

# **Indiana Department of Transportation**

County St. Joseph County Route N/A Des. Nos. 1401810 & 1401811

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

Road No./County:	Coal Line Trail / St. Joseph
Designation Number:	1401810 and 1401811
Project Description/Termini:	Construction of the Coal Line Trail along the abandoned Norfolk Southern Railroad line between Lincoln Way West to the East Bank Trail at Angela Boulevard.

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):

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

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

Approval N/A REB 11/21/2018  
 ESM Signature Date ES Signature Date  
James E. Newland 11-26-18  
 FHWA Signature Date

### Release for Public Involvement

N/A REB 6-13-18  
 ESM Initials Date ES Initials Date

### Certification of Public Involvement

Mary Wright 9/7/18  
 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: REB 11/21/2018 Date:

Name and Organization of CE/EA Preparer: Michael S. Oliphant, United Consulting

This is page 1 of 41 Project name: Coal Line Trail Date: May 24, 2018

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### Part I - PUBLIC INVOLVEMENT

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

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?	<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:

A notice of entry for survey or investigation was mailed to all of the affected property owners on May 6, 2016. A copy of the notice of entry for survey or investigation is located in Appendix G, G-1.

Two public information meetings have been held for this project. The first public information meeting was held at Holy Cross Parish on September 22, 2016. The purpose of this meeting was to gather input prior to initiating the design. A brief presentation was provided at this meeting. Information presented at the public information meeting can be viewed at Appendix G, G-3 to G-26. The public provided input in regards to lighting, trail design, and construction materials. Meeting minutes discussing input received from the public is included in Appendix G, G-27 to G-29.

A second public information meetings was held on July 13, 2017 at the Near Northwest Community Center. City officials and members of the project team introduced the project corridor and conducted a brief presentation at this meeting. Information presented at the public information meeting can be viewed at Appendix G, G-28 to G-74.

The proposed 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. This document was released for public involvement on June 13, 2018. Afterwards, a legal notice appeared in the South Bend Tribune on July 22, 2018 and July 29, 2018 to announce that a public hearing had been scheduled for August 6, 2018. See Appendix G, G-78 to G-80 for the Public Hearing Notice and Publisher's Affidavit.

To meet the public involvement requirements of Section 106, the Indiana Department of Transportation's (INDOT's) finding, on behalf of the Federal Highway Administration (FHWA), of "No Adverse Effect" was advertised in the South Bend Tribune on May 21, 2017 (Appendix D, D-125 to D-126). The public comment period closed on June 20, 2017. No comments were received by the published deadline.

The public hearing was held on Monday, August 6, 2018, at 6:00 pm in the Near Northwest Neighborhood Community Room located at 1013 Portage Avenue, South



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Bend, Indiana 46616. There were forty-three attendees from the general public at the public hearing. The two week public comment period expired August 20, 2018. No public comments affected the scope of the project and no public comments affected the current project design. Several comments in regards to drainage, lighting and on-street parking were received. A deposition to the public hearing comments, with associated responses, is located in Appendix G, G-121 to G-127, which also includes a typed version (and responses) to handwritten comments. INDOT issued public hearing certification for this project on September 7, 2018.

The general public was provided an opportunity to comment on the effect to Section 4(f) resources and the de minimis finding in conjunction with the public hearing.

### Public Controversy on Environmental Grounds

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

Yes

No

☐☒

Remarks:

This project is not known to be controversial due to community or environmental impacts. Completion of the public involvement process did not result in substantial community controversy regarding the project.

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

Sponsor of the Project: City of South Bend INDOT District: LaPorte  
Local Name of the Facility: Coal Line Trail (Norfolk Southern Railroad)

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)*

#### Need for the Coal Line Trail Project:

The need for the Coal Line Trail Project stems from the current lack of pedestrian and cyclist safety as well as lack of connectivity to the City of South Bend's existing trail system and adjoining neighborhoods. Although several trails exist within the City of South Bend, they are currently separated by busy roads or the St. Joseph River. Currently, pedestrians and cyclists must share the limited sidewalk space or risk their safety by walking and cycling along adjacent roadways. The sidewalks lack connectivity between neighborhoods, schools, parks, and commercial districts.

#### Purpose of the Coal Line Trail Project:

The purpose of the proposed project is to provide a safe and convenient multi-use path for the citizens of South Bend, Indiana. Improved connectivity between neighborhoods, schools, and commercial districts is fundamental to the purpose of this project.

This is page 3 of 42 Project name: Coal Line Trail Date: November 7, 2018

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### PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: St Joseph Municipality: City of South Bend

Limits of Proposed Work: Norfolk Southern Railroad bed, from Lincoln Way West to East Bank Trail at Angela Boulevard, crossing St. Joseph River.

Total Work Length: 1.43 Mile(s) Total Work Area: 7.74 Acre(s)

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?  
If yes, when did the FHWA grant a conditional approval for this project?

Yes <sup>1</sup>	No
<input type="checkbox"/>	<input checked="" type="checkbox"/>
Date: <input type="text"/>	

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

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.

#### Existing Conditions:

The proposed trail traverses mostly on the abandoned old Notre Dame & Western coal line (now Norfolk Southern Railroad). The rail line extends through a portion of the northwest quadrant of the City of South Bend in an urban environment consisting of commercial districts and residential neighborhoods. The trail crosses the St. Joseph River on the abandoned railroad bridge.

The existing roadways adjacent to the proposed trail are primarily two-lane urban sections with curb and gutter on both sides.

The project will be developed in two phases. The following two paragraphs briefly explain existing conditions within each phase.

Coal Line Trail Phase I: The railroad bed just west of Riverside Drive has been repurposed for manufacturing operations for Steel Warehouse Co., Inc. From Woodward Avenue, the trail heads southwest along the railroad bed to Lincolnway West and travels under the existing Portage Avenue Bridge. The trail is densely vegetated. St. Joseph County is currently rehabilitating the Portage Avenue Bridge.

Coal Line Trail Phase II: From the northeast at the existing East Bank Trail, the trail will follow Angela Boulevard then separate through a new terrain trail traversing the Holy Cross College property to connect to the railroad line. The property is densely wooded. The trail will continue west on the railroad bed. The trail will traverse the existing abandoned railroad bridge crossing St. Joseph River to Riverside Drive.

#### Preferred Alternative:

The City of South Bend desires to construct a multi-use path. The typical section will be 12-feet

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wide and consists of 4-inches of Hot-Mix-Asphalt (HMA) over 6-inches of compacted aggregate. Coal Line Trail will enhance connectivity and allow pedestrians and cyclists to follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect Lincoln Way West to the East Bank Trail at Angela Boulevard.

The Coal Line Trail project will ultimately be developed through phases and predominately follow the old railroad bed. The different phase limits are:

Coal Line Trail Phase I: from Lincoln Way West northeasterly to Riverside Drive.

Coal Line Trail Phase II: from Riverside Drive across the St. Joseph River east to Angela Boulevard with a connection to the East Bank Trail.

The Coal Line Trail will travel on the east side of Wilber Street from Lincoln Way West to Van Buren Street. The parking will be eliminated and the travel and left turn lanes shifted to the west. Coal Line Trail will cross Van Buren Street at a stop controlled location. From Van Buren Street to Vassar Avenue, the trail will be shifted to the northwest half of the railroad easement. The Coal Line Trail will cross Vassar Avenue at Lawndale Avenue. The trail will cross the north and west legs of the intersection before heading north along the east side of Industrial Drive, and rejoining the existing railroad alignment. The trail will shift to the northwest half of the easement from Vassar Avenue to Portage Avenue. A spur will be provided from the mainline trail to create an access to the western side of Portage Avenue and Martin's Supermarket. The mainline trail will be centered within the existing railroad corridor and utilize a new box culvert being constructed by St. Joseph County. The culvert is being funded 100% by St. Joseph County. The existing bridge was structurally deficient and required replacement regardless of the Coal Line Trail Project. East of Woodward Avenue, the trail will shift south from the railroad easement to the existing sidewalk infrastructure along Angela Boulevard and cross River Road at the existing roundabout. The existing sidewalk meets Americans with Disabilities Act (ADA) requirements and no work to the existing sidewalk infrastructure is anticipated. The trail will cross the St. Joseph River on the rehabilitated railroad bridge discussed below and continue east along the railroad bed. As the existing railroad bed veers north, the trail would leave the bed and traverse a new terrain alignment, crossing the Brothers of the Holy Cross property. As the trail converges on Angela Boulevard, the trail would parallel Angela Boulevard on the north side of the roadway to Michigan Boulevard, with a connection across Angela Boulevard at the East Bank Trail.

An existing seven span riveted plat girder bridge carried the former Coal Line Railroad over the St. Joseph River. The existing structure was constructed in 1926 and is 327 feet in length. According to information obtained from the City of South Bend Engineering Department, the Coal Line Railroad Bridge was taken out of service after the railroad had concerns the foundations may have settled. An apparent dip in the track is evident in Spans 5 and 6 along the south side of the bridge. An inspection of the bridge was conducted by United Consulting on May 9, 2016. After evaluating the field survey data and completing the visual inspection of the bearing assemblies, it was determined the apparent dip in the deck could be attributed to excessive pack rust that has developed at locations where multiple shim plates were used in the bearings. The shim plates on the north side of the bridge were found to have more pack rust in comparison to the bearings on the south side of the bridge. This is likely due to the south side of the bridge receiving more direct sunlight which has kept the bearings drier and slowed the corrosion. The difference in the top of beam elevations from the north to the south side of the bridge correlate closely with the difference in

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pack rust from each side of the bridge. It is recommended the steel bearings be eliminated throughout the structure and elastomeric bearing pads be used on reconstructed concrete beam seats.

The following is a summary of the major items that are anticipated for this bridge rehabilitation project:

### Bridge Deck and Superstructure:

- The existing rails and timber railroad ties will be removed.
- Existing steel girders will be cleaned and painted.
- New concrete deck with 14 foot clear roadway width will be placed on the existing beams.
- Pedestrian hand rail will be installed on new deck.

### Substructure and Foundation:

- New concrete beam seats with elastomeric bearing pads are recommended to replace the existing steel bearing assemblies. This work can be completed by temporarily supporting the steel superstructure.
- The bent and pier caps will be raised to accommodate the proposed elastomeric bearing pads.
- The scaling and spalling in the piers will be cleaned and patched.
- The cracks with efflorescence in the piers and pier caps will be epoxy injected.
- The timber fenders around the piers will be removed to eliminate trapped debris.
- Any debris currently trapped on the substructure will be removed.

### Scour and Scour Countermeasures:

- Scour countermeasures consisting of Class I riprap will be placed at each of the piers to protect the foundations.

### OTHER ALTERNATIVES CONSIDERED:

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

#### Do-Nothing Alternative:

The only other alternative evaluated for this project was the "do-nothing" option. This alternative proposes the utilization of the existing facilities without pedestrian improvements. The selection of this alternative will not meet any of the objectives established by the purpose and need. As a result, this alternative was discarded from further consideration. No other alternatives were considered for the project.



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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): Would not meet the purpose of providing a safe and convenient path for residents or the need for increased pedestrian and cyclist safety. The Do-Nothing Alternative would also not improve connectivity to neighborhoods, schools, and commercial districts.

<b>X</b>

Functional Classification:	N/A				
Current ADT:	N/A	VPD (20--)	Design Year ADT:	N/A	VPD (20--)
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:	N/A		N/A		
Type of Lanes:	N/A		N/A		
Pavement Width:	N/A	ft.	N/A	ft.	
Shoulder Width:	N/A	ft.	N/A	ft.	
Median Width:	N/A	ft.	N/A	ft.	
Sidewalk Width:	N/A	ft.	N/A	ft.	

Setting:	<input type="checkbox"/>	Urban	<input type="checkbox"/>	Suburban	<input type="checkbox"/>	Rural
Topography:	<input type="checkbox"/>	Level	<input type="checkbox"/>	Rolling	<input type="checkbox"/>	Hilly

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

Structure/NBI Number(s): N/A Sufficiency Rating: N/A  
(Rating, Source of Information)

Existing			Proposed		
Bridge Type:	Riveted Plate Girder		Riveted Plate Girder		
Number of Spans:	7		7		
Weight Restrictions:	N/A	ton	N/A	ton	
Height Restrictions:	N/A	ft.	N/A	ft.	
Curb to Curb Width:	N/A	ft.	N/A	ft.	
Outside to Outside Width:	330.5	ft.	330.5	ft.	
Shoulder Width:	N/A	ft.	N/A	ft.	
Length of Channel Work:			75	ft.	

Remarks:	An existing seven span riveted plat girder bridge carried the former Coal Line Railroad over the St. Joseph River. The existing structure was constructed in 1926 and is 327 feet in length. According to information obtained from the City of South
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Bend Engineering Department, the Coal Line Railroad Bridge was taken out of service after the railroad had concerns the foundations may have settled. An apparent dip in the track is evident in Spans 5 and 6 along the south side of the bridge. An inspection of the bridge was conducted by United Consulting on May 9, 2016. After evaluating the field survey data and completing the visual inspection of the bearing assemblies, it was determined the apparent dip in the deck could be attributed to excessive pack rust that has developed at locations where multiple shim plates were used in the bearings. The shim plates on the north side of the bridge were found to have more pack rust in comparison to the bearings on the south side of the bridge. This is likely due to the south side of the bridge receiving more direct sunlight which has kept the bearings drier and slowed the corrosion. The difference in the top of beam elevations from the north to the south side of the bridge correlate closely with the difference in pack rust from each side of the bridge. It is recommended the steel bearings be eliminated throughout the structure and elastomeric bearing pads be used on reconstructed concrete beam seats.

The following is a summary of the major items that are anticipated for this bridge rehabilitation project:

### **Bridge Deck and Superstructure:**

- The existing rails and timber railroad ties will be removed.
- Existing steel girders will be cleaned and painted.
- New concrete deck with 14 foot clear roadway width will be placed on the existing beams.
- Pedestrian hand rail will be installed on new deck.
- Overlooks will be constructed on both sides at Piers 3 and 6.

### **Substructure and Foundation:**

- New concrete beam seats with elastomeric bearing pads are recommended to replace the existing steel bearing assemblies. This work can be completed by temporarily supporting the steel superstructure.
- The bent and pier caps will be raised to accommodate the proposed elastomeric bearing pads.
- The scaling and spalling in the piers will be cleaned and patched.
- The cracks with efflorescence in the piers and pier caps will be epoxy injected.
- The timber fenders around the piers will be removed to eliminate trapped debris.
- Any debris currently trapped on the substructure will be removed.

### **Scour and Scour Countermeasures:**

- Scour countermeasures consisting of Class I riprap will be placed at each of the piers to protect the foundations. Approximately 75 linear feet of this

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riprap will be below the ordinary high water mark (OHWM) of the St. Joseph River.

Will the structure be rehabilitated or replaced as part of the project? Yes ☒ No ☐ N/A ☐  
*If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.*

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

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

Remarks: Some temporary lane or road closures may be needed to mobilize equipment or deliver materials. Maintenance of traffic will likely be accomplished via flagging operations. Any resultant delays will be temporary.

The project sponsor will be responsible for contacting school districts and emergency services at least 2 weeks prior to construction.

### ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 1,004,155 (2018) Right-of-Way: \$ 1,843,650 (2019) Construction: \$ 4,627,537 (2020)

Anticipated Start Date of Construction: August 12, 2020

Date project incorporated into STIP July 3, 2017

Is the project in an MPO Area? Yes ☒ No ☐

If yes,

Name of MPO Michiana Area Council of Governments (MACOG)

Location of Project in TIP Page 1

Date of incorporation by reference into the STIP July 3, 2017

### RIGHT OF WAY:

Amount (acres)

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Land Use Impacts	Permanent	Temporary
Residential	2.46	0
Commercial	2.45	0
Agricultural	0.00	0
Forest	0.00	0
Wetlands	0.00	0
Other: Muessel Grove Park	0.22	0
Other: Holy Cross School and College	3.84	0
<b>TOTAL</b>	<b>8.97</b>	<b>0</b>

*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: Permanent: It is estimated that 8.97 acre of permanent right-of-way will need to be acquired as part of the Coal Line Trail project. This project will not require the acquisition of any permanent structures. A majority of the right-of-way to be purchased was owned by the former Norfolk Southern Railroad. The proposed typical right-of-way width along the Coal Line Trail will be 49.5 feet with a 65 foot maximum and 30 foot minimum. The project will not involve advance acquisition or reacquisition.

Temporary: No temporary right-of-way will be required.

A majority of the right-of-way to be acquired is former rail corridor that lies adjacent to residential and commercial properties. An area of lawn frontage will be aquired along Holy Cross College and Muessel Grove Park that was not associated with the corridor.

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

#### **SECTION A – ECOLOGICAL RESOURCES**

	<b><u>Presence</u></b>	<b><u>Impacts</u></b>	
		<b>Yes</b>	<b>No</b>
<b>Streams, Rivers, Watercourses &amp; Jurisdictional Ditches</b>	<input checked="" type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Outstanding Rivers List for Indiana	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigable Waterways	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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Remarks:

St. Joseph River is identified as a perennial stream on the United States Geological Survey (USGS) quadrangle map (Appendix B, B-3). This project will rehabilitate the former Coal Line Railroad bridge over St. Joseph River and will have a total of 75 linear feet of permanent impact to the waterway. Scour countermeasures consisting of Class I riprap will be placed at each of the piers to protect the foundations.

The St. Joseph River is considered a navigable waterway. As a result, this river is under the jurisdiction of the US Army Corps of Engineers (USACE) and US Coast Guard. Additionally, the St Joseph River is listed on the Nationwide Rivers Inventory (NRI). A Waters of the U.S. Report was completed for the project on January 24, 2018 by United Consulting. No other likely jurisdictional features were identified in the Waters of the U.S. Report. Please see the Waters of the U.S. Report, which begins on Appendix F, F-1.

State and Federal registries were checked to verify that no federal wild and scenic rivers, state natural, scenic, or recreational rivers, or outstanding rivers for Indiana are located within the project area.

Early coordination was initiated on February 6, 2017 with the mailing of an early coordination letter to resource agencies and public officials containing information and seeking comment about the proposed project. A list of early coordination recipients can be found on Appendix C, C-3. The USACE did not respond to the early coordination letter.

Early coordination with the US Coast Guard was initiated on March 13, 2018. No response from the US Coast Guard has been received.

In response to the early coordination letter, the Indiana Department of Natural Resources (IDNR DFW) provided several recommendations in a letter dated March 9, 2017 (Appendix C, C-4 to C-6) to reduce impacts to the St Joseph River floodway.

Recommendations applicable to this project that will be addressed in the project design and specifications include: development and implementation of erosion control measures both during and post-construction including re-vegetation of bare areas and stream bank restoration; seasonal fish spawning restrictions; minimum riprap size recommendations; and general measures to minimize channel disturbance. All of IDNR DFW's commitments are located in Section J, "Environmental Commitments".

The Regulatory Assessment Section indicated this project may require formal approval for construction in a floodway pursuant to the Flood Control Act (IC 14-28-1), for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile.

The US Fish and Wildlife Service (USFWS) (Appendix C, C-29 to C-30) responded to the early coordination letter in a February 28, 2017 review letter. No comments or recommendations were provided in regards to streams, rivers, watercourses and jurisdictional ditches.

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

Remarks: A detention basin is located adjacent to the proposed trail approximately 500 feet west of the St. Joseph River. No impacts to the detention basin are anticipated. A May 18, 2016 site visit by United Consulting verified that no additional surface waters are located within the limits of the project. Please see the aerial photograph map and ground level photographs located in Appendix B.

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

Total wetland area: 0.00 acre(s) Total wetland area impacted: 0.00 acre(s)

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A

	Documentation	ES Approval Dates
<b>Wetlands</b> (Mark all that apply)		
Wetland Determination	<input checked="" type="checkbox"/>	<b>Not required for LPA projects</b>
Wetland Delineation	<input type="checkbox"/>	
USACE Isolated Waters Determination	<input type="checkbox"/>	
Mitigation Plan	<input type="checkbox"/>	

**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; | <input type="checkbox"/> |
| Substantially increased project costs;  | <input type="checkbox"/> |
| Unique engineering, traffic, maintenance, or safety problems;                         | <input type="checkbox"/> |
| Substantial adverse social, economic, or environmental impacts, or                    | <input type="checkbox"/> |
| The project not meeting the identified needs.   | <input type="checkbox"/> |

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

Remarks: No wetlands were identified on the National Wetlands Inventory map within the project limits. No wetlands or potential wetland areas were observed in or near the project area during a field investigation by United Consulting on May 18, 2016. A Waters of the U.S. Report completed by United Consulting on January 24, 2018 documents that no wetlands were observed within the project limits. Please see the Waters of the U.S. Report, which begins on Appendix F, F-1.

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Early coordination for this project was initiated on February 6, 2017 with the mailing of an early coordination letter. The IDNR DFW did not provide specific comments in regards to wetlands during early coordination, other than to say impacts should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

The USFWS responded to the early coordination letter in a February 28, 2017 review letter (Appendix C, C-29 to C-30). No comments or recommendations were provided in regards to wetlands.

The USACE did not respond to the early coordination letter. Please see Appendix C for the early coordination response letters.

The USACE, IDNR DFW, and USFWS did not provide specific comments in regards to wetlands during early coordination. Please see Appendix C for the early coordination response letters.

## Terrestrial Habitat

Unique or High Quality Habitat

### Presence

X

### Impacts

Yes	No
X	

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

Remarks:

Land use along the project corridor is primarily commercial and residential. Three habitat types were identified along the corridor and are evaluated in the table below:

Land-Use	Impact (Acres)	Habitat
Lawn Front	0.68	Grasses and ornamental trees
Rail Corridor	6.48	Former railroad bed
Forest	1.63	Upland forest along the former railway

The proposed project will result in the loss of 1.63 acres of forested habitat along the former Coal Line railroad corridor. Additionally, the project will result in the loss of vegetated lawn areas in residential and commercial areas. These losses will not cause substantial impacts to terrestrial habitat.

Terrestrial Ecology: The following terrestrial ecologic or evidence of terrestrial ecologic features were observed during a May 18, 2016 site visit by United Consulting. A summary of the species observed during the site visit is provided below:

Flora -      Fescue, spruce trees, honey suckle, maple and ornamental species.

Fauna -      Squirrels and other common terrestrial birds and mammals.

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The USFWS responded to the early coordination letter in a February 28, 2017 review letter (Appendix C, C-29 to C-30). They requested mitigation for any loss of large native trees due to the project and control of non-native vegetation to the extent practicable.

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, IDNR, the Indiana Department of Environmental Management (IDEM), and USFWS. Based on a desktop review, no Karst features are known to exist within or adjacent to the proposed project area.

Early coordination for this project was initiated with resource agencies and public officials on February 6, 2017 with the mailing of an early coordination letter containing pertinent project information and intentions of the City of South Bend. A list of early coordination recipients can be found on Appendix C, C-3.



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The project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*) and Federally threatened northern long-eared bat (*Myotis septentrionalis*), northern copperbelly water snake (*Nerodia erythrogaster neglecta*), and eastern massasauga rattlesnake (*Sistrurus catenatus*). In a February 28, 2017 response letter (Appendix C, C-29 to C-30), the USFWS indicated there is no habitat for these species within the proposed project area, and they are in agreement that the proposed project is not likely to adversely affect these endangered and threatened species.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act.

A field inspection by United Consulting on May 16, 2017 saw no bats or evidence of bats at the project site. Preparation of the Scoping Sheet for the Indiana bat and northern long-eared bat Range-Wide Programmatic Informal Consultation was completed (Appendix C, C-9 to C-28). The IPAC consistency/verification letter determined the project will have no adverse effect on the Indiana bat and northern long-eared bat with the use of Avoidance and Minimization Measures (AMMs). The AMMs are listed below and on Appendix C, C-22 to C-23. The AMMs are also located in Section J "Environmental Commitments".

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.
2. Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely.
3. Ensure tree removal is limited to that specified in project plans. Install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits.
4. Do not cut down documented Indiana bat or NLEB roosts (that are still suitable for roosting) or trees within 0.25 miles of roosts, or documented foraging habitat at any time of year.
5. Apply time of year restrictions for tree removal when bats are not likely to be present.
6. Ensure suitable roosting sites remain after any bridge work. Suitable roosting sites may be incorporated into the design of a new bridge.

In an early coordination response letter dated March 9, 2017 (Appendix C, C-4 to C-6), the IDNR DFW indicated that the Natural Heritage Program database was checked. The following species were documented within ½ mile of the project area:

- 1) Blanding's Turtle (*Emydoidea blandingii*), state endangered

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2) Drummond Rockcress (*Arabis drummondii*), state endangered  
 The Division of Nature Preserves does not anticipate any impacts to the Drummond Rockcress (*Arabis drummondii*), as a result of the project. The Division of Fish and Wildlife does not foresee any impacts to the Blanding's turtle as a result of this project. No other state endangered, threatened or rare species were identified near the project.

### SECTION B – OTHER RESOURCES

#### Drinking Water Resources

Wellhead Protection Area  
 Public Water System(s)  
 Residential Well(s)  
 Source Water Protection Area(s)  
 Sole Source Aquifer (SSA)

#### Presence

X
X

#### Impacts

Yes	No
	X
	X

If a SSA is present, answer the following:

Is the Project in the St. Joseph Aquifer System?  
 Is the FHWA/EPA SSA MOU Applicable?  
 Initial Groundwater Assessment Required?  
 Detailed Groundwater Assessment Required?

Yes	No
X	
X	
	X
	X

Remarks:

The project is located in the St. Joseph Aquifer System, the only legally designated sole source aquifer in Indiana. The project will not require substantial excavation depth (greater than 10 feet) or require the use of chemicals listed in the National Primary Drinking Water Regulation, 40CFR Part 141. As a result, no impact to the St. Joseph Aquifer System is expected. In a February 7, 2017 early coordination response letter, the Indiana Department of Environmental Management (IDEM) – Groundwater Section indicated the proposed project is located within a wellhead protection area (WHPA). Please refer to the IDEM early coordination response letter located on Appendix C, C-31.

On October 12, 2017 the South Bend Water Works was contacted regarding the project's possible impacts to the WHPA. In an October 12, 2017 response letter (Appendix C, C-32, the South Bend Water Works mentioned "as a Best Management Practice, we recommend that any storage of bulk materials and mixing operations be outside of the Wellhead Protection Area. Other than that, we do not foresee any other special precautions outside of the standard practices for similar construction activities".

No other drinking water resources were identified within the limits of the proposed project during a May 18, 2016 site visit by United Consulting.

#### Flood Plains

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

#### Presence

X

#### Impacts

Yes	No
	X

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

Remarks: The St. Joseph River floodplain is located within the proposed project limits as shown on the Flood Insurance Rate Map located in Appendix B, B-4. Based on the requirements listed in the Indiana Department of Transportation (INDOT) Categorical Exclusion (CE) Manual, a Category 3 transverse floodplain encroachment will occur at this location. The modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. This change could cause a minimal increase in flood heights and flood limits. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency service or emergency routes; therefore, it has been determined that this encroachment is not substantial.

The proposed project is within the limits of the regulated floodway of St. Joseph River. In a March 9, 2017 early coordination response letter (Appendix C, C-4 to C-6) the IDNR indicated this proposal may require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1.

Early coordination with the local floodplain administrator was initiated on April 19, 2018. No response from the local floodplain administrator was received.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
<b>Farmland</b>			
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: Early coordination was initiated on February 6, 2017 with the mailing of an early coordination letter to resource agencies and public officials containing information and seeking comment about the proposed project. A list of early coordination recipients can be found on Appendix C, C-3. No response from the Natural Resources Conservation Service was received.

The proposed project will not cause a conversion of prime farmland. None of the land within the project limits meets the definition of farmland under the Farmland Protection Policy Act (FPPA). The requirements of the FPPA do not apply to this project.

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## SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance				<b>X</b>

### Eligible and/or Listed Resource Present

#### Results of Research

Archaeology	
NRHP Buildings/Site(s)	<b>X</b>
NRHP District(s)	<b>X</b>
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	<b>X</b>	9/9/2016	10/11/2016
Archaeological Records Check/ Review	<b>X</b>	6/15/2016 and 3/29/2017	6/27/2016 and 4/26/2017
Archaeological Phase Ia Survey Report	<b>X</b>	6/15/2016 and 3/29/2017	6/27/2016 and 4/26/2017
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report			
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination	<b>X</b>	5/18/2017	6/14/2017
800.11 Documentation	<b>X</b>	5/18/2017	6/14/2017

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:

#### Area of Potential Effect (APE):

The Area of Potential Effects (APE) of the project includes all properties directly adjacent to the proposed trail location. The APE expands to two properties deep at the street corners adjacent to the project where the viewshed expands. A map of the APE is found in Appendix D, D-21 to D-28.

#### Coordination with Consulting Parties:

On September 12, 2016 the agencies and local organizations listed below were invited to become Section 106 consulting parties. The Federal Highway Administration (FHWA),



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Indiana Department of Transportation (INDOT), and Indiana State Historic Preservation Officer (SHPO) are always consulting parties (CPs) for federally funded transportation projects. The organizations that accepted the invitation are identified below.

Federal Highway Administration (FHWA) - Automatic  
Indiana State Historic Preservation Officer (SHPO) - Automatic  
Indiana Department of Transportation (INDOT) - Automatic  
Indiana Landmarks—Northern Regional Office - Yes  
South Bend Parks and Recreation - Yes  
Historic Preservation Commission of South Bend and St. Joseph County - Yes  
Paul Brandenburg - Yes  
Near Northwest Neighborhood, Inc. - Yes  
Office of the Mayor of SAn Addendum to the Phase Ia Field  
Reconnaissance Survey Report (Finney, March 2017) was prepared by CEC. It was  
forwarded to SHPO for review on March 29, 2017.outh Bend - No  
South Bend Common Council - No  
Michiana Area Council of Governments - No  
St. Joseph Historian - No  
The History Museum - No  
South Bend Area Genealogical Society - No  
Dr. James Cooper - No

The Historic Preservation Commission of South Bend and St. Joseph County concurred with the finding of “No Adverse Effect” upon the historic properties identified in the Historic Properties Report (HPR) (Wood, July 2016). Additionally, they stated that both the Angela Blvd. Bridge No. 211 (IHSSI No. 201-598-10007; HB-2253; NBI No. 7100004) and the Norfolk Southern Railroad Bridge (IHSSI No. 201-598-10008) “are Local Historic Landmarks, and as such, fall under Class B Preservation of Appropriateness (COA).

### **Archaeology:**

Civil and Environmental Consultants, Inc. (CEC) conducted an Archaeological Literature Review and Phase Ia Field Reconnaissance Survey Report (Jackson, June 2016). No Archaeological Resources eligible for the National Register of Historic Places (NRHP) were identified. It was forwarded to SHPO for review on June 15, 2016. SHPO concurred with the Phase Ia Archaeological Field Reconnaissance Survey Report (Jackson, June 2016) in their letter dated June 27, 2016 (Appendix D, D-66).

An Addendum to the Phase Ia Field Reconnaissance Survey Report (Finney, March 2017) was prepared by CEC. No Archaeological Resources eligible for the NRHP were identified. It was forwarded to SHPO for review on March 29, 2017. On April 26, 2017 (Appendix D, D-90), SHPO concurred with the Addendum to the Phase Ia Field Reconnaissance Survey Report (Finney, March 2017).

### **Historic Properties:**

Green3 prepared a Historic Properties Report (HPR) (Wood, July, 2016). It was forwarded to SHPO and other consulting parties on September 12, 2016.

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SHPO concurred with the findings of the report in a letter dated October 11, 2016 (Appendix D, D-79 to D-80).

The results of the HPR indicated that six properties within the APE either eligible or listed in the NRHP would be effected by the project. These resources are listed below:

1. South Bend Brewing Association
2. 1920 Woodward Avenue Historic District
3. Holy Cross Catholic School
4. Holy Cross Catholic Church
5. Northshore Triangle Historic District
6. Angela Boulevard Bridge No. 211

## Documentation, Findings:

Six properties listed in or determined eligible for listing in the NRHP were identified within the APE. Because this project will not convert property from any of the resources to a transportation use or alter an existing transportation use (Angela Boulevard Bridge No. 211), INDOT, acting on FHWA's behalf, determined the appropriate Section 106 finding is "No Adverse Effect". INDOT CRO on behalf of FHWA issued a "No Adverse Effect" finding on May 18, 2017. The SHPO concurred with the "No Adverse Effect" finding on June 14, 2017 (Appendix D, D-127 to D-128).

## Public Involvement:

To meet the public involvement requirements of Section 106, INDOT on behalf of FHWA, advertised the finding of "No Adverse Effect" in the South Bend Tribune on May 21, 2017. The public comment period closed on June 20, 2017. The affidavit of publication appears on Appendix D, D-125 to D-126. No comments were received by the published deadline. The Section 106 process has been completed 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)

X

#### FHWA Approval date

--

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	<u>Presence</u>	<u>Use</u>	
		Yes	No
<b>Wildlife &amp; Waterfowl Refuges</b>			
National Wildlife Refuge	<input type="text"/>	<input type="text"/>	<input type="text"/>
National Natural Landmark	<input type="text"/>	<input type="text"/>	<input type="text"/>
State Wildlife Area	<input type="text"/>	<input type="text"/>	<input type="text"/>
State Nature Preserve	<input type="text"/>	<input type="text"/>	<input type="text"/>

	<u>Evaluations Prepared</u>	<u>FHWA Approval date</u>
Programmatic Section 4(f)*	<input type="text"/>	<input type="text"/>
"De minimis" Impact*	<input type="text"/>	
Individual Section 4(f)	<input type="text"/>	

	<u>Presence</u>	<u>Use</u>	
		Yes	No
<b>Historic Properties</b>			
Sites eligible and/or listed on the NRHP	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<u>Evaluations Prepared</u>	<u>FHWA Approval date</u>
Programmatic Section 4(f)*	<input type="text"/>	<input type="text"/>
"De minimis" Impact*	<input type="text"/>	
Individual Section 4(f)	<input type="text"/>	

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

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

Remarks:

The Department of Transportation Act (DOT Act) of 1966 included a special provision - Section 4(f) - which stipulated that the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

- There is no feasible and prudent alternative to the use of land.
- The action includes all possible planning to minimize harm to the property resulting from use.

Section 4(f) properties are defined by 23 USC 138 and the Section 4(f) Policy Paper as "any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance as determined by the federal, state, or local officials having jurisdiction thereof, or any land from an historic site of national, state, or local significance as so determined by such officials."

Several properties listed in or eligible for the NRHP are within the limits of this project. These resources are listed below:

1. South Bend Brewing Association
2. 1920 Woodward Avenue Historic District

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3. Holy Cross Catholic School
4. Holy Cross Catholic Church
5. Northshore Triangle Historic District
6. Angela Boulevard Bridge No. 211

No Section 4(f) evaluation is required for these resources since the project will not convert any property from these sites to a transportation use or alter an existing transportation use (Angela Boulevard Bridge No. 211). Additionally, no outdoor recreational facilities are located at Holy Cross Catholic School.

The project will require a strip of right-of-way from Holy Cross College. The right-of-way being acquired is currently not being used for public recreation. As a result, no Section 4(f) land conversion will occur at this location.

The proposed project will impact Muessel Grove Park and a municipal detention pond which are considered Section 4(f) resources. The municipal detention pond is owned and managed by the City of South Bends Park and Recreation Department. This property contains a walking path making it a Section 4(f) Resource. Each impact will necessitate the completion of a Section 4(f) evaluation.

### De minimis Impact Section 4(f) – Mussel Grove Park and the Municipal Detention Pond:

Under Moving Ahead for Progress in the 21st Century Act (MAP-21) provisions and the March 14, 2012 regulations (Transportation Funding Legislation), the requirements of Section 4(f) of the Department of Transportation Act are satisfied if it is determined that a transportation project would have a de minimis impact on the Section 4(f) resource in question. For a de minimis impact, it must be determined that the project will not adversely affect the activities, features, or attributes qualifying a park, recreation area, or refuge for protection under Section 4(f). A de minimis finding subsumes the requirements for all possible planning to minimize harm by reducing the impacts on the Section 4 (f) property to a de minimis level. The use represents a de minimis impact according to criteria set forth by the FHWA.

A determination of de minimis impact on parks, recreation areas, and wildlife and waterfowl refuges, may be made when all three of the following criteria are satisfied:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);
2. The public will be afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource; and
3. The official(s) with jurisdiction over the property are informed of U.S. DOT's intent to make the de minimis impact determination based on their written concurrence that the project will not adversely affect the activities, features,

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and attributes that qualify the property for protection under Section 4(f).

Access will be maintained to Muessel Grove Park and the municipal detention basin during construction. The proposed project will convert 0.22 acre of Muessel Grove Park and 0.15 acre of the municipal detention basin to a transportation use to construct the Coal Line Trail. The Coal Line Trail will extend 206 linear feet across the southeast edge of Muessel Grove Park. The Coal Line Trail will extend 137 linear feet along the western edge of the municipal detention basin connecting with an existing pathway along Angela Boulevard. The proposed use of the Section 4(f) resource will not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).

The City of South Bend Parks and Recreation Department was notified of the proposed impacts in a January 5, 2018 coordination letter (Appendix J, J-3 to J-10). The official with jurisdiction over the property was informed of FHWA's intent to make the de minimis impact finding. On February 19, 2018 (see Appendix J, J-10), the South Bend Parks and Recreation Department concurred the project would not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f). The general public was provided an opportunity to comment on the effect to these Section 4(f) resources and this de minimis finding via public announcement in conjunction with the public hearing advertisement. No comments were received regarding Section 4(f) resources. The final FHWA approval of the overall environmental document is also approval of this de minimis impact determination.

### 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 Section 6(f) resources were identified on the National Park Service Land and Water Conservation Fund (LWCF) Database (<http://waso-lwcf.ncrc.nps.gov/public/index.cfm>). The project will not involve any properties acquired by or improved with the LWCF. A copy of the database information for St. Joseph County is provided at Appendix J, J-1 to J-2.

## SECTION E – Air Quality

### Air Quality

#### Conformity Status of the Project

Is the project in an air quality non-attainment or maintenance area?

☐
☒

If YES, then:

Is the project in the most current MPO TIP?

☐
☐

Is the project exempt from conformity?

☐
☐

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

☐
☐

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Is a hot spot analysis required (CO/PM)? ☐ ☐

Level of MSAT Analysis required?

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

Remarks:

This project is located in St. Joseph County. St. Joseph County is currently in attainment for all criteria pollutants and this project is not of regional significance. Therefore, the conformity procedures of 40 CFR Part 93 do not apply. It can therefore be concluded that the project will have no significant impact on air quality.

The project's design concept and scope are accurately reflected in both the Michiana Area Council of Governments (MACOG) Long Range Transportation Plan (TP) and the MACOG Regional Transportation Improvement Program (TIP) (Appendix H, H-1) and was incorporated by reference in the INDOT FY 2018-2021 Statewide Transportation Improvement Program (STIP), dated July 3, 2017. All conform to the State Implementation Plan (SIP) (Appendix H, H-2 to H-3).

The proposed project will involve the construction of a trail. 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 (MSAT) analysis is not required.

### SECTION F - NOISE

Noise

Yes No

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

No Yes/ Date

ES Review of Noise Analysis

Remarks:

This project is a Type III project. In accordance with 23 CFR 772 and the INDOT Traffic Noise Policy (FHWA concurrence, effective July 1, 2017), 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 type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

This is page 24 of 42 Project name: Coal Line Trail Date: November 7, 2018

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Remarks: The preferred alternative is consistent with local land use plans developed by the City of South Bend. No negative impacts to community cohesion are anticipated. This project will not have any significant short or long-term economic impacts. There are no community facilities near the project. As a result, no impacts to community events are expected. The project complies with the approved ADA transition plan (approved November 28, 2011) for the City of South Bend.

### Indirect and Cumulative Impacts

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

Yes

☐

No

☒

Remarks: Indirect impacts are caused by an action and occur later in time or farther removed in distance, but are still reasonably foreseeable.

Cumulative impacts are the impact on the environment that results from the action when added to other past, present and reasonably foreseeable future actions, regardless of what agency (federal or nonfederal) or person undertakes such actions.

The following paragraphs describe the indirect and cumulative impacts associated with this project.

**Indirect Impacts** – The proposed project is anticipated to cause indirect impacts due to the improvements such as: economic growth, changes in land use, and/or industrial growth. These impacts are not considered to be substantial as the improvements are a small percentage of the improvements being made around the City of South Bend. No substantial indirect impacts are anticipated.

**Cumulative Impacts** – The proposed project is likely to cause cumulative impacts. The combined impact of past impacts associated with converting undeveloped land to residential uses in the project's study area, and the future conversion of land to commercial or residential uses will cause cumulative impacts to the project study area. Based upon the current land uses, these impacts are not considered to be substantial as the improvements will be converting existing commercial and residential land to roadway. No substantial cumulative impacts are anticipated.

### 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

☒

No

☐

Remarks: **Potential Impacts** – Impacts to any public facilities and services identified are as follows:

**Health and Educational Facilities** – No health facilities were identified within or adjacent to the project area. Holy Cross College and Holy Cross School are located adjacent to the project. The project will require 2.62 acre of right-of-way from Holy Cross College and 1.22 acre from Holy Cross School. Therefore, no substantial impacts are anticipated.

**Public Utilities** – Temporary impacts will occur to some public utility facilities during this

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project. The minor disruption of utility services may occur to water, gas, and electrical services to area residents and businesses near or adjacent to the proposed project area. Impacts include but are not limited to the relocation of water and power lines.

Fire, Police, and Emergency Services – The proposed project is not expected to result in substantial impacts on fire, police, and emergency services. Any impacts will be temporary and will cease upon completion of the project. Traffic will be maintained to all adjacent properties during construction.

Religious Institutions – Religious institutions were identified near the project limits, but no substantial impacts are anticipated since access will be maintained to all adjacent properties during construction.

Public Transportation – There is no public transportation located within the vicinity of the proposed intersection improvement project.

Pedestrian and Bicycle Facilities – The project will construct and connect existing pedestrian and bicycle facilities within the City of South Bend.

Parks – The proposed project will impact Muessel Grove Park and municipal detention pond which are considered Section 4(f) resources. Each impact will necessitate the completion of a Section 4(f) evaluation.

Maintenance of Traffic – Traffic maintenance on adjacent roadways could consist of temporary flagger operations utilized to mobilize equipment and deliver material. Flagger operations will be in accordance with the standard drawings. The path work will otherwise be completed off the roadway. Any minor delays caused by flagger operations will be temporary and will cease upon completion of the project. The project sponsor will be responsible for contacting school districts and emergency services at least 2 weeks prior to construction.

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

Remarks:

Title VI of the Civil Rights Act of 1964 and the subsequent legislation require federal agencies to ensure that none of their programs discriminate on the basis of race, color, national origin, age gender, handicap/disability and religion. The President's Executive Order 12898 on February 11, 1994 and the President's Memorandum on Environmental Justice (EJ) of the same date underscore these provisions with respect to Environmental Justice in Minority Populations and Low Income Populations. The intent is to ensure that the federal departments and agencies identify and address any disproportionately high and adverse human health or environmental effects from their policies, programs and activities on minority populations and low income populations.

This project will require the acquisition of 8.97 acres of new permanent right-of-way. Per the INDOT CE Manual Section IV.C.7.d, an analysis for EJ is required for projects with



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more than 0.5 acre of additional right-of-way and/or two or more relocations. As a result, an EJ analysis was completed.

The following information was determined by a review of 2015 U.S. Census Tract – 5 year (2011-2015) American Community Survey (ASC) Data concerning race, income, and poverty levels within the project limits. A copy of the U.S. Census Data is located in Appendix I. The Census Data was obtained from

<http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>. The reference community is typically a county, city, or town that contains the project and is called the community of comparison (COC). The community that overlaps the project limits is called the affected community (AC). Affected communities that are more than 50 percent minority or low-income are automatically EJ populations. EJ populations are present if the low-income population or minority population of the AC is 125 percent of the COC.

Along the project corridor, 2015 U.S. Census Tract Data was analyzed for the City of South Bend. The proposed project spans five affected communities (i.e. census tracts). The EJ Analysis for the affected communities are provided in the paragraphs below:

### **Census Tract 3.01**

The percentage of low-income population in the AC along the project is 26.5% which is less than the 125% threshold of the COC (35.3%). The minority population in the AC is 31.7% which is less than the 125% threshold of the COC (57.3%). This comparison indicates that the AC does not contain low-income or minority populations of EJ concern.

### **Census Tract 4**

The percentage of low-income population in the AC along the project is 51.0% and the minority population in the AC is 76.8% which automatically make this AC an EJ population for both low-income and minority population.

### **Census Tract 6**

The percentage of low-income population in the AC along the project is 42.0% which is greater than the 125% threshold of the COC (35.3%). The minority population in the AC is 69.9% which automatically makes this AC an EJ population. Therefore, the AC contains low-income and minority populations of EJ concern.

### **Census Tract 7**

The percentage of low-income population in the AC along the project is 23.1% which is less than the 125% threshold of the COC (35.3%). The minority population in the AC is 31.3% which is less than the 125% threshold of the COC (57.3%). This comparison indicates that the AC does not contain low-income or minority populations of EJ concern..

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## **Census Tract 8**

The percentage of low-income population in the AC along the project is 7.7% which is less than the 125% threshold of the COC (35.3%). The minority population in the AC is 13.1% which is less than the 125% threshold of the COC (57.3%). This comparison indicates that the AC does not contain low-income or minority populations of EJ Concern.

The table below restates the comparisons described in the above paragraphs:

	City of South Bend (COC)	125% of COC	Census Tract 3.01 (AC)	Census Tract 4 (AC)	Census Tract 6 (AC)	Census Tract 7 (AC)	Census Tract 8 (AC)
Low-Income Population	28.3%	35.3	33.1%	51.0%	42.0%	23.1%	7.7%
Minority Population	45.8%	57.3%	31.7%	76.8%	69.9%	31.3%	13.1%
EJ population of Concern	N/A	N/A	No	Yes	Yes	No	No

The proposed project would provide benefit to the identified EJ populations through improved pedestrian connectivity and safety. The overall project would not affect community cohesion or result in additional physical barriers. The proposed project would not result in disproportionate negative impacts to EJ populations. No relocations of people, businesses or farms would take place because of this project.

The City of South Bend is committed to ensure nondiscrimination in its Federally-funded activities and to comply with the intent of the Executive Order and the Memorandum on EJ, through the continuous public involvement process.

A public hearing was held on Monday, August 6, 2018, at 6:00 pm in the Near Northwest Neighborhood Community Room located at 1013 Portage Avenue, South Bend, Indiana 46616. The public hearing provided an opportunity for all interested and affected parties to express their opinions regarding the human health and environmental impacts due to the proposed project.

The Indiana Department of Transportation – Environmental Services concurred with the findings of the Environmental Justice Analysis in a December 14, 2017 email. A copy of their concurrence email is located in Appendix I, I-1 to I-2.

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

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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 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
X

**No      Yes/ Date**

**ES Review of Investigations**

7/20/2017 and 10/6/2017

Include a summary of findings for each investigation.

Remarks: A red flag investigation was completed on June 22, 2017 by United Consulting and was approved by INDOT's Hazardous Materials Unit on July 20, 2017. Please refer to Appendix E, E-1 to E-17. A search of the red flag hazardous material site indicators revealed several potential hazardous waste sites within the 0.5 mile radius investigation area. It is possible that existing and proposed right-of-way could have been impacted by the identified hazardous material sites. As a result, a Phase I Environmental Site Assessment (Phase I ESA) was recommended for this project.

CEC conducted a Phase I ESA for the proposed project dated October 3, 2017. INDOT's Hazardous Materials Unit approved the Phase I ESA on October 6, 2017. The text of the Phase I ESA is located in Appendix E, E-18 to E-41.

The Phase I ESA revealed the following possible environmental concerns at the sites listed in the following table. Additionally, the location of each facility is shown in the figure located in Appendix E, E-45.

Map Site ID	Hazmat Concern / Site Type	Site Name and Address	Potential Contaminants of Concern	Depth of Project Excavation in the Vicinity of the REC	Phase II Investigation Recommendation (if applicable)	Reason/Notes

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1	UST	University of Notre Dame / Hillcrest Hall (1441 Michigan Street)	Volatile organic compounds (VOCs)	Excavation for trail - 1.5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	None	Based on the location of residual impacts on the north portion of the property and evidence that the area of the site near the Project Area does not contain contaminant levels above IDEM screening levels, along with the groundwater flow directly reported to the NE away from the Project Area, the potential for the Project Area to have been adversely affected from this REC is interpreted to be low.
2	Industrial Manufacturing	Lock Joint Tube Co./Steel Warehouse Co. (1400 N. Riverside Drive)	VOCs	Proposed pavilion on SW corner of the railroad bridge - 3-4' deep foundation Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	Phase II shallow soil samples recommended at shallow depth interval (approximately 2-4' ) and at deepest borehole depth (approximately 6-8') for analysis of VOCs. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs via installation of a temporary piezometers and sample collection via a check-valve and tubing.	Due to the historical industrial uses of the site and high probability that chlorinated solvents were historically used at the facility for metal degreasing, along with the apparent lack of previous investigation of such chemicals of concern, additional sampling is recommended to assess the subsurface conditions of the Project Area near this site.
3	Dry cleaning	Swank Uniform Rental (1101 W. King Street)	Chlorinated VOCs	Excavation for trail - 1.5' Excavation for drainage - 5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	Phase II shallow soil samples down to 8' recommended for analysis of VOCs. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs.	Due to the historical use of the site as a dry cleaning facility, along with the lack of documentation regarding removal of the historical USTs and lack of further assessment at the site, additional sampling is recommended to assess the subsurface conditions of the Project Area near this site.

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<b>4</b>	Bulk Petroleum	Former Waggoner Oil (1402 Kessler Blvd, 1140 W. King St., 1202 W. King St. & 1317 N. Woodward Ave.)	VOCs	Fill for trail - +5.5' Excavation for drainage install - 5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	None	Based on the former soil impacts of TPH, which is no longer a regulated COC via IDEM, on the north portion of the property, along with the groundwater flow directly reported to the NE, the potential for the Project Area to have been adversely affected from this REC is interpreted to be low.
<b>5</b>	LUST / Gas Station	Citgo/HN Food Plus (1356 N. Portage Ave.)	VOCs and lead	Fill for trail - +5.5' Excavation for drainage install - 5' Lighting foundations - 3' deep by 2' diameter spaced every 100 feet along the trail.	None	Due to the site's documented contaminants predominantly contained within the boundary of the facility with up-gradient locations toward the Project Area below applicable IDEM screening levels, the potential for the Project Area to have been adversely affected from this REC is interpreted to be low.
<b>6</b>	UST / Auto repair	DeVreese Body Shop (1304 N. Portage Ave.)	VOCs and Lead	Fill for trail - +5.5' Excavation for drainage install - 5' Lighting foundations - 3' deep by 2' diameter spaced every 100 feet along the trail.	Phase II shallow soil samples down to 5' recommended for analysis of VOCs and lead due to drainage install. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs and lead. All groundwater samples will be collected via installation of temporary piezometers and sample collection via a checkvalve and tubing.	Due to the upgradient and adjacent location of this REC in relation to the Project Area, along with the potential for subsurface contamination from the site's historical use as a gasoline and automobile services station, Phase II sampling is recommended to assess the current subsurface conditions of the Project Area near this site.

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<b>7</b>	LUST / Gas Station	Portage Sunoco (1335 N. Portage Ave.)	VOCs and Lead	Fill for trail - +3.5' Lighting foundations - 5' deep by 2' diameter spaced every 100 feet along the trail.	Phase II shallow soil samples down to 5' recommended for analysis of VOCs and lead due to lighting foundations install. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs and lead.	Due to the past and current use of this facility as a gasoline station, and the lack of sampling data found since 2001, Phase II sampling is recommended to assess the current subsurface conditions of the Project Area near this site.
<b>8</b>	UST	Sheetz Enterprises / Omniplex (1408 W. Elwood Ave.)	VOCs and Lead	Excavation for trail - 1.5' Excavation for drainage install - 4.5'	None	Due to the limited nature and extent of known contamination found in 2000, which was located on the northwest portion of the site, including the lack of soil contaminants above the applicable screening levels and the distance from the Project Area, the potential for the Project Area to have been adversely affected from this REC is interpreted to be low.
<b>9</b>	LUST / Gas Station	Marathon/Virk's Phillips 66/Advance Auto Service #29 Gas Station (1623 Lincoln Way W.)	VOCs and Lead	All work is on E side of Wilber St: Excavation for trail - 1.5' Lighting foundations- 8' deep by 2' diameter, spaced every 100 feet along the trail	Phase II shallow soil samples recommended down to 8' near the eastern boundary of this site for analysis of VOCs and lead. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs and lead.	Due to the historical release and residual impacts identified at this facility, along with the lack of shallow sub-surface soil data, additional sampling is recommended to assess the subsurface conditions of the Project Area near this site.

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10	Dry cleaning	Monarch Textile Rentals (812 N. Wilber St., 1537 & 1605 Lincoln Way W.)	VOCs	Excavation for trail - 1.5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	Phase II shallow soil samples recommended down to 8' in the vicinity of this REC for analysis of VOCs. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs to review current levels of known contamination.	Soil: Due to the historical high concentration of PCE in a soil sample collected near the Project Area and the lack of recent or historical shallow soil data, CEC recommends additional investigation to assess the shallow subsurface conditions. Groundwater: because elevated levels of chemicals of concern have been documented in groundwater, appropriate risk mitigation and handling measures should be developed for use during earthwork/construction if groundwater is encountered.
11	Petroleum	Former Fischer Refrigeration (1610-1612 Lincoln Way W.)	LNAPL, VOCs	All work is north of Lincoln Way: Excavation for trail - 1.5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	Phase II shallow soil samples recommended down to 8' in the vicinity of this REC for analysis of VOCs. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs to review current levels of known contamination.	Soil: Due to the residual contamination left in place, albeit reportedly from a separate source, and the lack of shallow sub-surface soil data, additional sampling is recommended to assess the subsurface soil conditions of the Project Area near this REC. Groundwater: because elevated levels of chemicals of concern have been documented in groundwater, appropriate risk mitigation and handling measures should be developed for use during earthwork/construction if groundwater is encountered.
12	UST	Gafill Project / White Building (735 N. Wilber St).	VOCs and Lead	All work is north of Lincoln Way: Excavation for trail - 1.5' Lighting foundations - 8' deep by 2' diameter spaced every	None	Due to the low levels of residual TPH, which were below the applicable screening levels and are no longer regulated by IDEM, the potential for the Project Area to have been adversely affected from this REC is interpreted

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				100 feet along the trail.		to be low.
13	Bulk Petroleum	Rensberger Oil (1604 W. Rupel St., 707 & 719 N. Wilber St.)	VOCs	All work is north of Lincoln Way: Excavation for trail - 1.5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	Phase II shallow soil samples recommended down to 8' in the vicinity of this REC for analysis of VOCs. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs.	Soil: Due to the known petroleum plume associated with this REC, which extends to the Project Area, and the lack of recent or historical shallow soil data, CEC recommends additional investigation to assess the current shallow subsurface conditions. Groundwater: because elevated levels of chemicals of concern have been documented in groundwater, appropriate risk mitigation and handling measures should be developed for use during earthwork/construction if groundwater is encountered.

Phase II environmental sampling activities will be performed for the sites that are identified in the table above as needing additional environmental testing. These limited Phase II environmental site assessments will be performed in the project right of way where excavation is expected to occur, and will take place prior to letting of the project. This is a firm project commitment. The Phase II sampling will occur prior to the project letting to determine appropriate disposal options and worker safety requirements. If additional worker safety requirements are needed based on the Phase II, they will be added as firm commitments. The scope of the Phase II testing was approved by INDOT on February 15, 2018.

If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protective equipment (PPE) should be used. Contaminated materials will need to be properly handled by trained personnel and disposed in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of a release from a UST system and within 2 (two) hours of discovery of a spill.

### SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

Individual Permit (IP)

Nationwide Permit (NWP)


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	Regional General Permit (RGP)	<input checked="" type="checkbox"/>
	Pre-Construction Notification (PCN)	<input type="checkbox"/>
	Other	<input type="checkbox"/>
	Wetland Mitigation required	<input type="checkbox"/>
	Stream Mitigation required	<input type="checkbox"/>
<b>IDEM</b>		
	Section 401 WQC	<input checked="" type="checkbox"/>
	Isolated Wetlands determination	<input type="checkbox"/>
	Rule 5	<input checked="" type="checkbox"/>
	Other	<input type="checkbox"/>
	Wetland Mitigation required	<input type="checkbox"/>
	Stream Mitigation required	<input type="checkbox"/>
<b>IDNR</b>		
	Construction in a Floodway	<input checked="" type="checkbox"/>
	Navigable Waterway Permit	<input type="checkbox"/>
	Lake Preservation Permit	<input type="checkbox"/>
	Other	<input type="checkbox"/>
	Mitigation Required	<input type="checkbox"/>
<b>US Coast Guard Section 9 Bridge Permit</b>		<input type="checkbox"/>
<b>Others (Please discuss in the remarks box below)</b>		<input type="checkbox"/>

Remarks: I.D.E.M. Rule 5 Permit: The project will disturb greater than one acre. Rule 5 administered through the Indiana Department of Environmental Management will apply to this project. Completion of this permit will be coordinated with the St. Joseph County Soil and Water Conservation District.

I.D.N.R. Construction in a Floodway: The project will involve construction in the floodway of the St. Joseph River. A Construction in a Floodway Permit from the Indiana Department of Natural Resources - Division of Water will be required.

I.D.E.M. Section 401 Water Quality Certification: Some construction activity is anticipated below the ordinary high water mark of the St. Joseph River. A Section 401 Water Quality Certification from the Indiana Department of Environmental Management will be required.

U.S. Army Corps of Engineers Section 404 Permit: Some construction activity is anticipated below the ordinary high water mark of the St. Joseph River. A Section 404 Permit from the Detroit District, U.S. Army Corps of Engineers will be required.

It will be the responsibility of the project sponsor or designer on behalf of the project sponsor to obtain the necessary 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 shall be notified immediately. (INDOT)
2. Any work in a wetland area within existing right-of-way or in a borrow/waste area is

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|     | prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT)   |
| 3.  | The project sponsor will be responsible for contacting school districts and emergency services at least 2 weeks prior to construction. (INDOT)   |
| 4.  | Access will be provided to adjacent businesses and residences during construction. (INDOT)   |
| 5.  | If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protective equipment (PPE) should be used. Contaminated materials will need to be properly handled by trained personnel and disposed in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of a release from a UST system and within 2 (two) hours of discovery of a spill. (INDOT) |
| 6.  | If any archaeological artifacts or human remains are uncovered during construction, federal law and regulations (16 USC 470, et seq.; 36 CFR 800.11, et al.) and State Law (IC 14-21-1) require that work must stop immediately and that the discovery must be reported to the Division of Historic Preservation and Archaeology in the Indiana Department of Natural Resources within 2 business days. (IDNR-DHPA)  |
| 7.  | 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)   |
| 8.  | Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely. (USFWS)   |
| 9.  | Ensure tree removal is limited to that specified in project plans. Install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits. (USFWS)   |
| 10. | Do not cut down documented Indiana bat or NLEB roosts (that are still suitable for roosting) or trees within 0.25 miles of roosts, or documented foraging habitat at any time of year. (USFWS)   |
| 11. | Apply time of year restrictions (from April 1 through September 30) for tree removal when bats are not likely to be present. (IDNR in addition to USFWS)   |
| 12. | Ensure suitable roosting sites remain after any bridge work. Suitable roosting sites may be incorporated into the design of a new bridge. (USFWS)  |
| 13. | Any storage of bulk materials and mixing operations should be outside of the Wellhead Protection Area. (South Bend Water Works)  |

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14. A limited Phase II investigation will occur prior to letting at the Lock Joint Tube Co./Steel Warehouse Co. (1400 North Riverside Drive). Samples will be taken at a depth of 4 feet and 8 feet. Samples will be analyzed for Volatile Organic Compounds (VOCs). If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs via installation of a temporary piezometers and sample collection via a check-valve and tubing. (INDOT)
15. A limited Phase II investigation will occur prior to letting at the Swank Uniform Rental (1101 West King Street). Samples will be taken at a depth of 8 feet. Samples will be analyzed for Volatile Organic Compounds (VOCs). (INDOT)
16. A limited Phase II investigation will occur prior to letting at the DeVreese Body Shop (1304 North Portage Avenue). Samples will be taken at a depth of 5 feet. Samples will be analyzed for Volatile Organic Compounds (VOCs) and lead. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs and lead. All groundwater samples will be collected via installation of temporary piezometers and sample collection via a check valve and tubing. (INDOT)
17. A limited Phase II investigation will occur prior to letting at the Portage Sunoco (1335 North Portage Avenue). Samples will be taken at a depth of 5 feet. Samples will be analyzed for Volatile Organic Compounds (VOCs) and lead. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs and lead. (INDOT)
18. A limited Phase II investigation will occur prior letting at the Marathon/Virk's Phillips 66/Advance Auto Service #29 Gas Station (1623 Lincoln Way West). Samples will be taken at a depth of 8 feet. Samples will be analyzed for Volatile Organic Compounds (VOCs) and lead. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs and lead. (INDOT)
19. A limited Phase II investigation will occur prior to letting at the Monarch Textile Rentals (812 North Wilber Street, 1537 & 1605 Lincoln Way West). Samples will be taken at a depth of 8 feet. Samples will be analyzed for Volatile Organic Compounds (VOCs). If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs to review current levels of known contaminants. (INDOT)
20. A limited Phase II investigation will occur prior to letting at the former Fischer Refrigeration (1610-1612 Lincoln Way West). Samples will be taken at a depth of 8 feet. Samples will be analyzed for Volatile Organic Compounds (VOCs). If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs to review current levels of known contaminants. (INDOT)

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21. A limited Phase II investigation will occur prior to letting at the Rensberger Oil (1604 W. Rupel Street, 707 & 719 North Wilber Street). Samples will be taken at a depth of 8 feet. Samples will be analyzed for Volatile Organic Compounds (VOCs). If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs. (INDOT)
27. Public or private roadways shall be kept cleared of accumulated sediment that is a result of run-off or tracking. (IDEM)
28. Wastes and unused building materials shall be managed and disposed of in accordance with all applicable statutes and regulations. (IDEM)
29. All facilities slated for renovation or demolition must be inspected by an Indiana-licensed asbestos inspector prior to renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, demolition, renovation, or asbestos removal activities must be performed in accordance with notification and emission control requirements. (IDEM)
30. The Norfolk Southern Railroad Bridge is a local Historic Landmark, and as such, falls under Class B Preservation standards, requiring approval of proposed maintenance or improvement through acquisition of a certificate of Appropriateness (COA). (City of South Bend and St. Joseph County)
31. Based on feedback from the public hearing, the need for safety considerations will be investigated by the City of South Bend and the design team. (City of South Bend)
32. Based on comments made at the Public Hearing, the City of South Bend and the design team will evaluate the surface water issues along Angela Boulevard and Northshore Triangle Neighborhood to determine if a solution can be made within the current scope of the project. (City of South Bend)

**For Further Consideration:**

33. Place the trail in or adjacent to existing right-of-ways where possible to minimize significant impacts to natural resource habitat. Also, utilize previously disturbed or degraded areas. Align the trail along or near existing man-made edges or areas that have the potential to be restored or enhanced by trail construction (i.e. railroad corridors), rather than routing the trail through previously undisturbed areas. (IDNR DFW)
34. When designing or constructing a trail, disturb as narrow an area as possible to help minimize negative impacts. Where significant impacts to fish, wildlife or botanical resources are likely due to trails width, reduce the width to help avoid those impacts. ADA accessibility standards allow departures from the standards under certain conditions, including substantial harm to natural features, habitat or vegetation. (IDNR DFW)

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35. Do not focus only on the direct impact of the trails width; also consider the trails impact to the surrounding habitat. Trails can fragment larger habitat areas and reduce the overall usefulness of the site to fish, wildlife, or botanical resources (1 large habitat block is better than 2 small habitat blocks). Trails can cause significant impacts to forested areas, riparian forested corridors along creeks and rivers, and wetland areas. They also may cause sediment and erosion issues or introduce human disturbance into fairly isolated areas containing wildlife habitat. (IDNR DFW)
36. Avoid unnecessary stream crossings. Instead, make use of or modify existing stream crossings or avoid crossing the stream altogether. Where stream crossings are unavoidable, pedestrian bridges with supports/abutments placed no less than 10 feet landward from the tops of the banks on each side of the waterway are recommended. Alternatively, a three sided culvert may be used. Three sided culverts should be oversized to allow terrestrial wildlife movement along the creek on unsubmerged dry land at normal water levels. Box-culvert or pipe crossings are not recommended. (IDNR DFW)
37. Trails designed to follow a stream's course must be placed outside the stream's forested buffer. Also, do not place the trail along the tops of the banks of forested creek. Avoid perpendicular fragmentation of riprap areas (streamside habitat). Where the stream has little or no forested riparian buffer, the trail should be no closer than 15 feet from the tops of the banks. (IDNR DFW)
38. Avoid elements identified in the Natural Heritage Database; trails may negatively affect species that require specific natural conditions (vegetation, light levels, moisture, etc.) that are altered as a result of trail construction. Rare and high quality habitats, and wildlife habitats that possess high wildlife abundance and diversity, should be avoided by placing the trail around the habitat and screening it from the trail and trail users with a buffer of native vegetation or another method. (IDNR DFW)
39. Raised boardwalks should be constructed in wet areas or near wetlands (trails through wetlands are not recommended). A material such as composite decking should be used rather than treated wood which can leach elements toxic to aquatic life. (IDNR DFW)
40. Screen wildlife habitat from the corridor. Vegetation, topography, and fences can help reduce the impact of noise and line of site disturbances of trail users on wildlife. Walls can create wildlife movement barriers and potential impacts must be considered. Native grass buffers (2 to 3 feet tall) are recommended along the edge of trails near habitat such as wetlands. (IDNR DFW)
41. Lighting should only be used when absolutely necessary. Lighting in forested areas and along creeks, streams, and rivers should be the lowest intensity feasible and shield to cast light on the path and not diffuse in the surroundings to avoid disturbing wildlife circadian rhythms and disorienting night-migrating birds. (IDNR

## Indiana Department of Transportation

County	St. Joseph County	Route	N/A	Des. Nos.	1401810 & 1401811
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|-----|--|
| 42. | DFW)<br>Any plantings in the riparian areas should be locally native species, not exotic species or horticultural varieties (e.g. "Autumn Blaze" Red Maple). A list of appropriate native woody and herbaceous vegetation can be provided upon request. (IDNR DFW)   |
| 43. | Trail surfaces can have negative effects on surrounding natural areas and deter movement of some species across the trail. Some surface materials are more environmentally acceptable than others, such as mulch and mown grass which should be considered as the first options. Asphalt is not recommended as a trail surface in the floodway. The conventional maintenance for aging asphalt is to seal it with a blacktop or asphalt sealer. Research has shown that as these sealers break down over time, they move into the aquatic environment and are highly toxic to aquatic life. If asphalt is used then asphalt sealer should not be used for long-term maintenance and repair or the asphalt trail surface. In previously disturbed areas, concrete is an acceptable surface material, and porous concrete is preferred wherever it can be used. (IDNR DFW) |
| 44. | Shoulder should be constructed using unconsolidated materials where possible. In some situations, solid shoulders are necessary. In those cases, shoulders should be constructed using porous concrete. (IDNR DFW)   |
| 45. | Trails that highlight natural resources should skirt the resources and utilize "pulloffs" at specific site instead of letting the entire trail and traffic disturb the resource. (IDNR DFW)  |
| 46. | 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 measure until construction is complete and all disturbed areas are stabilized. (IDNR DFW)   |
| 47. | Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion. (IDNR DFW)  |
| 48. | Seed and protect all disturbed stream banks and slopes that are 3:1 or steeper with heavy-duty net-free biodegradable erosion control blankets to minimize the entrapment and snaring of small wildlife such as snakes and turtles (follow manufacturer's recommendation for installation); seed and apply mulch on all other disturbed areas. (IDNR DFW)  |
| 49. | Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush. (IDNR DFW)   |
| 50. | Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife. (IDNR DFW)   |
| 51. | Do not use broken concrete as riprap. (IDNR DFW)   |

## Indiana Department of Transportation

County	St. Joseph County	Route	N/A	Des. Nos.	1401810 & 1401811
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52. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap. (IDNR DFW)
53. Minimize the movement of resuspended bottom sediment from the immediate project area. (IDNR DFW)
54. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway. (IDNR DFW)
55. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR DFW)
56. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR DFW)
57. Mitigate any loss of large native trees due the project and control non-native vegetation. (USFWS)
58. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. Dirt tracked onto paved road from unpaved areas should be minimized. (IDEM)

### SECTION K- EARLY COORDINATION

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

Remarks: Early coordination for this project was initiated with resource agencies and public officials on February 6, 2017 with the mailing of an early coordination letter containing pertinent project information and intentions of the City of South Bend.

