



PROJECT INFORMATION			
<b>County, Route</b>	Cass, US 24	<b>Des Number</b>	1383616
<b>Purpose and Need:</b>	<p>This project is needed to improve the safety at the intersection.</p> <p>The purpose of this project is to create a safer route for traffic to cross US 24 at County Road (CR) 600 East.</p>		
<b>Project Description:</b>	<p>The project location is US 24 at the intersection of CR 600 East, near the town of Logansport, Cass County, Indiana. More specifically this project is located in the Anoka Quadrangle, Section 35 &amp; 10, Township 27N, Range 2E and Section No. 10, Township 99, Range 99. See Appendix B for location maps. The project length is approximately 0.29 miles. The entire project is located in a rural area. US 24 is classified as a principal arterial roadway and handles four lanes of traffic, two eastbound and two westbound. The lanes are 12 feet wide with 10 foot outside shoulders.</p> <p>The existing intersection of US 24 at CR 600 E has had 43 crashes over a span of 6 years (2010-2016). 3 crashes resulted in fatalities. 13 crashes resulted in incapacitating injury crashes. 15 resulted in non-incapacitating injury crashes. 12 resulted in only property damage crashes. The proportion of fatal and incapacitating injury crashes is extremely high at this intersection compared to other similar intersections. 41 of the 43 crashes (95%) involved traffic from CR 600 E failing to yield at the intersection and being hit by traffic traveling on US 24. 24 of the 43 crashes (83%) involved traffic from CR 600 E getting hit after they crossed the median of US 24. Furthermore, this was the case in all 3 fatalities and 11 of the 13 incapacitating injury crashes.</p> <p>The Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT) intend to proceed with the following proposed project. The project is the US 24, at the intersection of CR 600 E, Other Intersection Improvement – J-Turn. The project will be modifying the existing intersection from a standard county road yield crossing at a divided highway. The J-Turns will prevent traffic crossing US 24 from crossing all four lanes of US 24 in one movement. Instead of directly crossing all four lanes, a driver merges to the right in the same direction as traffic, then again merges via a U-turn going the same direction as traffic before turning onto the county road. Traffic trying to cross US 24 on CR 600 will be forced to cross one section of US 24 at a time through the use of concrete barrier at the existing intersection and added left turn lanes. Typically injury crash reduction after the installation of a J-turn is over 50%. Installing the J-Turn will require the addition of acceleration and deceleration lanes and J Turn crossings in what is currently the median of US 24. Because of this work, a Rule 5 permit will be needed as ground disturbance will exceed more than 1 acre.</p> <p>All of the surrounding area is considered agricultural. There are no residential properties within the project area. The project will not require the purchase of right-of-way. No wetlands or waterways will be impacted by this project.</p> <p>Maintenance of traffic will be shifting lane closures to allow for work on one side of the roadway at a time.</p>		
<b>Other Alternatives Considered:</b>	<p>Five other alternatives were considered:</p> <ol style="list-style-type: none"> <li>1) Traffic Signals</li> <li>2) Realign the crossroad</li> <li>3) Build a bridge</li> <li>4) Build an interchange</li> <li>5) Do Nothing</li> </ol> <p><b>Alternative 1:</b> This alternative would be to install traffic signals at the existing intersection. Traffic signals are currently not warranted at this location. Unwarranted signals typically cause additional crashes, especially on a high speed</p>		

