

**CATEGORICAL EXCLUSION DOCUMENT  
LEVEL 3**

**For the Proposed**

**UNITED STATES ROUTE 20 ADDED TRAVEL LANES  
FROM 0.75 MILES EAST OF COUNTY ROAD 17 TO  
STATE ROUTE 15**

**PROJECT DES No. 0500328**

**ELKHART COUNTY, INDIANA**

**Prepared By:**

**Burgess and Niple, Inc.**  
251 North Illinois Street  
Capital Center Suite 920  
Indianapolis, IN 46204



**October 3, 2011**

**Indiana Department of Transportation**

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

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

**Road No./County:**

**United States Route (US) 20/ Elkhart County**

**Designation Number:**

**0500328**

**Project Description/Termini:**

The project will add one through travel lane in each direction plus a center two way left turn lane (TWLTL) for access to the private properties along US 20. Dedicated left turn lanes will be stripped at all public road intersections. The project begins on the east side of Elkhart, IN approximately 0.75 miles east of County Road (CR) 17 (RP 96.35), where an existing 4-lane divided section ends. The grass median will be eliminated to narrow the right of way width, and replacing it with pavement for the TWLTL. The project ends at the US 20-State Route (SR) 15 intersection where the approaches to the intersection have already been widened to accommodate two through lanes and left turn lanes.

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):

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

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

**Approval**

\_\_\_\_\_  
ESM Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
ES Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
FHWA Signature

\_\_\_\_\_  
Date

**Release for Public Involvement**

\_\_\_\_\_  
ESM Initials

\_\_\_\_\_  
Date

B72  
ES Initials

10-21-11  
Date

**Certification of Public Involvement**

This is page 1 of 26

Project name:

US 20 Added Travel Lanes

Date:

10/03/2011

**Indiana Department of Transportation**

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

Manager, Public Hearings Signature \_\_\_\_\_ Date \_\_\_\_\_

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

Reviewer Signature \_\_\_\_\_ Date \_\_\_\_\_

Name and organization of CE/EA Preparer: Richard G. Fitch, AICP, Burgess & Niple, 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.**

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

Remarks:

In July 2010, a notice was sent by Burgess & Niple, Inc that field surveys would be undertaken along the US 20 project limits. These letters were sent to 64 property owners. The letters included a contact name and phone number if the property owner had any questions concerning the project. The same letter was sent in March 2011 prior to the start of ecological and environmental site assessment field investigations and the ambient noise readings. A copy of the notification letter and the mailing list are attached (Appendix G).

A public information meeting was held on May 18, 2011 at the Northridge High School in Middlebury, IN. The meeting included a short presentation followed by an open house format where residents could view project maps and ask questions of the INDOT and consulting team staff. The meeting was announced in the May 14, 2011 edition of the Elkhart Truth a local newspaper distributed in the area as well as the INDOT Website. A copy of the announcement is attached (Appendix G). 59 people signed in at the meeting. Copies of the sign-in sheets are attached (Appendix G). During and after the meeting, a total of 10 residents submitted written comments, as well as comments discussed during the open house portion of the meeting. Copies of the written comments are attached (Appendix G). The written comments and questions raised during the meeting addressed three main areas of concern, 1) Individual property concerns- i.e. moving the road closer to the homes along the south side of US 20 resulting in loss of front yards, loss of parking in the driveways, loss of individual wells or septic tanks, and create greater noise levels in the homes; 2) Danger in crossing 5 lanes of traffic at county road intersections or from driveways; 3) loss of property value due to homes being closer to the roadway and loss of front yards. Most of the comments were received from residents on the south side of US 20 between CR 19 and CR 23.

The Section 106 public involvement included INDOT's Findings, made on behalf of FHWA, and supporting 800.11(d) documentation were provided to the SHPO and other consulting parties on August 12, 2011, for a final 30-day consultation/comment period. Views of the public were concurrently being sought through publication of INDOT/FHWA's findings in The Elkhart Truth on August 19, 2011. In the published notice, the closing date for comments was September 17, 2011. No responses or comments were received from the public. The publisher's affidavit is located in (Appendix D).

A Public Hearing will be held for this project for the project requires significant amount of new R/W (exceeds one-half acre) and substantially changes to the layout of the facility being improved.

**Public Controversy on Environmental Grounds**

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

Yes  No

This is page 2 of 26 Project name: US 20 Added Travel Lanes Date: 10/03/2011

Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

Remarks:

During the public involvement meeting discussed above, the area residents voiced concerns about moving the road closer to their homes and the increased noise level that will occur due to increased traffic and the travel lanes moved closer to the homes. The proposed roadway alignment was designed to minimize the impacts to property owners along the entire US 20 project area while maintaining INDOT design standards. Three full residential properties will be acquired due to the homes being located within the proposed road improvements and right-of-way. The remaining homes will be outside of the R/W and the property owners will be compensated for loss of land during R/W acquisition.

Opportunity for a Public Hearing Required Yes No X

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

Sponsor of the Project: INDOT Local Name of the Facility: US 20 INDOT District: Ft. Wayne

Funding Source: [X] Federal [X] State [ ] Local [ ] Private

PURPOSE AND NEED:

Describe the problem that the project will address. The purpose of the project is to enhance mobility by addressing existing and anticipated congestion/delay on the segment of US-20 between the existing 4-lane divided section (east of CR 17) and SR 15. The existing roadway is a two-lane facility with paved shoulders and left turn lanes at the public county roads. US-20 serves Elkhart County residents, as well as commercial and industrial interests along the corridor by providing an east-west connection between the city of Elkhart and other communities to the east. According to INDOT maintenance logs, US-20 was first reconstructed in 1925 as an 18' concrete section (likely a reconstruction of an existing county road). The Average Annual Daily Traffic (AADT) is estimated to be 20,218 vehicles in 2015 with 20% trucks. In 2035, the AADT is projected to be 24,069 vehicles with 20% trucks.

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

**Table 1 –Level of Service (LOS) Criteria for Signalized Intersections**

<i>Signalized Level of Service (LOS)</i>	
<b>LOS</b>	<b>Delay (seconds)</b>
A	0 - 10
B	>10 - 20
C	>20 - 35
D	>35 - 55
E	>55 - 80
F	≥80

The methodology outlined in the *2000 Highway Capacity Manual (HCM)* as well as *Highway Capacity (HCS)* and *SYNCHRO* software was used to perform the segment and intersection capacity analysis for the length of the project. US 20 was analyzed as a whole segment from just east of CR 17 to SR 15 in order to obtain arterial level of service (LOS) as well as intersection LOS. For rural 4R standards, the INDOT Design Manual stipulates a minimum LOS of C, with B as the desirable, and no intersection approach worse than LOS D.<sup>1</sup>

The two-lane highway segment analysis was completed using HCS for traffic from 2010 and 2035 AM and PM peaks. The results are as follows in Table 2 below. The two-lane highway analysis shows that the arterial level of service for this segment of US 20 is unacceptable both at present and in the design year.<sup>1</sup>