A sample copy of the early coordination letter is included at Appendix C, C-1 to C-3. The following list shows the recipients of the early coordination letter and whether or not a response was received:

Natural Resources Conservation Service  
 Indiana Department of Environmental Management-Ground Water Section (Yes, 2/7/2017)  
 US Fish and Wildlife Service (Yes, 2/28/2017)  
 US Army Corps of Engineers (Yes, 2/17/2017)  
 Federal Highway Administration  
 Indiana Department of Natural Resources – Division of Water (Yes, 3/9/2017)  
 INDOT Aeronautics Division (Yes, 2/15/2017)  
 INDOT LaPorte District  
 INDOT Cultural Resources  
 INDOT Public Involvement  
 City of South Bend

***Indiana Department of Transportation***

County	St. Joseph County	Route	N/A	Des. Nos.	1401810 & 1401811
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South Bend Parks & Recreation St. Joseph County HUD MACOG Indiana Geological Survey (Yes, 3/10/2017) National Park Service US Coast Guard
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## **Index to Appendices**

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A-1	Threshold Chart
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### **Appendix B: Graphics**

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B-2	Aerial Map
B-3	USGS Quadrangle Map
B-4	Flood Insurance Rate Maps
B-5	National Wetlands Inventory Map
B-6	Photograph Orientation Map
B-7 – B-10	Ground Level Photographs
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C-4 – C-6	IDNR – Division of Fish and Wildlife Early Coordination Response
C-7	US Geological Survey – Questionnaire
C-8	INDOT Office of Aviation Early Coordination Response
C-9 - C-28	USFWS Consistency Letter
C-29 – C-30	USFWS Early Coordination Response
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### **Appendix D: Section 106 Documentation**

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### **Appendix E: Red Flag Investigation and Hazardous Materials**

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E-18 – E-41	Phase I Corridor Environmental Survey
E-42 – E-45	Phase II Testing Proposal

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### **Appendix G: Public Involvement**

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G-2	Public Information Meeting #1 Notice
G-3 – G-26	Public Information Meeting #1 Presentation
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## Appendix I: Environmental Justice Analysis

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J-1- J-2	Section 6(f) Database Search
J-3 – J-10	Section 4(f) Analysis

# ***Appendix A***

***INDOT Supporting Documentation***

## Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 <sup>1</sup>
<b>Section 106</b>	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement <sup>2</sup>
<b>Stream Impacts</b>	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	Individual 404 Permit
<b>Wetland Impacts</b>	No adverse impacts to wetlands	< 0.1 acre	-	< 1 acre	≥ 1 acre
<b>Right-of-way<sup>3</sup></b>	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
<b>Relocations</b>	None	-	-	< 5	≥ 5
<b>Threatened/Endangered Species (Species Specific Programmatic for Indiana bat &amp; northern long eared bat)</b>	"No Effect", "Not likely to Adversely Affect" (Without AMMs <sup>4</sup> or with AMMs required for all projects <sup>5</sup> )	"Not likely to Adversely Affect" (With any other AMMs)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic
<b>Threatened/Endangered Species (Any other species)</b>	Falls within guidelines of USFWS 2013 Interim Policy	"No Effect", "Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
<b>Environmental Justice</b>	No disproportionately high and adverse impacts	-	-	-	Potential <sup>6</sup>
<b>Sole Source Aquifer</b>	Detailed Assessment Not Required	-	-	-	Detailed Assessment
<b>Floodplain</b>	No Substantial Impacts	-	-	-	Substantial Impacts
<b>Coastal Zone Consistency</b>	Consistent	-	-	-	Not Consistent
<b>National Wild and Scenic River</b>	Not Present	-	-	-	Present
<b>New Alignment</b>	None	-	-	-	Any
<b>Section 4(f) Impacts</b>	None	-	-	-	Any
<b>Section 6(f) Impacts</b>	None	-	-	-	Any
<b>Added Through Lane</b>	None	-	-	-	Any
<b>Permanent Traffic Alteration</b>	None	-	-	-	Any
<b>Coast Guard Permit</b>	None	-	-	-	Any
<b>Noise Analysis Required</b>	No	-	-	-	Yes
<b>Air Quality Analysis Required</b>	No	-	-	-	Yes <sup>7</sup>
<b>Approval Level</b> <ul style="list-style-type: none"> <li>District Env. Supervisor</li> <li>Env. Services Division</li> <li>FHWA</li> </ul>	Concurrence by INDOT District Environmental or Environmental Services	Yes	Yes	Yes Yes Yes	Yes Yes Yes

<sup>1</sup>Coordinate with INDOT Environmental Services. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

<sup>2</sup>Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

<sup>3</sup>Permanent and/or temporary right-of-way.

<sup>4</sup>AMMs = Avoidance and Mitigation Measures.

<sup>5</sup>AMMs determined by the IPAC decision key to be needed that are listed in the USFWS User's Guide for the Range-wide Programmatic Consultation for Indiana bat and Northern long-eared bat as "required for all projects".

<sup>6</sup>Potential for causing a disproportionately high and adverse impact.

<sup>7</sup>Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

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

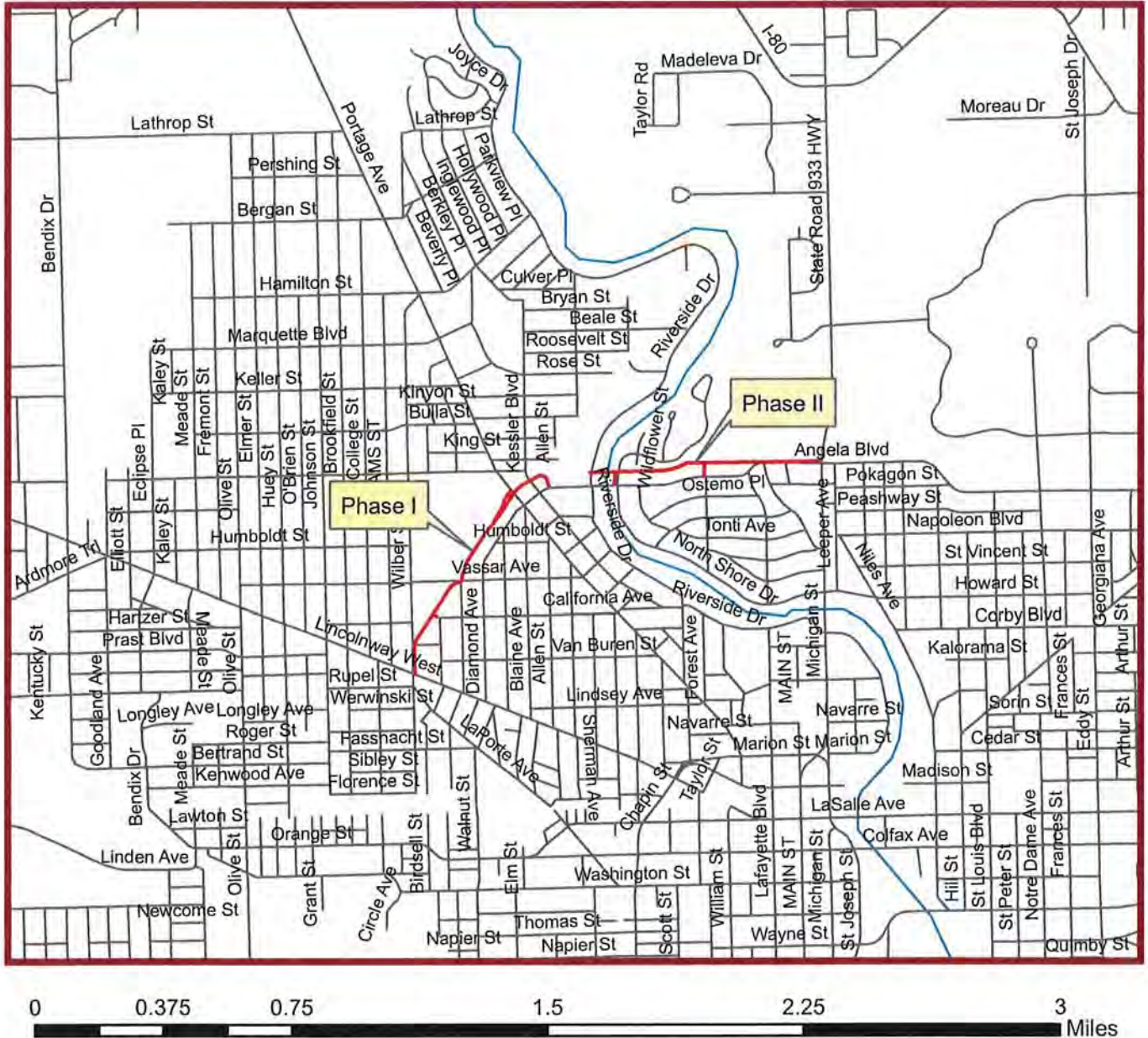
# ***Appendix B***

## ***Graphics***

# Coal Line Trail - Phases I and II

## South Bend, Indiana

Des. Nos.: 1401810 and 1401811



### Location Map

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601





# Coal Line Trail - Phases I and II

## South Bend, Indiana

Des. Nos.: 1401810 and 1401811



0.25 0.125 0 0.25 0.5 0.75 1 Miles



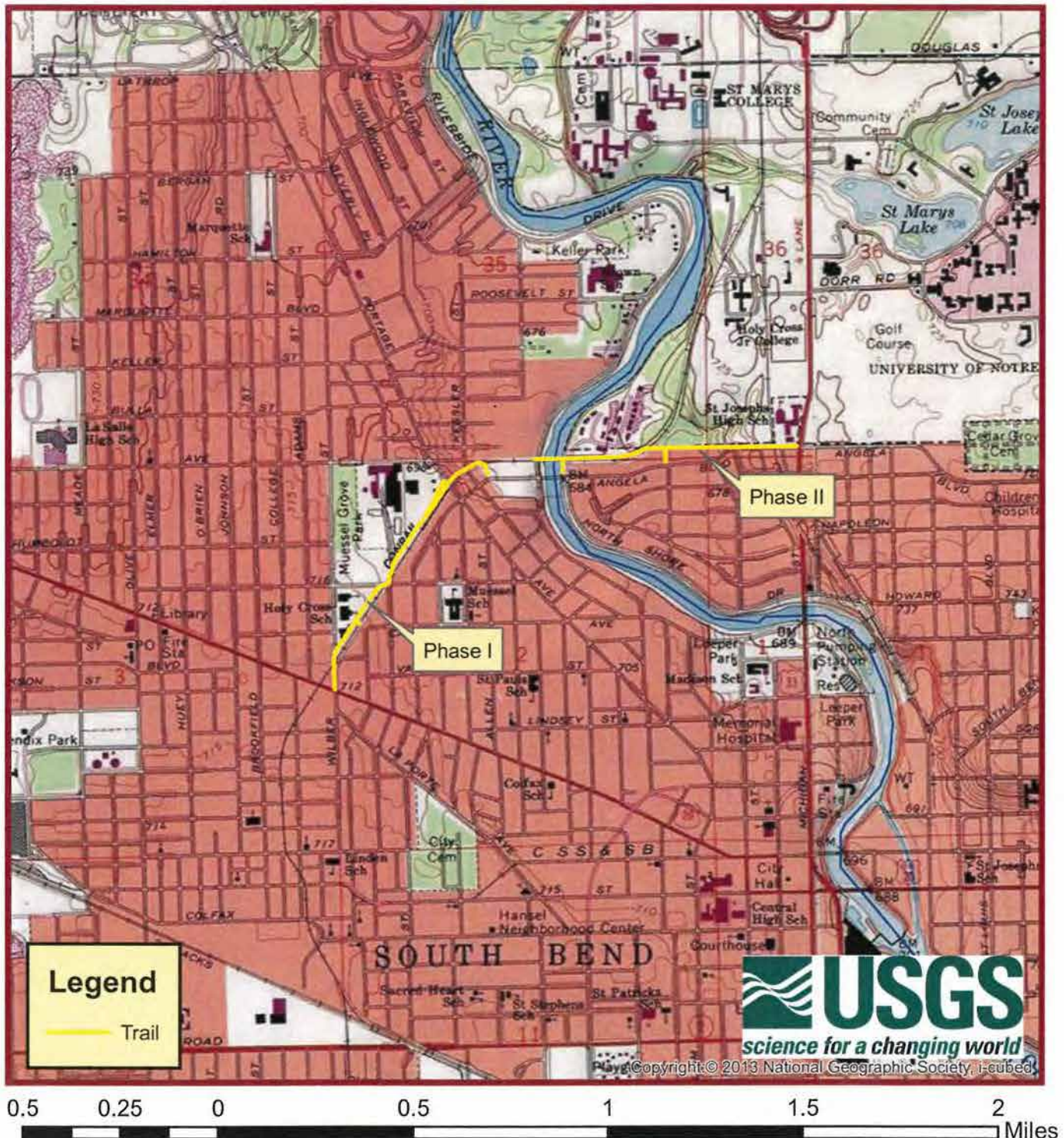
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City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601





Coal Line Trail - Phases I and II  
South Bend, Indiana  
Des. Nos.: 1401810 and 1401811



Des. Nos.: 1401810 and 1401811

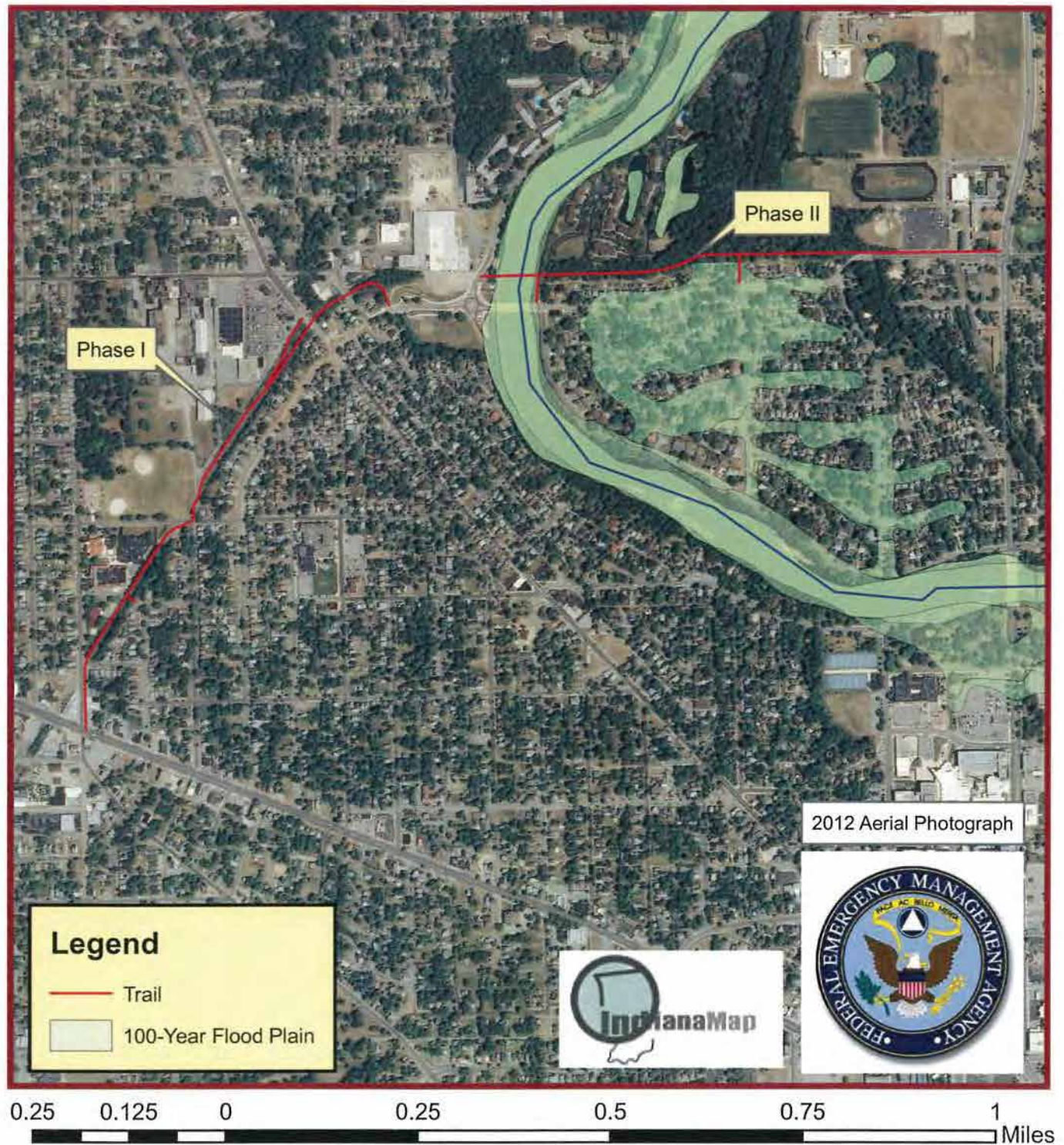
United States Geological  
Survey Map

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601  
Graphics





Coal Line Trail - Phases I and II  
South Bend, Indiana  
Des. Nos.: 1401810 and 1401811



Des. Nos.: 1401810 and 1401811

Flood Insurance Rate Map

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601  
Graphics





Coal Line Trail - Phases I and II  
South Bend, Indiana  
Des. Nos.: 1401810 and 1401811



Des. Nos.: 1401810 and 1401811

National Wetlands  
Inventory Map

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601  
Graphics





**Photo Orientation Map**  
**Coal Line Trail - Phase I and II**  
**South Bend, Indiana**  
**Des. Nos.: 1401810 & 1401811**



**Project: Coal Line Trail – Phase I and II (Des. Nos.: 1401810 & 1401811)**  
**Applicant: City of South Bend**  
**Agent: United Consulting**  
**Date: February 6, 2017**





Coal Line Trail - Phases I and II  
South Bend, Indiana  
Des. Nos.: 1401810 and 1401811



Photograph #1: Looking north along the proposed trail.



Photograph #2: Looking south along the proposed trail.





Coal Line Trail - Phases I and II  
South Bend, Indiana  
Des. Nos.: 1401810 and 1401811



Photograph #3: Looking north along the St. Joseph River



Photograph #4: Looking east across the St. Joseph River.





Coal Line Trail - Phases I and II  
South Bend, Indiana  
Des. Nos.: 1401810 and 1401811



Photograph #5: Looking north across the St. Joseph River.



Photograph #6: Looking north along the proposed trail.





Coal Line Trail - Phases I and II  
South Bend, Indiana  
Des. Nos.: 1401810 and 1401811



Photograph #7: Looking east along the proposed trail.



Photograph #8: Looking west along the proposed trail.



PROJECT	DESIGNATION
CONTRACT	1401810 / 1401811
	BRIDGE FILE
KIN DESIGNATION NUMBERS	
ROADWAY	
1401810	Coal Line Trail Phase I
1401811	Coal Line Trail Phase II
BRIDGE	
Bridge Over St. Joseph River	

## INDIANA DEPARTMENT OF TRANSPORTATION



# SHARED USE PATH PLANS

## PROJECT NO. 1401810 (PHASE I) P.E.

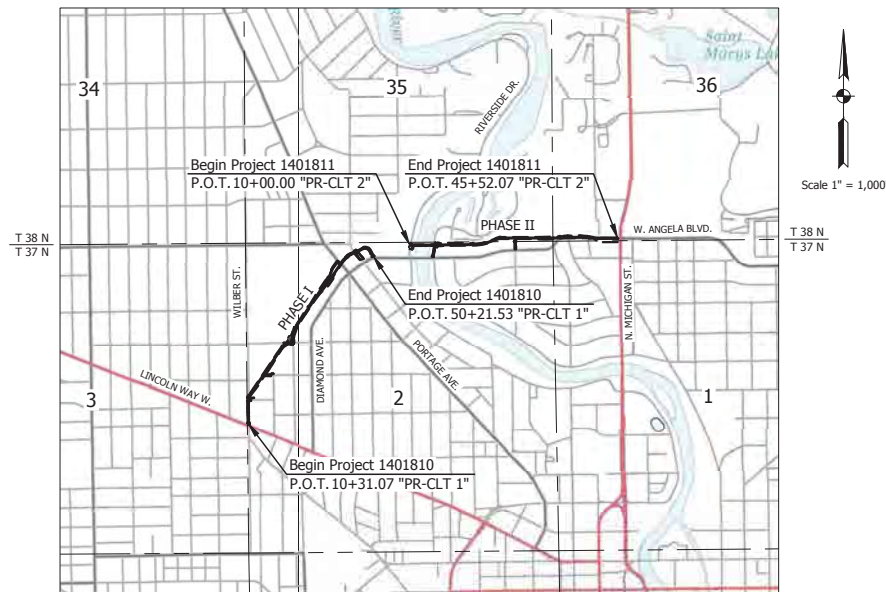
## PROJECT NO. 1401811 (PHASE II) P.E.

The scope of the project is the expansion of an urban trail along an abandoned railroad corridor.  
Phase I – Lincolnway West to Riverside Drive (Approx. 4,000').  
Phase II – Riverside Drive to East Bank Trail (Approx. 3,500').  
This project is located in Sections 35 and 36, Township 38 North, Range 2 East, & in Sections 1, 2 & 3, Township 37 North, Range 2 East, Portage Township, City of South Bend, St. Joseph County, Indiana.



### BOARD OF PUBLIC WORKS

Gary A. Gilot, Board President	Date
Suzanna M. Fritzberg, Member	Date
James A. Mueller, Member	Date
Elizabeth A. Maradik, Member	Date
Therese J. Dorau, Member	Date
Linda M. Martin, Clerk	Date
CITY ENGINEER	
Kara M. Boyles, PhD, P.E.	Date



PROJECT LOCATION MAP  
CITY OF SOUTH BEND



LATITUDE: 41°41'38" N LONGITUDE: 86°15'47" W

Bridge Length: 0.062 MI.  
Trail Length (PI): 0.760 MI.  
Trail Length (PII): 0.678 MI.  
Net Length: 1.500 MI.  
Maximum Grade: 4.74 %

INDIANA DEPARTMENT OF TRANSPORTATION  
STANDARD SPECIFICATIONS DATED 2016  
TO BE USED WITH THESE PLANS



1625 N. Post Road  
Indianapolis, Indiana 46219  
Phone (317) 895-2585  
Fax (317) 895-2596  
www.ucindy.com

PLANS PREPARED BY:	UNITED CONSULTING	(317) 895-2585
		PHONE NUMBER
CERTIFIED BY:		DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

BRIDGE FILE	
DESIGNATION	
1401810 / 1401811	
SURVEY BOOK	SHEETS
CONTRACT	1 of 78
	PROJECT



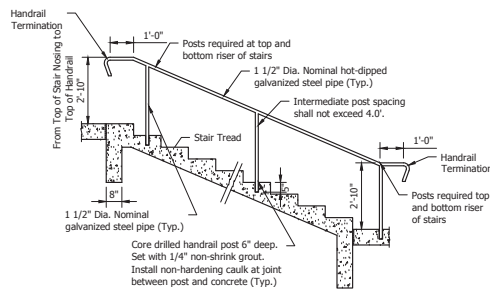
UTILITIES		
Gas	<p>NIPSCO 801 East 86th Ave Merrillville, Indiana 46410 Phone: (574) 284-2214 Cell: (574) 220-3804 pmgriffin@nismresource.com Phil Griffin</p>	<p>North Shore Club 1600 Wildflower Way South Bend, IN 46617 Phone: (574) 289-3780 northshoreclub@sbccglobal.net Gini Slipp</p>
Telephone	<p>AT &amp; T 307 S. Main St. South Bend, Indiana 46601-2205 Phone: (574) 257-8380 db2741att.com Dennis Bunch</p>	
Sewer	<p>City of South Bend - Sanitary Sewer 1316 County-City Building South Bend, Indiana 46601 Phone: (574) 235-9251 dhanson@southbendin.gov Donna Hanson</p>	<p>Notre Dame University 100 Facilities Building Notre Dame, IN 46556 Phone: (574) 631-0142 kempf2@nd.edu Paul Kempf</p>
Water	<p>South Bend Water Works 915 S. Olive South Bend, Indiana 46601 Phone: (574) 245-6108 eherman@southbendin.gov Ed Herman</p>	<p>Notre Dame University 100 Facilities Building Notre Dame, IN 46556 Phone: (574) 631-0142 kempf2@nd.edu Paul Kempf</p>
Fiber Optic Telecommunications	<p>St. Joseph Valley Metronet 130 S. Main St., Suite 275 South Bend, Indiana 46601 Phone: (574) 968-5342 bhudson@metronetzing.org Ben Hudson</p>	<p>Notre Dame University 100 Facilities Building Notre Dame, IN 46556 Phone: (574) 631-0142 kempf2@nd.edu Paul Kempf</p>
Telecommunications	<p>Comcast North 1920 McKinley Ave. Mishawaka, Indiana 46545 Phone: (847) 789-1039 Ext. 71039 jay-castello@cable.comcast.com Jay Castello</p>	
Electric	<p>AEP Distribution 2929 West Lathrop Street South Bend, Indiana 46628 Phone: (574) 236-1653 rjstrsburg@aep.com Bob Strsburg</p>	<p>Notre Dame University 100 Facilities Building Notre Dame, IN 46556 Phone: (574) 631-0142 kempf2@nd.edu Paul Kempf</p>

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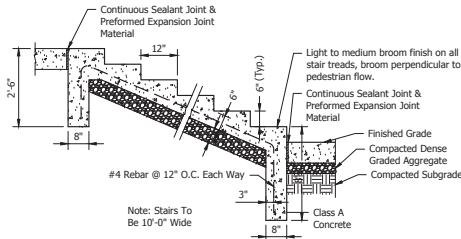
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CHECKED: WRC	CHECKED: WRC		

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VERTICAL SCALE	DESIGNATION		
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SURVEY BOOK	SHEETS		
-	2	of	78
CONTRACT	PROJECT		
-	-		

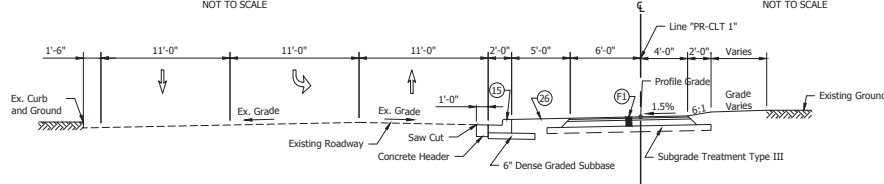
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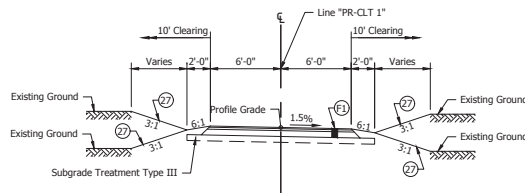
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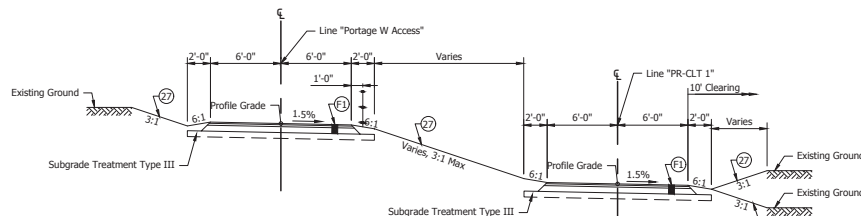
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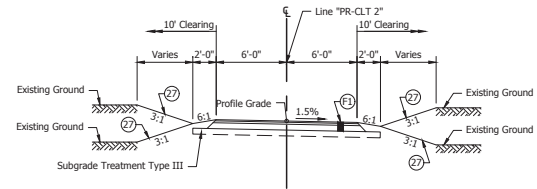
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**TYPICAL SECTION - LINE "PR-CLT 1"**  
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From 42+92.05 To 50+21.53 "PR-CLT 1"

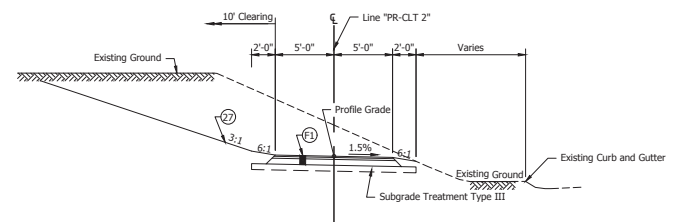


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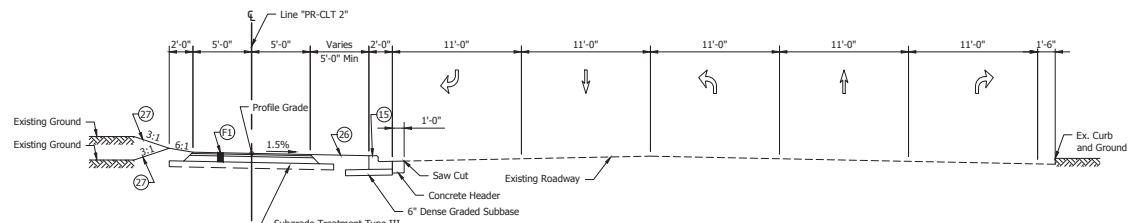
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From 14+01.40 To 35+75.00 "PR-CLT 2"  
From 37+75.00 To 39+13.00 "PR-CLT 2"



**TYPICAL SECTION - LINE "PR-CLT 2"**

From 35+75.00 To 37+75.00 "PR-CLT 2"  
From 39+13.00 To 40+42.00 "PR-CLT 2"



**TYPICAL SECTION - LINE "PR-CLT 2"**  
From 40+42.00 To 45+52.07 "PR-CLT 2"

**LEGEND**

- (F1) Multi-Use Path  
140 #/Sys HMA Surface, Type "A" on  
220 #/Sys HMA Intermediate, Type "A" on  
6" Compacted Aggregate, No. 53, Base
- (1) Compacted Aggregate, No. 53
- (15) Combination Curb and Gutter, Type B  
(City of South Bend)
- (26) Nursery Sodding
- (27) Seeding



1625 N. Post Road  
Indianapolis, IN 46219  
Phone 317-895-2585  
Fax 317-895-2596  
www.ucindy.com

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: AJA	DRAWN: JN2	
CHECKED: WRC	CHECKED: WRC	

INDIANA  
DEPARTMENT OF TRANSPORTATION

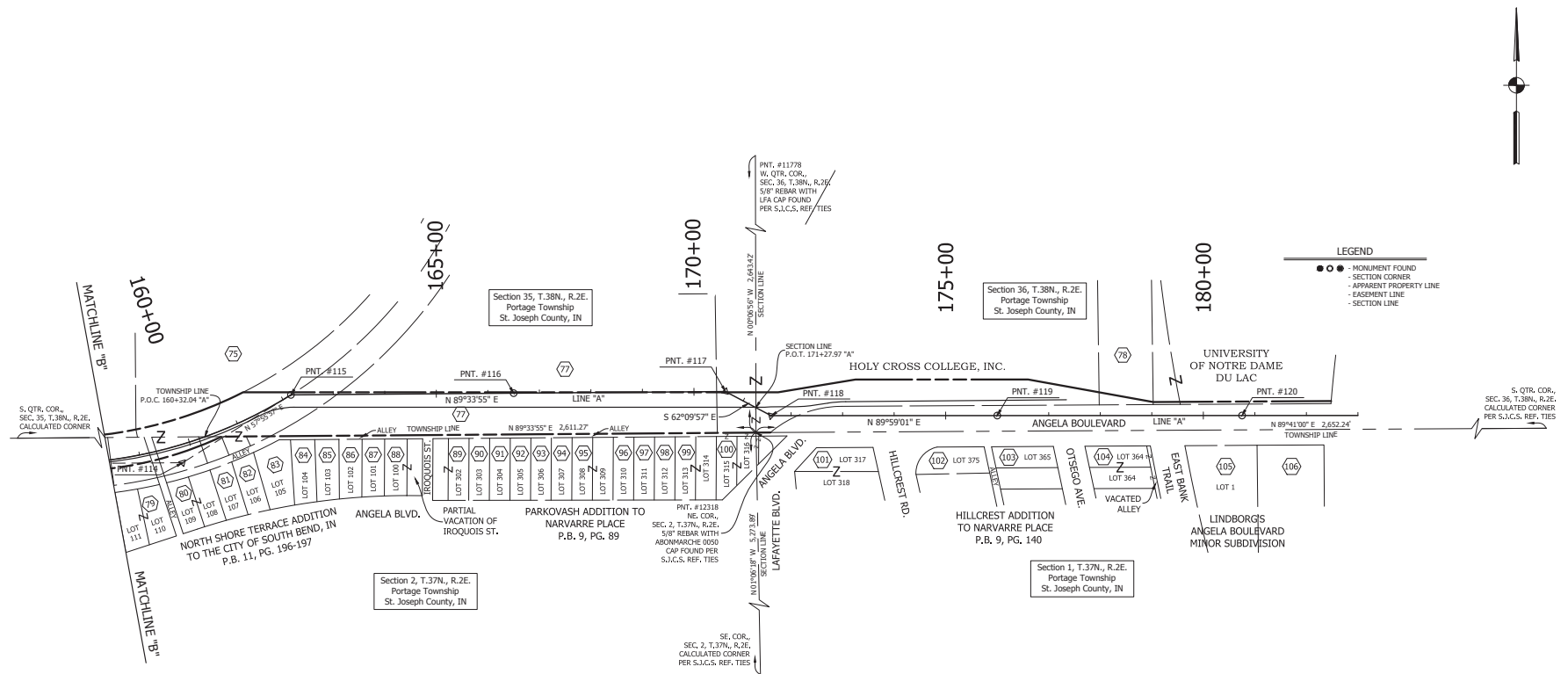
TYPICAL SECTIONS

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VERTICAL SCALE	DESIGNATION
NOT TO SCALE	1401810 / 1401811
SURVEY BOOK	SHEETS
CONTRACT	3 of 78
-	PROJECT





File Name: \\UCS\465\Road\Road\Town3\CD\16-408\Road\Draw\Plan\Plot No. 1.dwg Plot Date: 6/16/2017 Plotted By: Nantz, John



#### OWNER INFORMATION

75 - THE POINT AT NORTH SHORE WOODS ASSOCIATION, INC.	82 - JESSICA ANN HUGHES	90 - JILL L. LUCAS	98 - FELIX L., JR. & SUSAN OWSLEY
76	83 - MICAH J. FERRELL	91 - JAYSEN J. & ELIZABETH A. DINGS, ET UX.	99 - RICHARD LAMANNA
77 - BROTHERS OF HOLY CROSS, INC.	84 - GORDON GIVAN	92 - ANDREA K. & KATHLEEN SOBIERALSKI	100 - PAUL C. & ESTHER A. COSTELLO
78 - BROTHERS OF HOLY CROSS, INC.	85 - JOHN E. BOURBON, JR.	93 - MARCELLA TRAVERSA	101 - LA DOLCE VITA PROPERTIES, L.L.C.
79 - JAMES M. & PAMELA S. CREECH	86 - BRUCE A. HARRIS, ET AL.	94 - BEVERLY J. KRUEGER, ET AL.	102 - 650 WEST GOLF, L.L.C.
80 - DONNA M. GLOWACKI	87 - MARIJKE BROWN	95 - RICHARD BERNARD COLLINS, JR.	103 - DUANE & KIMBERLY SHAFFER-NEUERBURG
81 - JUDITH A. STREITMATTER	88 - ROBERT J. & SANDRA BRUCE, ET UX.	96 - BETTY IVANOVICH	104 - GEOFFREY F. SAMORA
	89 - CASEY A. VIEGELAHN, ET AL.	97 - ANTHONY PENNINO	105 - LINDBORG REAL ESTATE, L.L.C.
			106 - MEMORIAL HEALTH SYSTEM



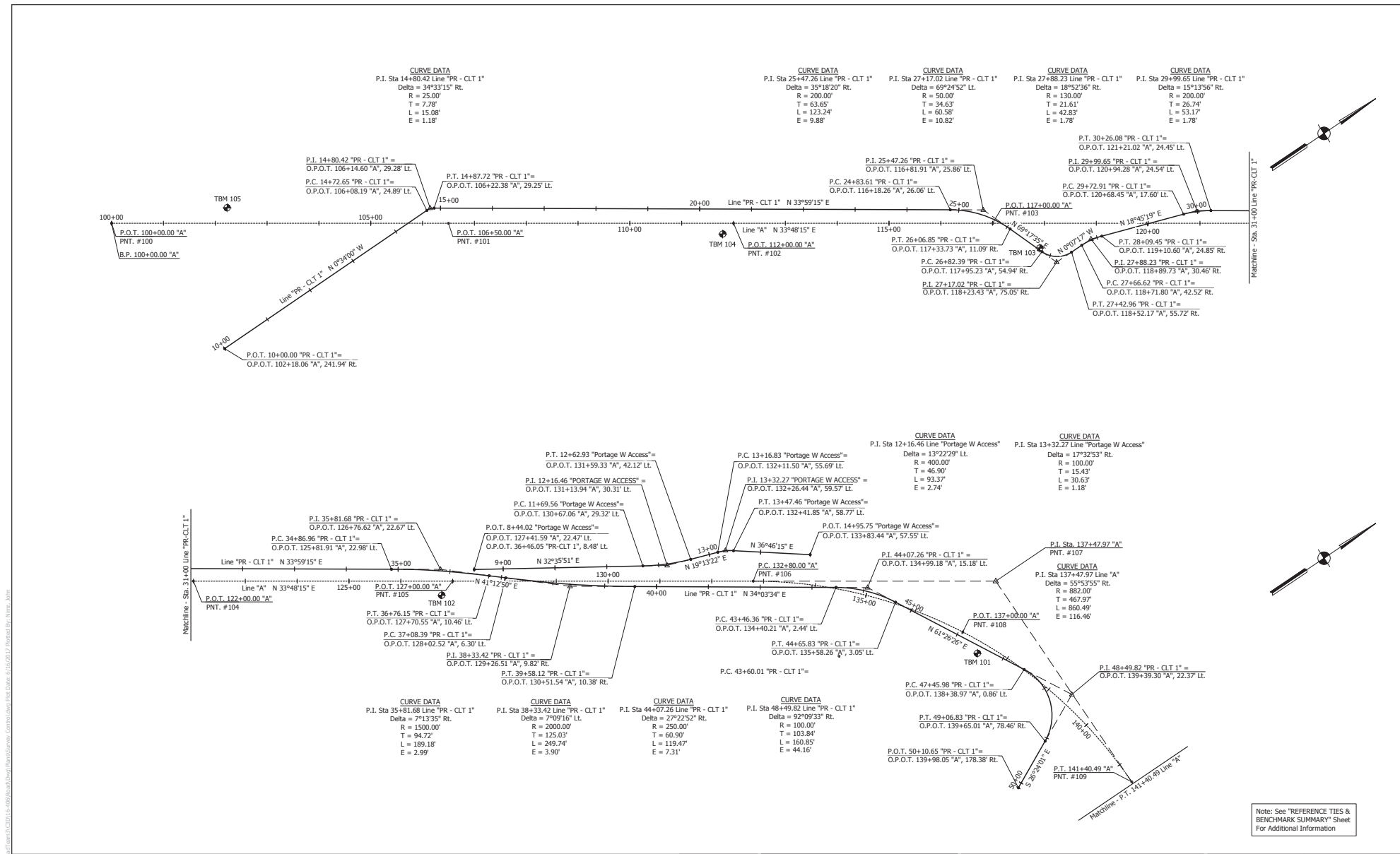
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Fax 317-895-2596  
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CHECKED: WRC	CHECKED: WRC	

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1" = 100'	-
VERTICAL SCALE	DESIGNATION
N/A	1401810 / 1401811
SURVEY BOOK	SHEETS
6	of 78
CONTRACT	PROJECT
-	-



Note: See "REFERENCE TIES & BENCHMARK SUMMARY" Sheet For Additional Information



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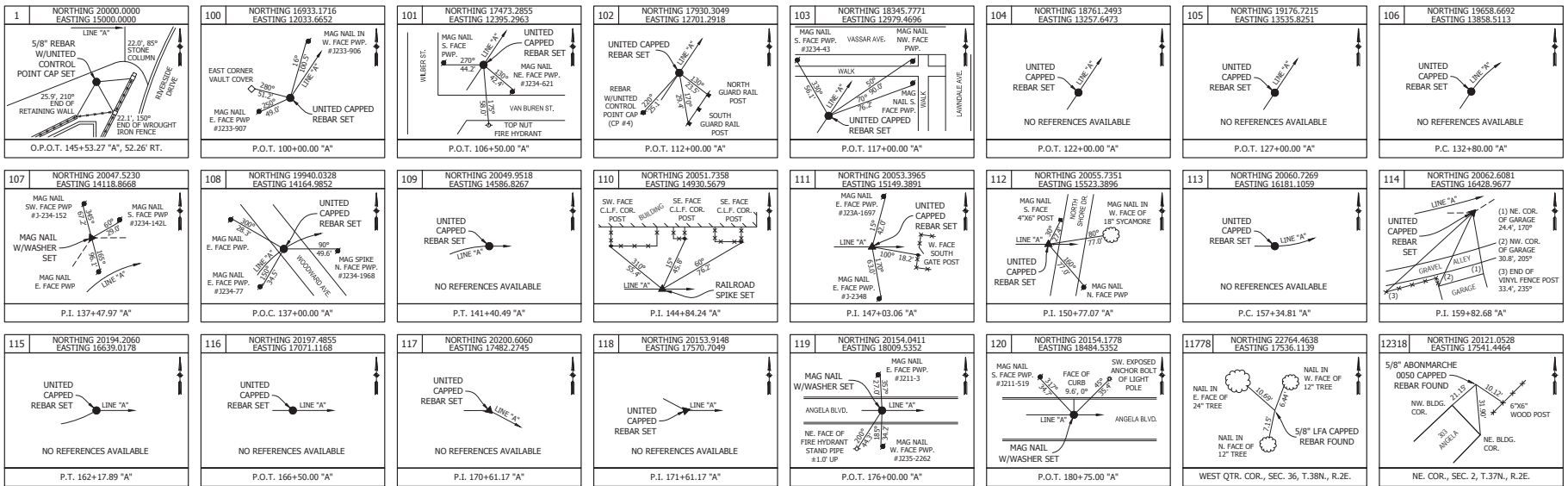
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: HEK	DRAWN: JN2	
CHECKED: WRC	CHECKED: WRC	

INDIANA DEPARTMENT OF TRANSPORTATION
SURVEY CONTROL

HORIZONTAL SCALE	BRIDGE FILE
1" = 80'	-
VERTICAL SCALE	DESIGNATION
N/A	1401810 / 1401811
SURVEY BOOK	SHEETS
7	78
CONTRACT	PROJECT
-	-



File Name: \\US94655\road\road\Tbms\3(CD)16-408(RoadDraw)\Pins\Pinat No. 1.dwg Plot Date: 5/15/2017 Plotted By: Nam, John



TBM SUMMARY			
BENCHMARK	ADJ. DIFF. LEVELED ELEV. (N.A.V.D. 88)	STATION	OFFSET DESCRIPTION
CP 1	681.809	OPOT 145+53.3 "A"	52.3' RT.
TBM 100	681.257	OPOT 145+37.2 "A"	114.0' RT.
TBM 101	688.984	OPOT 137+45.2 "A"	22.5' RT.
TBM 102	698.103	OPOT 126+78.9 "A"	27.2' RT.

\* OPUS solution elevation.

TBM SUMMARY			
BENCHMARK	ADJ. DIFF. LEVELED ELEV. (N.A.V.D. 88)	STATION	OFFSET DESCRIPTION
TBM 103	706.719	OPOT 117+90.9 "A"	47.8' RT.
TBM 104	714.208	OPOT 111+79.2 "A"	20.8' RT.
TBM 105	713.170	OPOT 102+22.9 "A"	30.0' LT.
TBM 106	682.556	OPOT 151+21.7 "A"	62.1' RT.
TBM 107	679.760	OPOT 158+41.3 "A"	65.0' RT.

TBM SUMMARY			
BENCHMARK	ADJ. DIFF. LEVELED ELEV. (N.A.V.D. 88)	STATION	OFFSET DESCRIPTION
TBM 108	682.418	OPOT 167+19.6 "A"	86.6' RT.
TBM 109	706.439	OPOT 174+31.3 "A"	25.1' LT.
TBM 110	729.518	OPOT 179+49.8 "A"	25.1' LT.



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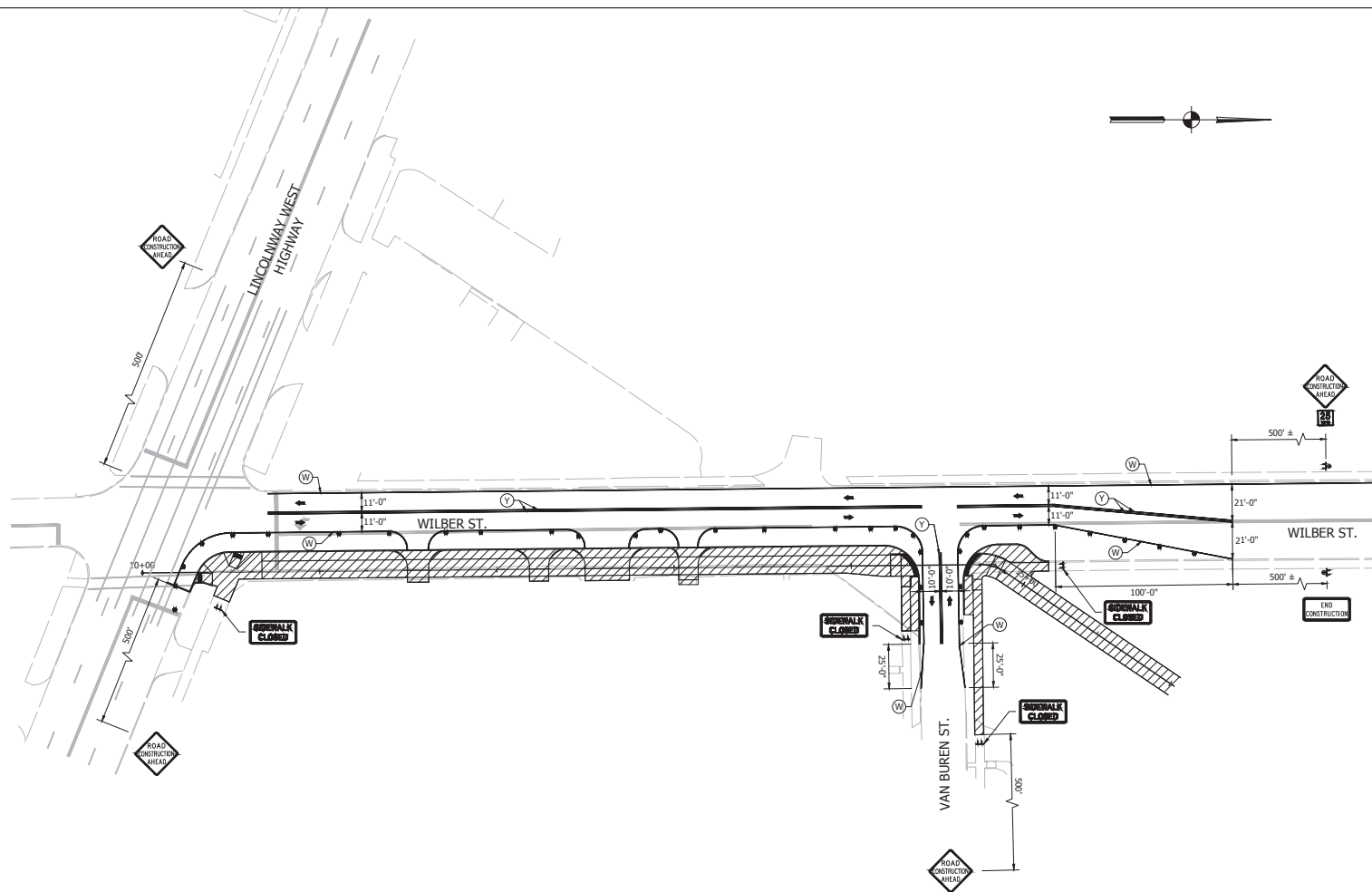
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DESIGNED: AJA	DRAWN: JN2
CHECKED: WRC	CHECKED: WRC

INDIANA  
DEPARTMENT OF TRANSPORTATION

REFERENCE TIES &  
BENCHMARK SUMMARY

HORIZONTAL SCALE	
N/A	BRIDGE FILE
VERTICAL SCALE	
N/A	DESIGNATION
1401810 / 1401811	
SURVEY BOOK	
9	SHEETS
1 of 78	
CONTRACT	
	PROJECT





DETOUR QUANTITY SUMMARY						
Detour Route	Wilbur	Vasser	Woodward	North Shore	Angela Blvd	Total
Detour Route Marker Assembly	-	-	16	-	-	16
Construction Sign, A	5	3	4	4	4	5
Construction Sign, B	5	4	2	1	2	5
Road Closure Sign Assembly	-	2	2	-	-	2
Barricade, Type III-B	-	64	72	-	-	72
						LFT

#### MAINTENANCE OF TRAFFIC LEGEND

- Ⓜ Temporary Pavement Marking, White, 4"
- Ⓨ Temporary Pavement Marking, Yellow, 4"
- ⚠ Construction Sign
- Type "A" Construction Warning Light
- Standard Drum
- Barricade, Type III-B
- Traffic Flow Direction
- × × × Lane Line Removal
- ▨ Area To Be Constructed

#### MAINTENANCE OF TRAFFIC NOTES

- Maintenance of traffic design speed is 25 MPH
- Placement of all advanced warning signs shall be completed prior to the placement of any maintenance of traffic devices.
- Placement of all maintenance of traffic devices shall be completed prior to the start of any construction.
- All existing pavement lane lines removed as required for maintenance of traffic shall be replaced immediately upon the removal of maintenance of traffic devices.



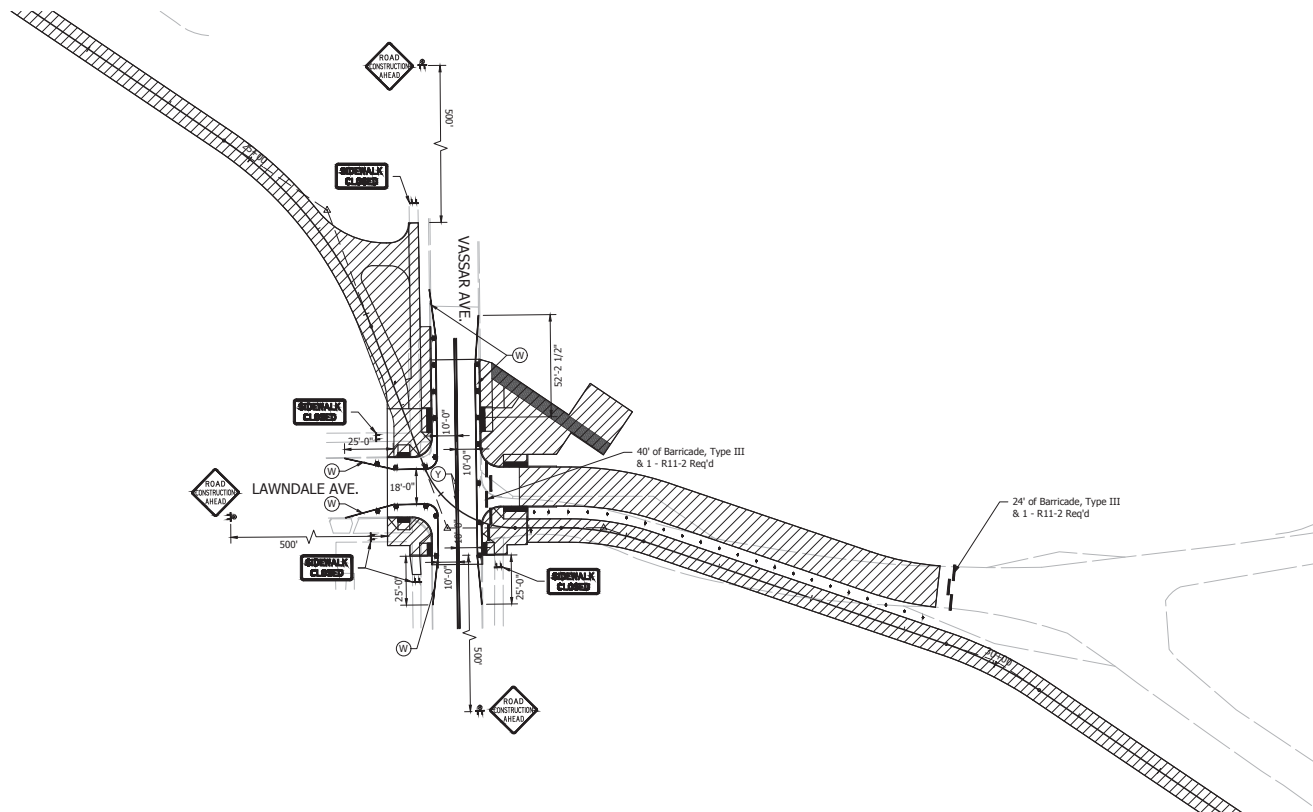
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DESIGN ENGINEER	DATE
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CHECKED: WRC	CHECKED: WRC

INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN  
WILBER STREET

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	-
VERTICAL SCALE	DESIGNATION
N/A	1401810 / 1401811
SURVEY BOOK	SHEETS
CONTRACT	10 of 78
-	PROJECT



#### MAINTENANCE OF TRAFFIC LEGEND

- (W) Temporary Pavement Marking, White, 4"
- (Y) Temporary Pavement Marking, Yellow, 4"
- ⚠ Construction Sign
- Type "A" Construction Warning Light
- Standard Drum
- Barricade, Type III-B
- Traffic Flow Direction
- × × × Lane Line Removal
- ▨ Area To Be Constructed

#### MAINTENANCE OF TRAFFIC NOTES

1. Maintenance of traffic design speed is 25 MPH
2. Placement of all advanced warning signs shall be completed prior to the placement of any maintenance of traffic devices.
3. Placement of all maintenance of traffic devices shall be completed prior the start of any construction.
4. All existing pavement lane lines removed as required for maintenance of traffic shall be replaced immediately upon the removal of maintenance of traffic devices.



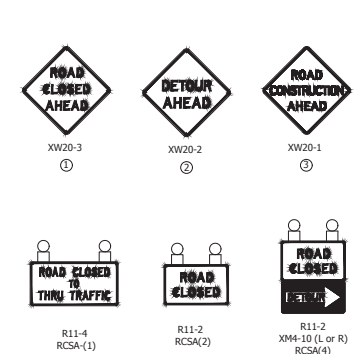
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DESIGN ENGINEER	DATE
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CHECKED: WRC	CHECKED: WRC

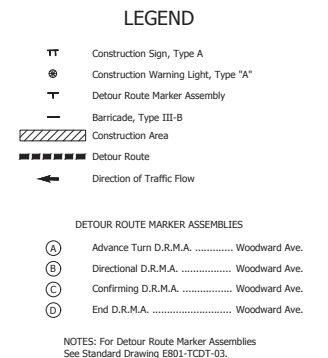
INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN  
LAWNDALE AVE. & VASSER AVE.

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	-
VERTICAL SCALE	DESIGNATION
N/A	1401810 / 1401811
SURVEY BOOK	SHEETS
-	11 of 78
CONTRACT	PROJECT
-	-



# SIGN LEGEND



NOTES: For Detour Route Marker Assemblies  
See Standard Drawing E801-TCDT-03.

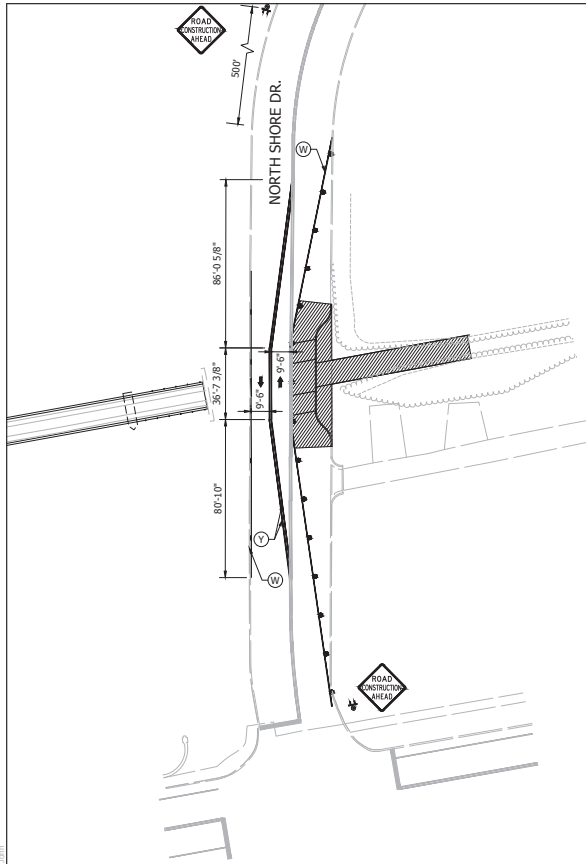


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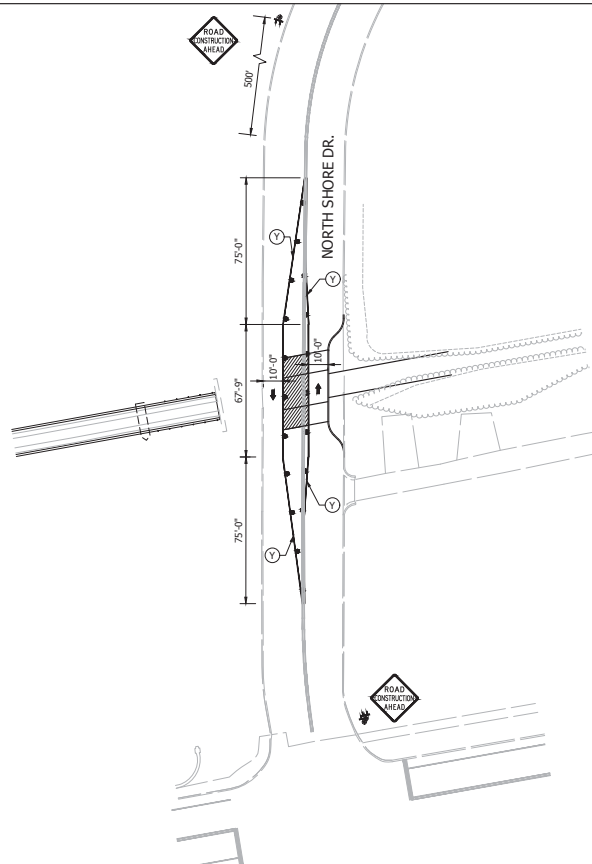
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DESIGNED: HEK	DRAWN: JN2	
CHECKED: WRC	CHECKED: WRC	

INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC PLAN WOODWARD AVE.

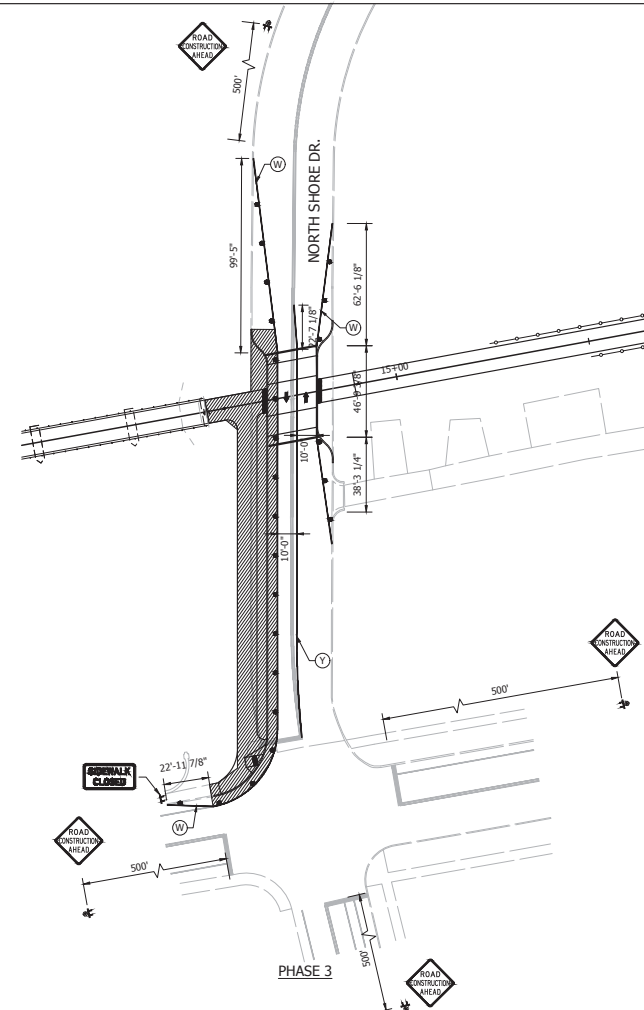
HORIZONTAL SCALE 1" = 30'	BRIDGE FILE -
VERTICAL SCALE N/A	DESIGNATION 1401810 / 1401811
SURVEY BOOK -	SHEETS 12 of 78
CONTRACT -	PROJECT -



PHASE 1



PHASE 2



PHASE 3

# MAINTENANCE OF TRAFFIC LEGEND

- (W) Temporary Pavement Marking, White, 4"
- (Y) Temporary Pavement Marking, Yellow, 4"
- Construction Sign
- Type "A" Construction Warning Light
- Standard Drum
- Barricade, Type III-B
- Traffic Flow Direction
- Lane Line Removal
- Area To Be Constructed

# MAINTENANCE OF TRAFFIC NOTES

- Maintenance of traffic design speed is 25 MPH
- Placement of all advanced warning signs shall be completed prior to the placement of any maintenance of traffic devices.
- Placement of all maintenance of traffic devices shall be completed prior the start of any construction.
- All existing pavement lane lines removed as required for maintenance of traffic shall be replaced immediately upon the removal of maintenance of traffic devices.

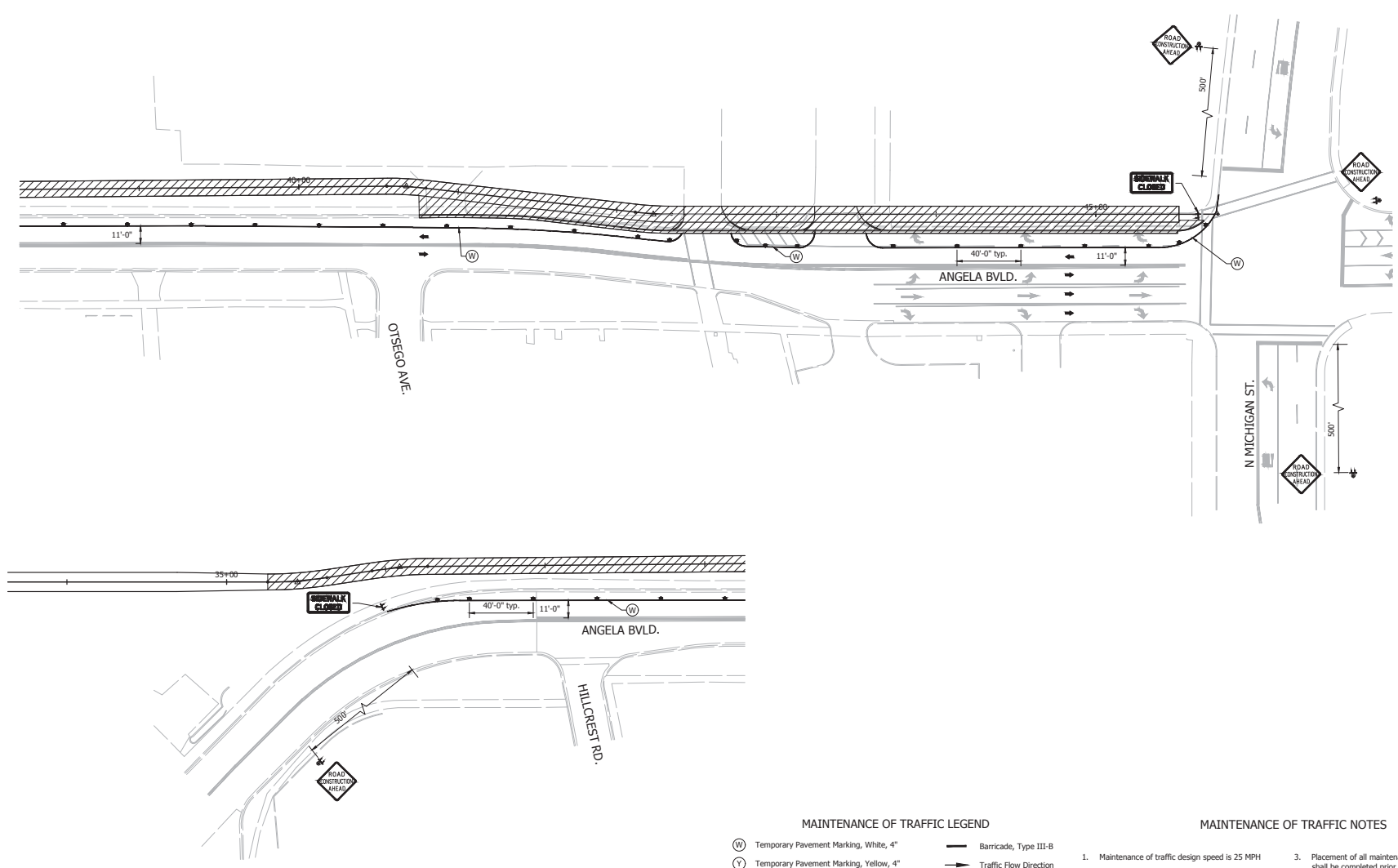


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INDIANA DEPARTMENT OF TRANSPORTATION
MAINTENANCE OF TRAFFIC PLAN NORTH SHORE DRIVE

HORIZONTAL SCALE 1" = 30'	BRIDGE FILE -
VERTICAL SCALE N/A	DESIGNATION 1401810 / 1401811
SURVEY BOOK	SHEETS 13 of 78
CONTRACT	PROJECT



- ### MAINTENANCE OF TRAFFIC LEGEND

  - (W) Temporary Pavement Marking, White, 4"
  - (Y) Temporary Pavement Marking, Yellow, 4"
  - Construction Sign
  - Type "A" Construction Warning Light
  - Standard Drum
  - Barricade, Type III-B
  - Traffic Flow Direction
  - Lane Line Removal
  - Area To Be Constructed
- ### MAINTENANCE OF TRAFFIC NOTES

  - Maintenance of traffic design speed is 25 MPH
  - Placement of all advanced warning signs shall be completed prior to the placement of any maintenance of traffic devices.
  - Placement of all maintenance of traffic devices shall be completed prior the start of any construction.
  - All existing pavement lane lines removed as required for maintenance of traffic shall be replaced immediately upon the removal of maintenance of traffic devices.

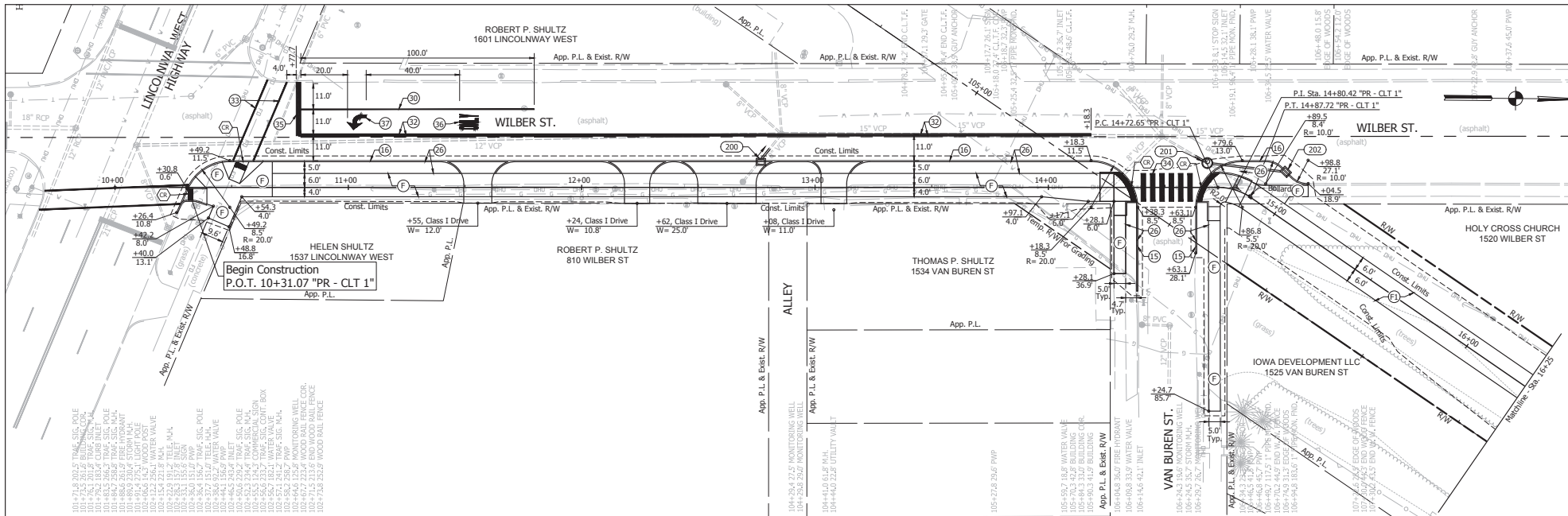


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INDIANA DEPARTMENT OF TRANSPORTATION	
MAINTENANCE OF TRAFFIC PLAN ANGELINA BLVD.	

