Wayne District personnel on August 3, 2018. The purpose of this meeting was to discuss the scope of the project. See **Appendix C** for scoping meeting minutes.

TRAFFIC DATA AND ANALYSIS

The Indiana Department of Transportation's Traffic Statistics Unit has provided the following current and projected traffic data. See **Appendix C** for traffic data.

AADT (2022): 5,650 VPD
AADT (2044): 7,500 VPD
DHV (2044): 800 VPD
Trucks: 5.00% DHV

CRASH DATA AND ANALYSIS

The ARIES Crash Data Report shows, from October 2015 thru September 2017, a total of 14 crashes involving 15 motor vehicles occurred on SR 827 within the project limits. Of the 14 crashes, 7 of these involved collisions with deer and 7 instances of vehicles leaving the roadway. There were two injuries and zero fatalities from these crashes. After reviewing the crashes for trends, none were established. The RoadHat 3.0 Report for the road segment returned acceptable ICF and ICC ratings.

See **Appendix C** for summary of the crash data.

IDENTIFICATION OF ALTERNATIVES

The purposed project will follow the current INDOT Design guidelines for 3R Projects. Chapter 55 of the INDOT Design Manual will be applicable to this project.

Alternate No. 1 – Pavement Rehabilitation with ADA Improvements

This alternative consists of an HMA Overlay – Minor Structural pavement rehabilitation. Existing curb ramps that are not ADA compliant would be reconstructed within the project limits. No changes will be made to the existing alignment, lane configuration, sidewalk, curb, or storm sewer. This alternative is expected to add 15 years to the life of the pavement.

Alternate No. 2 – Pavement Rehabilitation with ADA & Drainage Improvements

This alternative consists of an HMA Overlay – Minor Structural pavement rehabilitation. No changes will be made to the existing alignment and lane configuration. Existing curb will be replaced with curb and gutter. New curb and gutter will be extended south to Swager Road. Storm sewer and curb inlets will be added to the curb and gutter sections. Curb ramps and sidewalk will be reconstructed as needed. All existing ADA compliant sidewalk and curb ramps not affected by the proposed construction will be retained.

This alternate will bring sidewalk and curb ramps to the current INDOT standards. This alternative is expected to add 15 years to the life of the pavement. Additionally, the implementation of a new storm sewer will improve drainage issues in this area. This alternate may require reacquisition of the existing right-of-way at various locations. Utility relocations will be necessary due to the addition of the storm sewer network.

Alternate No. 3 (Preferred) - Pavement Rehabilitation with ADA & Drainage Improvements & Roadway Realignment

This alternative consists of an HMA Overlay – Minor Structural pavement rehabilitation and sections of full pavement replacement. Approximately, 1,445 feet of SR 827 will be realigned from just south of Swagger Road to just north of Broad Street. One feasible realignment alternative would be to shift the intersection of Swager Road and SR 827 approximately 40 feet west. Additionally, the railroad crossing at SR 827 and Swager Road will be moved further away from the intersection. This will allow movement of vehicles to occur while a train is present. The realignment will eliminate one set of existing reverse curves located just south of the railroad crossing. The proposed horizontal realignment will be in accordance with INDOT design standards. Further adjustments to the realignment may be considered during the design development process. Refer to **Appendix D** for preliminary realignment layout.

No changes will be made to the existing lane configuration. Existing curb will be replaced with curb and gutter. New curb and gutter will be extended south to Swager Road. Storm sewer and curb inlets will be added to the curb and gutter sections. Curb ramps and sidewalk will be reconstructed as needed. All existing ADA compliant sidewalk and curb ramps not affected by the proposed construction will be retained. Further investigation shall be required to determine necessary upgrades to the railroad crossing signalization, such as the addition of gate arms.

This alternate will bring sidewalk, curb ramps, and horizontal alignment to the current INDOT standards. This alternative is expected to add 15 years to the life of the pavement. Additionally, the implementation of a new storm sewer will improve drainage issues in this area. This alternate may require reacquisition of the existing right-of-way at various locations and acquisition of new right-of-way within the realignment segment. Utility relocations will be necessary due to the addition of the storm sewer network and the roadway realignment.

Alternate No. 4 – No Build (Existing to Remain in Place)

This alternate consists of leaving the corridor as is, with no corrective actions taken. With no improvements to the existing corridor, pavement conditions would continue to deteriorate and the areas of sidewalk and curb ramps would remain ADA non-compliant. Traffic patterns would not change. This alternate would not address the purpose and need as defined in this report. For these reasons, the No Build alternative was not further pursued.

