

Indiana Department of Transportation

County Allen

Route I-69/SR 14

Des. No. 1800091

Part I - PUBLIC INVOLVEMENT

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

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

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

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

Remarks:

All survey activities occurred within existing INDOT right-of-way (ROW); therefore, Notice of Entry letters were not sent to adjacent property owners.

A stakeholder meeting was held on June 11, 2019. Attendees included representatives from INDOT Fort Wayne District, INDOT Corridor Development, the City of Fort Wayne, Northeastern Indiana Regional Coordinating Council (NIRCC), and Strand Associates, Inc. Topics discussed included the project schedule, amending the Project Intent and the Interstate Access Document (IAD) to include a signal warrant for the new north bound exit ramp signal at SR 14, and the Level of Service (LOS) for the loop ramp extended acceleration lane. The Addendum would become attached as an appendix to the IAD. Two environmental documents will be prepared for each half of the interchange. No changes to the intersections at Illinois Road and Magnavox Way are proposed. A Public Hearing will be held for the project. The District has a contract letting in July to install CCTV cable in the northeast quadrant of the interchange. This project should have no impact on the interchange project. The District would like no ramp closure during the tie in of the new ramp to the existing ramp and SR 14. (Appendix G, pages G-2 to G-4).

Project Does Meet

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.

Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts? Yes No

Remarks:

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

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

Sponsor of the Project: Indiana Department of Transportation INDOT District: Fort Wayne
Local Name of the Facility: I-69/SR 14

Funding Source (mark all that apply): Federal State 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)

Purpose

The purpose of the project is to improve safety of the subject interchange associated with the existing weaving conflicts between traffic on SR 14 and the northeast (Loop F) and southeast (Loop E) loop ramps. Weaving is defined as “the crossing of two or more traffic streams traveling in the same general direction along a significant length of highway without the aid of traffic control devices,” (Indiana Design Manual, 2013).

Need

The need for the project is due to weaving conflicts between traffic on SR 14 and Loop F and traffic on I-69 and Loop E as evidenced by two factors (1) the crash frequency and (2) crash type distribution. The supporting evidence provided in the Engineer’s Report by Strand Associates, Inc. (Strand) (2017) (Appendix I, page I-25) is summarized as follows:

1. Crash frequencies can be described in terms of Index of Crash Frequency (ICF), which is defined as the difference between expected crash frequency and the actual, reported crash frequency. The ICFs through the interchange ranges from values slightly below expected on Loop E to significantly higher than expected at Loop F. Strand concluded that the ICF values are indicative of a weaving problem between the loops and mainline traffic.
2. Based on Stand’s analysis of INDOT data, from 2012 through 2016, the crash type distribution shows three primary crash types- rear end, ran-off road, and same-direction-sideswipe. These three crash types can be attributed to high volumes of traffic merging and weaving. Per the American Association of State Highway Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets (2001)*, when the sum of traffic volumes on any two adjacent loops in a cloverleaf interchange is 1,000 vehicles per hour (vph) or greater, traffic flow on the mainline is impaired, and weaving conflicts between the mainline and the loops are common. Strand’s analysis of Northeastern Indiana Regional Coordinating Council (NIRCC) data indicates that the sum of the AM peak traffic volumes for the two Loop Ramps that require weaving of traffic, Loop E and exit ramp from I-69 south to east bound SR 14 is approximately 1,800 vph.

Strand also completed the Project Intent Addendum dated September 24, 2019 that updated information for the interchange (Appendix I, page I-3).

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PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Allen Municipality: Fort Wayne

Limits of Proposed Work: Along SR 14 from the center of the bridge over I-69 east to the intersection of SR 14 and Magnavox Way and along north bound I-69 from the SR 14 east bound exit ramp to the SR 14 east bound to I-69 northbound entrance ramp, a distance of approximately 2,800 feet.

Total Work Length: 0.50 Mile(s) Total Work Area: 3.14 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?

Yes¹	No
X	
Date:	November 13, 2017

If yes, when did the FHWA grant a conditional approval for this project?

¹If 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
 Intersection of I-69 and SR 14/Illinois Road
 Fort Wayne, Wayne & Aboite Townships, Allen County, Indiana
 Sections 1 & 12, Township 30N, Range 11E; Sections 6 & 7, Township 30N, Range 12E
 Latitude/Longitude: 41.07444, -85.22833
 (Appendix B, page B-2)

Existing Conditions
 I-69 is an Interstate Highway on the National Highway System consists of six (6) lanes, three (3) lanes in each direction. Each lane is 12 feet (ft.) wide with 14 ft. median shoulders and 12 ft. outside shoulders. The mainline speed limit is 65 miles per hour (mph). A median barrier divides each direction of travel on the interstate. There is a loop ramp from I-69 northbound (NB) to SR 14 westbound (WB) (Loop F) and a loop ramp from SR 14 eastbound (EB) to I-69 NB (Loop E). There is a non-loop ramp from I-69 NB to SR 14 EB (Ramp A) and a non-loop ramp from SR 14 WB to I-69 NB (Ramp B). All loop and non-loop ramps are single-lane and free-flow with no traffic control devices. The recommended speed limits on the ramps varies between 30-45 mph. Acceleration/deceleration lanes are at the ramp tie ins to the interstate lanes. Loops E and F share an acceleration/deceleration lane that requires entering and exiting traffic on I-69 to weave. (Appendix B, page B-4)

SR 14 is a Principal Arterial that consists of two through lanes in each direction. The posted speed limit is 40 mph. Each lane is 12 ft. in width and each direction of travel is divided by a concrete median barrier. There is also an acceleration/deceleration lane along SR 14 at each of the ramps to allow traffic to enter or exit I-69. These lanes are 12 ft. wide. There are no traffic control devices at the ramp merge locations. There are no pedestrian facilities within the project area along I-69 and SR 14 but a trail is located adjacent to the project area. The project area is in a suburban setting and adjacent land use is primarily commercial to the east of the interchange and residential to the west of the interchange along SR 14.

Preferred Alternative
 The preferred alternative for eastern half of the interchange involves converting the interchange to only one (1) loop ramp and one (1) non-loop ramp to handle all exiting traffic (Partial Cloverleaf). A partial cloverleaf will eliminate weaving conflicts along SR 14/Illinois Road and I-69 NB but will require a traffic signal for traffic entering SR 14. Improvements for this alternative would consist of maintaining the existing two through lanes on SR 14 between Hadley Road and Magnavox Way with six (6) lanes across the bridge. The two outside lanes across the bridge are the

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acceleration/deceleration lanes for the existing loop ramps. Ramp A will be reconstructed to handle all traffic exiting I-69 NB to SR 14. The ramp intersection with SR 14 will be relocate west of the current location on SR 14 and will be a perpendicular intersection with a new traffic signal. Ramp A will handle both EB and WB SR 14 from I-69 NB and will require a signal with one left-turn lane and two right-turn lanes on to SR 14 at the intersection. The pavement width of Ramp A will vary between one (1) and three (3) lanes wide plus shoulders from the beginning of the ramp along I-69 NB to the intersection with SR 14. The eastern portion of existing Ramp A will be removed once the new ramp alignment and intersection are constructed. Moving the intersection Ramp A with SR 14 to the west from the current location, will eliminate the weaving associated with the SR 14 EB traffic making a right turn onto Magnavox Way with traffic on Ramp A merging into the SR 14 EB lanes. Once Ramp A is constructed and open to traffic accessing both EB and WB SR 14, Loop F will be closed and removed. The removal of Loop F will allow a longer acceleration lane for Loop E along I-69 NB. The removal of Loop F will include the removal of the asphalt pavement and reseeding the area. This longer acceleration lane will be constructed where part of Loop F was located. The longer acceleration lane will allow more distance for cars to merge into I-69 through lanes.

The City of Fort Wayne and the NIRCC may construct a trail at a future time along SR 14 between Magnavox Way and Hadley Road. To help with the possible future construction of the trail, the construction at the intersection of Ramp A at SR 14 will include grading the side slopes to provide the base of a potential shelf should a trail be constructed through the area at a future time, grading to incorporate ADA curb ramps (using PROWAG standards), adjusting signal pole locations, and using signal equipment that will allow for pedestrian movements. These adjustments will only be made within the construction footprint of Ramp A. No other future trail components will be included in the project.

Two drainage structures will be lengthened by the project due to the extension of the acceleration lane on I-69 NB. CLV I-69-002-305.43 is an 18 in. corrugated metal pipe that will be extended 6 ft. CLV I-69-002-305.45 is a 36 in. corrugated metal pipe that will be extended 11 ft. The preferred alternative will not require any work on the existing SR 14 bridge over I-69. New pavement markings and signage will be added and changed to correspond with the new alignments. This project will be constructed in conjunction with the western half of the interchange improvements (Des. No.: 1401828). The project impacts will only include what is necessary to widen and relocate the existing I-69 NB to SR 14 Ramp A and remove the I-69 NB to SR 14 WB Loop F. Project plans show the improvements (Appendix B, page B-7).

The total project length is 0.50 mi. No new ROW is required to construct the project. The preferred alternative will meet the purpose of need by reducing the traffic weaving and improving safety along SR 14 and I-69. The reconstruction of Ramp A to handle the east and west bound movement to SR 14 from NB I-69 is not dependent on any other project to be constructed nor does it restrict alternatives of other projects in the vicinity of the interchange. The preferred alternative will improvement the movement of vehicles on to and off NB I-69 and will not affect the movement of vehicles on SR 14. The termini of the project are SR 14 from the I-69 bridge to Magnavox Way and on I-69 NB from the SR 14 exit ramp to the SR 14 entrance ramp.

Maintenance of Traffic (MOT)

This will be coordinated in conjunction with Des. 1401828. Phase 1 will consist of construction of the new Ramp A pavement away of the current traffic lanes and will not require lane closures or restrictions. Some shoulder closures may be required when working close to the existing roadways. Phase 2 will consist of installation of the new signal at the Ramp A/SR 14 intersection and work in the SR 14 median to remove the existing median barrier wall that will allow traffic exiting I-69 NB to access WB SR 14. Additionally, a closure of Ramp A will be needed to tie in the new ramp alignment with the existing ramp pavement. The closure of Ramp A will be for less than 30 days and will be posted. The detour will be to exit I-69 NB at W. Jefferson Blvd (One exit south) and follow W Jefferson Blvd northeast to SR 14/Illinois Road. The detour route will be signs to Illinois Road. Phase 3 will include removal of Loop F and extension of the Loop E acceleration lane along I-69. All three lanes of traffic on I-69 in each direction will be able to be maintained using a lane shift and a temporary barrier wall along the outside shoulder to allow construction of the acceleration lane. However, during Phase 3, with NB traffic shifted to the inside shoulder, the outside lane of I-69 NB will become an exit/entrance-only lane so that Loop E traffic has a dedicated lane when entering I-69 NB and does not have a short distance to merge into I-69 traffic. Three lanes in each direction will be maintained on I-69 during Phase 3 construction. While sections of SR 14 shoulders may be closed, no lane closures or restrictions on SR 14 are expected. The MOT plans are included in the detailed plan set (Appendix B, pages B-9 to B-38).

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OTHER ALTERNATIVES CONSIDERED:

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

Alternatives are based upon the October 2017 Interstate Access Document and the reconstruction of the entirety of the interchange (Appendix I, page I-25).

No-Build Alternative

The No-Build Alternative does not change the existing conditions in the interchange. This alternative does not address the crash frequency and crash types due to the weave of exiting and entering traffic within the interchange. This alternative does not address the purpose and need of the project.

Diverging Diamond Interchange (DDI) (Whole Interchange Modification)

DDIs have a crossover point on each side of the interchange that eliminate many conflict points when compared to a traditional diamond interchange. In many instances, it can be retrofitted to an existing bridge at the center of the interchange and can lead to more efficient operations. This interchange reconfigured to a DDI would operate efficiently based on a model run using Highway Capacity Software (HCS) 2010. This alternative would entail expanding SR 14 to six lanes and using three-stage signal (three different directions have independent green lights) with long delays between each signal change to allow the intersection to clear. Each side of the interchange would have its own signals. The DDI signals would be very difficult to coordinate with traffic signals along SR 14 east and west of the interchange due to the complexity of the signal phasing. While this alternative does improve the safety by eliminating the weaves between ramps, this alternative had much higher cost than the preferred alternative. It would require extensive reconstruction of all the ramps in the four quadrants, extensive reconstruction of SR 14 for the cross over lanes. A DDI would require reconstruction of a significant portion of the roadway to accommodate the crossovers. This alternative would not require any additional ROW but was eliminated due to the increased costs and increased reconstruction of existing facilities.

Partial Cloverleaf Type B (Whole Interchange Modification)

Because of the existing full cloverleaf configuration, a partial cloverleaf type B was also considered as an alternative. This would leave the SW and northeast (NE) loops in place as exit ramps and construct signalized left turns from SR 14 on to the I-69 entrance ramps. The high volume on the SW loop combined with a low peak hour factor in the AM peak hour led to the elimination of this alternative. As a single-lane, free-flow loop, the heavy traffic runs the risk of queuing onto the interstate. Additionally, EB through capacity of the southbound (SB) ramp terminal intersection would be restricted to two lanes because the third lane across the bridge would be used as the loop's "add" lane. Making the loop signalized instead of free-flow was also analyzed but even triple right-turn lanes still resulted in LOS of F for that intersection. While this alternative improved the weaving between merging traffic and safety, this alternative did not move traffic through the interchange as efficiently as the preferred alternative. This this reason, this alternative was eliminated.

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

X
X
X

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ROADWAY CHARACTER:

I-69 South of SR 14

Functional Classification: Interstate
 Current ADT: 50,492 VPD (2019) Design Year ADT: 52,620 VPD (2040)
 Design Hour Volume (DHV): 5,790 Truck Percentage (%) 12
 Designed Speed (mph): 70 Legal Speed (mph): 70

I-69 North of SR 14

Functional Classification: Interstate
 Current ADT: 71,300 VPD (2019) Design Year ADT: 74,300 VPD (2040)
 Design Hour Volume (DHV): 6,690 Truck Percentage (%) 11
 Designed Speed (mph): 70 Legal Speed (mph): 70

Existing Proposed

Number of Lanes:	8		8
Type of Lanes:	6 through, 2 excel/decel lanes		6 through, 2 excel/decel lanes
Pavement Width:	72	ft.	72
Shoulder Width:	12-14	ft.	12-14
Median Width:	3	ft.	3
Sidewalk Width:	N/A	ft.	N/A

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

SR 14/Illinois Road

Functional Classification: Principal Arterial
 Current ADT: 32,101 VPD (2019) Design Year ADT: 39,205 VPD (2040)
 Design Hour Volume (DHV): 3,470 Truck Percentage (%) 4
 Designed Speed (mph): 45 Legal Speed (mph): 45

Existing Proposed

Number of Lanes:	6		6
Type of Lanes:	4 Through, 2 accel/decel lanes		4 Through, 2 accel/decel lanes
Pavement Width:	48	ft.	48
Shoulder Width:	12' outside 6' inside	ft.	12' outside 6' inside
Median Width:	3	ft.	3
Sidewalk Width:	N/A	ft.	N/A

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Ramp A

Functional Classification: Interstate
 Current ADT: 2,678 VPD (2019) Design Year ADT: 5,290 VPD (2040)
 Design Hour Volume (DHV): 582 Truck Percentage (%) 6
 Designed Speed (mph): 20-45 Legal Speed (mph): 20-45

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Existing Proposed

Number of Lanes:	1		3	
Type of Lanes:	Interstate Ramp		1 left-turn (WB); 2 right-turn (EB)	
Pavement Width:	16	ft.	16-36	ft.
Shoulder Width:	4-8	ft.	4-10	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Loop E

Functional Classification: Interstate
 Current ADT: 6,733 VPD (2019) Design Year ADT: 7,029 VPD (2040)
 Design Hour Volume (DHV): 1,463 Truck Percentage (%): 6
 Designed Speed (mph): 20-45 Legal Speed (mph): 20-45

Existing Proposed

Number of Lanes:	1		1	
Type of Lanes:	Interstate Acceleration Lane		Interstate Acceleration Lane	
Pavement Width:	16	ft.	16	ft.
Shoulder Width:	4-8	ft.	12	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Loop F (To Be Removed)

Functional Classification: Interstate
 Current ADT: 1,577 VPD (2019) Design Year ADT: N/A VPD (2040)
 Design Hour Volume (DHV): N/A Truck Percentage (%): N/A
 Designed Speed (mph): N/A Legal Speed (mph): N/A

Existing Proposed

Number of Lanes:	1		0	
Type of Lanes:	Interstate Ramp		N/A	
Pavement Width:	16	ft.	N/A	ft.
Shoulder Width:	4-8	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

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

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DESIGN CRITERIA FOR BRIDGES:

Structure/NBI Number(s): 014-02-04545 B / 003860 Sufficiency Rating: 87.6
Bridge Inspection Report 6/19/2018
 (Rating, Source of Information)

	Existing		Proposed
Bridge Type:	Continuous Steel Beam		Continuous Steel Beam
Number of Spans:	4		4
Weight Restrictions:	49	ton	49
Height Restrictions:	N/A	ft.	N/A
Curb to Curb Width:	105.2	ft.	105.2
Outside to Outside Width:	110.0	ft.	110.0
Shoulder Width:	10	ft.	10
Length of Channel Work:	N/A		N/A

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

Remarks:

Presence

Asset No.: 014-02-04545 B

NBI: 003860

This bridge conveys SR 14 over I-69. It will not be impacted by the project. This project does not include any bridge work.

Two drainage structures will be lengthened by the project due to the extension of the acceleration lane on I-69 NB.

CLV I-69-002-305.43 is an 18 in. corrugated metal pipe that will be extended 6 ft.

CLV I-69-002-305.45 is a 36 in. corrugated metal pipe that will be extended 11 ft.

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:

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

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Remarks:

This will be coordinated in conjunction with Des. 1401828. Phase 1 will consist of construction of the new Ramp A pavement away of the current traffic lanes and will not require lane closures or restrictions. Some shoulder closures may be required when working close to the existing roadways. Phase 2 will consist of installation of the new signal at the Ramp A/SR 14 intersection and work in the SR 14 median to remove the existing median barrier wall that will allow traffic exiting I-69 NB to access WB SR 14. Additionally, a closure of Ramp A will be needed to tie in the new ramp alignment with the existing ramp pavement. The closure of Ramp A will be for less than 30 days and will be posted. The detour will be to exit I-69 NB at W. Jefferson Blvd (One exit south) and follow W Jefferson Blvd northeast to SR 14/Illinois Road. The detour route will be signs to Illinois Road. Phase 3 will include removal of Loop F and extension of the Loop E acceleration lane along I-69. All three lanes of traffic on I-69 in each direction will be able to be maintained using a lane shift and a temporary barrier wall along the outside shoulder to allow construction of the acceleration lane. However, during Phase 3, with NB traffic shifted to the inside shoulder, the outside lane of I-69 NB will become an exit/entrance-only lane so that Loop E traffic has a dedicated lane when entering I-69 NB and does not have a short distance to merge into I-69 traffic. Three lanes in each direction will be maintained on I-69 during Phase 3 construction. While sections of SR 14 shoulders may be closed, no lane closures or restrictions on SR 14 are expected. The MOT plans are included in the detailed plan set (Appendix B, pages B-9 to B-38).

The closures/lane restrictions may 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 may occur during construction but will cease with project completion.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 220,000 (2019) Right-of-Way: \$ 0 (2019) Construction: \$ 1,001,357 (2023)*

Anticipated Start Date of Construction: Spring 2021

Date project incorporated into STIP Fiscal Year (FY) 2020-2024 Indiana State Transportation Improvement Plan (STIP) July 2, 2019, FY 2018-2021 STIP Amendment 18-33 approved, December 6, 2018.
 *The INDOT PM is having the STIP construction funds moved from 2023 to 2021.

Is the project in an MPO Area? **Yes** **No**

If yes,

Name of MPO Northeastern Indiana Regional Coordinating Council

Location of Project in TIP Chapter IX, page 107

Date of incorporation by reference into the STIP July 2, 2019

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0
Commercial	0	0
Agricultural	0	0
Forest	0	0
Wetlands	0	0

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Other:	0	0
Other:	0	0
TOTAL	0	0

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:

Existing right-of-way (ROW) is primarily maintained grass lawns. The ROW varies from approximately 200 ft. wide along SR 14 to a maximum of approximately 1,500 ft. wide along portions I-69 at the interchange which also includes the SB side of the interstate.

No right-of-way (ROW) required
 This project will occur within existing right-of-way (ROW). No permanent or temporary ROW will be required for this project.

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

SECTION A – ECOLOGICAL RESOURCES

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Streams, Rivers, Watercourses & Jurisdictional Ditches	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal Wild and Scenic Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State Natural, Scenic or Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Nationwide Rivers Inventory (NRI) listed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outstanding Rivers List for Indiana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigable Waterways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

No presence, no impact
 Based on a desktop review, a site visit on September 25, 2019 by Burgess & Niple, Inc. (B&N), the aerial map of the project area (Appendix B, page B-4), and the water resource map in the Red Flag Investigation (RFI) report (Appendix E, page E-11) there are twelve (12) streams, rivers, watercourse or jurisdictional ditches within the 0.5-mile search radius. No streams, rivers, watercourses, or jurisdictional ditches are present within the project area; therefore, no impacts are expected.

Waters Report
 A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on December 26, 2019. Please refer to Appendix F for the *Waters of the U.S. Determination / Wetland Delineation Report*. No exposed streams, rivers, watercourses, or jurisdictional ditches were identified within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Early Coordination
 An early coordination letter was sent to the resource agencies on November 12, 2019. U.S. Fish & Wildlife Service (USFWS) responded on November 13, 2019 stating that “because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the USFWS will not be providing a comment letter (Appendix C, page C-21). Indiana Department of Natural Resources (IDNR) responded on December 11, 2019 with mitigation recommendations for impacts to non-wetland forests and standard measures to avoid, minimize, or compensate for impacts to fish, wildlife, and

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botanical resources (Appendix C, page C-22). An automated letter was also generated from the Indiana Department of Environmental Management (IDEM) on November 11, 2019 (Appendix C, page C-24) with recommendations to contact various agencies in the event of stream impacts. All applicable IDNR recommendations are included in the Environmental Commitments section of this CE document.

Other Surface Waters

Reservoirs
Lakes
Farm Ponds
Detention Basins
Storm Water Management Facilities
Other: _____

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

Remarks:

No presence, no impact
Based on a desktop review, a site visit on September 25, 2019 by B&N, the aerial map of the project area (Appendix B, page B-4), and the water resource map in the RFI report (Appendix E, page E-11) there are four (4) other surface waters within the 0.5-mile search radius. No other surface waters are present within the project area; therefore, no impacts are expected.

Waters Report
A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on December 26, 2019. Please refer to Appendix F for the *Waters of the U.S. Determination / Wetland Delineation Report*. No other surface waters were identified within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Early Coordination
An early coordination letter was sent to the resource agencies on November 12, 2019. USFWS responded on November 13, 2019 stating that “because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the USFWS will not be providing a comment letter (Appendix C, page C-21). IDNR responded on December 11, 2019 with mitigation recommendations for impacts to non-wetland forests and standard measures to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources (Appendix C, page C-22). An automated letter was also generated from IDEM on November 11, 2019 (Appendix C, page C-24) with recommendations to contact various agencies in the event of water impacts. All applicable IDNR recommendations are included in the Environmental Commitments section of this CE document.

Wetlands

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

Total wetland area: 0.573 acre(s) Total wetland area impacted: 0.039 acre(s)

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

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Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
1	PEM1B	0.012	0	Jurisdictional Palustrine/Emergent/Persistent/Seasonally Saturated Poor Quality
2	PEM1B	0.036	0	Jurisdictional Palustrine/Emergent/Persistent/Seasonally Saturated Poor Quality
3	PEM1B	0.103	0	Jurisdictional Palustrine/Emergent/Persistent/Seasonally Saturated Poor Quality
4	PEM1B	0.123	0	Jurisdictional Palustrine/Emergent/Persistent/Seasonally Saturated Poor Quality
5	PEM1B	0.177	0.039	Jurisdictional Palustrine/Emergent/Persistent/Seasonally Saturated Poor Quality
6	PEM1B	0.042	0	Jurisdictional Palustrine/Emergent/Persistent/Seasonally Saturated Poor Quality
7	PEM1B	0.080	0	Jurisdictional Palustrine/Emergent/Persistent/Seasonally Saturated Poor Quality

Documentation

ES Approval Dates

Wetlands (Mark all that apply)

- Wetland Determination
- Wetland Delineation
- USACE Isolated Waters Determination
- Mitigation Plan

X

December 26, 2019

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.

X
X
X

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

Remarks:

Presence, with impacts less than one acre
 Based on a review of the National Wetlands Inventory (NWI) online mapper (<https://www.fws.gov/wetlands/data/Mapper.html>), a site visit on September 25, 2019 by B&N, the USGS topographic map (Appendix B, page B-3), and the RFI report (Appendix E) there are fourteen (14) NWI-wetlands located within the 0.5-mile search radius. There are seven (7) wetlands present within the project area.

Approximately 0.039-acre of Wetland 5 will be permanently impacted by the extension of the SR 14 EB to I-69 NB acceleration lane. This wetland has an emergent vegetative community, is approximately 0.177-acre in size, and is poor quality. Mitigation is not anticipated, but will be determined during permitting. Avoidance is not possible as it would create safety issues with a shorter acceleration lane.

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Waters Report
 A *Waters of the U.S. Determination / Wetland Delineation Report* was approved by INDOT Ecology and Waterway Permitting Office on December 26, 2019. Please refer to Appendix F for the *Waters of the U.S. Determination / Wetland Delineation Report*. Seven (7) wetlands totaling 0.573-acre were identified within the project area. The U.S. Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

Early Coordination
 An early coordination letter was sent to the resource agencies on November 12, 2019. USFWS responded on November 13, 2019 stating that “because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the USFWS will not be providing a comment letter (Appendix C, page C-21). IDNR responded on December 11, 2019 with mitigation recommendations for impacts to non-wetland forests and standard measures to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources (Appendix C, page C-22). An automated letter was also generated from IDEM on November 11, 2019 (Appendix C, page C-24) with recommendations to contact various agencies in the event of wetland impacts. All applicable IDNR recommendations are included in the Environmental Commitments section of this CE document.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Terrestrial Habitat	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Unique or High Quality Habitat	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Remarks:

Presence, with impacts
 Based on a desktop review, a site visit on September 25, 2019 by B&N, and the aerial map of the project area (Appendix B, page B-4) there is maintained grass ROW within the project area. There will be no tree removal. There will be approximately 3.14 acres of ground disturbance. Ground disturbance will be kept to construction limits and avoidance is not possible as the project involves a new alignment of Ramp A and the extension of the acceleration lane from EB SR 14 to I-69 NB. Existing pavement from the I-69 NB to SR 14 WB exit and from the old alignment from I-69 NB to SR 14/Illinois Road exit will be removed and reseeded. No mitigation is anticipated.

Early Coordination
 An early coordination letter was sent to the resource agencies on November 12, 2019. USFWS responded on November 13, 2019 stating that “because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the USFWS will not be providing a comment letter (Appendix C, page C-21). IDNR responded on December 11, 2019 with mitigation recommendations for impacts to non-wetland forests and standard measures to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources (Appendix C, page C-22). An automated letter was also generated from IDEM on November 11, 2019 (Appendix C, page C-24) with recommendations to contact various agencies in the event of terrestrial impacts. All applicable IDNR 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 Is the proposed project located within or adjacent to the potential Karst Area of Indiana? Yes No

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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:

Outside karst area
 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, page B-3), the RFI report (Appendix E), and there are no karst features identified within or adjacent to the project area. In the early coordination response, the Indiana Geological Survey (IGS) did not indicate that karst features exist in the project area (Appendix C, page C-31) IGS listed the project area as having a moderate liquefaction potential, within a floodway, a high potential for a bedrock resource, a low potential for sand and gravel resource, and no active or abandoned mineral extraction sites are documented in the area. Response from IGS has been communicated with the designer on November 11, 2019. No impacts are expected.

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)

	Presence		Impacts	
	Yes	No	Yes	No
Within the known range of any federal species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Remarks:

Based on a desktop review and the RFI report (Appendix E), approved by INDOT-Site Assessment & Management (SAM) on January 22, 2020, the IDNR Allen County Endangered, Threatened and Rare (ETR) Species List has been checked and is included in (Appendix E, pages E-14 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 December 11, 2019 (Appendix C, page C-22), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Bats, Programmatic Informal Consultation – Not Likely to Adversely Affect
 Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, page C-2). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were found within or adjacent to the project area other than the Indiana bat and northern long-eared bat.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and 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 November 22, 2019, and based on the responses provided, the project was found to "may affect, but is not likely to adversely affect" the Indiana bat and/or the NLEB. INDOT reviewed and verified the effect finding on November 22, 2019 and requested USFWS's review of the finding (Appendix C, page C-11). 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

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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

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Drinking Water Resources			
Wellhead Protection Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public Water System(s)	X	<input type="checkbox"/>	X
Residential Well(s)	X	<input type="checkbox"/>	X
Source Water Protection Area(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sole Source Aquifer (SSA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If a SSA is present, answer the following:

	<u>Yes</u>	<u>No</u>
Is the Project in the St. Joseph Aquifer System?	<input type="checkbox"/>	<input type="checkbox"/>
Is the FHWA/EPA SSA MOU Applicable?	<input type="checkbox"/>	<input type="checkbox"/>
Initial Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>
Detailed Groundwater Assessment Required?	<input type="checkbox"/>	<input type="checkbox"/>

Remarks:

Sole Source Aquifer

Outside of Sole Source Aquifer (SSA)
 The project is located in Allen 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 IDEM Source Water Proximity Determination Tool (<https://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on November 11, 2019. The project is not within a wellhead protection area or source water area. Therefore, no impacts are expected.