**TABLE 2- US 20 Level of Service**

	<b>Average Speed (mph)</b>	<b>Volume to Capacity Ratio</b>	<b>% Time Spent Following</b>	<b>LOS</b>
2010 AM	44.7	0.51	79.8	D
2010 PM	44.6	0.48	80.6	E
2035 AM	42.3	0.63	85.7	E
2035 PM	41.9	0.60	85.9	E

### CRASH DATA & SAFETY ANALYSIS

Vehicle crash analysis is performed to identify locations operating undesirably and to determine probable causes. The crash data was collected from the Indiana State Police database. The crash data was analyzed using Hazard Analysis Tool (HAT). The HAT software produces Indices of Crash Cost and Frequency after using the inputs of the crash number and type, traffic in vehicles per day, and roadway type. The index values that indicate whether there are more or less actual crashes than the predicted value are positive or negative respectively. The values show the number of standard deviations from the predicted crashes. The HAT data in Table 3 shows that there are more crashes than expected at the US 20 and SR 15 intersection. The number of crashes at that intersection does skew the data for the entire segment a bit but there are still high index values and thus some safety issues with the mainline, mid-block, segments even without the SR 15 intersection crash data.<sup>1</sup>

**TABLE 3- Hazard Analysis Tool Data for US 20 Crashes<sup>1</sup>**

<b>Intersecting Roadway</b>	<b>Number of Crashes</b>	<b>Vehicles Involved</b>	<b>Index of Crash Cost</b>	<b>Index of Crash Frequency</b>
<b>Frontage Road</b>	3	5	-1.29	-1.57
<b>CR-19</b>	20	38	-1.03	-1.04
<b>CR-21</b>	19	28	-0.98	-1.07
<b>Jefferson</b>	1	2	-1.29	-1.63
<b>CR-23</b>	18	30	-1.02	-1.07
<b>SR-15</b>	53	103	-0.16	1.10
<b>Entire Segment</b>	165	297	2.68	2.94

Crash data has been analyzed for the years 2005-2008 and is shown in Table 4. When analyzing the operating conditions, it was found about 62% of the crashes occurred during daylight hours. The data does not differentiate between the east and west junctions of SR 19

This is page 4 of 26      Project name: US 20 Added Travel Lanes      Date: 10/03/2011

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

& SR 23 as they are relatively close together.

The highest number of crash types on US 20 is rear end. A high number of rear end crashes is an indicator of congestion. The highest number of rear end crashes occurs near the SR 15 intersection. Due to the relatively low number of traffic signals in the area, the traffic signal at US 20 and SR 15 may conflict with driver expectation on this segment of US 20. <sup>1</sup>

**TABLE 4 US 20 Crash Data 2005-2008**

Crash by Street	# of Crashes	# of Veh	Collision Involved			Severity			Collision Diagram								Light Condition		
			Fixed object animal	embankment	Oth motor veh	Prop Dam Only	Persnal injury	Fatal	Anim al other	Head on	Rear end	Rt Turn	Off Road	Left Turn	Side Swipe	Rt Angle	Day	Dark	
Frontage Road	3	5	1	0	2	2	1	0	1	0	0	0	0	0	0	1	1	2	1
Mid Block	4	4	2	2	0	3	1	0	2	0	0	0	2	0	0	0	0	1	3
CR19	20	38	1	3	16	15	5	0	2	1	4	0	3	2	5	3	14	6	
Mid Block	2	3	0	1	1	1	1	0	0	0	0	0	1	0	0	1	0	2	
CR21	19	28	1	9	9	13	5	1	1	4	5	0	3	1	1	4	14	5	
Mid Block	8	16	1	1	6	8	0	0	1	2	1	0	1	0	1	2	2	6	
Jefferson	1	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	
Mid Block	6	12	0	2	4	4	2	0	0	0	3	0	2	0	0	1	3	3	
CR23	18	30	5	3	10	13	5	0	7	1	5	0	1	0	1	3	11	7	
Mid Block	21	40	3	2	16	17	4	0	3	1	13	0	2	0	2	0	15	6	
SR15	53	103	5	4	44	48	5	0	6	2	29	0	2	9	4	1	35	18	
Mid Block	10	16	1	4	5	9	1	0	1	2	4	0	2	0	0	1	5	5	
<b>Total</b>	<b>165</b>	<b>297</b>	<b>20</b>	<b>31</b>	<b>114</b>	<b>133</b>	<b>31</b>	<b>1</b>	<b>24</b>	<b>13</b>	<b>64</b>	<b>0</b>	<b>19</b>	<b>12</b>	<b>15</b>	<b>18</b>	<b>103</b>	<b>62</b>	

The purpose of the project is to enhance mobility by addressing existing and anticipated congestion/delay and the above normal number of rear end crashes on the segment of US 20 between the existing 4-lane divided section (0.75 miles east of CR 17) and SR 15.

The logical termini for the project along US 20 is the current termination of the four lane divided section on the west and the SR 15 signalized intersection on the east.

<sup>1</sup> Engineer's Report, US 20 Added Travel Lanes From 0.75 Miles East of CR 17 to SR 15, Des No. 0500328, dated 26 February 2010, by Daniel McCoy, E.I.

**PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):**

County: Elkhart  
 Municipality: N/A  
 Limits of Proposed Work: 0.75 miles east of County Road 17 to State Route 15  
 Total Work Length / Area: 2.71 Mile(s) / Acre(s)

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

<sup>1</sup> 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.

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

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

Four alternatives were considered: three Build Alternatives and the No-Action (or no-build) Alternative. The original intent of the project was to add travel lanes to US 20 from CR 17 to SR 15. The allocated budget for this original project description is \$13,598,361 according to SPMS. Each alternative, other than the no build alternative, would exceed this listed budget. The Preferred Alternative listed below includes project changes from those listed in the Engineer's Report to bring the project into the planned budget. The Project Location Map and the Aerial Map of the project area are attached (Appendix B).

### Preferred Alternative

Construction/Reconstruction of 4-Lane Cross Section with 14 ft Median on Existing Alignment The detailed plans are attached in Appendix B for the preferred Alternative. The preferred alternative involves increasing the number of through travel lanes from two to four. A continuous center two way left turn lane (TWLTL) is proposed for the flush median except at the signalized intersection at SR 15 and at the public cross streets where a separate dedicated left turn lane will be striped for both mobility and safety purposes. The use of a TWLTL will reduce the amount of R/W required by decrease the width of the median from a 30' wide grass median to the 12' wide TWLTL. The TWLTL will also allow the residents along the road to make left turns into their properties. Only a minimal amount of work on the side roads and private driveways will be performed as necessary to create new turn radii and to match the side roads and driveways with the widened mainline. The centerline of the preferred alternative will move slightly (north and south) from the existing centerline based on property avoidance and geometric modifications. 10' wide paved shoulders will be installed along the outside lanes of US 20.

