



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
EMAIL: rclark@indot.in.gov

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Notice of Public Hearing – U.S. 31 at S.R. 10 and Dewey Street Intersection Improvement in Marshall County

The Indiana Department of Transportation's (INDOT) LaPorte District Office is developing plans for a proposed intersection improvement project on United States (U.S.) Route 31 at State Road (S.R.) 10 and Dewey Street in Marshall County. The proposed intersection improvement is a median U-turn, also known as a J-turn. The LaPorte District Office coordinates transportation planning, project development, construction and maintenance activities in northwest Indiana.

INDOT will host a public hearing on Tuesday, September 19, 2017, beginning at 6:00 p.m. (local time) at the Argos Community Jr. / Sr. High School, 500 Yearick Street, Argos, Indiana 46501.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on current design plans for proposed intersection improvement on U.S. 31 at S.R. 10 and Dewey Street in Marshall County, Indiana.

The purpose of the project is to enhance safety for vehicular traffic at the intersections of U.S. 31 and S.R. 10 and U.S. 31 at Dewey Street in Marshall County.

The current intersection is stop-controlled along S.R. 10 and Dewey Street with free-flowing traffic along U.S. 31. At this location, U.S. 31 includes two sets of travel lanes, two lanes in each direction, each travel lane is 12ft. wide. The S.R. 10 roadway consists of two 11ft. lanes, one lane in each direction. Dewey Street is a local roadway with two 10ft. travel lanes, one lane in each direction.

The proposed improvements involve converting the existing conventional intersection to a J-turn intersection to improve safety and reduce delay by separating traffic movements. J-turns improve the ability of traffic to cross a multilane divided highway from a crossroad and significantly reduce the risk of severe crashes. J-turn intersections increase safety by reducing by half or more the number of possible conflicts and the points where two vehicle paths cross. The conflict points eliminated are those most likely to produce severe injuries, notably right-angle or "T" crashes.

The proposed improvement will prevent direct crossing and left-turn movement onto U.S. 31. Turning movement from U.S. 31 onto S.R. 10 will be restricted to right-turn only. Drivers on S. R. 10 will be required to turn right and utilize the nearest U-Turns in order to continue straight or make a left turn onto U.S. 31. Unlike U.S. 31 at S.R. 10, left turns from U.S. 31 onto Dewey Street will not be permitted, but westbound Dewey Street traffic will be allowed to turn left (south) onto U.S. 31. Through movements on Dewey Street will still require a right turn, a U-turn movement, then right turn back onto Dewey Street. It is anticipated that traffic flow on U.S. 31 will not be significantly impacted as most turning movements will continue as existing.

Traffic is proposed to be maintained by way of single lane closures along U.S. 31 during construction. One 12ft. lane will be maintained at all times in the northbound and southbound directions on U.S. 31 with no detour anticipated to be necessary. The proposed maintenance of traffic will consist of three phases: (1) Phase 1 work consists of right-turn lane extensions from northbound traffic along U.S. 31 at Dewey Street and S.R. 10, as well as southbound traffic along U.S. 31 from S.R. 10. (2) Phase 2 work consists of constructing approach curbing at the intersection of S.R. 10 and U.S. 31 along with the northbound and southbound J-turns in the U.S. 31 median.



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(3) Phase 3 will construct the intersection of S.R. 10 and U.S. 31 along with final asphalt surface placement throughout the connecting corridors. The proposed maintenance of traffic plan will be presented as part of the public hearing presentation.

Detailed plans for the maintenance of traffic will be completed during final design. Access will be maintained to all local properties. Local school corporations and emergency services will be notified prior to any construction activity that could impede or limit access.

The environmental document and project materials are available to view prior to the public hearing:

- Argos Public Library, 142 North Michigan Street, Argos, Indiana 46501; Phone# (574) 892-5818
- INDOT LaPorte District Office, 315 E Boyd Blvd., La Porte, IN 46350; Phone # (855) 464-6368
- LaPorte District web page at: <http://www.in.gov/indot/2705.htm>
- INDOT Public Hearings Examiner, Indiana Government Center North, N642, 100 North Senate Ave., Indianapolis, IN 46204-2216, Phone # (317) 234-0796

Information regarding J-turn intersections may be viewed by visiting <http://www.in.gov/indot/3660.htm>.