Water Wells

Wells present, no impacts
 The Indiana Department of Natural Resources Water Well Record Database website (<https://www.in.gov/dnr/water/3595.htm>) was accessed on November 4, 2019 by B&N. The nearest well is located to the northeast of the project area and outside of the INDOT right-of-way. The features will not be affected because all wells are outside of the ROW and no construction is occurring the vicinity of the wells. Therefore, no impacts are expected.

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Urban Area Boundary

In an Urban Area Boundary Location

Based on a desktop review of the INDOT MS4 website (<https://entapps.indot.in.gov/MS4/>) by B&N on November 4, 2019, and the RFI report; this project is located in an Urban Area Boundary (UAB) location. An early coordination letter was sent on November 12, 2019 to the City of Fort Wayne MS4 Coordinator. The MS4 coordinator did not respond within the 30-day time frame.

Public Water System

In a Public Water System Location

Based on a desktop review, a site visit on September 25, 2019 by B&N, and the aerial map of the project area (Appendix B, page B-4), this project is located where there is a public water system. During utility coordination as part of the detailed design, the City of Fort Wayne stated that no waterlines are located within the interchange. Based on this information, the public water system will not be affected. An early coordination letter was sent on January 2, 2020 to Fort Wayne Water Maintenance & Service. No response was received within the 30-day time frame.

Flood Plains

- Longitudinal Encroachment
- Transverse Encroachment
- Project located within a regulated floodplain
- Homes located in floodplain within 1000' up/downstream from project

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

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

Remarks:

Not in floodplain

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (<http://dnrmmaps.dnr.in.gov/appsphp/fdms/>) was accessed on December 29, 2019 by B&N. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, page F-14). 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

- Agricultural Lands
- Prime Farmland (per NRCS)

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

Total Points (from Section VII of CPA-106/AD-1006* N/A

**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:

No presence, no impact

Based on a desktop review, a site visit on September 25, 2019 by B&N, the aerial map of the project area (Appendix B, page B-4), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected.

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SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
	Minor Projects PA Clearance	A	2	December 16, 2019
	B	2 & 3	December 16, 2019	

Eligible and/or Listed Resource Present

Results of Research

Archaeology	
NRHP Buildings/Site(s)	
NRHP District(s)	
NRHP Bridge(s)	

Project Effect

No Historic Properties Affected No Adverse Effect Adverse Effect

Documentation Prepared

Documentation (mark all that apply)

	ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report		
Historic Property Report		
Archaeological Records Check/ Review		
Archaeological Phase Ia Survey Report		
Archaeological Phase Ic Survey Report		
Archaeological Phase II Investigation Report		
Archaeological Phase III Data Recovery		
APE, Eligibility and Effect Determination		
800.11 Documentation		

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

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:

Minor Project PA Category A projects
 On December 16, 2019 the INDOT- Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category A, Type 2 under the Minor Projects Programmatic Agreement, (Appendix D). All work within interchanges and within medians of divided highways in previously disturbed soils. No further consultation is required.

Minor Project PA Category B projects
 On December 16, 2019 the INDOT-CRO determined that this project falls within the guidelines of Category B, Type 2 & 3 under the Minor Projects Programmatic Agreement, (Appendix D). B-2: Installation of new lighting, signals, signage, and other traffic control devices. B-3: Construction of added travel, turning, or

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auxiliary lanes (e.g., bicycle truck climbing, acceleration and deceleration lanes) and shoulder widening. No further consultation is required. 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)

Parks & Other Recreational Land

- Publicly owned park
- Publicly owned recreation area
- Other (school, state/national forest, bikeway, etc.)

Presence

X

Use

Yes	No
	X

Evaluations Prepared

- Programmatic Section 4(f)*
- “De minimis” Impact*
- Individual Section 4(f)

FHWA Approval date

--

Wildlife & Waterfowl Refuges

- National Wildlife Refuge
- National Natural Landmark
- State Wildlife Area
- State Nature Preserve

Presence

Use

Yes	No

Evaluations Prepared

- Programmatic Section 4(f)*
- “De minimis” Impact*
- Individual Section 4(f)

FHWA Approval date

--

Historic Properties

- Sites eligible and/or listed on the NRHP

--

Yes	No

Evaluations Prepared

- Programmatic Section 4(f)*
- “De minimis” Impact*
- Individual Section 4(f)

FHWA Approval date

*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).

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Remarks:

Presence, no impact, no use
 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 September 25, 2019 by B&N, the aerial map of the project area (Appendix B, page B-4), and the RFI report (Appendix E), there are five (5) 4(f) resources located within the 0.5 mile search radius. All identified resources are trails. There is one (1) trail located adjacent to the project area (Illinois Road Trail) at the intersection of Illinois Road and Magnavox Way and no use or impacts will occur to this 4(f) resource. Although the RFI shows this trail located along the southside of Illinois Road between Magnavox Way and Hadley Road, a review of the City of Fort Wayne Parks and Recreation Department's facility map as well as the Northeastern Indiana Regional Coordinating Council (NIRCC) trail map did not show a trail within the project area. A phone call from B&N to the City of Fort Wayne's Greenway Coordinator verified that the Illinois Road Trail does not cross the interchange and they hope that trail facilities can be added to the project to connect the trail across the interchange. The early coordination letter response from NIRCC stated that a trail should be incorporated within the project area (Appendix C, page C-34). The proposed trail route through the interchange was outlined in the response letter. Based on the information from the City of Fort Wayne and NIRCC, the trail does not currently exist within the project area between Magnavox Way and the bridge over I-69.

In an email from INDOT on April 17, 2020 (Appendix C, page C-41), it was stated that through several meetings and coordination efforts with the municipalities, INDOT, and Strand, it was determined that this is not the optimum time to install trail facilities through the interchange because of deadlines and restrictions on the current contract layout. However, it was agreed upon that there will be modifications to the current interchange projects. Those modifications included grading the side slopes to provide the base of a potential shelf should it be decided that one should be built through the area at a future time, grading to incorporate ADA curb ramps (using PROWAG standards), adjusting signal pole locations, and using signal equipment that will allow pedestrian movements. All of these modifications will occur immediately adjacent to the new Ramp A intersection with SR 14. No other accommodations for a future trail are included in the project.

On March 24, 2020, there was a follow-up meeting with all parties involved and, at that meeting, Strand presented the modifications. All parties involved were satisfied with incorporating them into the project intending to ease trail installation through the interchange area in the future. At this time, there is no intent in installing a full trail through this interchange or adding a trail project into contract R-41809.

The project will not impact or use the existing Illinois Road Trail resource, located at the intersection of Illinois Road and Magnavox Way, by taking permanent right of way and will not alter the environment in such a way to prevent a future 4(f) resource from being built. Therefore, no 4(f) use is expected.

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:

No presence or presence, no impact
 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.

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A review of 6(f) properties on the LWCF website at <https://www.lwcfcoalition.com/tools> revealed a total of 30 properties in Allen County (Appendix I, page I-2). 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?	<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"/>

Level of MSAT Analysis required?

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

Remarks:

STIP/TIP

Standalone Project or Lead DES number
 This project is included in the Fiscal Year (FY) 2020-2024 Indiana Statewide Transportation Improvement Program (STIP) (Appendix H, page H-2).

The project is also included in the FY 2018-2021 Indiana STIP (Appendix H, page H-3) and the FY 2020-2024 NIRCC Transportation Improvement Program (TIP) (Appendix H, page H-4).

The INDOT PM is having the STIP construction funds moved from 2023 to 2021. However, this has not yet been approved.

Attainment Status

Nonattainment area/maintenance area

- Ozone:** This project is located in Allen County, which is currently a maintenance area for Ozone, under the 1997 National Ambient Air Quality Standards was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project’s design concept and scope are accurately reflected in both the NIRCC Transportation Plan (TP) and the Transportation Improvement Program (TIP) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

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MSAT

MSAT Level 1a Analysis

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

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

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

	No	Yes/ Date
ES Review of Noise Analysis	<input checked="" type="checkbox"/>	

Remarks:

Type III Project

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

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

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

Remarks:

The closures/lane restrictions may 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 may occur during construction but will cease with project completion. There will be no substantial impacts to community cohesion, local tax base, or community events as the MOT will still allow access to and through the project area during construction. There is an approved Transition Plan for the City of Fort Wayne.

Indirect and Cumulative Impacts

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

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

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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.

This project is not expected to have any significant community cohesion, indirect, or cumulative impacts. No community events should be substantially impacted by this project. This project will not add capacity to the roadway, nor is it intended to change the surrounding properties. Completion of this project will reduce weaving within the interchange and reduce associated crash frequency.

Public Facilities & Services

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.*

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

Remarks:

Presence, no impact

Based on a desktop review, a site visit on September 25, 2019 by B&N, the aerial map of the project area (Appendix B, page B-4), and the RFI report (Appendix E), there are seven (7) public facilities within the 0.5-mile search radius. There is one (1) pipeline located within the project area. No deep excavation is planned in this area. Coordination with INDOT Utilities and public railroads has occurred and no relocation of the pipeline is necessary. Access to all properties will be maintained during construction. Therefore, no impacts are expected.

In early coordination with the City of Fort Wayne, NIRCC, and INDOT, it was determined that the project should incorporate some design elements as to not hinder the construction of a possible future trail through the project area. The agreed upon modifications included grading the side slopes to provide the base of a potential shelf should it be decided that one should be built through the area at a future time, grading to incorporate ADA curb ramps (using PROWAG standards), adjusting signal pole locations, and using signal equipment that will allow pedestrian movements. All of these modifications will occur immediately adjacent to the new ramp intersection with SR 14. No other accommodations for a future trail are included in the project (Appendix C, pages C-39 to C-41).

NIRCC also responded to early coordination on November 27, 2019 stating that there is a Natural Gas Pipeline that intersects the project area running east/west on the south side of SR 14 and is owned by Northern Indiana Public Service Co. They also mentioned the existence of an existing trail at the intersection of Magnavox Way and Illinois Road and a proposed trail stretching from Magnavox Way to Hadley Road. (Appendix C, page C-34).

INDOT-ESD responded to early coordination on January 17, 2020 and stated that INDOT would like Strand to look at potentially adding in slope grading around the ramps for a “sidewalk shelf” within the limits of the project area and to make sure that signal modification and installation would not hinder a trail being installed in the future. NIRCC, the City, and INDOT would like to meet in the future to discuss these findings and the next steps. (Appendix C, page C-39). There was a meeting with all parties involved on March 24, 2020 regarding the requested above modifications and all parties were satisfied (Appendix C, page C-41).

INDOT-ESD also responded to early coordination on November 15, 2019 stating that there are four active projects near the project area. These projects are Des. 1800562 – ITS Traffic Management System from I-469 to State Road 1 (Construction 2020), Des. 1600115 – HMA Overlay on State Road 14 at I-69 Interchange (Construction 2021), Des. 1401828 – Interchange Modification of I-69 and State Road 14 (Construction 2021), and Des. 1900619 – Concrete Pavement Restoration on I-69 from US 24 to US 30

Indiana Department of Transportation

County Allen Route I-69/SR 14 Des. No. 1800091

(Construction 2022) (Appendix C, page C-36). INDOT will manage these construction contracts and will be responsible to ensure that the MOT of each project will not interfere with other projects.

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

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

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

Remarks:

No EJ analysis required
 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. This project will have no relocations and will require no additional permanent right-of-way; therefore, an EJ analysis is not required.

Relocation of People, Businesses or Farms

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

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

Has utility relocation coordination been initiated for this project?

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

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

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

Remarks:

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

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)

Red Flag Investigation

Phase I Environmental Site Assessment (Phase I ESA)

Phase II Environmental Site Assessment (Phase II ESA)

Design/Specifications for Remediation required?

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

No Yes/ Date

ES Review of Investigations	<input type="checkbox"/>	X / January 22, 2020
------------------------------------	--------------------------	----------------------

Include a summary of findings for each investigation.

Remarks:

Presence, no impact
 Based on a review of GIS and available public records, a RFI was approved on January 22, 2020 by INDOT-SAM (Appendix E). Two (2) Resource Conservation and Recovery Act (RCRA) Generator/Treatment, Storage, Disposal (TSD), three (3) underground storage tank (UST) sites, three (3) leaking underground

Indiana Department of Transportation

County Allen Route I-69/SR 14 Des. No. 1800091

storage tank (LUST) sites, one (1) institutional control, and six (6) National Pollutant Discharge Elimination System (NPDES) facilities are located within 0.5-mile of the project area and one (1) UST site and one (1) LUST site are located within the project area. The nearest NPDES facility is adjacent to the project area. The nearest Institutional Control site is located 0.10 mile east of the project area. The nearest RCRA Generator/TSD is located 0.25 mile east of the project area.

- The UST site, Finish Line Car Wash (Shell) located at 6302 Illinois Road, was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana’s UST Rule 329 IAC 9 in an UST inspection conducted by IDEM on September 8, 2016. Therefore, no impacts are expected.
- The LUST site, Former Shell Station located at 6310 Illinois Road, did not exhibit Total Petroleum Hydrocarbons above the LUST cleanup objectives in place at that time, which was 100 parts per million (ppm) during an Initial Site Characterization on December 11, 2001. Groundwater was also not encountered on borings up to 30 ft. below ground surface. IDEM issued a No Further Action Letter on February 21, 2002. Therefore, no impacts are expected.
- There are two (2) NPDES facilities located adjacent to the project area. Belle Tire Service Center, 6320 Illinois Road, Permit # INR 10L609, and The Tube on Illinois, 701 Voetter Drive, Permit # INR 10P225. According to the IDEM Stormwater database, the permits for both facilities are in effect. Coordination with Belle Tire Service Center and The Tube on Illinois will occur.
- One (1) Institutional Control site, Speedway 5161 located at 6205 Illinois Road, is located 0.10 mile east of the project area. An Environmental Restrictive Covenant (ERC) was recorded on January 17, 2013 and restricts groundwater use and residential land use due to petroleum contamination. The contamination appears to be limited to the site property. IDEM issued a No Further Action status to the site on May 9, 2013. Therefore, no impacts are expected.
- One (1) RCRA Generator/TSD, Hires Auto Parts located at 5809 Illinois Road, is located 0.25 mile east of the project area. It is a conditionally exempt small quantity hazardous waste generator whose hazardous waste handler identification form was updated on March 29, 2002. Therefore, no impacts are expected.

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	

Indiana Department of Transportation

County Allen

Route I-69/SR 14

Des. No. 1800091

Other
Mitigation Required
US Coast Guard Section 9 Bridge Permit
Others (Please discuss in the remarks box below)

Remarks:

Permits
An USACE/IDEM 404/401 WQC RGP will likely be required due to impacts to jurisdictional wetlands. A Rule 5 permit will likely be required due to ground disturbance of 3.14 acres.

Applicable recommendations provided by 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) 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)
- 2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
- 3) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)
- 4) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
- 5) Coordination with the Belle Tire Service Center and The Tube on Illinois will occur prior to any construction activities. (INDOT-SAM)

FOR FURTHER CONSIDERATION

- 1) 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)
- 2) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree

Indiana Department of Transportation

County Allen Route I-69/SR 14 Des. No. 1800091

which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR)

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:

Agency	Sent	Response
U.S. Housing & Urban Development	November 12, 2019	N/A
National Park Service	November 12, 2019	N/A
USFWS	November 12, 2019	November 13, 2019
INDOT – Public Hearings	November 12, 2019	N/A
INDOT-ESD	November 12, 2019	November 15, 2019
IDNR	November 12, 2019	December 11, 2019
IGS	November 11, 2019	November 11, 2019
FHWA	November 12, 2019	N/A
IDEM	November 11, 2019	November 11, 2019
INDOT – Fort Wayne Environmental Section	November 12, 2019	November 21, 2019
USACE	November 12, 2019	N/A
NIRCC	November 12, 2019	November 27, 2019
Allen County Council	November 12, 2019	N/A
Allen County Commissioners	November 12, 2019	N/A
Allen County Environmental Management	November 12, 2019	N/A
Allen County Highway Department	November 12, 2019	N/A
INDOT – Utilities and Railroads	November 12, 2019	N/A
Fort Wayne Trails, Inc.	November 12, 2019	N/A
Fort Wayne MS4	November 12, 2019	N/A
Fort Wayne Water Maintenance & Service	January 2, 2019	N/A

Appendices

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Waters Report.....	F-2
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Appendix A

INDOT Supporting Documentation

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-way³	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	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes	Yes
<ul style="list-style-type: none"> • District Env. Supervisor • Env. Services Division • FHWA 				Yes	Yes

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

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

³Permanent and/or temporary right-of-way.

⁴AMMs = Avoidance and Mitigation Measures.

⁵AMMs 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".

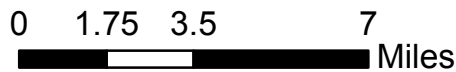
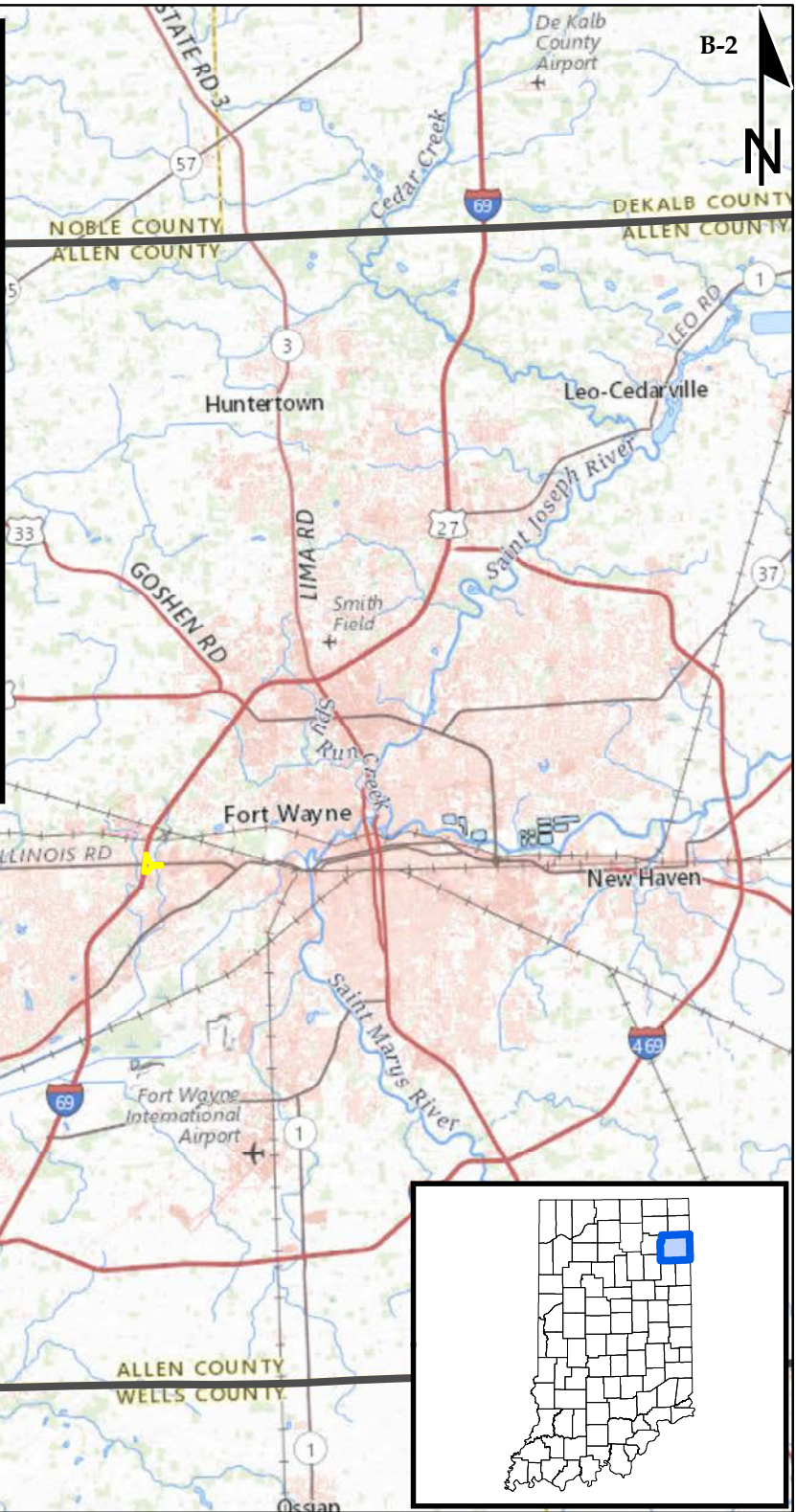
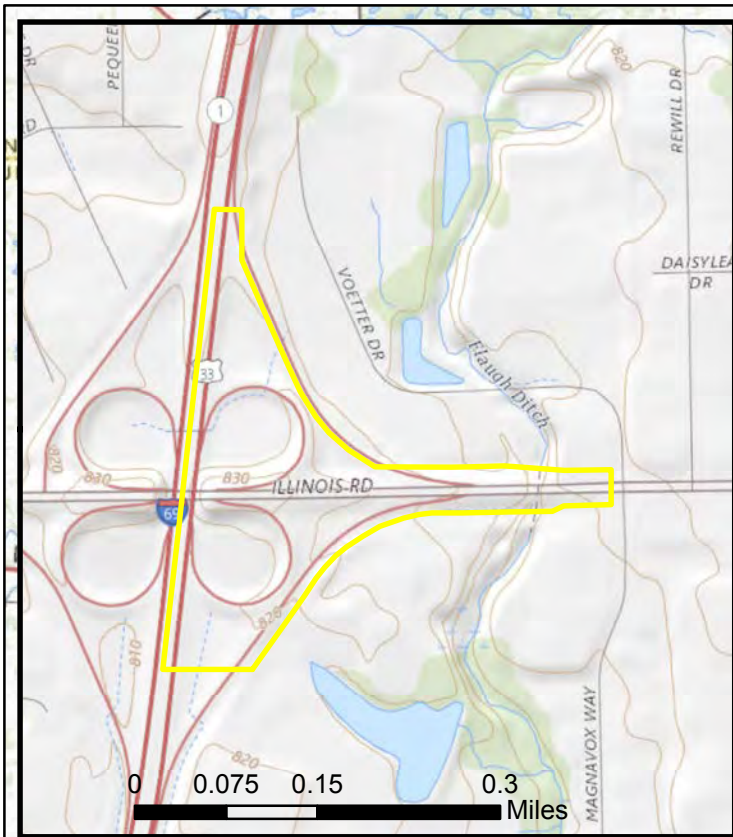
⁶Potential for causing a disproportionately high and adverse impact.

⁷Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

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

Appendix B

Graphics



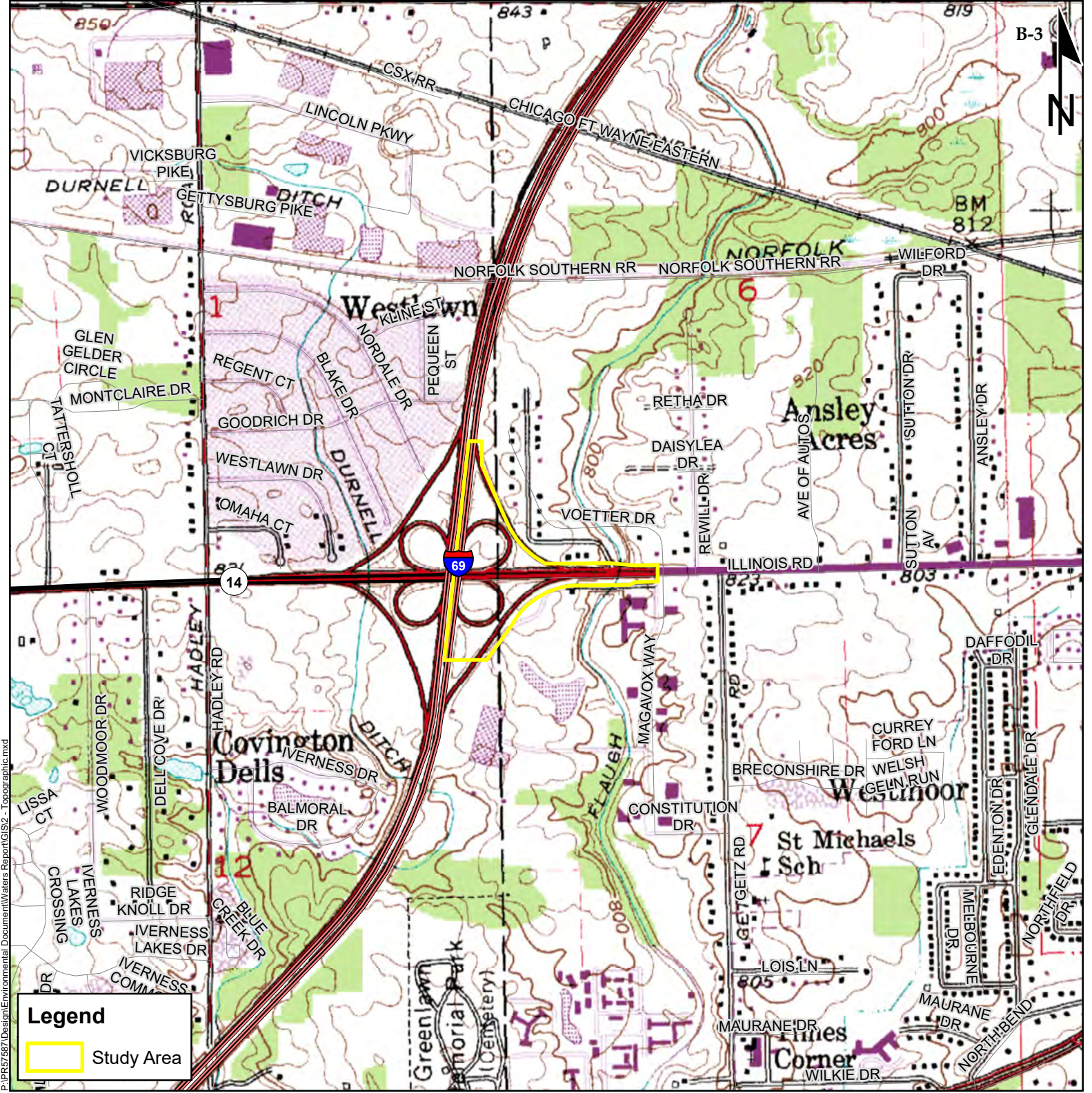
Attachment 1

Indiana Dept. of Transportation (INDOT)
 I-69/SR 14 Interchange Modification
 Des. No.: 1800091
 Fort Wayne, Allen County

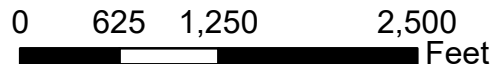
Sources:
Non Orthophotography
Data - Obtained from ESRI Online Services
Map Projection: UTM Zone 16 N **Map Datum:** NAD83
 Prepared By: Burgess & Niple

Project Location Map

September 2019



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Attachment 2

Indiana Dept. of Transportation (INDOT)
 I-69/SR 14 Interchange Modification
 Des. No.: 1800091
 Fort Wayne, Allen County

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

USGS Topographic Map

Prepared By: Burgess & Niple

September 2019



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Legend

Study Area

0 187.5 375 750
 Feet

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

Prepared By: Burgess & Niple

Attachment 3

Indiana Dept. of Transportation (INDOT)
 I-69/SR 14 Interchange Modification
 Des. No.: 1800091
 Fort Wayne, Allen County

Aerial Map

September 2019

Date: June 2, 2016

Time: 10:00 A.M.

Photo Number: P1010413

Description:
Typical Loop Superelevation



Date: June 2, 2016

Time: 10:00 A.M.

Photo Number: P1010416

Description:
View of Loop H SW merging
with eastbound Illinois Rd.



APPENDIX A-3

**I-69 @ SR 14 INTERCHANGE IMPROVEMENTS
INDIANA DEPARTMENT OF TRANSPORTATION
FORT WAYNE, IN
SITE PHOTOGRAPHS**



Date: June 2, 2016

Time: 10:00 A.M.

Photo Number: P1010417

Description:
Existing concrete median barrier and signal for Ramp C NW and westbound Illinois Rd. traffic (looking northwest)



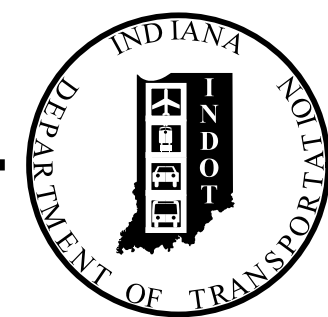
APPENDIX A-3

**I-69 @ SR 14 INTERCHANGE IMPROVEMENTS
INDIANA DEPARTMENT OF TRANSPORTATION
FORT WAYNE, IN
SITE PHOTOGRAPHS**



PROJECT	DESIGNATION
1800091	1800091
CONTRACT	BRIDGE FILE NO.
R-41809	NA

INDIANA DEPARTMENT OF TRANSPORTATION



ROAD PLANS

TRAFFIC DATA				
	SR 14/ILLINOIS RD	I-69 S OF SR 14	I-69 N OF SR 14	RAMP A SE
A.A.D.T. (2019)	32,101 V.P.D.	50,492 V.P.D.	71,300 V.P.D.	4,606 V.P.D.
A.A.D.T. (2041)	39,870 V.P.D.	52,720 V.P.D.	74,440 V.P.D.	5,290 V.P.D.
D.H.V. (2041)	3,530 V.P.H.	5,800 V.P.H.	6,700 V.P.H.	582 V.P.H.
DIRECTIONAL DISTRIBUTION	49.9 %	51 %	52 %	100 %
TRUCKS	4 % A.A.D.T. 4 % D.H.V.	12 % A.A.D.T. 12 % D.H.V.	11 % A.A.D.T. 11 % D.H.V.	4 % A.A.D.T. 6 % D.H.V.