The project will not include adding sidewalks or multi-use trails since these were not identified as a need along this section of US 20. The 10' wide shoulder will accommodate bicyclists and horse drawn vehicles to be used by the Amish in the area.

This alternative meets the purpose and need and will also be within the funding limit allocated for this project.

The detailed plan and profile sheets are attached (Appendix B).

### OTHER ALTERNATIVES CONSIDERED:

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

#### Alternative #2 (Not Selected)

Construction/Reconstruction of 4-Lane Cross Section with 16 ft Median on New Alignment: Alternative #2 involves the attributes described in Preferred Alternative but would be constructed on a new alignment. The exact path of this alternative was never determined due to the decision that it would likely cause greater environmental impacts. The first option was to modify the horizontal alignment through the project length to avoid as many properties as possible. This would be hard to justify for a US route that is already on a preferable tangent alignment and would require acquisition of the entire R/W. The second alignment option was to either add lanes to the north or south edge of pavement (but not both) so as to only affect one side of the roadway. This option would likely involve more than a dozen residential relocations and was deemed to be unacceptable. The alignment would also greatly increase the cost of the project beyond the allocated funds for the project. While this alternative met the purpose and need, for the reasons listed above this alternative was not selected.<sup>2</sup>

#### Alternative #3 (Not Selected)

Construction/Reconstruction of 4-Lane Cross Section with 30 ft Median on Existing Alignment: Alternative #3 involves all of the attributes described in Preferred Alternative except for the median width and material. Instead of a flush median used as a TWLTL, a depressed 30' grass median was proposed. Left turn lanes would be added inside the median at the public cross roads. This would create a more rural and possibly more fitting cross section for the surroundings. This alternative would match the cross section of the 4-lane section to the west. By not implementing a flush median used as TWLTL, not as much pavement would be used and thus construction cost would be lower. However, it is likely that with this larger median an additional 15 residential relocations would be necessary rather than just the 3 in the Preferred Alternative. This alternative would also reduce the left turns into properties between the County Road intersections. The access to the properties would have to be achieved through the use of frontage roads and would greatly increase the R/W for the project. While this alternative met the purpose and need, due to the issues discussed above, Alternative #3 was not recommended.<sup>2</sup>

#### Alternative #4 (Not Selected)

No Action Alternative: The No Action Alternative involves no disruption and no additional cost. The No-Action Alternative does not address the project's essential purpose since the safety and mobility needs for the corridor would not be met. The average travel speed

This is page 6 of 26      Project name: US 20 Added Travel Lanes      Date: 10/03/2011

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

for the corridor will likely decrease as the volume continues to rise.<sup>2</sup>

Therefore, it is concluded that it is environmentally, economically and socially prudent to correct the corridor as a whole, rather than divide it up into smaller, spot improvements. The No-Action Alternative is not recommended because it does not meet the purpose and need of the project.<sup>2</sup>

<sup>2</sup> Engineer's Report, US 20 Added Travel Lanes From 0.75 Miles East of CR 17 to SR 15, Des No. 0500328, dated 26 February 2010, by Daniel McCoy, E.I.

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

- |   |                                     |
|---|-------------------------------------|
| It would not correct existing capacity deficiencies;  | <input checked="" type="checkbox"/> |
| It would not correct existing safety hazards;   | <input checked="" type="checkbox"/> |
| It would not correct the existing roadway geometric deficiencies;                             | <input type="checkbox"/>            |
| It would not correct existing deteriorated conditions and maintenance problems, or            | <input type="checkbox"/>            |
| It would result in serious impacts to the motoring public and general welfare of the economy. | <input type="checkbox"/>            |
| Other (Describe)  | <input type="checkbox"/>            |

### ROADWAY CHARACTER: US 20

Functional Classification:	Minor Arterial				
Current ADT:	20218	VPD 20( 15 )	Design Year ADT:	24069	VPD 20 (35 )
Current Year DHV	1617	Trucks (%) 20	Design Year DHV	1926	Trucks (%) 20
Designed Speed (mph):	50	Legal Speed (mph):	50		

	Existing	Proposed
Number of Lanes:	2 -12 ft wide with LTL various width at county road intersections	5 lanes- 4@12 ft (2 Through and 2 Through/Right) and TWLTL@14 Ft
Type of Lanes:	Through/Right Turn/Left Turn	Through, Through/Right, and TWLTL
Pavement Width:	24 ft.	62 ft.
Shoulder Width:	8-10 ft.	10 ft.
Median Width:	0 ft.	14 ft.
Sidewalk Width:	0 ft.	0 ft.

Setting:  Urban  Suburban  Rural  
 Topography:  Level  Rolling  Hilly

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

### DESIGN CRITERIA FOR BRIDGES:

Structure Number(s): N/A Sufficiency Rating: N/A

	Existing	Proposed
Bridge Type:	96"x80" Corrugated Metal Pipe	12'x6' Concrete Box Culvert
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:	6 ft.	10 ft.
Length of Channel Work:	N/A ft.	124 ft.

This is page 7 of 26 Project name: US 20 Added Travel Lanes Date: 10/03/2011

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

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

Remarks: There are no bridges within the project limits. However, there is a culvert pipe (small structure) located under US 20 at Getz Ditch, which is approximately 0.4 miles west of SR 15 and is a tributary to Indian Creek. Getz Ditch is a County Legal Drain.

The existing culvert is a 96"x80" corrugated metal pipe. The culvert is to be replaced and lengthened to accommodate the proposed US 20 widening. The proposed culvert is a 12'x 6' concrete box culvert with wing walls and a 2' sump and 124' in length.

Riprap will be placed at both ends of the culvert for erosion protection.

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

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

**MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:**

	Yes	No
Is a temporary bridge proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input type="checkbox"/>	<input type="checkbox"/> N/A
Provisions will be made for through-traffic dependent businesses.	<input type="checkbox"/>	<input type="checkbox"/> N/A
Provisions will be made to accommodate any local special events or festivals.	<input type="checkbox"/>	<input type="checkbox"/> N/A
Will the proposed MOT substantially change the environmental consequences of the action?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is there substantial controversy associated with the proposed method for MOT?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: Construction phases will be used for the project improvements in order to maintain two-way traffic during construction. Access (driveways) will be maintained to all properties during construction and all public road intersections will remain open. Due to the number of trucks that use the road, an alternative truck detour route will be developed and signs posted marking the alternative route. Wide load notification signs will be placed on state detour routes within the vicinity of this project.