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	-
VERTICAL SCALE	DESIGNATION
N/A	1401810 / 1401811
SURVEY BOOK	SHEETS
CONTRACT	14 of 78
-	PROJECT
-	-

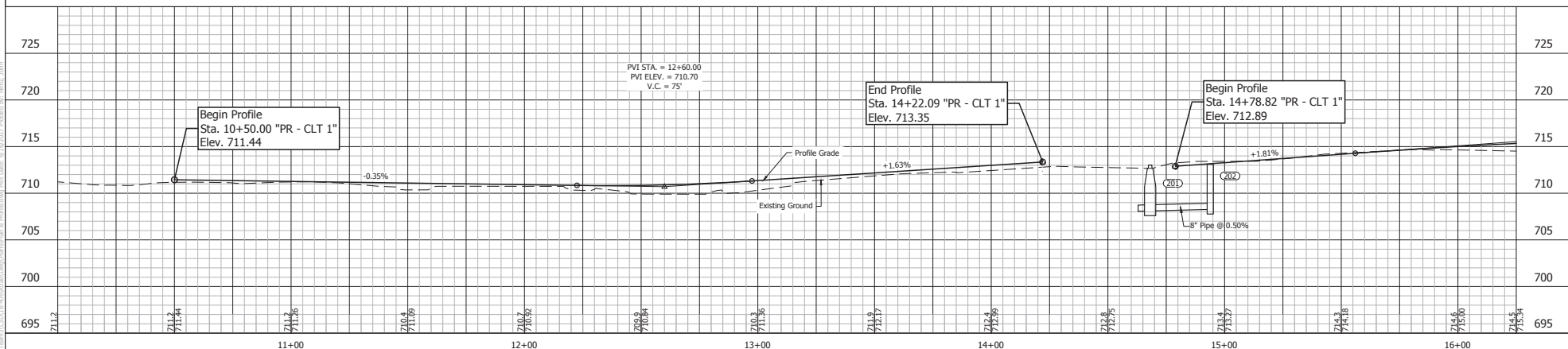


#### PAVEMENT MARKING LEGEND

- (20) Line, Thermoplastic, Solid, White, 4"
- (21) Line, Thermoplastic, Broken, White, 4"
- (22) Line, Thermoplastic, Solid, Yellow, 4"
- (23) Transverse Marking, Thermoplastic, Crosswalk Line, White, 6"
- (24) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"
- (25) Transverse Marking, Thermoplastic, Stop Line, White, 24"
- (26) Pavement Message Marking, Thermoplastic, Word (ONLY)
- (27) Pavement Message Marking, Thermoplastic, Lane Indication Arrow

#### CONSTRUCTION DETAILS LEGEND

- (A) Sidewalk, Decorative (See Architectural Details)
- (C) PCCT, 10"
- (D) HMA For Drives
- (F) Concrete Sidewalk, 5"
- (F1) Multi-Use Path
- (G) Detectable Warning Elements
- (K) Full Depth HMA Pavement
- (M) Milling & HMA Resurface
- (15) Curb & Gutter, Concrete
- (16) Curb, Barrier
- (26) Nursery Sodding
- (27) Seeding
- (CY) Curb Ramp, Concrete
- Handrail



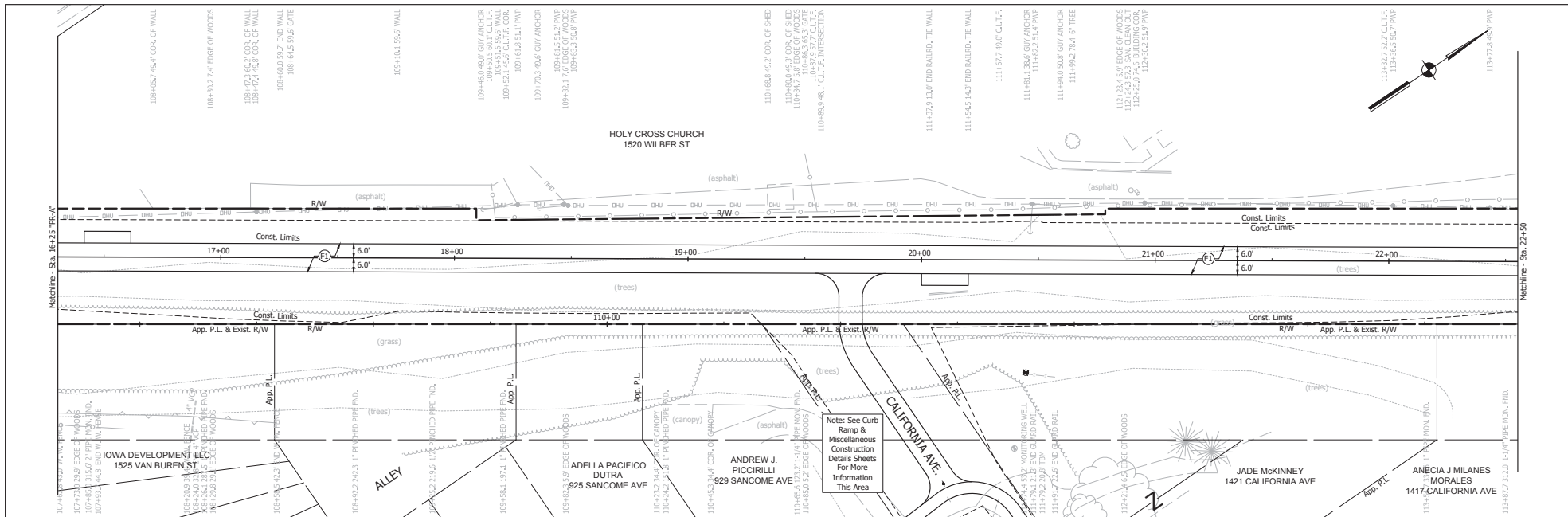
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INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 1"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
VERTICAL SCALE 1" = 5'	DESIGNATION 1401810 / 1401811
SURVEY BOOK	SHEETS 15 of 78
CONTRACT	PROJECT

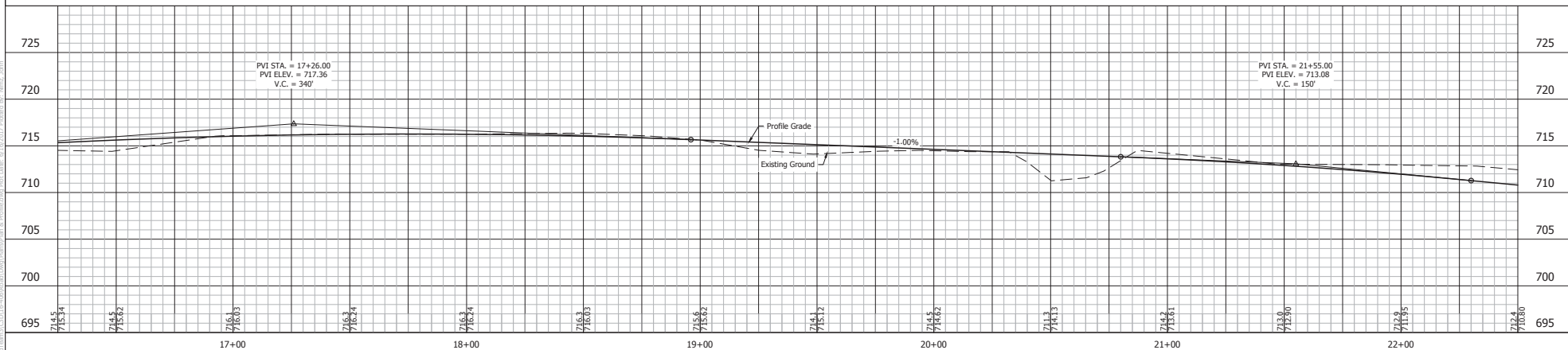


#### PAVEMENT MARKING LEGEND

- 20 Line, Thermoplastic, Solid, White, 4"
- 21 Line, Thermoplastic, Broken, White, 4"
- 22 Line, Thermoplastic, Solid, Yellow, 4"
- 23 Transverse Marking, Thermoplastic, Crosswalk Line, White, 6"
- 24 Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"
- 25 Transverse Marking, Thermoplastic, Stop Line, White, 24"
- 26 Pavement Message Marking, Thermoplastic, Word (ONLY)
- 27 Pavement Message Marking, Thermoplastic, Lane Indication Arrow

#### CONSTRUCTION DETAILS LEGEND

- A Sidewalk, Decorative (See Architectural Details)
- C PCCP, 10"
- D HMA For Drives
- F Concrete Sidewalk, 5"
- G Detectable Warning Elements
- K Full Depth HMA Pavement
- M Milling & HMA Resurface
- N Curb & Gutter, Concrete
- O Curb, Barrier
- P Nursery Sodding
- Q Seeding
- R Handrail



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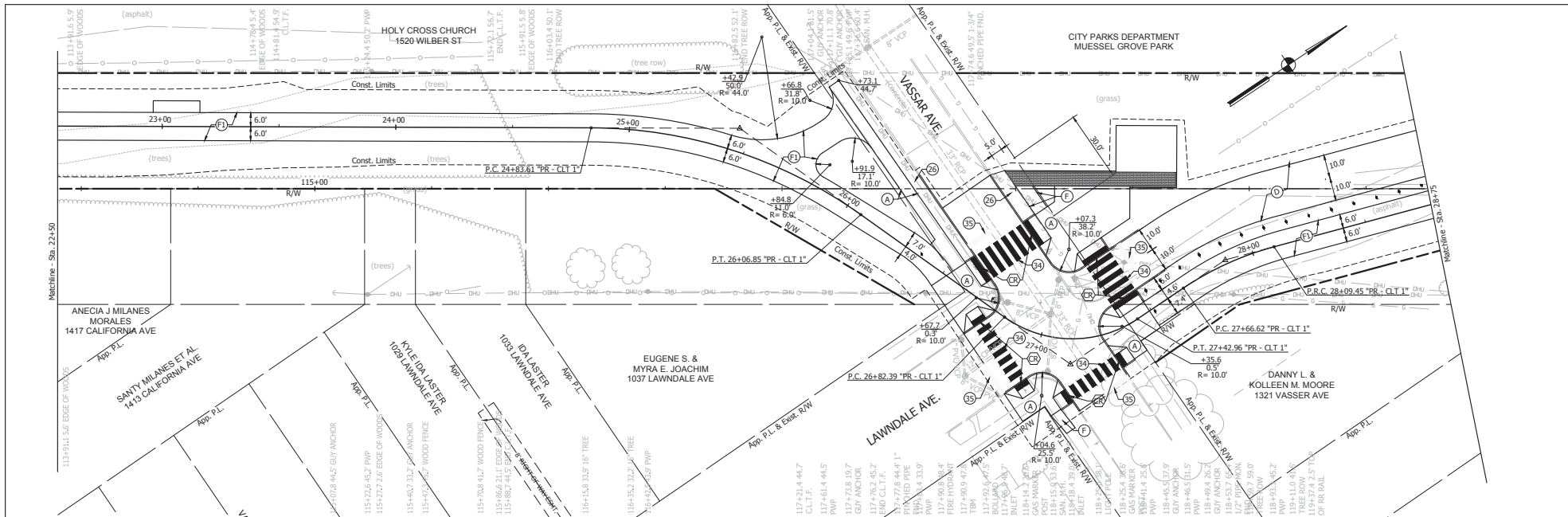
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INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 1"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
VERTICAL SCALE 1" = 5'	DESIGNATION 1401810 / 1401811
SURVEY BOOK	SHEETS 16 of 78
CONTRACT	PROJECT



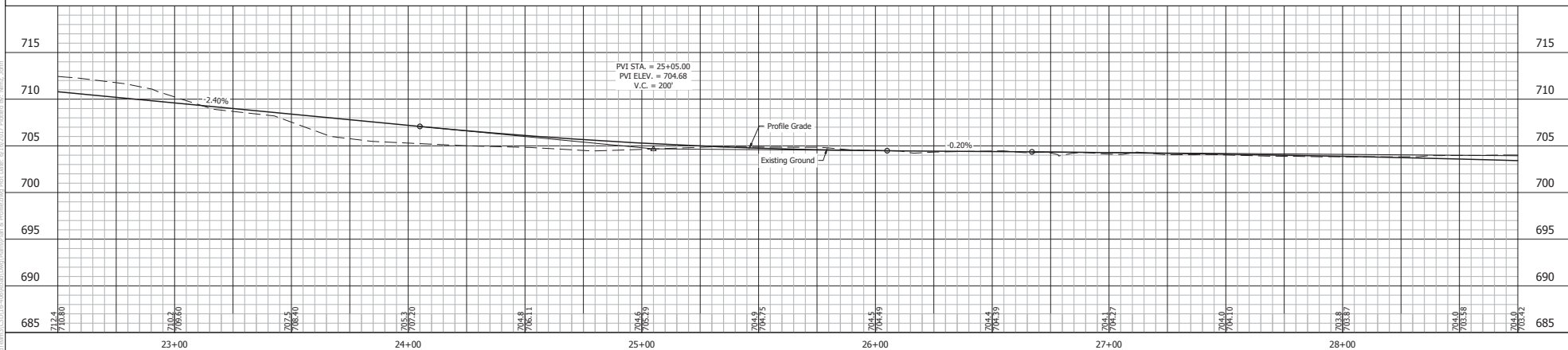


#### PAVEMENT MARKING LEGEND

- (20) Line, Thermoplastic, Solid, White, 4"
- (21) Line, Thermoplastic, Broken, White, 4"
- (22) Line, Thermoplastic, Solid, Yellow, 4"
- (23) Transverse Marking, Thermoplastic, Crosswalk Line, White, 6"
- (24) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"
- (25) Transverse Marking, Thermoplastic, Stop Line, White, 24"
- (26) Pavement Message Marking, Thermoplastic, Word (ONLY)
- (27) Pavement Message Marking, Thermoplastic, Lane Indication Arrow

#### CONSTRUCTION DETAILS LEGEND

- (A) Sidewalk, Decorative (See Architectural Details)
- (C) PCCT, 10"
- (D) HMA For Drives
- (F) Concrete Sidewalk, 5"
- (G) Detectable Warning Elements
- (K) Full Depth HMA Pavement
- (M) Milling & HMA Resurface
- (15) Curb & Gutter, Concrete
- (16) Curb, Barrier
- (26) Nursery Sodding
- (27) Seeding
- (Handrail)



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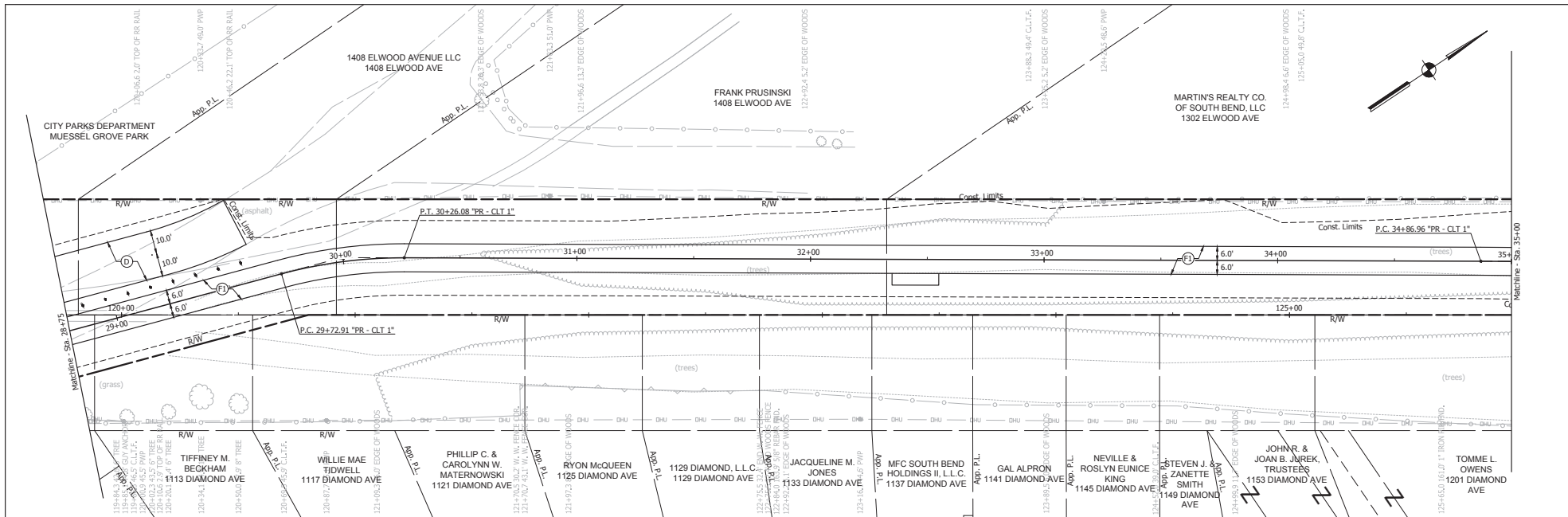
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DESIGNED: AJA	DATE
CHECKED: WRC	WRC

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 1"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
VERTICAL SCALE 1" = 5'	DESIGNATION 1401810 / 1401811
SURVEY BOOK	SHEETS 17 of 78
CONTRACT	PROJECT



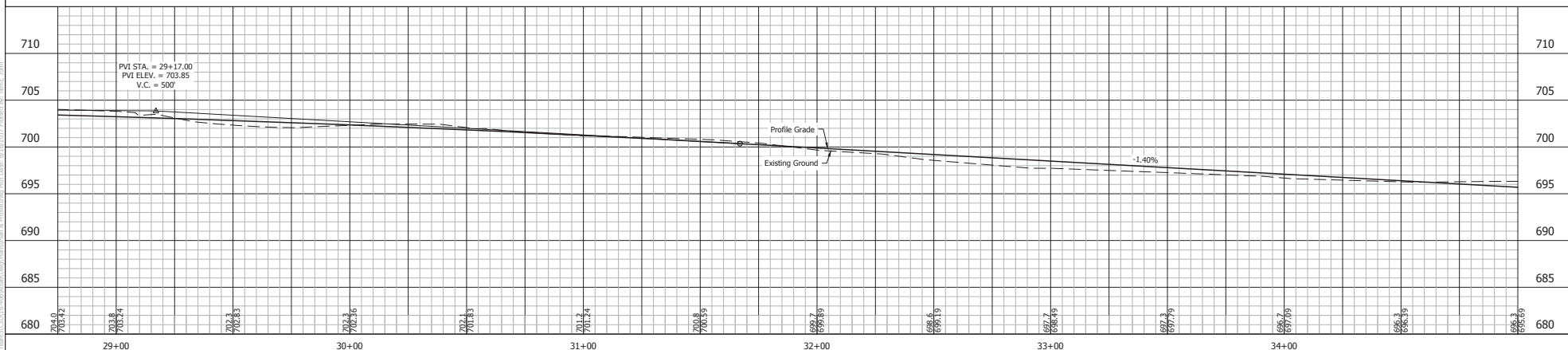


#### PAVEMENT MARKING LEGEND

- (20) Line, Thermoplastic, Solid, White, 4"
- (21) Line, Thermoplastic, Broken, White, 4"
- (22) Line, Thermoplastic, Solid, Yellow, 4"
- (23) Transverse Marking, Thermoplastic, Crosswalk Line, White, 6"
- (24) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"
- (25) Transverse Marking, Thermoplastic, Stop Line, White, 24"
- (26) Pavement Message Marking, Thermoplastic, Word (ONLY)
- (27) Pavement Message Marking, Thermoplastic, Lane Indication Arrow

#### CONSTRUCTION DETAILS LEGEND

- (A) Sidewalk, Decorative (See Architectural Details)
- (C) PCGP, 10"
- (D) HMA For Drives
- (F) Multi-Use Path
- (K) Full Depth HMA Pavement
- (M) Milling & HMA Resurface
- (15) Curb & Gutter, Concrete
- (16) Curb, Barrier
- (26) Nursery Sodding
- (27) Seeding
- (Handrail)



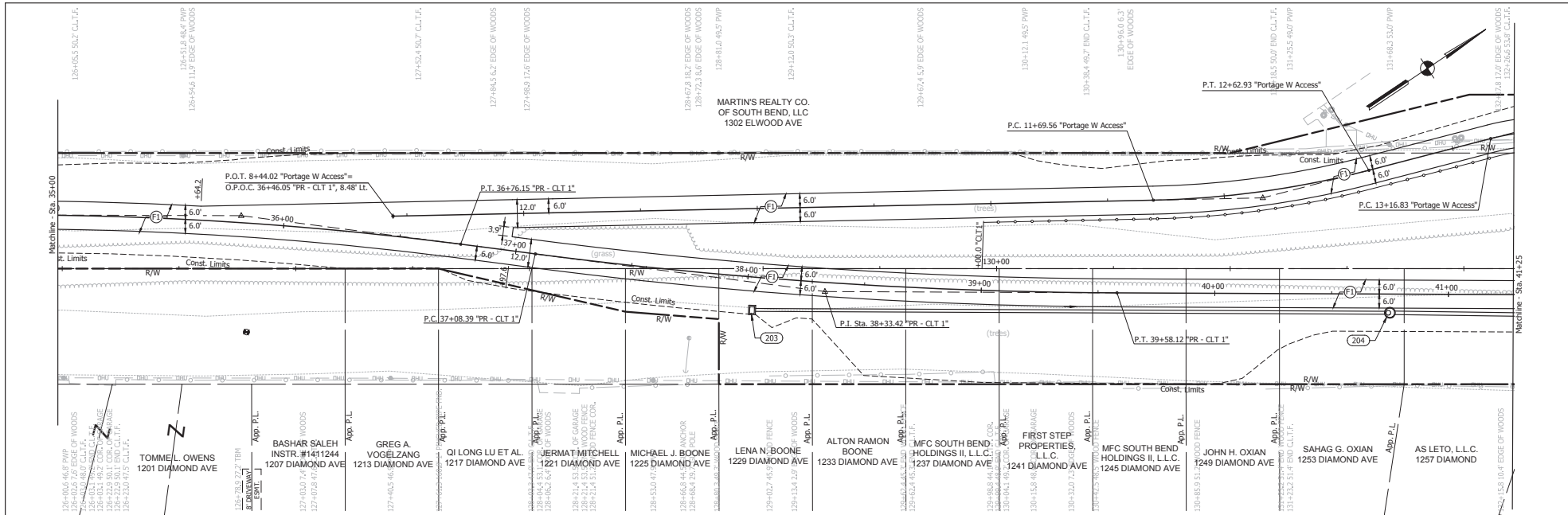
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INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 1"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE -
VERTICAL SCALE 1" = 5'	DESIGNATION 1401810 / 1401811
SURVEY BOOK	SHEETS 18 of 78
CONTRACT	PROJECT

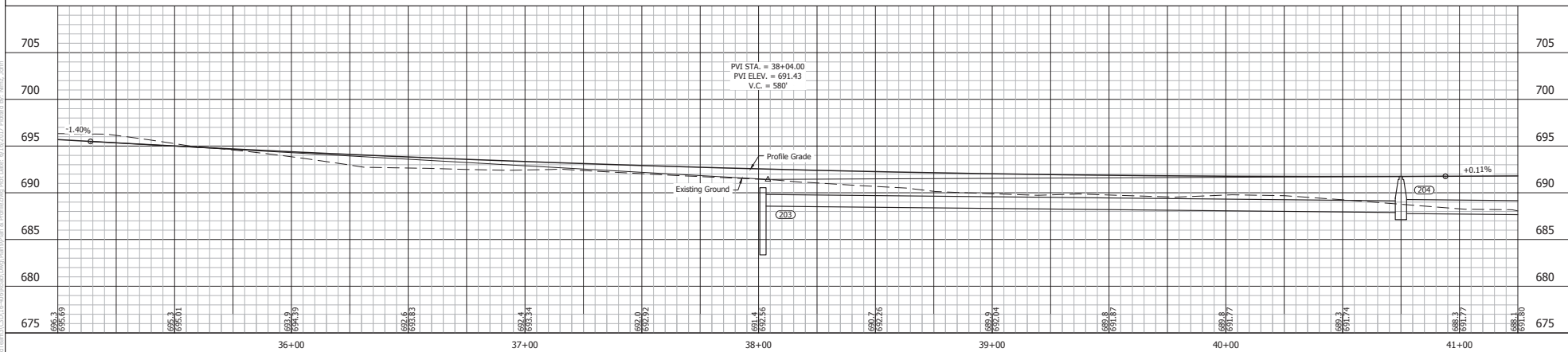


#### PAVEMENT MARKING LEGEND

- (S) Line, Thermoplastic, Solid, White, 4"
- (B) Line, Thermoplastic, Broken, White, 4"
- (Y) Line, Thermoplastic, Solid, Yellow, 4"
- (T) Transverse Marking, Thermoplastic, Crosswalk Line, White, 6"
- (T) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"
- (T) Transverse Marking, Thermoplastic, Stop Line, White, 24"
- (T) Pavement Message Marking, Thermoplastic, Word (ONLY)
- (T) Pavement Message Marking, Thermoplastic, Lane Indication Arrow

#### CONSTRUCTION DETAILS LEGEND

- (A) Sidewalk, Decorative (See Architectural Details)
- (C) PCCP, 10"
- (D) HMA For Drives
- (F) Concrete Sidewalk, 5"
- (F) Multi-Use Path
- (G) Detectable Warning Elements
- (K) Full Depth HMA Pavement
- (M) Milling & HMA Resurface
- (L) Curb & Gutter, Concrete
- (R) Curb, Barrier
- (S) Nursery Sodding
- (T) Seeding
- (T) Handrail



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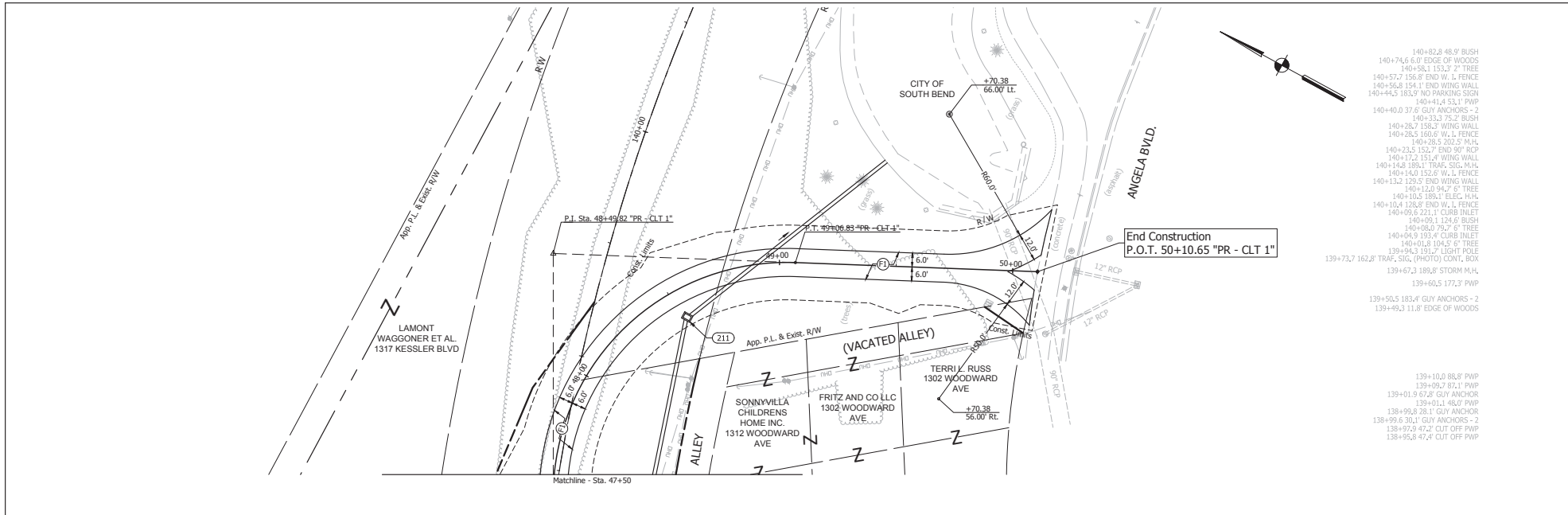
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DESIGNED: AJA	DRAWN: JN2	
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INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 1"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	-
VERTICAL SCALE	DESIGNATION
1" = 5'	1401810 / 1401811
SURVEY BOOK	SHEETS
CONTRACT	19 of 78
	PROJECT



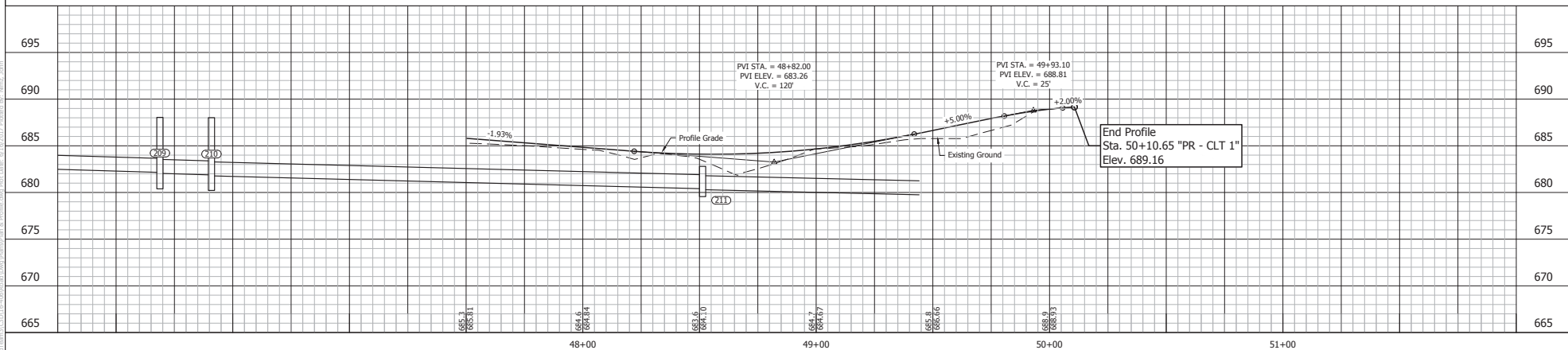


#### PAVEMENT MARKING LEGEND

- ② Line, Thermoplastic, Solid, White, 4"
- ③ Line, Thermoplastic, Broken, White, 4"
- ④ Line, Thermoplastic, Solid, Yellow, 4"
- ⑤ Transverse Marking, Thermoplastic, Crosswalk Line, White, 6"
- ⑥ Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"
- ⑦ Transverse Marking, Thermoplastic, Stop Line, White, 24"
- ⑧ Pavement Message Marking, Thermoplastic, Word (ONLY)
- ⑨ Pavement Message Marking, Thermoplastic, Lane Indication Arrow

#### CONSTRUCTION DETAILS LEGEND

- A Sidewalk, Decorative (See Architectural Details)
- C PC/P, 10"
- D HMA For Drives
- F Concrete Sidewalk, 5"
- G Detectable Warning Elements
- H Milling & HMA Resurface
- K Full Depth HMA Pavement
- M Curb & Gutter, Concrete
- N Curb, Barrier
- P Nursery Sodding
- Q Seeding
- R Handrail



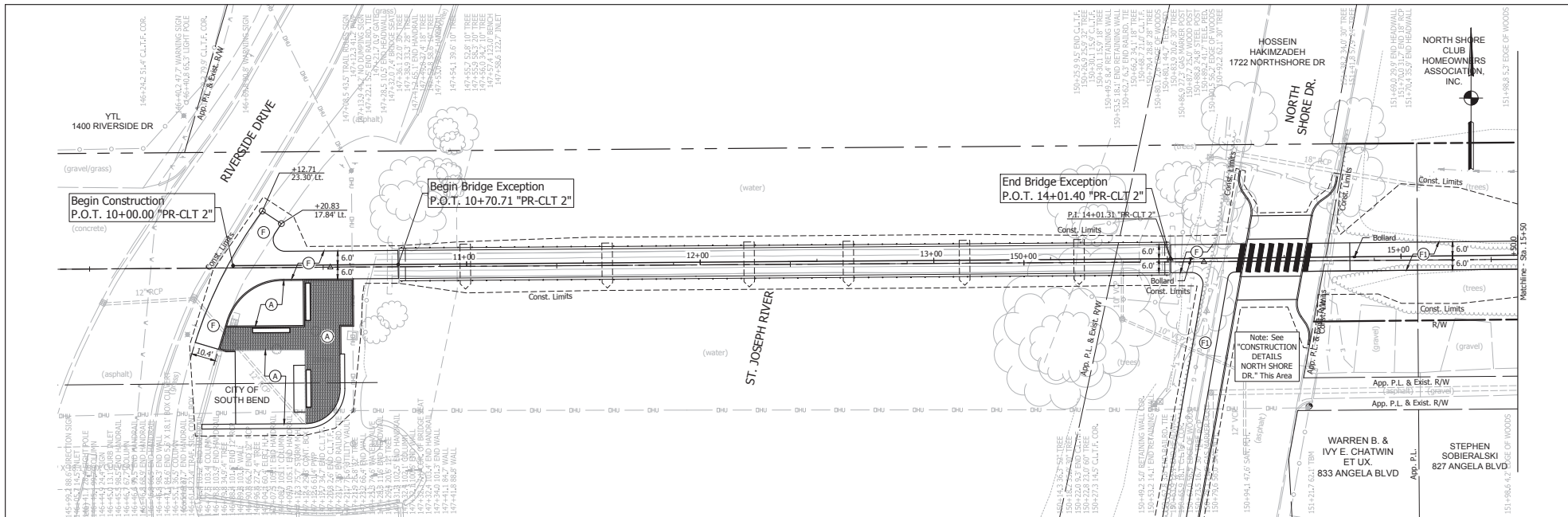
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Fax 317-895-2596  
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: AJA	DRAWN: JN2	
CHECKED: WRC	CHECKED: WRC	

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 1"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	-
VERTICAL SCALE	DESIGNATION
1" = 5'	1401810 / 1401811
SURVEY BOOK	SHEETS
CONTRACT	21 of 78
	PROJECT

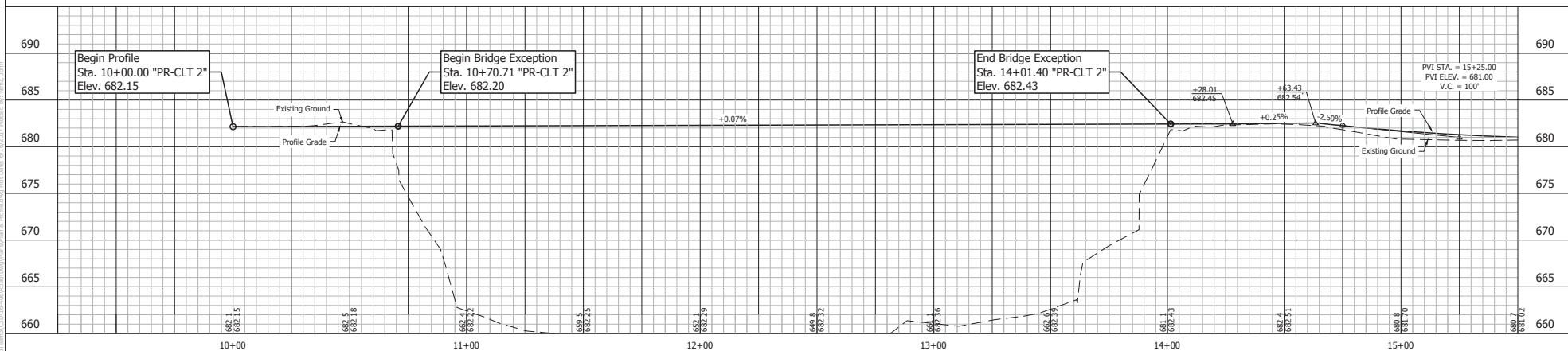


#### PAVEMENT MARKING LEGEND

- |   |   |
|---|---|
| ② Line, Thermoplastic, Solid, White, 4"                         | ②4 Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"  |
| ②1 Line, Thermoplastic, Broken, White, 4"                       | ②5 Transverse Marking, Thermoplastic, Stop Line, White, 24"       |
| ②2 Line, Thermoplastic, Solid, Yellow, 4"                       | ②6 Pavement Message Marking, Thermoplastic, Word (ONLY)           |
| ②3 Transverse Marking, Thermoplastic, Crosswalk Line, White, 6" | ②7 Pavement Message Marking, Thermoplastic, Lane Indication Arrow |

#### CONSTRUCTION DETAILS LEGEND

- |  |                         |                               |                           |                            |                    |                         |
|--|-------------------------|-------------------------------|---------------------------|----------------------------|--------------------|-------------------------|
| A Sidewalk, Decorative (See Architectural Details) | D HMA For Drives        | F1 Multi-Use Path             | K Full Depth HMA Pavement | L5 Curb & Gutter, Concrete | 26 Nursery Sodding | Cxv Curb Ramp, Concrete |
| C PCCT, 10"  | F Concrete Sidewalk, 5" | G Detectable Warning Elements | M Milling & HMA Resurface | L6 Curb, Barrier           | 27 Seeding         | Handrail                |



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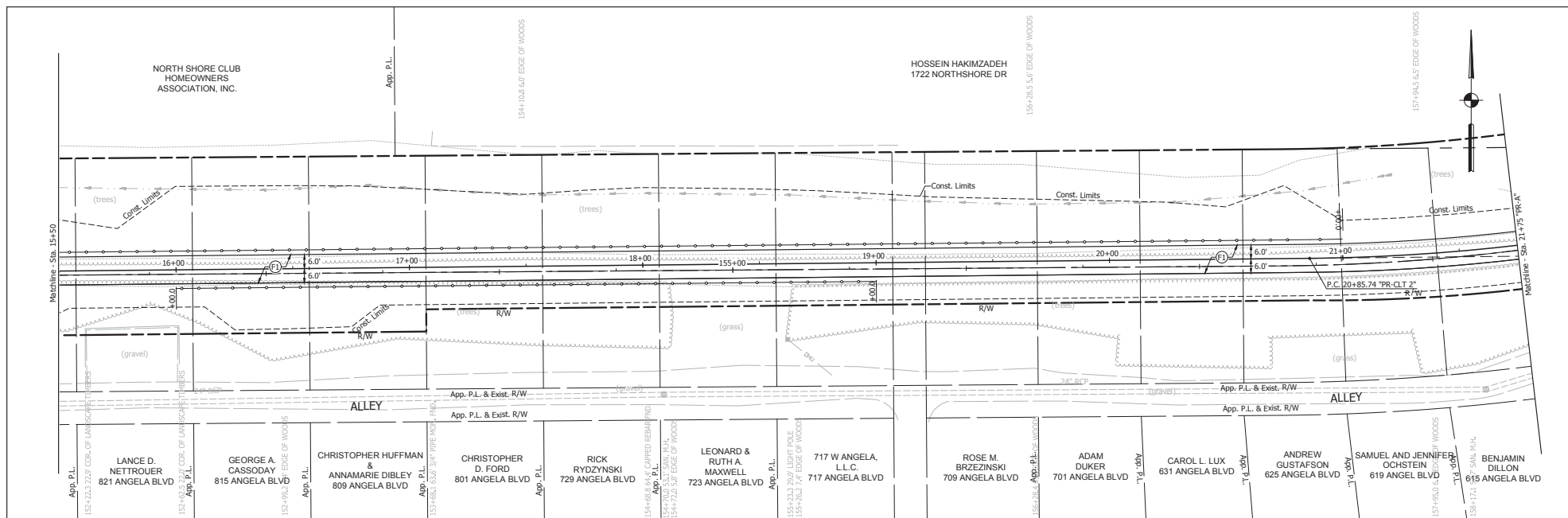
RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: AJA	DRAWN: JN2		
CHECKED: WRC	CHECKED: WRC		

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 2"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
1" = 5'	1401810 / 1401811
SURVEY BOOK	SHEETS
	22 of 78
CONTRACT	PROJECT



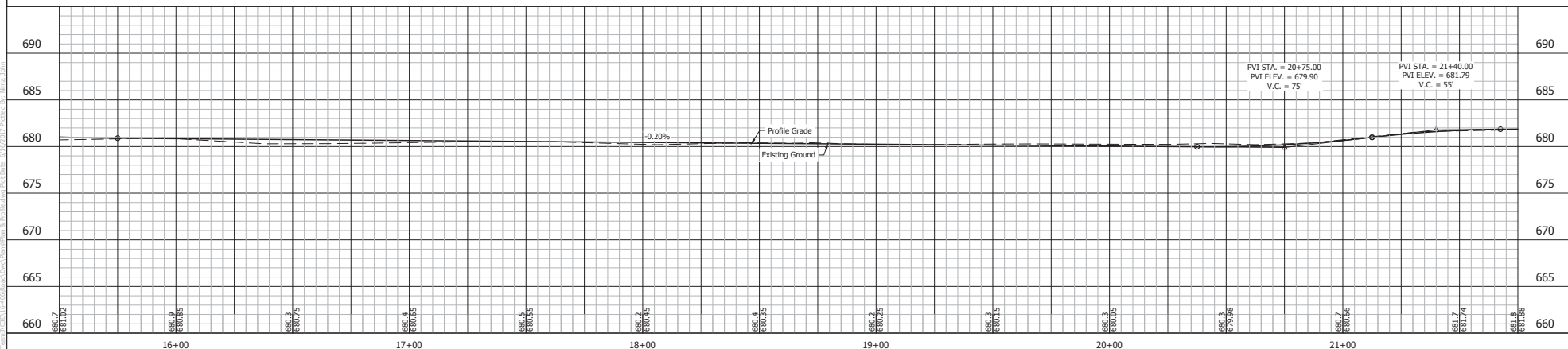


#### PAVEMENT MARKING LEGEND

- |  |  |
|--|--|
| ② Line, Thermoplastic, Solid, White, 4"                        | ③ Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"  |
| ③ Line, Thermoplastic, Broken, White, 4"                       | ④ Transverse Marking, Thermoplastic, Stop Line, White, 24"       |
| ④ Line, Thermoplastic, Solid, Yellow, 4"                       | ⑤ Pavement Message Marking, Thermoplastic, Word (ONLY)           |
| ⑤ Transverse Marking, Thermoplastic, Crosswalk Line, White, 6" | ⑥ Pavement Message Marking, Thermoplastic, Lane Indication Arrow |

#### CONSTRUCTION DETAILS LEGEND

- |  |                         |                               |                           |                           |                   |                       |
|--|-------------------------|-------------------------------|---------------------------|---------------------------|-------------------|-----------------------|
| Ⓐ Sidewalk, Decorative (See Architectural Details) | Ⓓ HMA For Drives        | Ⓕ Multi-Use Path              | Ⓖ Full Depth HMA Pavement | Ⓗ Curb & Gutter, Concrete | Ⓙ Nursery Sodding | Ⓚ Curb Ramp, Concrete |
| Ⓑ PCCT, 10"  | Ⓕ Concrete Sidewalk, 5" | Ⓖ Detectable Warning Elements | Ⓜ Milling & HMA Resurface | Ⓘ Curb, Barrier           | Ⓚ Seeding         | Ⓛ Handrail            |



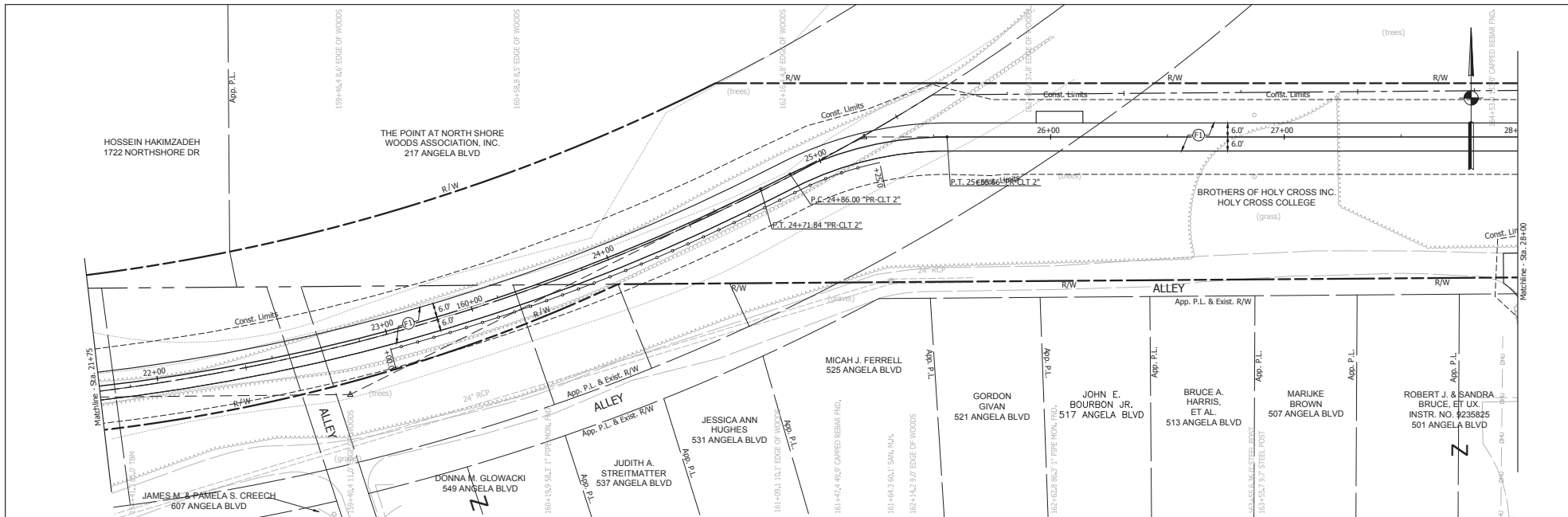
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DESIGNED: AJA	DRAWN: JN2
CHECKED: WRC	CHECKED: WRC

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 2"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	-
VERTICAL SCALE	DESIGNATION
1" = 5'	1401810 / 1401811
SURVEY BOOK	SHEETS
CONTRACT	23 of 78
	PROJECT

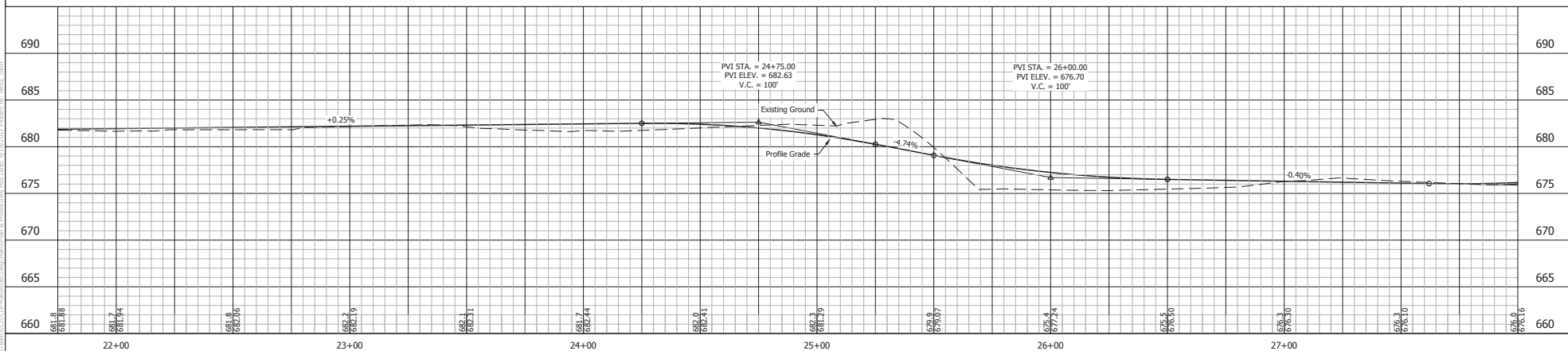


#### PAVEMENT MARKING LEGEND

- |   |   |
|---|---|
| (20) Line, Thermoplastic, Solid, White, 4"                        | (34) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"  |
| (21) Line, Thermoplastic, Broken, White, 4"                       | (35) Transverse Marking, Thermoplastic, Stop Line, White, 24"       |
| (22) Line, Thermoplastic, Solid, Yellow, 4"                       | (36) Pavement Message Marking, Thermoplastic, Word (ONLY)           |
| (23) Transverse Marking, Thermoplastic, Crosswalk Line, White, 6" | (37) Pavement Message Marking, Thermoplastic, Lane Indication Arrow |

#### CONSTRUCTION DETAILS LEGEND

- |  |                           |                                 |                             |                              |                      |                          |
|--|---------------------------|---------------------------------|-----------------------------|------------------------------|----------------------|--------------------------|
| (A) Sidewalk, Decorative (See Architectural Details) | (D) HMA For Drives        | (F1) Multi-Use Path             | (K) Full Depth HMA Pavement | (15) Curb & Gutter, Concrete | (26) Nursery Sodding | (CY) Curb Ramp, Concrete |
| (C) PCCT, 10"  | (F) Concrete Sidewalk, 5" | (G) Detectable Warning Elements | (M) Milling & HMA Resurface | (16) Curb, Barrier           | (27) Seeding         | Handrail                 |



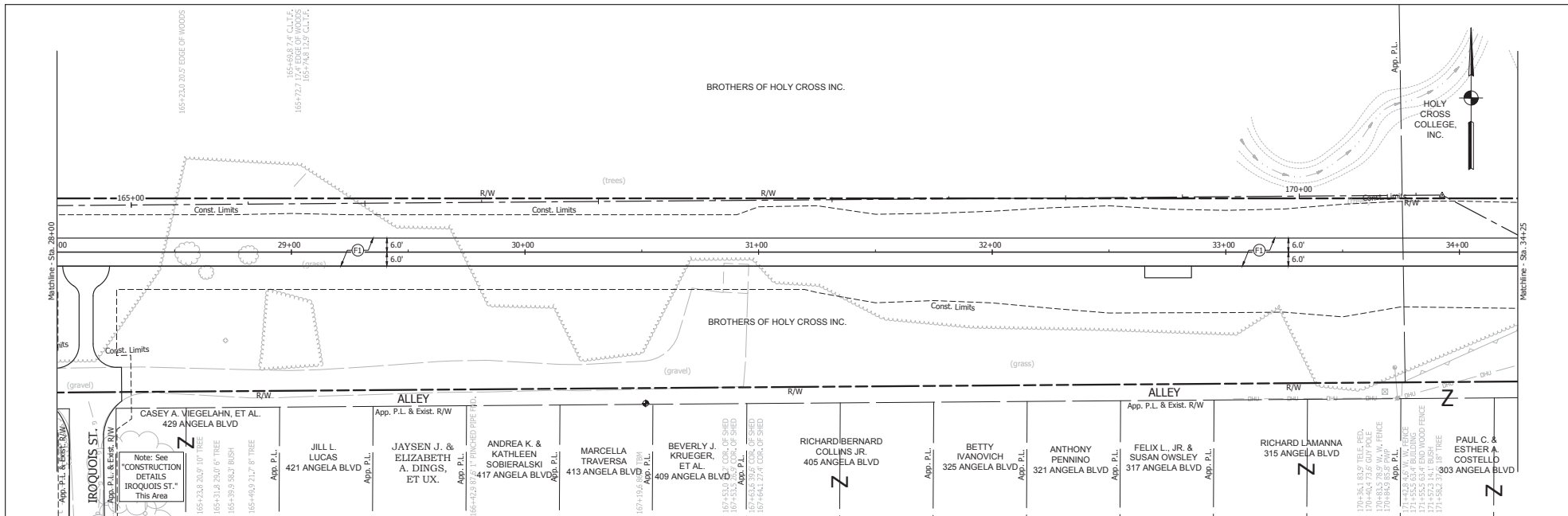
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CHECKED: WRC	CHECKED: WRC	

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 2"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	
VERTICAL SCALE	DESIGNATION
1" = 5'	1401810 / 1401811
SURVEY BOOK	SHEETS
	24 of 78
CONTRACT	PROJECT

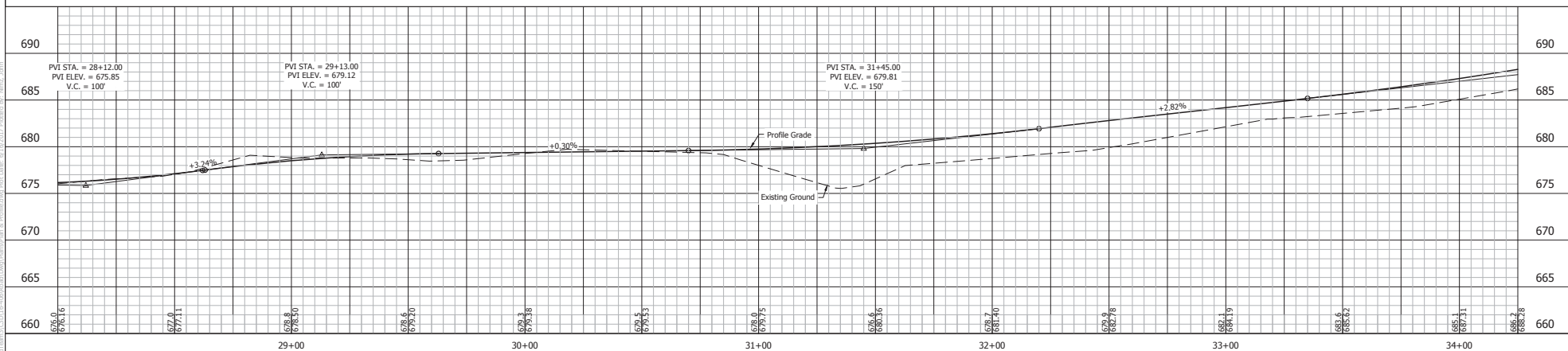


#### PAVEMENT MARKING LEGEND

- ① Line, Thermoplastic, Solid, White, 4"
- ② Line, Thermoplastic, Broken, White, 4"
- ③ Line, Thermoplastic, Solid, Yellow, 4"
- ④ Transverse Marking, Thermoplastic, Crosswalk Line, White, 6"
- ⑤ Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"
- ⑥ Line, Thermoplastic, Broken, White, 4"
- ⑦ Pavement Message Marking, Thermoplastic, Word (ONLY)
- ⑧ Transverse Marking, Thermoplastic, Crosswalk Line, White, 6"
- ⑨ Pavement Message Marking, Thermoplastic, Lane Indication Arrow

#### CONSTRUCTION DETAILS LEGEND

- ① Sidewalk, Decorative (See Architectural Details)
- ② HMA For Drives
- ③ Multi-Use Path
- ④ Full Depth HMA Pavement
- ⑤ Curb & Gutter, Concrete
- ⑥ Nursery Sodding
- ⑦ PCCT, 10"
- ⑧ Concrete Sidewalk, 5"
- ⑨ Detectable Warning Elements
- ⑩ Milling & HMA Resurface
- ⑪ Curb, Barrier
- ⑫ Seeding
- ⑬ Handrail



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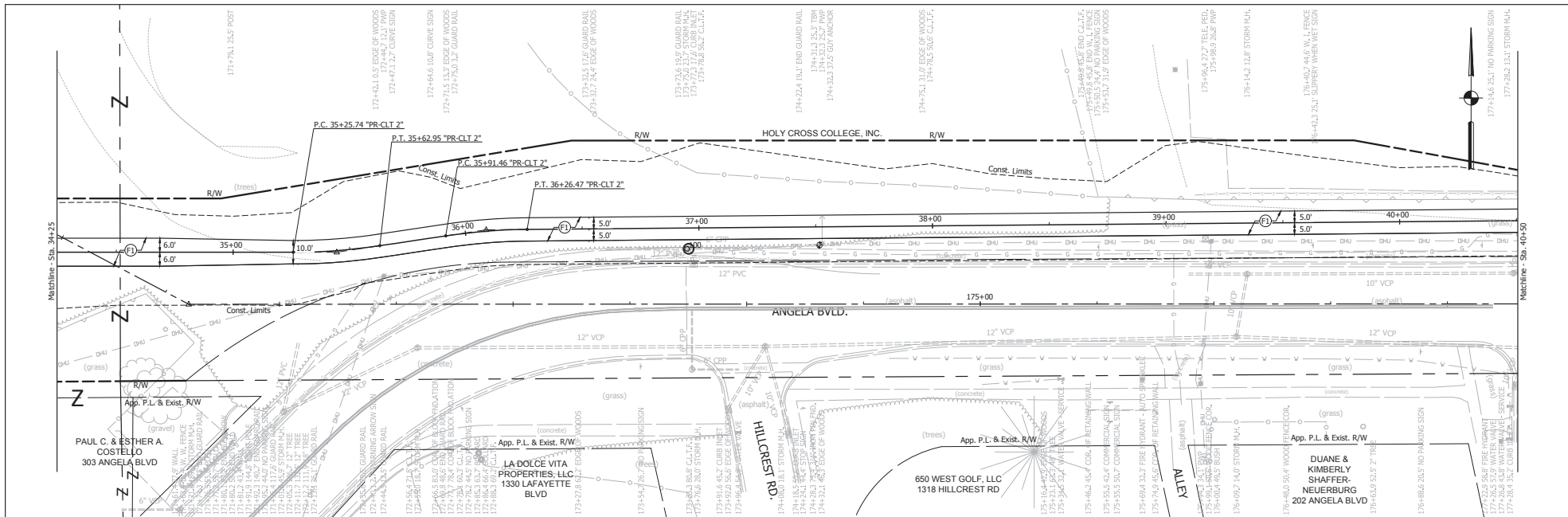
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: AJA	DRAWN: JN2	
CHECKED: WRC	CHECKED: WRC	

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 2"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	-
VERTICAL SCALE	DESIGNATION
1" = 5'	1401810 / 1401811
SURVEY BOOK	SHEETS
CONTRACT	25 of 78
	PROJECT



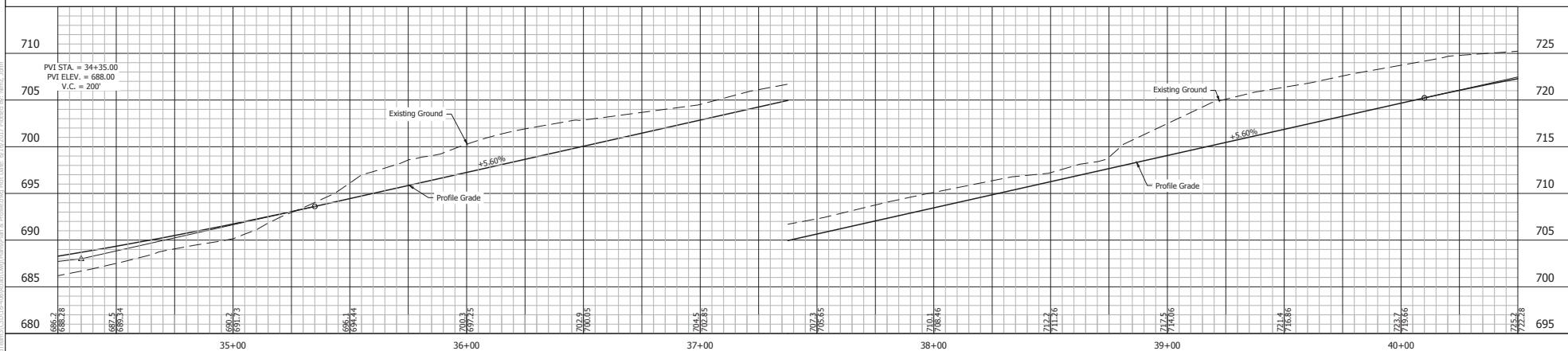


#### PAVEMENT MARKING LEGEND

- ② Line, Thermoplastic, Solid, White, 4"
- ③ Line, Thermoplastic, Broken, White, 4"
- ④ Line, Thermoplastic, Solid, Yellow, 4"
- ⑤ Transverse Marking, Thermoplastic, Crosswalk Line, White, 6"
- ⑥ Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"
- ⑦ Transverse Marking, Thermoplastic, Stop Line, White, 24"
- ⑧ Pavement Message Marking, Thermoplastic, Word (ONLY)
- ⑨ Pavement Message Marking, Thermoplastic, Lane Indication Arrow

#### CONSTRUCTION DETAILS LEGEND

- A Sidewalk, Decorative (See Architectural Details)
- C PCCT, 10"
- D HMA For Drives
- F Multi-Use Path
- K Full Depth HMA Pavement
- M Milling & HMA Resurface
- 15 Curb & Gutter, Concrete
- 16 Curb, Barrier
- 26 Nursery Sodding
- 27 Seeding
- Handrail



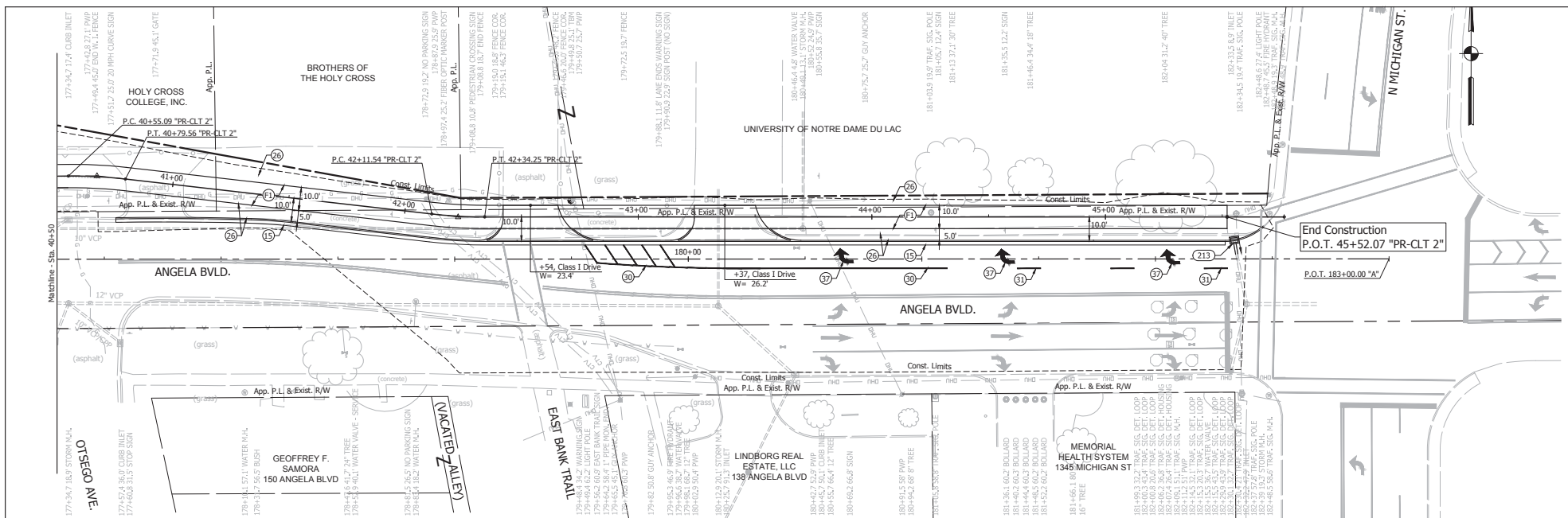
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DESIGN ENGINEER			
DESIGNED: AJA	DRAWN: JN2		
CHECKED: WRC	CHECKED: WRC		

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 2"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	-
VERTICAL SCALE	DESIGNATION
1" = 5'	1401810 / 1401811
SURVEY BOOK	SHEETS
26	78
CONTRACT	PROJECT
-	-

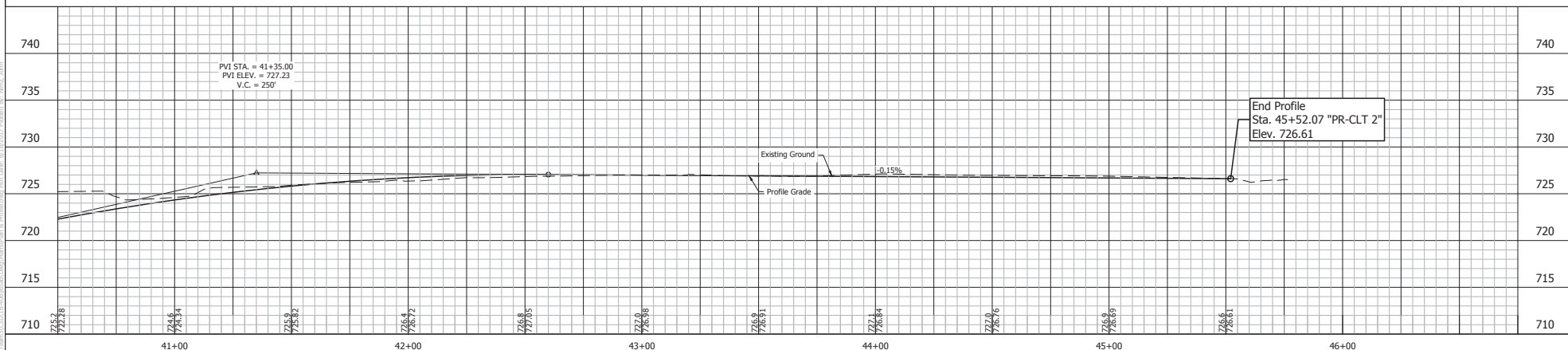


#### PAVEMENT MARKING LEGEND

- (20) Line, Thermoplastic, Solid, White, 4"
- (21) Line, Thermoplastic, Broken, White, 4"
- (22) Line, Thermoplastic, Solid, Yellow, 4"
- (23) Transverse Marking, Thermoplastic, Crosswalk Line, White, 6"
- (24) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"
- (25) Transverse Marking, Thermoplastic, Stop Line, White, 24"
- (26) Pavement Message Marking, Thermoplastic, Word (ONLY)
- (27) Pavement Message Marking, Thermoplastic, Lane Indication Arrow

#### CONSTRUCTION DETAILS LEGEND

- (A) Sidewalk, Decorative (See Architectural Details)
- (C) PCCT, 10"
- (D) HMA For Drives
- (F) Concrete Sidewalk, 5"
- (E) Multi-Use Path
- (G) Detectable Warning Elements
- (K) Full Depth HMA Pavement
- (M) Milling & HMA Resurface
- (L) Curb & Gutter, Concrete
- (16) Curb, Barrier
- (27) Seeding
- (28) Handrail



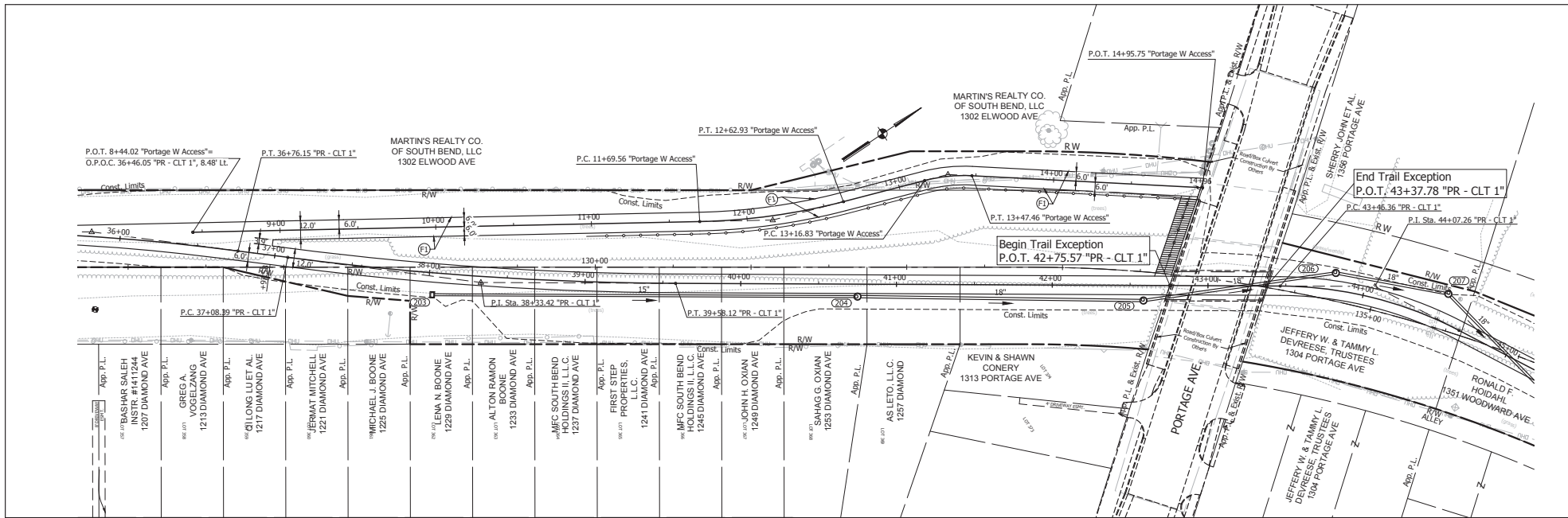
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Fax 317-895-2596  
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DESIGNED: AJA	DRAWN: JN2	
CHECKED: WRC	CHECKED: WRC	

INDIANA  
DEPARTMENT OF TRANSPORTATION

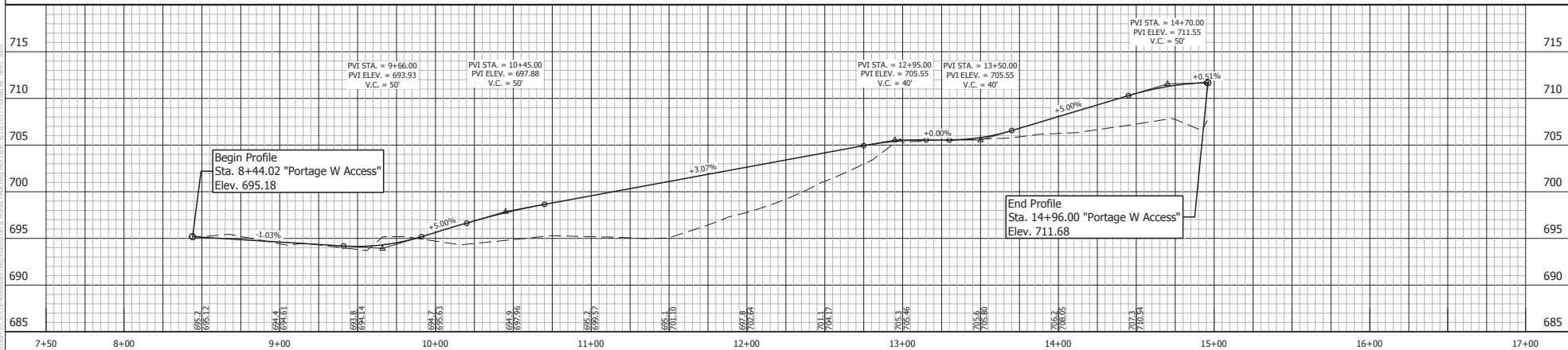
PLAN & PROFILE  
LINE "PR-CLT 2"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE
VERTICAL SCALE 1" = 5'	DESIGNATION 1401810 / 1401811
SURVEY BOOK	SHEETS 27 of 78
CONTRACT	PROJECT