ESTIMATED COSTS

Alternate No. 1 – Pavement Rehabilitation with ADA Improvements

Phase	**Year**		**Costs**
Preliminary Engineering	(2018)	$	250,000
Right of Way	(2020)	$	100,000
Utility Relocations	(2021)	$	300,000
Roadway Construction	(2021)	$	837,000
Railroad	(2021)	$	200,000
TOTAL SECTION COST		**$**	**1,687,000**

Alternate No. 2 – Pavement Rehabilitation with ADA & Drainage Improvements

Phase	**Year**		**Costs**
Preliminary Engineering	(2018)	$	685,000
Right of Way	(2020)	$	200,000
Utility Relocations	(2021)	$	300,000
Roadway Construction	(2021)	$	2,536,300
Railroad	(2021)	$	200,000
TOTAL SECTION COST		**$**	**3,921,300**

Alternate No. 3 (Preferred) – Pavement Rehabilitation with ADA & Drainage Improvements & Roadway Realignment

Phase	**Year**		**Costs**
Preliminary Engineering	(2018)	$	685,000
Right of Way	(2020)	$	250,000
Utility Relocations	(2021)	$	300,000
Roadway Construction	(2021)	$	2,789,800
Railroad	(2021)	$	650,000
TOTAL SECTION COST		**$**	**4,674,800**

Refer to the preliminary project cost estimates in **Appendix D** for additional information.

DISCUSSION OF ALTERNATIVES AND IDENTIFICATION OF PROPOSAL

- **Design Standards**

Recommended Alternative:	Described in the Project Recommendation Portion of this Report.
Geometrics:	Current INDOT Design Standards for 3R Projects INDOT Design Manual, Chapter 55
Functional Classification:	Major Collector (IDM Fig. 55-3G)
Design & Posted Speed:	45 mph (From McSwain Dr. to just south of the Indiana Northeastern railroad crossing) 35 mph (From just south of the Indiana Northeastern railroad crossing to 540 feet south of Pearl St.) 30 mph (From 540 feet south of Pearl St. to SR 120)
Terrain:	Level
Obstruction Free Zone:	2’-6” from the edge of travel way
Clear Zone:	10’-0” from the edge of travel way
Lane Width:	10’-0” minimum, 12’-0” desirable
Curb Offset:	1’-0” minimum, 2’-0” desirable
Parking Lane:	8’-0” minimum; 11’-0” desirable

- **Hydraulic Recommendations**

  For alternatives 2 and 3, a new storm sewer with drainage inlets shall be installed in curbed segments and spaced per INDOT guidelines. The storm sewer will outlet into an existing detention pond located just north of the intersection of SR 827 and Broad Street. The detention pond will need to be evaluated to determine if it needs to be expanded to handle the increase in runoff. Further coordination with the Town of Fremont and INDOT will be required. The designer shall coordinate with IDEM, IDNR, and/or the Army Corps of Engineers, as applicable, to determine permitting needs.

- **Lighting, Signals, Signage, and Utilities**

  Existing roadside signage shall be maintained and/or relocated as part of the project.

  Existing roadway lighting are not expected to be impacted and will be maintained within the project limits.

  No utility impacts are expected for Alternate 1. Underground and overhead utility relocations are anticipated within the project limits for Alternates 2 and 3. The designer shall coordinate will INDOT and utility companies to determine the extent of such impacts and relocations. Storm sewer design should attempt to eliminate conflicts with underground gas, sanitary, and water facilities. Coordination should be made with municipal utilities to determine if the condition of water or sanitary facilities warrants relocation or replacement. Subsurface

utility engineering, SUE, may be required to accurately locate existing utilities and identify potential conflicts.

For Alternate 1 and 2, the designer shall coordinate with Indiana Northeastern Railroad and the INDOT Railroad coordinator to determine if the railroad signal and equipment warrant an upgrade. For Alternate 3, the railroad crossing, signals, and equipment will be need to be reconstructed at the new road crossing. The designer shall coordinate with INDOT regarding impacts to the railroad signal and equipment. Railroad coordination will be required.

- **Intersection Improvements**

  All existing intersections shall be maintained as part of the project, modified as necessary for incorporation of the proposed improvements. Existing stop control measures shall be retained throughout the corridor. Drive approaches which exceed INDOT requirements will be reduced to meet the maximum widths.

ENVIRONMENTAL CONCERNS

The environmental impacts of this project are minimal. If Alternative 3 is chosen, additional right-of-way and tree clearing may be needed. The number to trees to be impacted will be determined in the design phase of the project. No significant impacts are anticipated to wetlands, streams or floodplains, despite their presence within the vicinity of the project limits. No change in the air quality, noise impacts or consumption of energy resources should occur.