In accordance with the "Americans with Disabilities Act", persons with disabilities requiring assistance and/or accommodation related to the accessibility to project documents and participation at the public hearing venue, are encouraged to contact Rickie Clark, INDOT Office of Public Involvement at (317) 232-6601 rclark@indot.in.gov. Also, persons of Limited English Proficiency (LEP) requiring assistance related to accessing project documents and participation at the public hearing venue, are encouraged to contact INDOT's Office of Public Involvement. In addition, should you represent an ADA and/or LEP population, you are encouraged to contact INDOT with regard to coordinating services such as language, visual and audio interpretation services.

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary.", approved by the Indiana Department of Transportation and the Federal Highway Administration / U.S. Department of Transportation on August 16, 2012.

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

Road No./County:	US 31 at SR 10 & Dewey Street, Marshall County
Designation Number:	1383618
Project Description/Termini:	J-Turn Intersection Improvement Northern Termini: 1,100 ft. north of SR 10 Southern Termini: 1,300 ft. south of Dewey St.

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

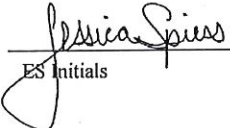
X	Categorical Exclusion, Level 1 – The proposed action meets the criteria for Categorical Exclusion Manual Level 1 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services Division)
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA

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

Approval

_____	_____	_____	_____
ESM Signature	Date	ES Signature	Date
_____	_____		
FHWA Signature	Date		

Release for Public Involvement

_____	_____		August 22, 2017
ESM Initials	Date	ES Initials	Date

Certification of Public Involvement

_____	_____
Office of Public Involvement	Date

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

INDOT ES/District Env.
Reviewer Signature: _____ Date: _____

Name and Organization of CE/EA
Preparer: C.J. Cunningham, Troyer Group

PROJECT INFORMATION																																													
County, Route	Marshall County, US 31 at SR 10 & Dewey St.	Des Number	1383618																																										
Purpose and Need:	<p>The purpose of the project is to enhance safety for vehicular traffic at the intersections of US 31 and SR 10 and US 31 at Dewey St. in Marshall County.</p> <p>The project is needed because the existing intersection configuration is unsafe. The intersection crash rate is among the statewide 95th percentile, and a relatively large percentage of those crashes involve injury. 40 total crashes have occurred at the intersection of SR 10 and US 31 from 2012-2016. 19 (48%) of those crashes have involved injury, and one of the crashes resulted in a fatality. Moreover, improvements are needed to correct the sight distance issues resulting from grades associated to the railroad bridge south of SR 10. A detailed breakdown of crashes occurring between 2012 and 2016 is provided below.</p> <table border="1"> <thead> <tr> <th>SEVERITY</th> <th>2012</th> <th>2013</th> <th>2014</th> <th>2015</th> <th>2016</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Crash with no Injury</td> <td>1</td> <td>2</td> <td>4</td> <td>8</td> <td>5</td> <td>20</td> </tr> <tr> <td>Non-Incapacitating Injury</td> <td>1</td> <td>-</td> <td>3</td> <td>4</td> <td>-</td> <td>8</td> </tr> <tr> <td>Incapacitating Injury</td> <td>1</td> <td>-</td> <td>5</td> <td>-</td> <td>5</td> <td>11</td> </tr> <tr> <td>Fatal</td> <td>-</td> <td>-</td> <td>1</td> <td>-</td> <td>-</td> <td>1</td> </tr> <tr> <td>TOTALS</td> <td>3</td> <td>3</td> <td>13</td> <td>12</td> <td>10</td> <td>40</td> </tr> </tbody> </table> <p><i>Note: Data obtained from Indiana State Police</i></p>			SEVERITY	2012	2013	2014	2015	2016	Total	Crash with no Injury	1	2	4	8	5	20	Non-Incapacitating Injury	1	-	3	4	-	8	Incapacitating Injury	1	-	5	-	5	11	Fatal	-	-	1	-	-	1	TOTALS	3	3	13	12	10	40
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Project Description:	<p>The current intersection is stop-controlled along SR 10 and Dewey St. with free-flowing traffic along US 31, which is four lanes wide with a grassy center median. US 31 in a principal arterial roadway, and has two sets of travel lanes in each direction. Each travel lane is 12 ft. wide. Both the northbound and southbound US 31 approaches to SR 10 and Dewey Street have right and left turn lanes – each 10 ft. wide. SR 10 is a major collector roadway and has two 11 ft. travel lanes, one in each direction. The existing intersection includes yellow warning flashers visible to US 31 traffic and red warning flashers visible to SR 10 traffic. Dewey Street is a local roadway and has two 10 ft. travel lanes, one in each direction.</p> <p>The area surrounding the project is quite rural in nature. Immediately adjacent to the northeast corner of US 31 at SR 10 is a gas station and fast food restaurant. Adjacent to the northwest quadrant of US 31 at Dewey Street is an industrial facility. The remaining properties around the intersection are primarily used for agriculture. The Town of Argos municipal limits extend across US 31 along SR 10.</p> <p>The proposed scope for improvement involves converting the existing conventional intersection to a J-turn intersection, which seeks to improve safety and reduce delay by separating and simplifying traffic movements. J-turns improve the ability of traffic to cross a multilane divided highway from a crossroad and significantly reduce the risk of severe crashes. J-turn intersections increase safety by reducing by half or more the number of possible conflicts and the points where two vehicle paths cross. Most important, the conflict points eliminated are those most likely to produce severe injuries, notably right-angle or “T” crashes. Studies have shown that conversion of this type intersection to a J-turn results in an estimated 53.7% reduction in injury crashes.</p> <p>The proposed improvement will prevent direct crossing and left-turn movement onto US 31. U-turn lanes will be added across the US 31 medians approximately 1,000’ north US 31 and 1,200’ south Dewey Street. Turning movement from US 31 onto SR 10 will be restricted to right-turn only. Drivers on SR 10 will be required to turn right and utilize the nearest U-turns in order to continue straight or make a left turn onto US 31. Unlike US 31 at SR 10, left turns from US 31 onto Dewey Street will not be permitted, but westbound Dewey Street traffic will be allowed to turn left (south) onto US 31. Through movements on Dewey Street will still require a right turn, U-turn movement, then right turn back onto Dewey. The intersection layout can be found in the construction plans – Appendix B-3, pages 30-31. Traffic on US 31 will not be significantly affected, as most turning movements will continue as existing.</p> <p>Traffic will be maintained by way of single lane closures along US 31 during construction. One</p>																																												