# LEGEND

- (A) Sidewalk, Decorative (See Architectural Details)
- (D) HMA For Drives
- (F) Multi-Use Path
- (G) Full Depth HMA Pavement
- (H) Curb & Gutter, Concrete
- (N) Nursery Sodding
- (C) PCCP, 10"
- (E) Concrete Sidewalk, 5"
- (G) Detectable Warning Elements
- (M) Milling & HMA Resurface
- (L) Curb, Barrier
- (S) Seeding



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DESIGNED: AJA	DRAWN: JN2		
CHECKED: WRC	CHECKED: WRC		

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DEPARTMENT OF TRANSPORTATION

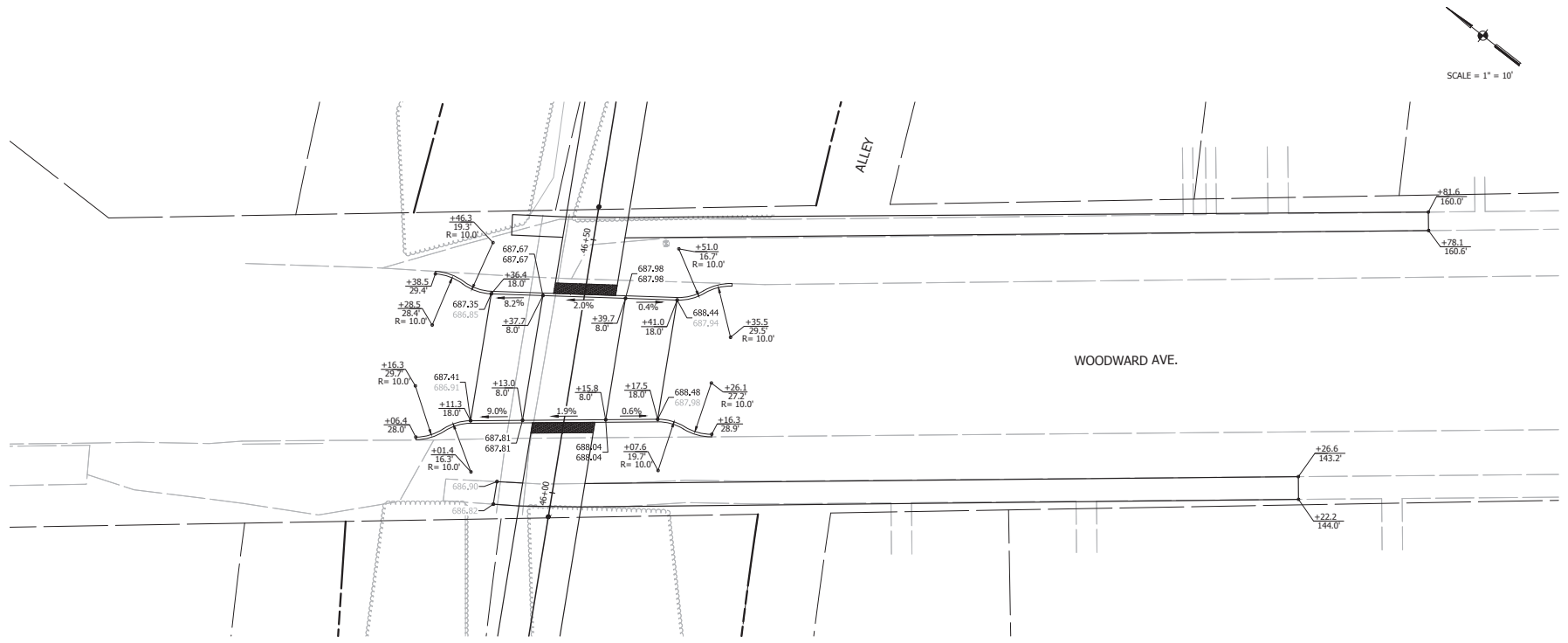
PLAN & PROFILE  
LINE "PORTAGE W ACCESS"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	-
VERTICAL SCALE	DESIGNATION
1" = 5'	1401810 / 1401811
SURVEY BOOK	SHEETS
CONTRACT	28 of 78
	PROJECT





\\s-lan-1\Users\ALC25045\Public\Projects\1401810\Drawings\1401810-01-Curb Ramp Details.dwg Plot Date: 6/26/2017 Plotted by: Mims, Jaha



LEGEND

- (A) Sidewalk, Decorative (See Architectural Details)
- (C) PCCP, 10"
- (D) HMA For Drives
- (E) Concrete Sidewalk, 5"
- (F) Multi-Use Path
- (X) Full Depth HMA Pavement
- (M) Milling & HMA Resurface
- (S) Curb & Gutter, Concrete
- (B) Curb, Barrier
- (N) Nursery Sodding
- (Z) Seeding
- (R) Curb Ramp, Concrete

LEGEND

- 600.00 Existing Spot Elevation
- 600.50 Existing Spot Elevation Top Curb/Bottom Curb
- 600.00 Proposed Spot Elevation
- 600.50 Proposed Spot Elevation Top Curb/Bottom Curb



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RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: AJA	DRAWN: JN2
CHECKED: WRC	CHECKED: WRC

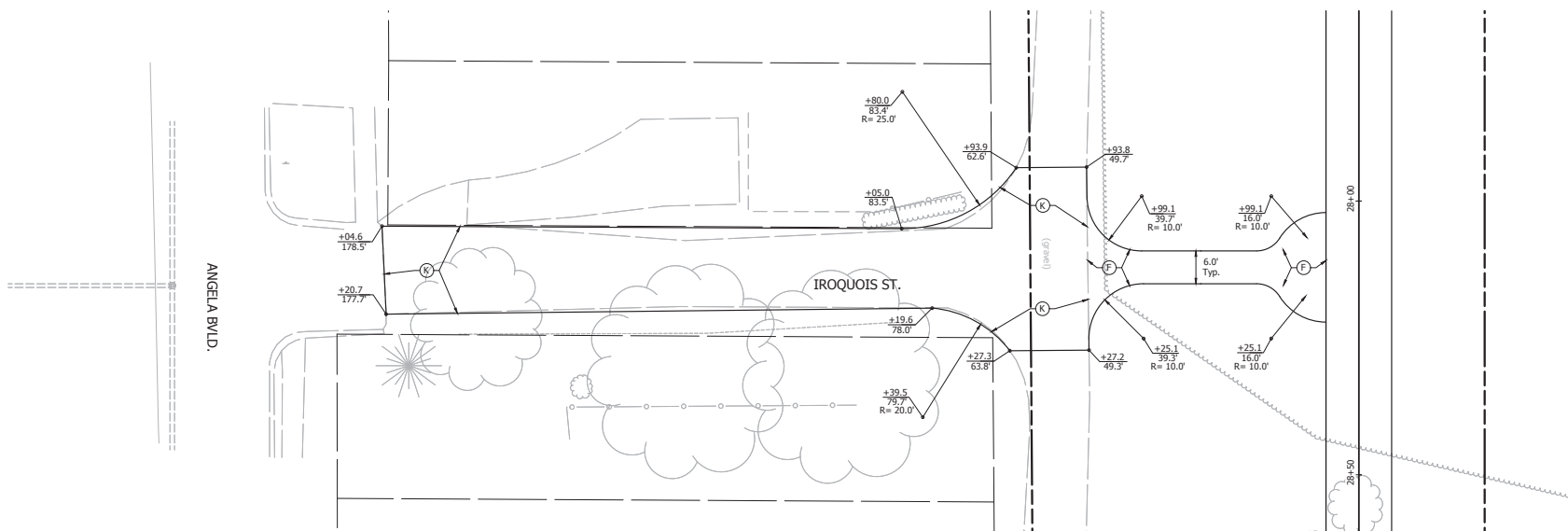
INDIANA DEPARTMENT OF TRANSPORTATION	
CURB RAMP DETAILS	

HORIZONTAL SCALE		BRIDGE FILE	
1" = 10'		-	
VERTICAL SCALE		DESIGNATION	
N/A		1401810 / 1401811	
SURVEY BOOK		SHEETS	
CONTRACT		PROJECT	
-		31 of 78	





SCALE = 1" = 5'



# LEGEND

- (A) Sidewalk, Decorative (See Architectural Details)
- (D) HMA For Drives
- (F1) Multi-Use Path
- (M) Milling & HMA Resurface
- (16) Curb, Barrier
- (27) Seeding
- (C) PCCP, 10"
- (F) Concrete Sidewalk, 5"
- (K) Full Depth HMA Pavement
- (15) Curb & Gutter, Concrete
- (26) Nursery Sodding
- (CR) Curb Ramp, Concrete

# LEGEND

- Existing Spot Elevation
- Proposed Spot Elevation
- Existing Spot Elevation Top Curb/Bottom Curb
- Proposed Spot Elevation Top Curb/Bottom Curb



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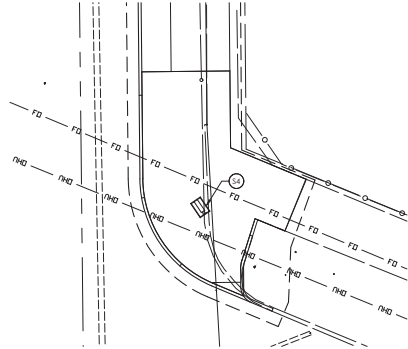
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: AJA	DRAWN: JN2	
CHECKED: WRC	CHECKED: WRC	

INDIANA  
DEPARTMENT OF TRANSPORTATION

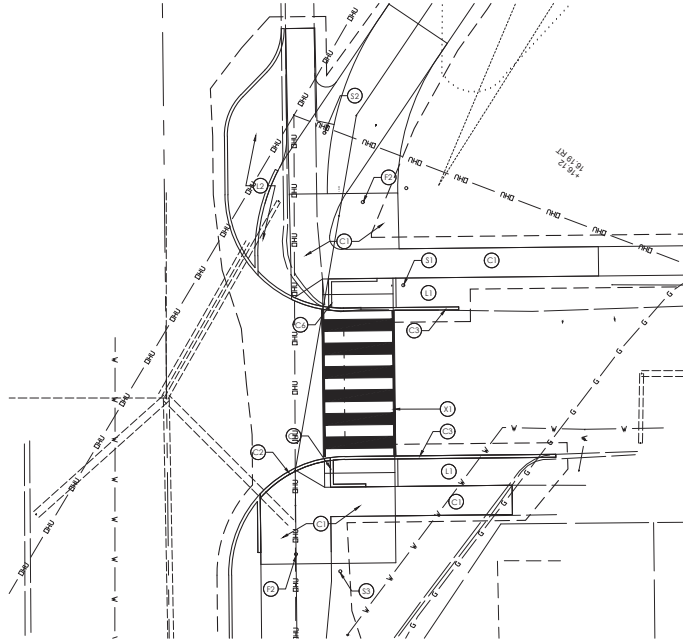
CURB RAMP  
DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 10'	-
VERTICAL SCALE	DESIGNATION
N/A	1401810 / 1401811
SURVEY BOOK	SHEETS
CONTRACT	33 of 78
-	PROJECT





1 STA. XX+XX | TRAIL INTERSECTION CROSSING (LINCOLN WAY WEST & WILBUR ST)  
SCALE: 1" = 10'-0"



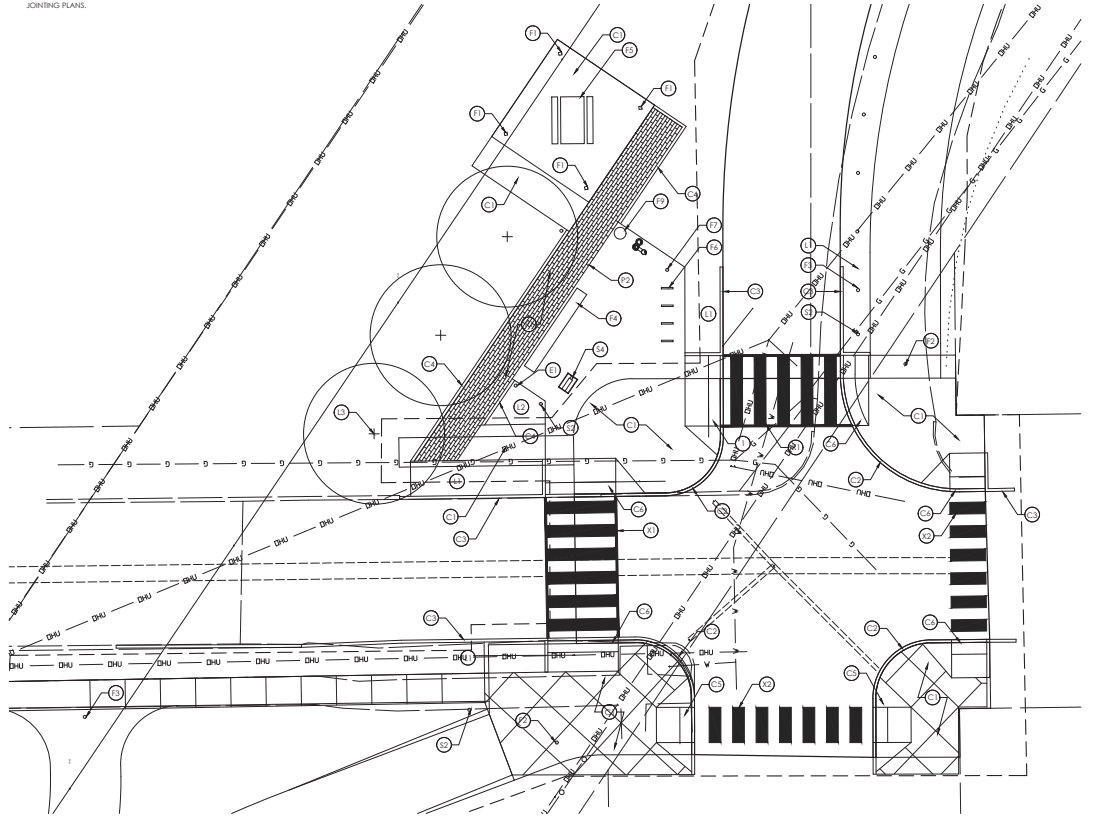
2 STA. XX+XX | TRAIL INTERSECTION CROSSING (VAN BUREN ST)  
SCALE: 1" = 10'-0"

#### LAYOUT GENERAL NOTES

- IF GIVEN, OR UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE TO THE FOLLOWING: FACE OF WALL, FACE OF BUILDING, FACE OF CURB, EDGE OF PAVEMENT, CENTERLINE OF PAVEMENT, OR CENTER OF LAYOUT POINT.
- ALL CONSTRUCTION LAYOUT STAKING IS TO BE PERFORMED BY A LAND SURVEYOR OR PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF INDIANA. LAYOUT DATA MAY BE MADE AVAILABLE TO THE CONTRACTOR IN A DIGITAL FORMAT FOR USE IN LAYOUT STAKING BY A LAND SURVEYOR OR PROFESSIONAL ENGINEER.
- THE SURVEYOR OR PROFESSIONAL ENGINEER EMPLOYED BY THE CONTRACTOR TO PERFORM CONSTRUCTION LAYOUT STAKING, IN ORDER TO MAINTAIN THE INTEGRITY OF HORIZONTAL AND VERTICAL CONTROL FOR THE SITE, SHALL SET AND PROTECT ADDITIONAL TRAVELER POINTS OUTSIDE THE AREA OF CONSTRUCTION ACTIVITY. AS SOME OF THE HORIZONTAL CONTROL POINTS SHOWN ON THIS PLAN AS EXISTING MAY HAVE BEEN REMOVED OR DAMAGED SINCE THEY WERE SET, THE CONTRACTOR SHALL, DURING THE BIDDING PROCESS, VERIFY THE EXISTENCE AND INTEGRITY OF THE HORIZONTAL CONTROL POINTS SHOWN HEREON. THE CONTRACTOR SHALL INCLUDE ANY WORK NECESSARY TO ESTABLISH RELIABLE LAYOUT CONTROL FOR THE PROJECT IN THE BID.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING ANY DAMAGE RESULTING FROM DEMOLITION OR CONSTRUCTION ACTIVITY TO EXISTING SITE ELEMENTS THAT ARE TO REMAIN.
- THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL SUBMIT HORIZONTAL AND VERTICAL JOINING PLANS.

#### KEYNOTES:

- |      |  |      |  |      |   |
|------|--|------|--|------|---|
| (C1) | CONCRETE PAVEMENT, REFER TO X/SDX.X          | (F1) | SHADE SHELTER FOUNDATION, REFER TO X/SDX.X     | (A1) | TRAIL SIGN (STAMP) - TYPE 1, REFER TO X/SDX.X |
| (C2) | INTEGRAL CURB AND WALL, REFER TO X/SDX.X     | (F2) | REMOVABLE BOLLARD @ CONCRETE, REFER TO X/SDX.X | (A2) | TRAIL SIGN - TYPE 2, REFER TO X/SDX.X         |
| (C3) | CONCRETE BARRIER CURB, REFER TO X/SDX.X      | (F3) | REMOVABLE BOLLARD @ ASPHALT, REFER TO X/SDX.X  | (A3) | TRAIL SIGN - TYPE 3, REFER TO X/SDX.X         |
| (C4) | CONCRETE CONTAINMENT BAND, REFER TO X/SDX.X  | (F4) | BENCH, REFER TO X/SDX.X                        | (A4) | TRAILHEAD, REFER TO X/SDX.X                   |
| (C5) | CURB RAMP - TYPE 1, REFER TO X/SDX.X         | (F5) | PICNIC TABLE, REFER TO X/SDX.X                 | (A5) | SOD LAWN, REFER TO SPICS                      |
| (C6) | CURB RAMP - TYPE 2, REFER TO X/SDX.X         | (F6) | BIKE RACK, REFER TO X/SDX.X                    | (A6) | PLANTING AREA                                 |
| (C7) | UNIT PAVERS, REFER TO X/SDX.X                | (F7) | BIKE REPAIR STATION, REFER TO X/SDX.X          | (A7) | 3" CAL SHADY TREE                             |
| (C8) | PAVERS @ CONCRETE PAVEMENT, REFER TO X/SDX.X | (F8) | WATER FOUNTAIN, REFER TO X/SDX.X               | (A8) | DECORATIVE CURB/SEWALK                        |
|      |  | (F9) | TRASH RECEPTACLE, REFER TO X/SDX.X             | (A9) | 34" WIDE STRIPING                             |
|      |  | (E)  | PATHWAY LIGHT, REFER TO X/SDX.X                |      |   |



3 STA. XX+XX | TRAIL INTERSECTION CROSSING (VASSAR AVE & LAWNDALE AVE)  
SCALE: 1" = XX'-0"



**RUNELL  
ERNSTER  
ASSOCIATES**

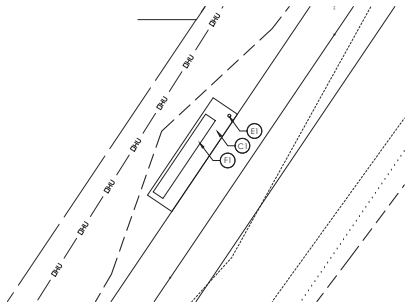
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618 East Market Street, Indianapolis, IN 46202  
TE (317) 263.0127 FX (317) 263.0280

RECOMMENDED FOR APPROVAL	
DESIGNED: XX	DRAWN: XX
CHECKED: XX	CHECKED: XX

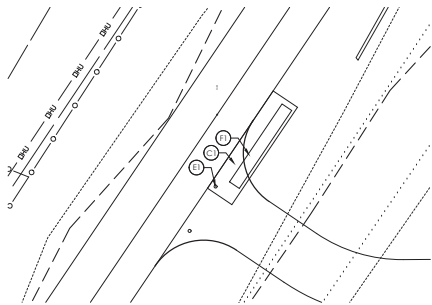
INDIANA  
DEPARTMENT OF TRANSPORTATION

LAYOUT PLAN ENLARGEMENTS

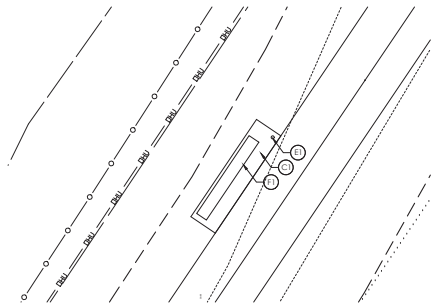
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1" = 20'		-	
VERTICAL SCALE		DESIGNATION	
1" = 5'		1401810 / 1401811	
SURVEY BOOK		SHEETS	
-		34 of 78	
CONTRACT		PROJECT	
-		-	



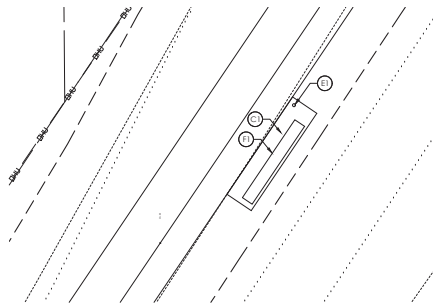
1 STA. XX+XX | TRAIL REST STOP  
SCALE: 1" = 10'-0"



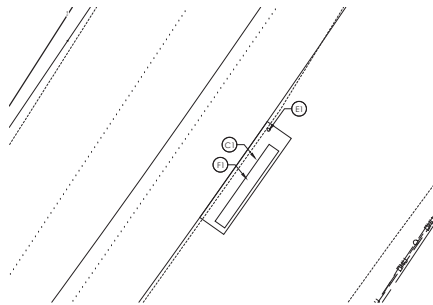
2 STA. XX+XX | TRAIL REST STOP  
SCALE: 1" = 10'-0"



3 STA. XX+XX | TRAIL REST STOP  
SCALE: 1" = 10'-0"



4 STA. XX+XX | TRAIL REST STOP  
SCALE: 1" = 10'-0"



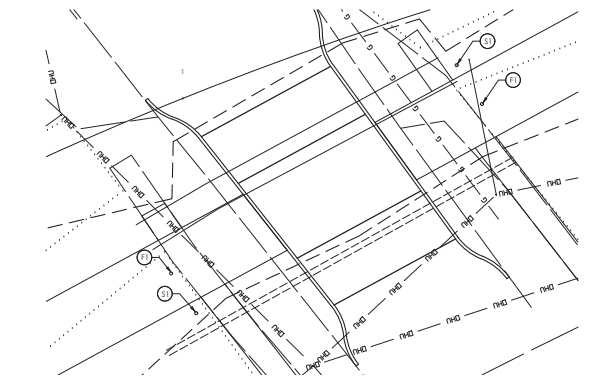
5 STA. XX+XX | TRAIL REST STOP  
SCALE: 1" = 10'-0"

#### LAYOUT GENERAL NOTES

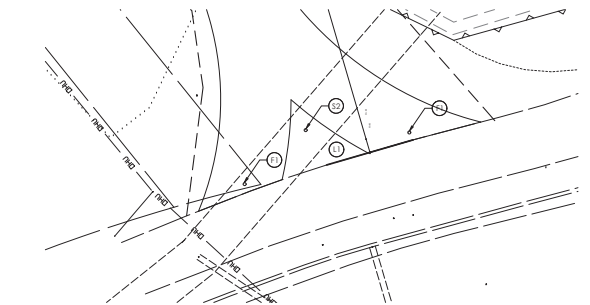
1. IF GIVEN, OR UNLESS NOTED OTHERWISE, ALL DIMENSIONS ARE TO THE FOLLOWING: FACE OF WALL, FACE OF BUILDING, FACE OF CURB, EDGE OF PAVEMENT, CENTERLINE OF PAVEMENT, OR CENTER OF LAYOUT POINT.
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#### KEYNOTES:

- 1 CONCRETE PAVEMENT, REFER TO X/SDX.X
- 2 REMOVABLE BOLLARD @ ASPHALT, REFER TO X/SDX.X
- 3 PATHWAY LIGHT, REFER TO X/SDX.X
- 4 BENCH, REFER TO X/SDX.X
- 5 PATHWAY LIGHT, REFER TO X/SDX.X
- 6 TRAIL SIGN (STOP) - TYPE 1, REFER TO X/SDX.X
- 7 TRAIL SIGN - TYPE 5, REFER TO X/SDX.X
- 8 SOD LAWN, REFER TO SPECS



6 STA. XX+XX | TRAIL INTERSECTION CROSSING (WOODWARD AVENUE)  
SCALE: 1" = 10'-0"



7 STA. XX+XX | TRAIL INTERSECTION SPLIT (W. ANGELA BLVD)  
SCALE: 1" = 10'-0"



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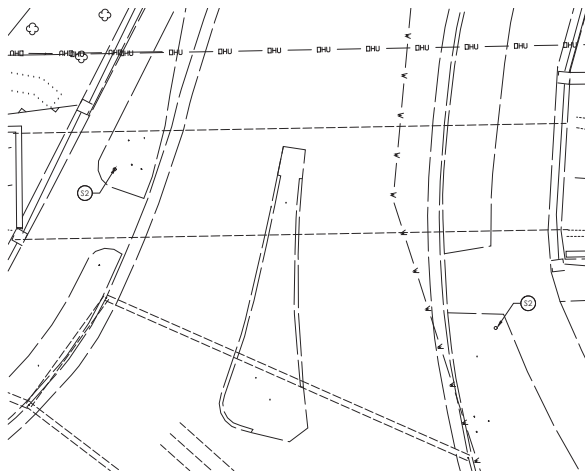
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CHECKED: XX	CHECKED: XX

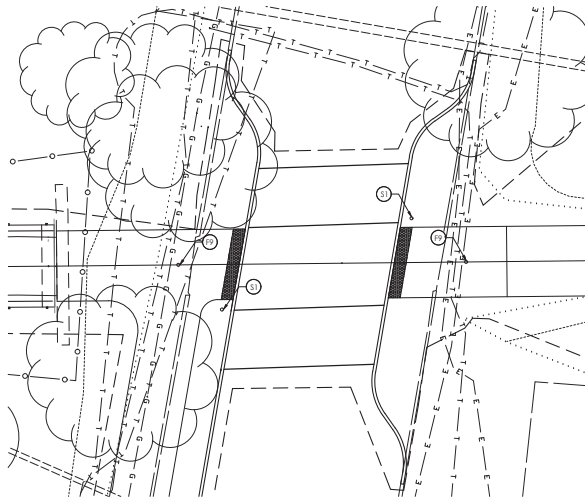
INDIANA  
DEPARTMENT OF TRANSPORTATION

LAYOUT PLAN ENLARGEMENTS

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		-	
VERTICAL SCALE		DESIGNATION	
1" = 5'		1401810 / 1401811	
SURVEY BOOK		SHEETS	
-		35	of 78
CONTRACT		PROJECT	
-		-	



1 STA. XX+XX | TRAIL INTERSECTION CROSSING (RIVERSIDE DR)  
SCALE: 1" = 10'-0"



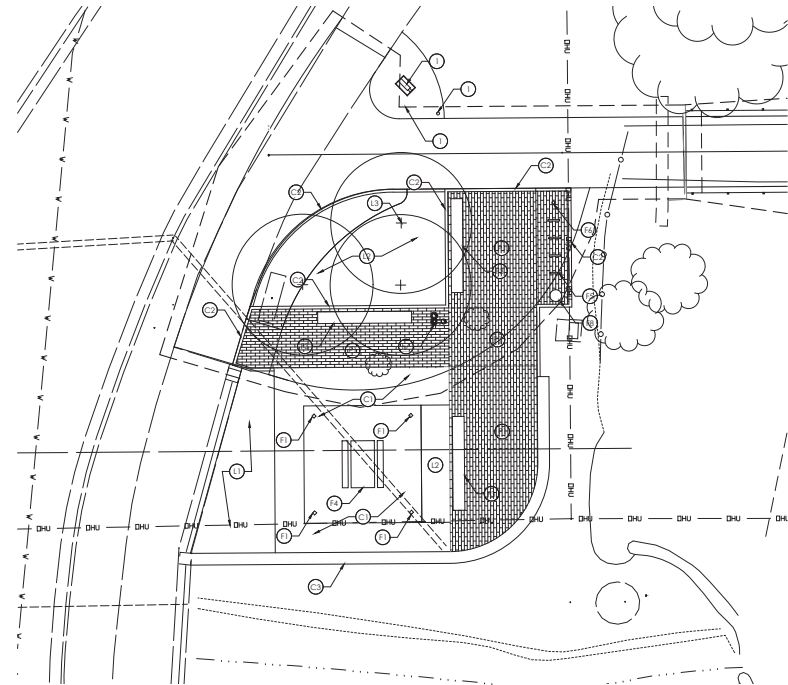
2 STA. XX+XX | TRAIL INTERSECTION CROSSING (W. NORTH SHORE DR)  
SCALE: 1" = 10'-0"

#### LAYOUT GENERAL NOTES

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#### KEYNOTES:

- |    |   |    |   |
|----|---|----|---|
| 12 | CONCRETE PAVEMENT, REFER TO X/SDX.X                     | 70 | WATER FOUNTAIN, REFER TO X/SDX.X              |
| 13 | CONCRETE CONTAINMENT BAND, REFER TO X/SDX.X             | 71 | TRASH RECEPTACLE, REFER TO X/SDX.X            |
| 14 | PRECAST CONCRETE BLOCK RETAINING WALL, REFER TO X/SDX.X | 72 | REMOVABLE BOLLARD @ ASPHALT, REFER TO X/SDX.X |
| 15 | UNIT PAVERS, REFER TO X/SDX.X                           | 73 | PARKWAY LIGHT, REFER TO X/SDX.X               |
| 16 | PAVERS @ CONCRETE PAVEMENT, REFER TO X/SDX.X            | 74 | TRAIL SIGN (STOP) - TYPE 1, REFER TO X/SDX.X  |
| 17 | SHADE SHELTER FOUNDATION, REFER TO X/SDX.X              | 75 | TRAIL SIGN - TYPE 2, REFER TO X/SDX.X         |
| 18 | REMOVABLE BOLLARD @ CONCRETE, REFER TO X/SDX.X          | 76 | TRAIL SIGN - TYPE 5, REFER TO X/SDX.X         |
| 19 | BENCH, REFER TO X/SDX.X                                 | 77 | TRAILHEAD SIGN, REFER TO X/SDX.X              |
| 20 | PICNIC TABLE, REFER TO X/SDX.X                          | 78 | SOD LAWN, REFER TO LANDSCAPE PLAN             |
| 21 | BIKE RACK, REFER TO X/SDX.X                             | 79 | PLANTING AREA, REFER TO LANDSCAPE PLAN        |
| 22 | BIKE REPAIR STATION, REFER TO X/SDX.X                   | 80 | 3" CAL. SHADE TREE                            |



3 STA. XX+XX | TRAIL PARK NODE (RIVERSIDE DR.)  
SCALE: 1" = 10'-0"



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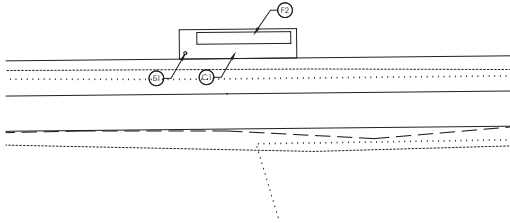
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INDIANA  
DEPARTMENT OF TRANSPORTATION

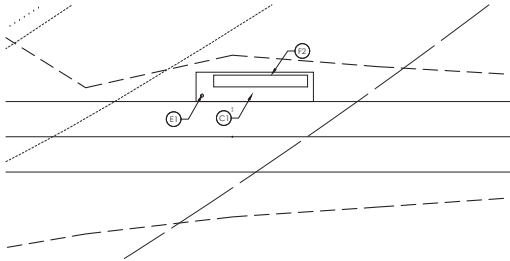
LAYOUT PLAN ENLARGEMENTS

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		-	
VERTICAL SCALE		DESIGNATION	
1" = 5'		1401810 / 1401811	
SURVEY BOOK		SHEETS	
-		36 of 78	
CONTRACT		PROJECT	
-		-	

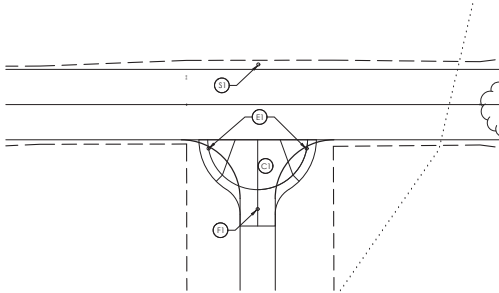
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1 STA. XX+XX | TRAIL REST STOP  
SCALE: 1" = 10'-0"



1 STA. XX+XX | TRAIL REST STOP  
SCALE: 1" = 10'-0"



1 STA. XX+XX | TRAIL REST STOP  
SCALE: 1" = 10'-0"

#### LAYOUT GENERAL NOTES

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#### KEYNOTES:

- 1 CONCRETE PAVEMENT, REFER TO X/SDX.X
- 2 INTEGRAL CURB AND WALE, REFER TO X/SDX.X
- 3 CONCRETE BARRIER CURB, REFER TO X/SDX.X
- 4 CURB RAMP - TYPE 1, REFER TO X/SDX.X
- 5 REMOVABLE BOLLARD @ CONCRETE, REFER TO X/SDX.X
- 6 BENCH, REFER TO X/SDX.X
- 7 PATHWAY LIGHT, REFER TO X/SDX.X
- 8 TRAIL SIGN - TYPE S, REFER TO X/SDX.X
- 9 TRAILHEAD SIGN, REFER TO X/SDX.X



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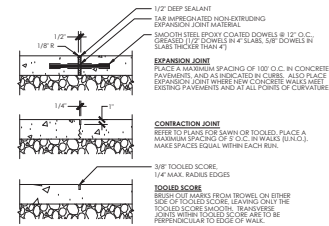
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FOR APPROVAL \_\_\_\_\_  
DESIGN ENGINEER DATE

DESIGNED: XX DRAWN: XX  
CHECKED: XX CHECKED: XX

INDIANA  
DEPARTMENT OF TRANSPORTATION

LAYOUT PLAN ENLARGEMENTS

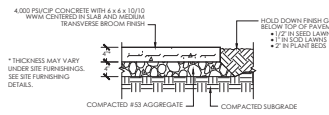
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1" = 20'		-	
VERTICAL SCALE		DESIGNATION	
1" = 5'		1401810 / 1401811	
SURVEY BOOK		SHEETS	
-		37	78
CONTRACT		PROJECT	
-		-	



- GENERAL NOTES:**
1. EXPANSION JOINT MATERIAL SHALL BE 7/8\"/>
  2. ALL CONTRACTION AND EXPANSION JOINTS ARE TO BE PERPENDICULAR TO EDGE OF WALK UNLESS OTHERWISE NOTED.
  3. IF JOINTING IS NOT SHOWN OR NOTED IN PLANS, PROVIDE A SUBMITTAL PRIOR TO POURING.
  4. FOR REVIEW AND APPROVAL OR OTHER FIELD DIRECTION FROM THE CONSTRUCTION ENGINEER AND LANDSCAPE ARCHITECT FOR LOCATING JOINTS.
  4. ALIGN JOINTS IN CURBS AND ADJACENT WALKS.

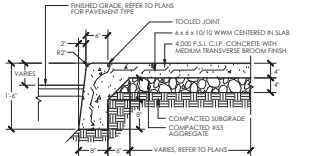
**1 CONCRETE PAVEMENT JOINTING**

NO SCALE



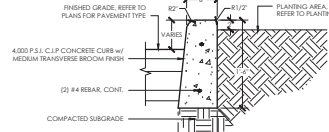
**2 CONCRETE PAVEMENT - 4\"/>**

SCALE: 3/4\"/>



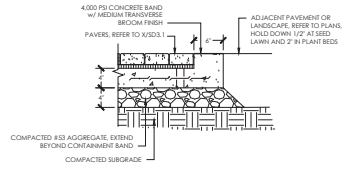
**3 INTEGRAL CURB & WALK**

SCALE: 3/4\"/>



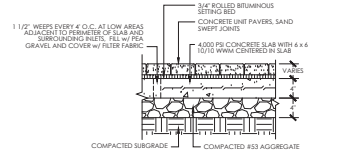
**4 CONCRETE BARRIER CURB**

SCALE: 1\"/>



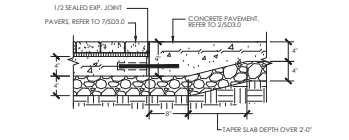
**5 CONCRETE CONTAINMENT BAND**

SCALE: 1\"/>



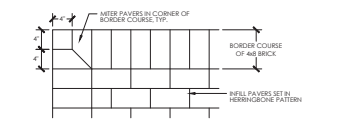
**6 UNIT PAVERS**

SCALE: 1\"/>



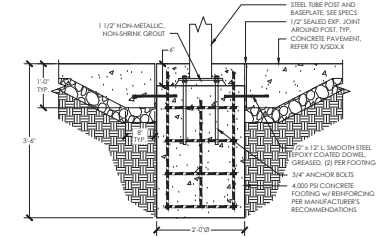
**7 PAVERS @ CONCRETE PAVEMENT**

SCALE: 1\"/>



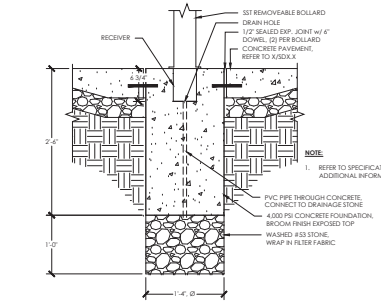
**8 BRICK PAVER ENLARGEMENT @ PAVERS, TYPE A**

SCALE: 1\"/>



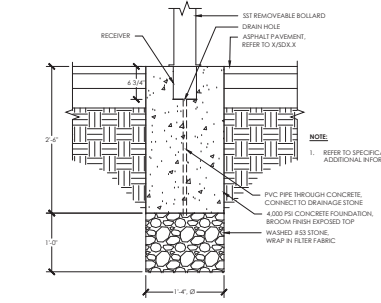
**9 SHADE SHELTER FOUNDATION**

SCALE: 3/4\"/>



**10 REMOVABLE BOLLARD @ CONCRETE**

SCALE: 1\"/>



**11 REMOVABLE BOLLARD @ ASPHALT**

SCALE: 1\"/>

**11 BENCH**

SCALE: 1\"/>

**12 BIKE RACK**

SCALE: 1\"/>

**13 BIKE REPAIR STATION**

SCALE: 1\"/>

**14 DRINKING FOUNTAIN**

SCALE: 1\"/>



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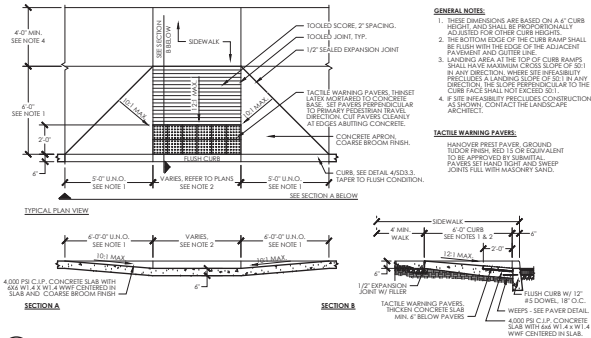
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DESIGN ENGINEER DATE		
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INDIANA  
DEPARTMENT OF TRANSPORTATION

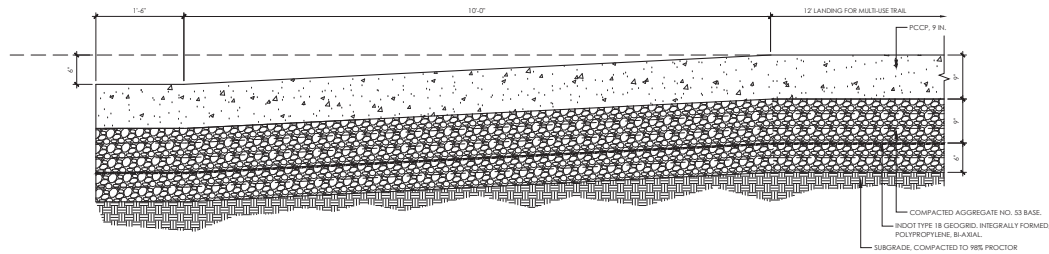
SITE DETAILS

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		-	
VERTICAL SCALE		DESIGNATION	
1" = 5'		1401810 / 1401811	
SURVEY BOOK		SHEETS	
-		38	of 78
CONTRACT		PROJECT	
-		-	

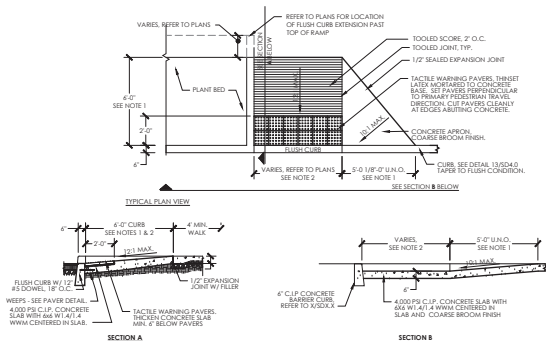




1 CURB RAMP - TYPE 1  
SCALE: 1/4" = 1'-0"



3 ROADWAY AND TRAIL TRANSITION  
SCALE: 1" = 1'-0"



2 CURB RAMP - TYPE 2  
SCALE: VARIES



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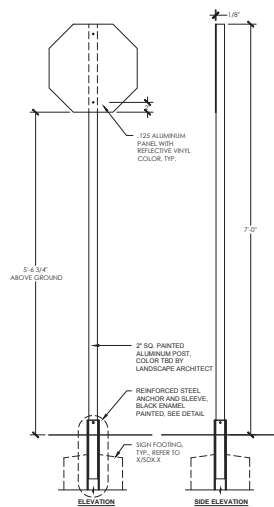
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**INDIANA  
DEPARTMENT OF TRANSPORTATION**

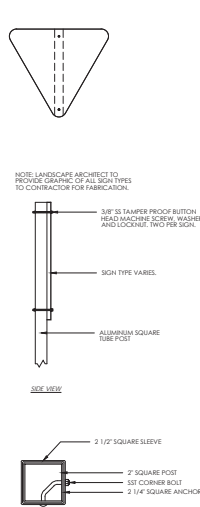
**SITE DETAILS**

HORIZONTAL SCALE		BRIDGE FILE	
1" = 20'		-	
VERTICAL SCALE		DESIGNATION	
1" = 5'		1401810 / 1401811	
SURVEY BOOK		SHEETS	
-		39 of 78	
CONTRACT		PROJECT	
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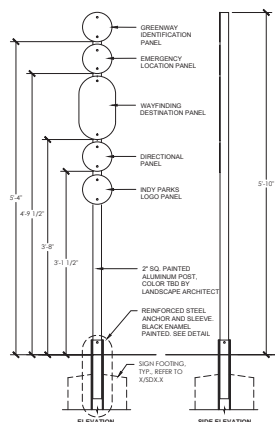
1 TRAIL SIGN - TYPE 1  
SCALE: 1" = 1'-0"



2 TRAIL SIGN - TYPE 2  
SCALE: 1" = 1'-0"

NOTE: SIGN SYMBOL SHALL CONFORM IN COLOR AND GRAPHIC LAYOUT TO MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES.

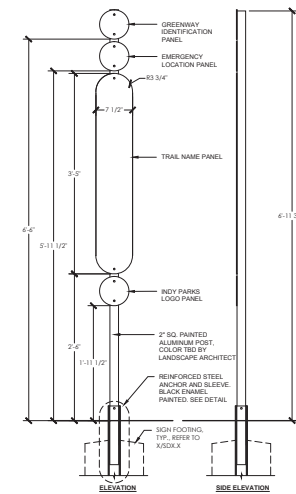
POST ANCHOR, SLEEVE, AND REINFORCED STEEL SHALL BE PAINTED.



3 TRAIL SIGN - TYPE 3  
SCALE: 1" = 1'-0"

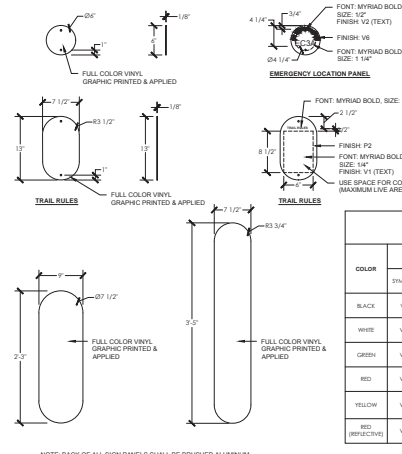
NOTE: REFER TO TYPICAL SIGN PANELS DETAIL FOR MORE INFORMATION

4 TRAIL SIGN - TYPE 4  
SCALE: 1" = 1'-0"



5 TRAIL SIGN - TYPE 5  
SCALE: 1" = 1'-0"

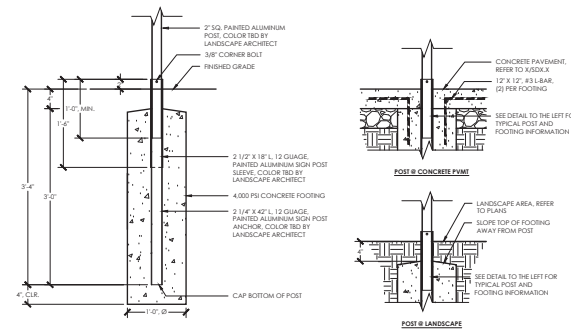
NOTE: REFER TO TYPICAL SIGN PANELS DETAIL FOR MORE INFORMATION



6 TYPICAL SIGN PANEL DETAILS  
SCALE: 1" = 1'-0"

FINISH KEY				
COLOR	VINYL		PAINT	
	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
BLACK	V1	AVERY 900 Supermat Black SC 900-101-03 (SC900-101-03)	F1	MATTHEWS PAINT 100-Black LRV 5.2
WHITE	V2	AVERY 900 Supermat White SC 900-101-03 (SC900-101-03)	F2	MATTHEWS PAINT 100-White LRV 79.9
GREEN	V3	AVERY 900 Supermat Apple Green SC 900-101-03 (SC900-101-03)	F3	MATTHEWS PAINT 100-Apple Spring Green LRV 28.3
RED	V4	AVERY 900 Supermat Unimulberry SC 900-101-03 (SC900-101-03)	F4	MATTHEWS PAINT 100-Apple Red LRV 11.2
YELLOW	V5	AVERY 900 Supermat Yellow SC 900-101-03 (SC900-101-03)	F5	MATTHEWS PAINT 100-Apple Yellow LRV 47.3
RED (REFLECTIVE)		3M Scotchlite Reflective Ruby Red 400-02 400-02 400-02		

7 SIGN POST FOOTING  
SCALE: 1" = 1'-0"



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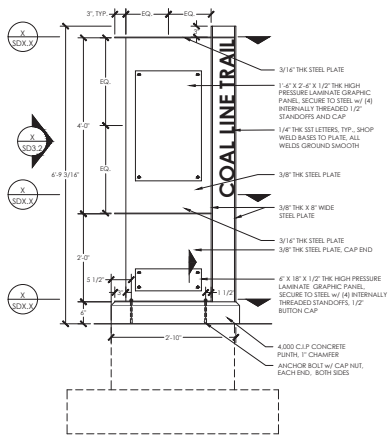
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INDIANA  
DEPARTMENT OF TRANSPORTATION

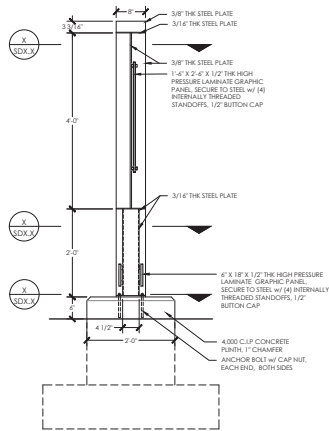
SIGN DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	-
VERTICAL SCALE	DESIGNATION
1" = 5'	1401810 / 1401811
SURVEY BOOK	SHEETS
-	40 of 78
CONTRACT	PROJECT
-	-

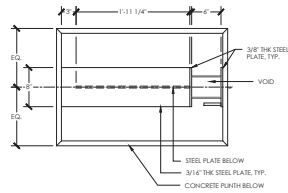
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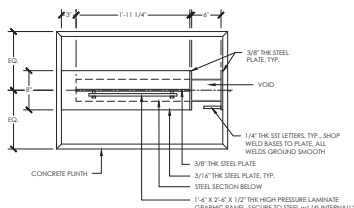
1 TRAILHEAD SIGN - FRONT ELEVATION  
SCALE: 3/4" = 1'-0"



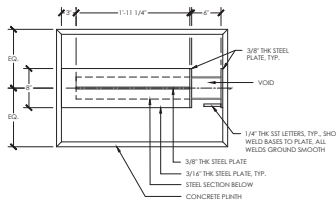
2 TRAILHEAD SIGN - SIDE ELEVATION  
SCALE: 3/4" = 1'-0"



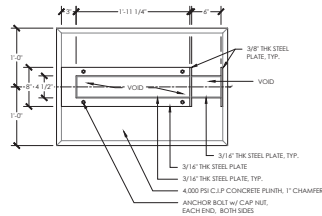
3 TRAILHEAD SIGN SECTION @ TOP  
SCALE: 1" = 1'-0"



4 TRAILHEAD SIGN SECTION @ MID POINT  
SCALE: 1" = 1'-0"



5 TRAILHEAD SIGN SECTION @ MID POINT  
SCALE: 1" = 1'-0"



6 TRAILHEAD SIGN SECTION @ PLINTH  
SCALE: 1" = 1'-0"



**RUNDELL  
ERNSTER  
ASSOCIATES**

Land Architecture • Urban Design • Land Planning  
618 East Market Street, Indianapolis, IN 46202  
TE (317) 263.0127 FX (317) 263.0280

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: XX	DRAWN: XX	
CHECKED: XX	CHECKED: XX	

INDIANA  
DEPARTMENT OF TRANSPORTATION

SIGN DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	-
VERTICAL SCALE	DESIGNATION
1" = 5'	1401810 / 1401811
SURVEY BOOK	SHEETS
-	41 of 78
CONTRACT	PROJECT
-	-

# *Appendix C*

## *Early Coordination*



City of South Bend  
Department of Public Works  
Division of Engineering  
Bureau of Public Construction  
227 West Jefferson RM# 1316  
South Bend, Indiana 46601

February 6, 2017

Mr. John Krueckeberg, Project Manager  
INDOT - LaPorte District  
315 E. Boyd Blvd.  
LaPorte, IN 46350

Sample Early Coordination Letter

RE: Early Coordination Letter  
Des. Nos.: 1401810 and 1401811  
Coal Line Trail, Phases I and II  
South Bend, Indiana

Dear Mr. Krueckeberg,

The City of South Bend desires to enhance their city-wide trail system by constructing a new multi-use path that will generally follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect from Lincoln Way West to the East Bank Trail at Angela Boulevard. The Coal Line Trail project will be developed through two phases and predominately follow the old railroad bed. The project is located in Sections 2, 35, and 36 of Townships 37 and 38 North, Range 2 East in Portage Township, St. Joseph County.

Our firm is part of a project team retained by the City of South Bend to undertake the required preliminary engineering activities for this project. Please refer to the attached location maps and ground level photographs to assist with your review.

As part of the early coordination for this project, you are asked to study this enclosed information and prepare a written evaluation of the potential project impacts upon resources that are within your jurisdiction. Please utilize the referenced project numbers in your reply. You are asked to reply within 30 days upon receipt of this letter. If no reply is received, it will be noted in the environmental document that your agency has no comment on the proposed project. Please address your agency's response to Michael S. Oliphant, Environmental Specialist, United Consulting, 1625 North Post Road, Indianapolis, Indiana 46219 or email [mikeo@ucindy.com](mailto:mikeo@ucindy.com).

#### **Purpose and Need:**

The purpose of this project is to provide pedestrian connectivity between neighborhoods, schools, and commercial areas in addition to providing a safe recreation area with new green space.

The need for this project is to promote community and economic development by unifying and strengthening connections between communities and neighborhoods. Coal Line Trail will address this need by forming a trail network with contiguous connections within the City of South Bend.

#### **Project Scope:**

The City of South Bend desires to construct a multi-use path. The typical section will be 12-feet wide and consists of 4-inches of Hot-Mix-Asphalt (HMA) over 6-inches of compacted aggregate.





Coal Line Trail will enhance connectivity and allow pedestrians and cyclists to follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect Lincoln Way West to the East Bank Trail at Angela Boulevard.

The Coal Line Trail project will ultimately be developed through three phases and predominately follow the old railroad bed. The different phase limits are:

Coal Line Trail Phase I: from Lincoln Way West northeasterly to Riverside Drive.

Coal Line Trail Phase II: from Riverside Drive across the St. Joseph River east to Angela Boulevard with a connection to the East Bank Trail.

It is anticipated the Coal Line Trail will travel on the east side of Wilber Street from Lincoln Way West to Van Buren Street. The parking will be eliminated and the travel and left turn lanes shifted to the west. Coal Line Trail will cross Van Buren Street at a stop controlled location. From Van Buren Street to Vassar Avenue, the trail will be shifted to the northwest half of the railroad easement. The Coal Line Trail will cross Vassar Avenue at Lawndale Avenue. The entire intersection will be raised to create a speed table to slow traffic. The trail will cross the south and east legs of the intersection before heading north along the east side of Industrial Drive, and rejoining the existing railroad alignment. The trail will shift to the northwest half of the easement from Vassar Avenue to Portage Avenue. A spur will be provided from the mainline trail to create an access to the western side of Portage Avenue and Martin's Supermarket. The mainline trail will be centered within the existing railroad corridor and utilize the new box culvert being constructed by St. Joseph County. East of Woodward Avenue, the trail will shift south from the railroad easement to the existing sidewalk infrastructure along Angela Boulevard and cross River Road at the existing roundabout. The trail will cross the St. Joseph River on the rehabilitated railroad bridge and continue east along the railroad bed. As the existing railroad bed veers north, the trail would leave the bed and traverse a new terrain alignment, crossing the Brothers of the Holy Cross property. As the trail converges on Angela Boulevard, the trail would parallel Angela Boulevard on the north side of the roadway to Michigan Boulevard, with a connection across Angela Boulevard at the East Bank Trail.

#### **Right-of-Way Information:**

**Permanent:** It is estimated that 9.06 acres of additional permanent right-of-way will need to be acquired as part of this project. This project will not require the acquisition of any permanent structures. Additional permanent right-of-way required for this project can be broken down into the following land uses:

Institutional (schools and churches) =	3.60 acres
Muessel Grove Park =	0.01 acres
Commercial =	2.53 acres
Residential =	2.92 acres

**TOTAL =** 9.06 acres

**Temporary:** The proposed project will not require the acquisition of temporary





City of South Bend  
Department of Public Works  
Division of Engineering  
Bureau of Public Construction  
227 West Jefferson RM# 1316  
South Bend, Indiana 46601

right-of-way.

#### **Wetland and Streams:**

The National Wetlands Inventory (NWI) Map shows no wetlands within the project limits. The United States Geological Survey Quadrangle (USGS) map shows St. Joseph River within the limits of the proposed project. One wetland was identified during a field visit that was conducted to determine the accuracy of the NWI map in June 2016. No other streams, jurisdictional ditches, or waterways were identified within the project limits during this field visit.

Your cooperation in expediting the development of this project is appreciated. Officials with the City of South Bend want to advance this project to construction as soon as possible to provide safe and efficient facilities for its residents. If you need additional information or have any questions, please contact our office.

Sincerely,

#### **UNITED CONSULTING**

Michael S. Oliphant, AICP  
Environmental Specialist

Kara Boyles, PhD, PE  
City of South Bend Engineer

enclosures: Location Maps  
Ground Level Photographs

c: Natural Resources Conservation Service  
Indiana Department of Environmental Management  
US Fish and Wildlife Service  
US Army Corps of Engineers  
Federal Highway Administration  
Indiana Department of Natural Resources – Division of Water  
INDOT Aeronautics Division  
INDOT LaPorte District  
INDOT Cultural Resources  
INDOT Public Involvement  
South Bend Parks & Recreation  
St. Joseph County  
HUD  
MACOG  
Indiana Geological Survey  
National Park Service  
UNITED File: (16-406)

See maps and  
photographs in  
Appendix B

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

**DNR #:** ER-19591

**Request Received:** February 7, 2017

**Requestor:** United Consulting  
Michael S Oliphant  
1625 North Post Road  
Indianapolis, IN 46219-1995

**Project:** Coal Line Trail, Phases I & II: construction of a new multi-use path along the old Notre Dame & Western coal line from Lincoln Way West to the East Bank Trail at Angela Boulevard, City of South Bend; Des #s 1401810 & 1401811

**County/Site info:** St. Joseph

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

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

**Regulatory Assessment:** This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of the St. Joseph River. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. The state endangered Drummond Rockcress (*Arabis drummondii*) has been documented within 1/2 mile north of phase II. The Division of Nature Preserves does not anticipate any impacts to this plant species as a result of the project.

Also, the state endangered Blanding's Turtle (*Emydoidea blandingii*) has been documented within the project area.

**Fish & Wildlife Comments:** We do not foresee any impacts to the Blanding's turtle as a result of this project.

Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

**A) Riparian Habitat:**

We recommend a mitigation plan be developed (and submitted with the permit application, if required) if habitat impacts will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at:  
<http://www.in.gov/legislative/iac/20140806-IR-312140295NRA.xml.pdf>.

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



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

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**B) Wetland Habitat:**

Due to the presence or potential presence of wetlands on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio (see guidelines above).

**C) Trail Guidelines:**

The following is a basic list of recommendations to consider when planning trails around potential fish, wildlife or botanical resource habitat.

1. Place the trail in or adjacent to existing right-of-ways where possible to minimize significant impacts to natural resource habitat. Also, utilize previously disturbed or degraded areas. Align the trail along or near existing man-made edges or areas that have the potential to be restored or enhanced by trail construction (i.e. railroad corridors), rather than routing the trail through previously undisturbed areas.
2. When designing or constructing a trail, disturb as narrow an area as possible to help minimize negative impacts. Where significant impacts to fish, wildlife or botanical resources are likely due to the trail's width, reduce the width to help avoid those impacts. ADA accessibility standards allow departures from the standards under certain conditions, including substantial harm to natural features, habitat, or vegetation (see <http://www.access-board.gov/attachments/article/1500/outdoor-rule.pdf>, Accessibility Guidelines for Outdoor Developed Areas).
3. Do not focus only on the direct impact of the trail's width; also consider the trail's impact to the surrounding habitat. Trails can fragment larger habitat areas and reduce the overall usefulness of the site to fish, wildlife, or botanical resources (1 large habitat block is better than 2 small habitat blocks). Trails can cause significant impacts to forested areas, riparian forested corridors along creeks and rivers, and wetland areas. They also may cause sediment and erosion issues or introduce human disturbance into fairly isolated areas containing wildlife habitat.
4. Avoid unnecessary stream crossings. Instead, make use of or modify existing stream crossings or avoid crossing the stream altogether. Where stream crossings are unavoidable, pedestrian bridges with supports/abutments placed no less than 10 feet landward from the tops of the banks on each side of the waterway are recommended. Alternatively, a three-sided culvert may be used. Three-sided culverts should be oversized to allow terrestrial wildlife movement along the creek on unsubmerged dry land at normal water levels. Box-culvert or pipe-culvert crossings are not recommended.
5. Trails designed to follow a stream's course must be placed outside the stream's forested riparian buffer. Also, do not place the trail along the tops of the banks of a forested creek. Avoid perpendicular fragmentation of riparian areas (streamside habitat). Where the stream has little or no forested riparian buffer, the trail should be no closer than 15 feet from the tops of the banks.
6. Avoid elements identified in the Natural Heritage Database; trails may negatively affect species that require specific natural conditions (vegetation, light levels, moisture, etc.) that are altered as a result of trail construction. Rare and high quality habitats, and wildlife habitats that possess high wildlife abundance and diversity, should be avoided by placing the trail around the habitat and screening it from the trail and trail users with a buffer of native vegetation or another method as discussed below. Wetlands and karst features are but two examples of areas to avoid.
7. Raised boardwalks should be constructed in wet areas or near wetlands (trails through wetlands are not recommended). A material such as composite decking should be used rather than treated wood which can leach elements toxic to aquatic life.
8. Screen wildlife habitat from the trail corridor. Vegetation, topography, and fences can help reduce the impact of noise and line of site disturbances of trail users on wildlife. Walls can create wildlife movement barriers and potential impacts must be considered.

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

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Native grass buffers (2 to 3 feet tall) are recommended along the edge of trails near habitat such as wetlands.

9. Lighting should only be used when absolutely necessary. Lighting in forested areas and along creeks, streams, and rivers should be the lowest intensity feasible and shielded to cast light on the path and not diffused into the surroundings to avoid disturbing wildlife circadian rhythms and disorienting night-migrating birds.

10. Any plantings in the riparian areas should be locally native species, not exotic species or horticultural varieties (e.g. "Autumn Blaze" Red Maple). A list of appropriate native woody and herbaceous vegetation can be provided upon request.

11. Trail surfaces can have negative effects on surrounding natural areas and deter movement of some species across the trail. Some surface materials are more environmentally acceptable than others, such as mulch and mown grass which should be considered as the first options. Asphalt is not recommended as a trail surface in the floodway. The conventional maintenance for aging asphalt is to seal it with a blacktop or asphalt sealer. Research has shown that as these sealers break down over time, they move into the aquatic environment and are highly toxic to aquatic life. If asphalt is used then asphalt sealer should not be used for long-term maintenance and repair of the asphalt trail surface. In previously disturbed areas, concrete is an acceptable surface material, and porous concrete is preferred wherever it can be used.

12. Shoulders should be constructed using unconsolidated materials where possible. In some situations, solid shoulders are necessary. In those cases, shoulders should be constructed using porous concrete.

13. Trails that highlight natural resources should skirt the resource and utilize "pulloffs" at specific sites instead of letting the entire trail and traffic disturb the resource.

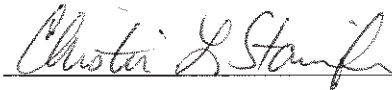
The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.

**Contact Staff:**

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



**Date:** March 9, 2017

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



Project No. N/A Des. No. 1401810 and 1401811

Project Description Coal Line Trail, Phases I and II, South Bend, St. Joseph County,  
Indiana

Name of Organization requesting early coordination:

United Consulting

**QUESTIONNAIRE FOR THE INDIANA GEOLOGICAL SURVEY**

- 1) Do unusual and/or problem ( ) geographic, ( ) geological, ( ) geophysical, or  
( ) topographic features exist within the project limits? Describe:

No

- 2) Have existing or potential mineral resources been identified in this area? Describe:

No

- 3) Are there any active or abandoned mineral resources extraction sites located nearby?  
Describe:

No

This information was furnished by:

Name: Robin Rupp Title: Geologist

Address: 611 North Walnut Grove, Bloomington, IN 47405

Phone: 812-855-7428

Date: March 10, 2017



February 15, 2017

Mr. Michael S. Oliphant, Environmental Specialist  
HNTB Corporation  
United Consulting  
1625 North Post Road  
Indianapolis, Indiana 46219

*Subject: Early Coordination Review (Des. No. 1401810 & 1401811)*

Dear Mr. Oliphant,

In response to your request on February 6, 2017 for early coordination review of a city-wide trail system that will generally follow the Old Notre Dame & Western coal line and connect from Lincoln Way West to the East Bank Trail at Angela Boulevard in South Bend, Indiana; the Indiana Department of Transportation, Office of Aviation has reviewed the information and provides the following:

**Are there any existing or proposed public-use airports within 5 nautical miles of the project limits (IC 8-21-10-6)?**

The South Bend International Airport (SBN) is located approximately 1.6 nautical miles northwest of the southernmost point of the Phase I project site, and approximately 2.2 nautical miles northwest of the northernmost point of the Phase II project site.

**Will an Indiana Tall Structure permit (IC 8-21-10-3-a) and/or Noise Sensitive (IC 8-21-10-3-b) permit be required?**

Based upon the provided information, an Indiana Tall Structure permit and/or Noise Sensitive permit would not be required unless the project involves the construction of a temporary or permanent structure that penetrates a 100:1 slope from the nearest point of the South Bend International Airport runways.

For any questions related to Indiana Tall Structure and/or Noise Sensitive permitting, please contact James Kendrick at (317) 232-1485 or [jkendrick@indot.in.gov](mailto:jkendrick@indot.in.gov).

Sincerely,



Adam French  
Chief Airport Inspector, Office of Aviation  
Indiana Department of Transportation



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>



In Reply Refer To:

November 16, 2017

Consultation Code: 03E12000-2018-I-0179

Event Code: 03E12000-2018-E-00698

Project Name: Coal Line Trail (Des. Nos. 1401810 & 1401811)

Subject: Concurrence verification letter for the 'Coal Line Trail (Des. Nos. 1401810 & 1401811)' project under the December 15, 2016 FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the **Coal Line Trail (Des. Nos. 1401810 & 1401811)** (Proposed Action) may rely on the concurrence provided in the December 15, 2016, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*). Based on the information you provided (Project Description repeated below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or northern long-eared bat in a manner or to an extent not considered in the PBO, further

review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, or any designated critical habitat, additional consultation is required. In either of these circumstances, please contact this Office.

The following species may occur in your project area and **are not** covered by this determination:

- Copperbelly Water Snake, *Nerodia erythrogaster neglecta* (Threatened)
- Eastern Massasauga (=rattlesnake), *Sistrurus catenatus* (Threatened)

## Project Description

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

### Name

Coal Line Trail (Des. Nos. 1401810 & 1401811)

### Description

The City of South Bend desires to enhance their city-wide trail system by constructing a new multi-use path that will generally follow the old Notre Dame & Western coal line (now Norfolk

Southern) and connect from Lincoln Way West to the East Bank Trail at Angela Boulevard.

The

Norfolk Southern Railroad Bridge will be utilized at the crossing of St. Joseph River and will receive updates including guardrails to improve safety conditions. The Coal Line Trail project

will be developed through two phases and predominately follow the old railroad bed. The project is located in Sections 2, 35, and 36 of Townships 37 and 38 North, Range 2 East in Portage Township, St. Joseph County. The proposed project will have a maximum excavation

depth of 8 feet. The project will require the acquisition of 9.06 acres of permanent right-of-way.

Maintenance of traffic will likely be accomplished via flagging operations.

## Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect, the endangered Indiana bat and/or the threatened Northern long-eared bat; therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the December 15, 2016 FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.



## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

[1] See [Indiana bat species profile](#)

**Automatically answered**

*Yes*

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup> (NLEB)?

[1] See [Northern long-eared bat species profile](#)

**Automatically answered**

*Yes*

3. Which Federal Agency is the lead for the action?

*A) Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, property inspections, planning and technical studies, property sales, property easements, and equipment purchases)

*No*

5. Are *all* project activities completely within the existing road/rail surface<sup>[1]</sup> (e.g., road line painting)?

[1] Road surface is defined as the driving surface and shoulders (may be pavement, gravel, etc.) and rail surface is defined as the edge of the rail ballast.

*No*

6. Are *all* project activities limited to the maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

*No*

7. Are *all* project activities limited to wetland or stream protection activities associated with compensatory wetland mitigation?

*No*

8. Will the project raise the road profile **above the tree canopy** within 1,000 feet of known summer habitat (based on documented roosts and/or captures)?

*No*

9. Does the project include percussives or other activities (not including the removal of trees) that will increase noise levels above existing traffic/background levels?

*Yes*

10. Is there any suitable summer habitat<sup>[1]</sup> for Indiana Bat or NLEB within the project area? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

*Yes*

11. Will the project clear any suitable summer habitat<sup>[1]</sup>?

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

*Yes*

12. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

*No*

13. Have presence/probable absence (P/A) summer surveys<sup>[1][2]</sup> been conducted<sup>[3][4]</sup>?

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

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernaculum) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

[4] negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

*No, P/A surveys have not been conducted and therefore it is assumed that bats are present for this analysis*

14. Does the project include activities within documented **Indiana bat** habitat<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

15. Will the project remove any suitable **Indiana bat** roosting/foraging habitat or travel corridors that **has not** been documented as being used by Indiana bat?

*Yes*

16. When will the suitable (but **not** documented) **Indiana bat** roosting/foraging habitat or travel corridors be removed?

*B) During the inactive season*

17. Does the project include activities within **documented NLEB** habitat<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

18. Will the project remove any suitable **NLEB** roosting/foraging habitat or travel corridors that have **not** been documented as being used by NLEB?

*Yes*

19. When will the suitable (but **not** documented) **NLEB** roosting/foraging habitat or travel corridors be removed?

*B) During the inactive season*

20. Does the project include any ground disturbing activities?

*Yes*

21. Is the project located within a karst area?

*No*

22. Will the project include any type of activity that could impact a **known** hibernaculum<sup>[1]</sup>, or impact a karst feature (e.g., sinkhole, losing stream, or spring) that could result in effects to a **known** hibernaculum?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

*No*

23. Does the project include any activities **within** 0.5 miles of an Indiana bat and/or NLEB hibernaculum<sup>[1]</sup>?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

*No*

24. Does the project include any activities **greater than** 300 feet from existing road/rail surfaces?

*No*

25. Does the project include slash pile burning?

*No*

26. Does the project include any bridge removal and/or replacement activities?

*No*

27. Does the project include any bridge maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

*Yes*

28. Has a Bridge Assessment<sup>[1]</sup> for use by bats been conducted within the last 12 months<sup>[2]</sup>?

[1] See User Guide Appendix D for [bridge/abandoned structure assessment guidance](#)

[2] Assessments must be completed a maximum of 1 year prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

*Yes*

*SUBMITTED DOCUMENTS*

- *Bat Inspection Report Des 1401810.pdf*  
[https://ecos.fws.gov/ipac/project/JBXGOH26ENHJNBRR65FCJK3HWU/  
projectDocuments/10199372](https://ecos.fws.gov/ipac/project/JBXGOH26ENHJNBRR65FCJK3HWU/projectDocuments/10199372)

29. Did the bridge assessment detect bats or sign of bat roosting in/under the bridge?

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

*No*

30. Will the bridge related activities make the bridge no longer suitable for roosting?

*No*

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

*No*

32. Does the project include maintenance activities of any structures other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

*No*

33. Does the project include tree removal?

*Yes*



34. Will the tree removal alter any documented Indiana bat or NLEB roosts and/or alter any surrounding summer habitat *within* 0.25 mile of a documented roost?