Although wildlife population losses are not anticipated from this pavement rehabilitation project, coordination with IDNR and USFWS will be needed regarding the potential for impacts to threatened and endangered species. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did/did not indicate the presence of endangered species. 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 "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects" dated October 25, 2017. An inquiry using the USFWS IPaC website did not indicate the presence of the federally endangered species, the Rusty Patched Bumble Bee, in or within 0.5 mile of the project area. No impact is expected.

One cemetery is located adjacent to the project area. A Cemetery Development Plan may be required since this project is within 100 feet of the cemetery. Coordination with INDOT Cultural Resources is recommended.

One railroad segment, associated with the Indiana Northeastern Railroad, is located within the project area. Coordination with INDOT Utilities and Railroads should occur.

Two potential trail segments, associated with the Fremont Road Trail and the West Fremont east to Pigeon Creek Corridor, are located within the project area. Coordination with Steuben County Trails shall occur.

The presence of two wetland polygons and one lake polygon located adjacent to the project area will require the preparation of a Waters of the US Report and coordination with INDOT ES Ecology and Waterway Permitting.

Coordination with IDEM will be required during construction to address the potential contamination issues associated with one UST site, one LUST site, and one NPDES facility within the project area. Proper removal and disposal of any excavated soil will be required as part of the project.

Construction impacts are usually of short duration, typically ending soon after the project is complete. The anticipated short-term construction related impacts would be mitigated by the completion of construction activities.

From analysis of these environmental impacts, it is anticipated that the pavement rehabilitation project should not generate any significant impacts to humans or the natural environment. A Level 2 Categorical Exclusion Document is anticipated for the project.

SURVEY AND GEOTECHNICAL REQUIREMENTS

A topographic survey was completed by American Structurepoint in April 2018. Supplemental survey will be required to appropriately size a detention pond for the outlet for the proposed storm sewer network. A geotechnical investigation will be required to aid in the design process. The designer shall coordinate with the geotechnical engineer the during design phase.

RIGHT-OF-WAY IMPACTS

Reacquisition of existing right of way may be required at various locations within the project limits. Acquisition of permanent right of way could be necessary for corner cuts and storm sewer construction as well as the roadway realignment. Temporary right of way is anticipated for drive reconstruction and grading. A public informational meeting will be held and it is anticipated that a public hearing will be held.

TRAFFIC MAINTENANCE DURING CONSTRUCTION

For Alternate 1, traffic should be maintained on the existing roadway during construction. A single lane would be used to maintain both directions of traffic by the use of flaggers. For Alternate 2 and 3, traffic shall be maintained by detour. The official State Detour will utilize US 20, SR 127, and SR 120. Further coordination will occur with Steuben County, the Town of Fremont, and INDOT officials to finalize construction phasing and detour routes during design. Construction will be phased to minimize disruption to local traffic. Access to all properties along the project will be maintained during construction. Coordination will be necessary with adjacent commercial properties regarding maintaining operational access during construction. Pedestrian detour routes shall be provided during construction to maintain pedestrian connectivity within the Town of Fremont.

RELATED PROJECTS, CONSISTENCY

The subject project has a proposed letting date of 7/14/2021. A review of the current INDOT STIP and Eighteen Month Letting list identifies that there are no other programmed projects within the vicinity of the subject project.

COORDINATION

Coordination of the proposed project has been undertaken with the following divisions and District of the Indiana Department of Transportation:

1) INDOT Fort Wayne District (Susan Doell, Dave Somerlott, Tharon Morgan, Randall Post, Doug Kelly, Steve Seculoff, Jenny Bass)
2) Traffic Statistics Unit, Roadway Management – Crash & Traffic Data

Additional project coordination shall be required with the INDOT Fort Wayne District Utility and Railroad Division.

CHANGES TO ENGINEER'S REPORT

Fort Wayne District Technical Services and Capital Program Management shall be consulted if deviation from the proposal is determined to be necessary during a later phase of project development. The person initiating changes shall route a memo detailing the changes, including justification for the change and the estimated cost difference, to the Fort Wayne District System Asset Manager, Scoping Manager and the Project Manager for concurrence.

RECOMMENDATIONS/CONCLUSIONS/CONCURRENCE

Based upon the collected data, site visits and the information gathered in this report, it is recommended – with District concurrence – that SR 827 to be improved by Alternate 3 consisting of pavement rehabilitation with ADA and drainage improvements and roadway realignment. The project shall be designed using current INDOT design standards for 3R non-freeway projects. No adverse environmental impacts are anticipated as a result of this project.

Concurrence: Jenny Bass _____ **Date:** 05/21/19

Jenny Bass
Project Manager, INDOT

Concurrence: Susan J. Doell ___ **Date:** 5/20/19

Susan Doell, PE
Scoping Manager, INDOT

Concurrence: _____ **Date:** 2019.06.14 15:15:14 -04'00'

Randall Post, PE
System Asset Manager, INDOT