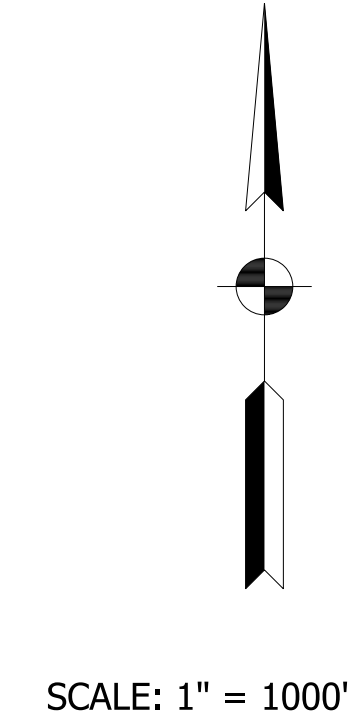
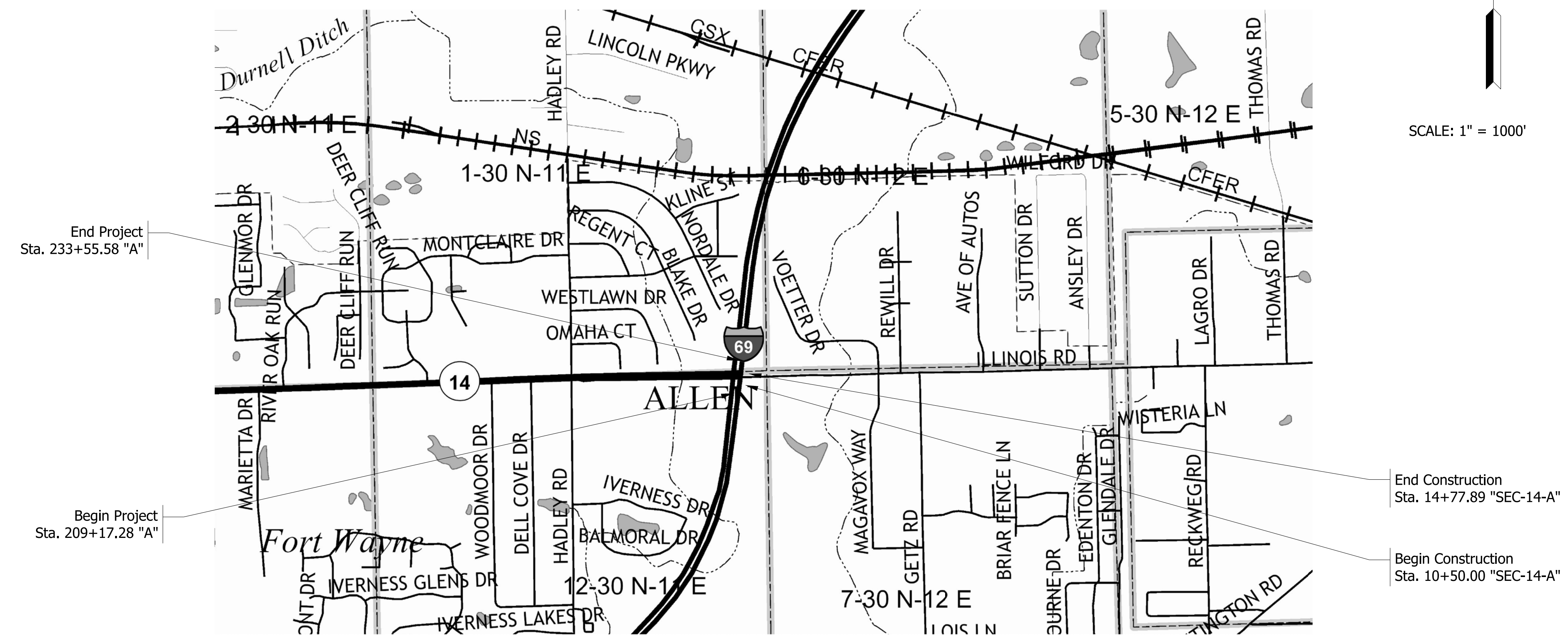
DESIGN DATA				
DESIGN SPEED	45 M.P.H.	70 M.P.H.	70 M.P.H.	VARIES: 45-30 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)	PARTIAL 4R (FREEWAY)	PARTIAL 4R (FREEWAY)	PARTIAL 4R (FREEWAY)
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL
RURAL/URBAN	URBAN	URBAN	URBAN	URBAN
TERRAIN	LEVEL	LEVEL	LEVEL	LEVEL
ACCESS CONTROL	NONE	FULL	FULL	FULL

ROUTE: I-69 @ SR 14 FROM: RP 305+06 TO: RP 305+55

PROJECT NO. 1800091 P.E. 1800091 R/W 1800091 CONST. 1800091

NO RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

Interchange Modification on I-69 at the SR 14/Illinois Road Interchange
 Located on the West side of Fort Wayne
 Sections 1, 6, 7, 12, T-30-N, R-11-E, Aboite and Wayne Township, Allen County



LATITUDE: 41° 04' 28" N LONGITUDE: 85° 13' 42" W

GROSS LENGTH:	0.50	MI.
NET LENGTH:	0.50	MI.
MAX. GRADE:	2.36	%

HUC: 05120101100020

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



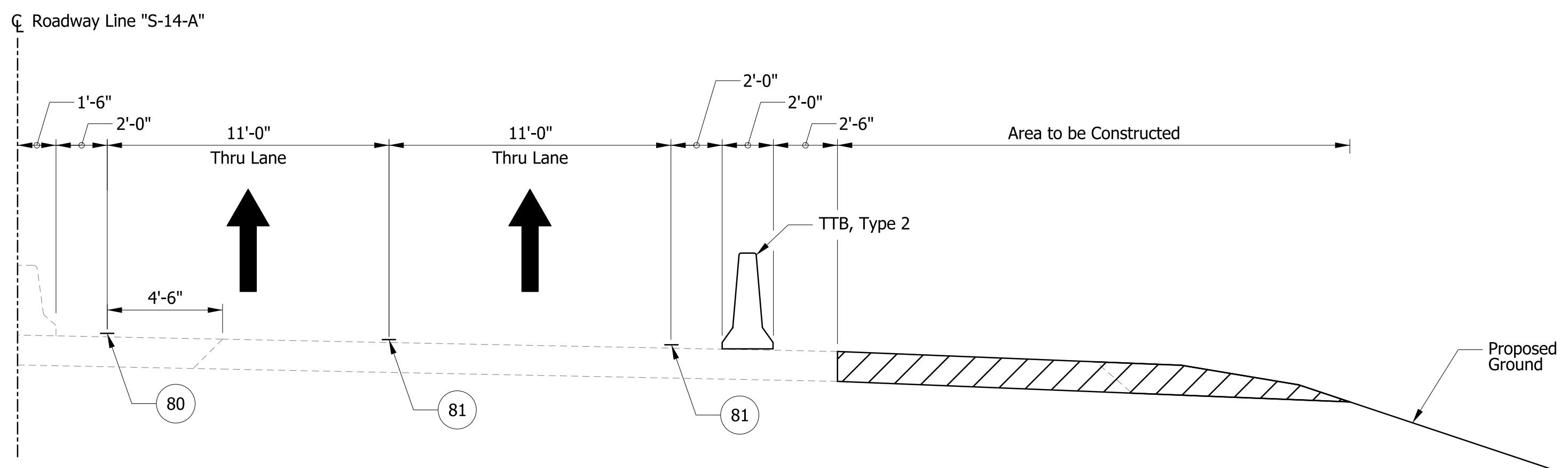
PLANS PREPARED BY: STRAND ASSOCIATES, INC. (812)372-9911
 629 WASHINGTON ST., COLUMBUS, IN 47201 PHONE NUMBER

CERTIFIED BY: DATE

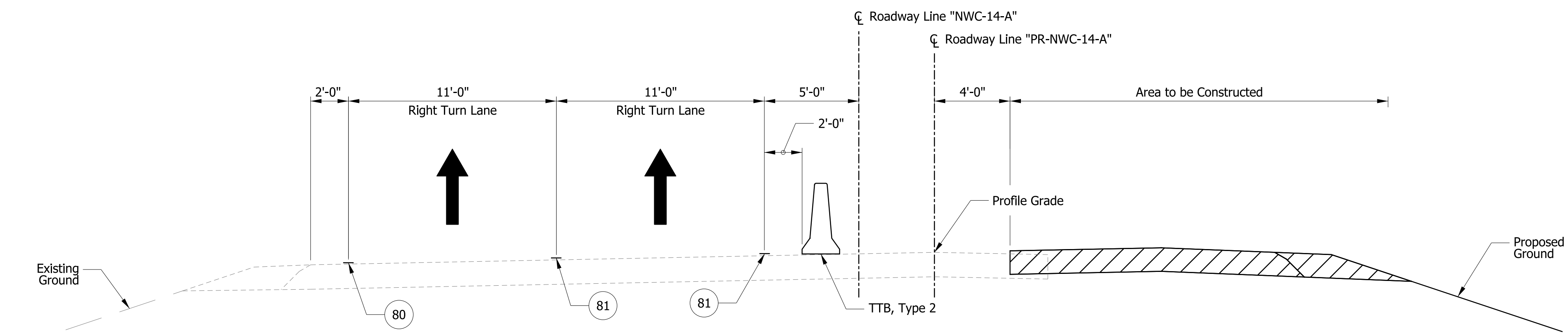
APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE NO.	
NA	
DESIGNATION	
1800091	
SURVEY BOOK	SHEETS
NA	1 of 73
CONTRACT	PROJECT
R-41809	1800091

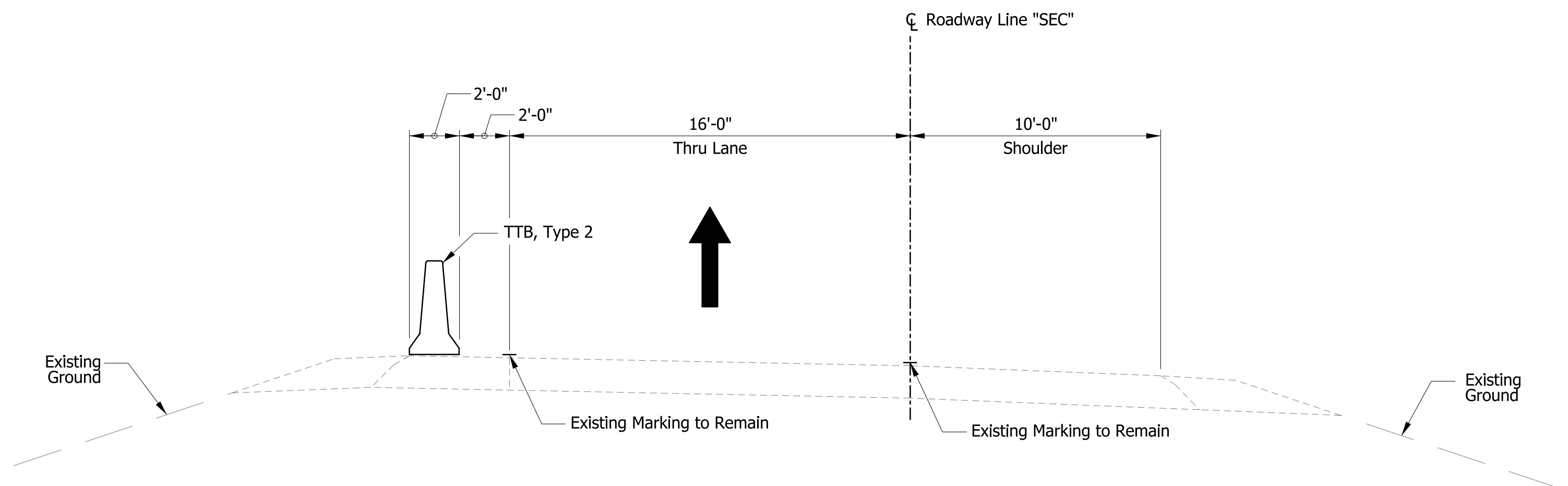
3/3/2020 2:16:15 PM andrea



MOT TYPICAL SECTION: SR 14/ILLINOIS RD., PHASE 1
Sta. 54+55.57 "S-14-A" to Sta. 57+25.47 "S-14-A" EB



MOT TYPICAL SECTION: RAMP C, PHASE 1 (DES. 1401828)
Sta. 6+63.68 "PR-NWC-14-A" to Sta. 15+01.83 "PR-NWC-14-A"



MOT TYPICAL SECTION: RAMP A, PHASE 1 (DES. 1800091)
Sta. 11+69.90 "SEC" to Sta. 13+17.17 "SEC"

LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area

NOTES

- I-69: Construction Zone Design Speed = 55 mph
Construction Clear Zone = 23 ft
- I-69 Ramps: Construction Zone Design Speed = Varies 30 to 45 mph
Construction Clear Zone = Varies 13 to 16 ft
- SR 14: Construction Zone Design Speed = 45 mph
Construction Clear Zone = 16 ft

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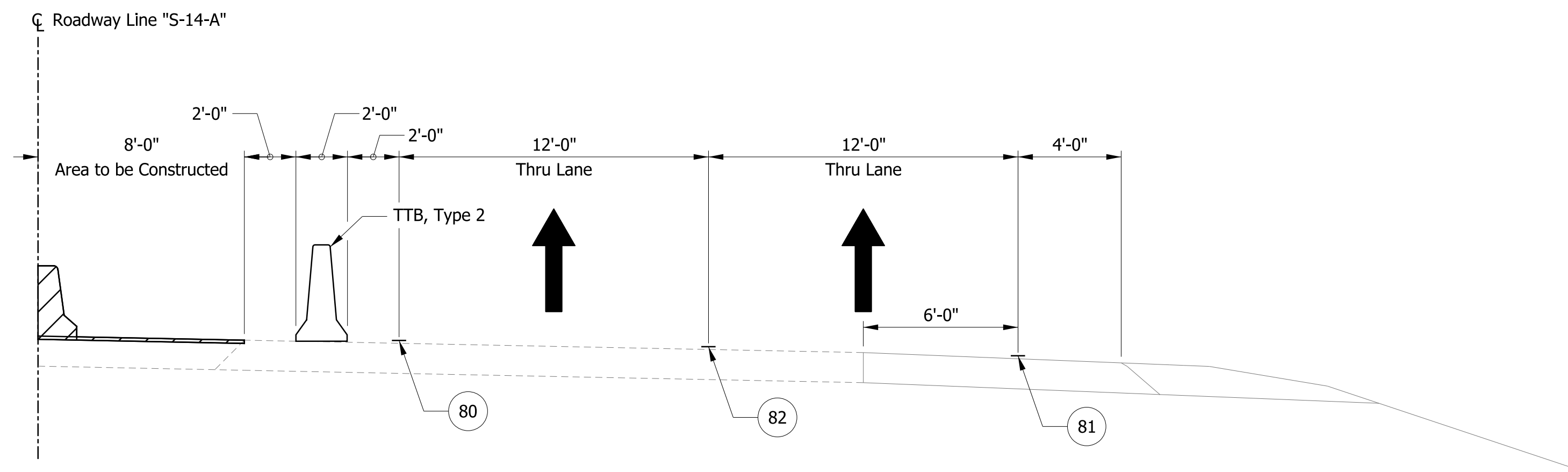
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
	DESIGNED: ZMS	DRAWN: ACB		1/4" = 1'-0"	NA
CHECKED: ALB	CHECKED: MAR		MOT TYPICAL CROSS SECTIONS PHASE 1	VERTICAL SCALE	DESIGNATION NO.
					1800091
				SURVEY BOOK NO.	SHEETS
			NA	3 of 73	
			CONTRACT NO.	PROJECT NO.	
			R-41809	1800091	

LEGEND

- ⊙ 80 Temporary Pavement Marking, Yellow, Solid, 4"
- ⊙ 81 Temporary Pavement Marking, White, Solid, 4"
- ⊙ 82 Temporary Pavement Marking, White, Broken, 4"
- ⊙ 83 Temporary Pavement Marking, White, Broken, 5"
- TTB Temporary Traffic Barrier, Type 2
- ▨ Construction Area

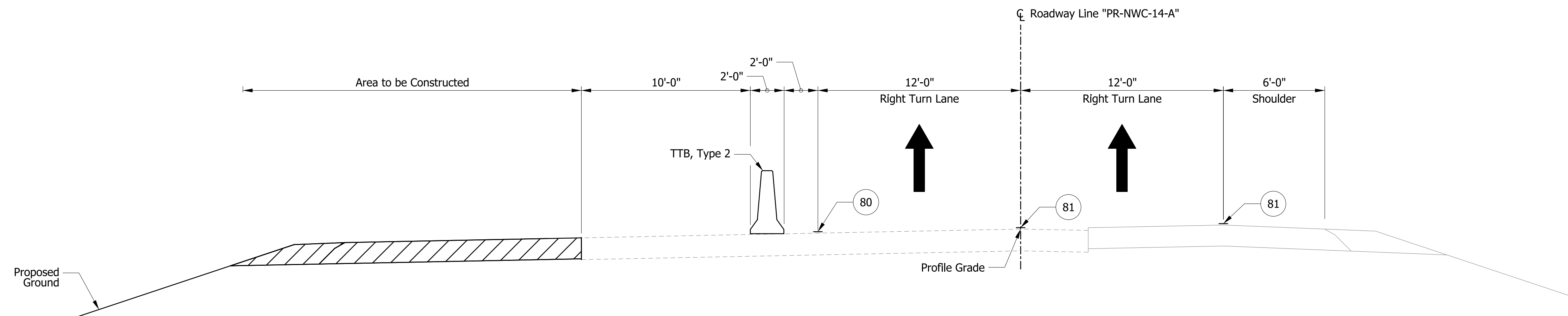
NOTES

1. Mill and overlay on Ramp C shall be completed with surface course in Phase 2.
- I-69: Construction Zone Design Speed = 55 mph
Construction Clear Zone = 23 ft
- I-69 Ramps: Construction Zone Design Speed = Varies 30 to 45 mph
Construction Clear Zone = Varies 13 to 16 ft
- SR 14: Construction Zone Design Speed = 45 mph
Construction Clear Zone = 16 ft



MOT TYPICAL SECTION: SR 14/ILLINOIS RD., PHASE 2

Sta. 43+37.08 "S-14-A" to Sta. 57+33.43 "S-14-A" EB
Sta. 43+22.70 "S-14-A" to Sta. 56+83.43 "S-14-A" WB



MOT TYPICAL SECTION: RAMP C, PHASE 2 (DES. 1401828)

Sta. 6+13.62 "PR-NWC-14-A" to Sta. 15+01.87 "PR-NWC-14-A"

RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB
CHECKED: ALB	CHECKED: MAR

INDIANA DEPARTMENT OF TRANSPORTATION	
MOT TYPICAL CROSS SECTIONS PHASE 2	

HORIZONTAL SCALE	BRIDGE FILE NO.
1/4" = 1'-0"	NA
VERTICAL SCALE	DESIGNATION NO.
	1800091
SURVEY BOOK NO.	SHEETS
NA	4 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091

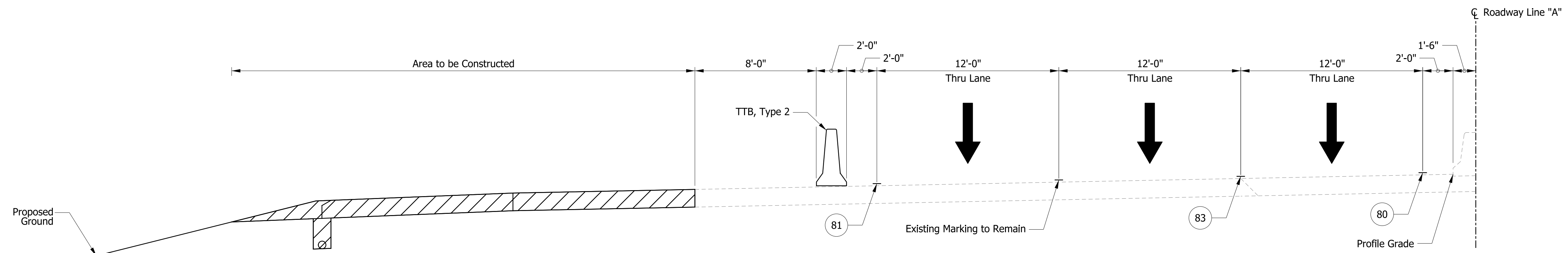
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NOTES

- 1. ITS handholes located in median shoulder shall be filled with Structure Backfill, Type 5.
- I-69: Construction Zone Design Speed = 55 mph
Construction Clear Zone = 23 ft
- I-69 Ramps: Construction Zone Design Speed = Varies 30 to 45 mph
Construction Clear Zone = Varies 13 to 16 ft
- SR 14: Construction Zone Design Speed = 45 mph
Construction Clear Zone = 16 ft

LEGEND

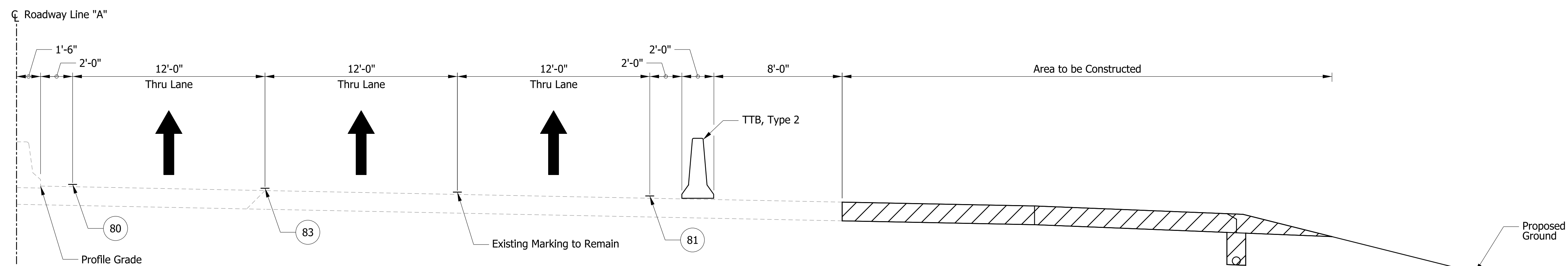
- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area



MOT TYPICAL SECTION: I-69 SB, PHASE 3

Sta. 208+16.12 "A" to Sta. 221+83.42 "A"

NOTE TO REVIEWER: Signs only shown on one side of divided highway, rather than both sides, because of barrier wall location.



MOT TYPICAL SECTION: I-69 NB, PHASE 3

Sta. 221+36.06 "A" to Sta. 234+55.60 "A"

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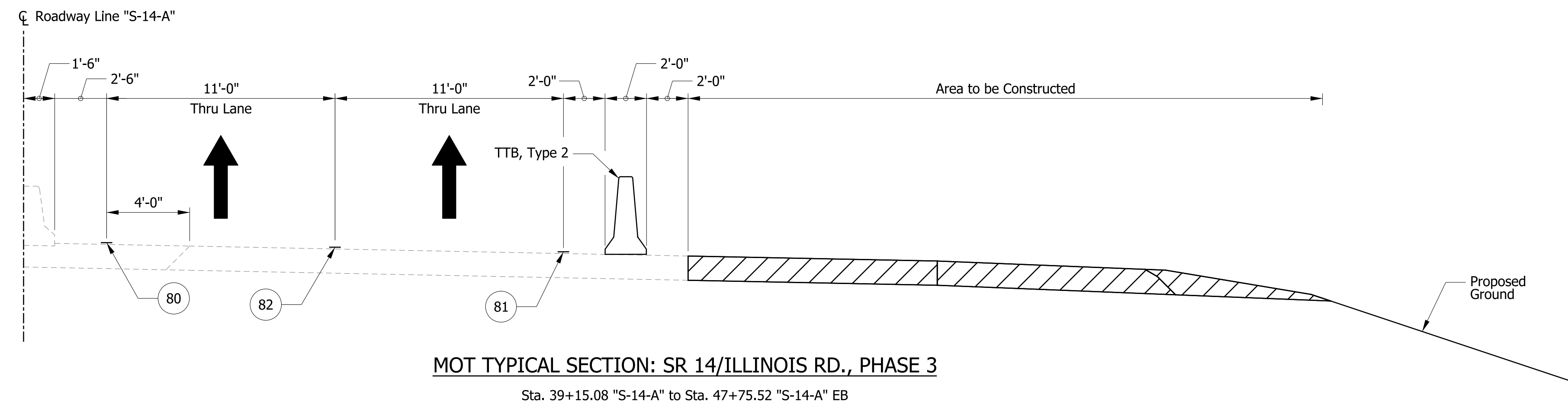
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CHECKED: ALB	CHECKED: MAR		MOT TYPICAL CROSS SECTIONS PHASE 3 - I-69	VERTICAL SCALE	DESIGNATION NO.
					1800091
				SURVEY BOOK NO.	SHEETS
			NA	5 of 73	
			CONTRACT NO.	PROJECT NO.	
			R-41809	1800091	

LEGEND

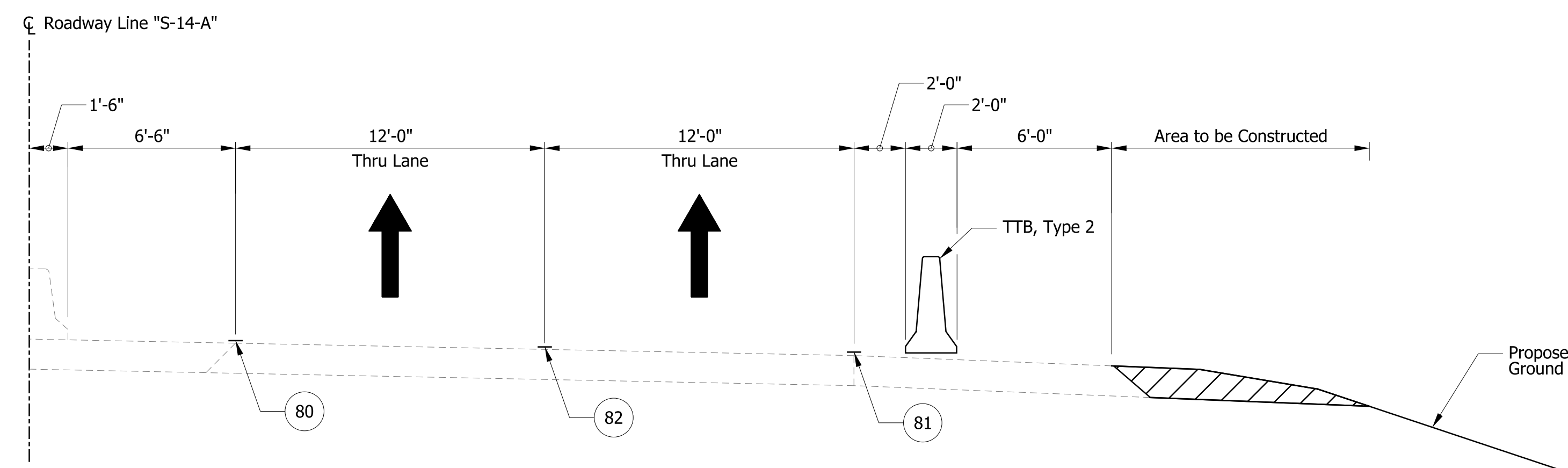
- ⊙ 80 Temporary Pavement Marking, Yellow, Solid, 4"
- ⊙ 81 Temporary Pavement Marking, White, Solid, 4"
- ⊙ 82 Temporary Pavement Marking, White, Broken, 4"
- ⊙ 83 Temporary Pavement Marking, White, Broken, 5"
- TTB Temporary Traffic Barrier, Type 2
- ▨ Construction Area

NOTES

- I-69: Construction Zone Design Speed = 55 mph
Construction Clear Zone = 23 ft
- I-69 Ramps: Construction Zone Design Speed = Varies 30 to 45 mph
Construction Clear Zone = Varies 13 to 16 ft
- SR 14: Construction Zone Design Speed = 45 mph
Construction Clear Zone = 16 ft