**ESTIMATED PROJECT COST AND SCHEDULE:**

Engineering: \$ 1.79M (2013) Right-of-Way: \$ 2.87M (2013) Construction: \$ 9,449,800 (2013)  
 Anticipated Start Date of Construction: March 2013

Date project incorporated into STIP July 11, 2011

If in an MPO area, location of project in TIP Resolution 73-10 which was incorporated by reference into the STIP on November 10, 2010

**RIGHT OF WAY:**

Amount (acres)

**Indiana Department of Transportation**

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

Land Use Impacts	Permanent	Temporary
Residential	8.08	1.66
Commercial	2.06	0.75
Agricultural	8.83	0.30
Forest	2.82	0.13
Wetlands	0	0
Other:		
Other:		
Other:		
<b>TOTAL</b>	<b>21.8</b>	<b>2.84</b>

Remarks:

A total of 21.8 acres of land will be acquired to widen the roadway to 4 lanes. 8.08 acres will be from residential properties resulting in the loss of some front or side yards. Three residential structures that sit close to the current road will require full takes and demolition of the structures. 8.83 acres will be required from agricultural land. Again these will be strip takes along the current R/W and will not result in the loss of large agricultural fields. No agricultural buildings will be acquired for the project. 2.82 acres of woodlots/forested property will be acquired. These wooded areas are associated with private property at residential lots, farm properties, or undeveloped lots along the road. 2.06 acres from commercial properties located near the eastern end of the project at the intersection of US 20 and SR 15. The R/W limits are shown on the project plan sheets and the Project Areal Map attached (Appendix B).

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

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

#### SECTION A – ECOLOGICAL RESOURCES

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

Remarks: One small stream, Getz Ditch is located near the eastern end of the project approximately 740 feet east of the intersection of US 20 and CR 23 East Junction. Getz Ditch flows south through an agricultural field prior to entering a 96" x 80" corrugated metal pipe (CMP) under US 20. The CMP will be replaced by a 12'x 6' concrete box culvert with a length of 124'. Getz Ditch flows south into Indian Creek and is classified a Legal County Drain. Getz Ditch is the only stream, river, watercourse or jurisdictional ditch that is within the project limits. The project plan sheets are attached (Appendix B).

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

Remarks: One man made pond is located on the north side of US 20 and the east side of County Road 23 East Junction. This pond is north of the house and driveway that sits on the north side of US 20. This pond will not be impacted by the project. The Elcona County Club has four ponds. The project will not impact any of the ponds on the County Club property.

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

Total wetland area: 171+ acre(s) Total wetland area impacted: 0.0 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
A	Open water Aquatic bed Emergent Scrub/shrub Forested	170 acres	0.00 Acre	This wetland located north of US 20 and west of CR 23 East Junction is separated from US 20 by 130' of forested sloped land leading to the edge of the wetland. No impacts to the wetland will occur due to the roadway construction.

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

B	Forested	Approximately 5 acres	0.00 Acre	This wetland is located on the south side of US 20 near SR 15 west of a commercial property. The southern limits of the wetland were not delineated for the scope of the project only required the delineation of only the wetland boundary that was adjacent to the project limits. This wetland will not be impacted by the proposed project.
C	Palustrine emergent	<1.0 acres	0.00 Acre	This wetland is located approximately 300 feet east of Getz Ditch on the north side of USR 20. Emergent vegetation consisting primarily of cattails ( <i>Typha</i> sp.) was visible from the edge of the farm field to the wooded area. This wetland will not be impacted by the proposed project.

**Wetlands**

Wetland Determination

Wetland Delineation Report

USACE Isolated Waters Determination Mitigation Plan

Documentation

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

ES Approval Dates

Included in the Waters of the US Report, B&N, September, 2011.
Included in the Waters of the US Determination Report, B&N, September, 2011.

**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.

Individual Wetland Finding

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

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

Remarks:

Three wetlands were identified within the project limits. Wetland A is located on the north side of US 20 and the west side of County Road 23 East Junction. This wetland is located approximately 150 feet north of the US 20 R/W line and was estimated to be 170 acres in size. Based on a Scope agreement between LFA and INDOT, only the sides of the wetlands that faced US 20 or cross streets where work will be performed would be delineated. No impacts to this wetland will occur due to the project. The second smaller Wetland B was identified in a wooded area on the south side of US 20 west of SR 15. This wetland is approximately 5 acres but the south limit of the wetland was not delineated as agreed to during the Scope meeting. This wetland is approximately 40' south of the proposed R/W and will not be impacted by the project. The third Wetland C is located approximately 300 feet east of Getz Ditch on the north side of USR 20. Emergent vegetation consisting primarily of cattails (*Typha* sp.) was visible from the edge of the farm field to the wooded area. This wetland is approximately 120 feet north of the proposed R/W line and will not be impacted by the project. The wetlands were described in the Waters of the US Report prepared by Burgess & Niple, Inc. and dated September, 2011. The report was approved by INDOT-ES on September 22, 2011. A copy of the approval email is attached (Appendix F). The National Wetland Inventory (NWI) Map for the project area is attached (Appendix F)

**Terrestrial Habitat**

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

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

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

Remarks:

The 21.8 acres of impacted land will consist of agricultural land that is actively farmed, maintained grass lawns at the residential and commercial properties, wooded areas associated with residential lots and undeveloped land, and tree lines. 8.08 acres will be from residential properties resulting in the loss of some front or side yards maintained grass lawn areas and some tree lines along fence rows and landscaping trees on the properties. 8.83 acres will be required from agricultural land that includes grass buffer strips and some cultivated field. 2.82 acres of woodlots/forested property will be acquired. These wooded areas are associated with private property at residential lots or undeveloped lots along the road frontage. No unique species of trees were identified within the wooded areas. 2.06 acres of commercial property consists of some grass lawn areas and drives/parking lots. The commercial properties are located at the eastern end of the project at the intersection of US 20 and SR 15. The USDA-NRCS, US Fish and Wildlife Service (USFWS), and the Indiana Department of Natural Resources (DNR) did not identify any unique or sensitive habitats within the project limits during early coordination. During the field work performed in April, the terrestrial habitats were confirmed and no unique or sensitive habitats were identified within the project limits. Copies of the early coordination letter responses are attached (Appendix C).

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

**Karst**

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

**Yes                  No**

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

If yes, will the project impact any of these karst features?

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

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

Remarks:

The project is located outside of the designated karst area of the state as identified in the October 13, 1998 Memorandum of Understanding (MOU). No karst features were observed or are known to exist within or adjacent to the project area.

**Presence**

**Impacts**

**Yes                  No**

**Yes                  No**

**Threatened or Endangered Species**

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

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

Remarks:

The project is located within the known range of the Federally endangered Indiana Bat (*Myotis sodalis*), and the candidate eastern massasauga rattlesnake (*Sistrurus catenatus catenatus*). The US Fish and Wildlife Service (USFWS) indicated that there is no habitat for either of these species within the proposed project area and agreed that the proposed project is not likely to adversely affect the endangered and candidate species. The letter from USFWS dated November

This is page 12 of 26      Project name: US 20 Added Travel Lanes      Date: 10/03/2011

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

16, 2010 is attached (Appendix C). The Indiana DNR did not identify any state threatened or endangered species within the project limits. A copy of the DNR letter dated October 25, 2010 is Attached (Appendix C).