*No*

35. Will *any* tree removal occur within 100 feet of existing road/rail surfaces<sup>[1]</sup>?

[1] Road surface is defined as the driving surface and shoulders (may be pavement, gravel, etc.) and rail surface is defined as the edge of the rail ballast.

*Yes*

36. Will *all* tree removal occur within 100 feet of existing road/rail surfaces?

*Yes*

37. Are *all* trees that are being removed clearly demarcated?

*Yes*

38. Will the project involve the use of **temporary** lighting during the construction/maintenance activities?

*No*

39. Will the project install new (or replace existing) **permanent** lighting?

*Yes*

40. **Lighting AMM 2**

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society<sup>[1][2]</sup> to rate the amount of light emitted in unwanted directions?

[1] Refer to [Fundamentals of Lighting - BUG Ratings](#)

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

*Yes*

41. **Lighting AMM 2**

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

*Yes*

42. Will the use of temporary or permanent lighting increase illumination *within suitable habitat* above ambient conditions?

*No*

43. **General AMM 1**

Will the project ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

*Yes*

44. **Tree Removal AMM 1**

Can all phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is an avoidance measure, the full implementation of which may not always be practicable. In such cases, projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented

*Yes*

45. **Tree Removal AMM 2**

Can all tree removal activities be restricted to when bats are not likely to be present<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

*Yes*

46. **Tree Removal AMM 3**

Can tree removal be limited to that area specified in project plans, and assured through: (1) installation of bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits, and (2) confirmation that contractors understand clearing limits and how they are marked in the field?

*Yes*

**47. Tree Removal AMM 4**

Can the project avoid cutting down/removal of all 1) documented Indiana bat or NLEB roosts<sup>[1]</sup> (that are still suitable for roosting), and 2) trees within 0.25 miles of roosts?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

**Automatically answered**

*Yes - you indicated that tree removal for this project would not alter documented Indiana bat or NLEB roosts and/or summer habitat within 0.25 mile of a documented roost*

**48. Bridge AMM 5**

Will you ensure that suitable roosting sites remain after any bridge work?

**Automatically answered**

*Yes - you indicated that suitable roosting sites will remain after bridge related activities*

## Project Questionnaire

1. Please describe the proposed bridge work:

*The following is a summary of the major items that are anticipated for this bridge rehabilitation project:*

*1. Bridge Deck and Superstructure:*

- a. The existing rails and timber railroad ties will be removed*
- b. Existing steel girders will be cleaned and painted*
- c. New concrete deck with 14'-0" clear roadway width will be placed on the existing beams*
- d. Pedestrian hand rail will be installed on new deck*
- e. Overlooks will be constructed on both sides at Piers 3 and 6*

*2. Substructure and Foundation:*

- a. New concrete beam seats with elastomeric bearing pads are recommended to replace the existing steel bearing assemblies. This work can be completed by temporarily supporting the steel superstructure*
- b. The bent and pier caps will be raised to accommodate the proposed elastomeric bearing pads*
- c. The scaling and spalling in the piers will be cleaned and patched*
- d. The cracks with efflorescence in the piers and pier caps will be epoxy injected*
- e. The timber fenders around the piers will be removed to eliminate trapped debris*
- f. Any debris currently trapped on the substructure will be removed*

*3. Scour and Scour Countermeasures*

- a. Scour was noted in the underwater inspection report, but no historical information was available to evaluate the progression of scour over time.*
- b. The underwater report recommends surrounding Pier 4 and Pier 5 with a sheet pile cofferdam offset 3 feet from the existing pier stem. The top would be 1 foot above the ordinary high water elevation and the bottom would be at a depth of three times the exposed height and backfilled with a concrete mixture to protect from further scour.*
- c. In lieu of installing the scour countermeasures, an underwater inspection could be completed on a 48-month frequency to monitor the existing scour conditions.*
- d. As a part of the design, scour computations will be completed to determine what scour countermeasures are warranted for the proposed project conditions.*

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

*Yes*

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

*The bridge rehabilitation work will occur in 2020.*

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

*No*

5. How many acres of trees are proposed for removal?

*5.06*

6. **Please verify:**

All tree removal will occur greater than 0.5 mile from any hibernaculum.

*Yes, I verify that all tree removal will occur greater than 0.5 miles from any hibernaculum.*

7. The project location is 0-100 feet from the edge of existing road/rail surface.

*Yes*

8. The project location is 100-300 feet from the edge of existing road/rail surface.

*No*

## Avoidance And Minimization Measures (AMMs)

These measures **were accepted** as part of this determination key result:

### 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.

### TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely.

Note: Tree Removal AMM 1 is an avoidance measure, the full implementation of which may not always be practicable. In such cases, projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented.

### TREE REMOVAL AMM 2

Apply time of year (TOY) restrictions for tree removal<sup>[1]</sup> when bats are not likely to be present.

[1] Coordinate with the local Service Field Office for appropriate dates.



#### TREE REMOVAL AMM 3

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

#### TREE REMOVAL AMM 4

Do not cut down documented Indiana bat or NLEB roosts (that are still suitable for roosting) or trees within 0.25 miles of roosts, or documented foraging habitat at any time of year.

#### BRIDGE AMM 5

Ensure suitable roosting sites remain after any bridge work. Suitable roosting sites may be incorporated into the design of a new bridge.

## Additional Avoidance And Minimization Measures (AMMs)

These measures **are not required** for this project as described:

#### TREE REMOVAL AMM 5

Avoid conducting tree removal within documented Indiana bat roosting/foraging habitat<sup>[1]</sup> or travel corridors<sup>[2]</sup> from May 1-July 31.

[1] Documented roosting or foraging habitat – for the purposes of this BA, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.

[2] Documented travel corridor - for the purposes of this BA, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) tree corridors located directly between documented roosting and foraging habitat.

#### TREE REMOVAL AMM 6

Minimize tree removal within suitable Indiana bat habitat (no documented habitat) from May 1-July 31 in the following manner:

- 1) Limit clearing such that all trees can be visually assessed.
- 2a) Conduct visual emergence surveys if trees are greater than or equal to 9 inches diameter at breast height (dbh).
  - If no bats are observed, proceed with clearing the following day.
  - If bats observed, modify project to conduct tree removal after August 1.

OR

- 2b) If trees are <9 inches dbh, no emergence survey required.

#### TREE REMOVAL AMM 7

Avoid removing documented NLEB maternity roosts and trees within 150 feet of those roosts from June 1-July 31.

#### BRIDGE AMM 1

To completely avoid direct effects to roosting bats, perform any bridge repair, retrofit, maintenance, and/or rehabilitation work during the winter hibernation period<sup>[1]</sup>.

[1] Coordinate with the local Service Field Office for appropriate dates.

#### BRIDGE AMM 2

If construction activity is planned during the active season, perform a bridge assessment<sup>[1]</sup> for presence of bats.

[1] See User Guide Appendix D for [bridge assessment guidance](#)

#### BRIDGE AMM 3

If bridge assessment for bats suggests presence of bats, ensure activity will not disturb bats.

#### BRIDGE AMM 4

If bridge assessment for bats suggests presence of a small number of bats (5)6, conduct bridge repair, retrofit, maintenance, and/or rehabilitation work (including activity with percussives) outside of pup season (June 1- July 31) AND keep the light localized in the evening while the bats are feeding, starting one hour after sunset and ending one hour before daylight, excluding the hours between 10 p.m. and midnight<sup>[1]</sup>.

[1] Keeley and Tuttle (1999) indicated peak night roost usage is between 10:00 p.m. to midnight.

#### STRUCTURE AMM 1

If the goal of the project is to exclude bats from the structure, coordinate with your local Service Field Office and follow the Acceptable Management Practices for Bat Control Activities in Structures guidance document ([White-nose Syndrome Conservation and Recovery Working Group 2015](#)).

#### STRUCTURE AMM 2

Perform *all* maintenance and/or repair work during the winter hibernation period<sup>[1]</sup> unless a hibernating colony of bats is present.

[1] Coordinate with the local Service Field Office for appropriate dates.

#### STRUCTURE AMM 3

If maintenance and/or repair work will be performed outside of the winter hibernation period, determine if work will occur in an area with roosting bats. If there is observed bat activity (or signs of frequent bat activity), Transportation Agencies/State Departments of Transportation (DOTs) will conduct maintenance activity or similar structure alteration when bats are not present (i.e., foraging) or in a manner that will not disturb them.

#### STRUCTURE AMM 4

If roosting bats or signs of roosting bats are observed, Transportation Agencies/State DOTs will avoid removing the structure.

Note: If there are concerns about human health/safety/property coordinate with a nuisance wildlife control officer and the local USFWS Field Office.

#### LIGHTING AMM 1

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

## LIGHTING AMM 2

Use downward-facing, full cut-off<sup>[1]</sup> lens lights, and direct lighting away from suitable habitat when installing new or replacing existing permanent lights; or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society<sup>[2][3]</sup>, the goal is to be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

[1] Refer to [Luminaire classification for controlling stray light](#)

[2] Refer to [Fundamentals of Lighting - BUG Ratings](#)

[3] Refer to [The BUG System—A New Way To Control Stray Light](#)

## HIBERNACULA AMM 1

For projects located within karst areas, on-site personnel will use best management practices<sup>[1]</sup>, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography.

[1] Coordinate with the appropriate Service Field Office on recommended best management practices for karst in your state.

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

This key was last updated in IPaC on April 03, 2017. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [revised programmatic biological opinion for transportation projects dated December 15, 2016](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

## **U.S. Fish & Wildlife Service Contact List**

### **Determination key office contact information**

#### **Assistant Director-Ecological Services**

5275 Leesburg Pike, Ms: Es  
Falls Church, VA 22041-3803  
(703) 358-2171

### **Offices with jurisdiction over project area**

#### **Indiana Ecological Services Field Office**

620 South Walker Street  
Bloomington, IN 47403-2121  
(812) 334-4261





# United States Department of the Interior

## Fish and Wildlife Service



Indiana Field Office (ES)  
620 South Walker Street  
Bloomington, IN 47403-2121  
Phone: (812) 334-4261 Fax: (812) 334-4273

February 28, 2017

Mr. Michael S. Oliphant  
United Consulting  
1625 North Post Road  
Indianapolis, Indiana 46219

Project No.: Des. 1401810 and 1401811  
Project: Coal Line Trail – Phases I and II  
Location: South Bend, St. Joseph County

Dear Mr. Oliphant:

This responds to your letter dated February 7, 2017, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The proposed project consists of the construction of a multi-use trail along the abandoned right-of-way of the former Notre Dame & Western Railroad and various city streets, plus the rehabilitation of the existing unused railroad bridge across the St. Joseph River into a trail bridge. We request mitigation for any loss of large native trees due to the project and control of non-native vegetation to the extent practicable.

### ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (Myotis sodalis) and the threatened northern long-eared bat (Myotis septentrionalis), northern copperbelly water snake (Nerodia erythrogaster neglecta), and eastern massasauga rattlesnake (Sistrurus catenatus). However, there is no habitat for these species within the proposed project area, so we agree that the proposed project is not likely to adversely affect these endangered and threatened species.

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 be published, it will be necessary for the Federal agency to reinitiate consultation.

Thank you for the opportunity to comment on this proposed trail project. For further discussion, please contact Elizabeth McCloskey at (219) 983-9753 or [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov).

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt  
Supervisor

Sent via email February 28, 2017; no hard copy to follow.



## Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

100 N. Senate Avenue • Indianapolis, IN 46204

(800) 451-6027 • (317) 232-8603 • [www.idem.IN.gov](http://www.idem.IN.gov)

Eric J. Holcomb  
Governor

Bruno Pigott  
Commissioner

February 7, 2017

66-33  
United Consulting  
Attention: Michael S. Oliphant  
1625 North Post Road  
Indianapolis, Indiana 46219

Dear Michael S. Oliphant,

RE: Wellhead Protection Area  
Proximity Determination  
Des No 1401810 and 1401811  
Coal Line Trail, Phase I and II  
South Bend, Indiana

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

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

1. Go to <http://idemmaps.idem.in.gov/whpa2/>
  2. Use the search tool located in the upper left hand corner of the application to zoom to your site of interest by way of city, county, or address; or use the mouse to click on the site of interest displayed on the map.
  3. Once the site of interest has been located and selected, use the print tool to create a .pdf of a wellhead protection area proximity determination response.
- In the future please consider using this self service feature if it suits your needs.

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

Sincerely,

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



Please Reduce, Reuse, Recycle



CITY OF SOUTH BEND PETE BUTTIGIEG, MAYOR  
**DEPARTMENT OF PUBLIC WORKS**  
Eric Horvath, Director

October 12, 2017

Michael S. Oliphant, AICP  
Environmental Specialist  
United Consulting  
1625 North Post Road  
Indianapolis, IN 46219

Wellhead Protection Area map  
has been removed

RE: Coal Line Trail Project

South Bend Water Works received your email dated today, October 12, 2017, requesting Wellhead Protection Area verification and management requirements for the Coal Line Trail Project. As the Indiana Department of Environmental Management indicated, a portion of the project's Phase II is located in one of our Wellhead Protection Areas. A map of the WPA in question is attached.

As a Best Management Practice, we recommend that any storage of bulk materials and mixing operations be outside of the Wellhead Protection Area. Other than that, we do not foresee any other special precautions outside of the standard practices for similar construction activities.

Please let me know if you have any additional questions or would like more information.

Respectfully,

Michelle Smith  
Director of Water Quality and Laboratory  
City of South Bend, Indiana





## Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

100 North Senate Avenue - Indianapolis, IN 46204

(800) 451-6027 - (317) 232-8603 - [www.idem.IN.gov](http://www.idem.IN.gov)

City of South Bend  
Roger Nawrot, Assistant City Engineer  
227 West Jefferson Boulevard  
South Bend, IN 46601

United Consulting  
Michael S. Oliphant  
1625 North Post Road  
Indianapolis, IN 46219

Date

Dear Grant Administrator or Other Finance Approval Authority:

RE: The City of South Bend desires to enhance their city-wide trail system by constructing a new multi-use path that will generally follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect from Lincoln Way West to the East Bank Trail at Angela Boulevard. The Coal Line Trail project will be developed through two phases and predominately follow the old railroad bed. The project is located in Sections 2, 35, and 36 of Townships 37 and 38 North, Range 2 East in Portage Township, St. Joseph County. The typical section will be 12-feet wide and consists of 4-inches of Hot-Mix-Asphalt (HMA) over 6-inches of compacted aggregate. Coal Line Trail will enhance connectivity and allow pedestrians and cyclists to follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect Lincoln Way West to the East Bank Trail at Angela Boulevard. The Coal Line Trail project will ultimately be developed through three phases and predominately follow the old railroad bed. The different phase limits are: Coal Line Trail Phase I: from Lincoln Way West northeasterly to Riverside Drive. Coal Line Trail Phase II: from Riverside Drive across the St. Joseph River east to Angela Boulevard with a connection to the East Bank Trail.

The Indiana Department of Environmental Management (IDEM) is aware that many local government or not-for-profit entities are seeking grant monies, a bond issuance, or another public funding mechanism to cover some portion of the cost of a public works, infrastructure, or community development project. IDEM also is aware that in order to be eligible for such funding assistance, applicants are required to first evaluate the potential impacts that their particular project may have on the environment. In order to assist applicants seeking such financial assistance and to ensure that such projects do not have an adverse impact on the environment,

IDEM has prepared the following list of environmental issues that each applicant must consider in order to minimize environmental impacts in compliance with all relevant state laws.

IDEM recommends that each applicant consider the following issues when moving forward with their project. IDEM also requests that, in addition to submitting the information requested above, each applicant also sign the attached certification, attesting to the fact that they have read the letter in its entirety, agree to abide by the recommendations of the letter, and to apply for any permits required from IDEM for the completion of their project.

IDEM recommends that any person(s) intending to complete a public works, infrastructure, or community development project using any public funding consider each of the following applicable recommendations and requirements:

## **WATER AND BIOTIC QUALITY**

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.
  - o USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.
  - o Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).



- Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm>. IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.
- 2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality. To learn more about the water quality certification program, visit: <http://www.in.gov/idem/4384.htm>.
- 3. If the USACE determines that a wetland or other body of water is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A state isolated wetland permit from IDEM's Office of Water Quality is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the Office of Water Quality at 317-233-8488.
- 4. If your project will impact more than 0.5 acres of wetland, stream relocation, or other large-scale alterations to bodies of water such as the creation of a dam or a water diversion, you should seek additional input from the Office of Water Quality, Wetlands staff at 317-233-8488.
- 5. Work within the one-hundred year floodway of a given body of water is regulated by the Department of Natural Resources, Division of Water. Contact this agency at 317-232-4160 for further information.
- 6. The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.
- 7. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
  - <http://www.in.gov/idem/4902.htm>
  - To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq>), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF], pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html>).
  - Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to

IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

- Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm>.
  - If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.
  - Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.
8. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317-232-4080) for additional project input.
  9. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
  10. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
  11. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

## AIR QUALITY

The above-noted project (see page 1) should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed under specific conditions (<http://www.in.gov/idem/4148.htm>). You also can seek an open burning variance from IDEM.
  - o IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on-site. You must register with IDEM if more than 2,000 pounds is to be composted; contact 317-232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) on-site, although burying large quantities of such material can lead to subsidence problems.
2. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.
  - o If construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for three to five years, precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for three to five years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at 317-233-7272.
3. The U.S. EPA and the U.S. Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. For a county-by-county map of predicted radon levels in Indiana , visit <http://www.in.gov/idem/4267.htm>.
  - o The U.S. EPA further recommends that all homes and apartments (within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L or higher, then U.S. EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L or higher, then U.S. EPA recommends the installation of radon-reduction measures. For a list of qualified radon testers and radon mitigation (or reduction) specialists, visit [http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf). Also, is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.
  - o To learn more about radon, radon risks, and ways to reduce exposure, visit <http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>, <http://www.in.gov/idem/4145.htm>, or <http://www.epa.gov/radon/index.html>.

4. With respect to asbestos removal, all facilities slated for renovation or demolition (except residential buildings that have four (4) or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.
  - If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.
  - For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.
  - In all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at [www.in.gov/icpr/webfile/formsdiv/44593.pdf](http://www.in.gov/icpr/webfile/formsdiv/44593.pdf).
  - Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. Billings will occur on a quarterly basis.
  - For more information about IDEM policy regarding asbestos removal and disposal, visit: <http://www.in.gov/idem/4983.htm>.
5. With respect to lead-based paint removal, IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal, visit <http://www.in.gov/idem/permits/guide/waste/leadabatement.html>.
6. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months of April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>).
7. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it



will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 ([www.legis.iac/t03260/a00020.pdf](http://www.legis.iac/t03260/a00020.pdf)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

8. For more information on air permits, visit <http://www.in.gov/idem/4223.htm>, or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or oamprod at idem.in.gov.

## LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm>.
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If Polychlorinated Biphenyls (PCBs) are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes. (Asbestos removal is addressed above, under Air Quality.)
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317-308-3039(<http://www.in.gov/idem/4999.htm>).

## FINAL REMARKS

Should the applicant need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that they notify all adjoining property owners and/or occupants within ten days of your submittal of each permit application. Applicants seeking multiple permits, may still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Please note that this letter does not constitute a permit, license, endorsement, or any other form of approval on the part of either the Indiana Department of Environmental Management or any other Indiana state agency.

Should you have any questions relating to the content or recommendations of this letter, or if you have additional questions about whether a more complete environmental review of your project should be conducted, please feel free to contact Steve Howell at (317) 232-8587, [snhowell@idem.in.gov](mailto:snhowell@idem.in.gov).

### Signature(s) of the Applicant

I acknowledge that I am seeking grant monies, a bond issuance, or other public funding mechanism to cover some portion of the cost of the public works, infrastructure, or community development project as described herein, which I am working (possibly with others) to complete.

### Project Description

The City of South Bend desires to enhance their city-wide trail system by constructing a new multi-use path that will generally follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect from Lincoln Way West to the East Bank Trail at Angela Boulevard. The Coal Line Trail project will be developed through two phases and predominately follow the old railroad bed. The project is located in Sections 2, 35, and 36 of Townships 37 and 38 North, Range 2 East in Portage Township, St. Joseph County. The typical section will be 12-feet wide and consists of 4-inches of Hot-Mix-Asphalt (HMA) over 6-inches of compacted aggregate. Coal Line Trail will enhance connectivity and allow pedestrians and cyclists to follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect Lincoln Way West to the East Bank Trail at Angela Boulevard. The Coal Line Trail project will ultimately be developed through three phases and predominately follow the old railroad bed. The different phase limits are: Coal Line Trail Phase I: from Lincoln Way West northeasterly to Riverside Drive. Coal Line Trail Phase II: from Riverside Drive across the St. Joseph River east to Angela Boulevard with a connection to the East Bank Trail.

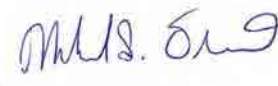
With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environmental Management that appears directly above. In addition, I understand that in order to complete the project in which I am interested, with a minimum impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Dated Signature of the Public Owner  
Contact/Responsible Elected Official

  
Roger Nawrot

3/9/18

Dated Signature of the Project  
Planner/Consultant Contact Person

  
Michael S. Oliphant

3/12/18



# ***Appendix D***

## ***Section 106 Documentation***

**FEDERAL HIGHWAY ADMINISTRATION  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECTS  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
COAL LINE TRAIL PHASES I AND II PROJECT  
CITY of SOUTH BEND, in PORTAGE TOWNSHIP  
ST. JOSEPH COUNTY, INDIANA  
DES. NO.: 1401810 and 1401811**

**AREA OF POTENTIAL EFFECTS (APE)**

**(Pursuant to 36 CFR Section 800.4(a)(1))**

The Area of Potential Effects (APE) of the project includes all properties directly adjacent to the proposed trail location. The APE expands to two properties deep at the street corners adjacent to the project where the viewshed expands. A map of the APE is found in Appendix A.

**ELIGIBILITY DETERMINATIONS**

**(Pursuant to 36 CFR 800.4(c)(2))**

**South Bend Brewing Association, listed 2001 (National Register of Historic Places (NRHP) 1502; Indiana Historic Sites and Structures Inventory (IHSSI) No. 201-598-070001)**

The South Bend Brewing Association is a c. 1905 Gothic Revival industrial building. The building is located on the southeast corner of Lincolnway West and College Avenue. The South Bend Brewing Association is listed on the NRHP under Criterion A for industry as an excellent example of an early twentieth-century industrial building constructed specifically for brewing beer, contributing to the growing economy of South Bend.

**Holy Cross Catholic School (IHSSI No. 201-598-06073)**

The Holy Cross Catholic School is a c. 1929 resource reflecting the Italian Renaissance Revival architectural style. The Holy Cross Catholic School is located on the southeast corner of Wilber Street and Vassar Avenue. The resource is eligible for inclusion in the NRHP under Criteria Consideration A, Criterion A for the settlement of Polish Catholic immigrants in South Bend during its period of expansion in the 1920s and 1930s and Criterion C for high artistic values, exemplifying distinctive characteristics of Italian Renaissance Revival church architecture.

**Holy Cross Catholic Church (IHSSI No. 201-598-06072)**

The Holy Cross Catholic Church is a c. 1929 resource reflecting the Italian Renaissance Revival architectural style. The Holy Cross Catholic Church is located on the southeast corner of Wilber Street and Vassar Avenue. The resource is eligible for inclusion in the NRHP under Criteria Consideration A, Criterion A for the settlement of Polish Catholic immigrants in South Bend during its period of expansion in the 1920s and 1930s and Criterion C for high artistic values, exemplifying distinctive characteristics of Italian Renaissance Revival church architecture.

**Woodward Avenue Historic District (IHSSI No. 201-598-33001-053)**

The Woodward Avenue Historic District comprises 53 homes ranging from architectural styles such as Craftsman, American Foursquare, Dutch Colonial Revival, Queen Anne, Colonial Revival, English Cottage, Free Classic, and Prairie. It is located on the northwest side of South Bend along Woodward Avenue from Angela Boulevard on the northern end to Vassar Avenue on the southern end. The Woodward Avenue Historic District is eligible for inclusion in the NRHP under Criterion A for its association with South Bend's historic residential development in relation to the growing manufacturing industry in the early twentieth century. It is also eligible under Criterion C for its collection of excellent examples of early twentieth-century vernacular architecture.

**Northshore Triangle Historic District (IHSSI No. 201-598-36002-290)**

The Northshore Triangle Historic District comprises 290 homes ranging from French Eclectic, Dutch Colonial Revival, Mediterranean Revival, International, English Cottage, Cape Cod, American Foursquare, Queen Anne to Massed Ranch. It is bounded by St. Mary's College to the north, Michigan Street to the east, St. Joseph River to the south, and the recently built residential streets to the west. The Northshore Triangle Historic District is eligible for inclusion in the NRHP under Criterion A for its association with South Bend's historic residential development in relation to the growing manufacturing industry in the early twentieth century. It is also eligible under Criterion C for high architectural integrity and the work of master architect/builders, including Ernest Young, Ivan Wandell, Willard Ellwood, Freyeremuth and Maurer, and W.W. Schneider.

**Angela Blvd. Bridge No. 211 (IHSSI No. 201-598-10007; HB-2253; NBI No. 7100004)**

The Angela Blvd. Bridge No. 211 is a c. 1940 filled-spandrel arch bridge with three concrete spans and two concrete piers with art deco inspired motif that extends from pier to filled-spandrel wall. The bridge features open oval rail panels, balustrade, and rectangular concrete false beams. The Angela Blvd. Bridge No. 211 carries Angela Blvd. over the St. Joseph River on the northwest side of South Bend. The Angela Blvd. Bridge No. 211 is eligible for inclusion in the NRHP under Criterion C for engineering and on the basis of the work of a master, William S. Moore, who was a leading concrete bridge engineer in Indiana, and is on the list of Masters Engineers, Designers, Fabricators, and Builders in the *Indiana Historic Bridge Inventory*, Vol. 1.

**EFFECT FINDING**

**South Bend Brewing Association, listed 2001 (NRHP 1502; IHSSI No. 201-598-070001)** – The undertaking has a “No Adverse Effect” on the South Bend Brewing Association.

**Holy Cross Catholic School (IHSSI No. 201-598-06073)** – The undertaking has a “No Adverse Effect” on the Holy Cross Catholic School.

**Holy Cross Catholic Church (IHSSI No. 201-598-06072)** – The undertaking has a “No Adverse Effect” on the Holy Cross Catholic Church.

**Woodward Avenue Historic District (IHSSI No. 201-598-33001-053)** – The undertaking has a “No Adverse Effect” on the Woodward Avenue Historic District.

**Northshore Triangle Historic District (IHSSI No. 201-598-36002-290)** – The undertaking has a “No Adverse Effect” on the Northshore Triangle Historic District.

**Angela Blvd. Bridge No. 211 (IHSSI No. 201-598-10007; HB-2253; NBI No. 7100004)** – The undertaking has a “No Adverse Effect” on the Angela Blvd. Bridge No. 211.

INDOT, acting on FHWA's behalf, has determined a “No Adverse Effect” finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer (IN SHPO) provide written concurrence with the Section 106 determination of effect.

**SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)**

**South Bend Brewing Association (NRHP 1502; IHSSI No. 201-598-070001)** – This undertaking will not convert property from the South Bend Brewing Association, a section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is “No Adverse Effect;” therefore, no Section 4(f) evaluation is required for South Bend Brewing Association.

**Holy Cross Catholic School (IHSSI No. 201-598-06073)** – This undertaking will not convert property from the Holy Cross Catholic School, a section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect;” therefore, no Section 4(f) evaluation is required for Holy Cross Catholic School.

**Holy Cross Catholic Church (IHSSI No. 201-598-06072)** – This undertaking will not convert property from the Holy Cross Catholic Church, a section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect;” therefore, no Section 4(f) evaluation is required for Holy Cross Catholic Church.

**Woodward Avenue Historic District (IHSSI No. 201-598-33001-053)** – This undertaking will not convert property from the Woodward Avenue Historic District, a section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect;” therefore, no Section 4(f) evaluation is required for Woodward Avenue Historic District.

**Northshore Triangle Historic District (IHSSI No. 201-598-36002-290)** – This undertaking will not convert property from the Northshore Triangle Historic District, a section 4(f) historic property, to a transportation use; INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect;” therefore, no Section 4(f) evaluation is required for Northshore Triangle Historic District.

**Angela Blvd. Bridge No. 211 (IHSSI No. 201-598-10007; HB-2253; NBI No. 7100004)** – This resource is used for transportation purposes. This undertaking will have a “No Adverse Effect” on Angela Blvd. Bridge No. 211, a Section 4(f) historic property; INDOT, acting on FHWA’s behalf, has determined the appropriate Section 106 finding is “No Adverse Effect;” and therefore, no Section 4(f) evaluation must be completed for Angela Blvd. Bridge No. 211.

Consulting parties will be provided a copy of INDOT’s, acting on FHWA’s behalf, finding and determinations in accordance with INDOT and FHWA’s Section 106 procedures. Comments will be accepted for 30 days upon receipt of the findings.

*Anuradha V. Kumar* Digitally signed by Anuradha V. Kumar  
Date: 2017.05.18 14:03:36 -04'00'

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Anuradha V. Kumar, for FHWA  
Manager  
INDOT Cultural Resources

05/18/2017  
Approved Date

**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
NO ADVERSE EFFECT  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR Section 800.5(c)  
COAL LINE TRAIL PHASES I AND II PROJECT  
CITY of SOUTH BEND, in PORTAGE TOWNSHIP  
ST. JOSEPH COUNTY, INDIANA  
DES. NO.: 1401810 and 1401811**

**1. DESCRIPTION OF THE UNDERTAKING**

The City of South Bend is planning to undertake a trail project, funded in part by the Federal Highway Administration (FHWA) under INDOT Des. No. 1401810 (Phase I) and 1401811 (Phase II). The project is located on the northwest side of South Bend, Portage Township, St. Joseph County, Indiana.

The proposed alignment for Phase I, Des. 1401810 involves the construction of a 12-foot-wide asphalt trail beginning at the northeast corner of Lincolnway West and Wilber St. extending approximately 4,000 feet and ending at Riverside Dr. From the corner of Lincolnway West, the trail would head north along the east side of Wilber St.; at Van Buren St., the trail would veer northeast following the former Norfolk Southern Railroad bed. Additionally, at the corner of Sancome Avenue and California Avenue, there will be a connecting trail back to the mainline trail. Leaving the railroad bed, the trail would curve, crossing Vassar Ave. at Lawndale Ave., and then curve back, returning to the railroad bed. The trail would continue along the rail bed underneath Portage Ave. and then cross Kessler Blvd./Woodward Ave. From there, the trail curves east connecting to existing sidewalk on the north side of Angela Blvd. Additionally, a separate trail would begin out of the proposed trail at station 37+05.60 (see plans in Appendix F) for Line PR-CLT 1, heading slightly northwest for approximately 400 feet and terminating at grade at Portage Ave.

The proposed alignment for Phase II, Des. 1401811 involves the construction of a 12-foot-wide asphalt trail beginning at Riverside Dr. to the East Bank Trail for approximately 3,500 feet. At Riverside Dr., the trail would connect with the existing Riverside Drive Trail and head east, crossing the St. Joseph River over the Norfolk Southern Railroad Bridge (IHSSI No. 201-598-10008). From there, the trail would continue east, ending at the East Bank Trail, approximately 330 feet west of the intersection of Angela Blvd. and Michigan St. (US 31). At Iroquois St., the north/south alley heading north of Angela Blvd. to an east/west alley will be upgraded to accommodate both pedestrians and vehicles, including a connecting trail back to the mainline trail. A map of the proposed project alignment for Phase I and II is located in Appendix A.

The trail project occurs in an urban setting of South Bend, Indiana, along the former Norfolk Southern railroad bed. Land uses in the vicinity of the project area are mainly residential, industrial, religious, educational, park and recreational, and commercial. The terrain throughout the project area is mostly flat with part of the trail alignment dipping into a valley. The trail alignment follows a curvilinear path on the northwest side of South Bend. It is densely vegetated and heavily forested along the sides of the alignment. The proposed trail will acquire 4.65 acres of permanent and 0.013 acres of temporary right-of-way for Phase I and 4.24 acres of permanent right-of-way for Phase II. These right-of-way amounts are primarily a reacquisition of the rail corridor. No relocations of businesses or residents should occur as a result of this project. The purpose of this project is to enhance and allow pedestrians and cyclists to follow the former Norfolk Southern rail line.

The area of potential effects (APE) for the trail project was established based on the viewshed from the project alignment in all directions. The APE extends in all directions to parallel city streets of and perpendicular city streets to the trail alignment until the viewshed is obstructed by buildings and/or trees.



The APE expands and contracts based on viewshed primarily; it includes all areas where ground disturbance may occur or where auditory or visual impacts might be expected (see Appendix A for a map of the APE).

Trees and roadside vegetation within existing right-of-way will most likely be removed for the construction of the proposed trail. The proposed project will result in physical changes along the project alignment and visual changes within the viewshed. The project will not result in auditory effects, and no meaningful environmental or other indirect effects are expected as a result of this project. The most current plans can be viewed in Appendix F.

## **2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES**

Potential consulting parties were invited to participate in an early coordination letter dated September 12, 2016, in efforts to identify any historical resources that might exist within the APE or be affected by the proposed project. The following parties were invited to become consulting parties: State Historic Preservation Officer (SHPO) (automatic), Indiana Landmarks Northern Regional Office, Office of the Mayor of South Bend, South Bend Common Council, Michiana Area Council of Governments, South Bend Parks and Recreation, Historic Preservation Commission of South Bend and St. Joseph County, St. Joseph County Historian, The History Museum, South Bend Area Genealogical Society, Historic Spans Taskforce, Dr. James Cooper, and the Near Northwest Neighborhood, Inc. Indiana Landmarks Northern Regional Office, South Bend Parks and Recreation, Historic Preservation Commission of South Bend and St. Joseph County, Historic Spans Taskforce, and the Near Northwest Neighborhood, Inc. accepted the consulting party invitation.

Civil and Environmental Consultants, Inc. conducted an Archaeological Literature Review and Phase 1a Field Reconnaissance Survey Report (Jackson, June 2016). It was approved by INDOT CRO on June 15, 2016, and forwarded to SHPO for review on the same day. SHPO concurred with the Phase 1a Archaeological Field Reconnaissance Survey Report (Jackson, June 2016) in their letter dated June 27, 2016, stating that “we agree with the recommendation of the archaeologist that no additional archaeological assessment will be required.” Civil and Environmental Consultants, Inc. completed an Addendum to the Archaeological Literature Review and Phase 1a Field Reconnaissance Survey Report (Finney, March 2017). It was approved by INDOT on March 29, 2017 and forwarded to SHPO on the same day. In their letter dated April 26, 2017, SHPO concurred with the “opinion of the archaeologist, as expressed in the archaeological report (Finney: 3/28/2017), that no additional archaeological assessment will be necessary.” Both of the reports’ introduction and conclusions are available in Appendix D.

The State and National Registers of Historic Places were checked for resources in St. Joseph County, and one listed property is in the proposed project APE: South Bend Brewing Association, (National Register Information System ID (NRIS) No. 01000987, National Register (NR)-1502, Indiana Historic Sites and Structures Inventory (IHSSI) No. 201-598-070001) listed in 2001. The National Historic Landmarks and the HABS/HAER/HALS databases was checked and no existing listed properties were located within the project APE. The *Indiana Historic Bridge Inventory* and James Cooper’s *Artistry and Ingenuity in Artificial Stone: Indiana’s Concrete Bridges, 1900-1942* were consulted and both list the following bridge that is in the proposed project APE: Angela Blvd. Bridge No. 211 (NBI No. 7100002; IHSSI No. 201-598-10007; HB-2253).

The City of South Bend Interim Report (2007) was also consulted, in which three historic districts and 40 individual resources were found (two had been demolished). It is important to note that the St. Joseph High School (IHSSI No. 201-598-10002) also has been demolished since the site investigation on June 6-7, 2016. (See letter from Indiana Landmarks in Appendix C).

Additionally, Riverside Drive Historic District (IHSSI No. 201-598-28001-047) is assumed NRHP-eligible. Although the boundaries of the historic district are within the project APE, it was not investigated in detail nor evaluated due to zero contributing buildings within the project APE.

Including the above-mentioned resources, Green3 identified a total of 64 properties in the proposed project area that were 50 years old, or will be 50 years old at the time the project is let, and warranted a rating of Contributing or higher according to the IHSSI scale. Of these 64 properties, 51 have been given or recommended a rating of Contributing. These resources are located in the Resource Table in Appendix A of the Historic Properties Report (HPR) and have been evaluated for NRHP-eligibility. The remaining 13 IHSSI resources and two historic districts were evaluated in the text of the HPR for NRHP-eligibility. The HPR concluded that:

#### Phase I

1. 201-598-070001 – Rated O – c. 1905, South Bend Brewing Association should remain listed on the NRHP.
2. 201-598-33001-053 – Rated NC to O – c. 1900 – 1920 Woodward Avenue Historic District was eligible for the NRHP.
3. 201-598-06073 – Rated O – c. 1929 Holy Cross Catholic School was eligible for the NRHP.
4. 201-598-06072 – Rated O – c. 1929 Holy Cross Catholic Church was eligible for the NRHP.

#### Phase II

5. 201-598-36002-290 - Rated NC to O – c. 1900 - 1950 Northshore Triangle Historic District was eligible for the NRHP.
6. 201-598-10002 – Rated N – c. 1953, St. Joseph High School was eligible for the NRHP.
7. 201-598-10007 – Rated O – c. 1940, Angela Blvd. Bridge, No. 211 was eligible for the NRHP.

INDOT CRO approved the HPR (Wood, July 2016) on September 9, 2016 and it was forwarded to SHPO and consulting parties on September 12, 2016. Indiana SHPO concurred with the findings of the report in a letter dated October 11, 2016 (See Appendix C). In the letter, SHPO concurred with Green3's proposed APE and the conclusion of the HPR "regarding the [seven] properties within the APE that are listed or eligible for inclusion in the NRHPA[*sic*] and those that are not."

No other consulting parties had any comments on the HPR/eligibility of the properties within the APE.

### 3. DESCRIBE AFFECTED HISTORIC PROPERTIES

#### **South Bend Brewing Association, listed 2001 (NRHP 1502; IHSSI No. 201-598-070001)**

The South Bend Brewing Association is a c. 1905 Gothic Revival industrial building. The building is located on the southeast corner of Lincolnway West and College Avenue. In 2001, the South Bend Brewing Association was listed on the NRHP under Criterion A for industry as an excellent example of an early twentieth-century industrial building constructed specifically for brewing beer, contributing to the growing economy of South Bend.

#### **Holy Cross Catholic School (IHSSI No. 201-598-06073)**

The Holy Cross Catholic School is a c. 1929 resource reflecting the Italian Renaissance Revival architectural style. The Holy Cross Catholic School is located on the southeast corner of Wilber Street and Vassar Avenue. The resource is eligible for inclusion in the NRHP under Criteria Consideration A, Criterion A for the settlement of Polish Catholic immigrants in South Bend during its period of expansion in the 1920s and 1930s and Criterion C for high artistic values, exemplifying distinctive characteristics of Italian Renaissance Revival church architecture.

**Holy Cross Catholic Church (IHSSI No. 201-598-06072)**

The Holy Cross Catholic Church is a c. 1929 resource reflecting the Italian Renaissance Revival architectural style. The Holy Cross Catholic Church is located on the southeast corner of Wilber Street and Vassar Avenue. The resource is eligible for inclusion in the NRHP under Criteria Consideration A, Criterion A for the settlement of Polish Catholic immigrants in South Bend during its period of expansion in the 1920s and 1930s and Criterion C for high artistic values, exemplifying distinctive characteristics of Italian Renaissance Revival church architecture.

**Woodward Avenue Historic District (IHSSI No. 201-598-33001-053)**

The Woodward Avenue Historic District comprises 53 homes ranging from architectural styles such as Craftsman, American Foursquare, Dutch Colonial Revival, Queen Anne, Colonial Revival, English Cottage, Free Classic, and Prairie. It is located on the northwest side of South Bend along Woodward Avenue from Angela Boulevard on the northern end to Vassar Avenue on the southern end. The Woodward Avenue Historic District is eligible for inclusion in the NRHP under Criterion A for its association with South Bend's residential development in relation to the growing manufacturing industry in the early twentieth century. It is also eligible under Criterion C for its collection of excellent examples of early twentieth-century vernacular architecture.

**Northshore Triangle Historic District (IHSSI No. 201-598-36002-290)**

The Northshore Triangle Historic District comprises 290 homes ranging from French Eclectic, Dutch Colonial Revival, Mediterranean Revival, International, English Cottage, Cape Cod, American Foursquare, Queen Anne, and Massed Ranch. It is bounded by St. Mary's College to the north, Michigan Street to the east, St. Joseph River to the south, and the neighborhood's recently built residential streets to the west. The Northshore Triangle Historic District is eligible for inclusion in the NRHP under Criterion A for its association with South Bend's residential development in relation to the growing manufacturing industry in the early twentieth century. It is also eligible under Criterion C for high architectural integrity and the work of a master including Ernest Young, Ivan Wandell, Willard Ellwood, Freyermuth and Maurer, and W.W. Schneider.

**Angela Blvd. Bridge No. 211 (IHSSI No. 201-598-10007; HB-2253; NBI No. 7100004)**

The Angela Blvd. Bridge No. 211 is a c. 1940 filled-spandrel arch bridge with three concrete spans and two concrete piers with art deco inspired motif that extends from pier to filled-spandrel wall. The bridge features open oval rail panels, balustrade, and rectangular concrete false beams. The Angela Blvd. Bridge No. 211 carries Angela Blvd. over the St. Joseph River on the northwest side of South Bend. The Angela Blvd. Bridge No. 211 is eligible for inclusion in the NRHP under Criterion C on the basis of the work of a master, William S. Moore, who was a leading concrete bridge engineer in Indiana, and is on the list of Masters Engineers, Designers, Fabricators, and Builders in the *Indiana Historic Bridge Inventory*, Vol. 1.

**4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES**

**South Bend Brewing Association.** It is important to note that the South Bend Brewing Association was inadvertently left out of the effects letter (Wood, March 14, 2017). While the multi-use trail will be within the viewshed of this resource, not adjacent, the project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the South Bend Brewing Association that contribute to its significance. Additionally, the proposed trail will be constructed on the northeast corner of Wilber Street and Lincolnway West, two blocks east of the South Bend Brewing Association building.

**Holy Cross Catholic School.** Although the multi-use trail will be constructed adjacent to this resource, this project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of

the elements of the Holy Cross School that contribute to its significance. Right-of-way acquisition will be required because the existing railroad right-of-way was assumed by the adjacent landowners when the railroad became inactive. No right-of-way will be required beyond the original railroad corridor. The school is approximately 42 ft. away from the proposed trail. There is a landscaping plan (bushes, trees, and shrubs) to create the desired screening effect. The City of South Bend has been very proactive in reaching out to the individual stakeholders. The School administration will be involved throughout the landscaping process to determine the level of screening between the trail and their facilities.

**Holy Cross Catholic Church.** Although the multi-use trail will be constructed adjacent to this resource, this project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the Holy Cross Catholic Church that contribute to its significance. Right-of-way acquisition will be required because the existing railroad right-of-way was assumed by the adjacent landowners when the railroad became inactive. No right-of-way will be required beyond the original railroad corridor. . The school is approximately 312 ft. away from the proposed trail. There is a landscaping plan (bushes, trees, and shrubs) to create the desired screening effect. The City of South Bend has been very proactive in reaching out to the individual stakeholders. The Church administration will be involved throughout the landscaping process to determine the level of screening between the trail and their facilities.

**Woodward Avenue Historic District.** While there would be a slight view of the project from the resource, the project alignment stops a block away from the Woodward Avenue Historic District, and the project's terminus at the existing sidewalk will be partially obstructed by trees and fencing.

**Northshore Triangle Historic District.** Although the multi-use trail will be constructed across the street from the northern boundary of this resource, this project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the Northshore Triangle Historic District that contribute to its significance. The project will connect to an extant trail that traverses through the Northshore Triangle Historic District.

**Angela Blvd. Bridge No. 211, NBI No. 7100004.** While there will be a view of the project from the resource, the project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the Angela Blvd. Bridge No. 211 that contribute to its significance. A sidewalk will be constructed on the western side of Northshore Dr. from the eastern entrance to the proposed pedestrian bridge over the railroad bridge to Angela Blvd. No alterations will be made to the existing bridge.

## **5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT – INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS**

According to 36 CFR 800.5(a)(1) “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.”

**South Bend Brewing Association.** The project will cause *No Adverse Effect* to this resource. While the multi-use trail will be within the viewshed of this resource, the project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the South Bend Brewing Association that contribute to its significance. Additionally, the proposed trail will be constructed on the northeast corner of Wilber Street and Lincolnway West, two blocks east of the South Bend Brewing Association building.

Per 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of

the property”. The South Bend Brewing Association will not be directly impacted by this project. No right-of-way will be required from the property.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines”. The project will not directly impact the property.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the “Removal of the property from its historic location”. The project will not remove the South Bend Brewing Association from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in the “Change of the character of the property’s use of or physical features within the property’s setting that contribute to its historic significance”. No change in character of the property will result, only a slight change in view will result from the project and that change will have no substantial impact to the South Bend Brewing Association.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features”. The slight change in view that will result from the project will not introduce elements that diminish the integrity of the property.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The undertaking will not cause neglect of the property.

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership will not change as a result of this project.

**Holy Cross Catholic School.** The project will cause *No Adverse Effect* to this resource. Although the multi-use trail will be constructed adjacent to this resource, this project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the Holy Cross School that contribute to its significance. Right-of-way acquisition will be required because the existing railroad right-of-way was assumed by the adjacent landowners when the railroad became inactive. No right-of-way will be required beyond the original railroad corridor. There is a landscaping plan (bushes, trees, and shrubs) to create the desired screening effect. The City of South Bend has been very proactive in reaching out to the individual stakeholders. The Church administration will be involved throughout the landscaping process to determine the level of screening between the trail and their facilities.

Per 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property”. The Holy Cross Catholic School will not be directly impacted by this project. No right-of-way will be required from the original property of the school; only the right-of-way from the original railroad corridor will be reacquired.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines”. No part of the project will directly affect the property.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the “Removal of the property from its historic location”. The project will not remove the Holy Cross Catholic School from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in the “Change of the character of the property’s

use of or physical features within the property's setting that contribute to its historic significance". No change in character of the property will result, only a change in view will result from the project and that change will have no substantial impact on the Holy Cross Catholic School.

Per 36 CFR 800.5(a)2(v), the undertaking will not result in the "Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features". The change in view that will result from the project will not introduce elements that diminish the integrity of Holy Cross Catholic School.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the "Neglect of a property which causes its deterioration..." The undertaking will not cause neglect of the property.

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the "Transfer, lease, or sale of property out of Federal ownership or control..." Ownership will not change as a result of this project.

**Holy Cross Catholic Church.** The project will cause *No Adverse Effect* to this resource. Although the multi-use trail will be constructed adjacent to this resource, this project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the Holy Cross Catholic Church that contribute to its significance. Right-of-way acquisition will be required because the existing railroad right-of-way was assumed by the adjacent landowners when the railroad became inactive. No right-of-way will be required beyond the original railroad corridor. There is a landscaping plan (bushes, trees, and shrubs) to create the desired screening effect. The City of South Bend has been very proactive in reaching out to the individual stakeholders. The Church administration will be involved throughout the landscaping process to determine the level of screening between the trail and their facilities.

Per 800.5(a)(2)(i), the undertaking will not result in the "Physical destruction of or damage to all or part of the property". The Holy Cross Catholic Church will not be destroyed or damaged by this project. No right-of-way will be required from the original property of the church; only the right-of-way from the original railroad corridor.

Per 36 CFR 800.5(a)2(ii), the undertaking will cause no "Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and/or other applicable guidelines".

Per 36 CFR 800.5(a)2(iii), the undertaking will not result in the "Removal of the property from its historic location". The project will not remove the Holy Cross Catholic Church from its historic location.

Per 36 CFR 800.5(a)2(iv), the undertaking will not result in the "Change of the character of the property's use of or physical features within the property's setting that contribute to its historic significance". No change in character of the property will result, only a change in view will result from the project and that change will have no substantial impact to the Holy Cross Catholic Church.

Per 36 CFR 800.5(a)2(v), the undertaking will not result in the "Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features". The slight change in view that will result from the project will not introduce elements that diminish the integrity of Holy Cross Catholic Church.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the "Neglect of a property which causes its deterioration..." The undertaking will not cause neglect of the property.



Per 36 CFR 800.5(a)(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership will not change as a result of this project.

**Woodward Avenue Historic District.** The project will cause *No Adverse Effect* to the resource. While there would be a slight view of the project from the parts of the historic district, the project alignment stops a block away from the Woodward Avenue Historic District, and the project’s terminus at the existing sidewalk will be partially obstructed by trees and fencing.

Per 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property”. The Woodward Avenue Historic District will not be directly impacted by this project. No right-of-way will be required from the property.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines”. The project will not directly impact the property.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the “Removal of the property from its historic location”. The project will not remove the Woodward Avenue Historic District from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in the “Change of the character of the property’s use of or physical features within the property’s setting that contribute to its historic significance”. No change in character of the property will result, only a slight change in view will result from the project and that change will have no substantial impact to the Woodward Avenue Historic District.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features”. The slight change in view that will result from the project will not introduce elements that diminish the integrity of the property.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The undertaking will not cause neglect of the property.

Per 36 CFR 800.5(a)(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership will not change as a result of this project.

**Northshore Triangle Historic District.** The project will cause *No Adverse Effect* to the resource. Although the multi-use trail will be constructed across the street from the northern boundary of this resource, this project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the Northshore Triangle Historic District that contribute to its significance. The project will connect to an extant trail that traverses through the Northshore Triangle Historic District.

Per 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property”. The Northshore Triangle Historic District will not be directly impacted by this project. No right-of-way will be required from the property.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines”. The project will have no direct impact on the district.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the “Removal of the property from its historic location”. The project will not remove the Northshore Triangle Historic District from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in the “Change of the character of the property’s use of or physical features within the property’s setting that contribute to its historic significance”. No change in character of the property will result, only a change in view will result from the project and that change will have no substantial impact to the Northshore Triangle Historic District.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features”. The change in view that will result from the project will not introduce elements that diminish the integrity of the property.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The undertaking will not cause neglect of the property.

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership will not change as a result of this project.

**Angela Blvd. Bridge No. 211, NBI No. 7100004.** The project will cause *No Adverse Effect* to the resource. While there will be a view of the project from the resource, the project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the Angela Blvd. Bridge No. 211 that contribute to its significance. A sidewalk will be constructed on the western side of Northshore Dr. from the eastern entrance to the proposed pedestrian bridge over the railroad bridge to Angela Blvd. No alterations will be made to the existing bridge.

Per 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property”. While there will be the construction of a sidewalk that will connect to the existing sidewalk at the northwest corner of Angela Blvd. and Northshore Dr., the Angela Blvd. Bridge No. 211 will not be directly impacted by this project. No right-of-way will be required from the property.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines”. The project will not directly impact the bridge.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the “Removal of the property from its historic location”. The project will not remove the Angela Blvd. Bridge No. 211 from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in the “Change of the character of the property’s use of or physical features within the property’s setting that contribute to its historic significance”. No change in character of the property will result, only a change in view will result from the project and that change will have no substantial impact to the Angela Blvd. Bridge No. 211.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features”. The change in view that will result from the project will not introduce elements that diminish the integrity of the Angela Blvd. Bridge No. 211.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The undertaking will not cause neglect of the property.

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership will not change as a result of this project.

## **6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS**

**Consulting party invitations:** On September 12, 2016, consulting party invitations were distributed.

**Responses to invitations:** In addition to the automatic consulting parties, Indiana Landmarks Northern Regional Office, South Bend Parks and Recreation, Historic Preservation Commission of South Bend and St. Joseph County, Paul Brandenburg, and the Near Northwest Neighborhood, Inc. accepted the consulting party invitation. (see Appendix C). The following gave no response to become a consulting party: Office of the Mayor of South Bend, South Bend Common Council, Michiana Area Council of Governments, St. Joseph County Historian, The History Museum, South Bend Area Genealogical Society, and Dr. James Cooper. In an email dated September 15, 2016, Indiana Landmarks Northern Regional Office notified Green3 that St. Joseph High School (IHSSI No. 201-598-10002) has been demolished. None of the other consulting parties provided any additional historical information.

**Archaeology Report Submission:** Civil and Environmental Consultants, Inc. conducted an Archaeological Literature Review and Phase 1a Field Reconnaissance Survey Report (Jackson, June 2016). It was forwarded to SHPO for review on June 15, 2016. An Addendum to the Phase 1a Field Reconnaissance Survey Report (Finney, March 2017) was prepared by Civil and Environmental Consultants, Inc. It was forwarded to SHPO for review on March 29, 2017.

**SHPO Archaeology Report Response:** SHPO concurred with the Phase 1a Archaeological Field Reconnaissance Survey Report (Jackson, June 2016) in their letter dated June 27, 2016, stating that “we agree with the recommendation of the archaeologist that no additional archaeological assessment will be required.” On April 26, 2017, SHPO concurred with the “opinion of the archaeologist, as expressed in the archaeological report (Finney: 3/28/2017), that no additional archaeological assessment will be necessary.”

**HPR Submission:** Green3 prepared the HPR (Wood, July, 2016). It was forwarded to SHPO and other consulting parties on September 12, 2016.

**SHPO HPR Response:** Indiana SHPO concurred with the findings of the report in a letter dated October 11, 2016 (See Appendix D). In the letter, SHPO concurred with Green3’s proposed APE and the conclusion of the HPR “regarding the properties within the APE that are listed or eligible for inclusion in the NRHPA[sic] and those that are not.”

**Effects Letter Response:** An effects letter was transmitted to the consulting parties on March 14, 2017. Indiana SHPO stated in a letter dated April 12, 2017, that they had received the plan sheets and proposed assessment of effects on each of the extant historic properties, concluding that they “have no further concerns or questions. In their letter to Green3 dated March 20, 2017, the Historic Preservation Commission of South Bend and St. Joseph County concurred with the finding of “No Adverse Effect” upon the historic properties identified in the HPR (Wood, July 2016). Additionally, they stated that both the Angela Blvd. Bridge No. 211 (IHSSI No. 201-598-10007; HB-2253; NBI No. 7100004) and the Norfolk Southern Railroad Bridge (IHSSI No. 201-598-10008) “are Local Historic Landmarks, and as such, fall under Class B Preservation of Appropriateness (COA).” No other consulting parties responded with comments on the effects letter.

This finding will be advertised as a legal notice in the local paper, *South Bend Tribune* (South Bend, St. Joseph County), and the public will be given a 30-day period in which to comment on the finding of effect. This documentation will be revised to reflect any comments received.

## **APPENDICES**

- A. Project Maps**
- B. Project Area Photographs**
- C. Consulting Party Correspondence**
- D. Archaeology Report Summary and Conclusions (Jackson, June 2016; Finney, March 2017)**
- E. Historic Property Report Summary and Conclusions (Wood, July 2016)**
- F. Most Current Plans**

## Appendix A – Project Maps



# Coal Line Trail - Phases I and II

## South Bend, Indiana

Des. Nos.: 1401810 and 1401811

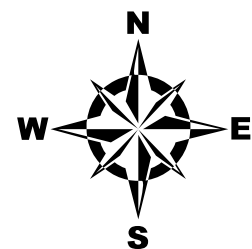


0.25 0.125 0 0.25 0.5 0.75 1 Miles



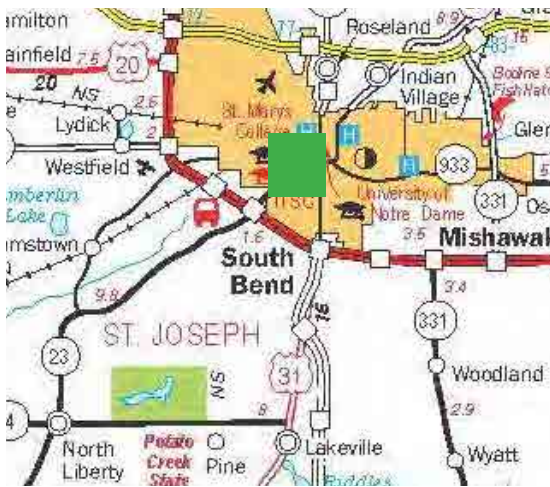
**Aerial Photograph**

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601





Source: Indiana County Outline Map, U.S. Geological Survey, IndianaMap, 2015; and Indiana Transportation Map, INDOT, 2011-2012



NTS



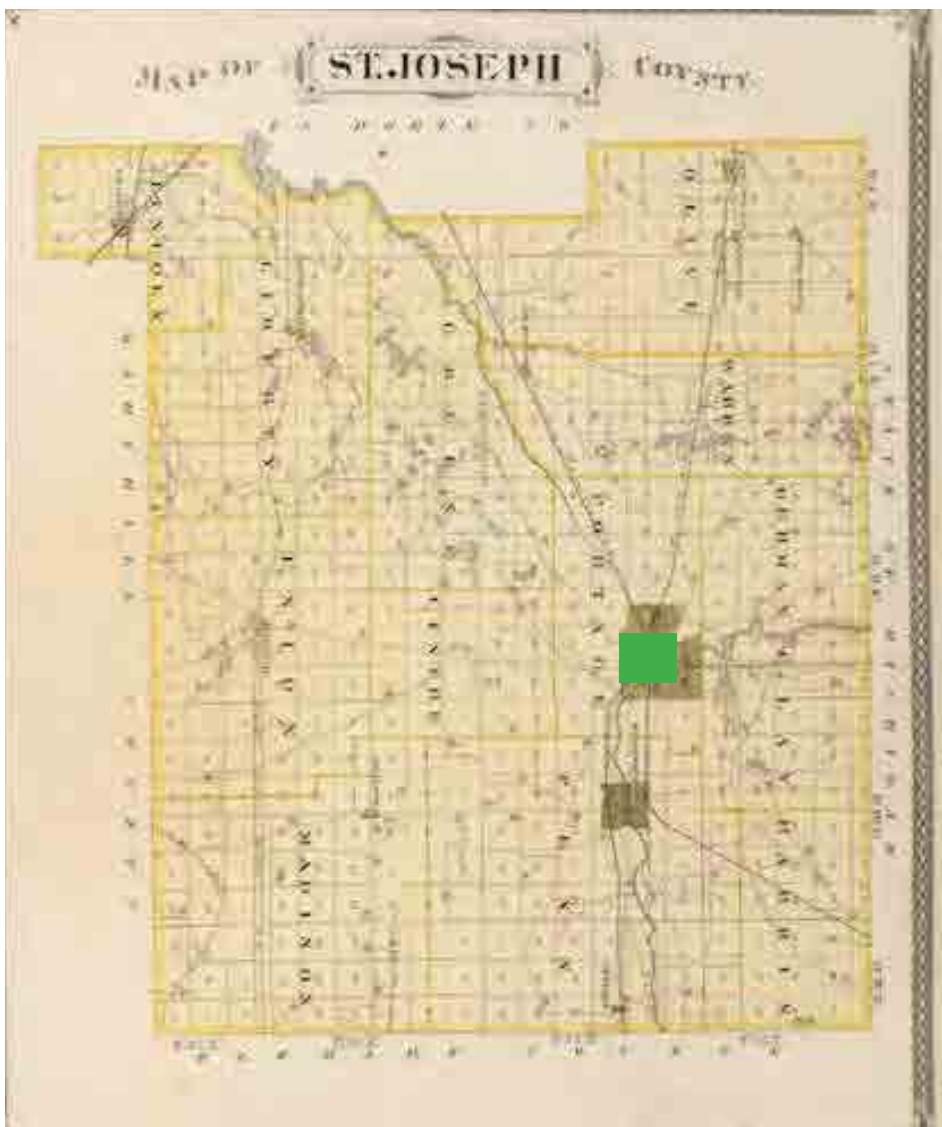
Project Location

## STATE / COUNTY LOCATE MAP

### Coal Line Trail Phases I and II Project

South Bend, Portage Township, St. Joseph County, Indiana

Des. No. 1401810 and 1401811



NTS



Project Location

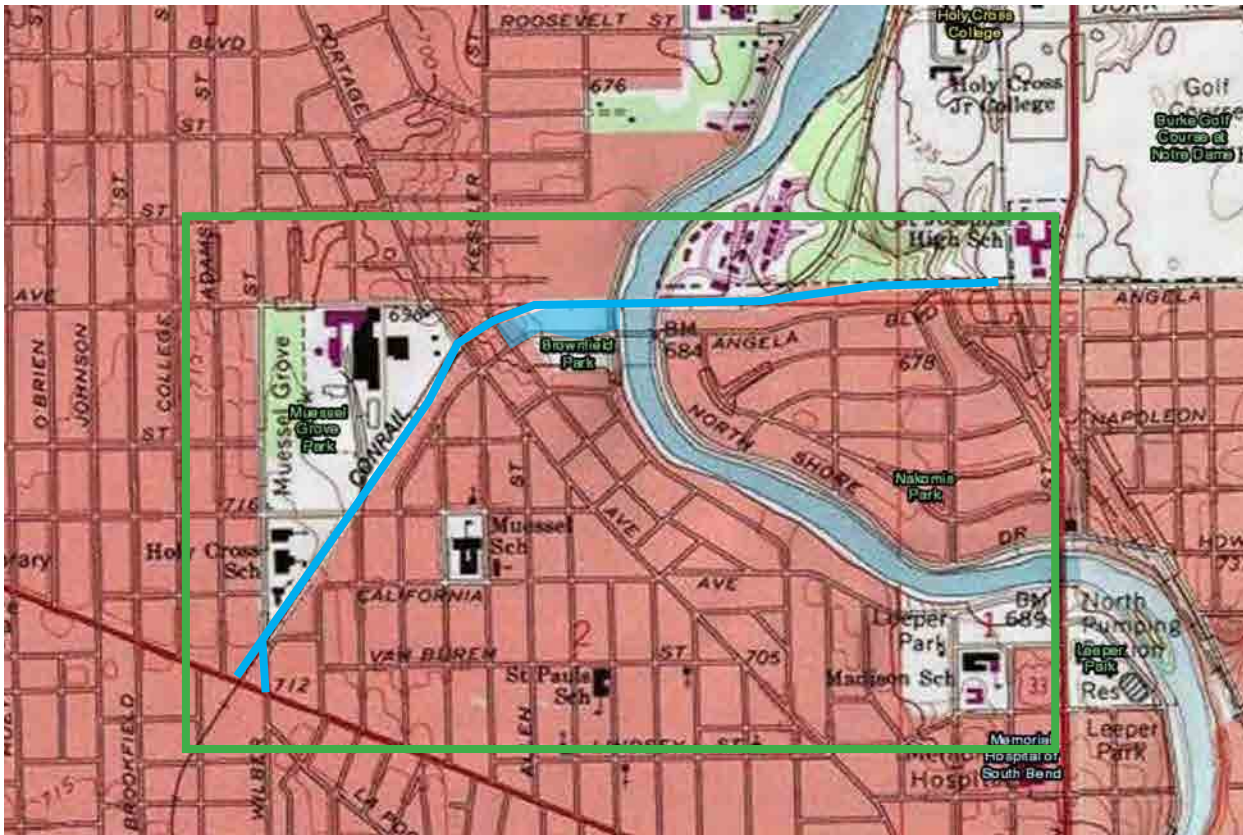
## 1876 MAP OF ST. JOSEPH COUNTY, INDIANA

### **Coal Line Trail Phases I and II Project**

South Bend, Portage Township, St. Joseph County, Indiana

Des. No. 1401810 and 1401811

Source: National Wetlands Inventory, U.S. Fish and Wildlife Service, USGS Topographic Map, Accessed June 30, 2016



Map Scale:  
1' : 25,679'

General Project Area

Project Alignment  
(Project boundary details  
provided in Project Description)

## USGS TOPOGRAPHIC MAP

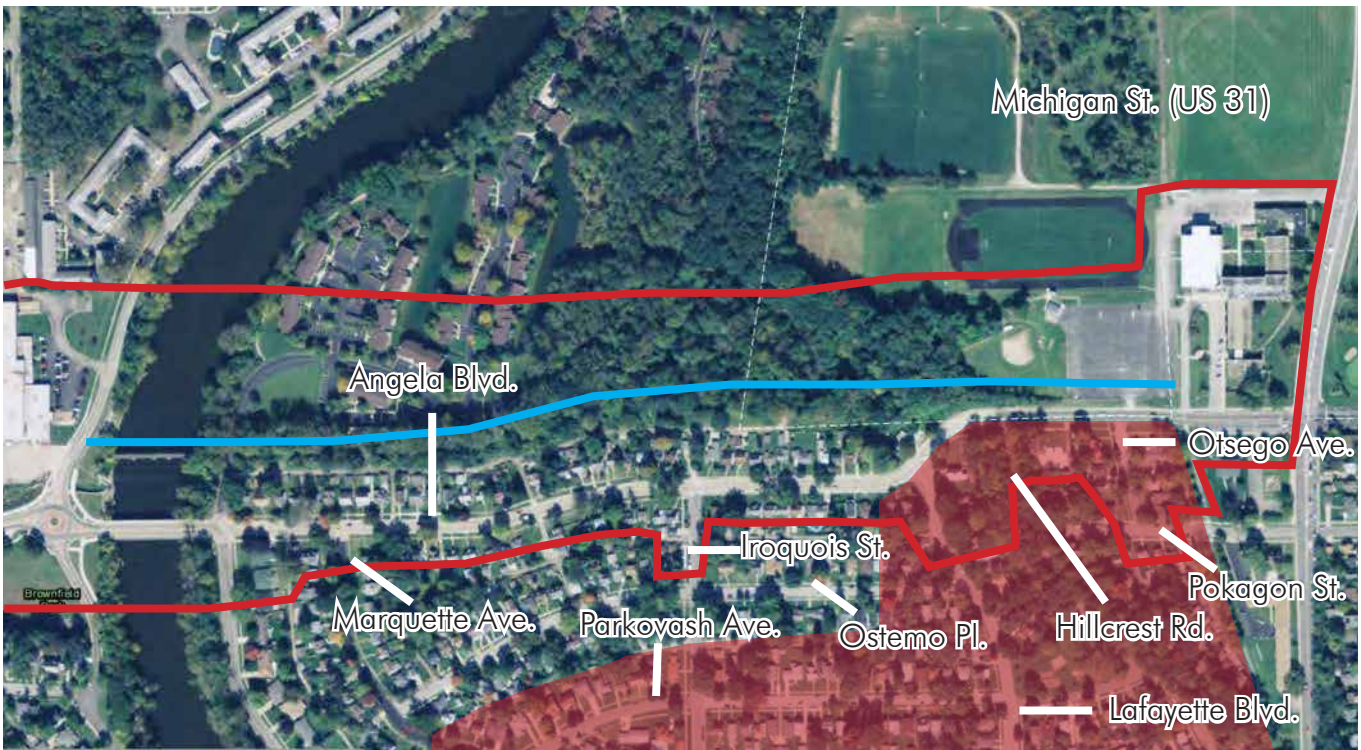
### Coal Line Trail Phases I and II Project

South Bend, Portage Township, St. Joseph County, Indiana

Des. No. 1401810 and 1401811



Source: National Wetlands Inventory, U.S. Fish and Wildlife Service, Aerial Map, Accessed June 14, 2016



Map Scale:  
1' : 6,748'



Area of Potential  
Effects (APE)



Project Alignment  
(Project boundary details  
provided in text)



Northshore Triangle  
Historic District Proposed  
Boundary for NRHP

## AERIAL PHOTO SHOWING APE Phase II

### **Coal Line Trail Phases I and II Project**

South Bend, Portage Township, St. Joseph County, Indiana

Des. No. 1401810 and 1401811

Source: IndianaMap, Indiana Spatial Data Portal, UITS, ESRI, 2011 Imagery.