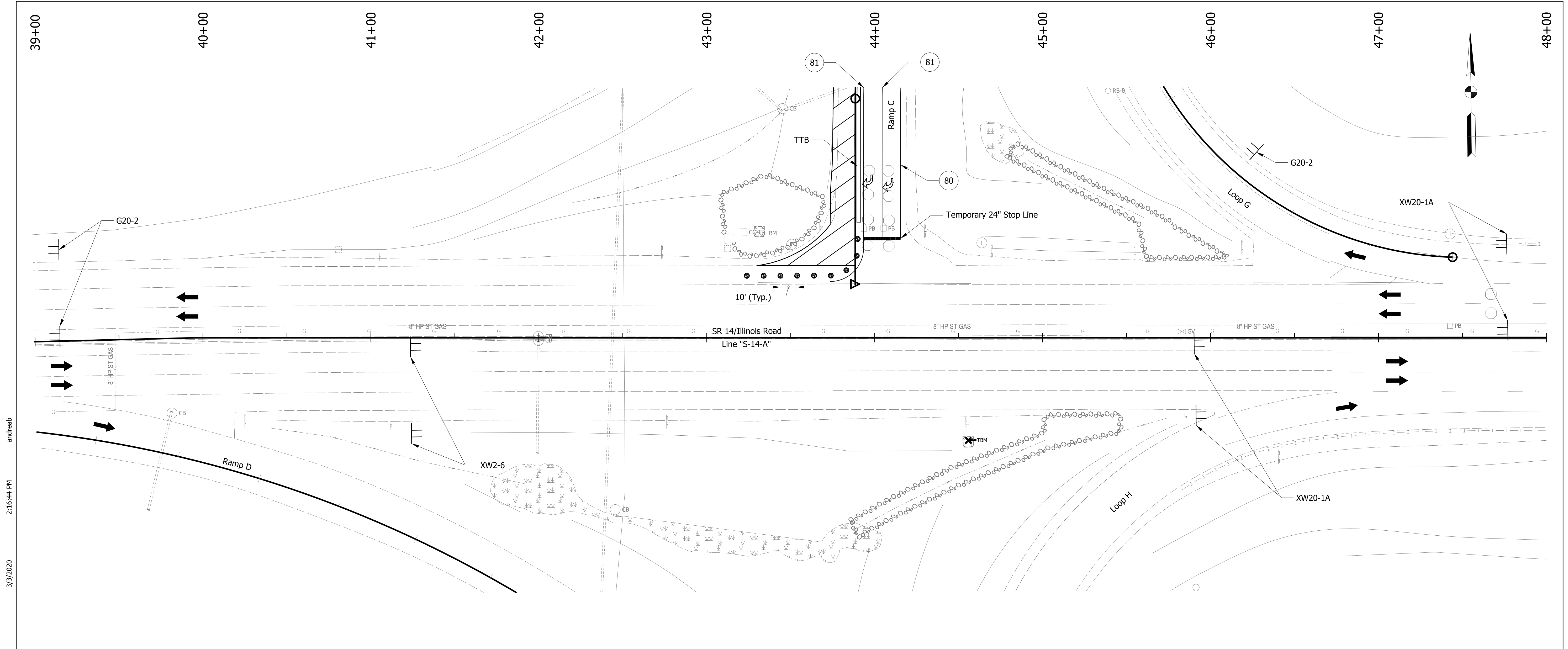
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Sta. 39+15.08 "S-14-A" to Sta. 47+75.52 "S-14-A" EB



MOT TYPICAL SECTION: SR 14/ILLINOIS RD., PHASE 3
Sta. 53+13.07 "S-14-A" to Sta. 55+38.62 "S-14-A" WB

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RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
		1/4" = 1'-0"	NA
DESIGNED: ZMS CHECKED: ALB	DRAWN: ACB CHECKED: MAR	VERTICAL SCALE	DESIGNATION NO.
			1800091
MOT TYPICAL CROSS SECTIONS PHASE 3 - SR 14/ILLINOIS RD		SURVEY BOOK NO.	SHEETS
		NA	6 of 73
		CONTRACT NO.	PROJECT NO.
		R-41809	1800091



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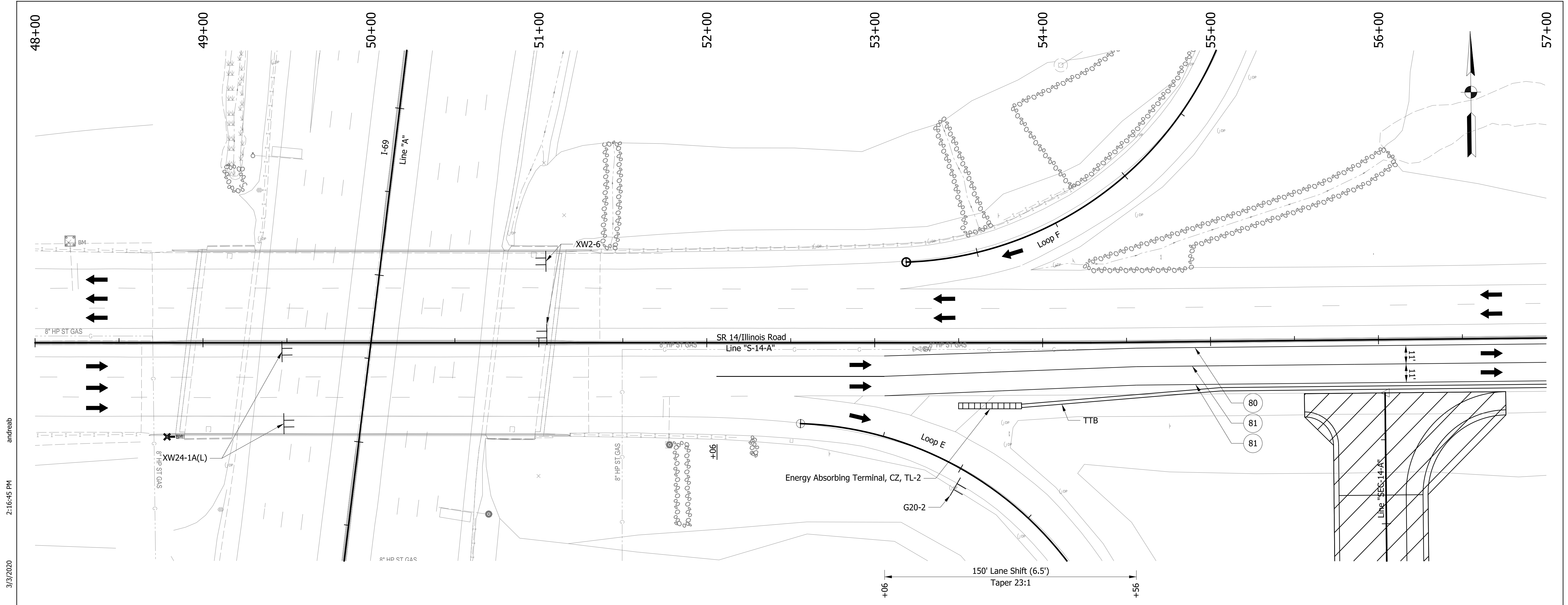
LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign
- Speeding Max \$1000 Reckless Driving Max 6 Yrs
XW2-6
- ROAD WORK AHEAD
XW20-1A
- END ROAD WORK
G20-2

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____ DATE _____	
DESIGNED: ZMS	DRAWN: ACB		
CHECKED: ALB	CHECKED: MAR		

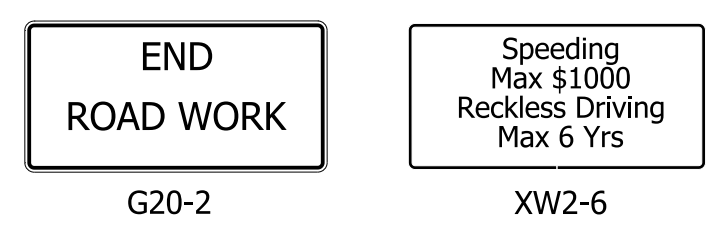
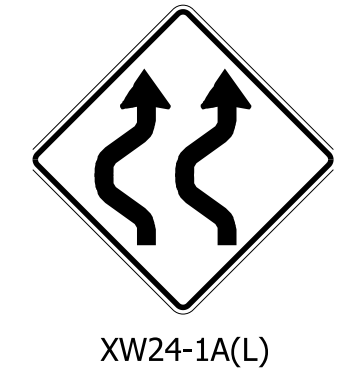
INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC
PHASE 1 - SR 14/ILLINOIS RD

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE NO. NA
VERTICAL SCALE NA	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 7 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091



LEGEND

- Temporary Pavement Marking, Yellow, Solid, 4"
- Temporary Pavement Marking, White, Solid, 4"
- Temporary Pavement Marking, White, Broken, 4"
- Temporary Pavement Marking, White, Broken, 5"
- Temporary Pavement Marking, White, Dotted, 8"
- Temporary Pavement Marking, White, Solid, 8"
- Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign



Construction Signs

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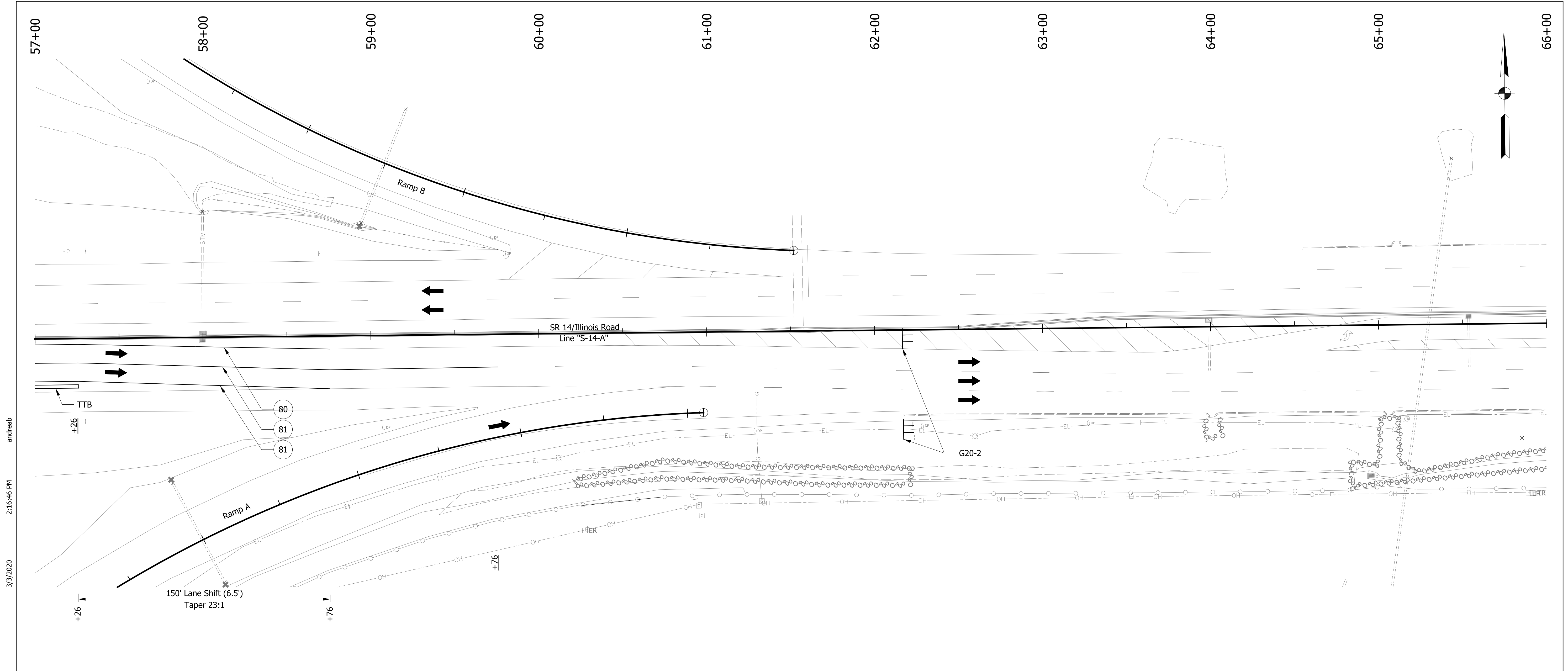
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RECOMMENDED FOR APPROVAL	
DESIGNED: ZMS	DRAWN: ACB
CHECKED: ALB	CHECKED: MAR

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 1 - SR 14/ILLINOIS RD

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE NO. NA
VERTICAL SCALE NA	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 8 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091



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LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- XXX Portable Changeable Message Sign

END
ROAD WORK
G20-2

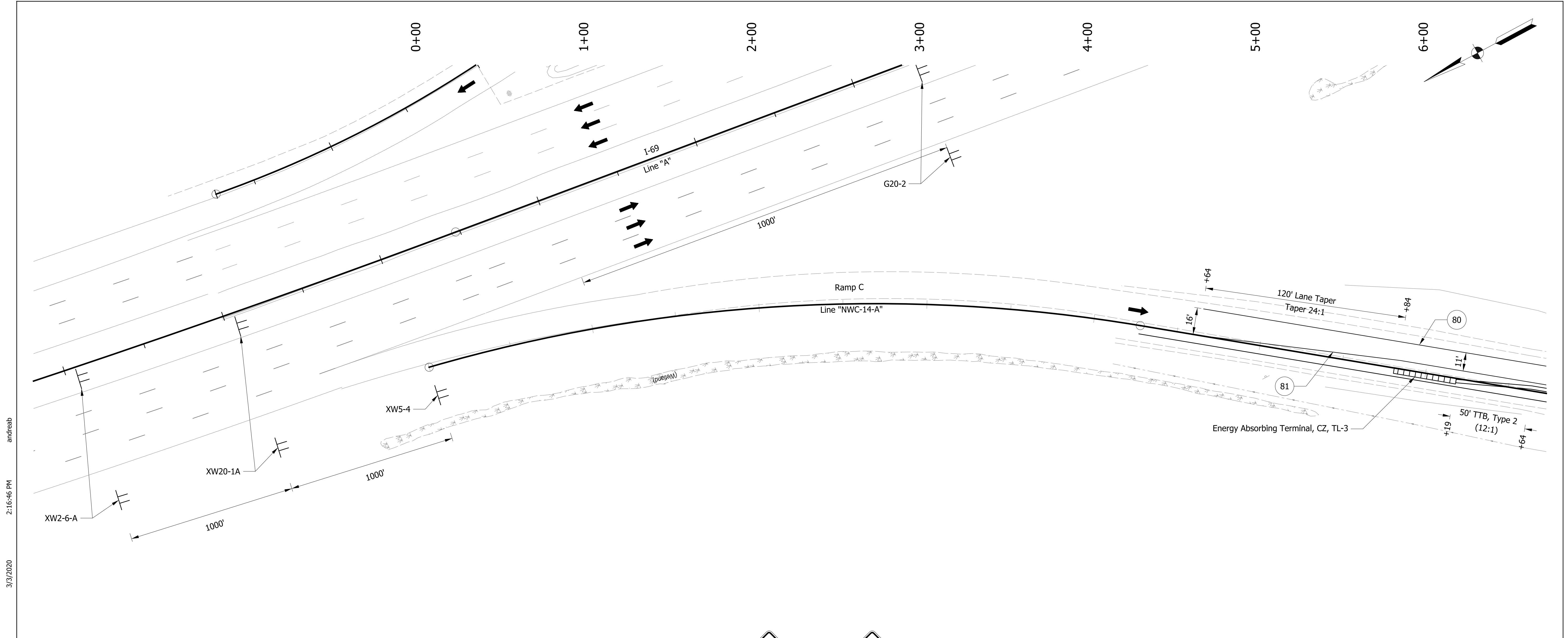
Construction Signs

RECOMMENDED FOR APPROVAL _____ DATE _____	
DESIGN ENGINEER	
DESIGNED: ZMS	DRAWN: ACB
CHECKED: ALB	CHECKED: MAR

INDIANA DEPARTMENT OF TRANSPORTATION

**MAINTENANCE OF TRAFFIC
PHASE 1 - SR 14/ILLINOIS RD**

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE NO. NA
VERTICAL SCALE NA	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 9 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091



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LEGEND

- (80) Temporary Pavement Marking, Yellow, Solid, 4"
- (81) Temporary Pavement Marking, White, Solid, 4"
- (82) Temporary Pavement Marking, White, Broken, 4"
- (83) Temporary Pavement Marking, White, Broken, 5"
- (84) Temporary Pavement Marking, White, Dotted, 8"
- (85) Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign

Construction Signs

Speeding
Max \$1000
Reckless Driving
Max 6 Yrs
XW2-6-A

ROAD
WORK
AHEAD
XW20-1A

RAMP
NARROWS
XW5-4

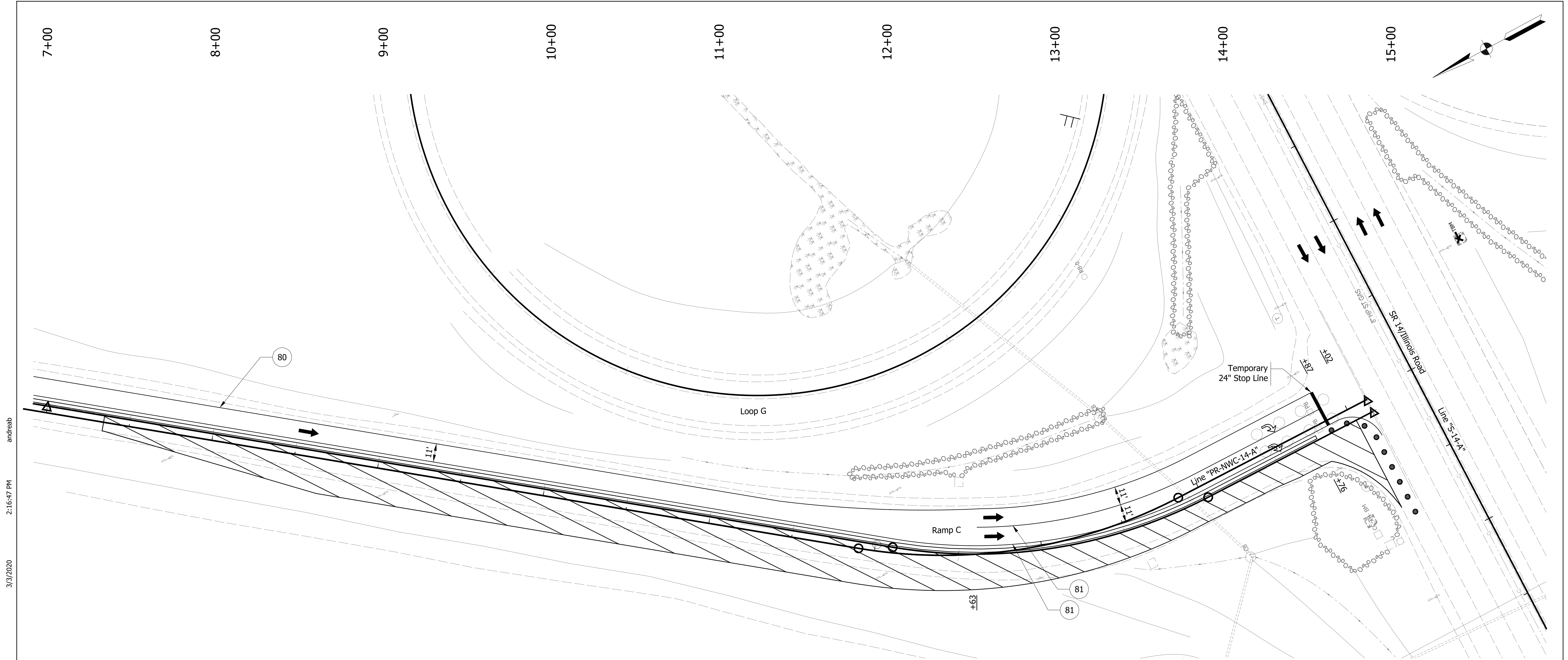
END
ROAD WORK
G20-2

RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB
CHECKED: ALB	CHECKED: MAR

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 1 - RAMP C

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	10 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091

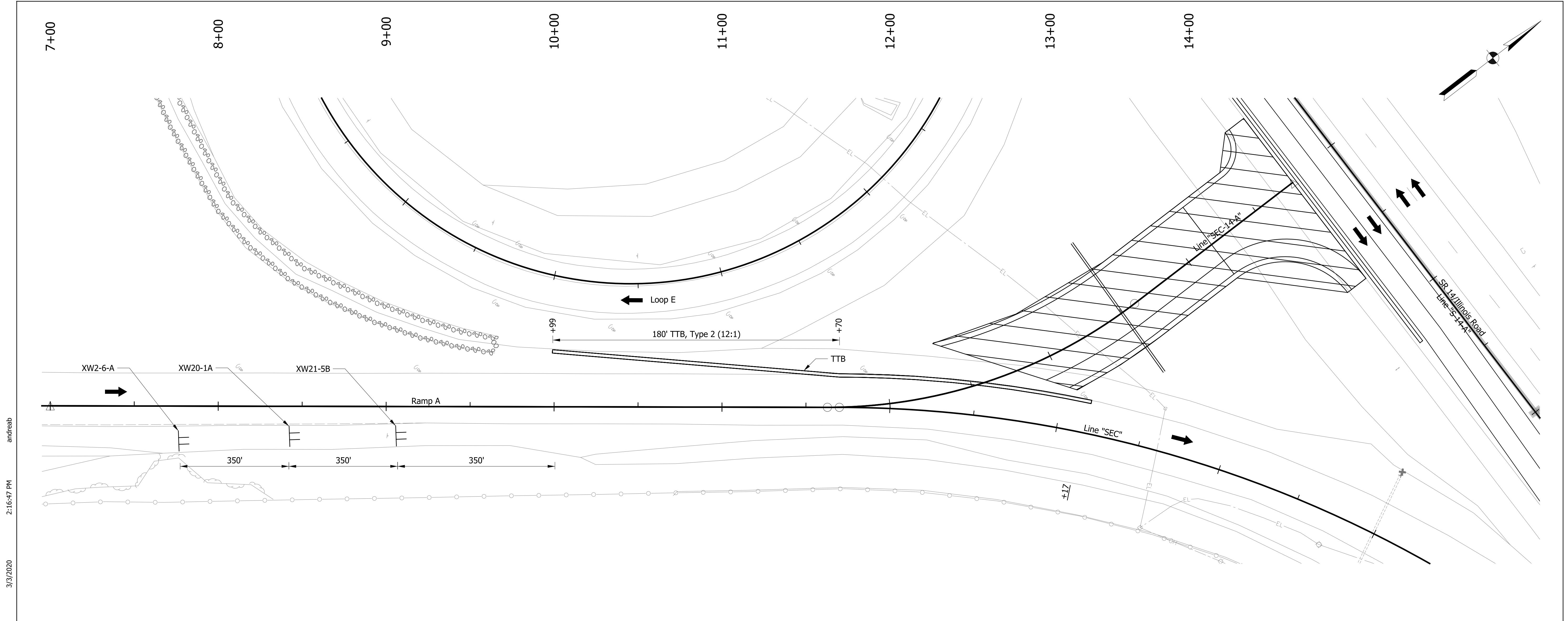


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LEGEND

- | | | | |
|-----|---|-----|----------------------------------|
| 80 | Temporary Pavement Marking, Yellow, Solid, 4" | | Construction Sign |
| 81 | Temporary Pavement Marking, White, Solid, 4" | ● | Drum, Temporary (Typ.) |
| 82 | Temporary Pavement Marking, White, Broken, 4" | | Type III-# Barricade |
| 83 | Temporary Pavement Marking, White, Broken, 5" | ➔ | Direction of Traffic |
| 84 | Temporary Pavement Marking, White, Dotted, 8" | ⊕ | Pavement Marking Break |
| 85 | Temporary Pavement Marking, White, Solid, 8" | XXX | Portable Changeable Message Sign |
| TTB | Temporary Traffic Barrier, Type 2 | | |
| ▨ | Construction Area | | |

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE	BRIDGE FILE NO.
					1" = 30'	NA
DESIGNED: ZMS	DRAWN: ACB		MAINTENANCE OF TRAFFIC PHASE 1 - RAMP C		VERTICAL SCALE	DESIGNATION NO.
CHECKED: ALB	CHECKED: MAR				NA	1800091
					SURVEY BOOK NO.	SHEETS
					NA	11 of 73
					CONTRACT NO.	PROJECT NO.
					R-41809	1800091



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LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign

Speeding
Max \$1000
Reckless Driving
Max 6 Yrs

XW2-6-A

LEFT
SHOULDER
CLOSED
AHEAD

XW21-5B

ROAD
WORK
AHEAD

XW20-1A

Construction Signs

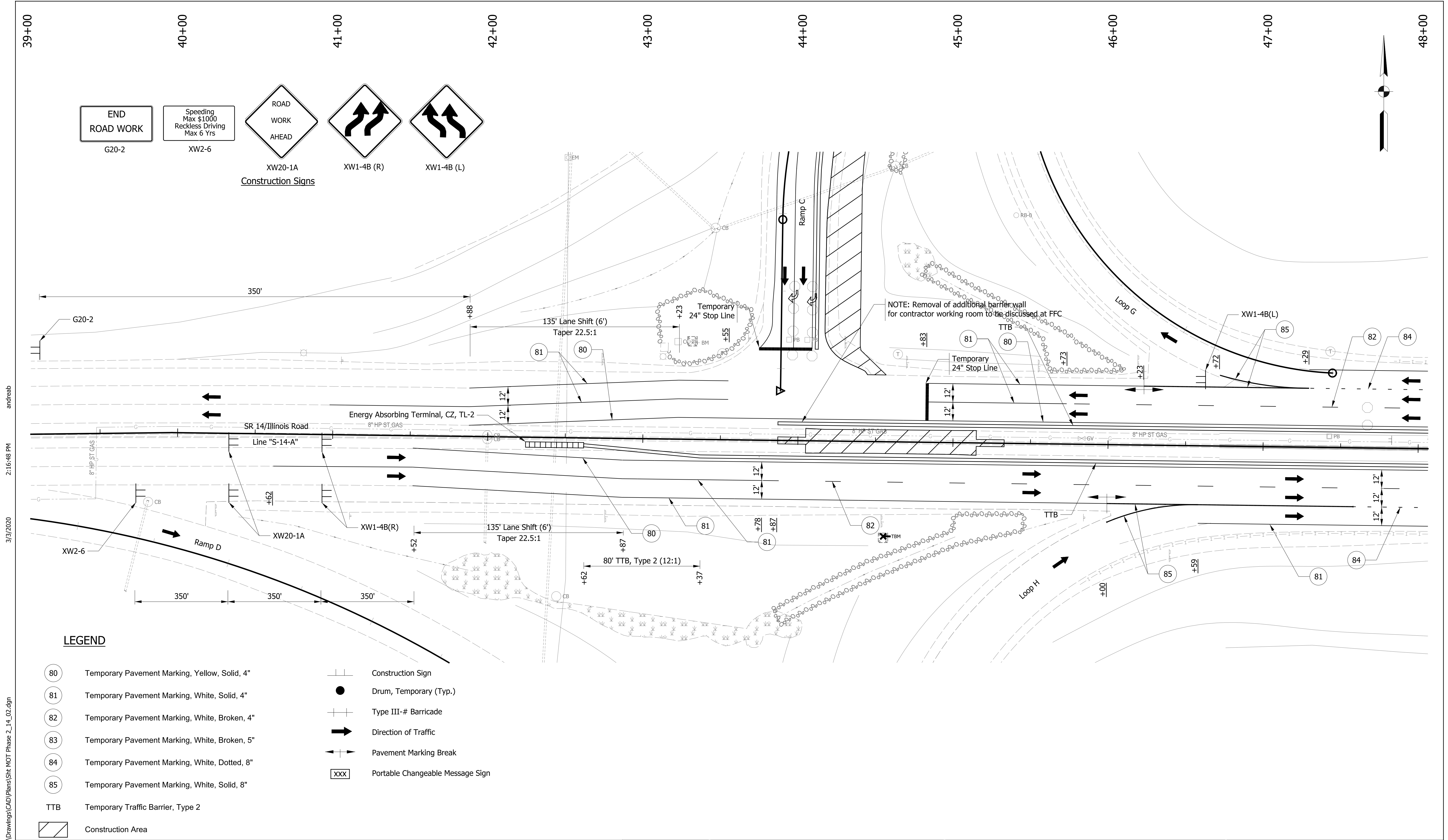
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RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB
CHECKED: ALB	CHECKED: MAR

**INDIANA
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
PHASE 1 - RAMP A**

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE NO. NA
VERTICAL SCALE NA	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 12 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091



END ROAD WORK
G20-2

Speeding Max \$1000
Reckless Driving Max 6 Yrs
XW2-6

ROAD WORK AHEAD
XW20-1A

XW1-4B (R)

XW1-4B (L)