	<p>12 ft. lane will be maintained at all times in the northbound and southbound directions on US 31, and no detour routes will be necessary. The construction zone design speed will be 50 mph. The maintenance of traffic will be phased as follows: Phase 1 work consists of right turn lane extensions for northbound traffic along US 31 at Dewey St. and SR 10, as well as southbound traffic along US 31 for SR 10. Phase 2 will construct approach curbing at the intersection of SR 10 and US 31 along with the northbound and southbound J-turns in the US 31 median. Phase 3 will construct the intersection of SR 10 and US 31 along with final asphalt surface placement throughout the connecting corridors. The maintenance of traffic plans can be found in Appendix B-3, pages 27-29.</p> <p>The total area of disturbed ground outside the existing roadway footprint will exceed one acre (5.42 ac.), therefore, an IDEM Rule 5 stormwater permit will be necessary. No jurisdictional wetlands or waters are being affected, thereby preventing the need for Section 401/404 water quality permits.</p>						
Other Alternatives Considered:	<p>1) Signalized intersection. This alternative does not meet signal warrants and would increase crashes. US 31's northbound approach to SR 10 has insufficient stopping sight distance, which would result in more high-speed crashes. This alternative would cost an estimated \$110,000. This alternative is not recommended as it would not meet the purpose and need of the project since it does not enhance safety for vehicular traffic.</p> <p>2) Do Nothing. This alternative is not preferred because it will not improve the safety of the intersection. If selected, high-speed crashes and resulting injuries will persist. The no-build alternative is not recommended as it does not meet the purpose and need of the project since it does not enhance safety for vehicular traffic.</p> <p>3) Interchange. This alternative addresses safety and mobility issues. An estimated 57% injury-crash reduction would occur. The estimated cost for construction is approximately \$18,000,000. This alternative would be constructed at high cost, large environmental impact, large utility impact, and large right-of-way acquisition impact – all of which require a long project development window. This alternative meets the purpose and need of the project and is recommended, but for a long-term project. The current project is safety-driven and safety-funded. An interchange is a poor candidate for immediate safety funding when other alternatives can achieve the project's purpose and fulfill its need by providing similar and more immediate safety benefits for a fraction of the cost.</p>						
Project Termini:	<p>Northern Termini: 1,100 ft. north of SR 10 Southern Termini: 1,300 ft. south of Dewey St.</p>						
Funding Source(s):	<table border="1"> <tr> <td><input checked="" type="checkbox"/> Federal</td> <td><input checked="" type="checkbox"/> State</td> <td><input type="checkbox"/> Local</td> <td><input type="checkbox"/> Other</td> <td>Estimated Cost</td> <td>\$1,846,900</td> </tr> </table>	<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> Local	<input type="checkbox"/> Other	Estimated Cost	\$1,846,900
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Project Sponsor:	<table border="1"> <tr> <td>Indiana Department of Transportation – LaPorte District</td> <td>Project Length</td> <td>0.95 mi.</td> </tr> </table>	Indiana Department of Transportation – LaPorte District	Project Length	0.95 mi.			
Indiana Department of Transportation – LaPorte District	Project Length	0.95 mi.					