Map Scale:  
1' : 6,748'



Area of Potential  
Effects (APE)



Project Alignment  
(Project boundary details  
provided in text)



Northshore Triangle  
Historic District Proposed  
Boundary for NRHP



IHSSI Number of  
Above-ground  
Resource Location



NIR Number of  
Above-ground  
Resource Location

## APE & ABOVE-GROUND RESOURCES MAP PHASE II

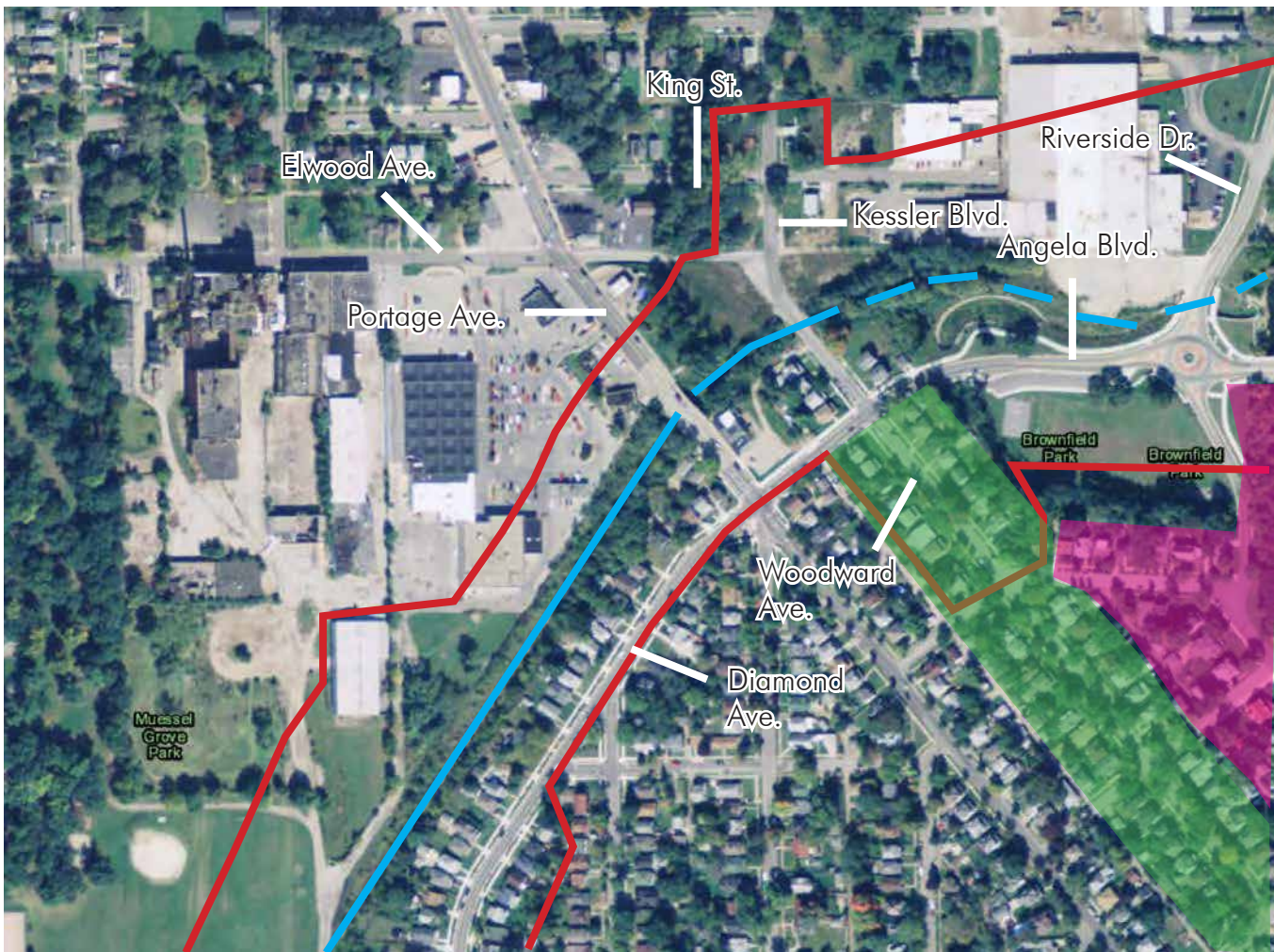
### Coal Line Trail Phases I and II Project

South Bend, Portage Township, St. Joseph County, Indiana

Des. No. 1401810 and 1401811



Source: National Wetlands Inventory, U.S. Fish and Wildlife Service, Aerial Map, Accessed June 14, 2016



Map Scale:  
1" = 6,733'



Area of Potential  
Effects (APE)



Project Alignment  
(Project boundary details  
provided in text)



Project Alignment  
(To be Determined)



Woodward Ave.  
Historic District



Riverside Dr. Historic  
District

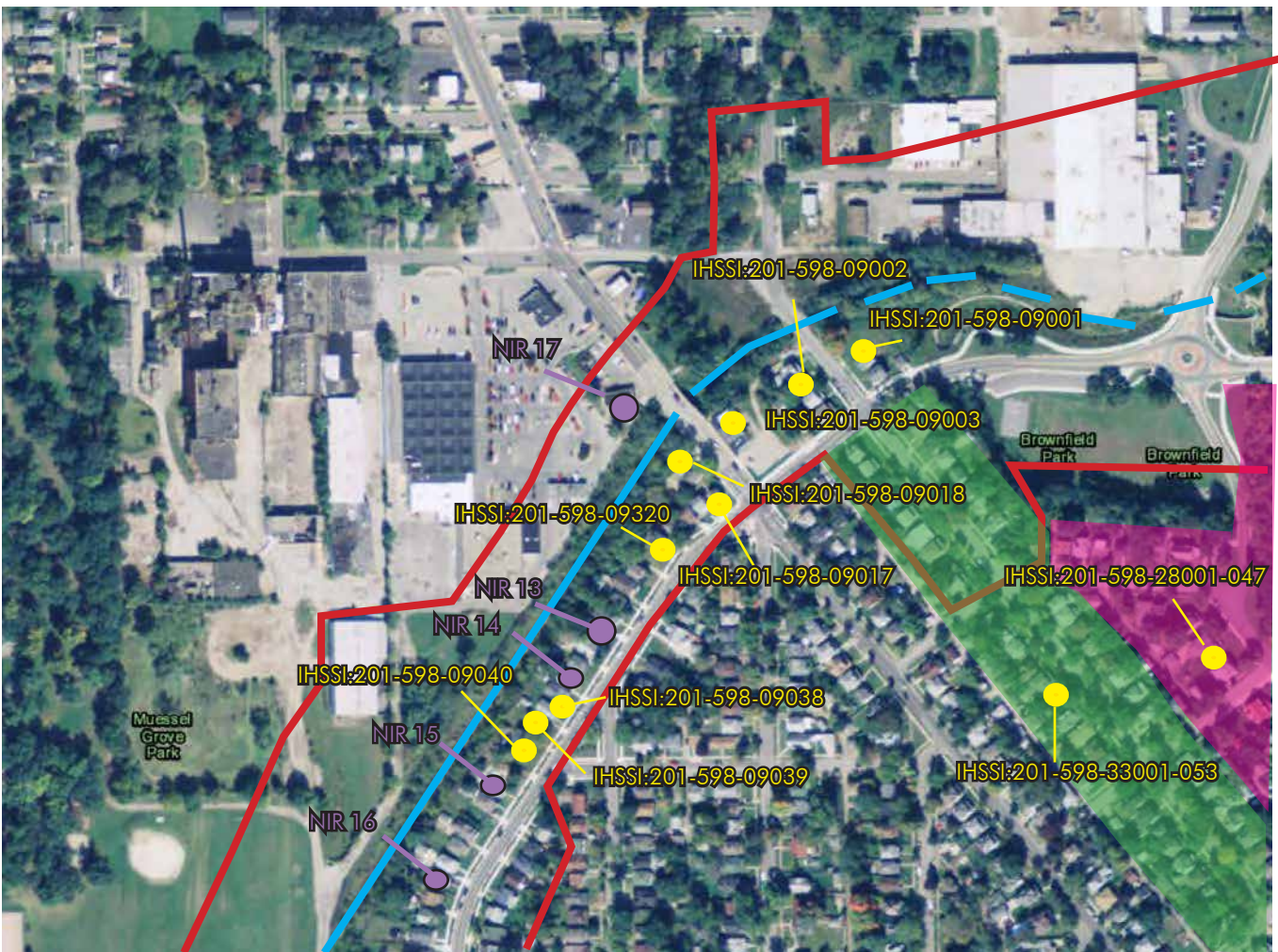
## AERIAL PHOTO SHOWING APE Phase I, Northern Section

### **Coal Line Trail Phases I and II Project**

South Bend, Portage Township, St. Joseph County, Indiana

Des. No. 1401810 and 1401811





Map Scale:  
1' : 6,733'



Area of Potential  
Effects (APE)



Project Alignment  
(Project boundary details  
provided in text)



Project Alignment  
(To be Determined)



Woodward  
Ave. Historic  
District



Riverside  
Dr. Historic  
District



IHSSI Number of  
Above-ground  
Resource Location



NIR Number of  
Above-ground  
Resource Location

## APE & ABOVE-GROUND RESOURCES MAP PHASE I, Northern Section

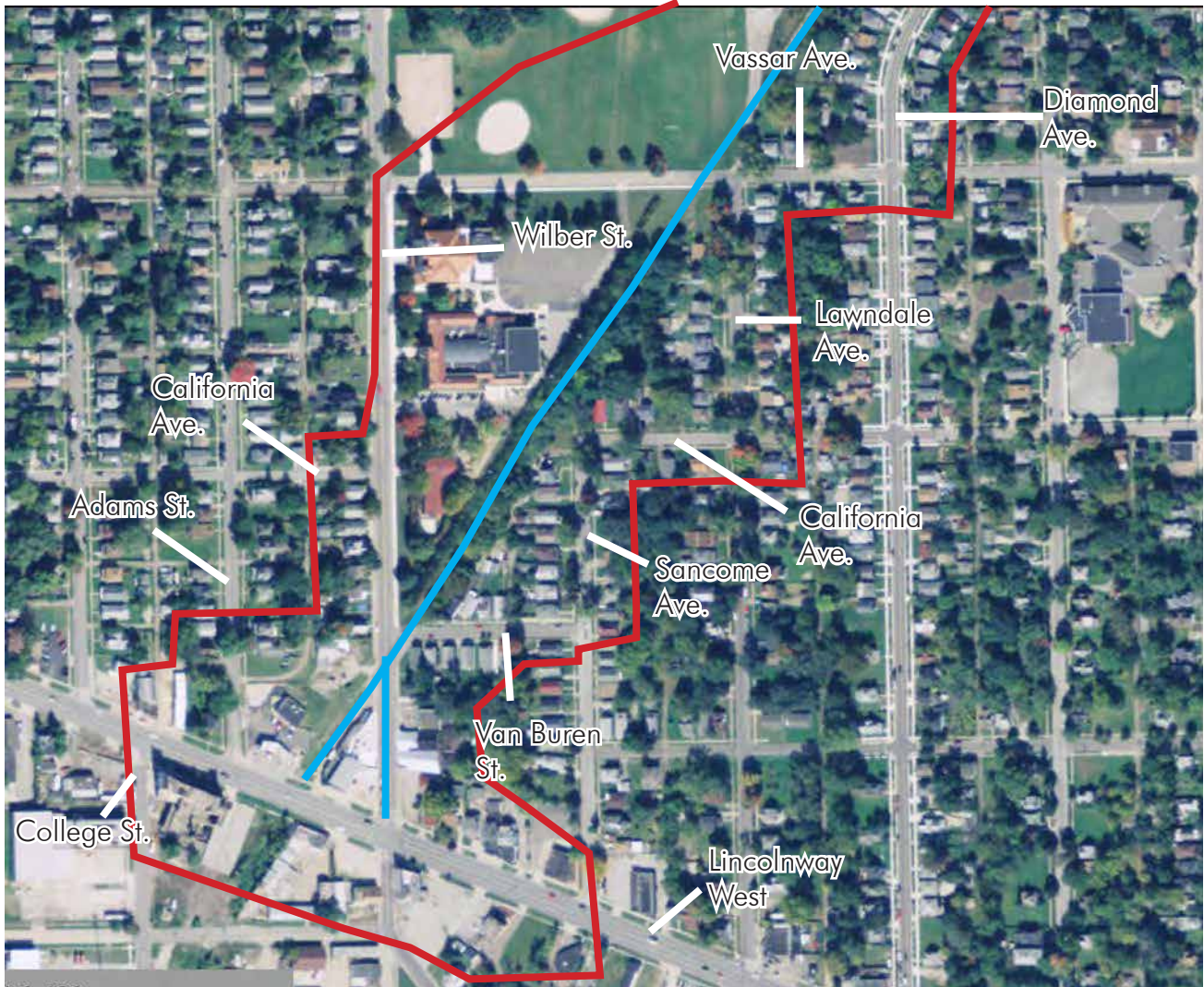
### Coal Line Trail Phases I and II Project

South Bend, Portage Township, St. Joseph County, Indiana

Des. No. 1401810 and 1401811



Source: National Wetlands Inventory, U.S. Fish and Wildlife Service, Aerial Map, Accessed June 14, 2016



Map Scale:  
1' : 6,420'



Area of Potential  
Effects (APE)



Project Alignment  
(Project boundary details  
provided in text)

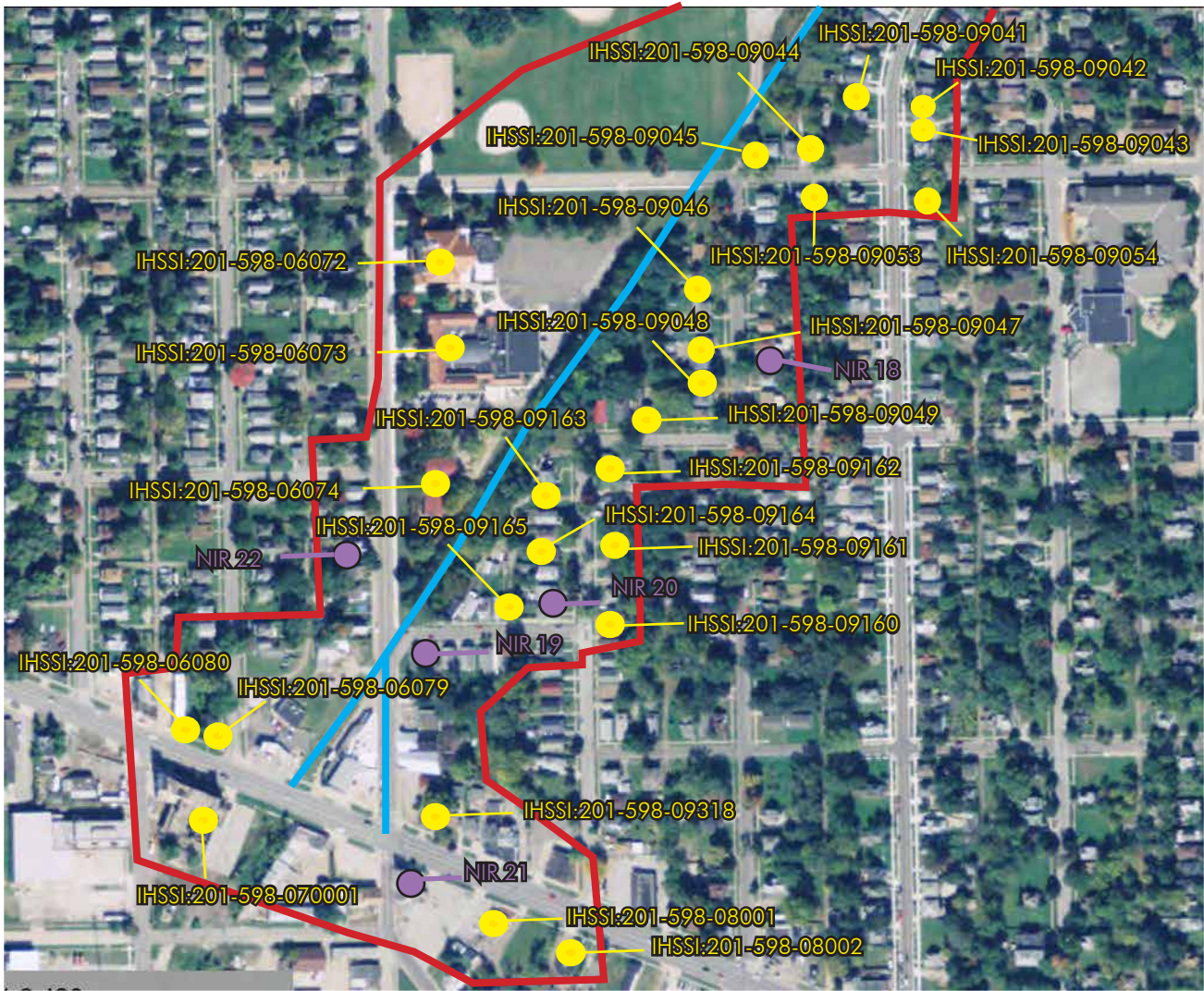
## AERIAL PHOTO SHOWING APE Phase I, Southern Section

### **Coal Line Trail Phases I and II Project**

South Bend, Portage Township, St. Joseph County, Indiana

Des. No. 1401810 and 1401811





Map Scale:  
1' : 6,420'

Area of Potential  
Effects (APE)

Project Alignment  
(Project boundary details  
provided in text)

IHSSI Number of  
Above-ground  
Resource Location

NIR Number of  
Above-ground  
Resource Location

## APE & ABOVE-GROUND RESOURCES MAP PHASE I, Southern Section

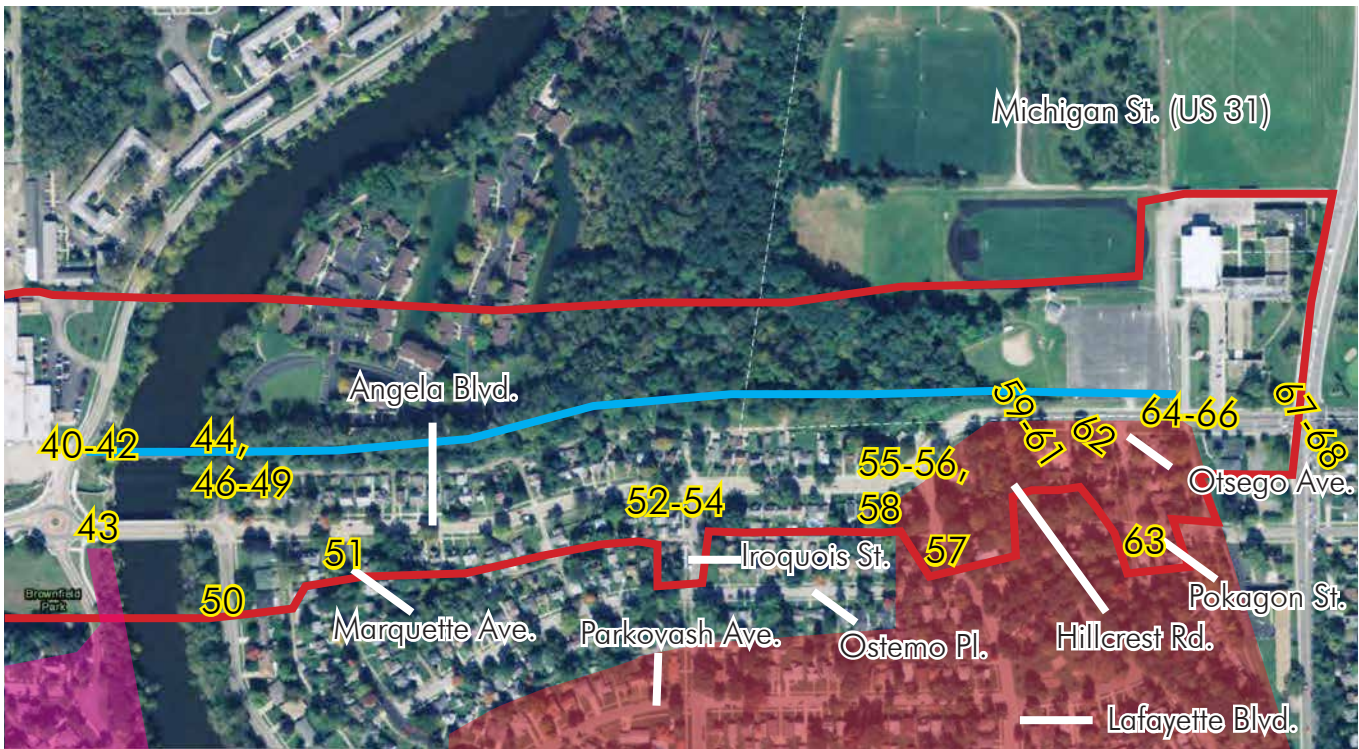
### Coal Line Trail Phases I and II Project

South Bend, Portage Township, St. Joseph County, Indiana

Des. No. 1401810 and 1401811



Source: National Wetlands Inventory, U.S. Fish and Wildlife Service, Aerial Map, Accessed June 14, 2016



Map Scale:  
1': 6,748'



Area of Potential  
Effects (APE)



Project Alignment  
(Project boundary details  
provided in text)



Riverside  
Dr. Historic  
District



Northshore Triangle  
Historic District Proposed  
Boundary for NRHP



Photo Number  
Location

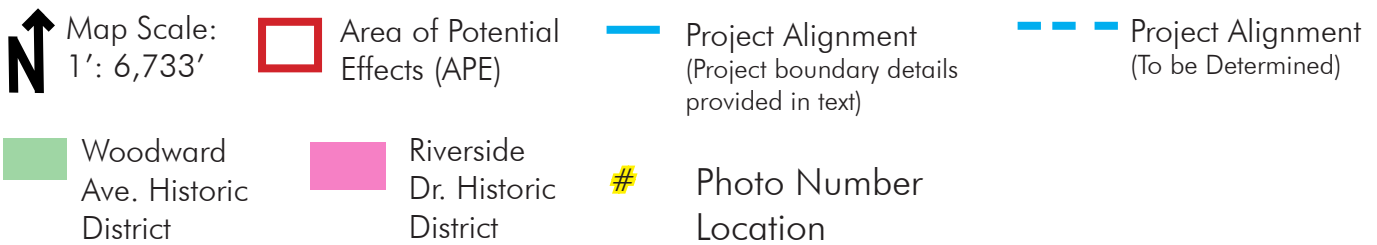
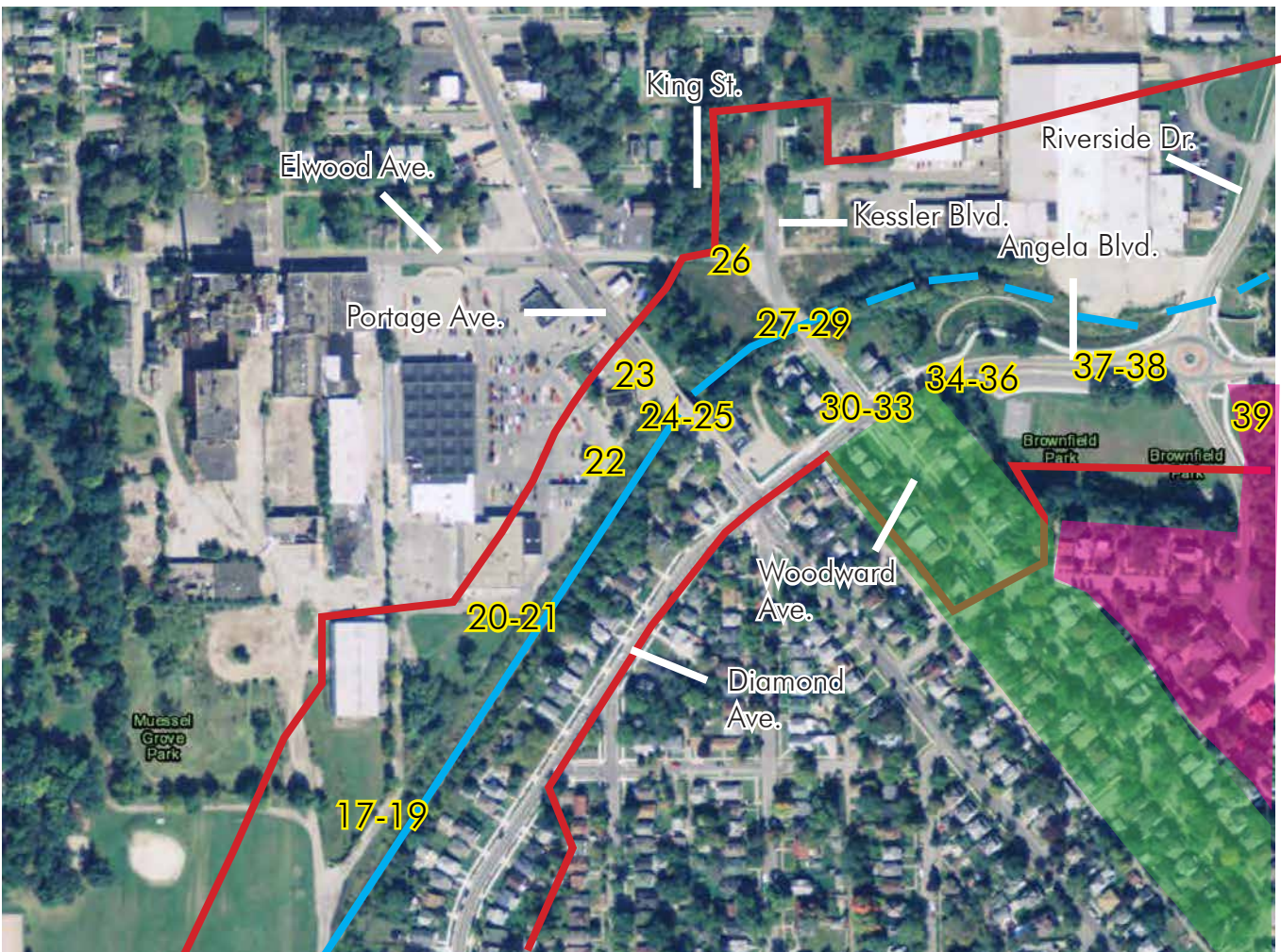
## AERIAL AND PHOTO KEY MAP Phase II

### Coal Line Trail Phases I and II Project

South Bend, Portage Township, St. Joseph County, Indiana

Des. No. 1401810 and 1401811

Source: National Wetlands Inventory, U.S. Fish and Wildlife Service, Aerial Map, Accessed June 14, 2016



## AERIAL AND PHOTO KEY MAP Phase I, Northern Section

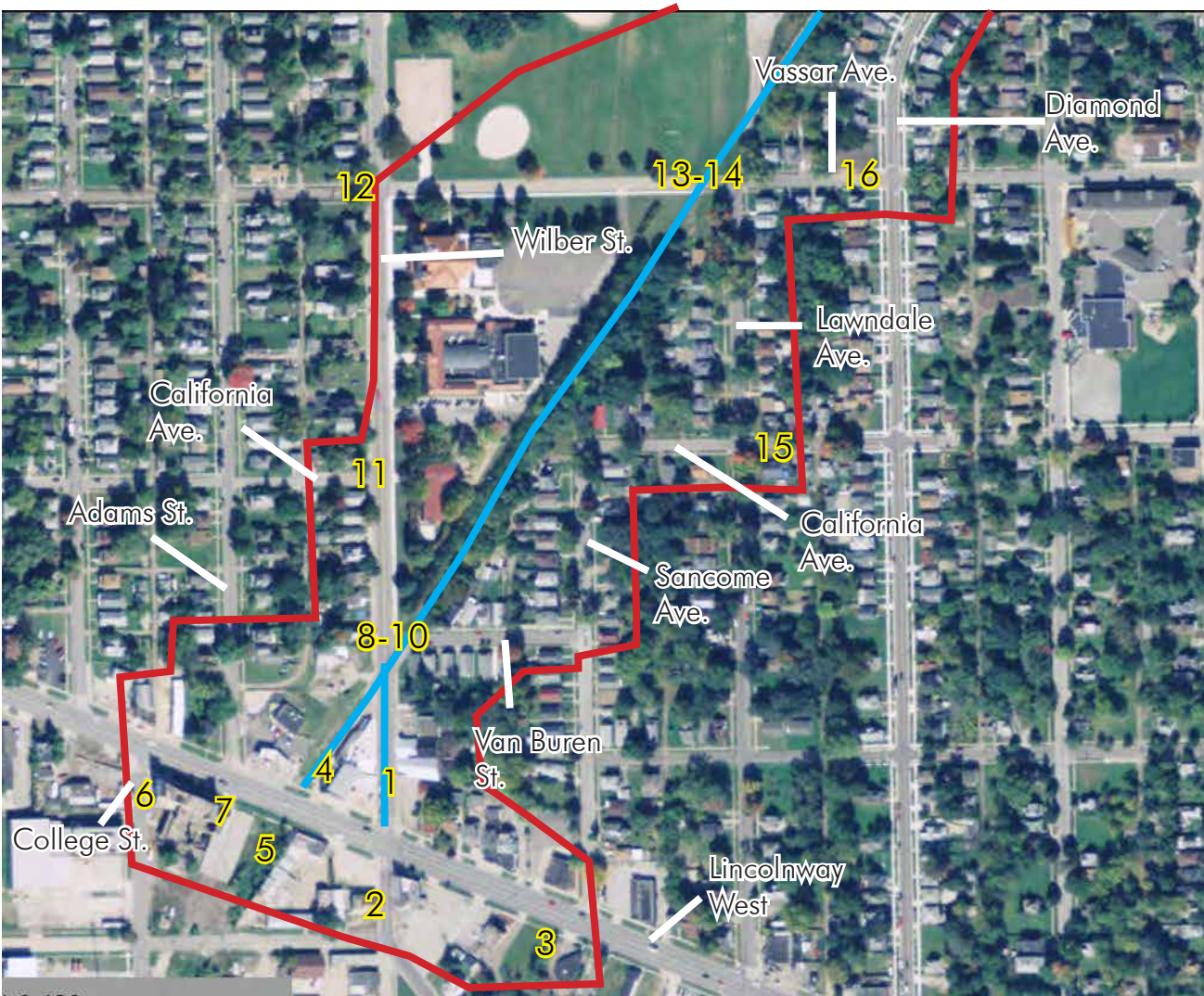
### Coal Line Trail Phases I and II Project

South Bend, Portage Township, St. Joseph County, Indiana

Des. No. 1401810 and 1401811



Source: National Wetlands Inventory, U.S. Fish and Wildlife Service, Aerial Map, Accessed June 14, 2016



Map Scale:  
1" = 6,420'



Area of Potential  
Effects (APE)



Project Alignment  
(Project boundary details  
provided in text)



Photo Number  
Location

## AERIAL AND PHOTO KEY MAP Phase I, Southern Section

### Coal Line Trail Phases I and II Project

South Bend, Portage Township, St. Joseph County, Indiana

Des. No. 1401810 and 1401811

## **Appendix B – Project Area Photographs**



1: Facing south on Wilber towards intersection at Lincolnway West at the southern end of APE



2: Facing north at the intersection of Wilber St. and Lincolnway West at southern end of APE



3: Facing west along Lincolnway West from Sancome St. at southeastern end of APE



4: Facing southwest toward South Bend Brewing Association on west side of project alignment south of Lincolnway West





5: Facing northwest along project alignment at Lincolnway West at southern end of APE



6: Facing east on Lincolnway West from South Bend Brewing Association at southwestern end of APE





7: Facing north on Adams St. at intersection with Lincolnway West at southern end of APE



8: Facing southwest toward project alignment at intersection of Wilber St. and Van Buren St.



9: Facing east on Van Buren St. from intersection at Wilber St.



10: Facing north toward Wilber St. and project alignment at intersection of Van Buren St.



11: Facing north on Wilber St. from intersection with California Ave.



12: Facing east on Vassar Ave. towards Muessel Grove Park at intersection with Wilber St.





13: Facing west on Vassar Ave. from intersection with project alignment



14: Facing northwest toward project alignment south of Vassar Ave and Muessel Grove Park



15: Facing west on California Ave. toward project alignment from intersection of Lawndale Ave.



16: Facing west on Vassar Ave. toward project alignment from intersection with Diamond Ave.





17: Facing northwest along project alignment north of Vassar Ave. and west of Diamond Ave.



18: Facing southwest along project alignment north of Vassar Ave. and west of Diamond Ave.



19: Facing west from project alignment toward Muessel Grove Park



20: Facing northeast toward project alignment south of CVS Pharmacy





21: Facing project alignment southwest of CVS Pharmacy



22: Facing northwest toward Sunoco building (left) and project alignment (right)



23: Facing east toward Bridge NBI No. 7100103 that carries Portage Ave. over the project alignment



24: Facing southwest along project alignment from Portage Ave. bridge NBI No. 7100103





25: Facing northeast along project alignment from Portage Ave. bridge NBI No. 7100103 (Steel Warehouse in background)



26: Facing east toward project alignment (and Woodward Ave.) from intersection of Kessler Blvd. and King St.





27: Facing north toward Kessler Blvd. and Elwood Ave. from intersection with project alignment and Woodward Ave.



28: Facing southwest toward project alignment at Woodward Ave./Kessler Blvd.



29: Facing northeast toward project alignment at Woodward Ave./Kessler Blvd.



30: Facing northwest toward project alignment intersecting with Woodward Ave. from Angela Blvd.





31: Facing southeast on Woodward Ave. from intersection with Angela Blvd.



32: Facing southwest on Angela Blvd. from intersection with Woodward Ave.



33: Facing northeast on Angela Blvd. from intersection with Woodward Ave.



34: Facing northeast on Angela Blvd. toward Keller Park



35: Facing east toward Keller Park with Steel Warehouse in background



36: Facing east along Angela Blvd. toward Brownfield Park





37: Facing east on Angela Blvd. toward intersection with Riverside Dr.



38: Facing southeast toward Riverside Dr. from intersection with Angela Blvd.



39: Facing south on Riverside Dr. toward Riverside Dr. Historic District, IHSSI No. 201-598-28001-047



40: Facing south toward Riverside Dr. at intersection with Angela Blvd. west of project alignment crossing at railroad bridge IHSSI No. 201-598-10008





41: Facing east toward project alignment crossing at railroad bridge IHSSI No. 201-598-10008 from Riverside Trail



42: Facing north on Riverside Dr. (left) and Trail (right) west of project alignment crossing at railroad bridge IHSSI No. 201-598-10008



43: Facing east on Angela Blvd. Bridge NBI No. 7100002



44: Facing south on Northshore Dr. toward Angela Blvd. at intersection of project alignment





45: Facing north on Northshore Dr. toward North Shore Club apartments



46: Facing north on Northshore Dr. toward intersection with project alignment





47: Facing west toward project alignment at railroad bridge IHSSI No. 201-598-10008



48: Facing east toward project alignment east of Northshore Dr. intersection



49: Facing east toward alleyway north of Angela Blvd. / south of project alignment at Northshore Dr.



50: Facing north toward Northshore Dr. and Angela Blvd. intersection





51: Facing west on Angela Blvd. at intersection with Marquette Ave.



52: Facing north toward project alignment on Angela Blvd. at intersection with Iroquois St.



53: Facing south on Iroquois St. at intersection with Angela Blvd.



54: Facing east on Angela Blvd. at intersection with Iroquois St.





55: Facing west on Angela Blvd. at intersection with Lafayette Blvd.



56: Facing south on Lafayette Blvd. at intersection with Angela Blvd.





57: Facing north toward project alignment south of Angela Blvd. intersection with Lafayette Blvd.



58: Facing north along Angela Blvd. and toward project alignment



59: Facing west on Angela Blvd. and project alignment



60: Facing east on Angela Blvd. at intersection with Hillcrest Rd. toward project alignment





61: Facing south on Hillcrest Rd. from intersection with Angela Blvd.



62: Facing east on Angela Blvd. at intersection with Otsego St.



63: Facing north on Otsego St. toward project alignment from intersection with Pokagon St.



64: Facing west along Angela Blvd. and eastern terminus of project alignment





65: Facing north toward project alignment at eastern terminus at Angela Blvd. and East Bank Trail



66: Facing south on East Bank Trail south of Angela Blvd.

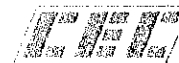


67: Facing west on Angela Blvd. toward project alignment at Michigan St. at northern end of APE



68: Facing north on Michigan St. at intersection with Angela Blvd. at northern end of APE

## **APPENDIX C- CONSULTING PARTY CORRESPONDENCE**



Civil & Environmental Consultants, Inc.

June 15, 2016

Mr. Mitch Zoll  
Division Director  
Indiana Department of Natural Resources  
Division of Historic Preservation and Archaeology  
402 West Washington Street, Room W274  
Indianapolis, Indiana 46204-2739



Dear Mr. Zoll:

Subject: Phase IA Archaeological Survey  
Coal Line Trail, Portage Township, St. Joseph County  
Des. No. 1401810 (CEC 161-618)

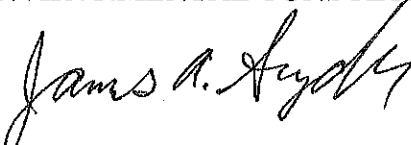
On behalf of United Consulting, Civil & Environmental Consultants, Inc. is submitting the above Indiana Archaeological Short Report.

The report has been reviewed by INDOT-CRO personnel who meet the Secretary of Interior's Professional Qualification Standards as per 36 CFR Part 61. It is their opinion that the archaeological report is acceptable and concurs with the recommendation made by CEC (Jackson and Snell: June 9, 2016). No further work is recommended. Please review the enclosed report.

If you have questions or require additional information, feel free to reach me at 317.655.7777 or [jsnyder@cecinc.com](mailto:jsnyder@cecinc.com).

Sincerely,

CIVIL & ENVIRONMENTAL CONSULTANTS, INC.

  
Jim Snyder  
Archaeological Principal Investigator

Enclosures

cc: Devin Stettler, UC  
Shaun Miller, INDOT

L 161-618 2016 6 15 UC-Coal Line Trail-INDOT



# DNR

Indiana Department of Natural Resources

Michael R. Pence, Governor  
Cameron F. Clark, Director

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov)



June 27, 2016

James A. Snyder  
Principal Investigator  
Civil & Environmental Consultants, Inc.  
530 East Ohio Street, Suite G  
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration

Re: Phase Ia Archaeological Survey for the Proposed Coal Line Railroad Trail Project, Portage Township, St. Joseph County, Indiana. (Designation # 1401810; DHPA # 19434)

Mr. Snyder:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement . . . Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer has reviewed the report submitted with the review request dated June 15, 2016 and received on June 16, 2016 for the aforementioned project in St. Joseph County, Indiana.

In regard to archaeological survey report, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we agree with the recommendations of the archaeologist that no additional archaeological assessment will be required. (Ryan Jackson: June 10, 2016)

We understand that an above ground structures report is being prepared by Green3. We will review and comment on the Historic Properties Report when it is received.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

*A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004 may be found on the Internet at [www.achp.gov](http://www.achp.gov) for your reference. If you have questions about archaeological issues please contact Mitch Zoll at (317) 232-3492 or [mzoll@dnr.IN.gov](mailto:mzoll@dnr.IN.gov). If you have questions about buildings or structures please contact John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov). Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA # 19434.*

Very truly yours,

Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:mkz

emc: Anuradha Kumar, INDOT- [akumar@indot.in.gov](mailto:akumar@indot.in.gov)

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An Equal Opportunity Employer

Snyder  
June 27, 2016  
Page 2

Mary Kennedy, INDOT - [mkennedy@indot.in.gov](mailto:mkennedy@indot.in.gov)  
Shaun Miller, INDOT - [smiller@indot.in.gov](mailto:smiller@indot.in.gov)  
Shirley Clark, INDOT - [sclark@indot.in.gov](mailto:sclark@indot.in.gov)  
Devin Stettler, United Consulting - [devins@ucindy.com](mailto:devins@ucindy.com)  
Samuel Snell, CEC, Inc - [ssnell@cecinc.com](mailto:ssnell@cecinc.com)  
James Snyder, CEC, Inc - [jsnyder@cecinc.com](mailto:jsnyder@cecinc.com)  
John Carr, DHPA - [jcarr@dnr.in.gov](mailto:jcarr@dnr.in.gov)

**Coal Line Trail Phase I and Phase II Project, Des. 1401810 and 1401811  
Consulting Parties List**

INDOT Cultural Resources Office

Anuradha V. Kumar,

Cultural Resources Manager

100 N. Senate Ave., Room 642

Indianapolis, IN 46204 (automatic)

State Historic Preservation Officer

Division of Historic Preservation and

Archaeology

Indiana Department of Natural Resources

402 West Washington Street, Room W274

Indianapolis, IN 46204 (automatic)

Indiana Landmarks

Northern Regional Office

Todd Zeiger

402 West Washington St.

South Bend, IN 46601 (Responded Yes)

Office of the Mayor

Pete Biuttigieg

227 West Jefferson Blvd., Suite 1400 N

South Bend, IN 46601 (No Response)

South Bend Common Council

227 West Jefferson Blvd., Suite 400 S

South Bend, IN 46601 (No Response)

Michiana Area Council of Governments

James Turnwald, MPO

227 West Jefferson Blvd.

1120 County / City Building

South Bend, IN 46601 (No Response)

South Bend Parks and Recreation

321 E. Walker St.

South Bend, IN 46614 (Responded Yes)

St. Joseph County Historian

John Kovach

801 Long Beach Lane

Michigan City, IN 46360 (No Response)

Historic Preservation Commission of South

Bend and St. Joseph County

125 S. Lafayette Blvd.

South Bend, IN 46601 (Responded Yes)

The History Museum

808 W. Washington St.

South Bend, IN 46601 (No Response)

South Bend Area Genealogical Society

209 Lincolnway East

Mishawaka, IN 46544-2014 (No Response)

Paul Brandenburg

Historic Spans Task Force

[indianabridges@sbcglobal.net](mailto:indianabridges@sbcglobal.net)

(Responded Yes)

Dr. James Cooper

629 E. Seminary St.

Greencastle, IN 46135 (No Response)

Near Northwest Neighborhood, Inc.

1007 Portage Ave.

South Bend, IN 46616 (Responded Yes)



September 12, 2016

Re: Coal Line Trail Phase I and Phase II Project, Des. 1401810 and 1401811, St. Joseph County

Dear State Historic Preservation Office Representative,

The Coal Line Trail Phase I and Phase II Project is located on the northwest side of South Bend in Portage Township, St. Joseph County, Indiana. The project sponsor is the City of South Bend. The use of federal funds on these projects requires compliance with all federal regulations governing projects of these types.

The proposed trail would follow the former Norfolk Southern Railroad bed from the southern terminus at Lincolnway West (or an alternate crossing from the intersection of Lincolnway West and Wilber St.) to Woodward Avenue. From there it will separate through new terrain before connecting with Riverside Dr. (Phase I). From Riverside Dr., the trail would cross the railroad bridge, split off of the line to continue west on new terrain in order to connect with the extant East Bank Trail along Angela Blvd., 0.6 miles west of the Michigan St. (US 31) intersection. The railroad ties have been removed for the most part but a few remain. Vegetation has been overgrown along the railroad bed. The project involves the construction of a 12-foot wide path with access points, trailheads, landscaping, furnishings, and other amenities. Right-of-way will be required; the amount is undetermined at this time. No relocations of businesses or residents should occur as a result of this project.

A copy of the Historic Properties Report has been included for your review and comments. An Archaeology Report is forthcoming. The following agencies have been invited to be consulting parties:

INDOT Cultural Resources Office  
Indiana Landmarks, Northern Regional Office  
Office of the Mayor of South Bend  
South Bend Common Council  
Michiana Area Council of Governments  
South Bend Parks and Recreation  
Historic Preservation Commission of South Bend and St. Joseph County  
St. Joseph County Historian  
The History Museum  
South Bend Area Genealogical Society  
Paul Brandenburg  
Dr. James Cooper  
Near Northwest Neighborhood, Inc.

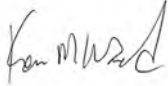
In an effort to conserve resources, this letter and the Historic Property Report can be viewed electronically by consulting parties by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/>. Please use the project identification details provided in the subject heading to search for the documents. Green3 will provide a hard



copy of the materials to any invited consulting party who makes such a request within seven (7) days of receipt of this notification.

Per 36 CFR 800.3(f), we hereby request that the SHPO notify this office if the SHPO is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the subject project. Please submit additional consulting party information to Karen Wood at this office or E-mail karen@green3studio.com. Your response is requested as soon as possible, but must be received within 30 days. Thank you for your assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Karen Wood', is positioned above the typed name.

Karen Wood, DHPA QP  
cc: INDOT CRO



September 12, 2016

Re: Coal Line Trail Phase I and Phase II Project, Des. 1401810 and 1401811, St. Joseph County

Dear Potential 106 Consulting Party,

The Coal Line Trail Phase I and Phase II Project is located on the northwest side of South Bend in Portage Township, St. Joseph County, Indiana. The project sponsor is the City of South Bend. The use of federal funds on these projects requires compliance with all federal regulations governing projects of these types.

The proposed trail would follow the former Norfolk Southern Railroad bed from the southern terminus at Lincolnway West (or an alternate crossing from the intersection of Lincolnway West and Wilber St.) to Woodward Avenue. From there it will separate through new terrain before connecting with Riverside Dr. (Phase I). From Riverside Dr., the trail would cross the railroad bridge, split off of the line to continue west on new terrain in order to connect with the extant East Bank Trail along Angela Blvd., 0.6 miles west of the Michigan St. (US 31) intersection. The railroad ties have been removed for the most part but a few remain. Vegetation has been overgrown along the railroad bed. The project involves the construction of a 12-foot wide path with access points, trailheads, landscaping, furnishings, and other amenities. Right-of-way will be required; the amount is undetermined at this time. No relocations of businesses or residents should occur as a result of this project.

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2(c), you are hereby requested to be a consulting party to participate in the Section 106 process. This process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

Please note that a hard copy of the Historic Property Report is being submitted to the INSHPO. In an effort to conserve resources, this letter and the Historic Property Report can be viewed electronically by other consulting parties by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/>. Please use the project identification details provided in the subject heading to search for the documents. Green3 will provide a hard copy of the materials to any invited consulting party who makes such a request within seven (7) days of receipt of this notification.

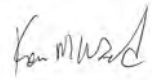
A postcard inviting you to be a consulting party is enclosed. Please check if you "do" or "do not" agree to be a consulting party. If you indicate on the postcard that you do not desire to be a consulting party, or if you do not return the postcard within 30 days of the date of this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless there is a change in scope.

For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide, *Protecting Historic Properties: A Citizen's Guide to Section 106 Review*. It is available online at <http://www.achp.gov/citizensguide.pdf>.

Information specific to your agency's area of expertise concerning the effects of the project should be forwarded to Karen Wood, Green3, 1104 Prospect Street, Indianapolis, IN 46203. If you have any questions or comments regarding this request, please contact Karen at (317) 634-4110 or direct e-mail to [karen@green3studio.com](mailto:karen@green3studio.com). Your response is requested within 30 days.

Thank you for your assistance.

Sincerely,

A handwritten signature in dark ink, appearing to read "Karen Wood", is written over a faint, light-colored circular stamp.

Karen Wood, DHPA QP

PROJECT

Des 1401810+1401811

LOCATION

South Bend, IN

Section 106 - Invitation to Consulting Parties

NAME Kathy Schuth

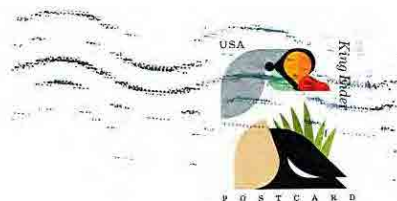
AGENCY Near Northwest  
Neighborhood, Inc

☒ YES I would like to participate as a consulting party

☐ NO I would not like to participate as a consulting party

☒ I consent to receive future correspondence via email

email nnndirector@nearnorthwest.org



Green3  
HistoricFountainSquare  
1104 Prospect Street  
Indianapolis, IN 46203





PROJECT

Des 1401810 + 1401811

LOCATION

South Bend, IN

Section 106 - Invitation to Consulting Parties

NAME

AGENCY Historic Pres Commission  
of South Bend & St. Joseph Co.



YES

I would like to participate as a consulting party



NO

I would not like to participate as a consulting party



I consent to receive future correspondence via email

email



Green3

HistoricFountainSquare  
1104 Prospect Street  
Indianapolis, IN 46203

green3

PROJECT FT WAYNE IN 452

Des. 1401810 + 1401811

LOCATION

South Bend, IN

Section 106 - Invitation to Consulting Parties

NAME

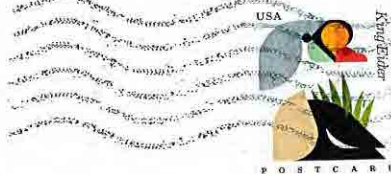
AGENCY South Bend Parks  
& Recreation Dept.

☒ YES I would like to participate as a consulting party

☐ NO I would not like to participate as a consulting party

☐ I consent to receive future correspondence via email

email [Barcode]



Green3  
HistoricFountainSquare  
1104 Prospect Street  
Indianapolis, IN 46203

green3



**Subject:** RE: Coal Line trail documents  
**Date:** Thursday, September 15, 2016 at 4:12:10 PM Eastern Daylight Time  
**From:** Todd Zeiger  
**To:** Karen Wood  
**Attachments:** image001.png

Four your information – resources 201-598-10002 Saint Joseph High School has been demolished.

Todd

.....  
**Todd Zeiger**  
Director, Northern Regional Office  
.....

**Indiana Landmarks**  
402 W. Washington  
South Bend, IN 46601  
Office. 574-232-4534  
Cell - 574-286-5765  
[www.indianalandmarks.org](http://www.indianalandmarks.org)

Indiana Landmarks revitalizes communities, reconnects us to our heritage, and saves meaningful places.

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---

From: Karen Wood [mailto:karen@green3studio.com]  
Sent: Thursday, September 15, 2016 9:12 AM  
To: Todd Zeiger  
Subject: Re: Coal Line trail documents

Todd,

I am sorry that you were not able to view the documents online. I have attached the letter inviting you to become a consulting party and the Historic Properties Report to this email. Let me know if you have any problems.

Thanks,

*Karen Wood*  
*Staff Historian*



*"Let the science and research of the historian find the fact and let his imagination and art make clear its significance."*  
George Trevelyan

---

**From:** Todd Zeiger <[TZeiger@indianalandmarks.org](mailto:TZeiger@indianalandmarks.org)>  
**Date:** Wednesday, September 14, 2016 at 3:28 PM  
**To:** karen <[karen@green3studio.com](mailto:karen@green3studio.com)>  
**Subject:** Coal Line trail documents

Hello, Karen. Thank you for the letter concerning the coal line project in South Bend. I could not open the documents that were placed in the INDO IN SCOPE web site as the file comes up as unrecognizable. Any suggestions on how I might access those documents? Thank you.

.....  
**Todd Zeiger**  
Director, Northern Regional Office  
.....

**Indiana Landmarks**  
402 W. Washington  
South Bend, IN 46601  
Office. 574-232-4534  
Cell - 574-286-5765  
[www.indianalandmarks.org](http://www.indianalandmarks.org)

Indiana Landmarks revitalizes communities, reconnects us to our heritage, and saves meaningful places.

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**Subject:** RE: Des. 1401810 and 1401811 South Bend Coal Line Trail Project - Early Coordination Letter for potential Consulting parties  
**Date:** Sunday, October 9, 2016 at 6:32:20 AM Eastern Daylight Time  
**From:** Paul Brandenburg  
**To:** Karen Wood  
**Attachments:** image001.png

Please include the following as a Consulting Party:

Paul Brandenburg  
Indiana Historic SPANS Taskforce  
5868 Croton Circle  
Indianapolis, IN 46254  
Email: [indianabridges@sbcglobal.net](mailto:indianabridges@sbcglobal.net)  
Phone: 317-347-1004

Thanks,

Paul

---

**From:** Karen Wood [mailto:karen@green3studio.com]  
**Sent:** Monday, September 12, 2016 12:18 PM  
**To:** indianabridges@sbcglobal.net  
**Subject:** Des. 1401810 and 1401811 South Bend Coal Line Trail Project - Early Coordination Letter for potential Consulting parties

Hello,

Attached is a early coordination letter inviting you to be a consulting party for the above mentioned project. There is no postcard attached, so please respond via email if you would like to become a participating consulting party or not.

Thanks,

*Karen Wood*  
*Staff Historian*



Historic Fountain Square  
1104 Prospect Street  
Indianapolis, IN 46203

p 317.634.4110  
f 866.422.2046 (toll free)

# DNR

Indiana Department of Natural Resources



Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov) • [www.IN.gov/dnr/historic](http://www.IN.gov/dnr/historic)

October 11, 2016

Karen Wood  
Green3 LLC  
1104 Prospect Street  
Indianapolis, Indiana 46203

Federal Agency: Indiana Department of Transportation ("INDOT")  
on behalf of Federal Highway Administration ("FHWA")

Re: Historic property report (Karen Wood: July, 2016) for the Coal Line Trail Phase I and Phase II Project,  
in the City of South Bend, Portage Township, St. Joseph County, Indiana (Des. Nos. 1401810 and  
1401811; DHPA No. 19434)

Dear Ms. Wood:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer has reviewed your September 12, 2016, letter, with report enclosed, which we received on September 13, for the aforementioned project.

We have no additional consulting parties to recommend beyond those whom you already have invited.

The area of potential effects ("APE") proposed in the historic property report ("HPR"; (Karen Wood: July, 2016) appears to be of ample size to encompass reasonably foreseeable effects of this federal undertaking.

For the purposes of the Section 106 review of this particular federal undertaking, we agree with the conclusions of the historic property report ("HPR"; Karen Wood: July, 2016) that the National Register of Historic Places ("NRHP") regarding the properties within the APE that are listed in or eligible for inclusion in the NRHPA and those that are not. However, please advise us if any other consulting party disagrees with any of those conclusions.

In order to comment on effects on historic properties, the other consulting parties and we will need to review plans—or at least a more detailed scope of work—for those areas where the trail would be built through or in close proximity to one of the historic properties identified in the HPR.

If you have questions about archaeological issues, please contact Mitchell Zoll at (317) 232-3492 or [mzoll@dnr.IN.gov](mailto:mzoll@dnr.IN.gov). Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov).

In all future correspondence regarding the Coal Line Trail Phase I and Phase II Project in St. Joseph County (Des. Nos. 1401810 and 1401811), please refer to DHPA No. 19434.

Very truly yours,

A handwritten signature in black ink, appearing to read "Mitchell K. Zoll".

Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:JLC:jlc

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Karen Wood  
October 11, 2016  
Page 2

emc: Joyce Newland, FHWA Indiana Division  
Anuradha Kumar, INDOT Cultural Resources Office  
Mary Kennedy, INDOT Cultural Resources Office  
Shaun Miller, INDOT Cultural Resources Office  
Shirley Clark, INDOT Environmental Services  
Karen Wood, Green3 LLC  
James Snyder, Civil & Environmental Consultants, Inc.  
Mitchell Zoll, IDNR Historic Preservation and Archaeology  
John Carr, IDNR Historic Preservation and Archaeology



March 14, 2017

Re: Coal Line Trail Phase I (Des. No. 1401810) and Phase II (Des. No 1401811) Project;  
DHPA No. 19434  
South Bend, Portage Township, St. Joseph County, Indiana—Plan Set and Effects

Dear IN SHPO and other consulting parties,

Pursuant to Section 106 of the National Historic Preservation Act (1966) and 36 CFR Part 800 (Revised January 2001 and incorporating amendments effective August 5, 2004), federal agencies are required to take into account the effects of their undertakings on historic and archaeological properties. The Federal Highway Administration (FHWA), in cooperation with the City of South Bend, is conducting Section 106 Consultation for the Coal Line Trail Phase I (Des. No. 1401810) and Phase II (Des. 1401811) Project in South Bend, Indiana.

A Historic Property Report (HPR) was prepared for this project and submitted to the State Historic Preservation Office (SHPO) staff on September 12, 2016 (Wood, July 2016). In a letter dated October 11, 2016, the staff agreed with the size of the area of potential effects (APE) and the conclusions of the HPR regarding the properties within the APE that are listed in or eligible for inclusion in the National Register of Historic Places (NRHP). The staff also commented that “in order to comment on effects of historic properties, the other consulting parties and we will need to review plans—or at least a more detailed scope of work—for those areas where the trail would be built through or in close proximity to one of the historic properties identified in the HPR.”

Therefore, we are contacting you again to provide you an opportunity to comment on the plan set of the proposed trail. Below is a project description of Phase I and Phase II:

**Proposed Trail Plan Description for Phase I (Des. No. 1401810)**

The proposed trail for Phase I consists of a 12-foot-wide asphalt trail beginning at the northeast corner of Lincolnway West and Wilber St. extending approximately 4,000 feet and ending at Riverside Dr. From the corner of Lincolnway West, the trail would head north along the east side of Wilber St.; at Van Buren St., the trail would veer northeast following the former Norfolk Southern Railroad bed. Leaving the railroad bed, the trail would curve, crossing Vassar Ave. at Lawndale Ave., and then curve back, returning to the railroad bed. The trail would continue along the rail bed underneath Portage Ave. and then cross Kessler Blvd./Woodward Ave. From there, the trail curves east connecting to existing sidewalk on the north side of Angela Blvd. Additionally, a separate trail would begin out of the proposed trail at station 37+05.60 for Line PR-CLT 1, heading slightly northwest and for approximately 400 feet, terminating at grade at Portage Ave.

**Proposed Trail Plan Description for Phase II (Des. No. 1401811)**

The proposed trail for Phase II consists of a 12-foot-wide asphalt trail beginning at Riverside Dr. to the East Bank Trail for approximately 3,500 feet. At Riverside Dr., the trail would connect with the existing

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Riverside Drive Trail and head east, crossing the St. Joseph River over the Norfolk Southern Railroad Bridge (IHSSI No. 201-598-10008). From there, the trail would continue east, ending at the East Bank Trail, approximately 330 feet west of the intersection of Angela Blvd. and Michigan St. (US 31). At Iroquois St., the north/south alley heading north of Angela Blvd. to an east/west alley will be upgraded to accommodate both pedestrians and vehicles, including a connecting trail back to the mainline trail.

### **Rehabilitation of the Norfolk Southern Railroad Bridge (IHSSI No. 201-598-10008)**

The Norfolk Southern Railroad Bridge (IHSSI No. 201-598-10008) has been designated a Local Landmark by the Historic Preservation Commission of South Bend and St. Joseph County. The HPR evaluated this structure for the NRHP and recommended it not eligible. The Indiana SHPO concurred with this recommendation.

The proposed rehabilitation project consists of removing the existing rail lines and railroad ties, and temporarily supporting the existing girders to reconstruct the beam seats. The steel members will be cleaned and painted before being reset on new elastomeric bearing pads. A reinforced concrete deck with pedestrian height railing will be constructed on the rehabilitated superstructure. The rehabilitation work proposed for the substructure will include patching and sealing work to repair existing scaling, spalling, and cracking in the walls of the existing substructure units. A scour analysis will be completed and adequate scour countermeasures will be installed at the piers. The existing timber fenders will be removed to eliminate trapping of floating debris.

### **Project Effects**

To understand the project effects, it might be helpful to restate the scope of the project. The goal of the project is to provide the public with a multi-use trail, connecting to extant network of multi-use trails on the northwest side of South Bend, Indiana. The multi-use trail would mostly follow the former Norfolk Southern Railroad bed. In respect to the six resources recommended as eligible, at this time we believe there will be a finding of “No Adverse Effect” to each historic property.

According to CFR 800.5(a)(1), “an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.”

**Holy Cross Catholic School.** The project will cause *No Adverse Effect* to this resource. Although the multi-use trail will be constructed adjacent to this resource, this project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the Holy Cross School that contribute to its significance. Right-of-way will be required because the existing railroad right-of-way was assumed by the adjacent landowners when the railroad became inactive. No right-of-way will be required beyond the original railroad corridor. There is a landscaping plan that will provide some type of separation between the trail and the school.

Per 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property”. The Holy Cross Catholic School will not be directly impacted by this project. No right-of-way will be required from the original property of the school; only the right-of-way from the original railroad corridor will be reacquired.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of

handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and/or other applicable guidelines". No part of the project will directly affect the property.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the "Removal of the property from its historic location". The project will not remove the Holy Cross Catholic School from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in the "Change of the character of the property's use of or physical features within the property's setting that contribute to its historic significance". No change in character of the property will result, only a change in view will result from the project and that change will have no substantial impact on the Holy Cross Catholic School.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the "Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features". The change in view that will result from the project will not introduce elements that diminish the integrity of Holy Cross Catholic School.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the "Neglect of a property which causes its deterioration..." The undertaking will not cause neglect of the property.

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the "Transfer, lease, or sale of property out of Federal ownership or control..." Ownership will not change as a result of this project.

**Holy Cross Catholic Church.** The project will cause *No Adverse Effect* to this resource. Although the multi-use trail will be constructed adjacent to this resource, this project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the Holy Cross Catholic Church that contribute to its significance. Right-of-way will be required because the existing railroad right-of-way was assumed by the adjacent landowners when the railroad became inactive. No right-of-way will be required beyond the original railroad corridor. There is a landscaping plan that will provide some type of separation between the trail and the church.

Per 800.5(a)(2)(i), the undertaking will not result in the "Physical destruction of or damage to all or part of the property". The Holy Cross Catholic Church will not be destroyed or damaged by this project. No right-of-way will be required from the original property of the church; only the right-of-way from the original railroad corridor.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no "Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and/or other applicable guidelines".

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the "Removal of the property from its historic location". The project will not remove the Holy Cross Catholic Church from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in the "Change of the character of the property's use of or physical features within the property's setting that contribute to its historic significance". No change in character of the property will result, only a change in view will result from the project and that change will have no substantial impact to the Holy Cross Catholic Church.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features”. The slight change in view that will result from the project will not introduce elements that diminish the integrity of Holy Cross Catholic Church.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The undertaking will not cause neglect of the property.

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership will not change as a result of this project.

**Woodward Avenue Historic District.** The project will cause *No Adverse Effect* to the resource. While there would be a slight view of the project from the resource, the project alignment stops a block away from the Woodward Avenue Historic District, and the project’s terminus at the existing sidewalk will be partially obstructed by trees and fencing.

Per 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property”. The Woodward Avenue Historic District will not be directly impacted by this project. No right-of-way will be required from the property.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines”. The project will not directly impact the property.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the “Removal of the property from its historic location”. The project will not remove the Woodward Avenue Historic District from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in the “Change of the character of the property’s use of or physical features within the property’s setting that contribute to its historic significance”. No change in character of the property will result, only a slight change in view will result from the project and that change will have no substantial impact to the Woodward Avenue Historic District.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features”. The slight change in view that will result from the project will not introduce elements that diminish the integrity of the property.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The undertaking will not cause neglect of the property.

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership will not change as a result of this project.

**Northshore Triangle Historic District.** The project will cause *No Adverse Effect* to the resource. Although the multi-use trail will be constructed across the street from the northern boundary of this resource, this project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity

of the elements of the Northshore Triangle Historic District that contribute to its significance. The project will connect to an extant trail that traverses through the Northshore Triangle Historic District.

Per 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property”. The Northshore Triangle Historic District will not be directly impacted by this project. No right- of-way will be required from the property.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines”. The project will have no direct impact on the district.

Per 36 CFR 800.5(a)(2)(iii), the undertaking will not result in the “Removal of the property from its historic location”. The project will not remove the Northshore Triangle Historic District from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the undertaking will not result in the “Change of the character of the property’s use of or physical features within the property’s setting that contribute to its historic significance”. No change in character of the property will result, only a change in view will result from the project and that change will have no substantial impact to the Northshore Triangle Historic District.

Per 36 CFR 800.5(a)(2)(v), the undertaking will not result in the “Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features”. The change in view that will result from the project will not introduce elements that diminish the integrity of the property.

Per 36 CFR 800.5(a)(2)(vi), the undertaking will not cause the “Neglect of a property which causes its deterioration...” The undertaking will not cause neglect of the property.

Per 36 CFR 800.5(a)(2)(vii), the undertaking will not cause the “Transfer, lease, or sale of property out of Federal ownership or control...” Ownership will not change as a result of this project.

**Angela Blvd. Bridge No. 211, NBI No. 7100004.** The project will cause *No Adverse Effect* to the resource. While there will be a view of the project from the resource, the project will not introduce any visual, atmospheric, or audible elements that would diminish the integrity of the elements of the Angela Blvd. Bridge No. 211 that contribute to its significance. A sidewalk will be constructed on the western side of Northshore Dr. from the eastern entrance to the proposed pedestrian bridge over the railroad bridge to Angela Blvd. No alterations will be made to the existing bridge.

Per 800.5(a)(2)(i), the undertaking will not result in the “Physical destruction of or damage to all or part of the property”. While there will be the construction of a sidewalk that will connect to the existing sidewalk at the northwest corner of Angela Blvd. and Northshore Dr., the Angela Blvd. Bridge No. 211 will not be directly impacted by this project. No right- of-way will be required from the property.

Per 36 CFR 800.5(a)(2)(ii), the undertaking will cause no “Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties and/or other applicable guidelines”. The project will not directly impact the bridge.



Per 36 CFR 800.5(a)2(iii), the undertaking will not result in the "Removal of the property from its historic location". The project will not remove the Angela Blvd. Bridge No. 211 from its historic location.

Per 36 CFR 800.5(a)2(iv), the undertaking will not result in the "Change of the character of the property's use of or physical features within the property's setting that contribute to its historic significance". No change in character of the property will result, only a change in view will result from the project and that change will have no substantial impact to the Angela Blvd. Bridge No. 211.

Per 36 CFR 800.5(a)2(v), the undertaking will not result in the "Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features". The change in view that will result from the project will not introduce elements that diminish the integrity of the Angela Blvd. Bridge No. 211.

Per 36 CFR 800.5(a)2(vi), the undertaking will not cause the "Neglect of a property which causes its deterioration..." The undertaking will not cause neglect of the property.

Per 36 CFR 800.5(a)2(vii), the undertaking will not cause the "Transfer, lease, or sale of property out of Federal ownership or control..." Ownership will not change as a result of this project.

**St. Joseph's High School.** This resource was demolished in late summer of 2016. In an email dated September 15, 2016, participating consulting party member Todd Zeiger of the Indiana Landmarks Northern Regional Office informed Green3 that the high school had been demolished. Since St. Joseph's High School is no longer standing, the project can no longer have an effect upon it.

We look forward to receiving your comments on this additional information and the project effects as described above. Please contact Karen Wood at 317.634.4110 or karen@Green3studio.com with comments or concerns. Please comment within 30 days of receipt of this information.

Sincerely,



Karen Wood  
Historian

Attachments: Plan Set for Multi-Use Trail

CC: INDOT-CRO  
Indiana SHPO  
Todd Zeiger, Indiana Landmarks, Northern Regional Office  
Paul Brandenburg, Historic Spans Task Force  
Historic Preservation Commission of South Bend and St. Joseph County  
South Bend Parks and Recreation  
Near Northwest Neighborhood, Inc.



Timothy S. Klusczynski, President

## HISTORIC PRESERVATION COMMISSION OF SOUTH BEND AND ST. JOSEPH COUNTY

County—City Building, South Bend, IN 46601  
[stjosephcountyindiana.com/departments/SJCHP/index.htm](http://stjosephcountyindiana.com/departments/SJCHP/index.htm)  
Phone: 574/235.9798 Fax: 574/235.9578  
Email: [SBSJCHPC@co.st-joseph.in.us](mailto:SBSJCHPC@co.st-joseph.in.us)



Elicia Feasel, Executive Director

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March 20, 2017

Karen Wood  
Green 3 Studio  
1104 Prospect Street  
Indianapolis, IN 46203

RE: Coal Line Trail Phase I (Des. No. 1401810) and Phase II (Des. No. 1401811) Project  
DHPA No. 19434  
South Bend, Portage Township, St. Joseph County, Indiana

Dear Karen,

The Office of the Historic Preservation Commission of South Bend and St. Joseph County finds no adverse impact with the proposed Coal Line Trail project. We would remind you that both the Angela Street Bridge and Norfolk Southern Railroad Bridge are Local Historic Landmarks, and as such, fall under Class B Preservation Standards, requiring approval of proposed maintenance or improvement through acquisition of a Certificate of Appropriateness (COA). Additionally, we ask that you would keep this Office informed of any material changes to the scope of this project going forward. Thank you.

Sincerely,

Deb Parcell, Deputy Director

### COMMISSIONERS

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Joseph Molnar, Treasurer  
Jennifer Parker, Architectural Historian  
Brandon Anderson

Michele Gelfman, Secretary  
Thomas Gordon, Assistant Secretary  
Kevin Buccellato  
Mike Voll

### STAFF

Deb Parcell, Deputy Director  
Brett Hummer, Legal Counsel  
Steve Szaday, Preservation Specialist/  
Inspector

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April 12, 2017

Karen Wood  
Historian  
Green3 LLC  
1104 Prospect Street  
Indianapolis, Indiana 46203

Federal Agency: Indiana Department of Transportation ("INDOT")  
on behalf of Federal Highway Administration ("FHWA")

Re: Selected plan sheets and proposed assessment of effects for the Coal Line Trail Phase I and Phase II Project, in the City of South Bend, Portage Township, St. Joseph County, Indiana (Des. Nos. 1401810 and 1401811; DHPA No. 19434)

Dear Ms. Wood:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer has reviewed your March 14, 2017, letter, with plans enclosed, which we received on March 16.

Thank you for providing the plan sheets, annotated to indicate the locations of identified historic properties within the project's area of potential effects. Thank you, also, for proposing an assessment of effects on each of the extant historic properties. We have no further concerns or questions.

Unless another consulting party disagrees with your proposed assessment of effects within the 30-day comment period, we think it would be appropriate to discuss with INDOT's Cultural Resources Office

If you have questions about archaeological issues, please contact Mitchell Zoll at (317) 232-3492 or [mzoll@dnr.IN.gov](mailto:mzoll@dnr.IN.gov). Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov).

In all future correspondence regarding the Coal Line Trail Phase I and Phase II Project in St. Joseph County (Des. Nos. 1401810 and 1401811), please continue to refer to DHPA No. 19434.