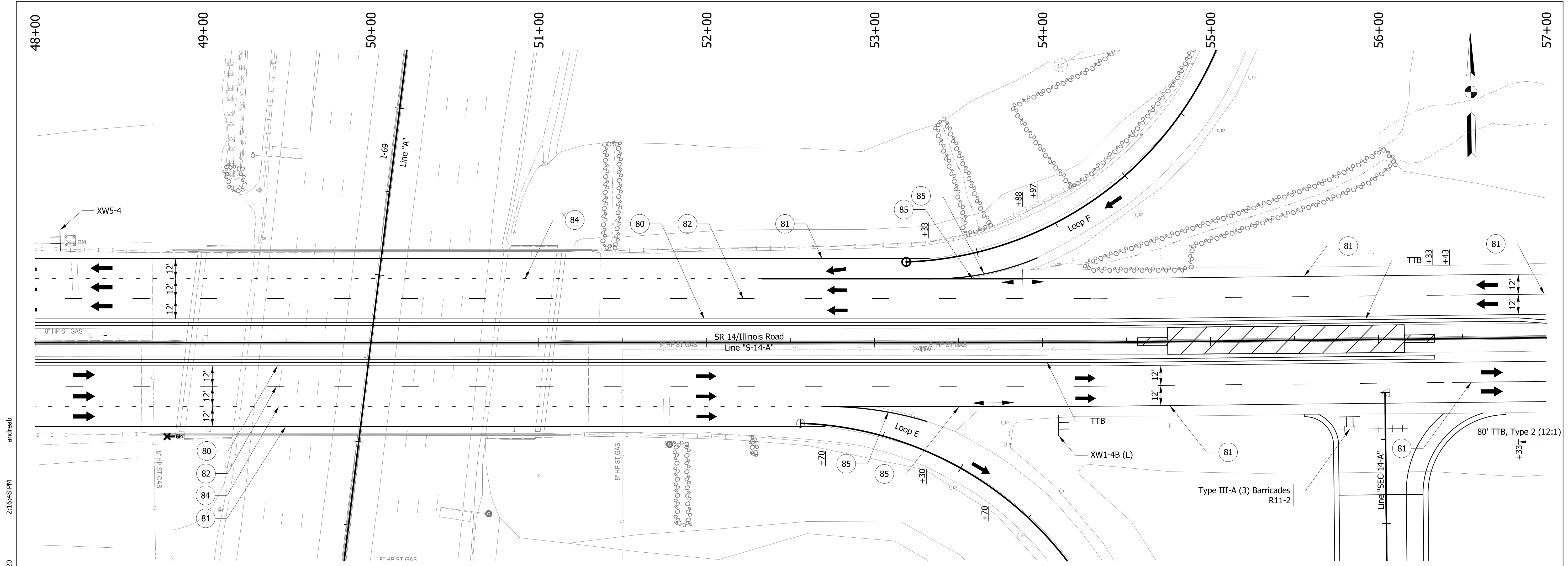
Construction Signs

LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign

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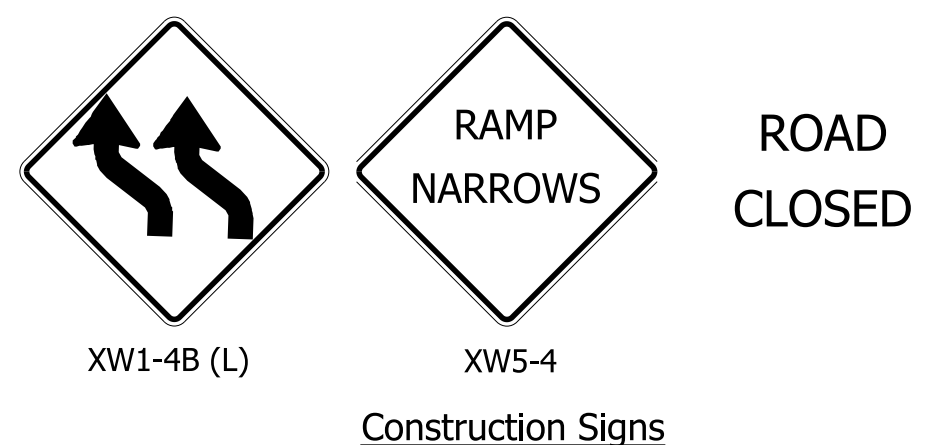
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DRAWN: ACB		VERTICAL SCALE	DESIGNATION NO.	1800091	
CHECKED: ALB		CONTRACT NO.		PROJECT NO.	
DATE		R-41809		1800091	
SHEETS		13 of 73			



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LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- XXX Portable Changeable Message Sign



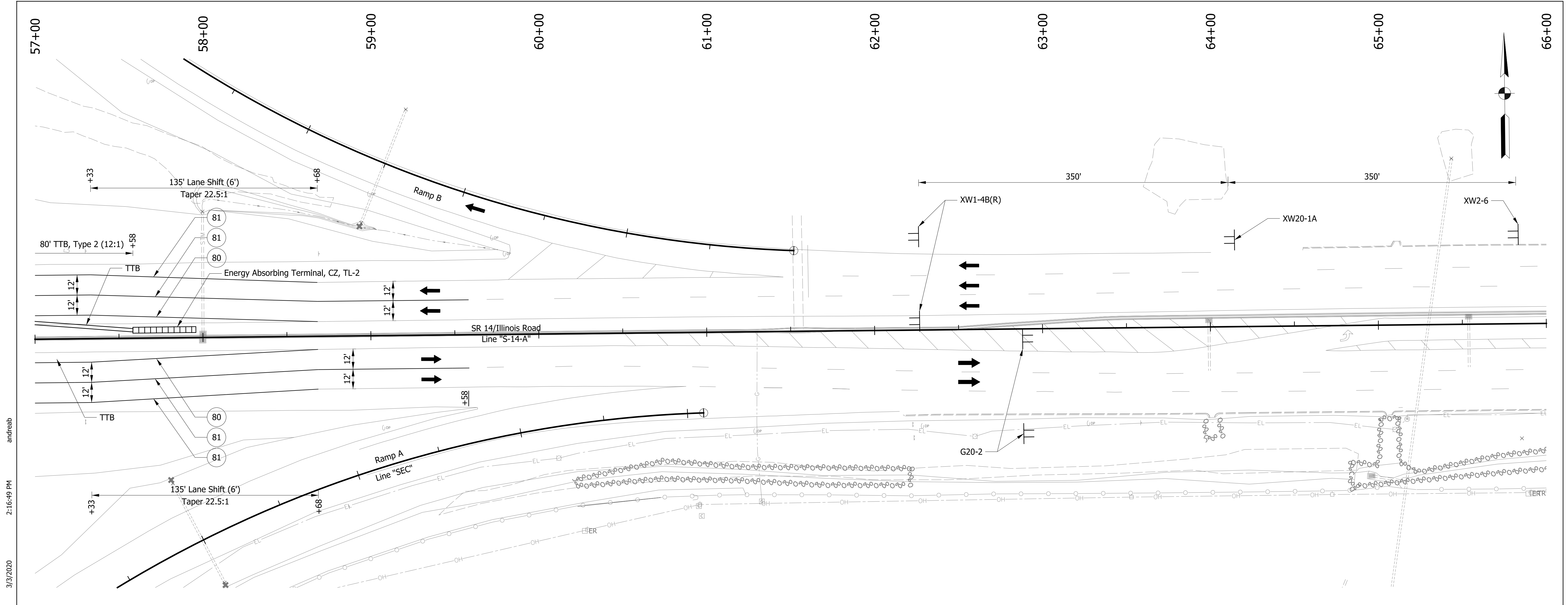
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RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____ DATE _____
DESIGNED: ZMS	DRAWN: ACB
CHECKED: ALB	CHECKED: MAR

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 2 - SR 14/ILLINOIS RD

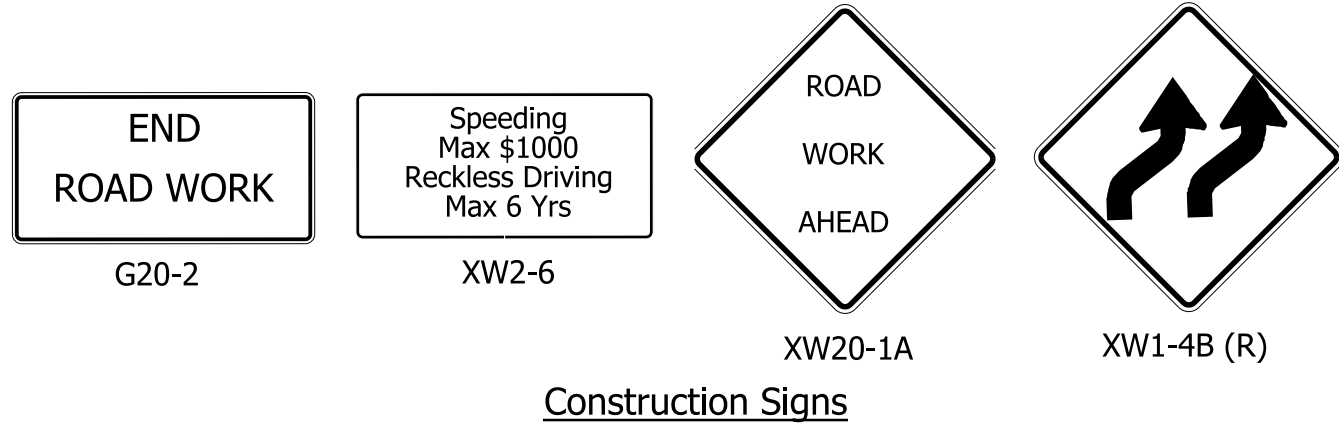
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VERTICAL SCALE NA	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 14 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091



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LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign



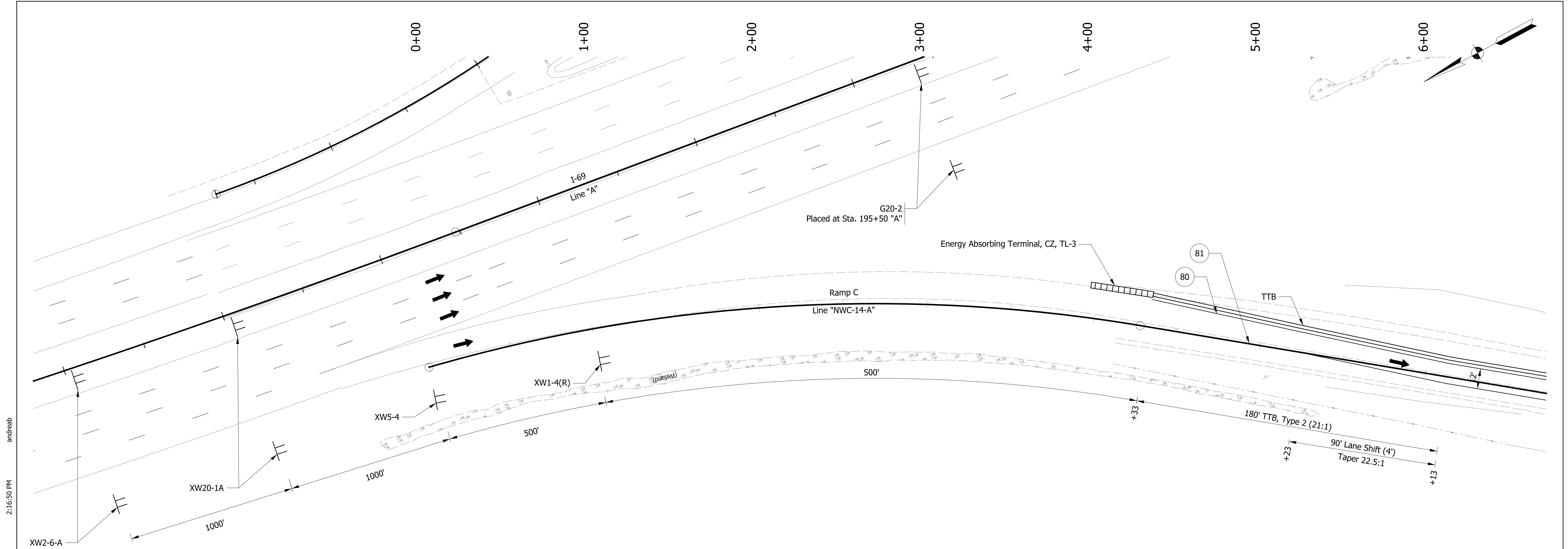
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RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB		
CHECKED: ALB	CHECKED: MAR		

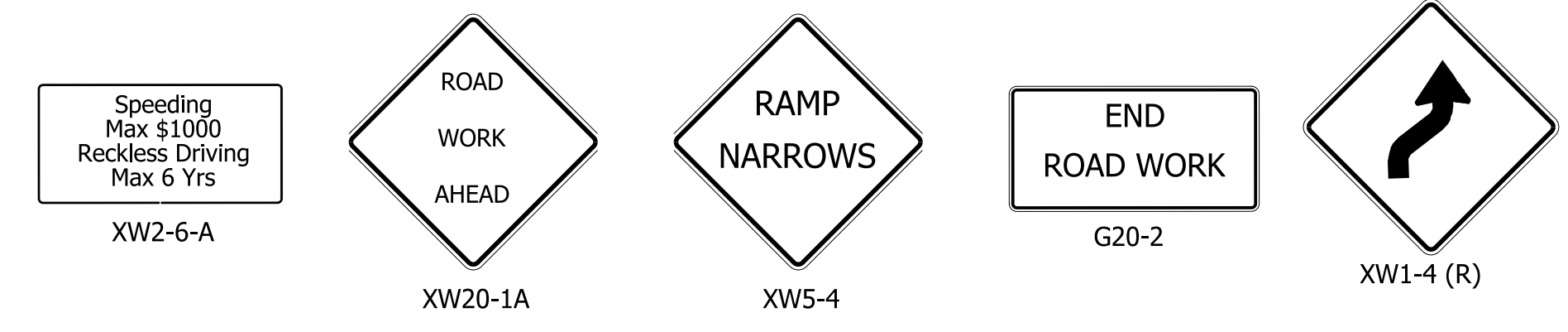
INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 2 - SR 14/ILLINOIS RD

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	15 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091



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LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign

Construction Signs

XW20-1A

XW5-4

G20-2

XW1-4 (R)

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB		
CHECKED: ALB	CHECKED: MAR		

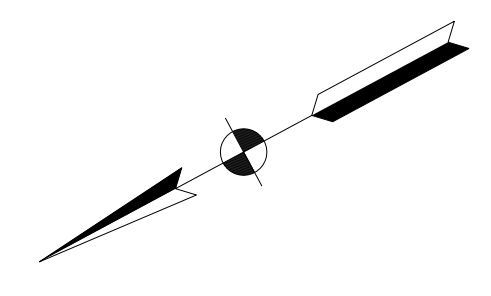
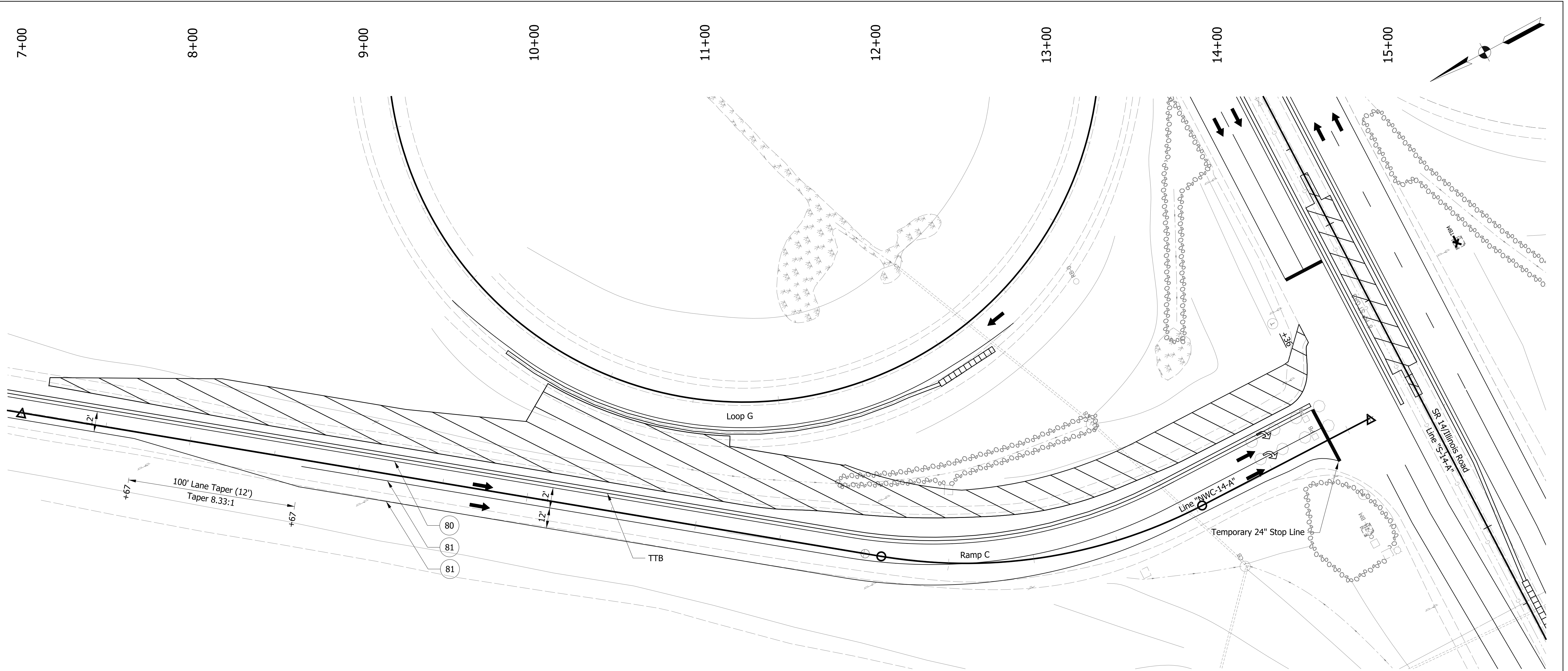
INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 2 - RAMP C

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	16 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091

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LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign

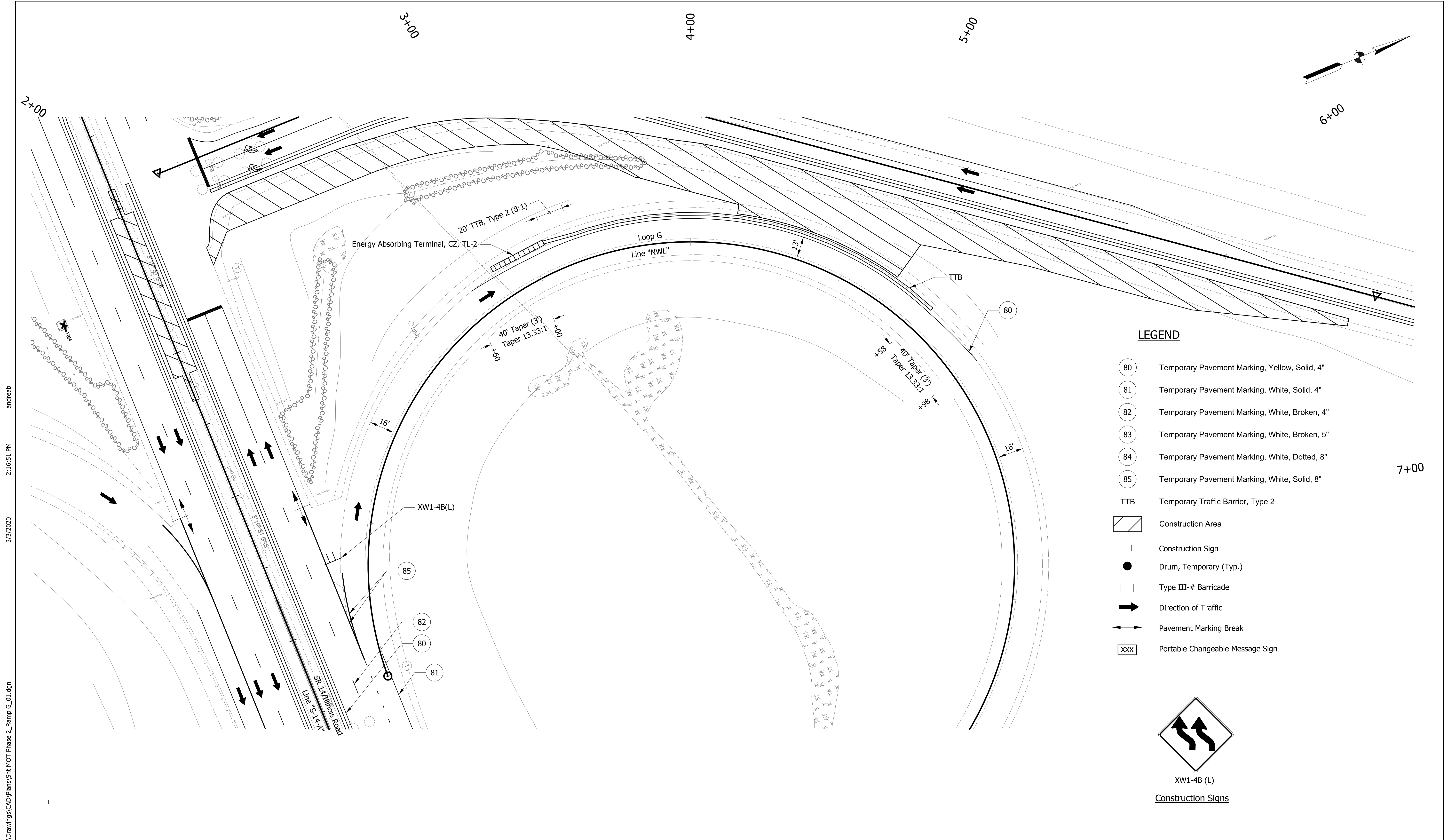
RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB
CHECKED: ALB	CHECKED: MAR

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC

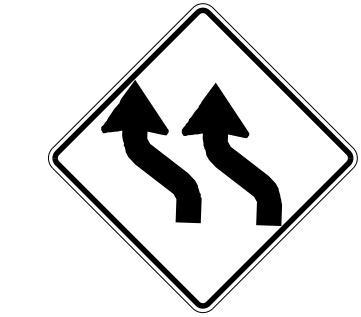
PHASE 2 - RAMP C

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	17 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091



LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- XXX Portable Changeable Message Sign



XW1-4B (L)
Construction Signs

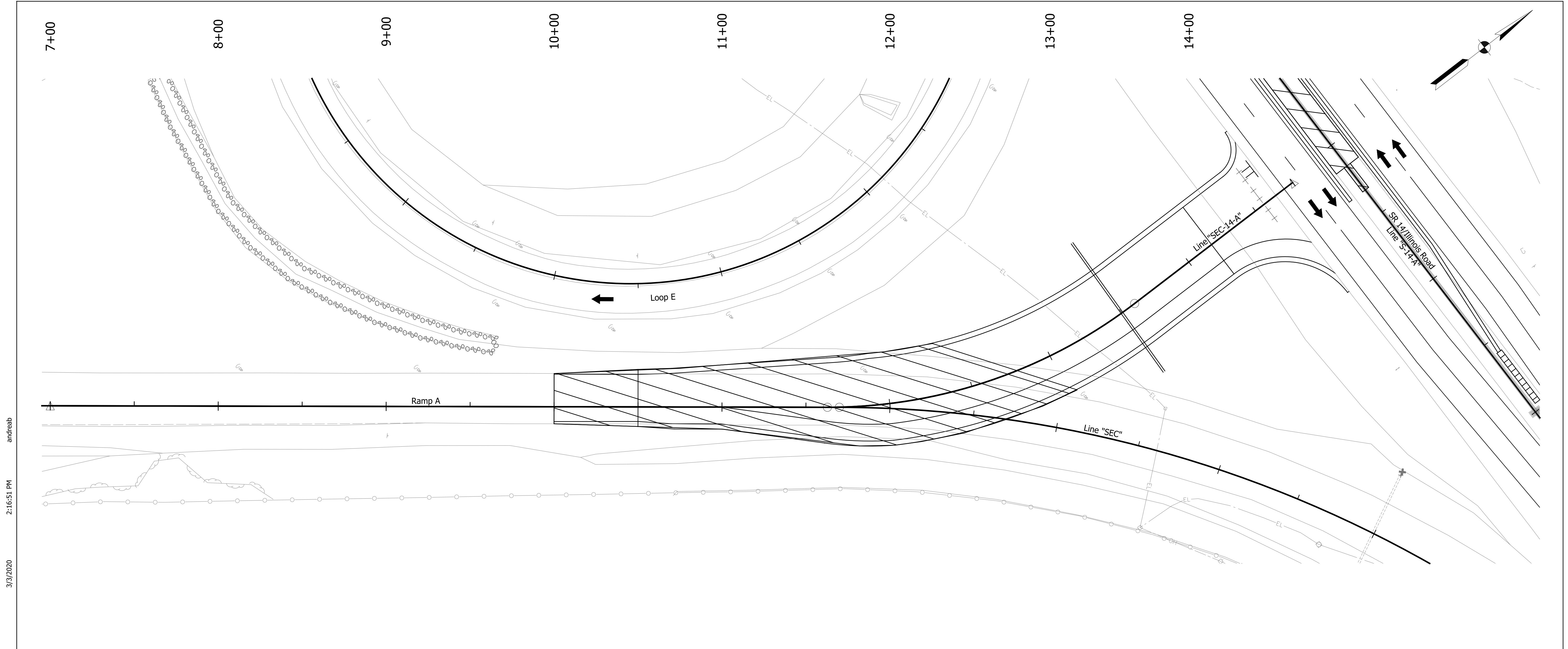
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RECOMMENDED FOR APPROVAL _____ DATE _____	
DESIGNED: ZMS	DRAWN: ACB
CHECKED: ALB	CHECKED: MAR

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 2 - RAMP G

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE NO. NA
VERTICAL SCALE	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 18 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091



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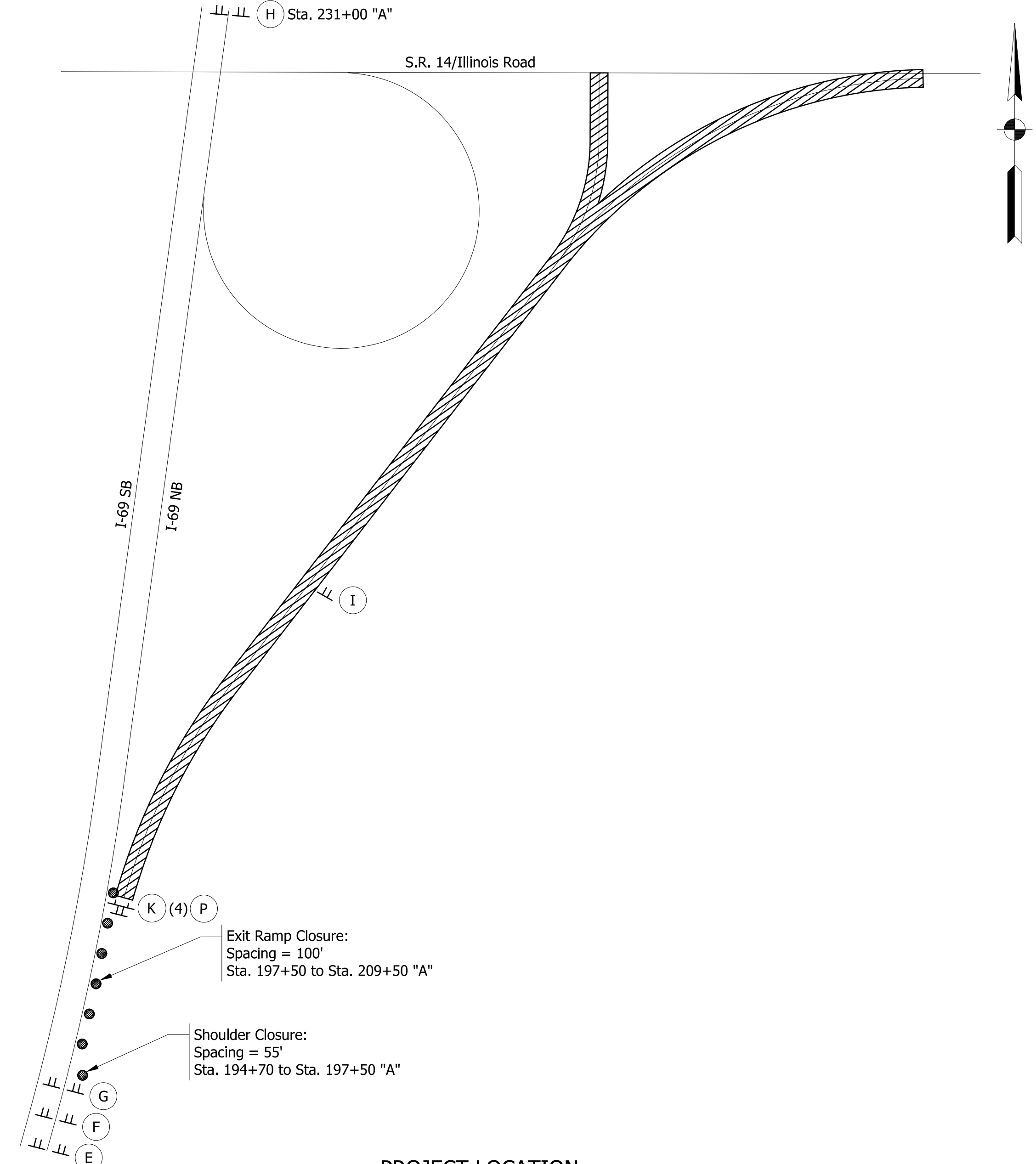
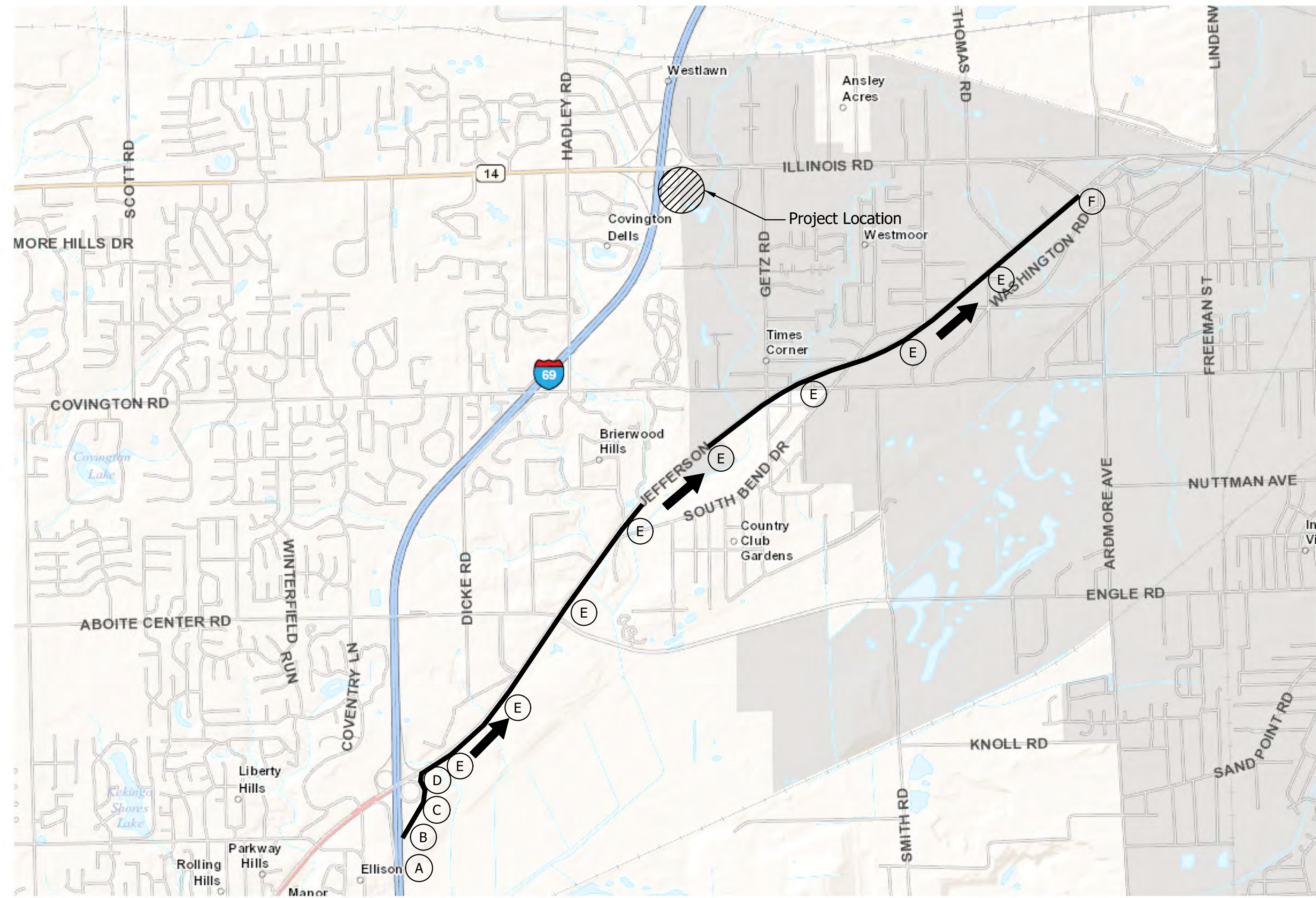
LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB		
CHECKED: ALB	CHECKED: MAR		

INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC
PHASE 2 - RAMP A

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	19 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091



PROJECT LOCATION
NOT TO SCALE

NOTES

- G20-60 signs shall cover the "1 mile", "1/2 mile", and "arrow" on the advance exit panel signs.
- G20-58 shall be placed a minimum of 14 days prior to closure.