**SECTION B – OTHER RESOURCES**

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

Remarks: The project area is located over the St. Joseph Sole Source Aquifer (SSA) System. The US EPA Region 5 Groundwater Section reviewed the project and stated that the project will not impact the St Joseph SSA System. US EPA stated that "... no modifications or further review under the Sole Source Aquifer Program should be necessary." The letter went on to "... suggest that during construction and operation appropriate safeguards and best management practices for storm water are in place to ensure that groundwater is not endangered. Such precautions would include notifying general contractors that the site is sensitive, securing adequate precautions for fueling/servicing large equipment, and developing contingency plans to handle the release of hazardous materials." A copy of the US EPA letter dated October 27, 2010 is attached in the Early Coordination Letter section (Appendix C).

During early coordination, the Indiana Department of Environmental Management (IDEM) stated by letter (November 10, 2010) the project area is not located within a Wellhead Protection Area. A copy of the IDEM early coordination response letter is attached (Appendix C).

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
<b>Flood Plains</b>				
Longitudinal Encroachment		X		
Transverse Encroachment		X		
Is the project located in a FEMA designated floodplain?		X		
Homes located in floodplain within 1000' up/downstream from project.		X		

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

Remarks: Getz Ditch does not have a designated flood plain. The new culvert will provide a larger opening than the existing pipe. This larger culvert will lessen any upstream flooding based on the current CMP size. The only Flood Plain Map for the project area shows the SR 15 intersection and east of the intersection along US 20. A copy of the map is attached (Appendix F). The area west of SR 15 is not currently mapped within the project limits. The County has not identified a flooding problem along Getz Ditch so Federal Emergency Management Agency (FEMA) has not studied the Ditch. The area along SR 15 is classified Zone C which is an area of minimal flooding.

**Indiana Department of Transportation**

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
<b>Farmland</b>				
Agricultural Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NRCS Form AD-1006/CPA-106 scored ≥ 160?	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

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

Remarks:

The NRCS Form AD-1006 produced a score of 106 points. Parts II, IV, and V were completed by USDA-NRCS. After receiving NRCS's completed Parts II, IV, and V, Parts I, III, VI, and VII were completed by Burgess & Niple, Inc. on behalf of INDOT and FHWA. Since the score of the completed form was less than 160 points, the completed form was sent to USDA-NRCS State Office for their file. No additional coordination is required unless alternatives other than those discussed in this document are being considered, then a reevaluation of the impacts upon prime farmland will be required. A copy of the completed form is attached (Appendix F).

**SECTION C – CULTURAL RESOURCES**

	<u>Category</u>	<u>Type</u>	<u>INDOT Approval Dates</u>
Minor Projects PA Clearance			

	<u>Eligible and/or Listed Resource Present</u>	
	<u>Yes</u>	<u>No</u>
<b>Results of Research</b>		
Archaeology	<input type="checkbox"/>	<input checked="" type="checkbox"/>
History/Architecture	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRHP Buildings/Site(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRHP District(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRHP Bridge(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<u>Project Effect</u>		<u>SHPO/ES/FHWA Approval Dates</u>
	<u>Yes</u>	<u>Not Applicable</u>	
No Historic Properties Affected	<input checked="" type="checkbox"/>	<input type="checkbox"/>	INDOT-ES August 11, 2011/DHPA-September 13, 2011
No Adverse Effect	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Adverse Effect	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

	<u>Documentation Prepared</u>		<u>SHPO/ES/FHWA Approval Dates</u>
	<u>Yes</u>	<u>Not Applicable</u>	
<b>Documentation</b>			
Historic Properties Short Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Historic Property Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	INDOT-ES June 9, 2011/DHPA-August 1, 2011
Archaeological Records Check/ Review	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Included with Phase Ia
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	INDOT-ES June 29, 2011/DHPA-August 1, 2011
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Archaeological Phase II Investigation Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Archaeological Phase III Data Recovery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

This is page 14 of 26 Project name: US 20 Added Travel Lanes Date: 10/03/2011

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

APE, Eligibility and Effect Determination	X		INDOT-ES August 11, 2011/DHPA-September 13, 2011
800.11 Documentation	X		INDOT-ES August 11, 2011/DHPA-September 13, 2011
Memorandum of Agreement		X	

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 extends from approximately 2,700 feet west of CR 19 in the west to CR 27 in the east. The APE is generally 400 feet deep, although its west end, is 500 feet deep to encompass the added depth of the access roads along the existing four-lane section of US 20 and the depth is reduced to 250 feet at some of the cross streets to avoid including buildings with no frontage on US 20.

**Coordination with Consulting Parties:** The SHPO is to participate in the Section 106 process as a consulting party. The following other individuals and organizations have been invited, in writing on June 13, 2011 to be consulting parties:

- Jefferson Township Trustee
- Elkhart County Commission, President
- Indiana Landmarks - Northern Regional Office
- Elkhart County Historical Society and Museum
- Elkhart County Historian

The above-listed parties have been provided with copies of the HPR and response postcards with which to accept or decline the invitation to be a consulting party. James Weldy, the Jefferson County Trustee declined consulting party status. SHPO suggested additional consulting parties in their August 1, 2011 letter:

- Elkhart Center
- Indiana Lincoln Highway Association, Inc.
- Ruthmere
- City of Elkhart, Senior Planner

Response cards were received from Lincoln Highway Association, Inc and the City of Elkhart, declining consulting party status. No other responses were received.

**Archaeology:** The ASC Group document *Phase Ia Archaeological Records Check and Reconnaissance Survey, US 20 Added Travel Lanes (Des. No. 0500328), Jefferson Township, Elkhart County, Indiana* did not identify any archaeological sites within the APE either listed previously or from field sampling. No additional archaeological work was recommended. INDOT reviewed the report on June 29, 2011, and SHPO concurred with the recommendations on August 1, 2011. The title page, abstract and conclusions are included within the Section 106 documentation presented in Appendix D.

**Historic Properties:** ASC Group completed the document titled *Historic Properties Report for the Proposed Construction of Added Travel Lanes along US 20 between CR 17 and SR 15 (Des. No. 0500328), Jefferson Township, Elkhart County, Indiana* and examined all buildings within the APE. All buildings and structures more than 50 years of age were photographed, recorded on mapping, and evaluated for National Register of Historic Places eligibility. The survey identified 19 properties 50 years of age or more in the APE. These properties included two farmsteads, one former one-room schoolhouse, and 16 houses. Most of the houses are mid-twentieth century suburban house types. All of the structures and properties lack significance and/or integrity and are recommended as not eligible for the NRHP. Although the area formerly was primarily agricultural in character, the APE today includes a mix of land uses, including farm fields, residential yards, a country club golf course, woodland, and commercial use. The area along the APE no longer has a cohesive historic identity to provide it with significance or integrity as a historic district. INDOT reviewed the report on June 9, 2011, and SHPO concurred with the recommendations on August 1, 2011. The title page, abstract and conclusions are included within the Section 106 documentation presented in Appendix D.

**Documentation, Findings:** Archival and survey efforts have identified no properties in the APE that are listed in or eligible for listing in the NRHP. INDOT determined that the finding of "No Historic Properties Affected" is appropriate as no historic properties are present within the APE (Appendix D). The SHPO has concurred with the results of the aboveground and archaeological survey reports, namely that no resources listed in or eligible for the NRHP are present in the APE.