Very truly yours,

Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:JLC:jlc

Karen Wood  
April 12, 2017  
Page 2

emc: Joyce Newland, FHWA Indiana Division  
Anuradha Kumar, INDOT Cultural Resources Office  
Mary Kennedy, INDOT Cultural Resources Office  
Shaun Miller, INDOT Cultural Resources Office  
Shirley Clark, INDOT Environmental Services  
Karen Wood, Green3 LLC  
James Snyder, Civil & Environmental Consultants, Inc.  
Mitchell Zoll, IDNR Historic Preservation and Archaeology  
John Carr, IDNR Historic Preservation and Archaeology





Indiana Department  
of Natural Resources

Eric Holcomb, Governor  
Cameron F. Clark, Director

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April 26, 2017

Samuel P. Snell  
Archaeological Principal Investigator  
Civil & Environmental Consultants, Inc.  
530 East Ohio Street, Suite G  
Indianapolis, Indiana 46204

Federal Agency: Indiana Department of Transportation ("INDOT"),  
on behalf of Federal Highway Administration ("FHWA")

Re: Addendum to: Phase Ia Archaeological Survey (Finney: 3/28/2017) for the Proposed Coal Line  
Railroad Trail Project in Portage Township, St. Joseph County, Indiana. (Des. No. 1401810; CEC 161-  
618; DHPA No. 19434)

Dear Mr. Snell:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO"), has reviewed your letter, with report enclosed, dated March 28, 2017 and received on March 29, 2017 for the aforementioned project in St. Joseph County.

We concur with the opinion of the archaeologist, as expressed in the archaeological report (Finney: 3/28/2017), that no additional archaeological assessment will be necessary.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

We think it would be appropriate at this time to discuss with INDOT's Cultural Resources Office whether a finding should be made.

If you have questions about archaeological issues please contact Mitch Zoll at (317) 232-3492 or mzoll@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov.

In all future correspondence regarding this project (Des. No. 1401810; CEC 161-618), please refer to DHPA No. 19434.

Very truly yours,

Christopher A. Smith  
Deputy Director  
Indiana Department of Natural Resources

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CAS:MKZ:JLC:jlc

emc: Joyce Newland, FHWA Indiana Division - Joyce.Newland@dot.gov  
Anuradha Kumar, Indiana Department of Transportation - AKumar@indot.in.gov  
Shaun Miller, INDOT - smiller@indot.IN.gov  
Mary Kennedy, INDOT - mkennedy@indot.IN.gov  
Shirley Clark, INDOT - sclark@indot.in.gov  
David Moffatt, INDOT - cmoffatt@indot.in.gov  
Devin Stettler, United Consulting - devins@ucindy.com  
James Snyder, Civil & Environmental Consultants, Inc. - JSnyder@cecinc.com  
Samuel Snell, Civil & Environmental Consultants, Inc., RPA - SSnell@cecinc.com  
Karen Wood, Green3 LLC karen@green3studio.com  
Mitch Zoll, DHPA - MZoll@dnr.in.gov  
John Carr, DHPA - JCarr@dnr.in.gov

## **APPENDIX D - ARCHAEOLOGY REPORT SUMMARY AND CONCLUSIONS**

# **INDIANA SHORT REPORT**

## **PHASE IA ARCHAEOLOGICAL SURVEY FOR THE PROPOSED COAL LINE RAILROAD TRAIL PROJECT, PORTAGE TOWNSHIP, ST. JOSEPH COUNTY, INDIANA (DES. NO. 1401810)**

### **Prepared For:**

**UNITED CONSULTING  
INDIANAPOLIS, INDIANA**

### **Prepared By:**

**Ryan L. Jackson  
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.  
INDIANAPOLIS, INDIANA**

### **Lead Agency:**

**FEDERAL HIGHWAY ADMINISTRATION**

**CEC Project 161-618**

**JUNE 10, 2016**



**Samuel P. Snell, MS, RPA, Principal Investigator**



**Civil & Environmental Consultants, Inc.**





# INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (1-11)

## INDIANA DEPARTMENT OF NATURAL RESOURCES DIVISION OF HISTORIC PRESERVATION AND ARCHAEOLOGY

402 West Washington Street, Room W274  
Indianapolis, Indiana 46204-2739  
Telephone Number: (317) 232-1646  
Fax Number: (317) 232-0693  
E-mail: dhp@dnr.IN.gov

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology.

Author: Ryan L. Jackson

Date (month, day, year): June 9, 2016

Project Title:

PHASE IA ARCHAEOLOGICAL SURVEY FOR THE PROPOSED COAL LINE RAILROAD  
TRAIL PROJECT, PORTAGE TOWNSHIP, ST. JOSEPH COUNTY, INDIANA  
(DES. NO. 1401810)

### PROJECT OVERVIEW

Project Description:

The project is located along the former Coal Line Railroad corridor within the city of South Bend, St. Joseph County, Indiana (Figures 1–3). The project involves the proposed route of a pedestrian trail, approximately 1.8 miles in length, which is predominantly located along the abandoned right-of-way (ROW) for the former Coal Line Railroad. The proposed trail is divided into two phases. Phase I is 1.8 km (1.1 mi) in length with the alignment generally following the railroad ROW where it intersects with Lincoln Way West. The proposed trail then extends northeast toward the western end of the abandoned railroad bridge over the St. Joseph River. Phase II of the proposed trail is 1.1 km (0.7 mi) in length with the trail extending east across the St. Joseph River along the former Coal Line Railroad ROW and ending near the intersection of Angela Boulevard and the E Bank Trail on the south side of the campus of Holy Cross College.

INDOT Designation Number/ Contract Number: 1401810

Project Number: N/A

DHPA Number: N/A

Approved DHPA Plan Number: N/A

Prepared For: United Consulting

Contact Person: Devin Stettler

Address: 1625 North Post Road

City: Indianapolis

State: IN

ZIP Code: 46219

Telephone Number: 317.895.2585

Email Address: DevinS@ucindy.com

Principal Investigator: Samuel P. Snell, MS, RPA

Signature:

Company/Institution: Civil & Environmental Consultants, Inc

Address: 530 East Ohio Street, Suite G

City: Indianapolis

State: IN

ZIP Code: 46204

Telephone Number: 317.655.7777

Email Address: ssnell@cecinc.com

Describe Methods:

Visual Inspection: Areas of obvious physical disturbance or greater than 20 percent slope were visually inspected with a walkover at 10-m (32.8-ft) intervals. In some areas, this was generally sufficient to document obvious disturbances such as buried utilities. If grass or other vegetation obscured the ground surface, then it was walked and signs of disturbance (landscaping, utilities, drainage ditches, etc.) were noted. Photographs were taken as appropriate.

Shovel Probes: In areas where the ground surface had less than 30 percent visibility within the project area shovel probing was utilized. This method consisted of systematically digging shovel probes every 15-m (49.2-ft). A standard record was kept that includes soil profile, soil texture, soil color (Munsell), and presence/absence of cultural materials.

*Attach photographs documenting disturbances below*

Describe Disturbances:

Project area extends along an abandoned railroad grade and crosses several paved streets and buried utilities.

Comments: N/A

### Results

- ☐ Archaeological records check has determined that the project area does not have the potential to contain archaeological resources.
- ☐ Archaeological records check has determined that the project area has the potential to contain archaeological resources.
- ☒ Phase Ia reconnaissance has located no archaeological resources in the project area.
- ☐ Phase Ia reconnaissance has identified landforms conducive to buried archaeological deposits.

Actual Area Surveyed hectares: 06.7

acres: 16.5

## Recommendation

- ☐ The archaeological records check has determined that the project area has the potential to contain archaeological resources and a Phase Ia archaeological reconnaissance is recommended.
- ☐ The archaeological records check has determined that the project area does not have the potential to contain archaeological resources and no further work is recommended before the project is allowed to proceed.
- ☒ The Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned.
- ☐ The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits. It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed.
- ☐ The Phase Ia archaeological reconnaissance has determined that the project area is within 100 feet of a cemetery and a Cemetery Development Plan is required per IC-14-21-1-26.5.

Cemetery Name:

Other Recommendations/Commitments:

In the unlikely event that archaeological deposits or human remains are encountered during the construction phase of the project, all work must cease within 30.5 m (100 ft) of those deposits and archaeologists from the DHPA and the INDOT-CRO must be notified.

**Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.**

## Attachments

- ☒ Figure showing project location within Indiana.
- ☒ USGS topographic map showing the project area (*1:24,000 scale*).
- ☒ Aerial photograph showing the project area, land use and survey methods.
- ☒ Photographs of the project area.
- ☐ Project plans (*if available*)

Other Attachments:

References Cited:

Comments:

## Curation

Curation Facility for Project Documentation:

# **INDIANA SHORT REPORT**

**ADDENDUM TO:  
PHASE IA ARCHAEOLOGICAL SURVEY FOR THE  
PROPOSED COAL LINE RAILROAD TRAIL PROJECT,  
PORTAGE TOWNSHIP, ST. JOSEPH COUNTY, INDIANA  
(DES. NO. 1401810)**

**Prepared For:**

**UNITED CONSULTING  
INDIANAPOLIS, INDIANA**

**Prepared By:**

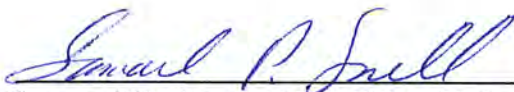
**Kathryn M. H. Finney  
CIVIL & ENVIRONMENTAL CONSULTANTS, INC.  
INDIANAPOLIS, INDIANA**

**Lead Agency:**

**FEDERAL HIGHWAY ADMINISTRATION**

**CEC Project 161-618**

**MARCH 28, 2017**



**Samuel P. Snell, MS, RPA, Principal Investigator**



**Civil & Environmental Consultants, Inc.**



# INDIANA ARCHAEOLOGICAL SHORT REPORT

State Form 54566 (1-11)

## INDIANA DEPARTMENT OF NATURAL RESOURCES DIVISION OF HISTORIC PRESERVATION AND ARCHAEOLOGY

402 West Washington Street, Room W274  
Indianapolis, Indiana 46204-2739  
Telephone Number: (317) 232-1646  
Fax Number: (317) 232-0693  
E-mail: dhpa@dnr.IN.gov

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology.

Author: Kathryn M. H. Finney

Date (month, day, year): March 22, 2017

Project Title:

ADDENDUM TO: PHASE IA ARCHAEOLOGICAL SURVEY FOR THE PROPOSED COAL  
LINE RAILROAD TRAIL PROJECT, PORTAGE TOWNSHIP, ST. JOSEPH COUNTY,  
INDIANA (DES. NO. 1401810)

### PROJECT OVERVIEW

Project Description:

The original project (Jackson 2016) is located along the former Coal Line Railroad corridor within the city of South Bend, St. Joseph County, Indiana (Figures 1–3). The project involves the proposed route of a pedestrian trail, approximately 1.8 miles in length, which is predominantly located along the abandoned right-of-way (ROW) for the former Coal Line Railroad. The proposed trail is divided into two phases. Phase I is 1.8 km (1.1 mi) in length with the alignment generally following the railroad ROW where it intersects with Lincoln Way West. The proposed trail then extends northeast toward the western end of the abandoned railroad bridge over the St. Joseph River. Phase II of the proposed trail is 1.1 km (0.7 mi) in length with the trail extending east across the St. Joseph River along the former Coal Line Railroad ROW and ending near the intersection of Angela Boulevard and the E Bank Trail on the south side of the campus of Holy Cross College.

The additional project area entails adding trail spurs which are proposed to be located along the original project area at four separate locations (Figures 2–5). The trail spurs encompass 0.3 ha (0.7 ac) and are being constructed on previously disturbed land.

INDOT Designation Number/ Contract Number: 1401810

Project Number: N/A

DHPA Number: 19434

Approved DHPA Plan Number: N/A

Prepared For: United Consulting

Contact Person: Devin Stettler

Address: 1625 North Post Road

City: Indianapolis

State: IN

ZIP Code: 46219

Telephone Number: 317.895.2585

Email Address: DevinS@ucindy.com

Principal Investigator: Samuel P. Snell, MS, RPA

Signature:

Company/Institution: Civil & Environmental Consultants, Inc

Address: 530 East Ohio Street, Suite G



Surface Visibility: 0 percent

Factors Affecting Visibility: Grass, brush, woods, asphalt, and gravel.

Visual Walkover ☒ Pedestrian Survey ☐ Shovel Test ☐ Screened ☐ Mesh Size

Interval 5 m ☐ 10 m ☒ 15 m ☐ Other (describe below) ☐

Number of Shovel Test Units Excavated: 0

Describe Methods:

Visual Inspection: Areas of obvious physical disturbance or greater than 20 percent slope were visually inspected with a walkover at 10-m (32.8-ft) intervals. In some areas, this was generally sufficient to document obvious disturbances such as buried utilities. If grass or other vegetation obscured the ground surface, then it was walked and signs of disturbance (landscaping, utilities, drainage ditches, etc.) were noted. Photographs were taken as appropriate.

Soil Coring: A soil core was advanced in selected locations using a 1.9-cm (0.75-in) diameter core. Cores were advanced within areas of potential disturbance to document the disturbance. If no disturbance was encountered a STP would be excavated.

Attach photographs documenting disturbances below

Describe Disturbances:

Original project area extends along an abandoned railroad grade and crosses several paved streets and buried utilities. The additional trail spurs extend along paved streets, buried utility locations, and graveled alleyways.

Comments: N/A

### Results

- ☐ Archaeological records check has determined that the project area does not have the potential to contain archaeological resources.
- ☐ Archaeological records check has determined that the project area has the potential to contain archaeological resources.
- ☒ Phase Ia reconnaissance has located no archaeological resources in the project area.
- ☐ Phase Ia reconnaissance has identified landforms conducive to buried archaeological deposits.

Actual Area Surveyed hectares: 00.3 acres: 00.7

The additional project areas were surveyed as four individual areas along the original proposed trail (Jackson 2016). All four areas are heavily disturbed by urban development, existing streets, existing sidewalks, existing curbs, existing paved parking lots, and buried utility lines (Figures 6–14).

Area 1 is located on the east side of the proposed trail encompassing 0.04 ha (0.1 ac) of land (Figure 4). Area 1 extends north to south and is flanked on the east and west by residential properties. Area 1 is 54.5 m (178.8 ft) in length and 6 m (19.7 ft) in width. The alleyway was gravel paved, with only a small amount of gravel remaining. The extreme north of the project area consists of a small amount of wooded terrain that was disturbed by the construction of the alleyways and the previous rail road (Figures 6–7).

Comments:

Area 2 encompasses 0.1 ha (0.2 ac) and is located on West North Shore Drive and to the west of West North Shore Drive (Figure 4). Area 2 runs north to south and is 44.1 m (144.7 ft) in length and 22.5 m (73.8 ft) in width. Area 2 consists of paved roadway and grassy terrain. One soil core was advanced in the area to check for intact soils and document disturbance. The soil core displayed disturbed soils of dark brown (10YR 3/3) loam that had no structure and were so loose the core easily pushed into the ground to 40 cm (15.7 in). The disturbance is likely due to the road construction and utilities that are currently buried in the area (Figures 8–9).

Area 3 is located southwest of Portage Avenue off the proposed trail to the northwest (Figure 5). Area 3 runs northeast to southwest consisting of 0.1 ha (0.3 ac) of land and is 91.5 m (300.2 ft) in length and 16 m (52.5 ft) wide. Area 3 is located on a paved parking lot currently in use for commercial buildings to the west of the project area. To the east of Area 3 lies steeply sloping terrain with scrub woods down to the proposed trail (Figures 10–11).

Area 4 is located on the southwestern end of the proposed trail at the intersection of California Street and Sancome Avenue (Figure 5). Area 4 is located on a small raised grass section of property within a residential neighborhood and encompasses 0.04 ha (0.1 ac) of land. Area 4 is 34 m (111.5 ft) in length and 17.7 m (58 ft) wide. A soil core was advanced in Area 4 and revealed disturbed soils. The disturbed soil core showed mixed soils to 50 cm (19.7 in) comprised of brown (10YR 5/3) and yellowish brown (10YR 5/4) sandy loam with gravels mixed into it. The disturbance is likely caused by the construction of California Street and Sancome Avenue and possibly the residential properties surrounding the area (Figures 12–14).

Due to the level of documented disturbance it is highly unlikely that any intact archaeological deposits exist in the project areas.

### Recommendation

- ☐ The archaeological records check has determined that the project area has the potential to contain archaeological resources and a Phase Ia archaeological reconnaissance is recommended.
- ☐ The archaeological records check has determined that the project area does not have the potential to contain archaeological resources and no further work is recommended before the project is allowed to proceed.
- ☒ The Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned.

- The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which
- ☐ have the potential to contain buried archaeological deposits. It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed.

- ☐ The Phase Ia archaeological reconnaissance has determined that the project area is within 100 feet of a cemetery and a Cemetery Development Plan is required per IC-14-21-1-26.5.

Cemetery Name: N/A

Other Recommendations/Commitments:

In the unlikely event that archaeological deposits or human remains are encountered during the construction phase of the project, all work must cease within 30.5 m (100 ft) of those deposits and archaeologists from the DHPA and the INDOT-CRO must be notified.

## **APPENDIX E- HISTORIC PROPERTY REPORT SUMMARY AND CONCLUSIONS**



# **Coal Line Trail Phase I and Phase II Project**

## **HISTORIC PROPERTY REPORT**

**South Bend, Portage Township, St. Joseph County,  
Indiana**

**Des No. 1401810 and 1401811**

July 2016

Prepared for:

United Consulting  
1625 N. Post Rd.  
Indianapolis, IN 46219

Karen Wood, DHPA QP  
Qualified Professional

Green3 LLC  
1104 Prospect Street  
Indianapolis, Indiana 46203

p. 317.634.4110      f. 866.422.2046      e. karen@green3studio.com



## **Executive Summary**

### **Description of the Undertaking and Project Area**

The Coal Line Trail Phase I and Phase II Project is located on the northwest side of South Bend in Portage Township, St. Joseph County, Indiana. The project sponsor is the City of South Bend. Federal funds will be used for this project under INDOT Des. No. 1401810 (Phase I) and 1401811 (Phase II). The proposed trail would follow the former Norfolk Southern Railroad bed from the southern terminus at Lincolnway West (or an alternate crossing from the intersection of Lincolnway West and Wilber St.) to Woodward Avenue. From there it will separate through new terrain before connecting with Riverside Dr. (Phase I). From Riverside Dr., the trail would cross the railroad bridge, split off of the line to continue west on new terrain in order to connect with the extant East Bank Trail along Angela Blvd., 0.6 miles west of the Michigan St. (US 31) intersection (Phase II). The railroad ties have been removed for the most part but a few remain. Vegetation has been overgrown along the railroad bed. The project involves the construction of a 12-foot wide path with access points, trailheads, landscaping, furnishings, and other amenities.

Land uses in the vicinity of the trail project are primarily residential, industrial, religious, educational, park and recreational, and commercial uses. Phase I contains residential, industrial, religious, park and recreational, and commercial properties. Phase II contains residential, commercial, and university properties. The terrain throughout the project area is mostly flat, with part of the rail line dipping into a valley. The trail alignment is densely vegetated and heavily forested along the sides of the alignment. Right-of-way will be required; the amount is undetermined at this time. No relocations of businesses or residents should occur as a result of this project.

### **Scope of Work of this Report**

The purpose of this report is to identify historic properties within the area of potential effects (APE) of the proposed project. The scope of work covered by this report includes field inventory and photography of existing sites and structures conducted on June 7-8, 2016 (See appendices A, B, and C). Delineation and mapping of the APE were prepared based on field observations (See appendix B). Research of individual sites and structures was undertaken to determine which, if any, properties are currently listed on the National Register of Historic Places (NRHP) or have the potential to be listed on the NRHP, including examining existing historical survey records. All properties within the APE were accounted for, documented as appropriate, and evaluated for significance (See Appendix A and text of report).

### **Summary of Recommendations**

A total of 228 individual resources within the project APE were newly or previously identified. Of these, 4 were constructed more recently than 50 years from the year of letting for Phase II (2019), consisting of a gas station, a steel-girder bridge, an apartment complex, and a business. The remaining 224 resources have been constructed more than 50 years and require evaluation. Of the 224 individual resources over 50 years old from the year of letting (2019), 155 resources were determined to be non-contributing resources, lacking sufficient integrity and significance to be considered eligible for the NRHP. Of the remaining 69 resources, 4 had been demolished. The remaining 65 resources warrant a rating of "Contributing" or higher according to the Indiana Historic Sites and Structures Inventory (IHSSI) scale and were evaluated for the NRHP. Of these 65 resources, 51 were given or recommended a rating of "Contributing," 5 were "Notable," 7 were "Outstanding," and 2 were Historic Districts. The following six resources



recommended eligible for the NRHP: IHSSI No. 201-598-33001-053, Woodward Avenue Historic District; IHSSI No. 201-598-06073, Holy Cross Catholic School; IHSSI No. 201-598-06072, Holy Cross Catholic Church; IHSSI No. 201-598-36001-290, Northshore Triangle Historic District; IHSSI No. 201-598-10002, St. Joseph's High School; and IHSSI No. 201-598-10007, Angela Blvd. Bridge No. 211.

IHSSI No. 201-598-070001, NRIS No. 01000987 South Bend Brewing Association is listed on the National Register and this report verifies that it remains on it.

IHSSI No. 201-598-28001-047 Riverside Drive Historic District is assumed NRHP-eligible. Although the boundaries of the historic district are within the project APE, it was not investigated in detail nor evaluated due to zero contributing buildings within the project APE.

In addition to individual resources, the project APE was also evaluated for previously unidentified districts, but none were found.

## Conclusions

The purpose of this report is to identify historic properties eligible for inclusion in the National Register of Historic Places within the Area of Potential Effects (APE) of the proposed project. Six resources – IHSSI No. 201-598-06074, c. 1950, c. 1970 Holy Cross Parish Office; IHSSI No. 201-598-09320 Hasley House; IHSSI No. 201-598-09318, Alexanian Brothers Building; IHSSI No. 201-598-10003, House; IHSSI No. 201-598-10005, House; and IHSSI No. 201-598-10008 Norfolk Southern Railroad Bridge—were evaluated for NRHP-eligibility and were not recommended eligible for the NRHP.

This report verifies that IHSSI No. 201-598-070001, NRIS No. 01000987 South Bend Brewing Association to remain listed on the National Register under Criterion A for industry.

The remaining six resources – IHSSI No. 201-598-33001-053, Woodward Avenue Historic District; IHSSI No. 201-598-06073, Holy Cross Catholic School; IHSSI No. 201-598-06072, Holy Cross Catholic Church; IHSSI No. 201-598-36001-290, Northshore Triangle Historic District; IHSSI No. 201-598-10002, St. Joseph's High School; and IHSSI No. 201-598-10007 Angela Blvd. Bridge No. 211 – were evaluated for NRHP-eligibility and were recommended eligible for the NRHP.

IHSSI No. 201-598-28001-047 Riverside Drive Historic District is assumed NRHP-eligible. Although the boundaries of the historic district are within the project APE, it was not investigated in detail nor evaluated due to zero contributing buildings within the project APE.

In addition to individual resources, the project APE was also evaluated for previously unidentified districts, but none were found.

## **APPENDIX F - MOST CURRENT PLANS**

PROJECT	DESIGNATION
-	-
CONTRACT	BRIDGE FILE
-	-

KIN DESIGNATION NUMBERS	
ROADWAY	
14101810	Coal Line Trail Phase I
14101811	Coal Line Trail Phase II
14101812	Coal Line Trail Phase III (Not Shown)

INDIANA DEPARTMENT  
OF TRANSPORTATION



ROAD PLANS  
PROJECT NO. - P.E.

The scope of the project is the expansion of an urban trail along an abandoned railroad corridor.  
Phase I – Lincolnway West to Riverside Drive (Approx. 4,000').  
Phase II – Riverside Drive to East Bank Trail (Approx. 3,500')  
This project is located in Sections 35 and 36, Township 38 North, Range 2 East, & in Sections 1, 2 & 3, Township 37 North, Range 2 East, , Portage Township, City of South Bend, St. Joseph County, Indiana.

Gross Length: 0.000 MI.  
Net Length: 0.000 MI.  
Maximum Grade: 0.0 %

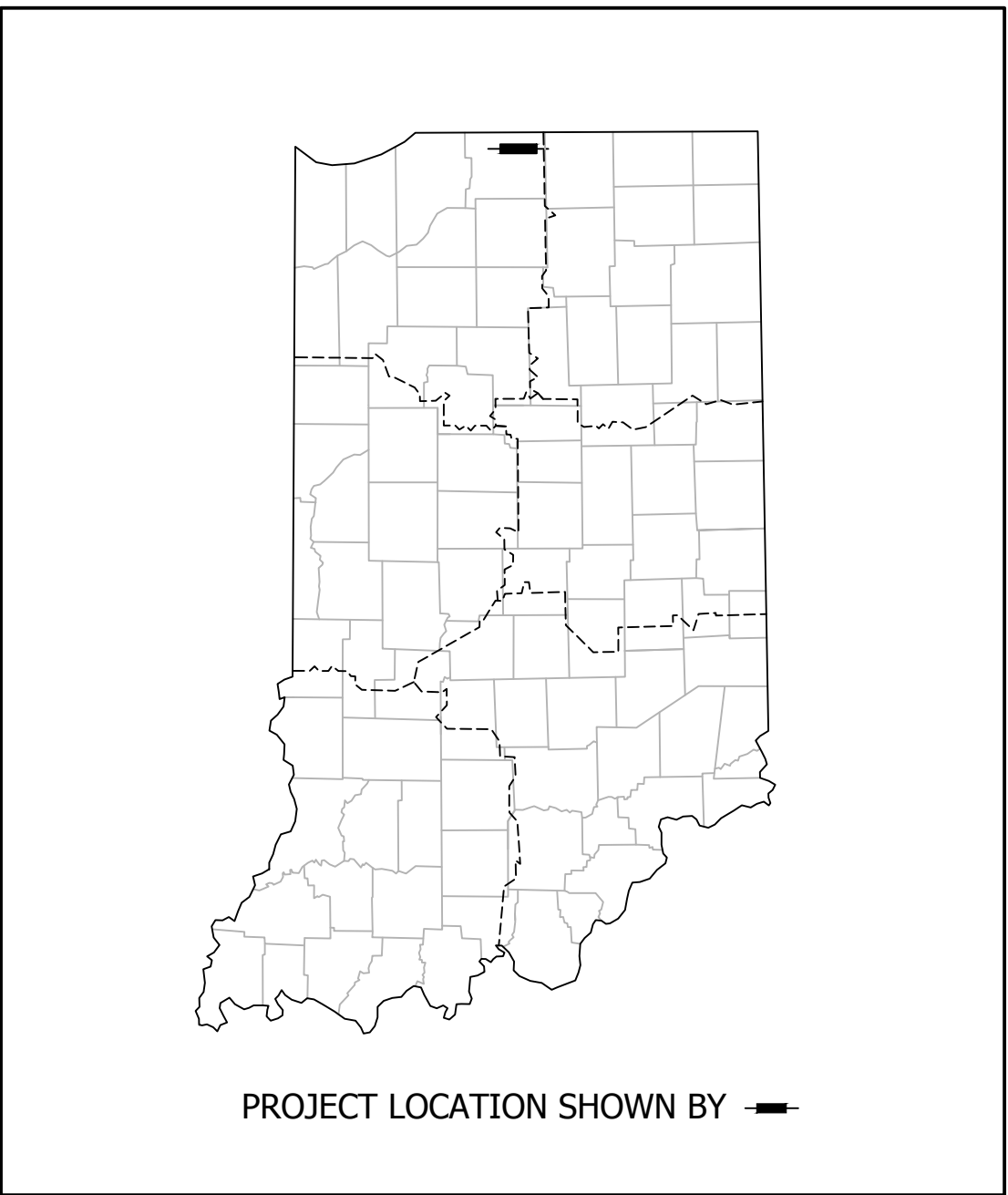
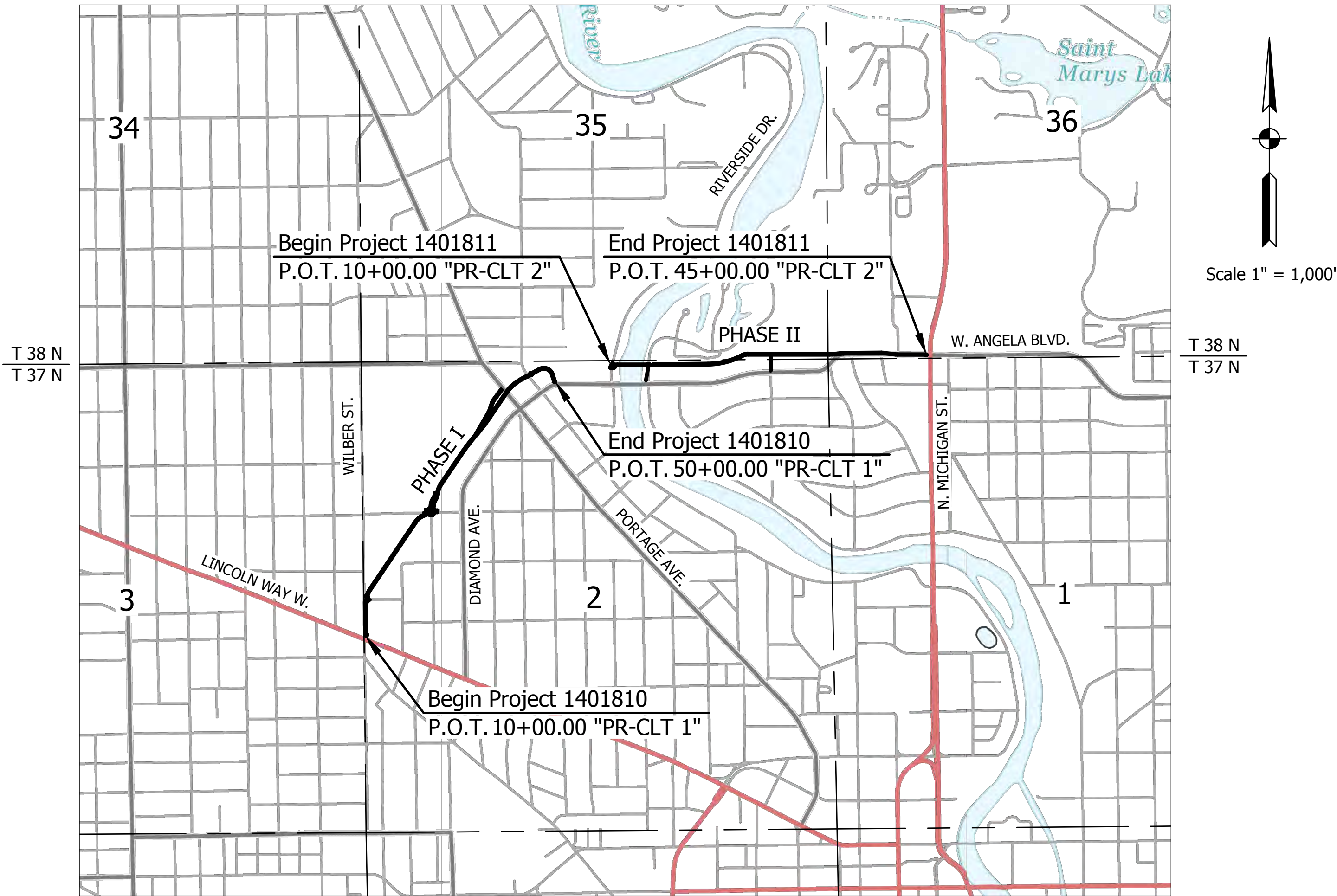


BOARD OF PUBLIC WORKS

Gary A. Gilot, Board President	Date
Suzanna Fritzberg, Member	Date
James A. Mueller, Member	Date
Elizabeth A. Maradik, Member	Date
Therese J. Dorau, Member	Date
Linda M. Martin, Clerk	Date

CITY ENGINEER

Patrick C. Kerr, PhD, P.E.	Date
----------------------------	------



LATITUDE: 41°41'38" N      LONGITUDE: 86°15'47" W

PROJECT LOCATION MAP  
CITY OF SOUTH BEND

INDIANA DEPARTMENT OF TRANSPORTATION  
STANDARD SPECIFICATIONS DATED 2016  
TO BE USED WITH THESE PLANS



1625 N. Post Road  
Indianapolis, Indiana 46219  
Phone (317) 895-2585  
Fax (317) 895-2596  
www.ucindy.com

PLANS PREPARED BY:	UNITED CONSULTING	(317) 895-2585
		PHONE NUMBER
CERTIFIED BY:		DATE
APPROVED FOR LETTING:	INDIANA DEPARTMENT OF TRANSPORTATION	DATE

BRIDGE FILE	
-	
DESIGNATION	
-	
SHEETS	
SURVEY BOOK	1 of 52
CONTRACT	PROJECT
-	-

File Name: \\UCS04FS\\Road\\RoadTeam3\\C3D\\16-406\\Road\\Dwg\\Plans\\Title Sheet.dwg Plot Date: 1/5/2017 Plotted By: Nimz, John



UTILITIES	
NIPSCO 801 East 86th Ave Merrillville, Indiana 46410 Phone: (574) 284-2214 Cell: (574) 220-3804 pmgriffin@nisource.com Phil Griffin	Gas
AT & T 307 S. Main St. South Bend, Indiana 46601-2205 Phone: (574) 257-8380 db2741att.com Dennis Bunch	Telephone
City of South Bend - Sanitary Sewer 1316 County-City Building South Bend, Indiana 46601 Phone: (574) 255-9251 tmolnar@southbendin.gov Tony Molnar	Sewer
South Bend Water Works 830 N. Michigan St. South Bend, Indiana 46601 Phone: (574) 245-6108 eherman@southbendin.gov Ed Herman	Water
St. Joseph Valley Metronet 130 S. Main St., Suite 275 South Bend, Indiana 46601 Phone: (574) 968-5342 bhudson@metronetzing.org Ben Hudson	Fiber Optic Telecommunications
Comcast North 1920 McKinley Ave. Mishawaka, Indiana 46545 Phone: (847) 789-1039 Ext. 71039 jay-castello@cable.comcast.com Jay Castello	Telecommunications
AEP Distribution 2929 West Lathrop Street South Bend, Indiana 46628 Phone: (574) 236-1653 rjstrasburg@aep.com Bob Strasburg	Electric

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**UNITED**  
Consulting

1625 N. Post Road  
Indianapolis, IN 46219  
Phone 317-895-2585  
Fax 317-895-2596  
[www.ucindy.com](http://www.ucindy.com)

RECOMMENDED FOR APPROVAL	
_____ DESIGN ENGINEER	
_____ DATE	

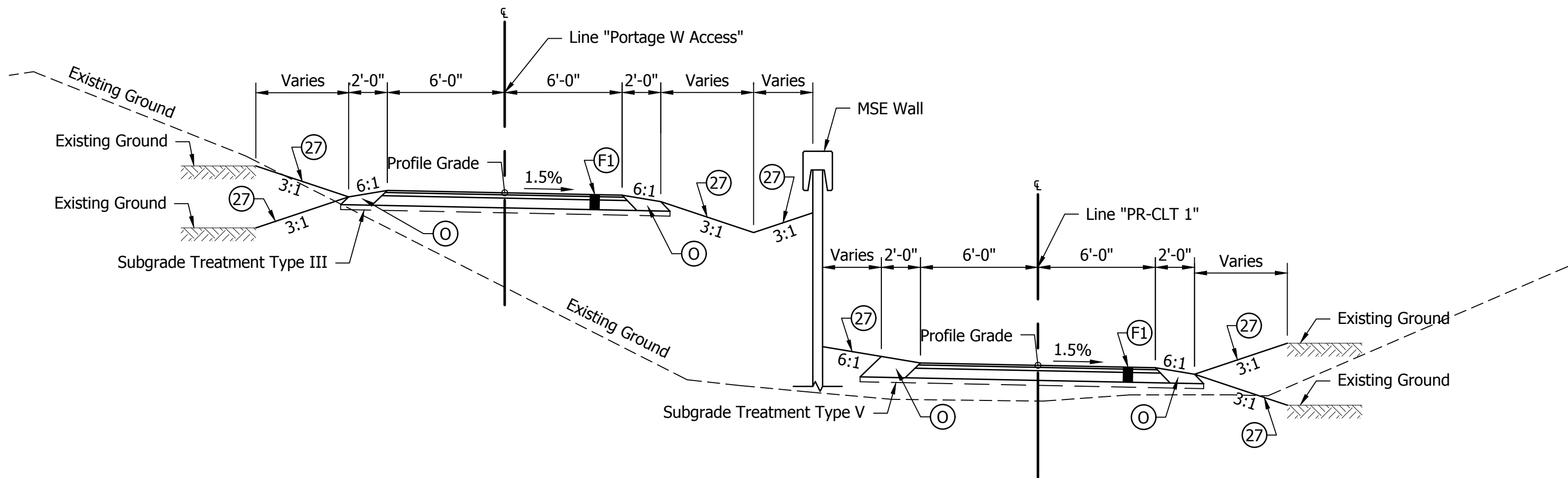
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INDIANA DEPARTMENT OF TRANSPORTATION
INDEX & GENERAL NOTES

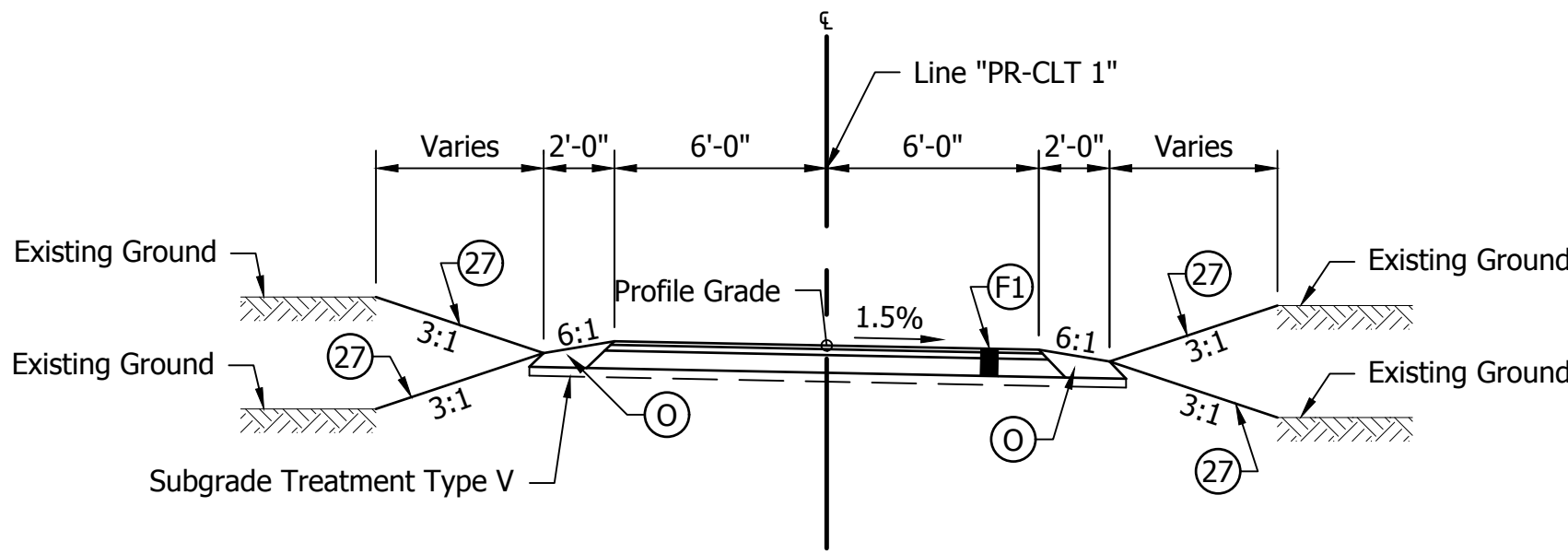
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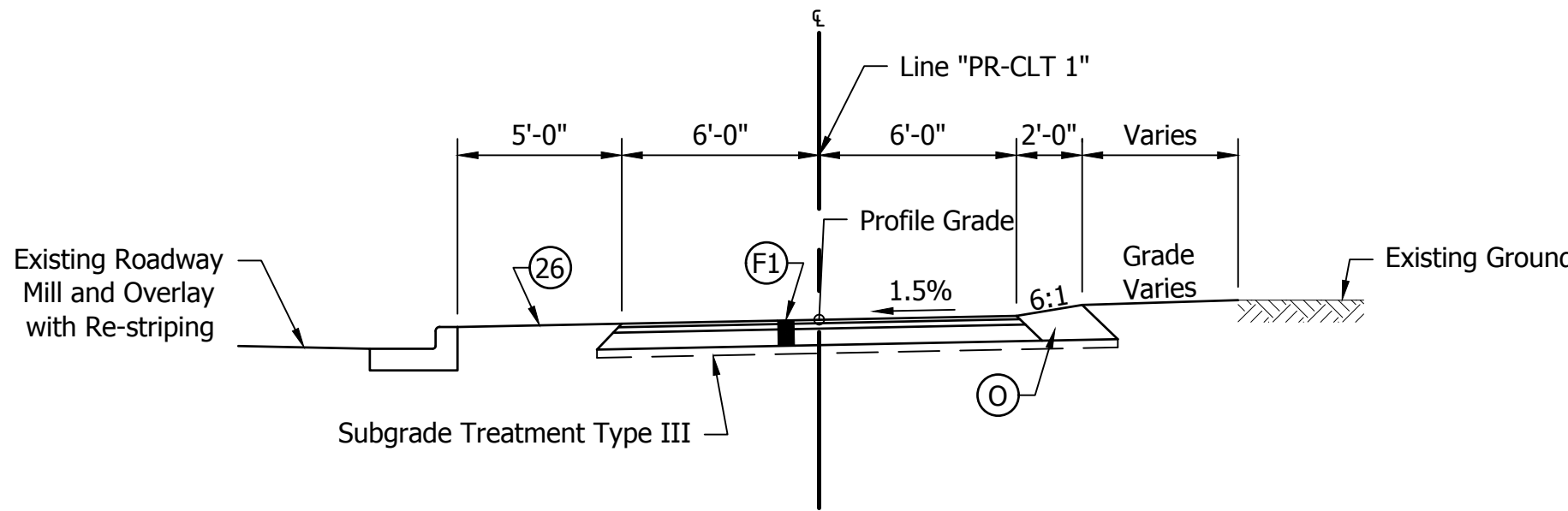
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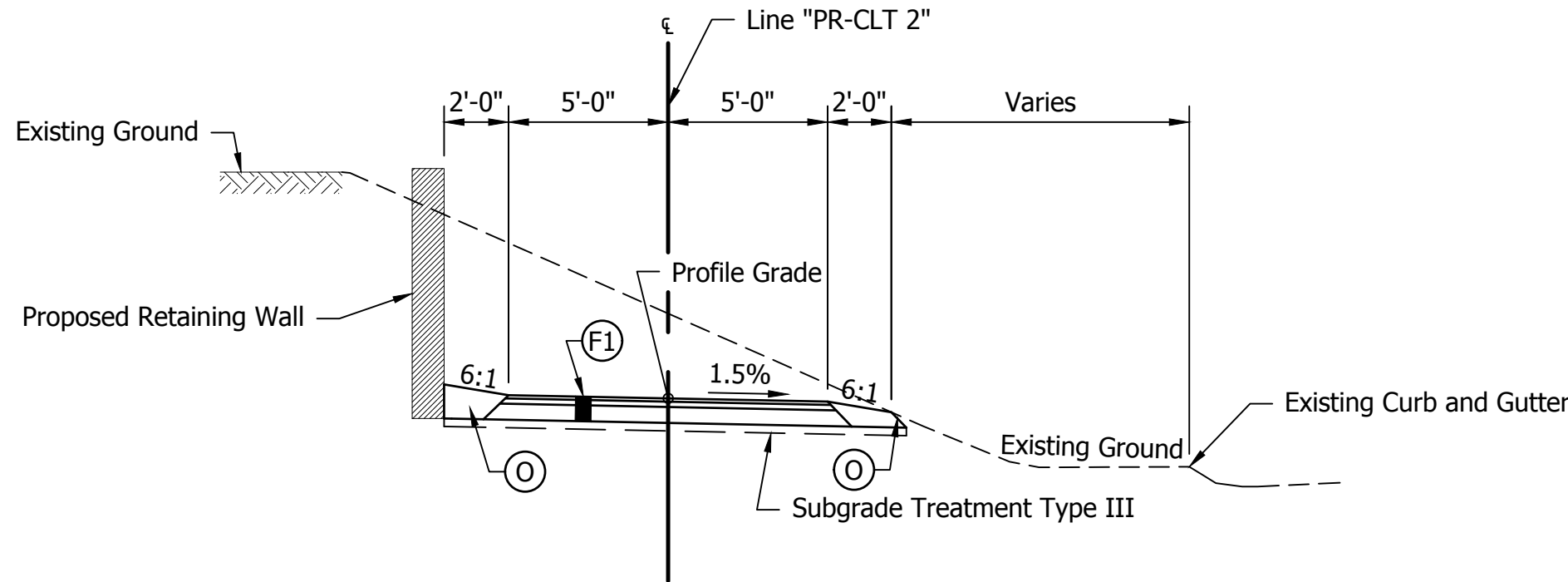
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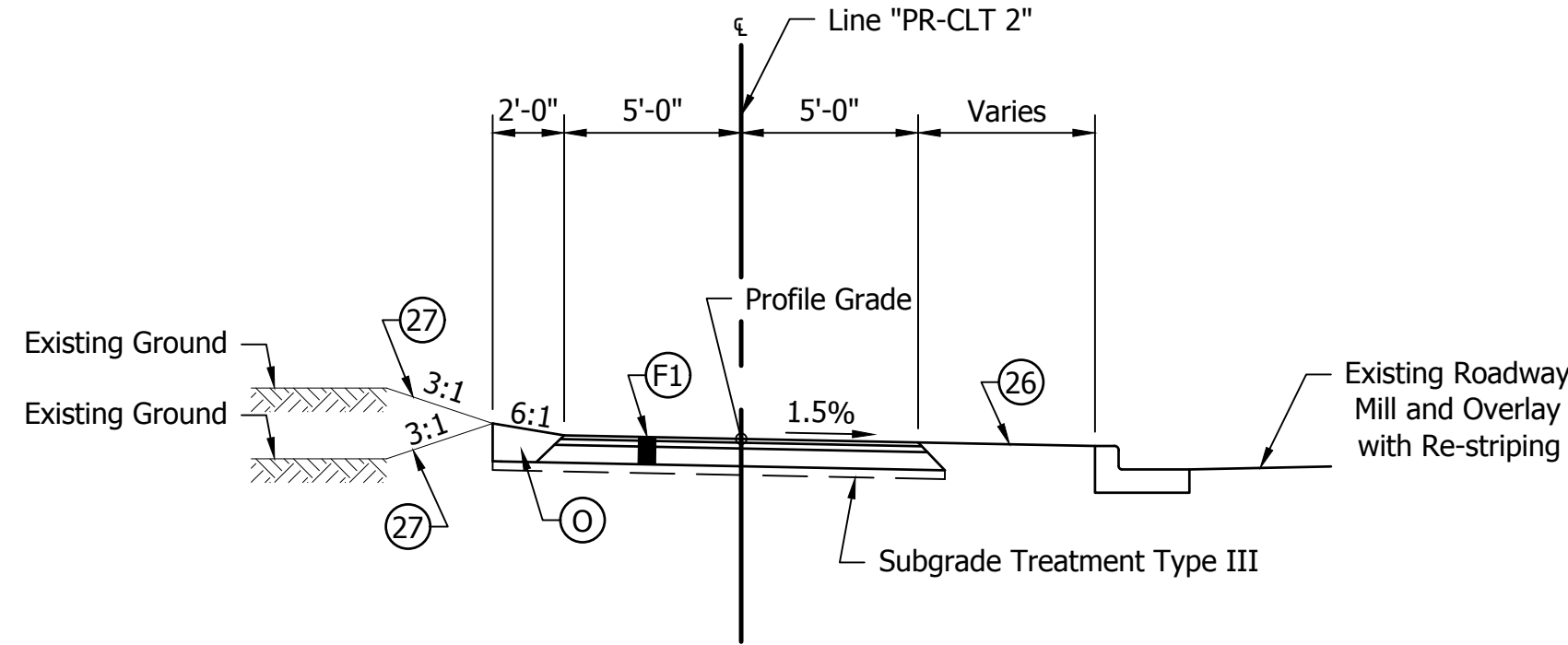
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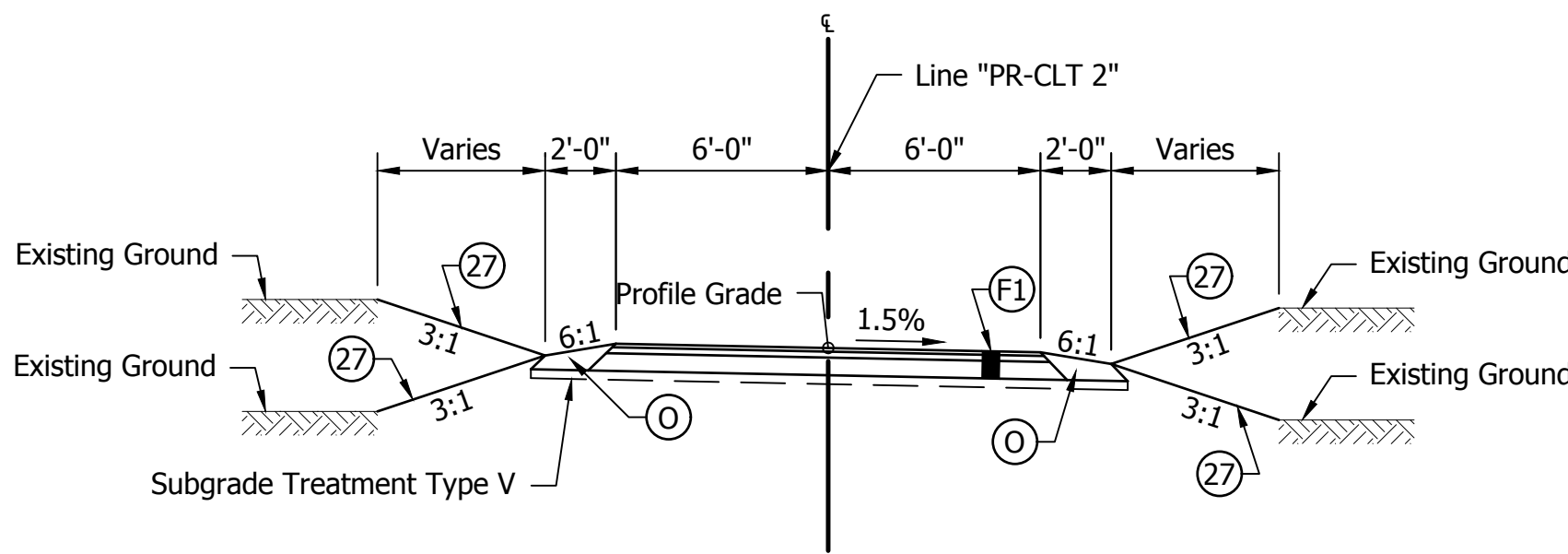
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**TYPICAL SECTION - LINE "PR-CLT 2"**  
From 39+13.00 To 40+42.00 "PR-CLT 2"



**TYPICAL SECTION - LINE "PR-CLT 2"**  
From 40+42.00 To 45+52.07 "PR-CLT 2"



**TYPICAL SECTION - LINE "PR-CLT 2"**  
From 10+00.00 To 39+13.00 "PR-CLT 2"

- LEGEND**
- (F1) Multi-Use Path  
165 #/Sys HMA Surface, Type "B" on  
275 #/Sys HMA Intermediate, Type "B" on  
6" Compacted Aggregate, No. 53, Base on  
Compacted Subgrade
  - (0) Compacted Aggregate, No. 53
  - (26) Nursery Sodding
  - (27) Seeding



1625 N. Post Road  
Indianapolis, IN 46219  
Phone 317-895-2585  
Fax 317-895-2596  
www.ucindy.com

RECOMMENDED  
FOR APPROVAL \_\_\_\_\_  
DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

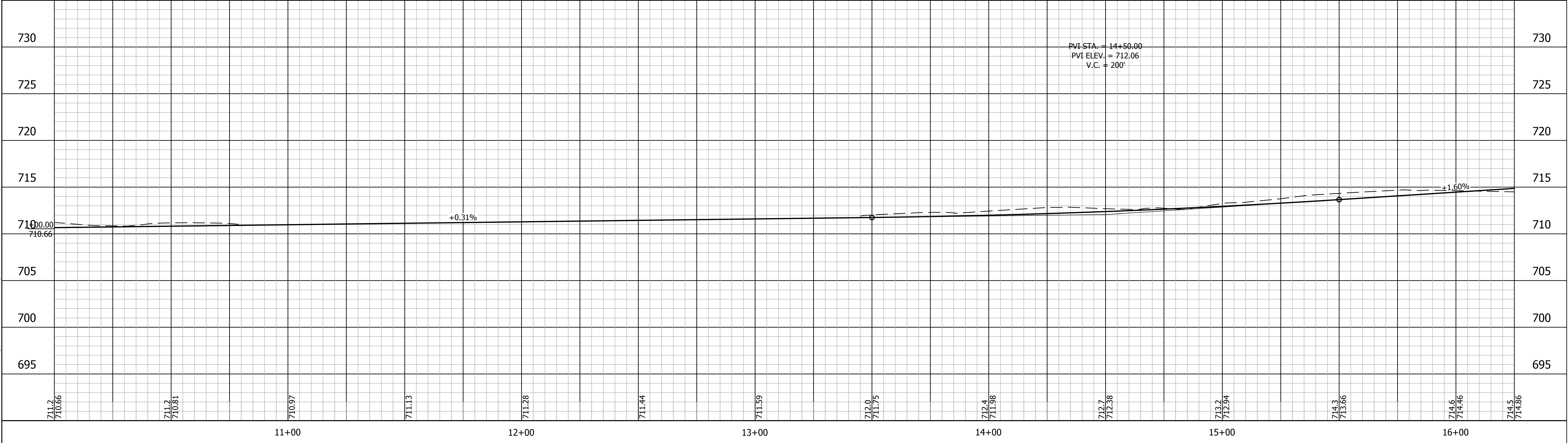
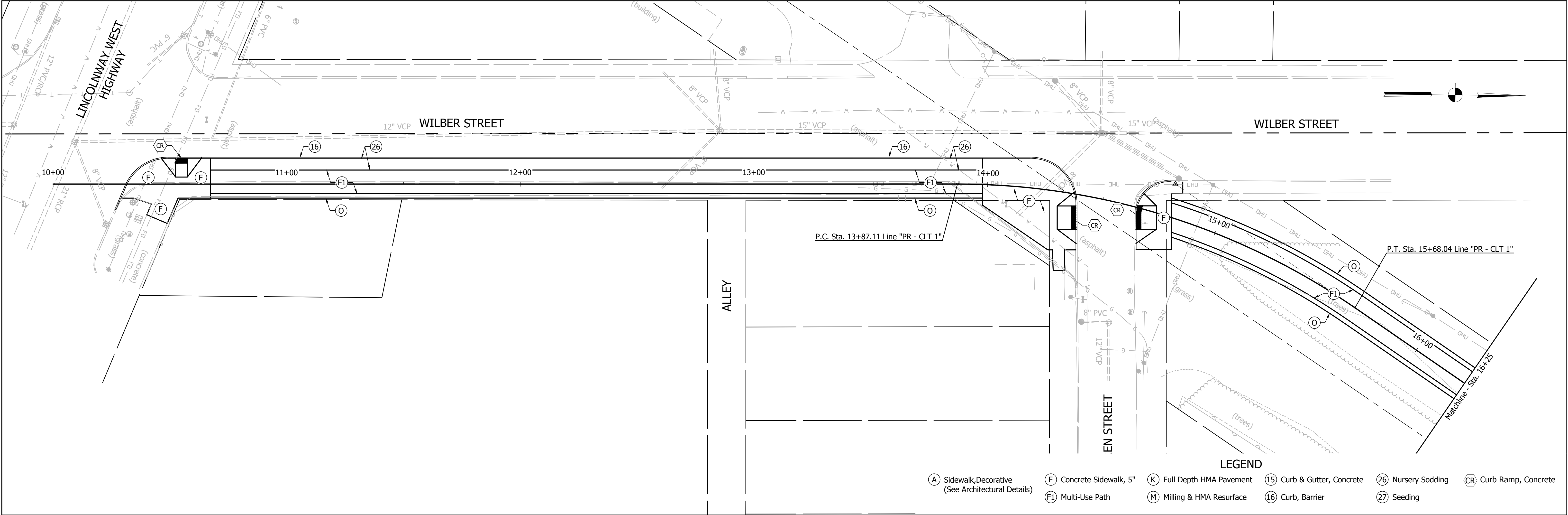
DESIGNED: AJA DRAWN: JN2

CHECKED: WRC CHECKED: WRC

INDIANA  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
NOT TO SCALE	-
VERTICAL SCALE	DESIGNATION
NOT TO SCALE	-
SURVEY BOOK	SHEETS
-	3 of 52
CONTRACT	PROJECT
-	-



DESIGNED: AJA

DRAWN: JN2

RECOMMENDED FOR APPROVAL

DESIGN ENGINEER

DATE

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

HORIZONTAL SCALE  
1" = 20'

VERTICAL SCALE  
1" = 5'

SURVEY BOOK

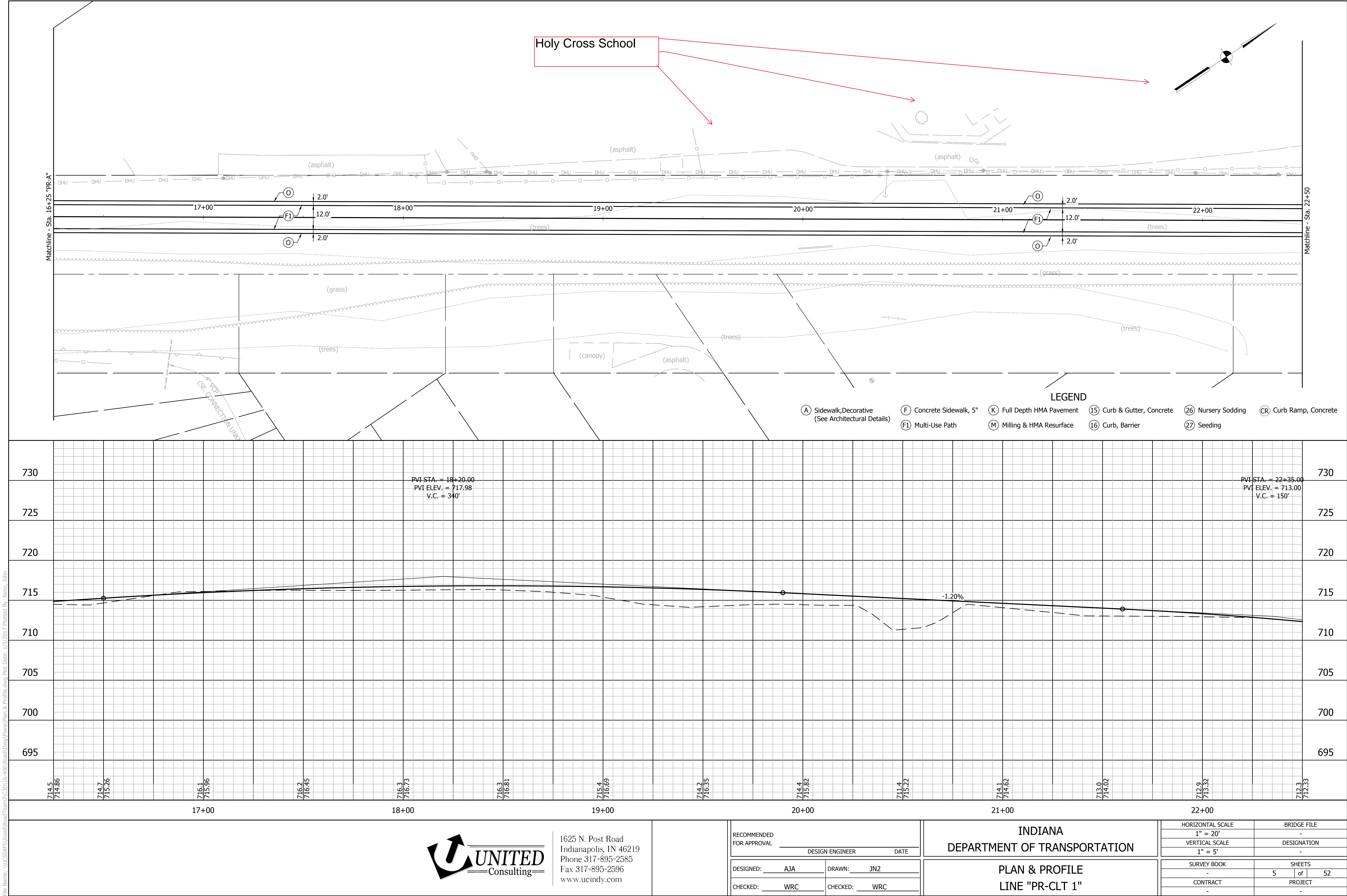
BRIDGE FILE  
DESIGNATION  
SHEETS D-110

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Indianapolis, IN 46219  
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Fax 317-895-2586

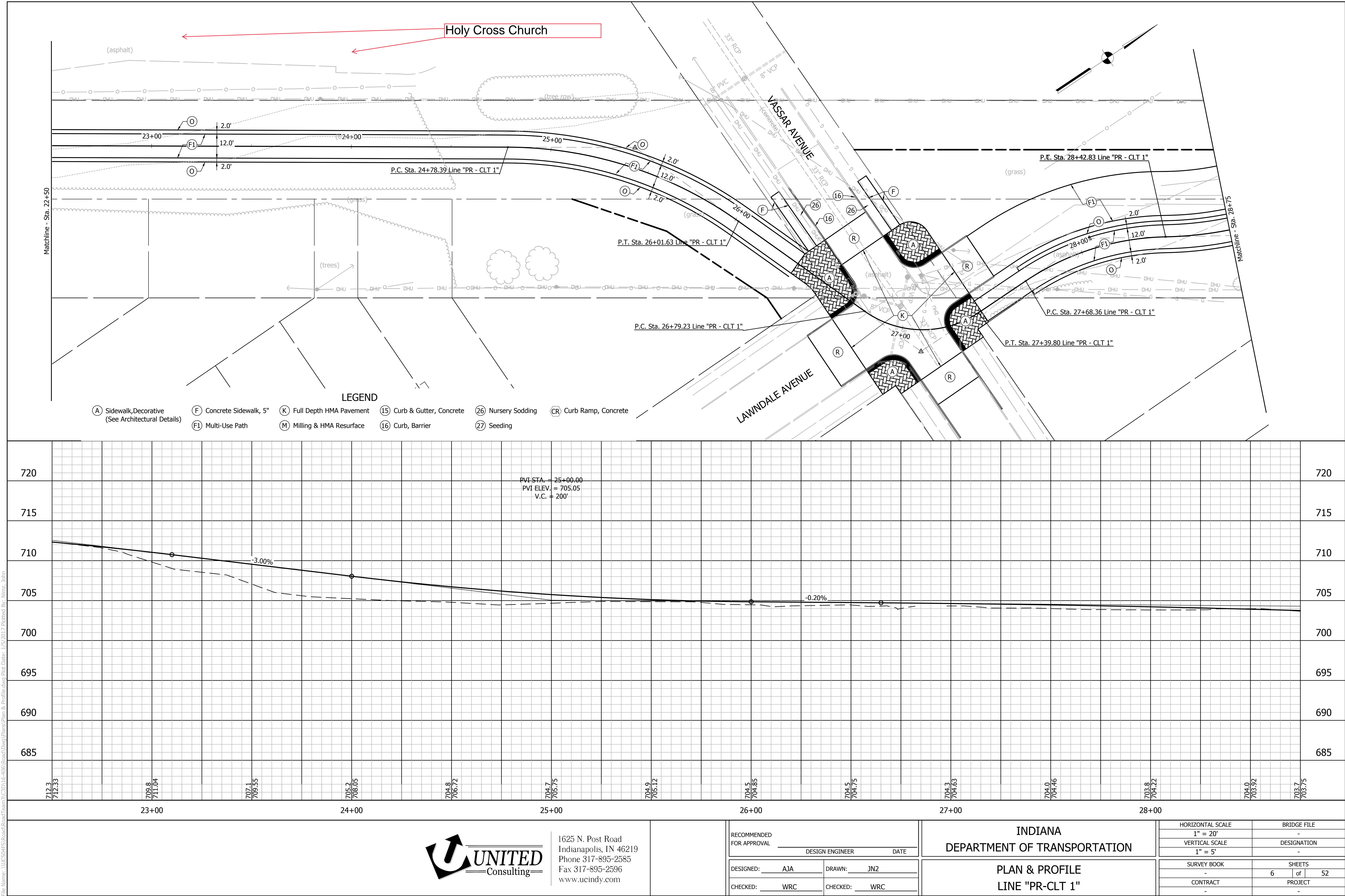
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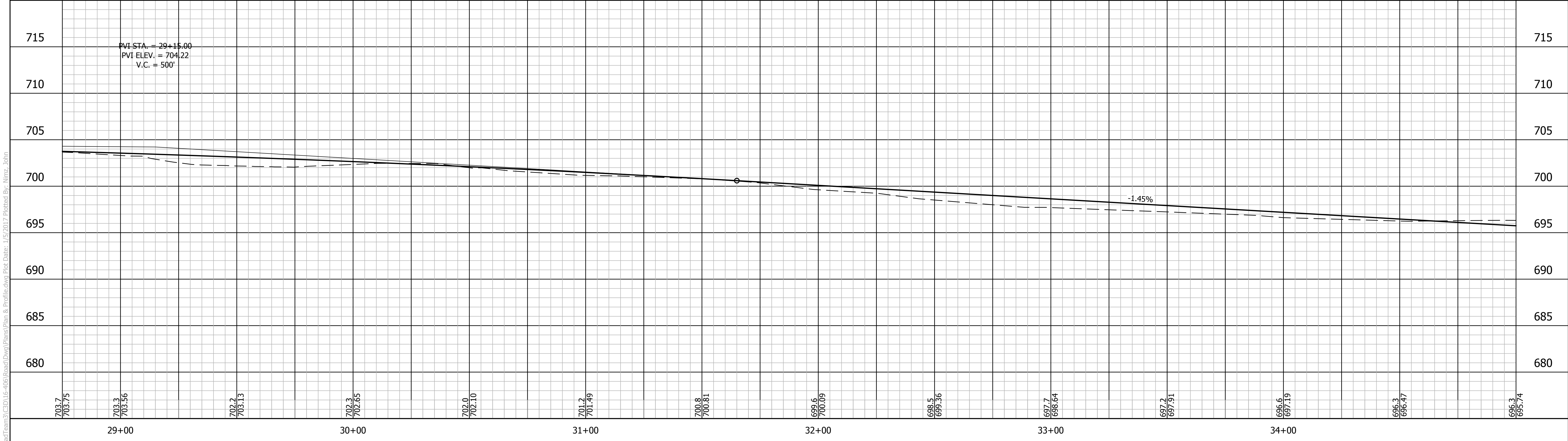
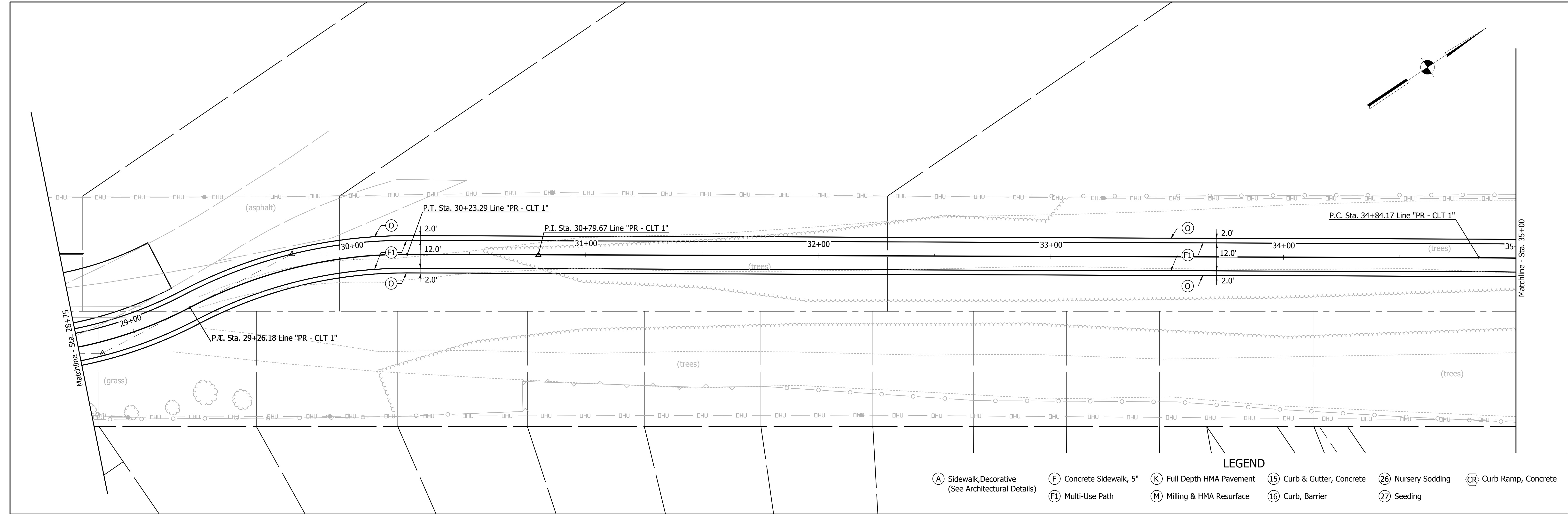
Des. No.: 1401810 and 1401811


UCS04F53RoadRoadTeam3(CDD)16-406Road(Dwg)PlansPlan & Profile.dwg Plot Date: 1/5/2017 Plotted By: Nimz, John