SCOPE OF THE PROPOSED ACTION			
Public Involvement	No:	Yes: x	Possible:
Comments:	<p>A public information meeting was held by INDOT's Office of Public Involvement in coordination with Troyer Group on Tuesday, June 20, 2017 at 6:00 pm (EST), at the Argos Town Hall, 201 West Walnut Street, Argos, Indiana 46501. The meeting was held in conjunction with a nearby project of a similar scope – US 31 at SR 110 J-Turn Intersection Improvement (Des. No. 1383617).</p> <p>There were 73 members of the public in attendance (as recorded on the sign-in sheets), plus eight INDOT personnel and two design consultant representatives. The sign-in sheets can be found in Appendix G-5, pages 136-144. A presentation was given by INDOT and the design consultant. Handouts to the attendees included instructions for providing comments, preliminary project illustrations, and copies of the presentation slides, all of which can be found in Appendices G-3 and G-4, pages 125-135.</p> <p>Written comments were accepted for a four week period following the public information meeting. The comments received centered around a few primary topics. One such topic was the public's preference for</p>		

SCOPE OF THE PROPOSED ACTION			
	<p>an interchange – primarily at the intersection of US 31 and SR 10. The public also expressed concern with accommodation of horse and buggies, east-west emergency vehicle response, the maneuverability of farm equipment and semi-trucks, school bus traffic, and access to industrial facilities west of US 31. Inquiries were also made about the possibility of a bridge overpass, most notably at SR 110. INDOT LaPorte District responded to all of the comments received. The community input and feedback was considered and evaluated throughout the progression of the project development process. All of the written comments submitted to INDOT, along with INDOT’s responses, are located in Appendix G-6, pages 145-217.</p> <p>The proposed project will meet the minimum requirements described in the current Indiana Department of Transportation (INDOT) Public Involvement Manual 2012 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>		
Right-of-way (permanent and temporary, in acres)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
		Possible: <input type="checkbox"/>	
Comments:	<p>All work is within the existing right-of-way. Only existing right-of-way will be affected. The existing right-of-way is comprised of the asphalt-paved travel lanes, auxiliary turning lanes, and roadway shoulders. The areas within the right-of-way, but outside of the existing pavement include grassy center median and grassy side slope. The area inside of the right-of-way near the southwest quadrant of the intersection of the US 31 at SR 10 includes a stormwater collection area comprised of standing water and dense vegetation. Impacts to this area will be avoided. In most instances, the right-of-way limit is defined by a wire fence. Within the right-of-way there are no agriculture, commercial, or residential land uses.</p> <p>No new ROW (permanent or temporary) is required. No relocations of residences or businesses are anticipated with this project.</p>		
Disruption to public facilities/services (such as schools, emergency service)		No: <input type="checkbox"/>	Yes: <input type="checkbox"/>
		Possible: <input checked="" type="checkbox"/>	
Comments:	<p>Temporary impacts during construction will be minor in nature. The construction will be phased such that no detours will be necessary. Traffic will be maintained by way of single lane closures along US 31 during construction. One 12 ft. lane will be maintained at all times in the northbound and southbound directions on US 31. The maintenance of traffic will be phased as follows: Phase 1 work consists of right turn lane extensions for northbound traffic along US 31 at Dewey St. and SR 10, as well as southbound traffic along US 31 for SR 10. Phase 2 will construct approach curbing at the intersection of SR 10 and US 31 along with the northbound and southbound J-turns in the US 31 median. Phase 3 will construct the intersection of SR 10 and US 31 along with final asphalt surface placement throughout the connecting corridors. The maintenance of traffic plans can be found in Appendix B-3, pages 27-29.</p> <p>Permanent impacts to emergency services, in the form of delays, are expected to be minimal in nature due to the short length of the new routes associated to the new indirect routes.</p> <p>Emergency services and area schools will be notified of any closures two weeks prior to construction, and the contractor will be required to conduct meetings with the Indiana State Police, Argos Fire Department and EMS service, and the Town of Argos Government to discuss lanes closures.</p>		
Involvement with existing bridge(s) (Include structure number(s))		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
		Possible: <input type="checkbox"/>	
Comments:	<p>Two bridges are located adjacent to, but outside the limits of the proposed project. Both bridges carry US 31 over the Norfolk and Southern Railroad and are located between SR 10 and Dewey Street. The bridge carrying the northbound lanes is three spans (43’-0”, 51’-6”, 43’-0”); NBI No 10040; Structure No. 31-50-2451A-NBL. The bridge carrying the southbound lanes is three spans (43’-0”, 51’-6”, 43’-0”); NBI No 10050; Structure No. 31-50-2451A-SBL.</p> <p>The bridges will not be impacted by the proposed project. Roadway resurfacing will occur up to the structures’ southern edges. No roadway resurfacing will be necessary immediately north of the bridges.</p>		