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

Douglas Terpstra prepared the 800.11(d) documentation. He is on the SHPO Qualified Professional Roster. INDOT signed the "No Historic Properties Effectuated" finding on August 11, 2011. A SHPO letter dated September 13, 2011 concurred that there are no NRHP listed or eligible aboveground or archaeological resources in the APE. The Section 106 process has been completed and the responsibilities of INDOT and FHWA under Section 106 have been fulfilled.

**Public Involvement:** : INDOT's Findings, made on behalf of FHWA, and supporting 800.11(d) documentation were provided to the SHPO and other consulting parties on August 12, 2011, for a final 30-day consultation/comment period. Views of the public were concurrently being sought through publication of INDOT/FHWA's findings in The Elkhart Truth on August 19, 2011. In the published notice, the closing date for comments was September 17, 2011. No responses or comments were received from the public. The publisher's affidavit is located in (Appendix D).

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

**Section 4(f) Involvement**

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

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

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

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

Remarks:

The only recreational or parks property within the project limits is the Elcona County Club. This private membership county club is located on the north side of US 20, from CR 19 to 1500' east of CR 21. This golf club is by membership only and not open to the public. The property is not considered a Section 4(f) property.

No public parks, recreation areas, waterfowl or wildlife refuges are located within the project area that require Section 4(f) evaluation. Based on the Cultural Resources investigation discussed in Section C, there are no historic properties that require Section 4(f) evaluation.

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

**Section 6(f) Involvement**

**Section 6(f) Property**

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

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

Remarks:

Within Elkhart County, 16 separate Land and Water Conservation Fund grants have been made to various park districts and boards. A review of the list from the US Department of the Interior-National Park Service, shows that none of the parks listed are within or adjacent to the project limits. No properties acquired by or improved with LWCF will be impacted by this project.

**SECTION E – Air Quality**

**Air Quality**

**Conformity Status of the Project**

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

Remarks:

The project area (Elkhart County) is within the Ozone Attainment Area with a Maintenance Plan. The project is listed as a non exempt project for air quality and is included in the MPO's Transportation Improvement Plan (TIP). A copy of the select page from the Michiana Area Council of Governments (MACOG) TIP for 2012-2015 is attached (Appendix H). The project was included in the MPO's project level conformity determination.

This project has a current ADT of 20,218 vehicles with 20% trucks and projected to have an ADT of 24,069 vehicles with 20% trucks in the year 2035. The project will not have a meaningful impact on traffic volumes or vehicle mix so a MSAT Level 1b analysis was conducted.

The purpose of this project is to enhance mobility by addressing existing and anticipated congestion/delay on the segment of US-20 between the existing 4-lane divided section (east of CR 17) and SR 15 by constructing an additional through lane in each direction and a center two way left turn lane. This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOBILE 6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050 while vehicle-miles of travel are projected to increase by 145 percent. This will both reduce the

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

**SECTION F - NOISE**

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

	<b>No</b>	<b>Yes/ Date</b>
<b>ES Approval of Noise Analysis</b>	<input type="checkbox"/>	September 6, 2011

**Remarks:** A noise analysis study was completed for the proposed project. The TNM computer runs indicated that only two residential receptor units are currently impacted at the current loudest peak hour traffic volume on the current roadway alignment. The receptors sound levels currently range between 51.6-69.2 dBA during the loudest hour. The TNM run using the projected 2035 peak hour traffic volumes on the modified roadway alignment that moves the travel lanes closer to some residential properties indicates that 40 receptor units will be impacted in the design year. In the future, the receptor sound levels will range between 65.8-73.0 dBA. The TNM output files are attached (Appendix H). Since the impacted residential receptors include driveways tied directly to US 20, a barrier would consist of many short segments broken at each driveway. Since the barrier cannot be continuous, a barrier will not be able to reduce the noise levels at the receptors. For this reason, a barrier will not be feasible and a barrier analysis was not performed. No barriers will be recommended for the project even though receptors will exceed the FHWA guidelines. INDOT approved the Noise Report on September 6, 2011. A copy of the Approval email is attached (Appendix H).

Based on the final noise study thus far accomplished, the State of Indiana has not identified any locations where noise abatement is likely. Noise abatement has not been found to be *feasible* based on the inability to install a continuous solid barrier. The need to continue to use property access drives after the project is built would require numerous breaks in a barrier preventing the barrier from reducing noise levels at the impacted receptors. A reevaluation of the noise analysis may occur if changes occur to the final design prior to construction that would allow for a continuous barrier. If this condition changes such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

The viewpoints of the benefited residents and property owners are a major consideration in determining the reasonableness of highway traffic noise abatement measures for proposed highway construction projects. These viewpoints have been determined and addressed during the environmental phase of project development. The will and desires of the public are an important factor in dealing with the overall problems of highway traffic noise. INDOT will incorporate highway traffic noise consideration in on-going activities for public involvement in the highway program, i.e., and will reexamine the residents' and property owners' views on the desirability and acceptability of abatement during project development.

**SECTION G – COMMUNITY IMPACTS**

<b>Regional, Community &amp; Neighborhood Factors</b>	<b>Yes</b>	<b>No</b>
Will the proposed action comply with the local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed action result in substantial impacts to community cohesion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed action result in substantial impacts to local tax base or property values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction activities impact community events (festivals, fairs, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This is page 18 of 26      Project name: US 20 Added Travel Lanes      Date: 10/03/2011

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

**Remarks:**

The project will have short term traffic delays for the traveling public during construction but all driveways will remain open during the construction by the use of temporary drive extensions and fenced access through the construction. The project will not impact community cohesion or local festivals or fairs.

During the public information meeting, the public raised concerns on decreased property value due to the loss of front yards, increased noise level due to the road moving closer to the homes, and the danger in crossing 5 lanes of traffic at county road intersections or from driveways. The property owners will be compensated for any land acquired by the State. Noise abatement is not possible as explained in the Noise Analysis Section of this document. As far as danger entering the road from driveways, the center TWLTL and wide shoulders can be used by vehicles to reach the posted speed to ease merging into the travel lanes. At several intersections, the grade of US 20 will be reduced to improve site distance for vehicles entering or crossing US 20. This will improve safety in the build condition over the current condition.

**Indirect and Cumulative Impacts**

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

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

**Remarks:**

The project area is developed with commercial and residential land uses. Undeveloped agricultural land is located along the entire project length. Very little development has occurred along this section of US 20 in the last few years. A large portion of the north side of US 20 consists of the Elcona Country Club and this property will remain a private golf club. Based on economic conditions, undeveloped land may be developed into commercial or residential land use in the future. Due to the rural nature of the project area, the construction of the project will not influence the development of the agricultural land or the vacant land along US 20. No additional indirect or cumulative impacts are anticipated as a result of the project improvement.