Legend

- Roadway Construction
- Posted Detour Route
- Traffic Flow Arrow
- Construction Sign
- Barricade III-A
- Channelization Device

Type A Construction Signs

- XW20-1A (Road Work Ahead) 2 Ea.
- XW20-3 (Ramp Closed Ahead) 2 Ea.
- XW106-1-A (Exit Closed) 2 Ea.
- G20-2 (End Road Work) 2 Ea.

Type C Construction Signs

- G20-58 (Ramp Closed From X/XX - X/XX) 1 Ea.
- G20-60 (Closed) (108" x 24") 3 Ea.

Barricades

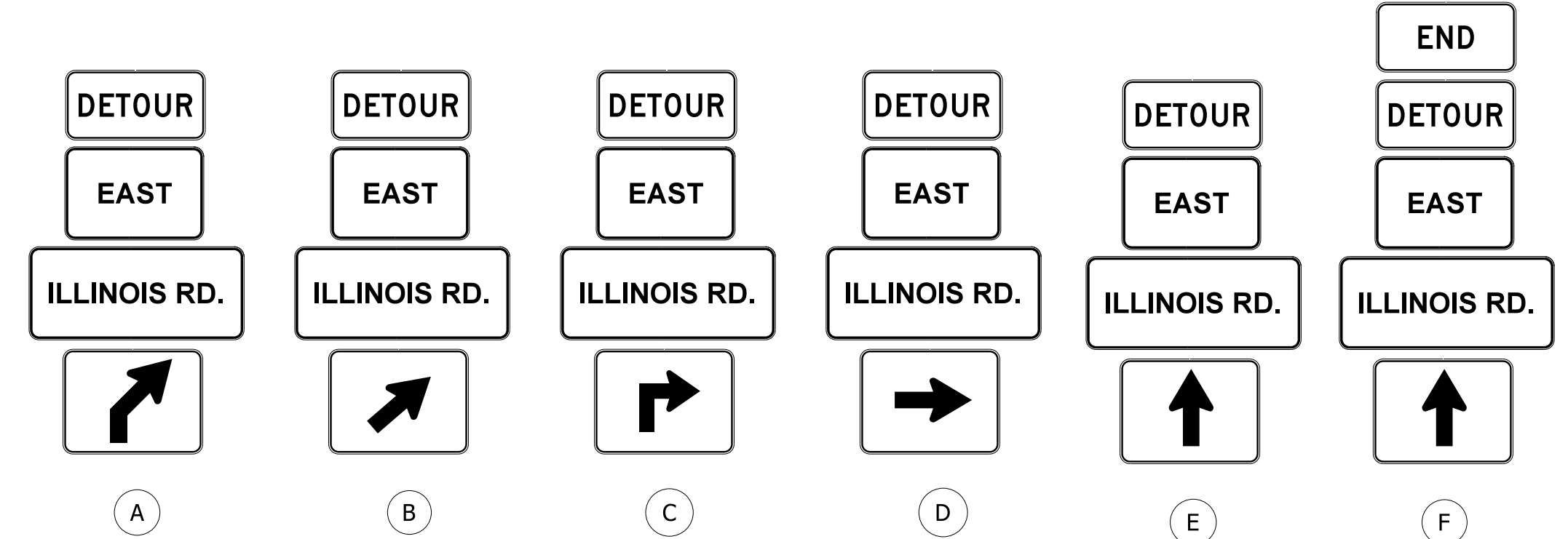
- Barricade, Type III-A (No. of 12' Units) 48 Lft. (4)

Road Closure Sign Assemblies

- RCSA (R11-2R) 1 Ea.

Detour Route Marker Assemblies

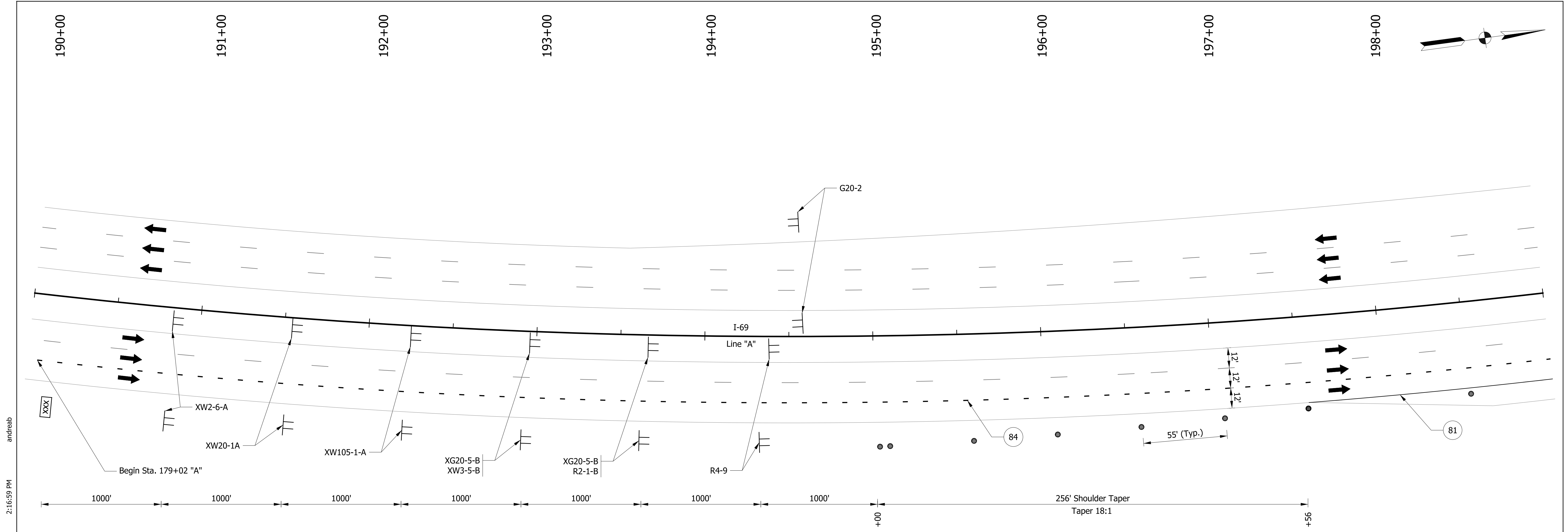
- DRMA (Advance Turn) 1 Ea.
- DRMA (Directional) 1 Ea.
- DRMA (Advance Turn) 1 Ea.
- DRMA (Directional) 1 Ea.
- DRMA (Confirming) 8 Ea.
- DRMA (End) 1 Ea.



RECOMMENDED FOR APPROVAL	DESIGN ENGINEER _____ DATE _____	INDIANA DEPARTMENT OF TRANSPORTATION MAINTENANCE OF TRAFFIC PHASE 2 - I-69 NB DETOUR	HORIZONTAL SCALE 1" = 2000'	BRIDGE FILE NO. NA
	DESIGNED: ZMS		DRAWN: ACB	VERTICAL SCALE NA
CHECKED: ALB	CHECKED: MAR		SURVEY BOOK NO. NA	SHEETS 20 of 73
			CONTRACT NO. R-41809	PROJECT NO. 1800091

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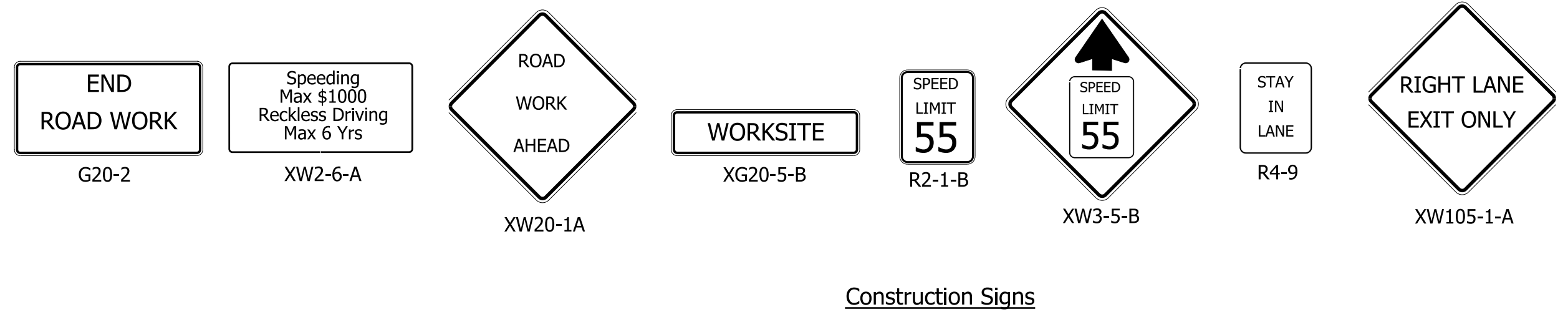


LEGEND

- (80) Temporary Pavement Marking, Yellow, Solid, 4"
- (81) Temporary Pavement Marking, White, Solid, 4"
- (82) Temporary Pavement Marking, White, Broken, 4"
- (83) Temporary Pavement Marking, White, Broken, 5"
- (84) Temporary Pavement Marking, White, Dotted, 8"
- (85) Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area

- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign

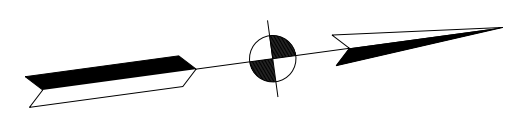
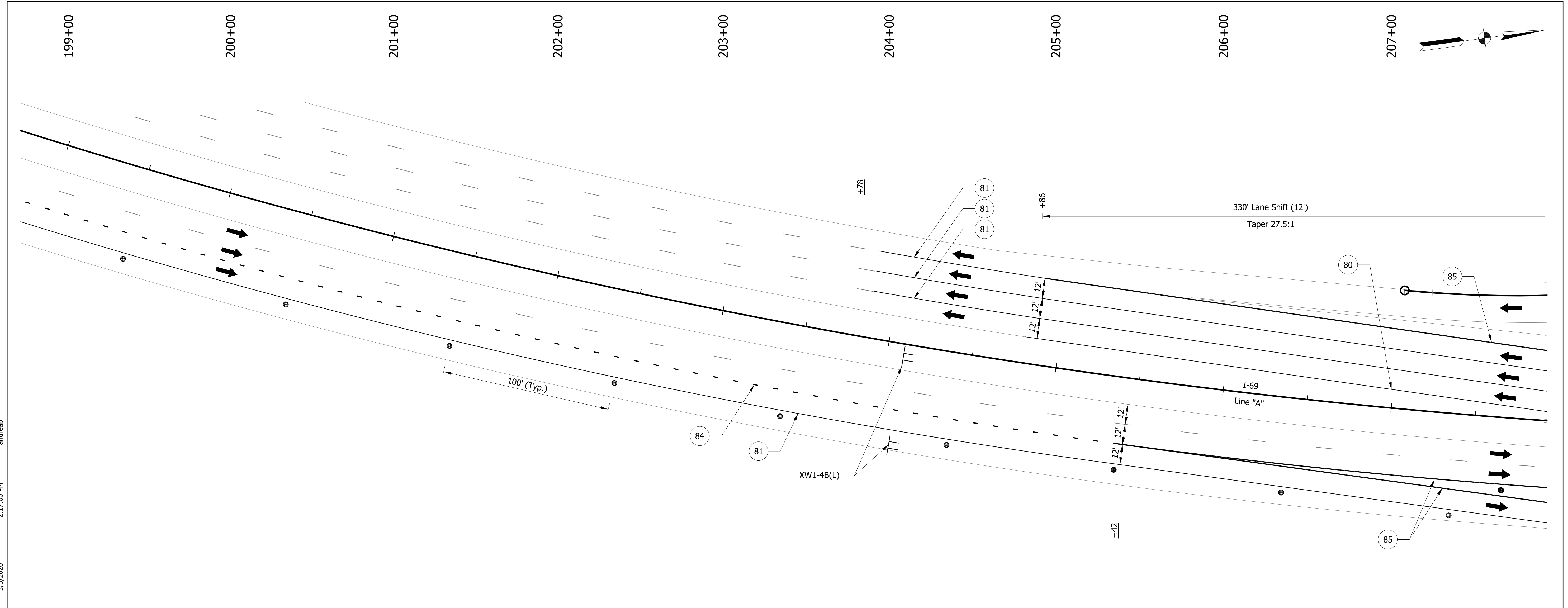
NOTES:
 1. Existing ITS Handholes along I-69 SB shall be filled with Structure Backfill, Type 5 before shifting lanes into median.



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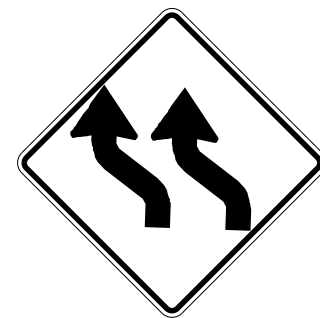
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION MAINTENANCE OF TRAFFIC PHASE 3 - I-69	HORIZONTAL SCALE 1" = 30' VERTICAL SCALE NA	BRIDGE FILE NO. NA DESIGNATION NO. 1800091
DESIGNED: ZMS CHECKED: ALB	DRAWN: ACB CHECKED: MAR	SURVEY BOOK NO. NA	SHEETS 21 of 73 CONTRACT NO. R-41809 PROJECT NO. 1800091

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LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign



XW1-4B (L)
Construction Signs

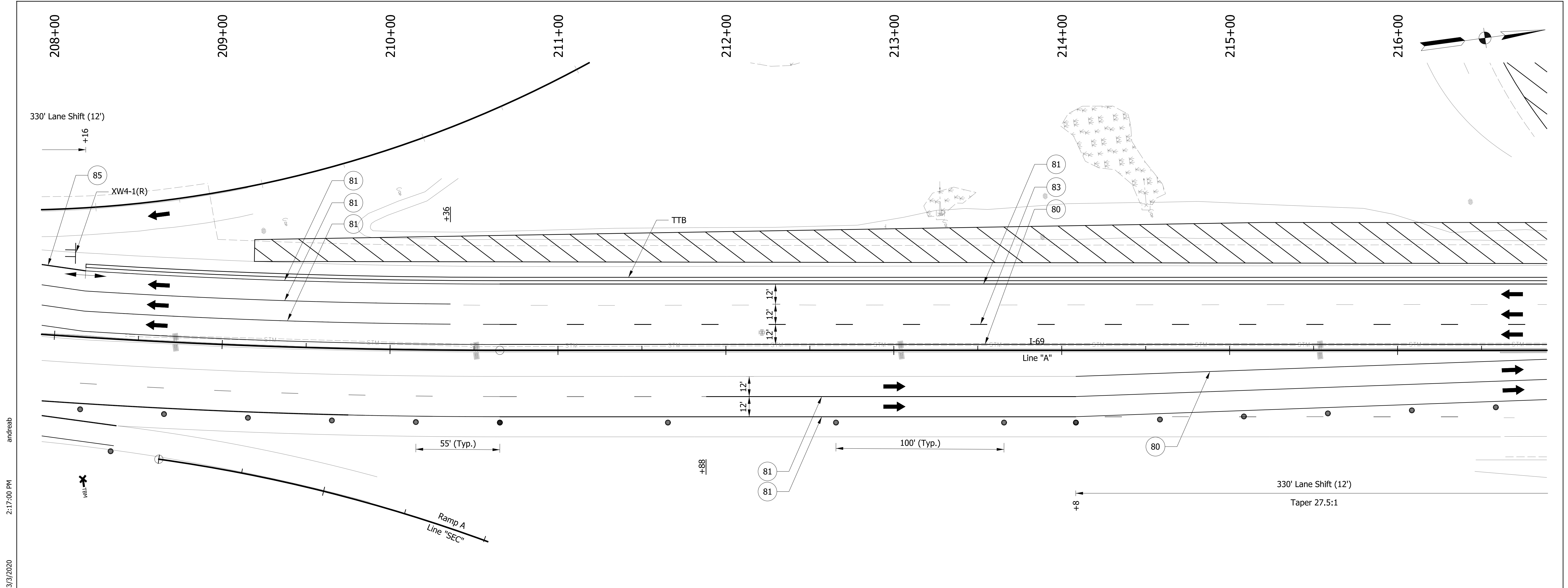
RECOMMENDED FOR APPROVAL	
DESIGNED: ZMS	DRAWN: ACB
CHECKED: ALB	CHECKED: MAR

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC

PHASE 3 - I-69

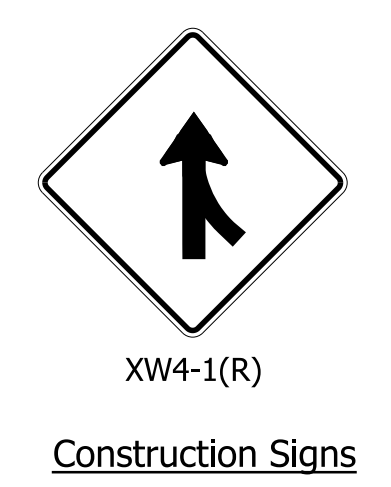
HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	22 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091



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LEGEND

- | | | |
|-----|---|----------------------------------|
| 80 | Temporary Pavement Marking, Yellow, Solid, 4" | Construction Sign |
| 81 | Temporary Pavement Marking, White, Solid, 4" | Drum, Temporary (Typ.) |
| 82 | Temporary Pavement Marking, White, Broken, 4" | Type III-B Barricade |
| 83 | Temporary Pavement Marking, White, Broken, 5" | Direction of Traffic |
| 84 | Temporary Pavement Marking, White, Dotted, 8" | Pavement Marking Break |
| 85 | Temporary Pavement Marking, White, Solid, 8" | Portable Changeable Message Sign |
| TTB | Temporary Traffic Barrier, Type 2 | |
| | Construction Area | |



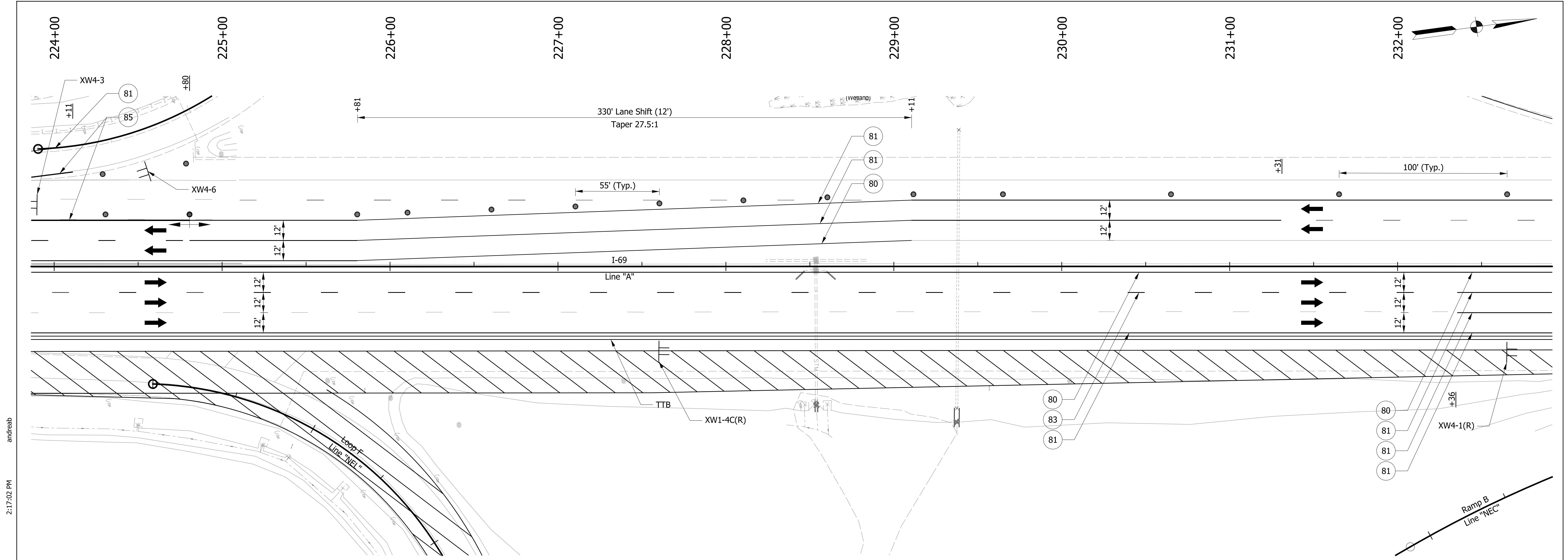
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RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB		
CHECKED: ALB	CHECKED: MAR		

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 3 - I-69

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	23 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091

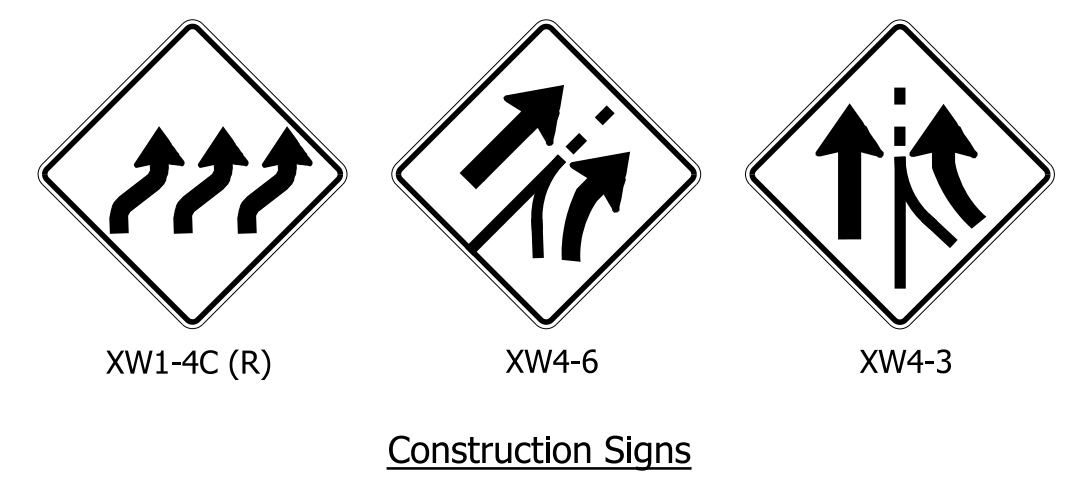


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LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- XXX Portable Changeable Message Sign



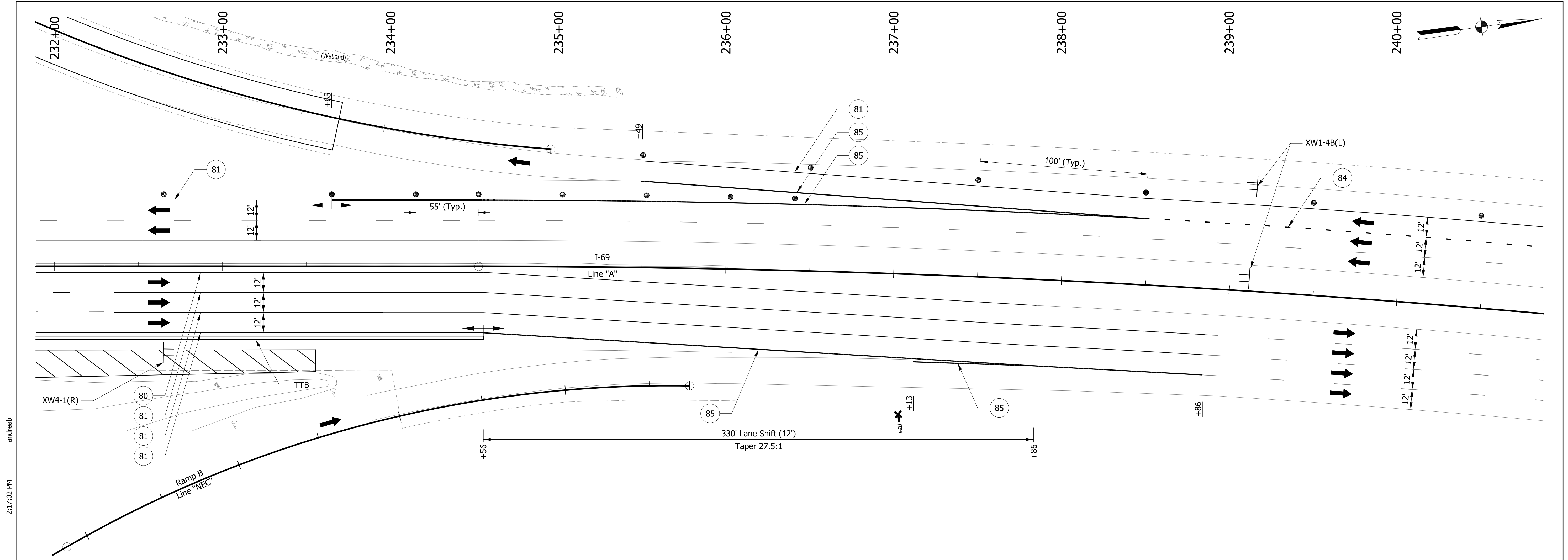
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB		
CHECKED: ALB	CHECKED: MAR		

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC

PHASE 3 - I-69

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	25 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091

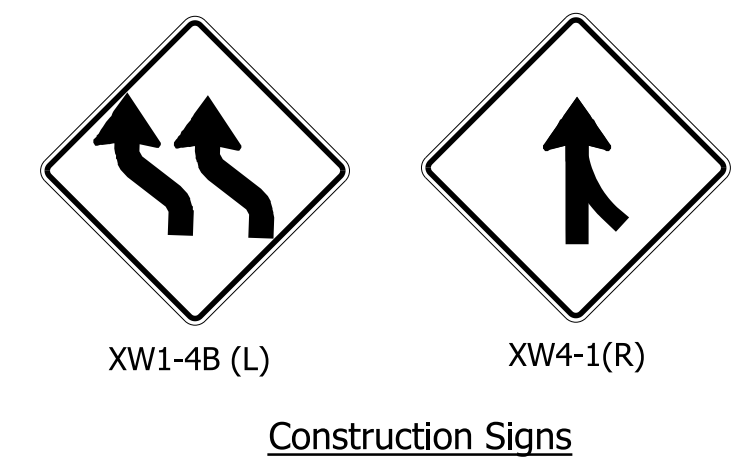


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LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- XXX Portable Changeable Message Sign