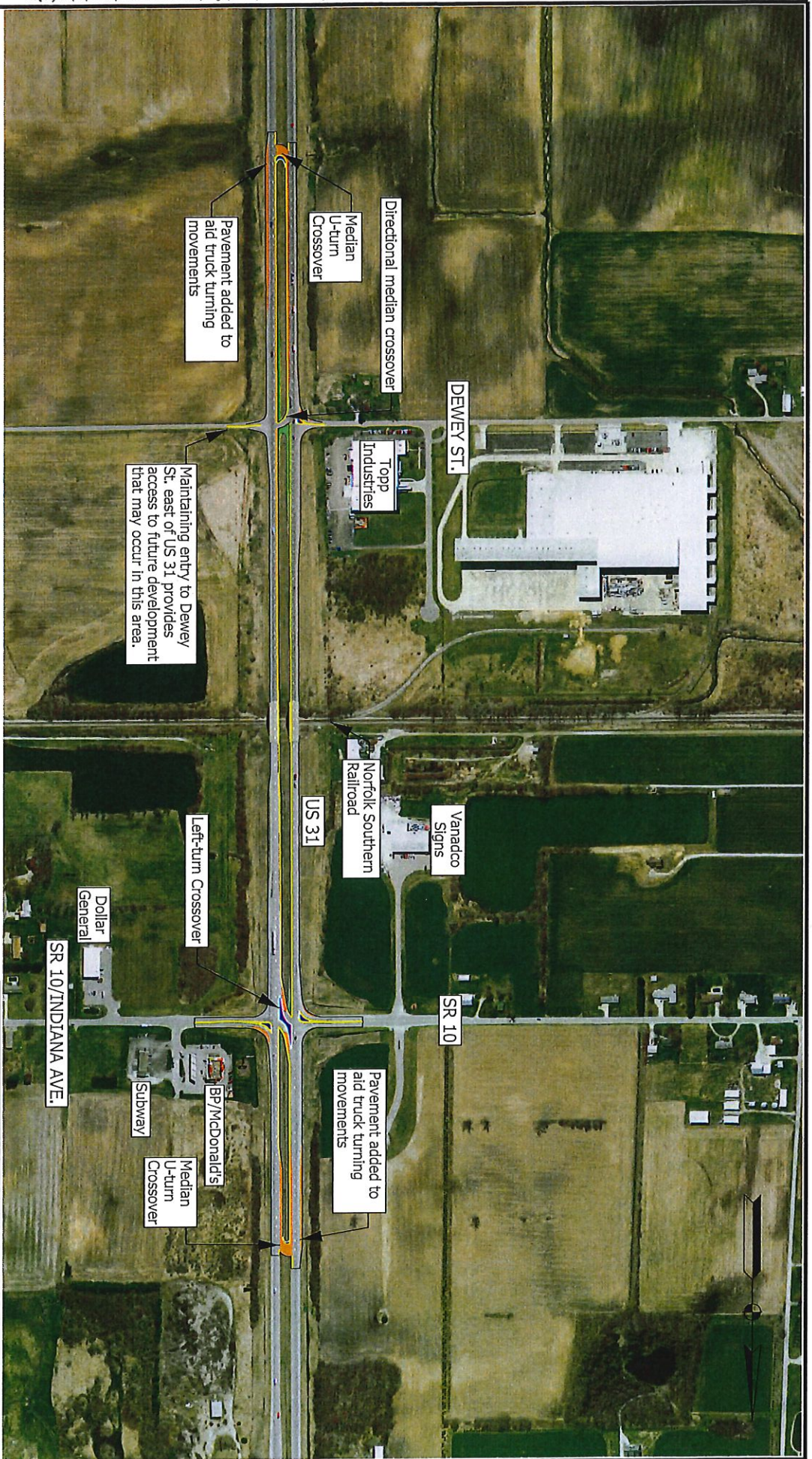
INVOLVEMENT WITH RESOURCES			
Streams, Rivers, and Watercourses Impacted (linear feet)	No: <input checked="" type="checkbox"/>	Yes:	Possible:
<p>Comments:</p> <p>There will be no construction in waterways as part of this project. The Red Flag Investigation, prepared on May 31, 2016 identified no waterways nearby (see "Waters Resources" map in Appendix E-1, page 103).</p> <p>Troyer Group staff visited the project site on June 21, 2017 to assess whether or not the project would be likely to impact potential streams. The center medians in which the proposed U-turn crossovers are to be installed were grassy swales exhibiting no standing water or variance in vegetation. All of the immediate intersection corners where added pavement is proposed exhibited the same characteristics.</p> <p>An informal waters investigation summarizing the above-reference field inspection was sent to INDOT Office of Environmental Services (OES), Ecology and Waterway Permitting section on July 31, 2017 to seek their review and concurrence regarding the absence of stream resources within the project area. Refer to Appendix F-1, page 109, for the waters and wetland investigation. INDOT OES provided such verification on August 4, 2017 (see email in Appendix F-2, page 123).</p>			
Wetlands (acres)	No: <input checked="" type="checkbox"/>	Yes:	Possible:
<p>Comments:</p> <p>Troyer Group staff visited the project site on June 21, 2017 to assess whether or not the project would be likely to impact potential wetlands. The center medians in which the proposed U-turn crossovers are to be installed were grassy swales exhibiting no standing water or variance in vegetation. All of the immediate intersection corners where added pavement is proposed exhibited the same characteristics. However, the southwest corner of US 31 at SR 10 exhibited standing water and potential wetland vegetation.</p> <p>During the preliminary field check conducted on July 24, 2017, INDOT and Troyer Group evaluated this area in more detail in an effort to determine what sort of design parameters could be employed to ensure it would be avoided. Field measurements were collected between the edge of existing pavement and the eastern edge of the cattails. The edge of the wetland, as determined by the in-field measurements, was recorded in the design survey and a revised roadway design was created through which the potential wetland area was avoided. The grading necessary to maintain the proper slope off of the proposed roadway shoulder extends the construction limits to approximately 14 feet east of the potential wetland area. See Exhibit 5 in Appendix F-1 (page 122) and corresponding photographs that illustrate the proposed improvements' relationship to the potential wetland.</p> <p>An informal waters investigation summarizing the above-referenced field inspections was sent to INDOT Office of Environmental Services (OES), Ecology and Waterway Permitting section on July 31, 2017 to seek their review and concurrence regarding the identification of waters resources within the project area and the project's lack of impacts thereto. Refer to Appendix F-1, page 109, for the waters and wetland investigation. INDOT OES provided such verification on August 4, 2017 (see email in Appendix F-2, page 123).</p> <p>One potential wetland is present near the project, but there will be no impact. An area with standing water and cattails exists near the southwest corner of US 31 at SR 10. The construction activity to occur nearest the wetland is approximately 14 feet east of the potential wetland area. All construction activities will remain outside the approximate wetland boundary. Silt fence will to be installed between the wetland and the proposed construction limits. The wetland area has also been marked on plans and noted as an area not to be disturbed.</p>			
Disturbance of Terrestrial Habitat (acres)	No: <input checked="" type="checkbox"/>	Yes:	Possible:
<p>Comments:</p> <p>Impacts to terrestrial habitat will be minimal in nature. There are no known sensitive biological resources to be affected by the proposed improvements. Habitat areas affected include mown roadway median and shoulders.</p> <p>The total area of disturbed ground outside the existing roadway footprint will exceed one acre (5.42 ac.), therefore, an IDEM Rule 5 stormwater permit will be necessary, which will ensure erosion and sediment control will be implemented to prevent sediment from leaving the construction site.</p>			