	<p>four lane divided highway. Since this alternative does not clearly reduce the current safety issues present at this intersection, this alternative was not selected.</p> <p><b>Alternative 2:</b> This alternative would be to realign the crossroad (CR 600 E) to intersect at a 90 degree angle. Currently the intersection is at a slight skew, because of this right-of-way would be need to be purchased and greater impacts will occur environmentally and with traffic restrictions through road closures. This alterative would likely reduce crashes by as much as 20%. However, due to the added impacts this alternative was not chosen.</p> <p><b>Alternative 3:</b> This alternative would be to build a bridge to carry traffic over US 24 on CR 600 E. This alternative would require the purchasing of right-of-way. This alternative would reduce the mobility of local traffic between US 24 and other local roads. This alternative would cause greater impacts to the environment and traffic restrictions through road closures. Although this alternative would greatly reduce crashes, the added impacts caused this alternative to not be chosen.</p> <p><b>Alternative 4:</b> This alternative would be to build an interchange. This alternative would building two new intersections where the ramps from US 24 would meet the local road. This would greatly reduce crashes, but only as much as a J Turn would. This alternative will have greater impacts to the environment and traffic restrictions through road closures. Although this alternative would greatly reduce crashes, the added impacts caused this alternative to not be chosen.</p> <p><b>Alternative 5:</b> This alternative would not address the safety issues that are currently present at this intersection. Therefore it does not meet the purpose and need of the project.</p>		
<b>Project Termini:</b>	La Porte District, Cass County, US 24, at CR 600 E		
<b>Funding Source(s):</b>	<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> Local <input type="checkbox"/> Other
<b>Project Sponsor:</b>	INDOT-Indiana Department of Transportation	<b>Estimated Cost</b>	\$785,039
		<b>Project Length</b>	0.29 miles

Name and organization of CE Level 1 Preparer: Jessica Spiess – INDOT, La Porte District, Environmental Manager

INDOT ES/District Env. Reviewer Signature: \_\_\_\_\_ Date: \_\_\_\_\_

SCOPE OF THE PROPOSED ACTION				
<b>Public Involvement*</b>		No:	Yes: <b>X</b>	Possible:
Comments:	<p>Since the project is a new type of intersection improvement for this area of the state, the Indiana Department of Transportation (INDOT) decided to provide a public information meeting for the local community. The public information meeting was held on June 27, 2017 at the Logansport Public Library. Please see Appendix G for a sign in sheet from the meeting as well as comments from the public submitted after the meeting.</p> <p>The proposed project will meet the minimum requirements described in the current <i>Indiana Department of Transportation (INDOT) Public Involvement Manual 2012</i> which would require 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.</p>			
<b>Right-of-way (permanent and temporary, in acres)</b>		No: <b>X</b>	Yes:	Possible:
Comments:	<p>The project will not require the purchase of right-of-way. Existing right-of-way ranges from approximately 70 feet north and south of the roadway from the edge of pavement to 170 feet from the edge of pavement at the southern section east of the intersection with CR 600 N. The area surrounding the project is primarily agricultural lands. There are no residential properties within the project area.</p>			
<b>Disruption to public facilities/services (such as schools, emergency service)</b>		No:	Yes:	Possible: <b>X</b>
Comments:	<p>The project will not require a full closure of US 24. Maintenance of traffic will included phased single lane closures. This may cause possible delays to public facilities and services. Emergency services and schools should be notified two weeks in advance to the beginning of construction. This has been included as a firm commitment.</p>			
<b>Involvement with existing bridge(s) Include structure number(s)</b>		No: <b>X</b>	Yes:	Possible:
Comments:	<p>No existing bridge structures will be impacted by this project.</p>			

\* Limited public involvement, CE-1 level projects will typically have no public hearing opportunity offered.

INVOLVEMENT WITH RESOURCES				
<b>Streams, Rivers, and Watercourses Impacted (linear feet)</b>		No: <b>X</b>	Yes:	Possible:
Comments:	<p>No waterways were identified on the NWI maps or topographic maps of the project area. A site inspection completed on October 3, 2016 by INDOT-Environmental Services also showed no sign of waterways. There will be no impacts to waterways.</p>			
<b>Wetlands (acres)</b>		No: <b>X</b>	Yes:	Possible:
Comments:	<p>One wetland was identified on the NWI maps within the project area. A site inspection completed on October 3, 2016 by INDOT – Environmental Services revealed that the wetland was no longer located within the project area. The wetland was moved and mitigated for with the creation of the</p>			