**Public Facilities & Services**

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

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

**Remarks:**

During construction of the project, emergency services could be delayed due to reduced lane widths or reduced shoulder widths. The emergency services that use US 20 will be contacted at least 14 days prior to work starting to apprise the agencies of possible delays within the project limits. There are no educational sites located along this section of US 20. The local school district will be contacted 14 days prior to the start of construction concerning the schedule and phasing of the project to assist them in scheduling bus routes and pickup locations within the project limits. The Amish use the shoulders of US 20 for their horse drawn wagons and buggies. Two lanes of traffic will be maintained throughout the construction as well as the cross roads.

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

During the development of the project were EJ issues identified?

Are any EJ populations located within the project area?

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

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

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

**Remarks:**

Permanent R/W to be acquired for this project totals 21.8 acres and includes three relocations, thereby requiring an EJ analysis for the area. U.S. Bureau of the Census data was used to identify whether EJ populations are impacted by this project. The analysis requires comparison of the percentage of minority or low income populations located in the project area compared with a larger area. For this project, the Census Tract information was used for the affected community (AC) and Elkhart County was used as the community of comparison (COC). The AC map is attached (Appendix I).

The following table compares the AC and COC percentage of population for the given geographic unit.

EJ Indicator	Census Tract 6, Elkhart County, Indiana (AC)	Elkhart County, Indiana (COC)
% Minority	4%	17%
% Below Poverty Level	2%	8%

Source: Year 2000 U.S. Census Bureau Summary File 3

Based on the AC % of minority and poverty population in comparison to the COC, environmental justice populations are not present. The percent minority and poverty population is below the 25% threshold for the AC. The three residential relocations will occur and the right-of-way to be acquired consists of residential, commercial, and agriculture. The breakdown of the minority population and the poverty population are shown below.

	Census Tract 6, Elkhart County, Indiana	Elkhart County, Indiana
Total:	6,540	179,316
Income in 1999 below poverty level:	102	14,058
Income in 1999 at or above poverty level:	6,438	165,258

U.S. Census Bureau  
Census 2000

	Census Tract 6 Elkhart County, Indiana	Elkhart County, Indiana
Total:	6,545	182,791
Population of one race:		
White alone	6,263	152,389
Black or African American alone	0	9,167
American Indian and Alaska Native alone	2	468
Asian alone	155	1,591
Native Hawaiian and Other Pacific Islander alone	0	14
Some other race alone	0	288

Copies of the Census data tables are attached (Appendix I).

There will be no disproportionately high adverse environmental or health impacts to low-income populations or minority populations as a result of the project.

**Relocation of People, Businesses or Farms:**

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

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Yes	No
X	
	X
	X

Number of relocations:      Residences:   3   Businesses:   0   Farms:   0   Other: \_\_\_\_\_

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

This is page 20 of 26      Project name: US 20 Added Travel Lanes      Date: 10/03/2011

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

**Remarks:**

Three residents will be acquired as part of the project due to the location of the homes being close to the existing alignment. There will be no relocation of businesses or farms due to the project. Negotiations for the R/W will occur after the CE document has been approved and the final R/W plans have been completed. Based on the public involvement meeting, several residents stated that they would rather sell their entire property to INDOT then be left with a smaller lot with the roadway closer to their homes.

The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Relocation resources are available to all residential and business relocations without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

**SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES**

	<u>Documentation</u>	
	Yes	No
Red Flag Investigation	<input checked="" type="checkbox"/>	
Hazardous Materials Site Assessment Form		<input checked="" type="checkbox"/>
Phase I Initial Site Assessment (ISA)	<input checked="" type="checkbox"/>	
Phase II Preliminary Site Investigation (PSI)		<input checked="" type="checkbox"/>
Design/Specifications for Remediation required?		<input checked="" type="checkbox"/>

	No	Yes/ Date
<b>ES Review of Investigations</b>		RFI- January 30, 2011 ISA- July 8, 2011

**Include a summary of findings for each investigation.**

**Remarks:** The Red Flag Investigation (RFI) was prepared by ASC Group and approved by INDOT-ES on January 30, 2011. The RFI identified under hazardous waste concerns three IDEM 303d listed streams, one-leaking underground storage tank site, and one- registered underground storage tank site. A Phase I Initial Site Assessment (ISA) was recommended for the project area.

The Phase I ISA was prepared by ASC Group and dated June 2011. The Phase I ISA revealed one recognized environmental condition (REC) near the project area: Speedway Gas Station, 18541 US 20, northwest quadrant of the US 20/SR 15 intersection. The Speedway property has an ongoing Leaking Underground Storage Tank (LUST) remediation program. In addition to the leak, a potential abandoned UST may be located near or within the existing R/W. This UST was mentioned by Verizon that struck an UST while conducting directional drilling in the US 20 R/W. A ground penetrating radar is recommended to determine if an UST(s) is located within the R/W at this site. Because the site is currently undergoing petroleum contaminated soil remediation, soil contamination may be located within the R/W. No new R/W will be acquired from the Speedway Station and the only work in the area will be some repaving of the current road surface. A petroleum contaminated soil note should be added to the plans if any soil excavation will be required in the future along the R/W at the Speedway Station. A Ground Penetrating Radar (GPR) investigation should be conducted within the R/W along the front of the Speedway station if excavation will be required for the project. At this time, no excavation is envisioned along the R/W at the Speedway. The Speedway site was also identified as a RCRA small quantity generator and having registered USTs. No additional ESA (Phase II) investigation was recommended for the property due to no excavate at the property.

Other sites that appeared on the databases but were not identified as sites with recognized environmental conditions included Koft Trucking, a RCRA Small Quantity Generator located at 18520 US 20. Listed SPILL sites included the intersection of US 20 and CR 19, intersection of US 20 and SR 15, and Commercial sites (18957 US 20, 18541 US 20 (two incidents), 18520 US 20, and 18581 US 20). The Amoco Food Shop 18541 US 20 has registered USTs. No other properties were identified through the site reconnaissance or agency contacts. The hazardous waste Phase I ISA sign-off is attached (Appendix E).

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

### SECTION I – PERMITS CHECKLIST

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

Remarks:

A USACE Regional General Permit (RGP) will be required to replace the current culvert pipe under US 20 with a box culvert. This box culvert will be extended approximately 32 feet in each direction from the existing pipe ends for a total length of 64 feet (0.01 acre). A copy of the USACE Jurisdictional Determination is attached in the early coordination letters (Appendix C). INDOT also reviewed the ditch impacts and determined that a 404 and 401 RGP is appropriate based on the length of impacts to Getz Ditch and no wetland impacts on the project. The upstream drainage area of Getz Ditch is less than 1 square mile, an Indiana DNR Construction in a Floodway Permit is not required. The INDOT review of the Waters of the US Report was used to make the State Permit determination. A copy of the INDOT email with their preliminary permit determination is attached (Appendix F).

An IDEM Rule 5 Stormwater Permit will be applied for by INDOT and the Contractor prior to starting construction.