INVOLVEMENT WITH RESOURCES				
Karst Features		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>The project is located outside of the designated karst area of the state as identified in the October 13, 1993 Memorandum of Understanding (MOU) between INDOT, the Indiana Department of Environmental Management (IDEM), the Indiana Department of Natural Resources (IDNR), and the United States Fish and Wildlife Service (USFWS). No karst features are known to exist within or adjacent to the proposed project area.</p>			
Threatened and Endangered Species		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>The project is within the range of the Federally endangered Indiana bat (<i>Myotis sodalis</i>) and the Federally threatened northern long-eared bat (<i>Myotis septentrionalis</i>), as their range extends throughout the state.</p> <p>The procedures for the Range-wide Programmatic Informal Consultation (RPIC) for Indiana Bat and Northern Long-eared Bat have been implemented as they relate to this project. The Scoping Worksheet was completed, resulting in a finding that the project will have no effect on either bat species. The scoping worksheet can be found in Appendix C-9, page 72.</p> <p>In an early coordination response dated July 28, 2017 (Appendix C-7, page 70), the IDNR Division of Fish and Wildlife stated that upon checking the Natural Heritage Program's data, 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.</p> <p>In an early coordination response dated August 10, 2017 (Appendix C-8, page 71), the USFWS stated that the proposed project will have no effect on wetlands or other significant habitat types. This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. However, should new information arise pertaining to project plans or a revised species list, re-coordination will be necessary.</p>			
Drinking Water Resources		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>The project is not located within the St. Joseph Aquifer System, the only legally designated sole source aquifer in the state of Indiana.</p> <p>IDEM's Wellhead Proximity Determinator website (http://idemmaps.idem.in.gov/whpa/) was accessed on June 20, 2017 by Troyer Group. The required project location data was provided and it was determined that this project is not located within a Wellhead Protection Area.</p>			
Flood Plains (note transverse or longitudinal impact)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>The project does not encroach upon the Housing and Urban Development (HUD) Special Flood Hazard Area. The project is not located in a regulatory floodplain as determined from available Federal Emergency Management Agency (FEMA) flood plain maps. The area of the proposed improvements has been mapped by FEMA, and there are no floodplains near the anticipated construction limits.</p> <p>Please refer to Appendix F-3, page 124, which contains a portion of FEMA flood insurance rate map (FIRM) for the area of the proposed improvements.</p> <p>Because no floodplains are present, the project does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR.</p>			
Farmland (acres)		No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>	Possible: <input type="checkbox"/>
Comments:	<p>As is required by the Farmland Protection Policy Act, coordination with the Natural Resources Conservation Service (NRCS) has occurred by completing and providing to them Form NRCS-AD-1006, which was sent to NRCS along with the early coordination letter on June 30, 2017. NRCS responded in a letter dated July 5, 2017 (Appendix C-4, page 65) indicating that the project will not cause a conversion of prime farmland. Appended to NRCS's letter was the AD-1006 form, on which NRCS indicated that the project site does not contain prime farmland.</p>			