<b>INVOLVEMENT WITH RESOURCES</b>			
	new US 24 roadway. There will be no impacts to wetlands. See Appendix E for Waters Resources.		
<b>Disturbance of Terrestrial Habitat (acres)</b>	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	The scope of the project has no tree removal or earth disturbance taking place outside of the previously disturbed soil. No terrestrial habitat will be impacted. However, due to the type of work being done and more than 1 acre of ground disturbance will occur. A Rule 5 permit will be required for this project.		
<b>Karst Features</b>	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>This project is located outside of the designated karst area of the state as identified in the October 13, 1993 Memorandum of Understanding (MOU) between IDEM, IDNR, USFWS, and INDOT.</p> <p>No karst features were noted by INDOT - Environmental Services during the October 3, 2016 field visit.</p> <p>The Indiana Geological Survey (IGS) response dated November 29, 2016 did not identify any geological features at the project site. See Appendix C15 for response.</p>		
<b>Threatened and Endangered Species</b>	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>An early coordination letter was sent out on November 21, 2016 by INDOT – Environmental Services. The IDNR responded to the letter on December 21, 2016 stating, "The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity." See Appendix C14.</p> <p>This project falls under the Memorandum of Understanding with USFWS. As such, coordination was not conducted for this project.</p> <p>The project is within the range of the Indiana Bat and Northern Long-Eared Bat. However, a review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 miles of the project area. A Bat Scoping Worksheet was completed by INDOT – Environmental Services on October 25, 2016. It was determined this project will have "No Effect" on the endangered bat species. See Appendix C24-C28 for the Bat Scoping Worksheet. Impacts to endangered species are not anticipated.</p>		
<b>Drinking Water Resources</b>	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>The proposed project is located in Cass County; therefore, the project is not located within the area of a legally designated sole source aquifer. The FHWA/EPA sole source aquifer MOA is not applicable to this project, and a groundwater assessment is not required.</p> <p>The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<a href="http://www.in.gov/idem/pages/wellhead/">http://www.in.gov/idem/pages/wellhead/</a>) was accessed on July 24, 2017 by INDOT-Environmental Services. The required project location data was provided and it was determined that this project is not located within a Wellhead Protection Area.</p> <p>This project lies outside of municipal water facilities and does not infringe on any residential wells, therefore no impacts will occur to any drinking water resources as a result of this project.</p>		
<b>Flood Plains (note transverse or longitudinal impact)</b>	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	This project is not located within a floodplain. IDNR stated in their letter dated February 1, 2017, "Formal approval by the Department of Natural Resources under the regulatory programs		

<b>INVOLVEMENT WITH RESOURCES</b>			
	administered by the Division of Water is not required for this project." (Appendix C14) Therefore, there will be no impacts to any floodplain as a result of this project.		
<b>Farmland (acres)</b>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	The land within the project area is primarily mowed median vegetation. Furthermore, this project does not require a conversion of agricultural land to new permanent right-of-way. Early coordination was sent to the Natural Resources Conservation Service (NRCS) on November 21, 2016. NRCS responded on November 22, 2016 stating, "The proposed project to construct a restricted U-Turn intersection located at US 24 in Cass County, Indiana (Des No 1383616), as referred to in your letter received November 21, 2016, will not cause a conversion of prime farmland." No further coordination is necessary. See Appendix C16 for response.		
<b>Cultural Resources</b>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	The project falls within the guidelines of Category A, Type 2 under the (MPPA) Minor Projects Programmatic Agreement. No further consultation is required. This fulfills the requirements of the Section 106 process. <i>Category A consists of projects that, by their nature, have little to no potential to cause effect to historic properties and do not require review by INDOT Cultural Resources Staff.</i> <i>A-2: All work within interchanges and within medians of divided highways in previously disturbed soils.</i>		
<b>Section 4(f) and Section 6(f) Resources</b>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	There are no Section 4(f) resources located in or near the project area. The Land and Water Conservation Fund (LWCF) list by county was checked on July 24, 2017 by INDOT-Environmental Services for Section 6(f) resources. There will be no impacts to any Section 4 (f) or Section 6(f) resources.		
<b>Air Quality Impacts</b>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	This project is located in Cass County, which is currently in attainment. No air quality studies are required for this project. This project has been identified as being exempt from air quality analysis in accordance with 40 CFR 93.126 and this project is not a project of air quality concern (40 CFR 93.123). It can therefore be concluded that the project will have no significant impact on air quality. This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(d), 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. See Appendix G for STIP.		
<b>Community/Economic Impacts</b>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	No major impacts are anticipated for the established communities adjacent to the project area.		
<b>Hazardous Materials</b>	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	A red flag investigation was completed by La Porte District-INDOT Environmental Section and approved by INDOT Central Office – Environmental Services on February 22, 2017. The result of the red flag investigation did not identify hazardous material concerns within the project area; therefore, no further hazardous materials investigations are required. See Appendix D for Red Flag Investigation.		
<b>Permits</b>	No: <input type="checkbox"/>	Yes: <input checked="" type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	More than an acre of ground will be disturbed, as such, a Rule 5 permit will be required for this project.		