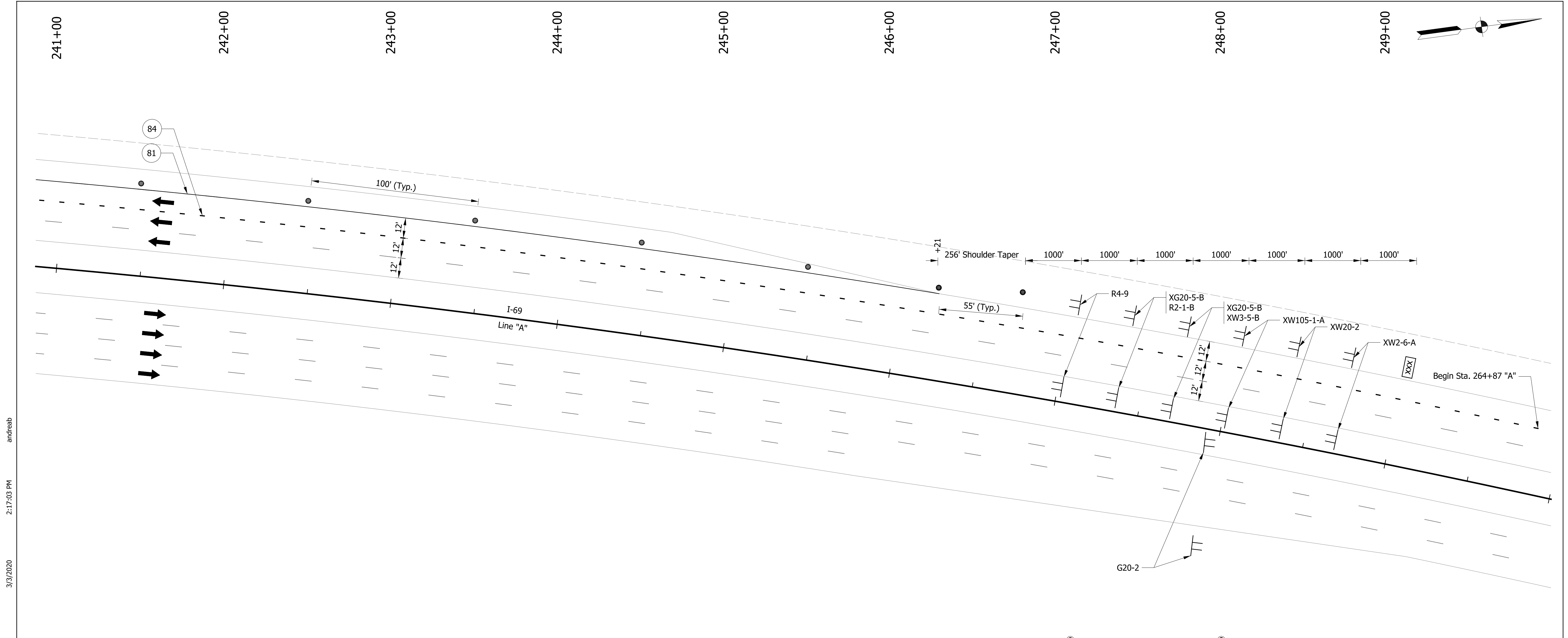


RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB
CHECKED: ALB	CHECKED: MAR

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 3 - I-69

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	26 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091



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LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
- 85 Temporary Pavement Marking, White, Solid, 8"
- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign



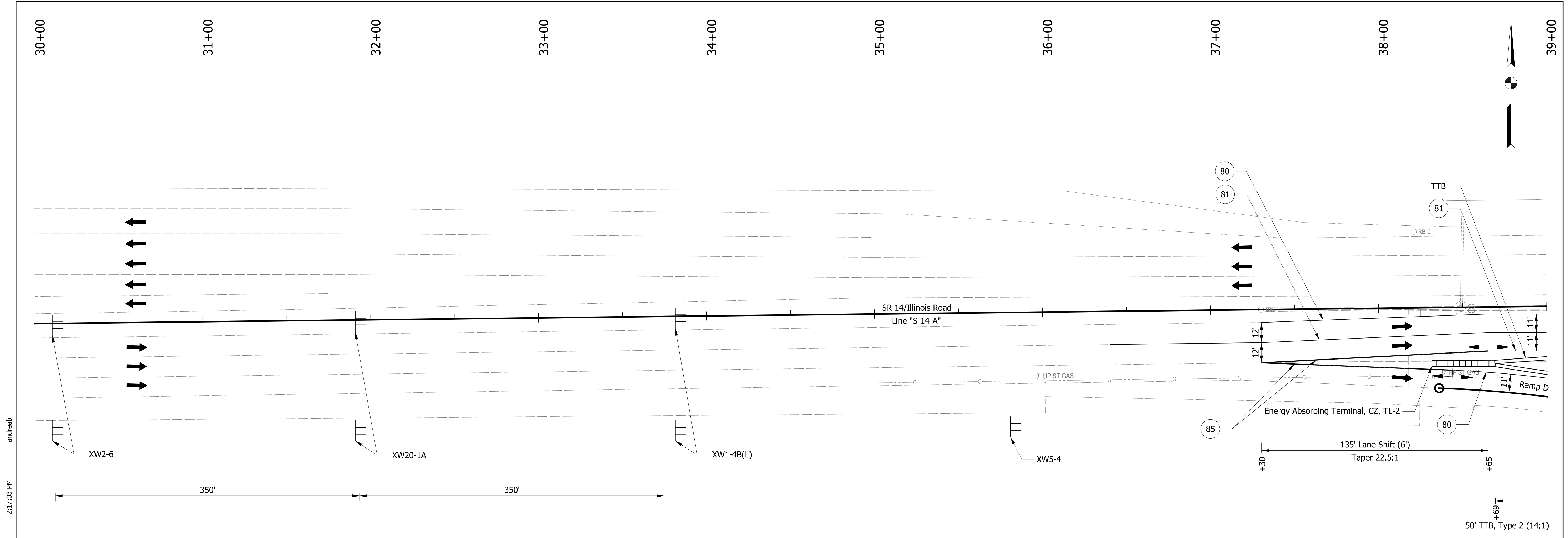
Construction Signs

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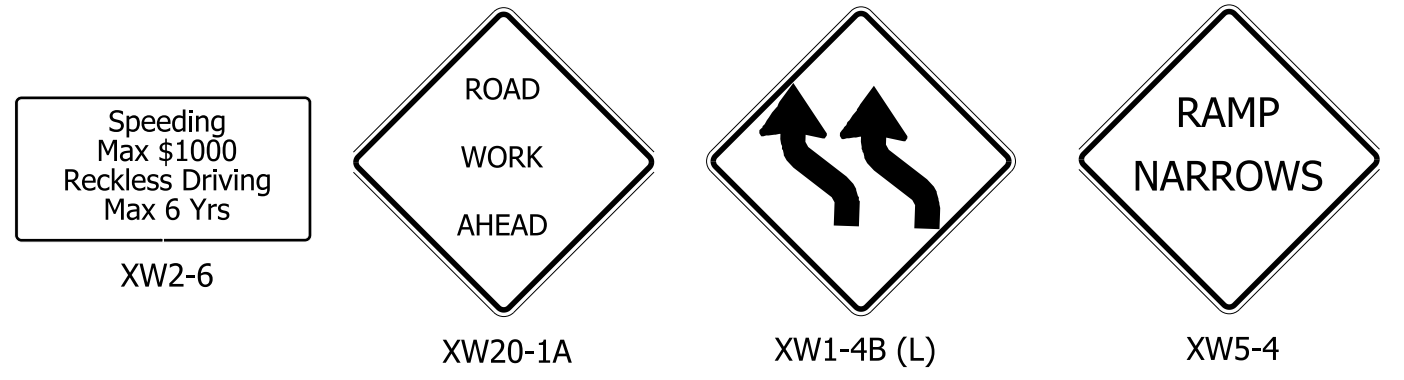
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DESIGNED: ZMS	DRAWN: ACB
CHECKED: ALB	CHECKED: MAR

INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PHASE 3 - I-69	

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE NO. NA
VERTICAL SCALE NA	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 27 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091



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LEGEND

(80)	Temporary Pavement Marking, Yellow, Solid, 4"		Construction Sign
(81)	Temporary Pavement Marking, White, Solid, 4"	●	Drum, Temporary (Typ.)
(82)	Temporary Pavement Marking, White, Broken, 4"	++	Type III-# Barricade
(83)	Temporary Pavement Marking, White, Broken, 5"	➔	Direction of Traffic
(84)	Temporary Pavement Marking, White, Dotted, 8"	⊕	Pavement Marking Break
(85)	Temporary Pavement Marking, White, Solid, 8"	XXX	Portable Changeable Message Sign
TTB	Temporary Traffic Barrier, Type 2		
	Construction Area		

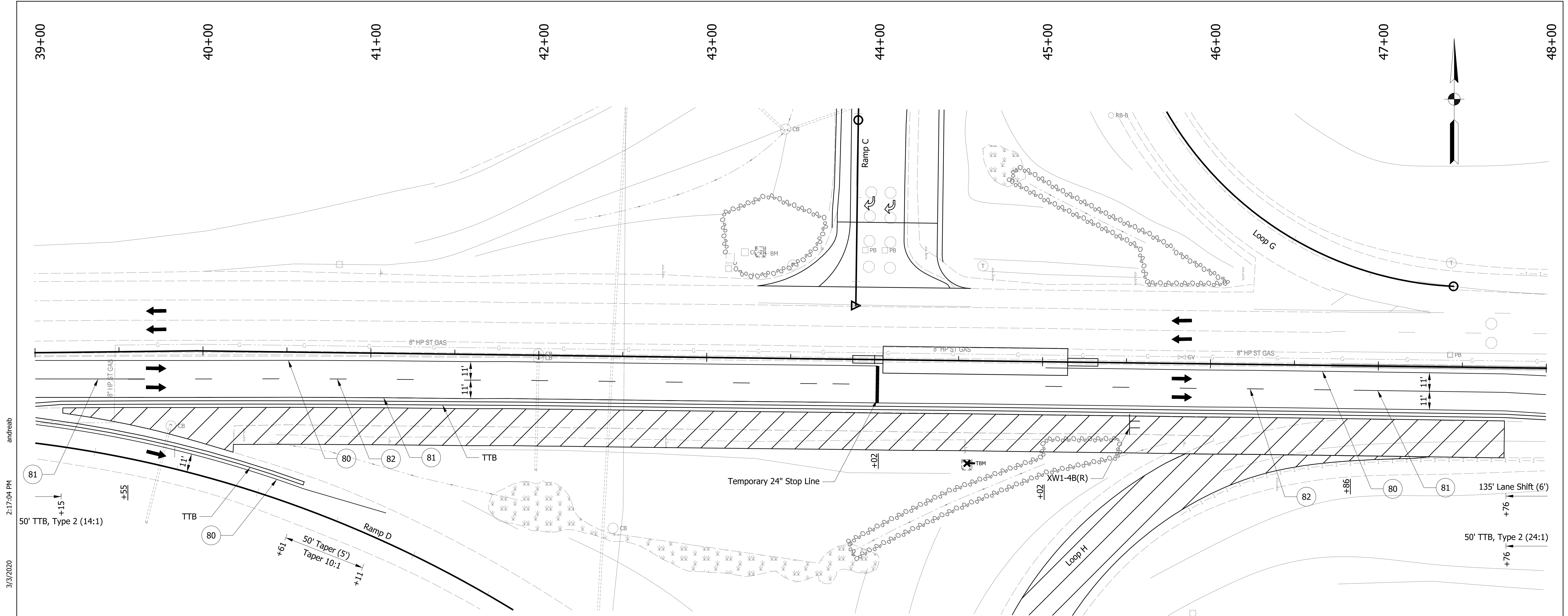
RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: ZMS	DRAWN: ACB		
CHECKED: ALB	CHECKED: MAR		

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 3 - SR 14/ILLINOIS RD

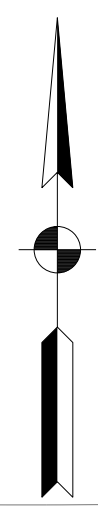
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1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	28 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091

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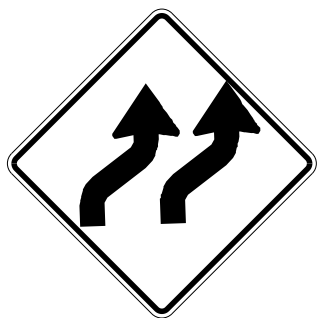
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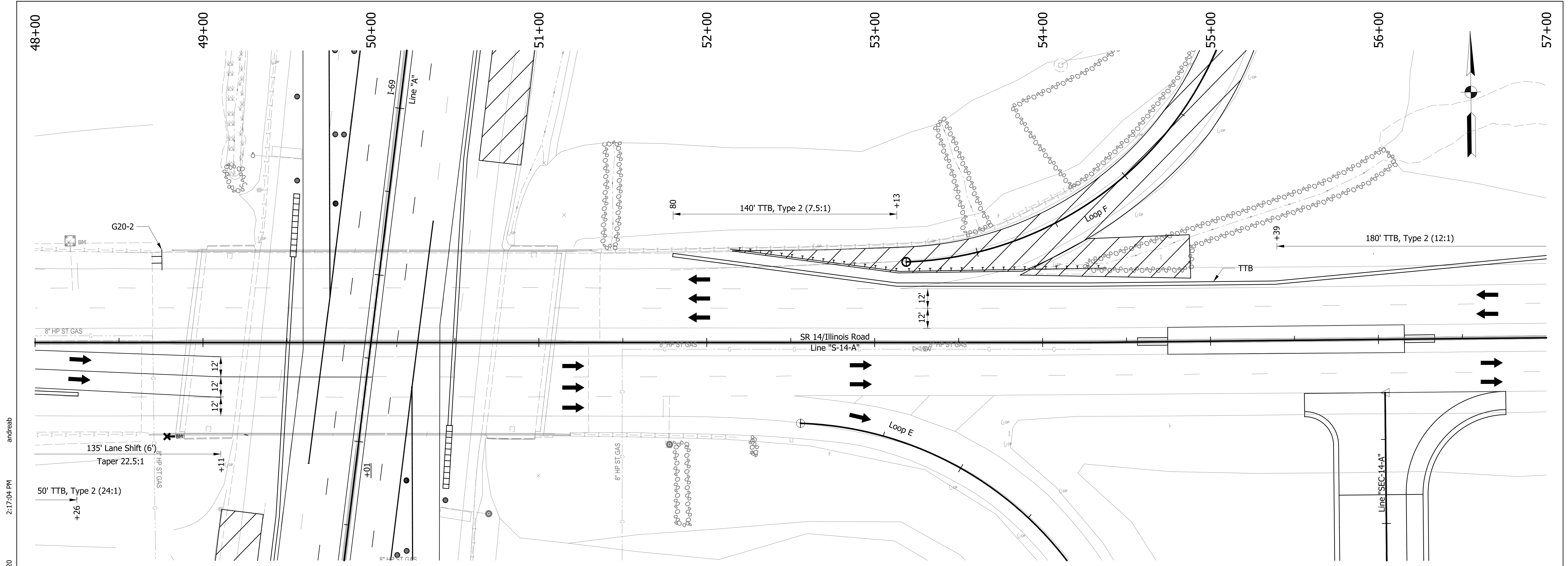
LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
- 83 Temporary Pavement Marking, White, Broken, 5"
- 84 Temporary Pavement Marking, White, Dotted, 8"
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- TTB Temporary Traffic Barrier, Type 2
- Construction Area
- Construction Sign
- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign



XW1-4B (R)
Construction Signs

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 30' VERTICAL SCALE NA	BRIDGE FILE NO. NA DESIGNATION NO. 1800091
DESIGNED: ZMS CHECKED: ALB	DRAWN: ACB CHECKED: MAR	MAINTENANCE OF TRAFFIC PHASE 3 - SR 14/ILLINOIS RD	
		SURVEY BOOK NO. NA	SHEETS 29 of 73 PROJECT NO. 1800091
		CONTRACT NO. R-41809	PROJECT NO. 1800091



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LEGEND

- 80 Temporary Pavement Marking, Yellow, Solid, 4"
- 81 Temporary Pavement Marking, White, Solid, 4"
- 82 Temporary Pavement Marking, White, Broken, 4"
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- Construction Area
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- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- XXX Portable Changeable Message Sign

END
ROAD WORK
G20-2
Construction Signs

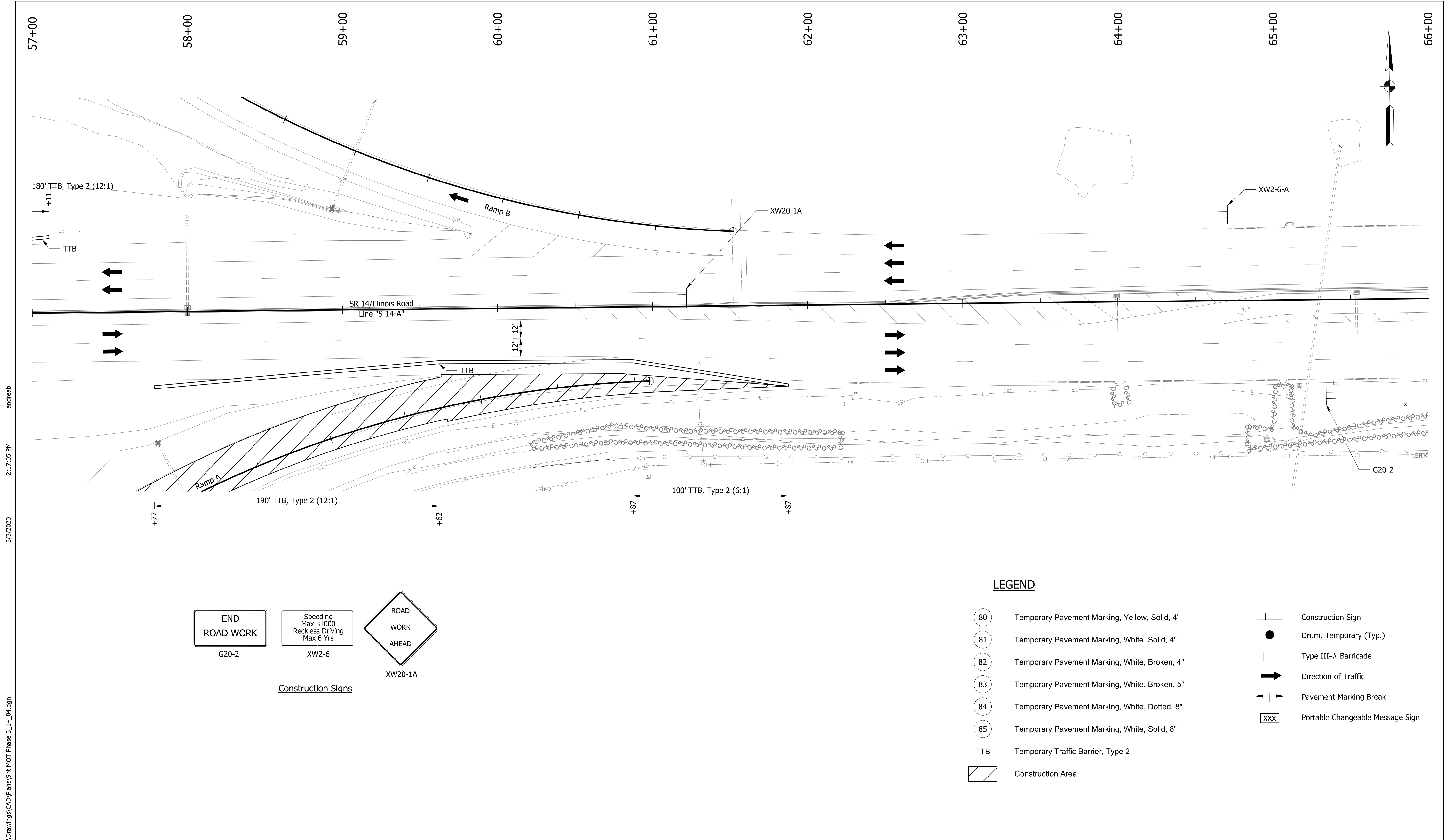
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RECOMMENDED FOR APPROVAL _____	
DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB
CHECKED: ALB	CHECKED: MAR

**INDIANA
DEPARTMENT OF TRANSPORTATION**

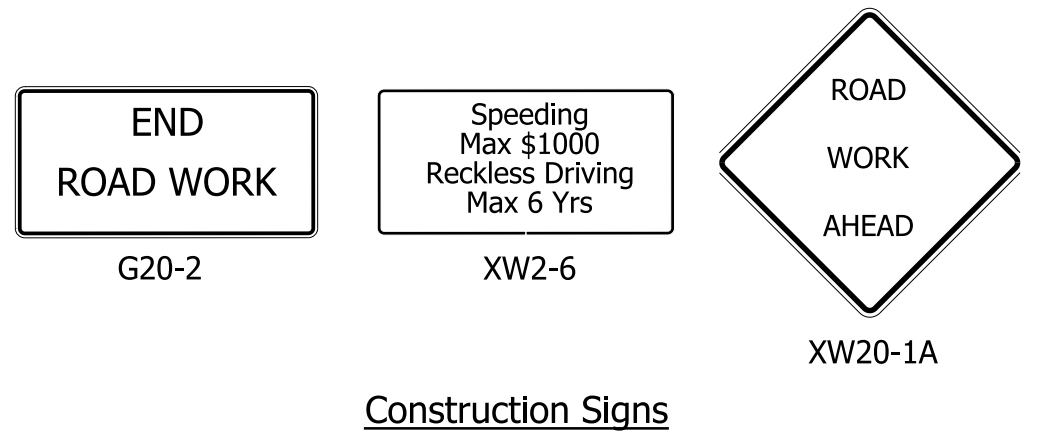
**MAINTENANCE OF TRAFFIC
PHASE 3 - SR 14/ILLINOIS RD**

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE NO. NA
VERTICAL SCALE NA	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 30 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091



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LEGEND

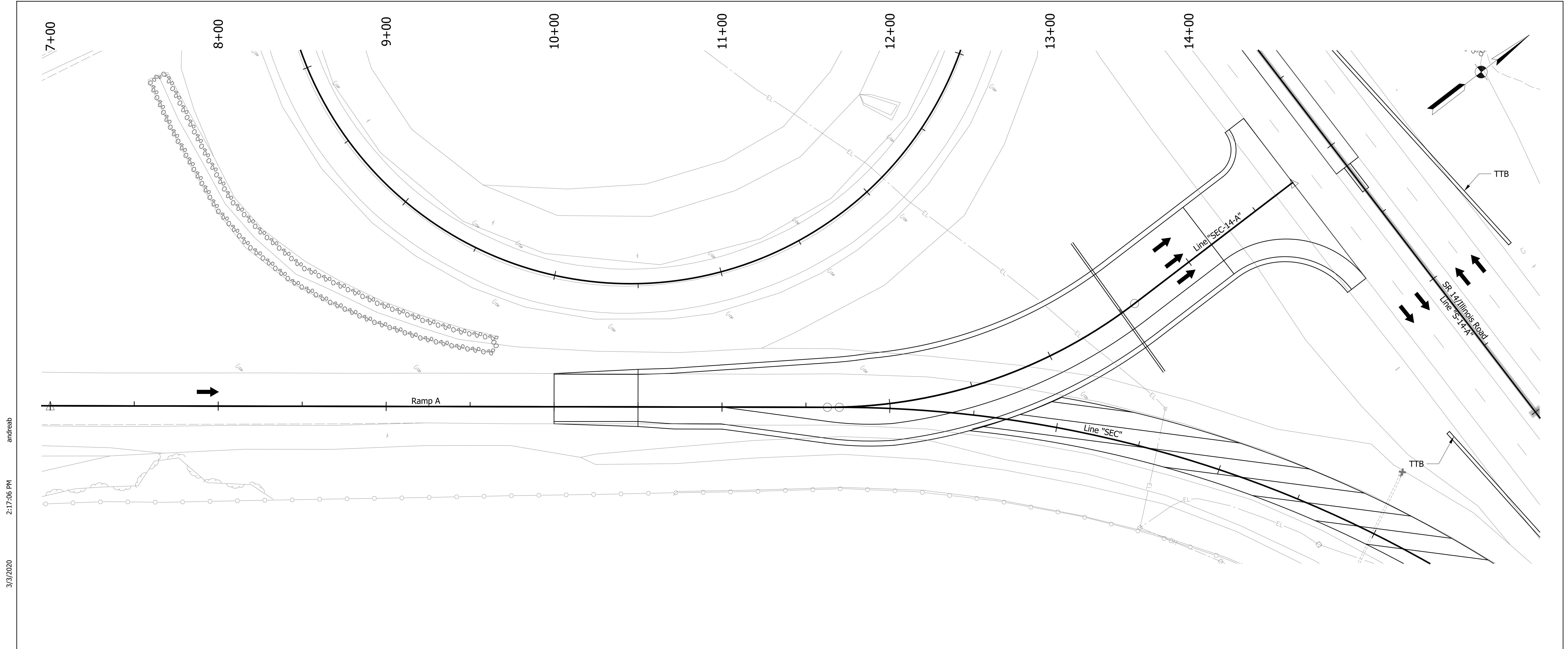
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- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign

RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB		
CHECKED: ALB	CHECKED: MAR		

INDIANA DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE 3 - SR 14/ILLINOIS RD

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	31 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091



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LEGEND

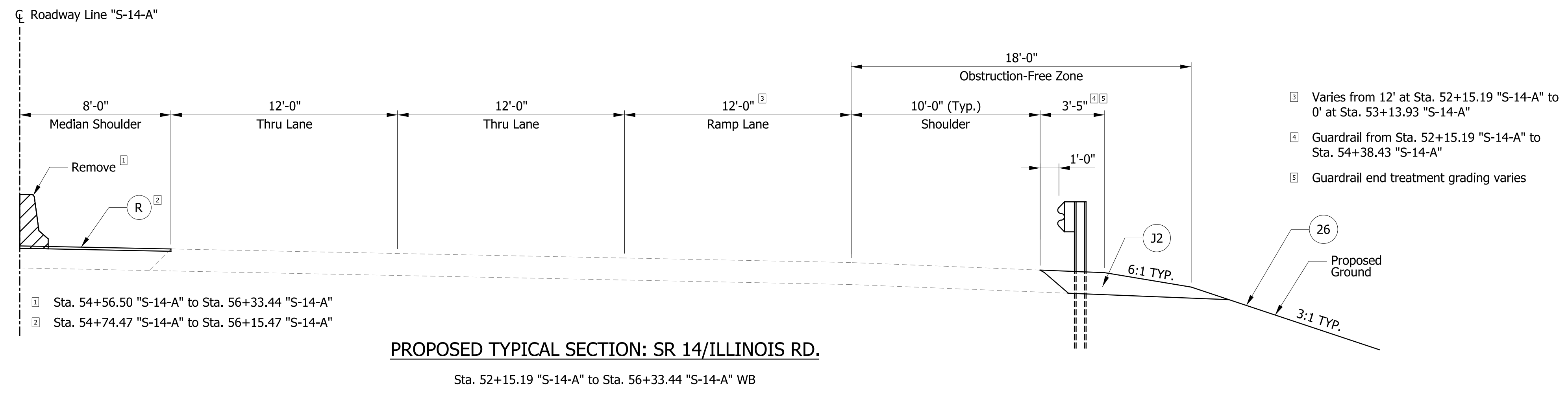
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- 81 Temporary Pavement Marking, White, Solid, 4"
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- Construction Area
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- Drum, Temporary (Typ.)
- Type III-# Barricade
- Direction of Traffic
- Pavement Marking Break
- Portable Changeable Message Sign

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RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____	DATE _____
DESIGNED: ZMS	DRAWN: ACB		
CHECKED: ALB	CHECKED: MAR		