INVOLVEMENT WITH RESOURCES				
Cultural Resources		No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>This project is exempt from full Section 106 review under categories A-2, B-2, and B-3 of the Minor Projects Programmatic Agreement (MPPA), and the project has been determined to be of a nature which has no potential to adversely affect resources protected by Section 106 of the National Historic Preservation Act of 1966. Category A-2 considers all work within interchanges and within medians of divided highways in previously disturbed soils as minor projects. Category B-2 considers the installation of new lighting, signals and other traffic control devices in previously disturbed soils as minor projects when such activities do not take place adjacent to or within a National Register listed or eligible bridge, property or historic district. Category B-3 involves construction of turning and auxiliary lanes (e.g., truck climbing, acceleration and deceleration lanes) and shoulder widening in areas previously disturbed by vertical and horizontal construction activities except when adjacent to or within a National Register listed or eligible bridge, property or historic district.</p> <p>Troyer Group prepared an MPPA determination request, which was provided to INDOT's Cultural Resources Office on July 13, 2017. The information and exhibits within the MPPA determination request are located in Appendix D-1, page 79.</p> <p>INDOT's Cultural Resources office reviewed the project's eligibility for the MPPA on July 28, 2017 (See assessment form in Appendix D-2, page 92). They determined the project scope is consistent with categories A-2, B-2, and B-3 of the MPPA, and therefore, the project is exempt from full Section 106 review. No further consultation is required. This fulfills the requirements of the Section 106 process.</p>			
Section 4(f) and Section 6(f) Resources		No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>There are no Section 4(f) or Section 6(f) resources located adjacent to the project area. Section 4(f) properties include publicly owned public parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. No such properties are present adjacent to the project area, as determined through review of appropriate data layers during preparation of the Red Flag Investigation (Appendix E-1, page 102). Argos Town Park, which is located approximately ¼ mile east of the proposed improvements, is the nearest Section 4(f) resource, but it will not be impacted.</p> <p>Section 6(f) resources include properties acquired by or improved with the Land and Water Conservation Fund (LWCF). According to the LWCF, Detailed Listing of Grants Grouped by County accessed by Troyer Group on July 5, 2017, Argos Town Park, which is located approximately ¼ mile east of the proposed improvements received LWCF dollars. However, this Section 6(f) resource will not be impacted by the proposed improvements.</p>			
Air Quality Impacts		No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	<p>Marshall County is currently in attainment for all criteria pollutants (see current map of nonattainment areas in Appendix H-1, page 219). The project's design, concept, and scope are accurately reflected in the Michiana Area Council of Governments (MACOG) 2016-2019 Transportation Improvement Program (TIP), conforms to the State Transportation Plan (STIP) and is incorporated by reference in INDOT's Statewide Transportation Improvement Program (STIP). Therefore, the conformity requirements of 40 CFR 93 have been met. The pages listing the project as part of the FY2016-2019 MACOG TIP can be found in Appendix H-2, page 220. The page listing the project as part of INDOT's updated STIP can be found in Appendix H-3, page 221.</p> <p>This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), and 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.</p>			
Community/Economic Impacts		No:	Yes:	Possible: <input checked="" type="checkbox"/>
Comments:	<p>J-turns will result in minor impacts to mobility through the intersections of US 31 and SR 10 and US 31 and Dewey Street. Drivers will experience minor delays while performing the non-standard turning</p>			