**ENVIRONMENTAL COMMITMENTS:**

## Firm:

1. All appropriate permits must be obtained before construction may begin. **INDOT Firm**
2. Emergency services and schools should be notified two weeks in advance to the beginning of construction. **INDOT Firm**

## For Consideration:

3. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only. **IDNR For Consideration**
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized. **IDNR For Consideration**
5. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas. **IDNR For Consideration**

<b>THE CATEGORICAL EXCLUSION CANNOT BE PROCESSED AS A LEVEL ONE IF YES IS SELECTED FOR ANY OF THE FOLLOWING ITEMS*:</b>		
Formal noise analysis required?	No: <input checked="" type="checkbox"/>	Yes:
Environmental Justice analysis required?	No: <input checked="" type="checkbox"/>	Yes:
Right-of-Way acquisition greater than 0.5 acre?	No: <input checked="" type="checkbox"/>	Yes:
Relocation of residences/businesses/etc.?	No: <input checked="" type="checkbox"/>	Yes:
Added through-traffic lanes?	No: <input checked="" type="checkbox"/>	Yes:
Facility on new location or realignment?	No: <input checked="" type="checkbox"/>	Yes:
Permanent alteration of local traffic pattern?	No: <input checked="" type="checkbox"/>	Yes:
Section 4(f) and Section 6(f) resource impacts?	No: <input checked="" type="checkbox"/>	Yes:
Sole Source Aquifer Groundwater Assessment required?	No: <input checked="" type="checkbox"/>	Yes:
Is the project "Likely to Adversely Affect" Threatened and Endangered Species?	No: <input checked="" type="checkbox"/>	Yes:
Stream impacts greater than 300 linear feet, or work beyond 75 feet from pavement?	No: <input checked="" type="checkbox"/>	Yes:
Wetland impacts greater than 0.1 acre?	No: <input checked="" type="checkbox"/>	Yes:
Does the project have historic bridge involvement, or a Section 106 finding of No Adverse Effect / Adverse Effect?	No: <input checked="" type="checkbox"/>	Yes:

\* Please note, this table is not applicable for state funded CE's.





INDIANA DEPARTMENT OF TRANSPORTATION  
LAPORTE DISTRICT

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**Appendix A**  
**INDOT Supporting Documentation**