Getz Ditch is a regulated drain in Elkhart County. A Regulated Drain permit will be requested from Elkhart County Drainage Board prior to starting construction.

### SECTION J- ENVIRONMENTAL COMMITMENTS

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

Remarks:

The following environmental commitments have been made:

1. A USACE Regional General Permit will be used to replace the existing CMP with a box culvert under US 20 at Getz Ditch. (Firm USACE)
2. An IDEM Rule 5 Permit will be applied for by INDOT prior to construction. (Firm IDEM)
3. A Regulated Drain permit will be requested from Elkhart County Drainage Board prior to starting construction. (Firm Elkhart County)
4. If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

activities, state law (Indiana Code 14-21-1-27 and 29) require that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. (Firm DNR-DHPA)

5. Notify the emergency services that serve the US 20 project area at least 14 days prior to work starting to apprise the agencies of possible delays within the project limits. The local school district will also be contacted 14 days prior to the start of construction concerning the schedule and phasing of the project to assist them in scheduling bus routes and pickup locations within the project limits. (Firm INDOT-ES)

6. If permanent or temporary right of way amounts change, the Office of Environmental Services will be contacted immediately. (Firm INDOT-ES)

7. Any work in a wetland area within INDOT's right of way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (Firm INDOT-ES)

8. If any potential hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. INDOT Office of Environmental Services, Hazardous Materials Unit should then be contacted to organize the proper handling of the material to be in accordance with the IDEM guidelines. (Firm INDOT-ES)

9. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches diameter breast height (dbh), living or dead with loose hanging bark) from April 1 through September 30. (Firm IDNR Fish and Wildlife)

10. The project is located over the St Joseph Sole Source Aquifer. US EPA suggests that during construction and operation appropriate safeguards and best management practices for stormwater should be in place to ensure that groundwater is not endangered. The general contractor shall notify their subs that the site is sensitive, and the general contractor shall secure adequate precautions for fueling/servicing large equipment, and develop contingency plans to handle the release of hazardous materials. (Firm USEPA)

11. At the Speedway Gas Station, 18541 US 20, a ground penetrating radar investigation should be conducted to determine if UST(s) are located within the existing or proposed R/W at the site if excavation will occur in the R/W adjacent to the Speedway property. (Recommended INDOT-ES)

12. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. These should be addressed by the Rule 5 permit. (Recommended IDNR Fish and Wildlife)

13. Use appropriate planning, site development and storm quality measures to prevent soil leaving the construction site during active land disturbance and for post construction water quality concerns. These should be addressed by the Rule 5 permit. (Recommended IDEM)

### 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.*

This is page 23 of 26 Project name: US 20 Added Travel Lanes Date: 10/03/2011

**Indiana Department of Transportation**

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

Remarks:

The following Agencies were contacted during early coordination. The Early Coordination Request letters were dated October 20, 2010 and the responses that were received on various dates from the agencies are indicated below. Copies of the request and response letters that were received are attached (Appendix C).

Field Supervisor RECEIVED November 16, 2010  
U.S. Fish & Wildlife Service  
Bloomington Field Office  
620 South Walker Street  
Bloomington, IN 47403-2121

State Conservationist RECEIVED November 8, 2010  
Natural Resource Conservation Service  
6013 Lakeside Blvd.  
Indianapolis, IN 46278

Section Head RECEIVED December 6, 2010  
Environmental Geology Section  
Indiana Geological Survey  
611 North Walnut Grove  
Bloomington, IN 47405

Manager NO RESPONSE  
Aviation Section  
Indiana Department of Transportation  
Room N901, IGC North  
100 North Senate Avenue  
Indianapolis, IN 46204

Regional Environmental Coordinator NO RESPONSE  
Midwest Regional Office  
National Park Service  
601 Riverfront Drive  
Omaha, NE 68102

Federal Highway Administration NO RESPONSE  
Federal Office Building, Room 254  
575 North Pennsylvania Street  
Indianapolis, IN 46204

Environmental Coordinator RECEIVED October 25, 2010 and October 26, 2010  
Indiana Department of Natural Resources  
Division of Fish & Wildlife  
Room W264, IGC South  
402 West Washington Street  
Indianapolis, IN 46204

Regional Environmental Officer NO RESPONSE  
Chicago Regional Office  
U.S. Dept. of Housing & Urban Development  
Metcalf Federal Building  
77 W. Jackson Blvd., Room 2401  
Chicago, IL 60604

Chief RECEIVED November 10, 2010  
Ground Water Section  
Indiana Department of Environmental Management  
100 N. Senate Avenue  
Indianapolis, IN 46204

This is page 24 of 26 Project name: US 20 Added Travel Lanes Date: 10/03/2011

## Indiana Department of Transportation

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

U.S. Fish & Wildlife Service PO Box 2616 Chesterton, IN 46304	NO RESPONSE
Chief Environmental Analysis Branch Department of the Army Detroit District, Corps of Engineers ATTN: CENCE-PD-EA P.O. Box 1027 Detroit, MI 48231-1027	RECEIVED November 9, 2010 and December 6, 2010
Sole Source Aquifer Coordinator Ground Water and Drinking Water Branch U.S. EPA, Region 5 77 West Jackson Blvd. WG-15J Chicago, IL 60604	RECEIVED October 27, 2010
MACOG 227 West Jefferson Blvd. 1120 County-City Building South Bend, IN 46601	RECEIVED November 29, 2010

### APPENDIX

- Appendix A: Categorical Exclusion Level Thresholds
- Appendix B: Figures
  - Project Location Map
  - Aerial Photograph of Project Limits
  - Plan Sheets
  - Photo Log
- Appendix C: Early Coordination Letter
  - Early Coordination Letter Responses
- Appendix D: Section 106 of the NHPA
  - FHWA Effect Finding
  - Area of Potential Effect (APE)
  - Site Photos
  - Abstracts and Summaries from History and Archaeological Reports
  - List of Consulting Parties
  - Correspondence with Consulting Parties
  - Affidavit of publication of Legal Notice
- Appendix E: Hazardous Materials
  - Hazardous Materials Investigation sign-off memo
  - ISA Cover Page and Findings/Conclusions
- Appendix F: Water Resources
  - INDOT-ES Waters of the US Report Approval
  - NWI Map
  - Floodplain Map
  - Farmland Rating Form
  - INDOT-ES Permit Determination Email
- Appendix G: Public Involvement

This is page 25 of 26    Project name: US 20 Added Travel Lanes    Date: 10/03/2011

**Indiana Department of Transportation**

County Elkhart Route US 20 Des. No. 0500328 Project No. 0500328

Project Notification Letters and Mailing List  
Public Involvement Legal Notice  
Public Hearing Certification  
Public Meeting Notice  
Public Meeting Comments  
Public Meeting Sign-in Sheets

Appendix H: Air Quality and Noise  
MACOG TIP 2012-2015  
TNM Output Files  
Noise Report Approval

Appendix I: Environmental Justice  
Environmental Justice AC Map  
Environmental Justice Race Table  
Environmental Justice Poverty Table