INVOLVEMENT WITH RESOURCES			
	movements. It is believed that these minor inconveniences will be outweighed by the safer operating conditions to be result from the proposed intersection configuration.		
Hazardous Materials	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	A Red Flag Investigation was performed by Troyer Group Staff on May 31, 2016 (approved by INDOT on October 10, 2016) and did not reveal any hazardous materials, nor any other Red Flag items of concern within the project area. Further investigation for hazardous materials is not required at this time. The completed Red Flag Investigation is located in Appendix E-1, pages 95-107.		
Permits	No: <input checked="" type="checkbox"/>	Yes:	Possible:
Comments:	The total area of disturbed ground outside the existing roadway footprint will exceed one acre (5.42 ac.), therefore, an IDEM Rule 5 stormwater permit will be necessary. No jurisdictional wetlands or waters are being affected, thereby preventing the need for Section 401/404 water quality permits.		

ENVIRONMENTAL COMMITMENTS:	
FIRM:	
<ol style="list-style-type: none"> 1. Emergency services and area schools will be notified of any closures two weeks prior to construction, and the contractor will be required to conduct meetings with the Indiana State Police, Argos Fire Department and EMS service, and the Town of Argos Government to discuss lanes closures. INDOT 2. If additional permanent or temporary right-of-way is determined to be required, INDOT Environmental Services will be contacted immediately. INDOT 	
FOR CONSIDERATION:	
<ol style="list-style-type: none"> 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 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 	



LEGEND

- App. Ex. R/W
- Proposed Asphalt Removal
- Proposed Asphalt Addition
- Proposed Concrete Addition

SCALE:
1" = 400'



troyer group
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US 31 AT SR 10
INTERSECTION IMPROVEMENT
DES. NO. 1383618
OVERALL LAYOUT