### Categorical Exclusion Level Thresholds

	Level 1	Level 2	Level 3	Level 4
<b>Relocations</b>	None	≤ 2	> 2	> 10
<b>Right-of-Way<sup>1</sup></b>	< 0.5 acre	< 10 acres	≥ 10 acres	≥ 10 acres
<b>Length of Added Through Lane</b>	None	None	Any	Any
<b>Permanent Traffic Pattern Alteration</b>	None	None	Yes	Yes
<b>New Alignment</b>	None	None	< 1 mile	≥ 1 mile <sup>2</sup>
<b>Wetlands</b>	< 0.1 acre	< 1 acre	< 1 acre	≥ 1 acre
<b>Stream Impacts*</b>	≤ 300 linear feet of stream impacts, no work beyond 75 feet from pavement	> 300 linear feet impacts, or work beyond 75 feet from pavement	N/A	N/A
<b>Section 4(f)</b>	None	None	None	Any impacts
<b>Section 6(f)</b>	None	None	Any impacts	Any impacts
<b>Section 106*</b>	"No Historic Properties Affected" or falls within guidelines of Minor Projects PA	"No Adverse Effect" or "Adverse Effect"	N/A	If ACHP involved Or Historic Bridge Involvement <sup>7</sup>
<b>Noise Analysis Required</b>	No	No	Yes <sup>3</sup>	Yes <sup>3</sup>
<b>Threatened/Endangered Species</b>	"Not likely to Adversely Affect", or Falls within Guidelines of USFWS 9/8/93 Programmatic Response	N/A	N/A	"Likely to Adversely Affect" <sup>4</sup>
<b>Sole Source Aquifer Groundwater Assessment</b>	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Required
<b>Approval Level</b>				
• ESM <sup>5</sup>	Yes	Yes	Yes	Yes
• ES <sup>6</sup>			Yes	Yes
• FHWA				Yes

\*These thresholds have changed from the March 2011 Manual.

<sup>1</sup>Permanent and/or temporary right-of-way.

<sup>2</sup>If the length of the new alignment is equal to or greater than one mile, contact the FHWA's Air Quality/Environmental Specialist.

<sup>3</sup>In accordance with INDOT's Noise Policy.

<sup>4</sup> If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.