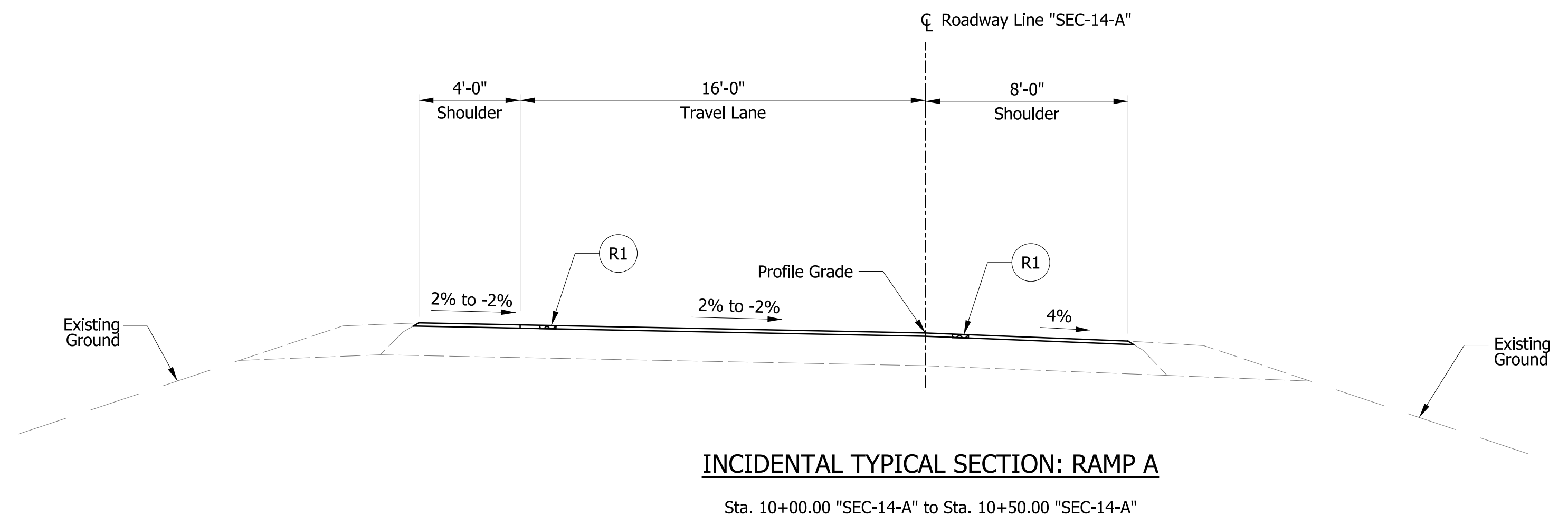
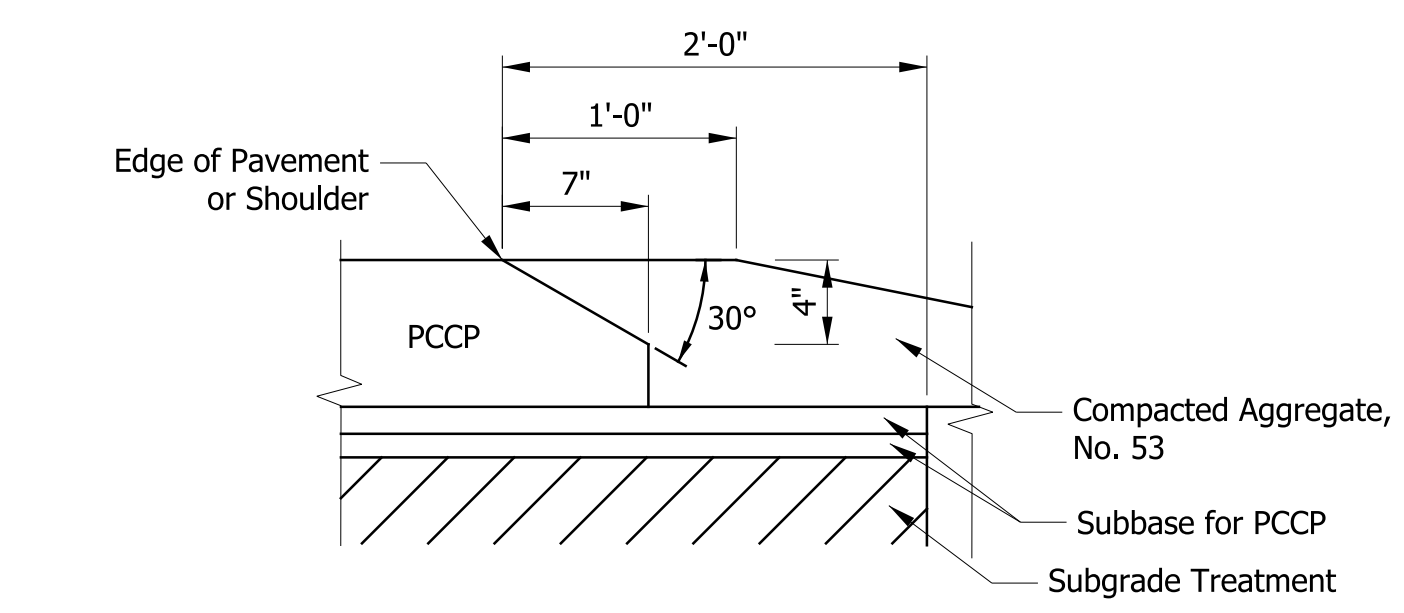
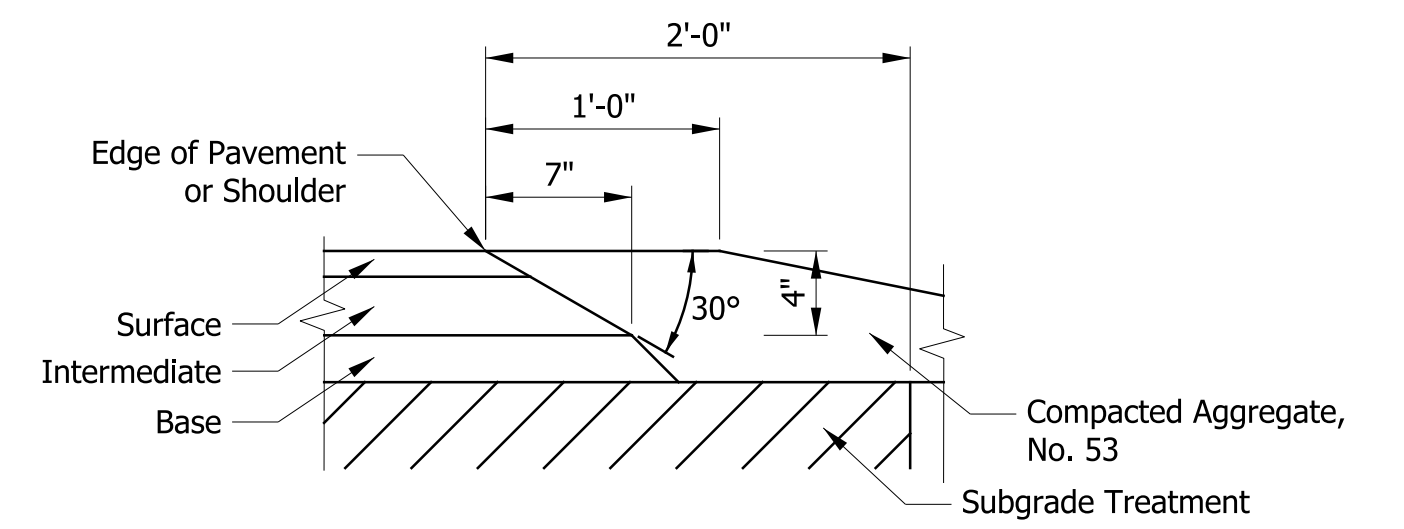
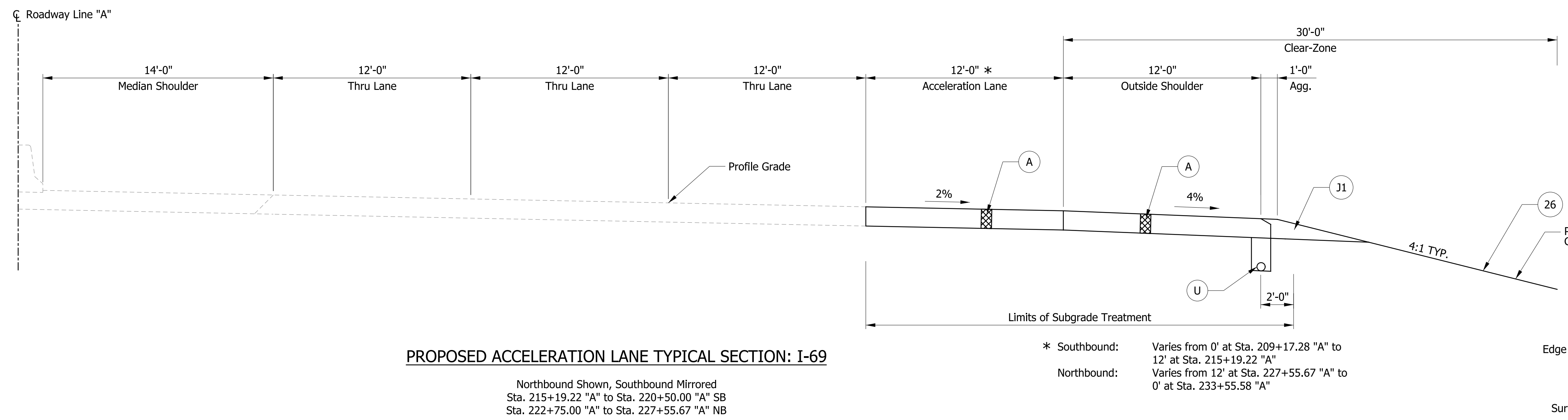
INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC
PHASE 3 - RAMP A

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE NO. NA
VERTICAL SCALE NA	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 32 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091



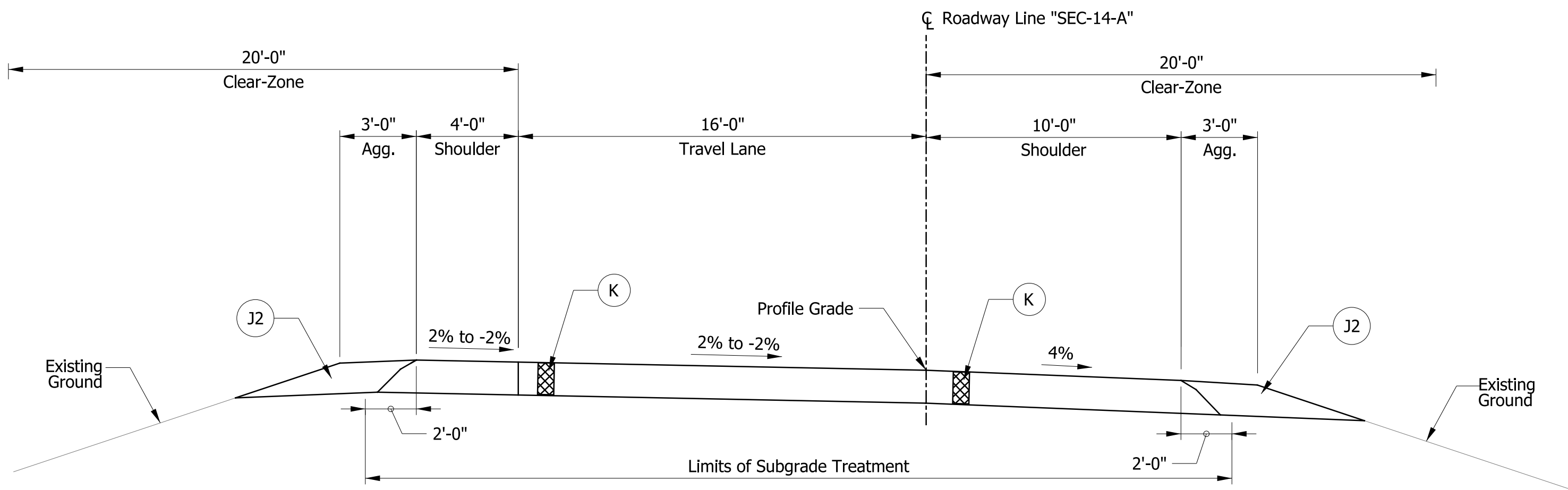
- LEGEND**
- Ⓐ PCCP: QC/QA-PCCP, 14 in., on Subbase for PCCP (3" of #8 Compacted Aggregate, on 6" of #53 Compacted Aggregate), on Subgrade Treatment, Type IC
 - Ⓡ Resurface: 165#/Sys QC/QA-HMA, 3, 70, Surface, 9.5 mm, on Milling, Transition
 - Ⓡ1 Resurface: 165#/Sys QC/QA-HMA, 3, 70, Surface, 9.5 mm, on Milling, 1.5 in.
 - Ⓡ11 Compacted Aggregate, No. 53, 14"
 - Ⓡ12 Compacted Aggregate, No. 53, 12"
 - Ⓡ Underdrain
 - Ⓡ26 Topsoil and Seeding

NOTE TO REVIEWER:
CLEAR-ZONE OF 30' USED IN ACCORDANCE WITH IDM FIG. 49-2A NOTE *



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RECOMMENDED FOR APPROVAL		DESIGN ENGINEER _____ DATE _____		INDIANA DEPARTMENT OF TRANSPORTATION		HORIZONTAL SCALE		BRIDGE FILE NO.	
DESIGNED: ZMS		DRAWN: ACB				1/4" = 1'-0"		NA	
CHECKED: ALB		CHECKED: MAR		TYPICAL CROSS SECTION I-69 AT SR 14/ILLINOIS RD		VERTICAL SCALE		DESIGNATION NO.	
								1800091	
						SURVEY BOOK NO.		SHEETS	
				NA		33 of 73			
				CONTRACT NO.		PROJECT NO.			
				R-41809		1800091			



PROPOSED SINGLE LANE TYPICAL SECTION: RAMP A

Sta. 10+50.00 "SEC-14-A" to Sta. 10+70.00 "SEC-14-A"

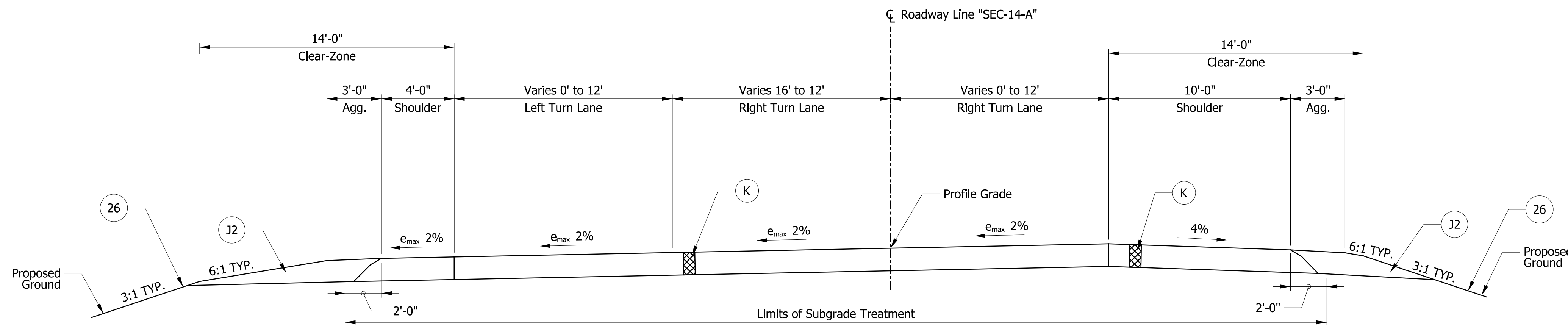
LEGEND

- (K) HMA:
165#/Sys QC/QA-HMA, 3, 70, Surface, 9.5 mm, on
275#/Sys QC/QA-HMA, 3, 70, Intermediate, 19.0 mm, on
550#/Sys QC/QA-HMA, 3, 64, Base, 25 mm, on
300#/Sys QC/QA-HMA, 4, 76, Intermediate OG, 19.0 mm, on
4" Compacted Aggregate, No. 53, on
Subgrade Treatment, Type IC
- (J2) Compacted Aggregate, No. 53, 12"
- (26) Topsoil and Seeding

NOTES

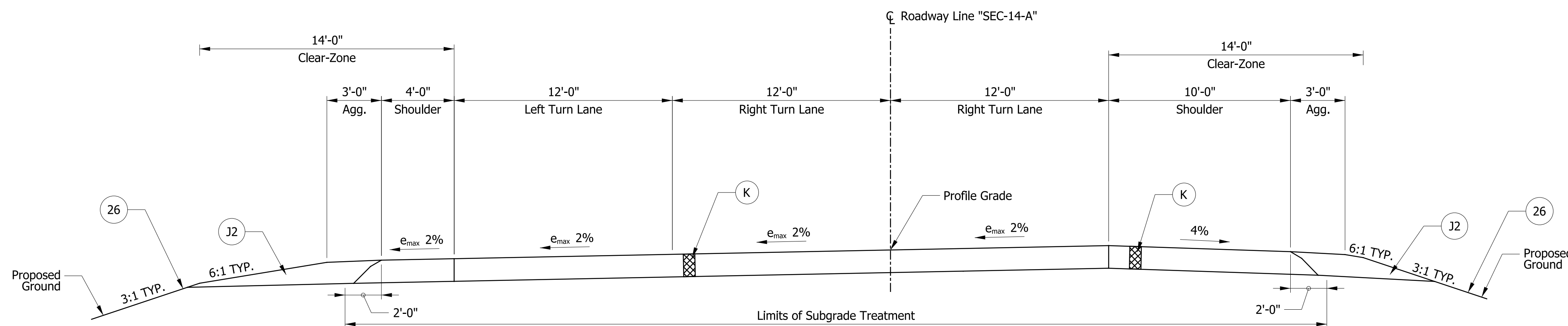
1. Ramp resurfacing to be completed under Des. No. 1600115.

NOTE TO REVIEWER:
-CLEAR-ZONE IN ACCORDANCE WITH IDM FIG. 49-2A BASED UPON VARYING SPEEDS



PROPOSED TRANSITION TYPICAL SECTION: RAMP A

Sta. 10+70.00 "SEC-14-A" to Sta. 12+00.00 "SEC-14-A"



PROPOSED MULTILANE TYPICAL SECTION: RAMP A

Sta. 12+00.00 "SEC-14-A" to Sta. 14+77.89 "SEC-14-A"

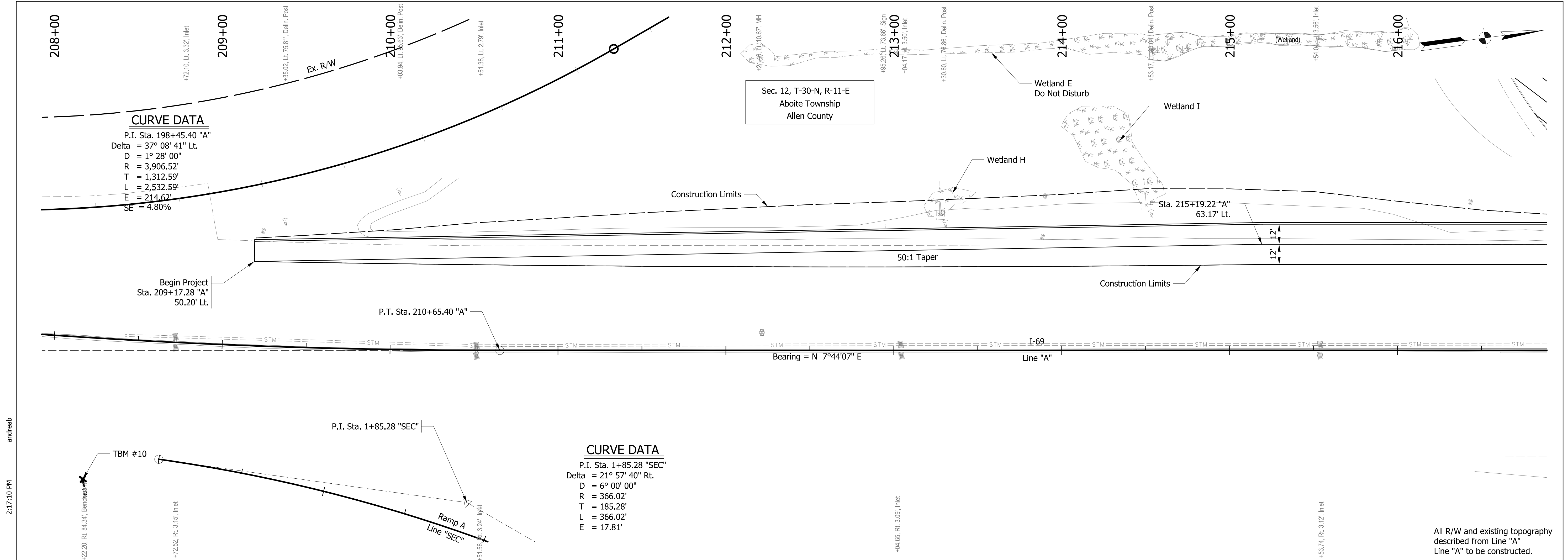
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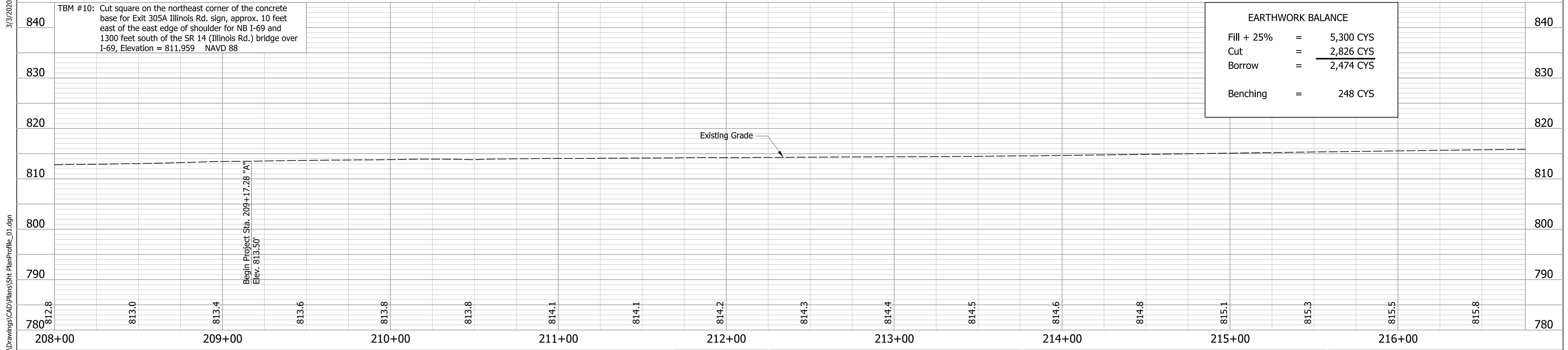
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB	
CHECKED: ALB	CHECKED: MAR	

INDIANA DEPARTMENT OF TRANSPORTATION	
TYPICAL CROSS SECTION I-69 AT SR 14/ILLINOIS RD	

HORIZONTAL SCALE 1/4" = 1'-0"	BRIDGE FILE NO. NA
VERTICAL SCALE	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 34 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091

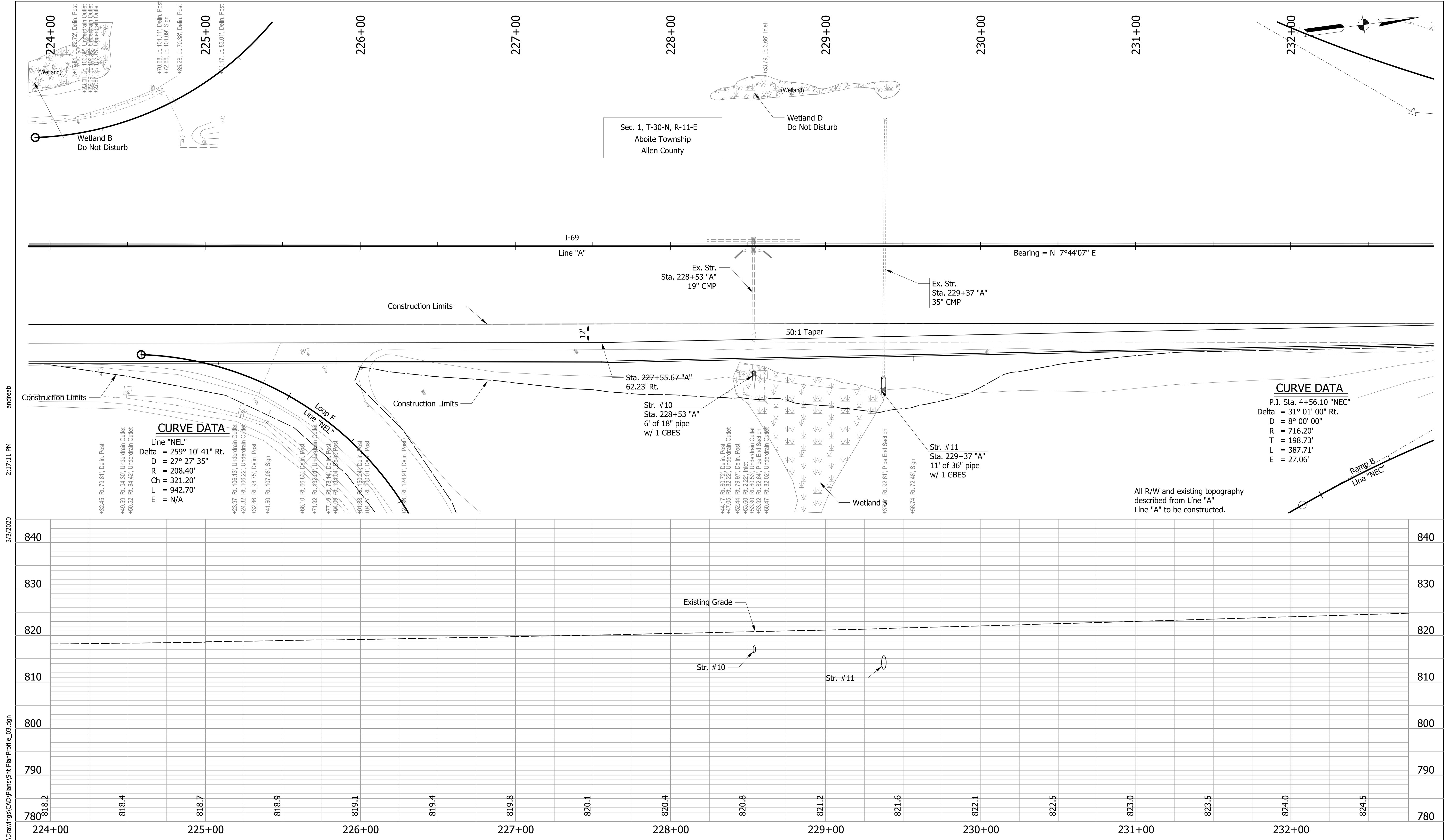


All R/W and existing topography described from Line "A" Line "A" to be constructed.



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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
				1" = 30'	NA
DESIGNED: ZMS	DRAWN: ACB		PLAN AND PROFILE LINE "A"	VERTICAL SCALE	DESIGNATION NO.
CHECKED: ALB	CHECKED: MAR			1" = 10'	1800091
				SURVEY BOOK NO.	SHEETS
				NA	35 of 73
				CONTRACT NO.	PROJECT NO.
				R-41809	1800091



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3/3/2020

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CURVE DATA

P.I. Sta. 4+56.10 "NEC"

Delta = 31° 01' 00" Rt.

D = 8° 00' 00"

R = 716.20'

T = 198.73'

L = 387.71'

E = 27.06'

CURVE DATA

Line "NEL"

Delta = 259° 10' 41" Rt.

D = 27° 27' 35"

R = 208.40'

Ch = 321.20'

L = 942.70'

E = N/A

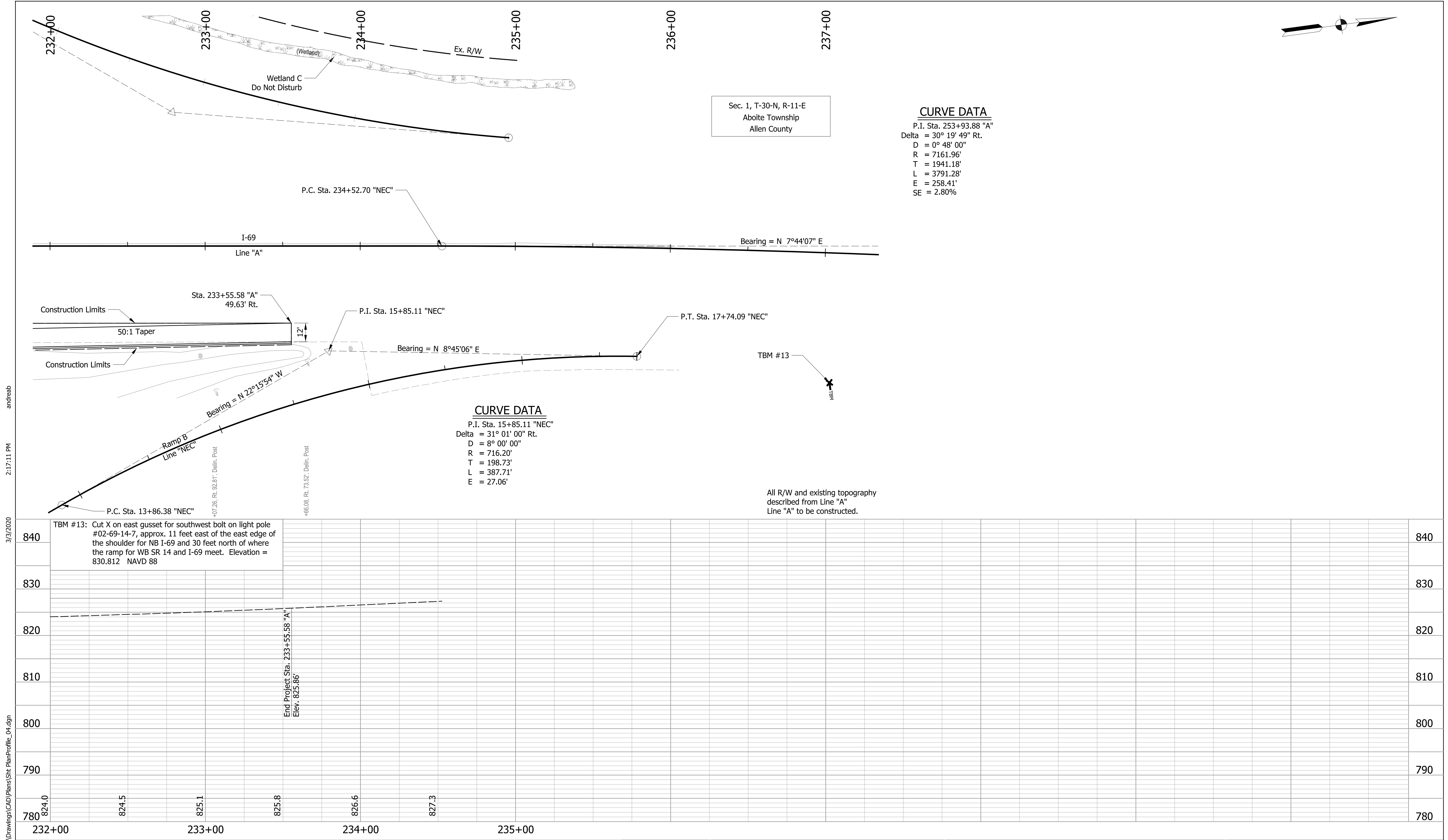
All R/W and existing topography described from Line "A" to be constructed.

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB	
CHECKED: ALB	CHECKED: MAR	

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE "A"

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
1" = 10'	1800091
SURVEY BOOK NO.	SHEETS
NA	37 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091



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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB	
CHECKED: ALB	CHECKED: MAR	

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE "A"

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE NO. NA
VERTICAL SCALE 1" = 10'	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 38 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091