<sup>5</sup>Environmental Scoping Manager

<sup>6</sup>Environmental Services Division

<sup>7</sup> Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement

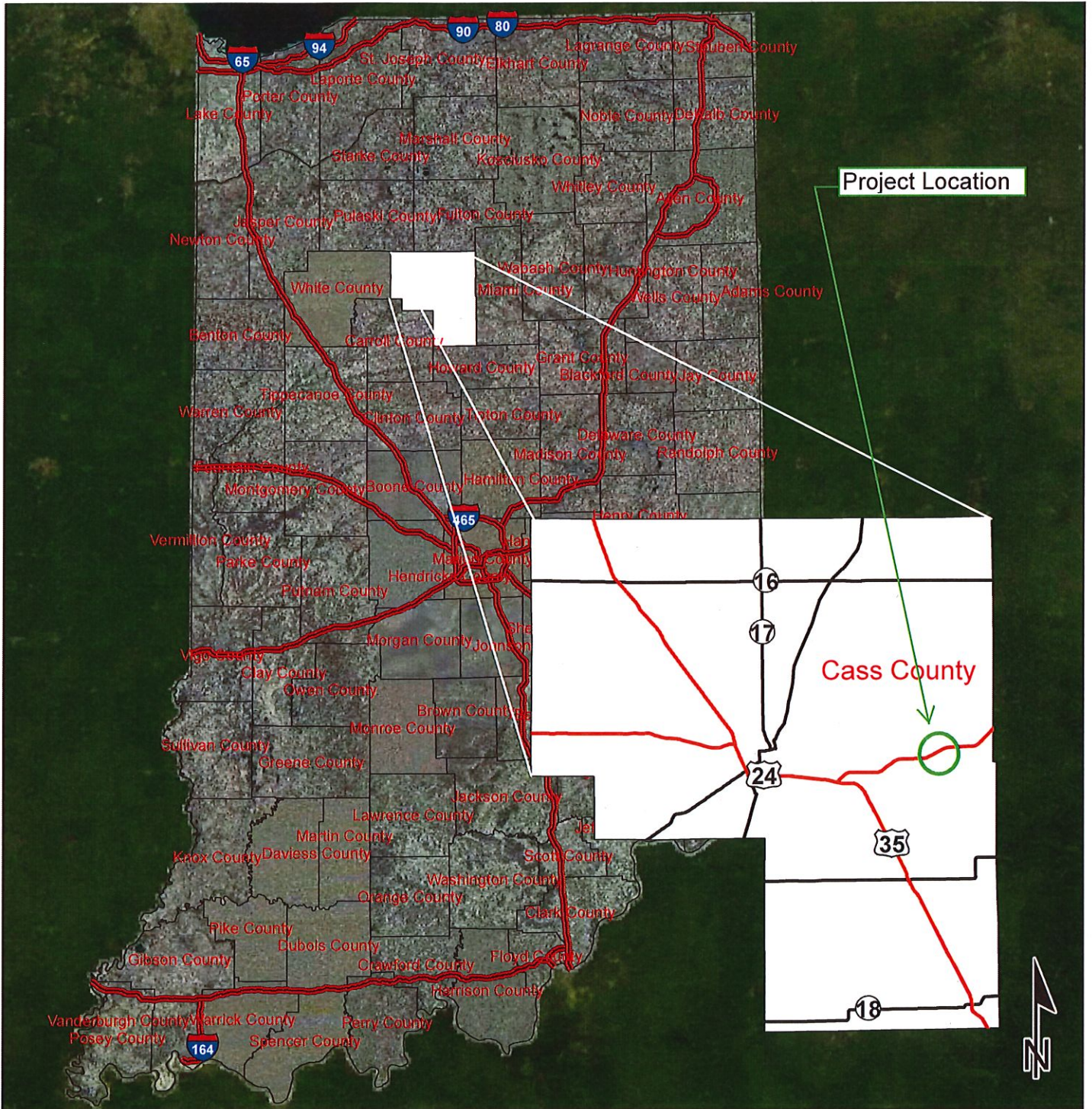


INDIANA DEPARTMENT OF TRANSPORTATION  
LAPORTE DISTRICT

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**Appendix B**  
**Graphics**

# General Location US 24 at 600 E Des. No. 1383616, Other Intersection Improvement Cass County, Indiana



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

**Sources: Non Orthophotography**

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

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

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

Scale 1:2,257,378 Miles  
 30 15 0 30

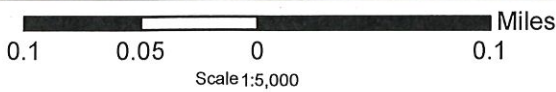
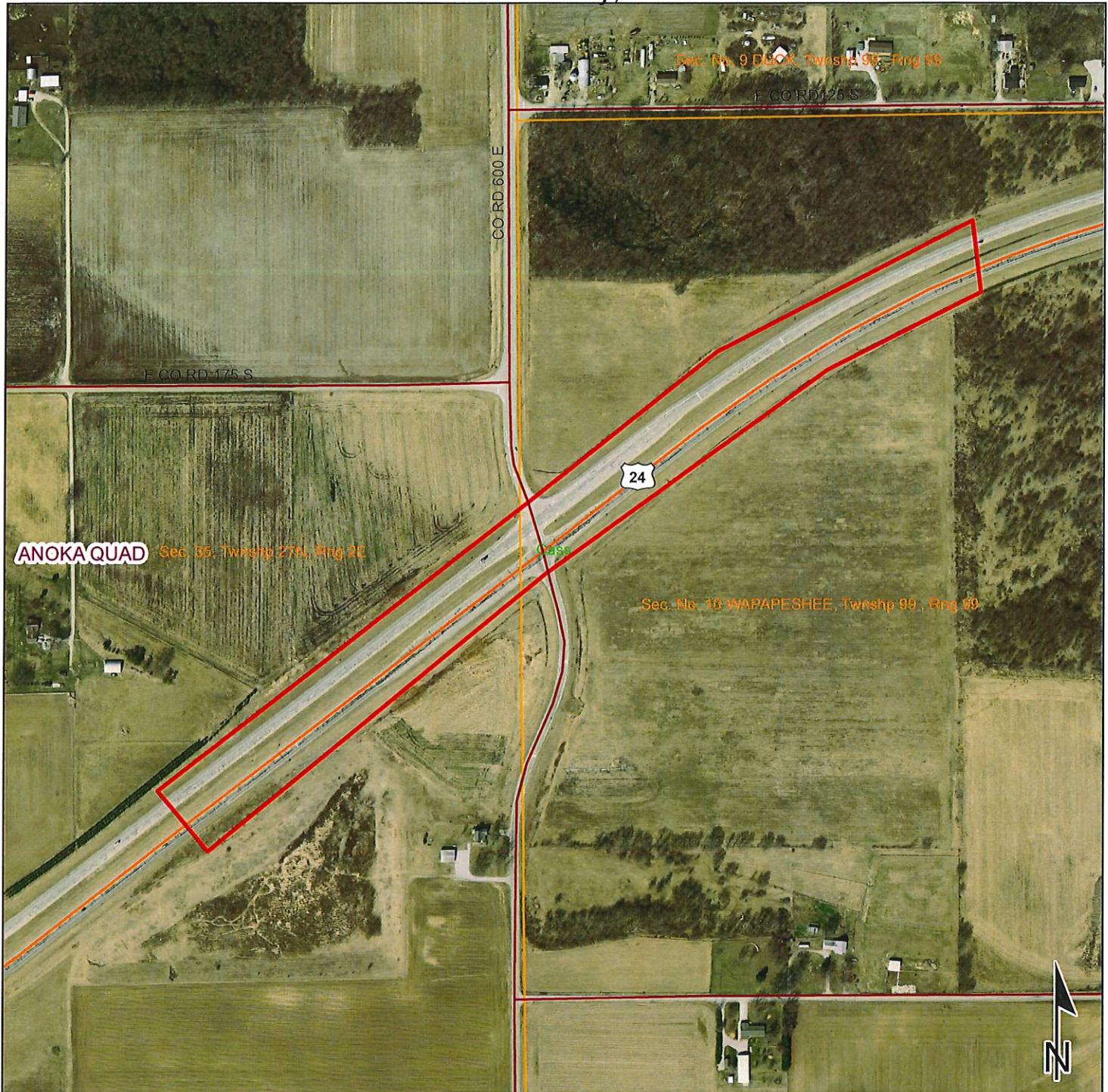
	Section Town and Range		Interstate
	County Boundary		State Route
	Local Road		US Route

# Waters of the U.S. Determination - Project Location Map

## US 24 at 600 E

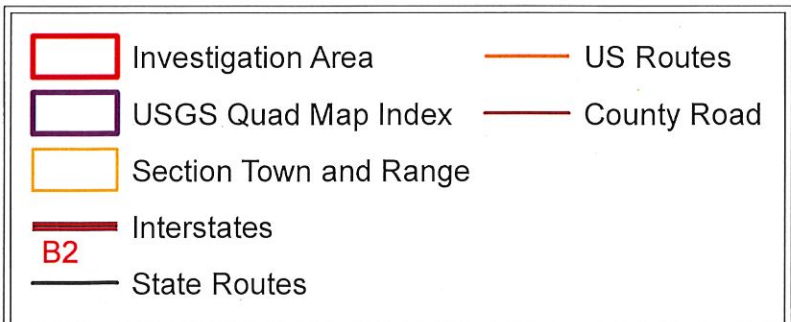
### Des No. 1383616, Other Intersection Improvement

### Cass County, Indiana

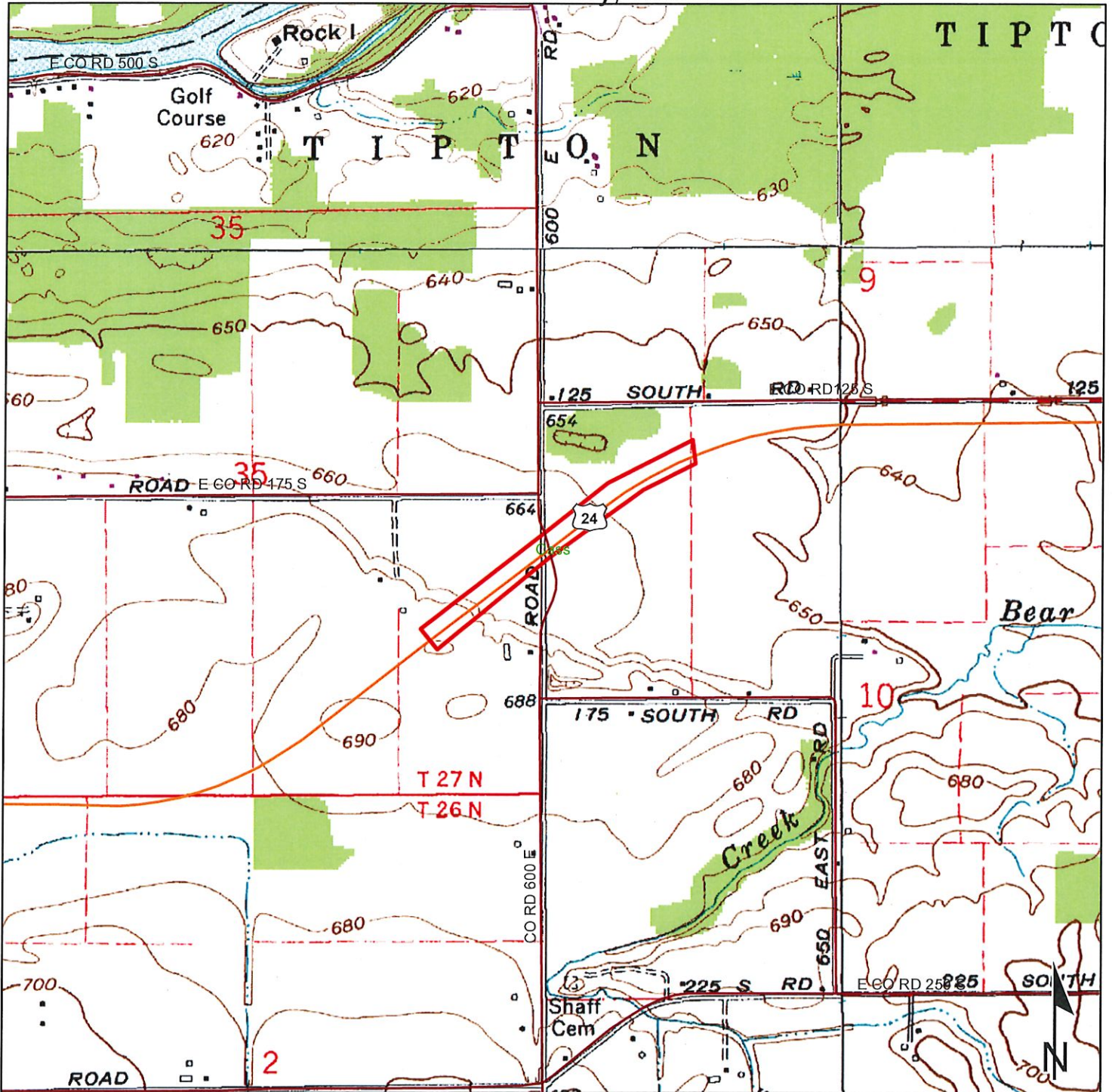


Sources: Non Orthophotography  
Data - Obtained from the State of Indiana Geographical Information Office Library  
Orthophotography - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
Map Projection: UTM Zone 16 N Map Datum: NAD83

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Waters of the U.S. Determination - Topography Map  
 US 24 at 600 E  
 Des No. 1383616, Other Intersection Improvement  
 Cass County, Indiana



0.3 0.15 0 0.3 Miles  
 Scale 1:15,000

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

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B3