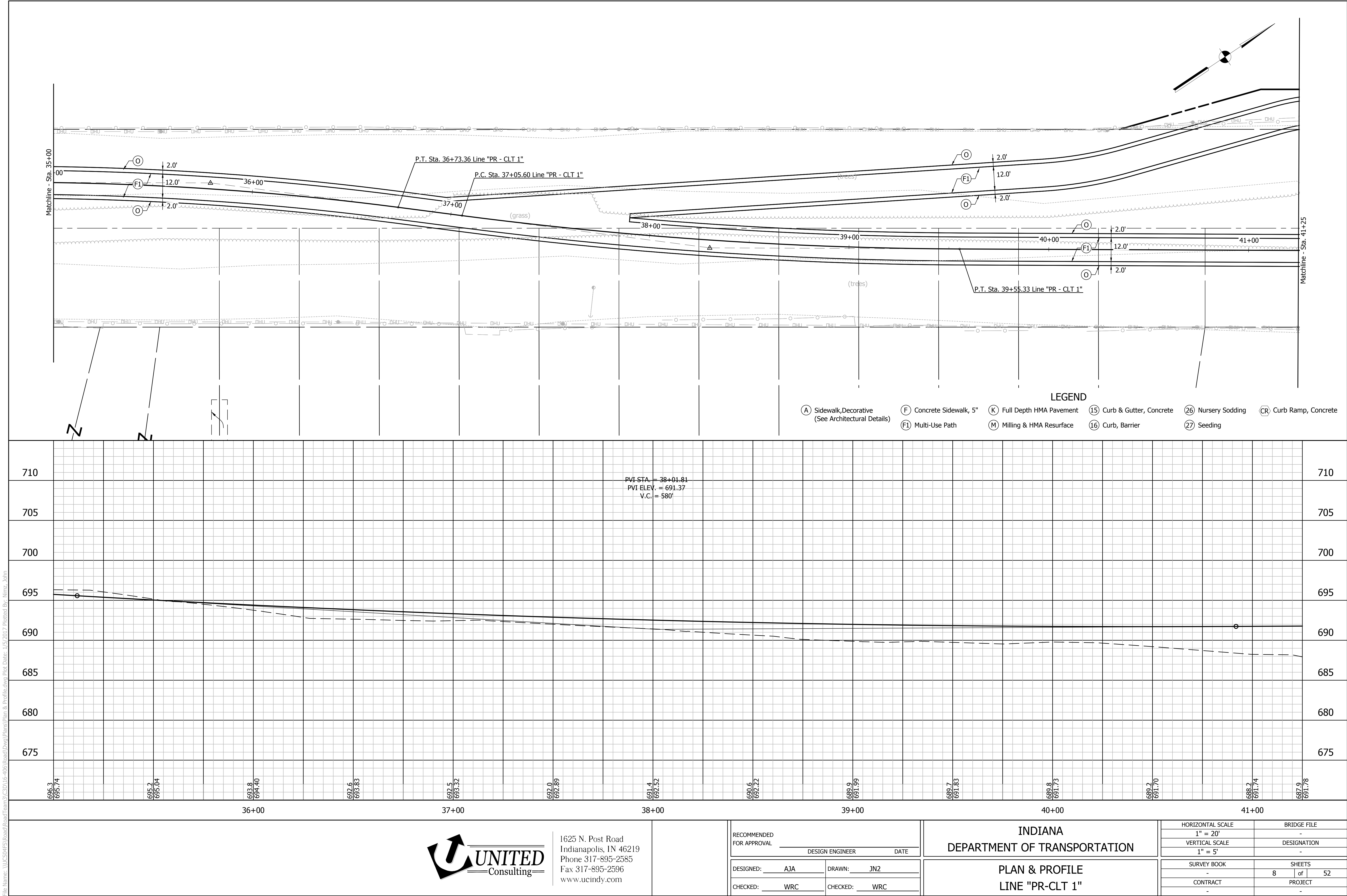


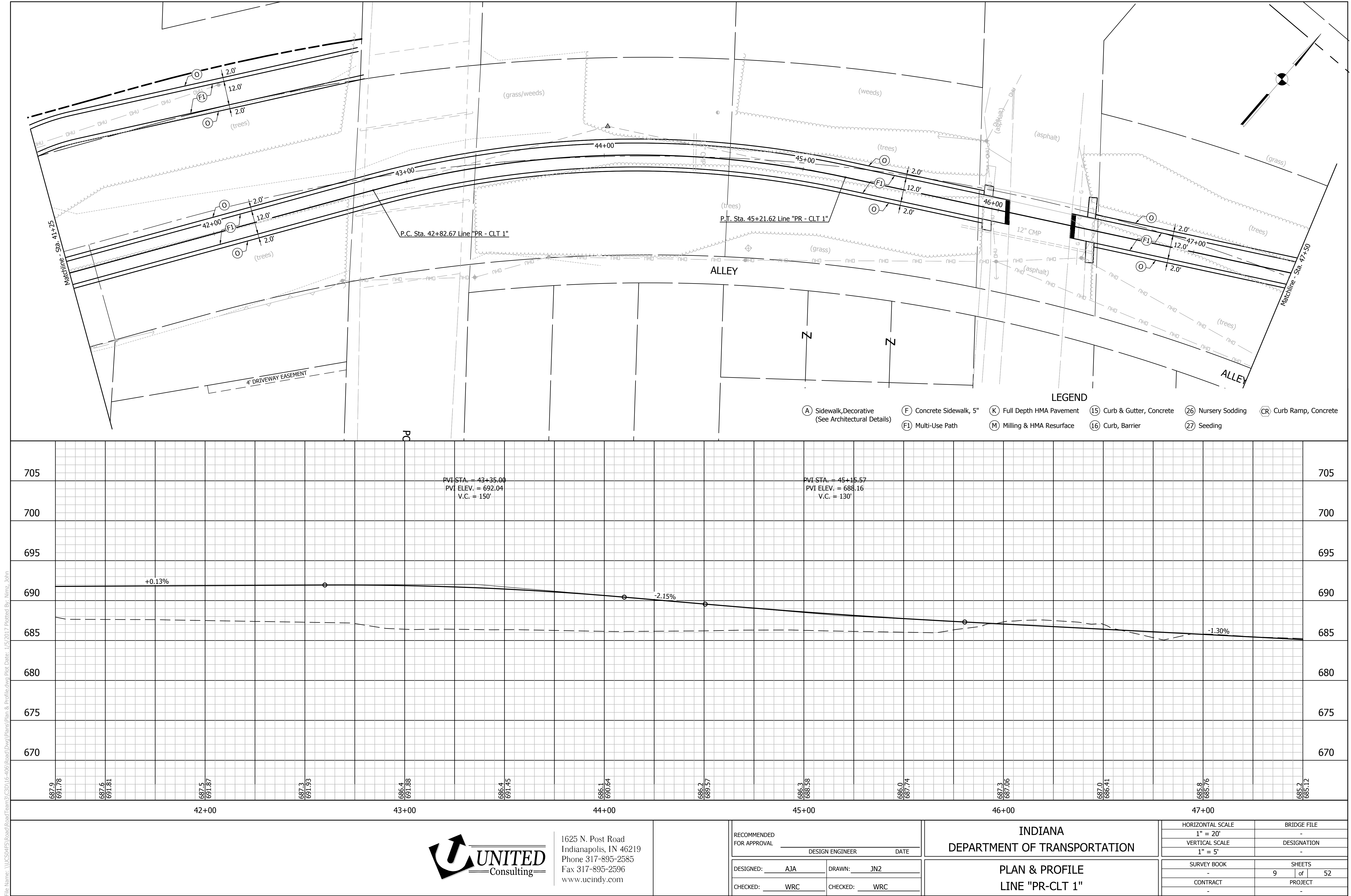




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	DESIGNED: AJA	DRAWN: JN2			VERTICAL SCALE 1" = 5'	DESIGNATION -
	CHECKED: WRC	CHECKED: WRC			SURVEY BOOK -	SHEETS 7 of 52
					CONTRACT -	PROJECT -







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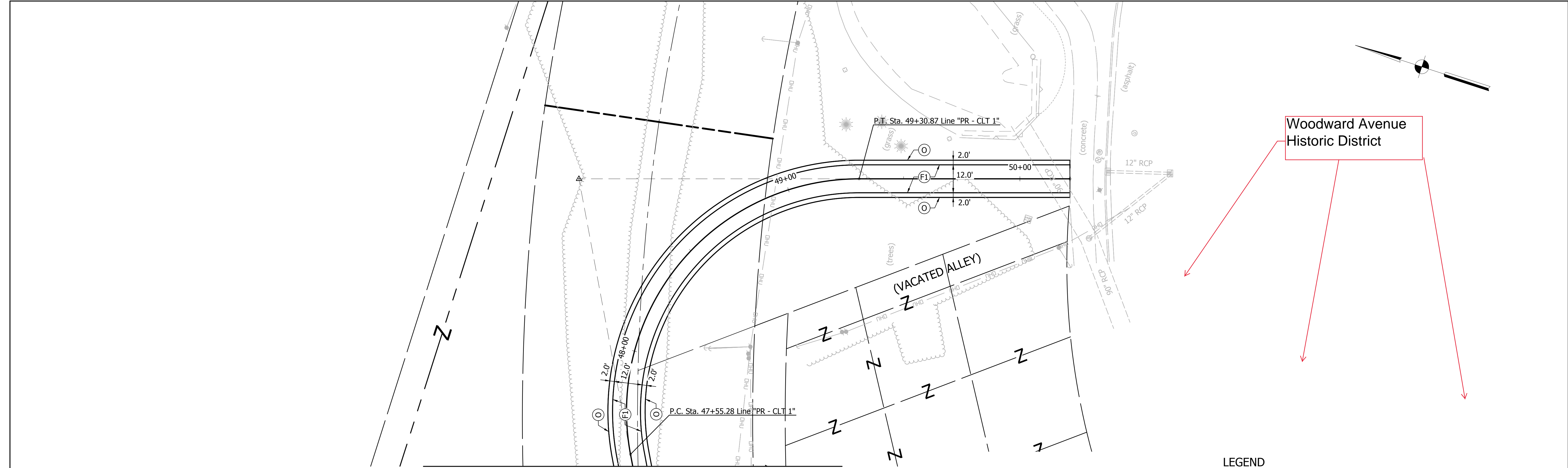
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Indianapolis, IN 46219  
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Fax 317-895-2596  
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RECOMMENDED FOR APPROVAL	
DESIGNED: <u>AJA</u>	DRAWN: <u>JN2</u>
CHECKED: <u>WRC</u>	CHECKED: <u>WRC</u>

INDIANA  
DEPARTMENT OF TRANSPORTATION

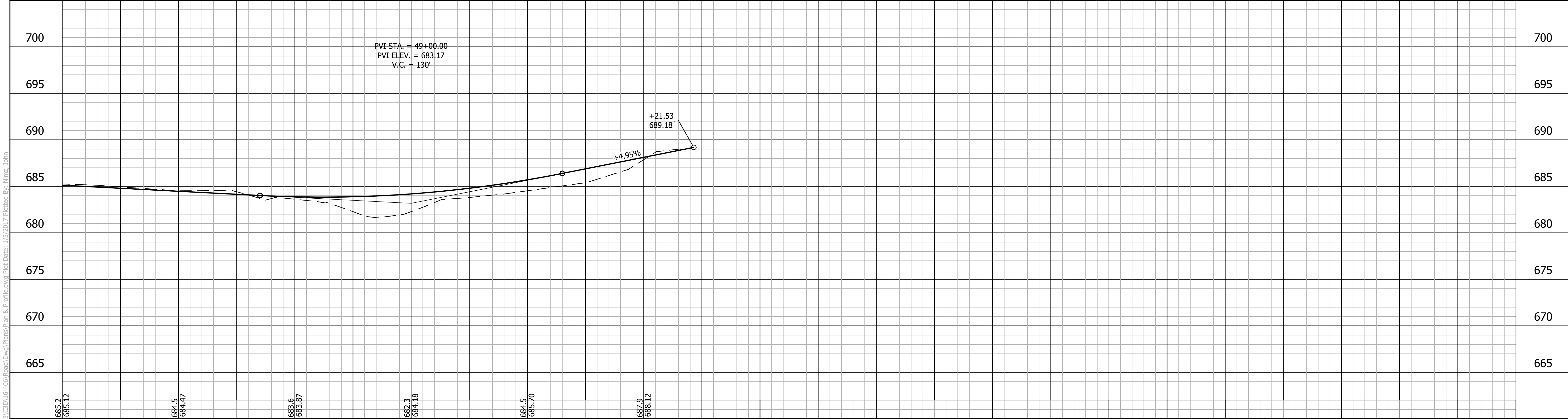
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HORIZONTAL SCALE 1" = 20'	BRIDGE FILE -
VERTICAL SCALE 1" = 5'	DESIGNATION -
SURVEY BOOK -	SHEETS 9 of 52
CONTRACT -	PROJECT -



Woodward Avenue  
Historic District

- LEGEND
- (A) Sidewalk, Decorative (See Architectural Details)
  - (F) Concrete Sidewalk, 5"
  - (F1) Multi-Use Path
  - (K) Full Depth HMA Pavement
  - (M) Milling & HMA Resurface
  - (15) Curb & Gutter, Concrete
  - (16) Curb, Barrier
  - (26) Nursery Sodding
  - (27) Seeding
  - (CR) Curb Ramp, Concrete





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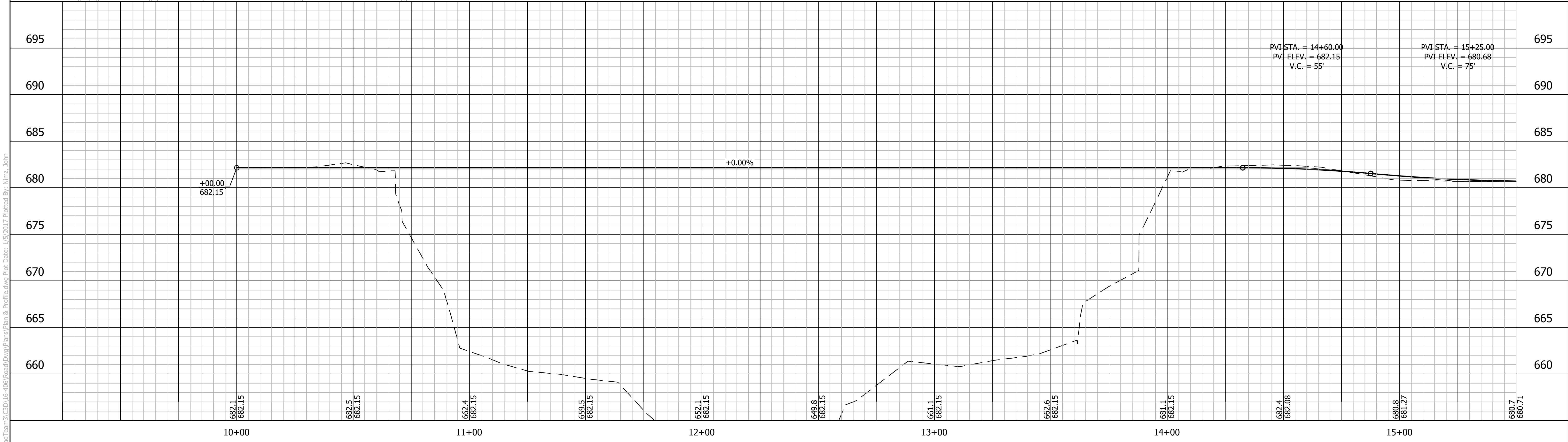
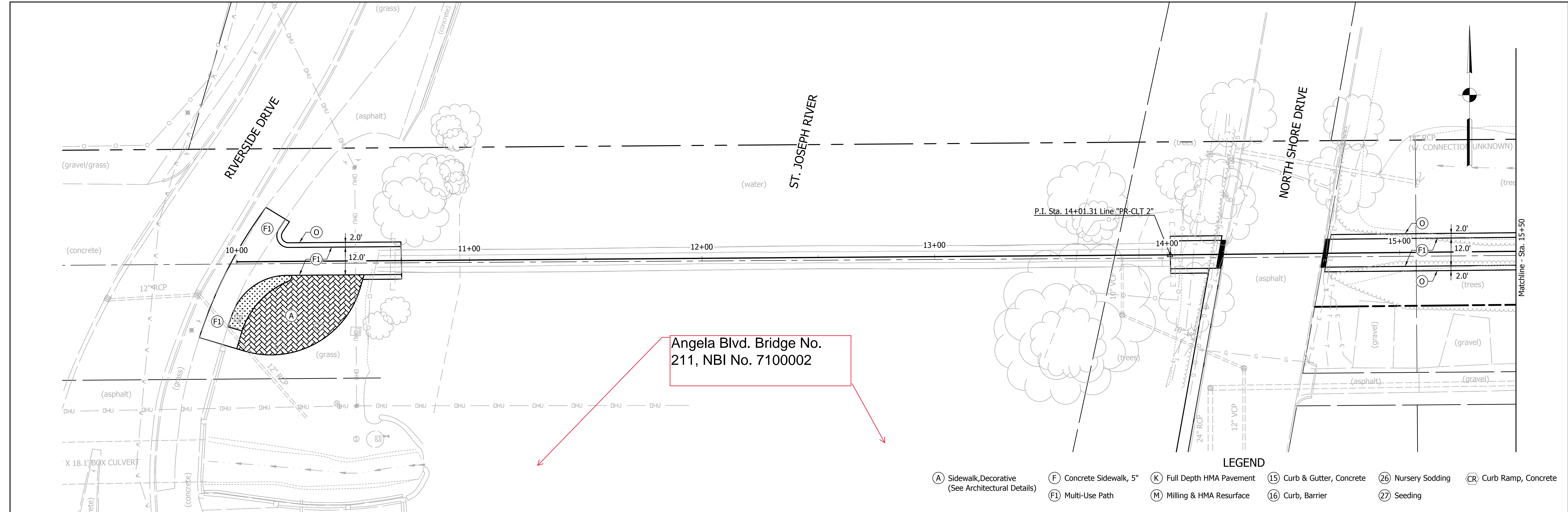
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DESIGNED: <u>AJA</u>		DRAWN: <u>JN2</u>			
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INDIANA  
DEPARTMENT OF TRANSPORTATION

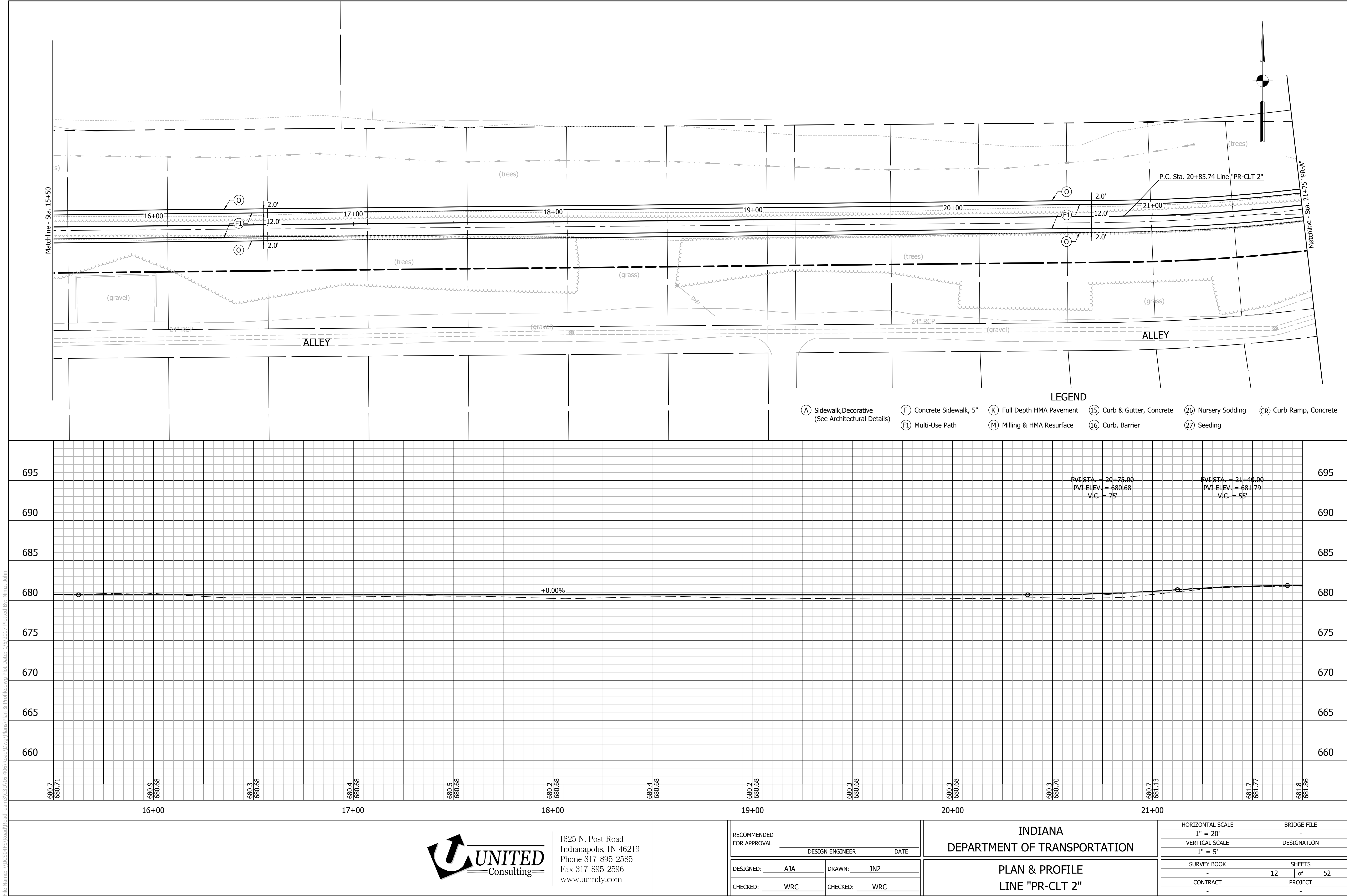
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SURVEY BOOK -		SHEETS 10 of 52	
CONTRACT -		PROJECT -	





 <p>1625 N. Post Road Indianapolis, IN 46219 Phone 317-895-2585 Fax 317-895-2596 www.ucindy.com</p>	<p>RECOMMENDED FOR APPROVAL _____</p> <p>DESIGN ENGINEER _____ DATE _____</p>		<p>INDIANA DEPARTMENT OF TRANSPORTATION</p>		<p>HORIZONTAL SCALE 1" = 20'</p> <p>VERTICAL SCALE 1" = 5'</p>
	<p>DESIGNED: <u>AJA</u> DRAWN: <u>JN2</u></p>		<p>PLAN &amp; PROFILE LINE "PR-CLT 2"</p>		<p>SURVEY BOOK - of -</p>
	<p>CHECKED: <u>WRC</u> CHECKED: <u>WRC</u></p>				<p>SHEETS 11 of 52</p>
					<p>CONTRACT -</p>



File Name: \\UCS04FS\\Road\\Road\\Team3\\C3D\\16-406\\Road\\Down\\Plans\\Plan & Profile.dwg Plot Date: 1/5/2017 Plotted By: Nimz, John



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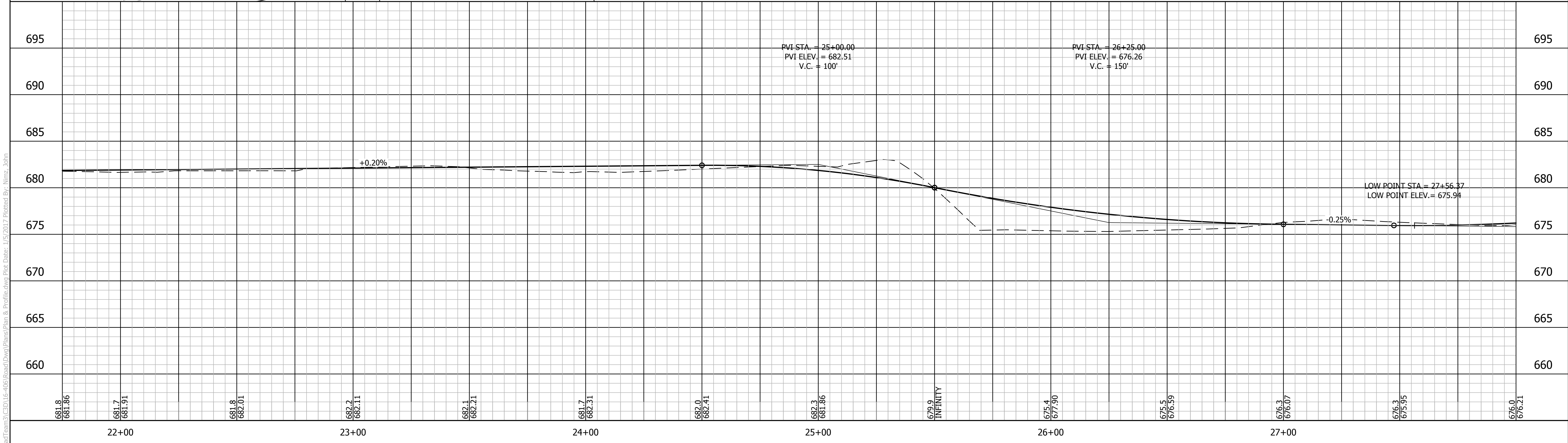
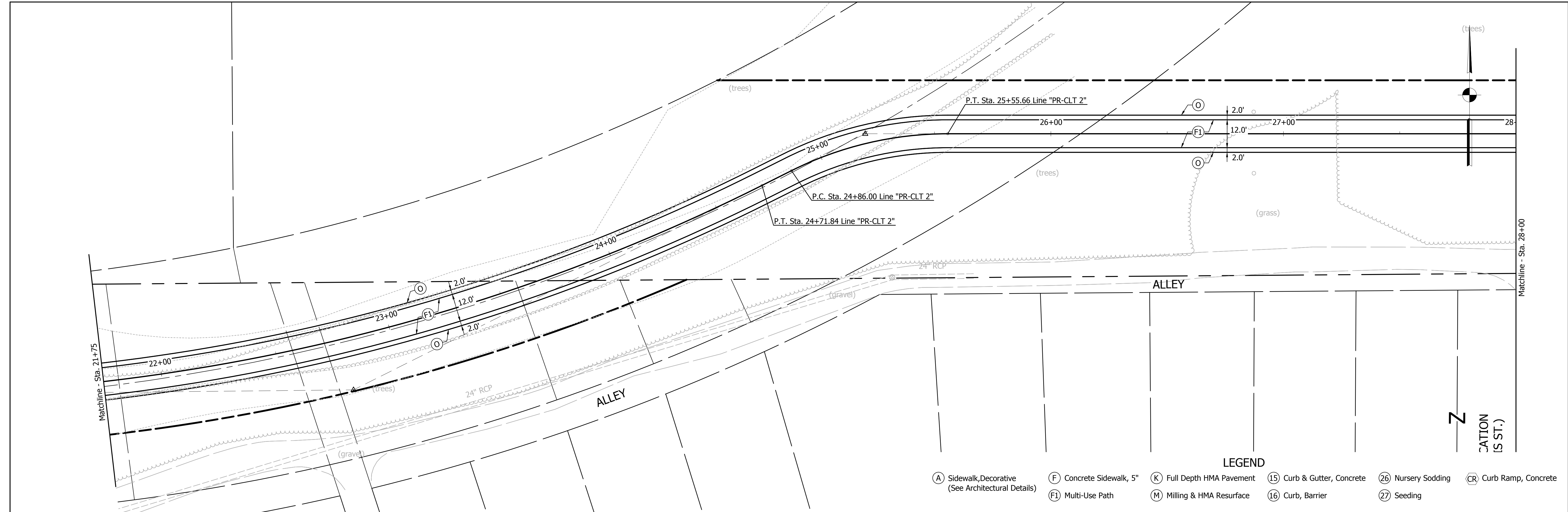
RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: <u>AJA</u>	DRAWN: <u>JN2</u>
CHECKED: <u>WRC</u>	CHECKED: <u>WRC</u>


INDIANA  
DEPARTMENT OF TRANSPORTATION

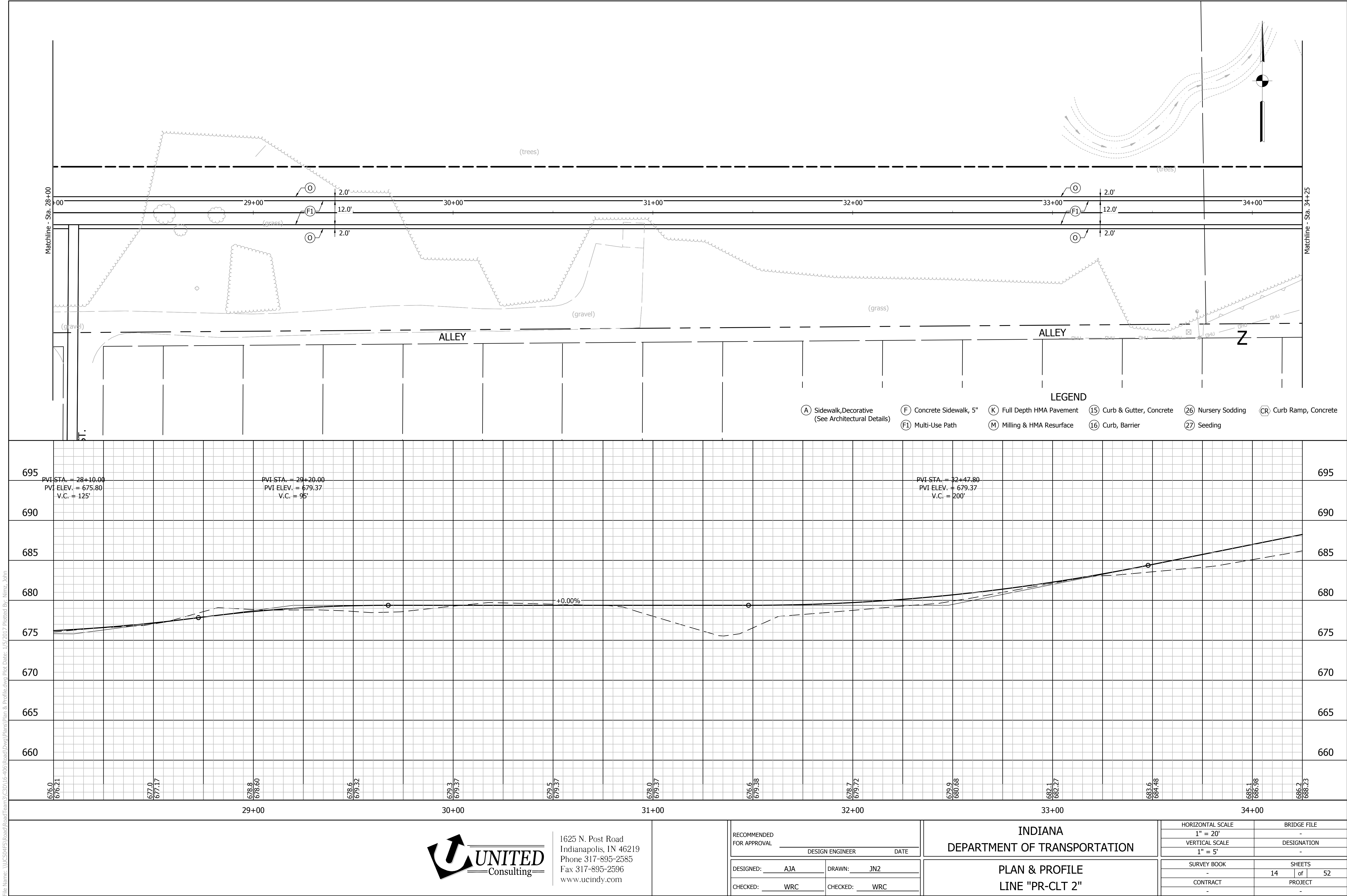
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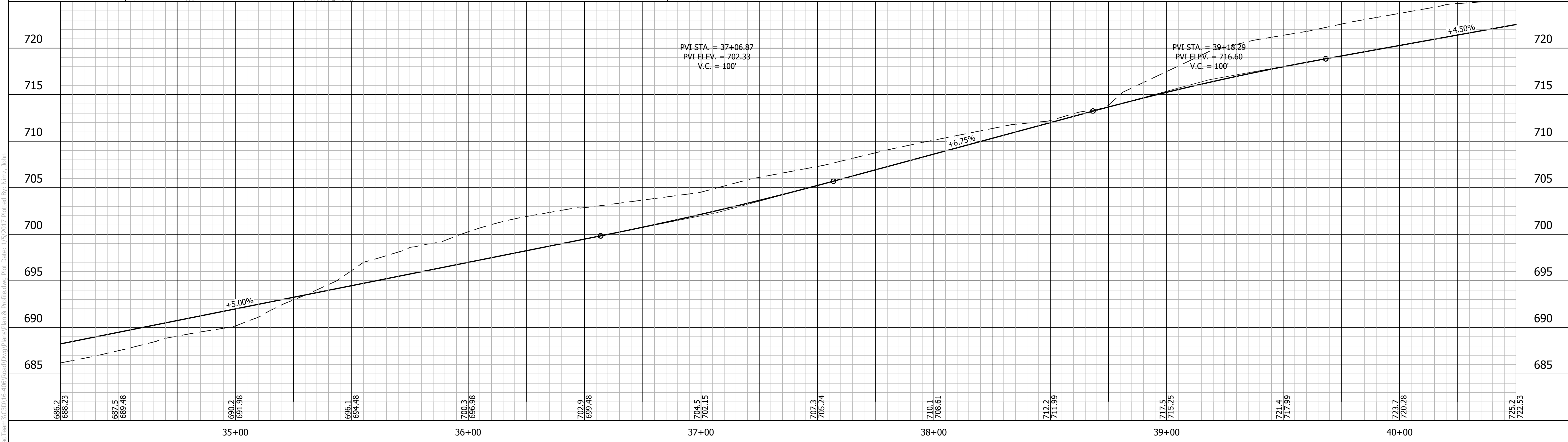
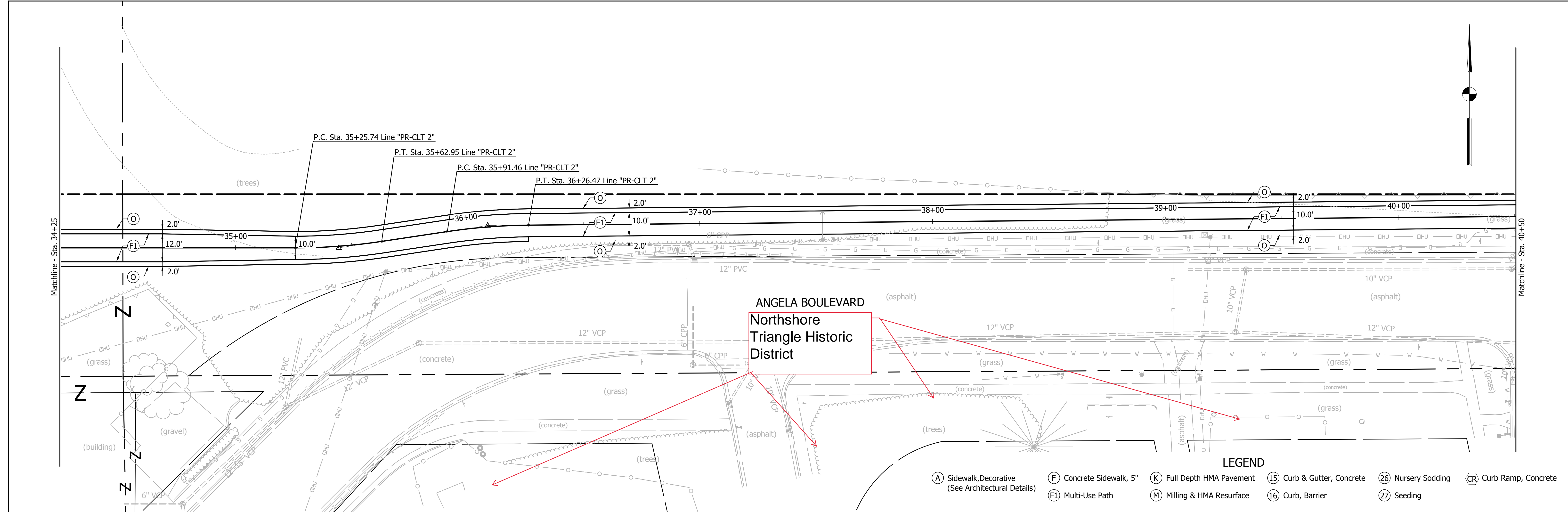
HORIZONTAL SCALE 1" = 20'	BRIDGE FILE -
VERTICAL SCALE 1" = 5'	DESIGNATION -
SURVEY BOOK -	SHEETS 12 of 52
CONTRACT -	PROJECT -





 1625 N. Post Road Indianapolis, IN 46219 Phone 317-895-2585 Fax 317-895-2596 www.ucindy.com	RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE	INDIANA DEPARTMENT OF TRANSPORTATION  PLAN & PROFILE LINE "PR-CLT 2"	HORIZONTAL SCALE 1" = 20'	BRIDGE FILE -
	DESIGNED: <u>AJA</u>	DRAWN: <u>JN2</u>	SURVEY BOOK - CONTRACT -		SHEETS 13 of 52 PROJECT	
	CHECKED: <u>WRC</u>	CHECKED: <u>WRC</u>				





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RECOMMENDED FOR APPROVAL

DESIGNED: AJA DRAWN: JN2

CHECKED: WRC CHECKED: WRC

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 2"

HORIZONTAL SCALE  
1" = 20'

VERTICAL SCALE  
1" = 5'

BRIDGE FILE  
-

DESIGNATION  
-

SURVEY BOOK  
-

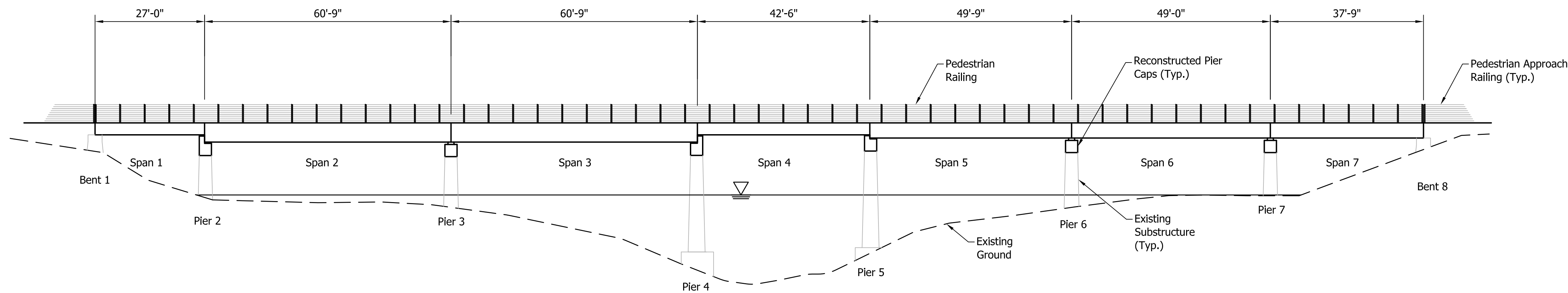
CONTRACT  
-

SHEETS  
15 of 52

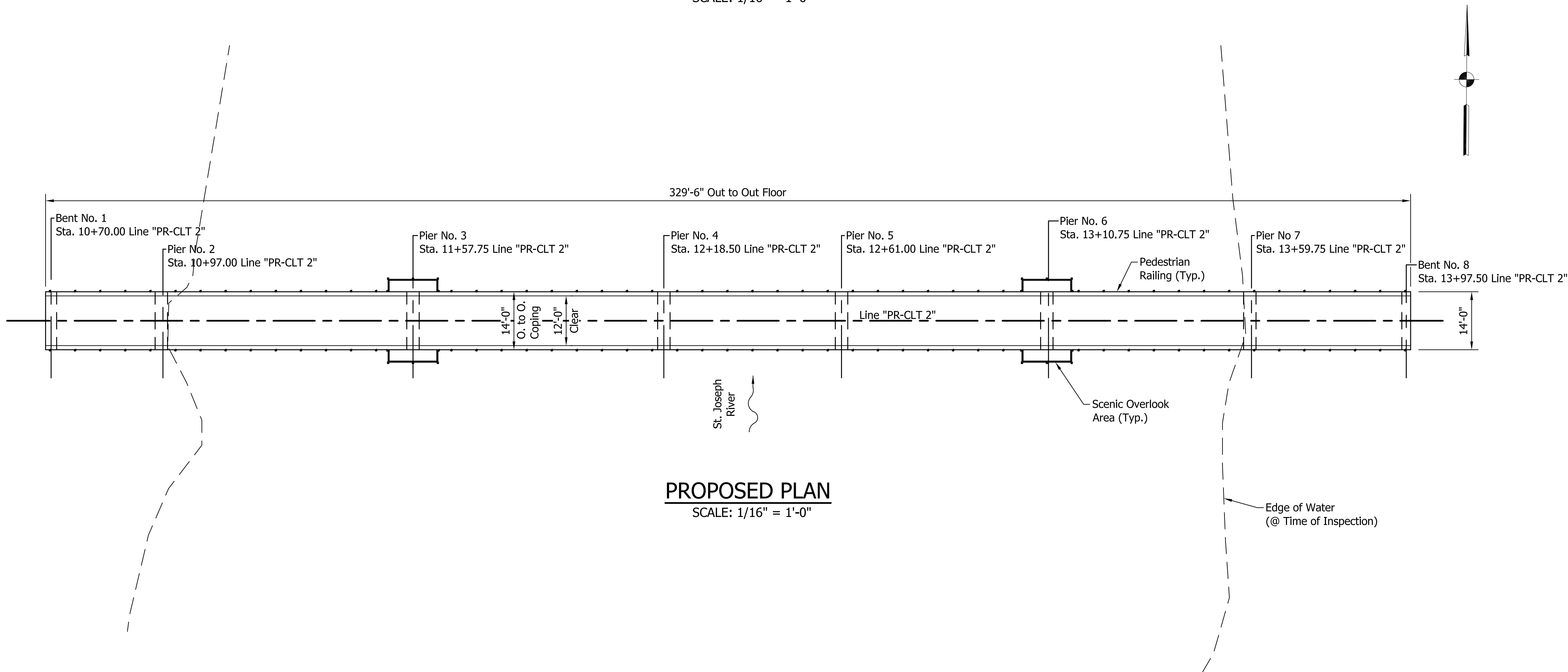
PROJECT  
-







**PROPOSED ELEVATION**  
SCALE: 1/16" = 1'-0"



**PROPOSED PLAN**  
SCALE: 1/16" = 1'-0"

**GENERAL NOTES**

Reinforcing steel covering shall be 2 1/2" in top and 1" min. in bottom of floor slabs and 2" in all other parts unless noted.

Surface seal top of bridge deck, face of deck coping and underside of deck from outside edge to flange of exterior beams, and all exposed surfaces of pier caps, end bents, and wings. (Estimated Qnty. = XXXX sft.)

**DESIGN DATA**

Live Load:  
Designed for HL-10 Loading, in accordance with the AASHTO LFRD Bridge Design Specifications, Sixth Edition, 2012, and its subsequent interims.

Dead Load:  
Designed for actual dead load plus 35 psf of future wearing surface and 15 psf for S.I.P. metal forms. (Non-Composite)

**ULTIMATE DESIGN STRESSES**

Class "C" Concrete      f'c = 4,000 p.s.i.  
Reinforcing Steel (Grade 60)      fy = 60,000 p.s.i.

**EXISTING STEEL GIRDER BRIDGE**  
**SPAN: 27'-0", 2 @ 60'-9", 42'-6",**  
**49'-9", 49'-0, 37'-9"**  
**SKEW: 0°**  
**CLEAR WALKWAY: 12'-0"**  
**COAL LINE TRAIL OVER ST. JOSEPH RIVER**



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RECOMMENDED  
FOR APPROVAL \_\_\_\_\_  
DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

DESIGNED: CJD      DRAWN: DJZ  
CHECKED: BSF      CHECKED: CJD

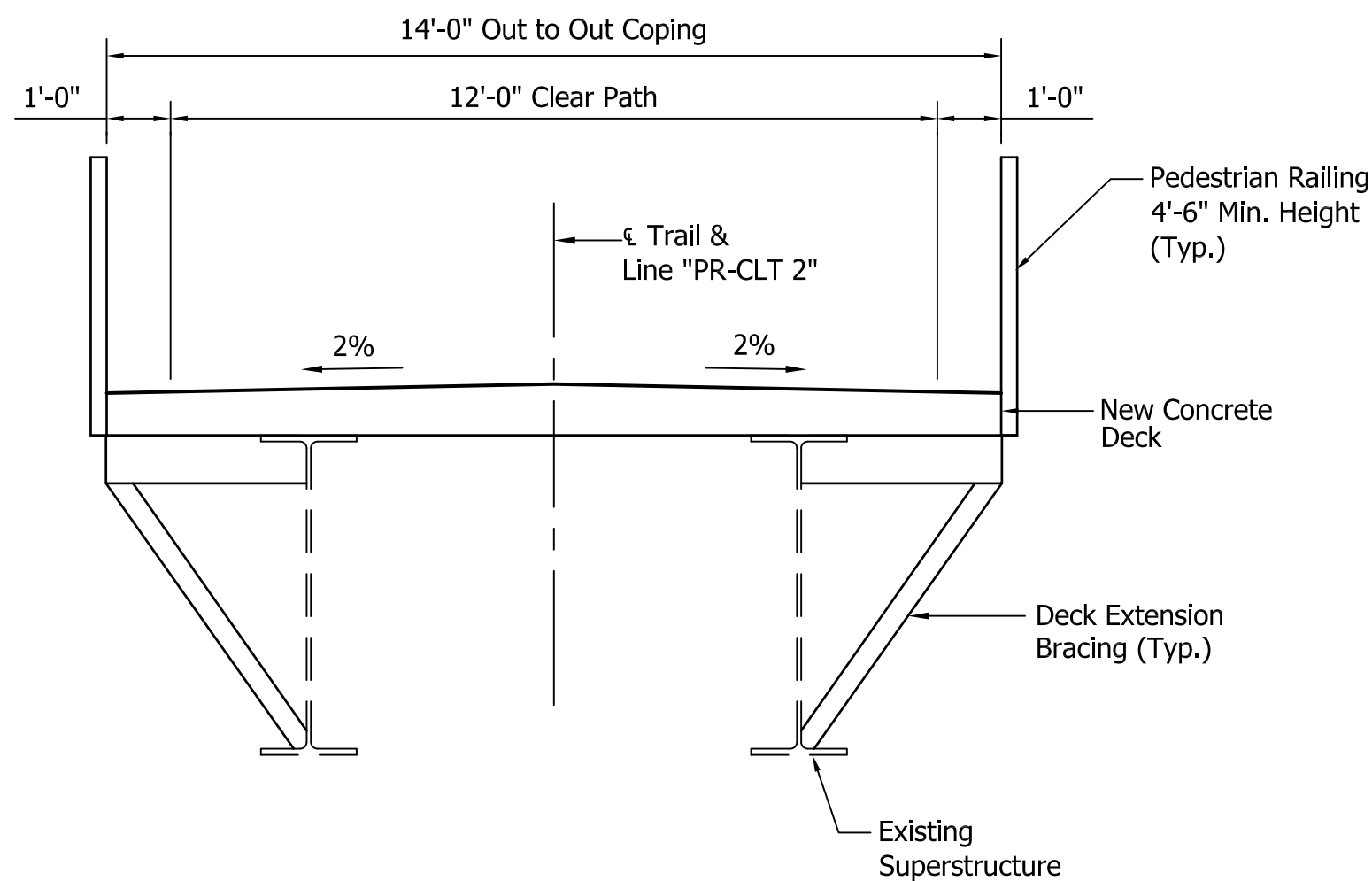
**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN**  
**COAL LINE TRAIL PEDESTRIAN CROSSING**

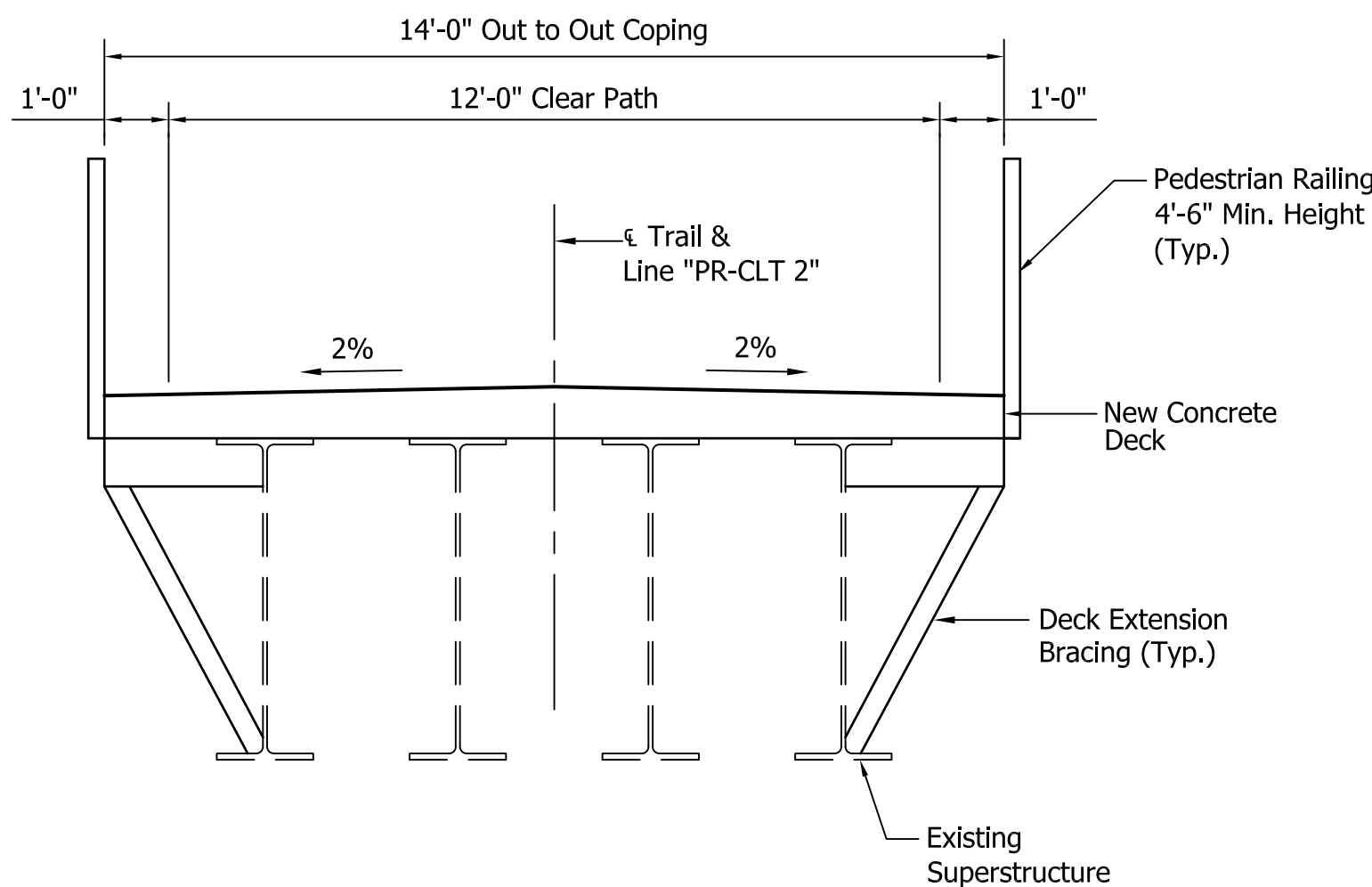
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1/16" = 1'-0"	-
VERTICAL SCALE	DESIGNATION
N/A	-
SURVEY BOOK	SHEETS
-	---- of -
CONTRACT	PROJECT
-	-



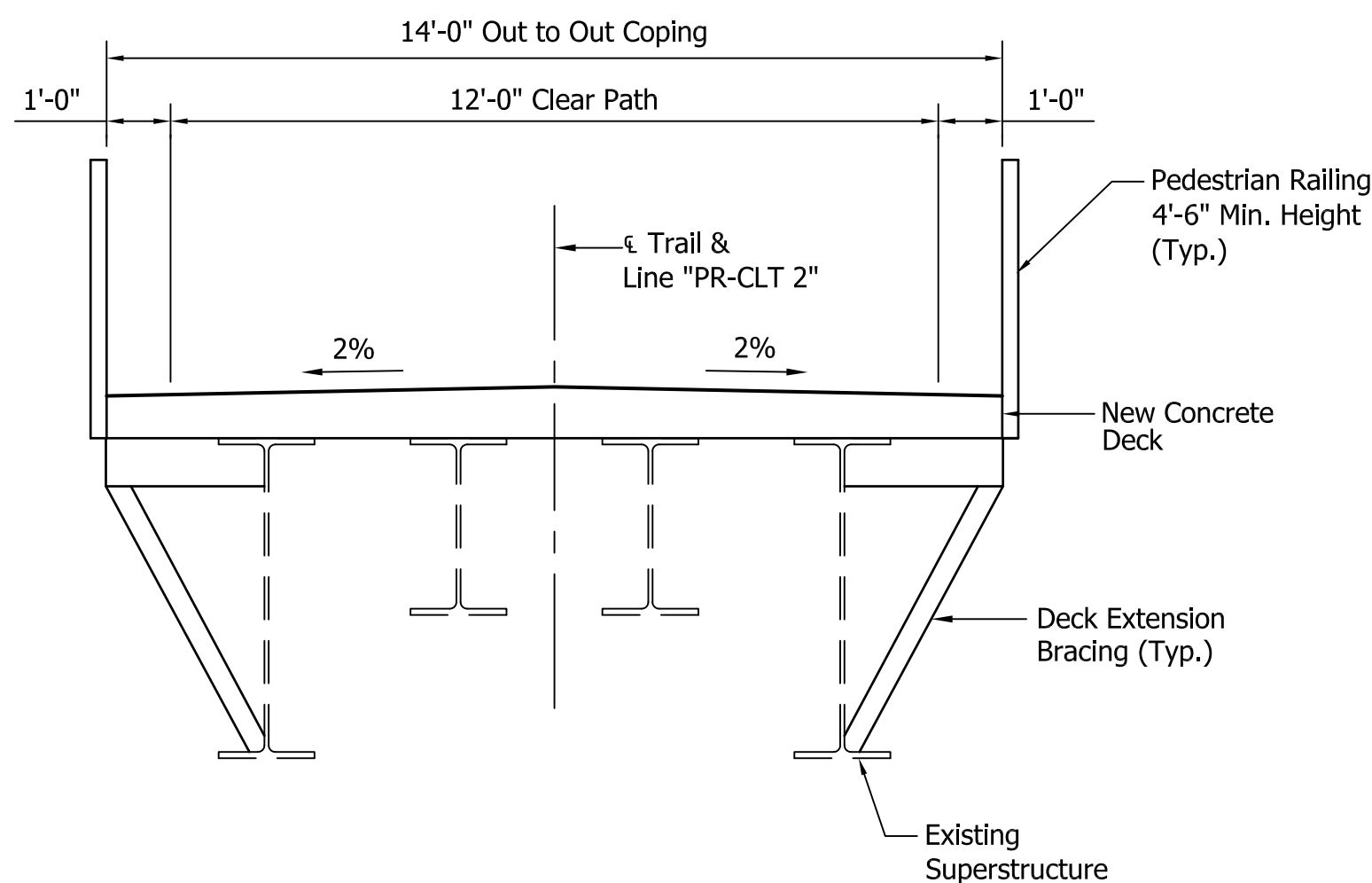
File Name: P:\C3D\16-406\Bridge\Drawg\Plans\GP Coal Line Trail.dwg Plot Date: 2/20/2017 Plotted By: Dyer, Chris



**PROPOSED SECTION**  
SPANS 1, 4, 5, 6  
SCALE: 3/8" = 1'-0"



**PROPOSED SECTION**  
SPANS 2 AND 3  
SCALE: 3/8" = 1'-0"



**PROPOSED SECTION**  
SPAN 7  
SCALE: 3/8" = 1'-0"



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FOR APPROVAL \_\_\_\_\_  
DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

DESIGNED: CJD DRAWN: DJZ  
CHECKED: BSF CHECKED: CJD

INDIANA  
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN  
COAL LINE TRAIL PEDESTRIAN CROSSING

HORIZONTAL SCALE	BRIDGE FILE
AS SHOWN	-
VERTICAL SCALE	DESIGNATION
AS SHOWN	-
SURVEY BOOK	SHEETS
-	---- of -
CONTRACT	PROJECT
-	-

Governmental Unit

To ..... Dr.

IDEM

South Bend Tribune  
 225 West Colfax Ave  
 South Bend, Indiana 46628  
 Tax ID# 35-13-1571

.....County, Indiana

**PUBLISHER'S CLAIM**

## LINE COUNT

Ad #: 262663

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of type in which the body of the advertisement is set) -- number of equivalent .....

Head -- Number of lines .....

Body -- Number of lines .....

Body -- Number of lines .....

Total number of lines in notice

102

## COMPUTATION OF CHARGES

102 lines, 1 columns wide equals 102 equivalent lines at 1.68 cents per line

Additional charges for notices containing rule or tabular work  
 (50 per cent of above amount) .....

Charge for extra proofs of publication

(\$1.00 for each proof in excess of two)

\$0.00**TOTAL AMOUNT OF CLAIM**\$171.36

## DATA FOR COMPUTING COST

Width of single column in picas 9.4ems

Size of 8 point

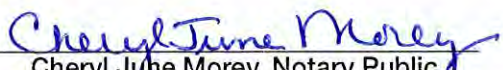
Number of Insertions

1

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 time(s). The dates of publication being as follows: South Bend Tribune: 05/21/17.

  
 Publisher

  
 Cheryl June Morey, Notary Public  
 Resident of St. Joseph County  
 My Commission expires December 21, 2024

South Bend Tribune

That it is duly authenticated as required by law.  
 That it is based upon statutory authority.

225 W. Colfax Ave. South Bend, IN 46628  
 ON ACCT OF APPROPRIATION FOR

\$171.36

correct

Appropriation No. Tax ID# 35-138-1571

That it is apparently

incorrect

ALLOWED .....  
 IN THE SUM OF \$171.36

I certify that the within claim is true and correct; that the services there in itemized and for which charge is made were ordered by me and were necessary to the public business

Attest

## Public Notice

Des. No. 1401810 and 1401811  
The City of South Bend is planning to undertake a trail project, funded in part by the Federal Highway Administration (FHWA) under INDOT Des. No. 1401810 (Phase I) and 1401811 (Phase II). The project is located on the northwest side of South Bend, Portage Township, St. Joseph County, Indiana.

Under the preferred alternative, the proposed project would involve the construction of a 12-foot-wide asphalt trail from the northeast corner of Lincolnway West and Wilber St. following northeast along the railroad corridor, thence eastward across St. Joseph River, connecting to the extant East Bank Trail at Angela Blvd. Additionally, project activities will include four connecting trails back to the mainline trail and a landscaping plan. The proposed trail will acquire 4.65 acres of permanent and 0.013 acres of temporary right-of-way for Phase I and 4.24 acres of permanent right-of-way for Phase II. No relocations of businesses or residents should occur, but trees and roadside vegetation within existing right-of-way will most likely be removed. The proposed project will result in physical changes along the project alignment and visual changes within the viewshed. The project will not result in auditory effects, and no meaningful environmental or other indirect effects are expected.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include: South Bend Brewing Association, NRHP 1502; Holy Cross Catholic School; Holy Cross Catholic Church, Woodward Avenue Historic District; Northshore Triangle Historic District; and Angela Blvd. Bridge No. 211. The proposed action impacts properties listed in or eligible for the NRHP. INDOT, on behalf of the FHWA has issued a "No Adverse Effect" Finding for the project, because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.6(a)(4), the documentation specified in 36 CFR 800.11(e) is available for inspection at Green 3, LLC and via INDOT's Section

106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents/>.

This documentation serves as the basis for INDOT's, on behalf of the FHWA, "No Adverse Effect" finding.

The views of the public on this finding are being sought. Please reply with any comments to Green 3 LLC, 1104 Prospect St., Indianapolis, Indiana 46203, 317.634.4110, [karen@green-3studio.com](mailto:karen@green-3studio.com), no later than 30 days of this publication.

In accordance with the "Americans with Disabilities Act", if you have a disability for which the City of South Bend needs to provide accessibility to the document(s) such as interpreters or readers, please contact Aladean M. DeRose, (574) 235 - 9241.

Hspaxlp

11 5:21



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Phone 317-232-1646 · Fax 317-232-0693 · [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov) · [www.IN.gov/dnr/historic](http://www.IN.gov/dnr/historic)



June 14, 2017

Karen Wood  
Historian  
Green 3  
1104 Prospect Street  
Indianapolis, Indiana 46203

Federal Agency: Indiana Department of Transportation ("INDOT"),  
on behalf of Federal Highway Administration ("FHWA")

Re: Indiana Department of Transportation's finding of "No Adverse Effect" on behalf of the Federal Highway Administration for the Coal Line Trail Phases I and II Project in St. Joseph County, Indiana.  
(Des. Nos. 1401810 & 1401811) (DHPA No. 19434)

Dear Ms. Wood:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the "Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program in the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO"), has reviewed your letter, with finding enclosed, for the above referenced project, dated May 19, 2017 and received on May 22, 2017.

As we said in our letter of June 27, 2016, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we agree with the recommendations of the archaeologist that no additional archaeological assessment will be required. (Ryan Jackson: June 10, 2016)

Additionally, as we said in our April 26, 2017, letter, we concur with the opinion of the archaeologist, as expressed in the addendum archaeological report (Finney: 3/28/2017), that no additional archaeological assessment will be necessary.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

As we said in our October 11, 2016, letter, for the purposes of the Section 106 review of this particular federal undertaking, we agree with the conclusions of the historic property report ("HPR"; Karen Wood: July, 2016) that the National Register of Historic Places ("NRHP") regarding the properties within the APE that are listed in or eligible for inclusion in the NRHP and those that are not.

In our April 12, 2017, letter, we said that we have no further concerns or questions regarding your proposed assessment of effects on each of the extant historic properties.

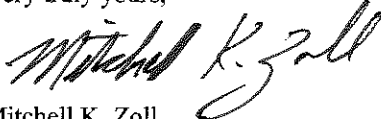
Therefore, we concur with INDOT's May 18, 2017, Section 106 finding, on behalf of the Federal Highway Administration, of "No Adverse Effect" for this undertaking as a whole.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

If you have questions about archaeological issues, please contact Mitch Zoll at (317) 232-3492 or [mzoll@dnr.IN.gov](mailto:mzoll@dnr.IN.gov). Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or [jcarr@dnr.IN.gov](mailto:jcarr@dnr.IN.gov).

If there is any future correspondence regarding this project (Des. Nos. 1401810 & 1401811), please refer to DHPA No. 19434.

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ: JLC:jlc

emc: Joyce Newland, FHWA Indiana Division [Joyce.Newland@dot.gov](mailto:Joyce.Newland@dot.gov)  
Anuradha Kumar, Indiana Department of Transportation [AKumar@indot](mailto:AKumar@indot)  
Shaun Miller, INDOT - [smiller@indot.IN.gov](mailto:smiller@indot.IN.gov)  
Mary Kennedy, INDOT - [mkennedy@indot.IN.gov](mailto:mkennedy@indot.IN.gov)  
Shirley Clark, INDOT - [sclark@indot.in.gov](mailto:sclark@indot.in.gov)  
Devin Stettler, United Consulting - [devins@ucindy.com](mailto:devins@ucindy.com)  
Karen Wood, Green3 LLC [karen@green3studio.com](mailto:karen@green3studio.com)  
James Snyder, Civil & Environmental Consultants, Inc. [JSnyder@cecinc.com](mailto:JSnyder@cecinc.com)  
Samuel Snell, RPA, Civil & Environmental Consultants, Inc. [SSnell@cecinc.com](mailto:SSnell@cecinc.com)  
Mitchell Zoll, Indiana Department of Natural Resources [MZoll@dnr.in.gov](mailto:MZoll@dnr.in.gov)  
John Carr, Indiana Department of Natural Resources [JCarr@dnr.in.gov](mailto:JCarr@dnr.in.gov)



# Appendix E

*Red Flag and Hazardous Materials*



#### ENGINEERING

#### ENVIRONMENTAL

#### INSPECTION

#### LAND SURVEYING

#### LAND ACQUISITION

#### PLANNING

#### WATER & WASTEWATER

SINCE 1965

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Dave Richter, PE, PLS

Steven W. Jones

Christopher R. Pope, PE

B. Keith Bryant, PE

Michael Rowe, PE

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Andrew T. Wolka, PE

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Adam C. Post, PE

Michael S. Oliphant, AICP

E. Rachelle Pemberton, PE

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Jay N. Riden, PE

Christopher J. Dyer, PE

Matthew R. Lee, PE

Christopher J. Wheeler, PE

William R. Curtis, PE

Jerome A. Richardson, PE

Heather E. Kilgour, PE

Adam J. Greulich, PLS

Scott M. Siple, PE

Whitney D. Neukam, PE

Matthew A. Taylor, PE

Josh Q. Betz, PLS

Dann G. Barrett, PE

Scott G. Minnich, PE

Jack R. Stocks, PE

Nicholas J. Kocher, PE

Jennifer L. Hart, PE

Jeffrey R. Andrews, PE

Kellon S. Cunningham, PE

Date: June 22, 2017

To: Hazardous Materials Unit  
Environmental Services  
Indiana Department of Transportation  
100 N Senate Avenue, Room N642  
Indianapolis, IN 46204

From: Michael S. Oliphant, AICP  
United Consulting  
1625 North Post Road  
Indianapolis, Indiana 46219  
[mikeo@ucindy.com](mailto:mikeo@ucindy.com)

Re: RED FLAG INVESTIGATION  
Des. No.: 1401810 and 1401811  
Coal Line Trail - Phase I and II  
St. Joseph County, Indiana

#### NARRATIVE

The City of South Bend desires to enhance their city-wide trail system by constructing a new multi-use path that will generally follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect from Lincoln Way West to the East Bank Trail at Angela Boulevard. The Norfolk Southern Railroad Bridge will be utilized at the crossing of St. Joseph River and will receive updates including guardrails to improve safety conditions. The Coal Line Trail project will be developed through two phases and predominately follow the old railroad bed. The project is located in Sections 2, 35, and 36 of Townships 37 and 38 North, Range 2 East in Portage Township, St. Joseph County. The proposed project will have a maximum excavation depth of 8 feet. The project will require the acquisition of 9.06 acres of permanent right-of-way. Maintenance of traffic will likely be accomplished via flagging operations.

#### SUMMARY

##### Infrastructure

Indicate the number of items of concern found within 0.5 mile and an explanation why each item within the 0.5 mile search radius will/will not impact the project. If there are no items, please indicate N/A:

Religious Facilities	1	Recreational Facilities	9
Airports	1	Pipelines	N/A
Cemeteries	2	Railroads	2
Hospitals	N/A	Trails	3
Schools	5	Managed Lands	9

Explanation:

**Religious Facilities** – One (1) religious facility is located within the 0.5 mile search radius. The Holy Cross Church is located approximately 0.05 miles northwest of the project alignment and could potentially be impacted by this project. Traffic will be maintained through the use of a detour. Coordination with the Holy Cross Church will occur.

**Recreational Facilities** – Nine (9) recreational facilities are located within the 0.5 mile search radius. The nearest recreational facility, the University of Notre Dame Golf Course, is located 0.08 miles northeast of the project. No impact is expected.

**Airports** – One (1) public use airport is located within 20,000 feet (3.8 miles) of the project limits. The South Bend International Airport is located approximately 1.74 miles northwest of the project area. Coordination with INDOT Aviation will occur.

**Cemeteries** – Two (2) cemeteries have property located within the 0.5 mile search radius, although not located within the investigation area themselves. The project does not come within 100 feet of the cemeteries. The nearest cemetery, the Cedar Grove Cemetery, is located approximately 0.45 miles east of the project area. No impact is expected.

**Railroads** – Two (2) railroads are located within the 0.5 mile search radius. The nearest railroad, Norfolk Southern, crosses through the project limits. Coordination with INDOT Utilities and Railroads will occur.

**Trails** – Three (3) trails are located within the 0.5 mile search radius. The East Bank Trail Extension, the Angela Blvd. Connector, and Phase I - Angela Blvd to Pinhook Park trails are all located adjacent to or within the proposed project area and could be impacted by the project. Coordination with South Bend Parks and Recreation will occur.

**Schools** – Five (5) schools are located within the 0.5 mile search radius. Three (3) schools are located adjacent to the proposed project. The schools are located approximately 0.02 miles from the project, with two near the eastern and one near the western termini respectively. These schools could potentially be impacted by the project. Traffic will be maintained through the use of a detour. Coordination with Holy Cross Parish School, Sisters of the Holy Cross, and St. Joseph High School Athletics will occur.

**Managed Lands** – Nine (9) managed lands are located within the 0.5 mile search radius. The nearest managed land, Muessel Grove Park, is located adjacent to the proposed trail corridor, bordering the project area to the northwest. Coordination with South Bend Parks and Recreation will occur.

<b>Water Resources</b>			
Indicate the number of items of concern found within 0.5 mile, including an explanation why each item within the 0.5 mile radius will/will not impact the project. If there are no items, please indicate N/A:			
NWI - Points	N/A	NWI - Wetlands	5
Karst Springs	N/A	IDEM 303d Listed Lakes	N/A
Canal Structures – Historic	N/A	Lakes	2



NWI - Lines	N/A	Floodplain - DFIRM	2
IDEM 303d Listed Rivers and Streams (Impaired)	1	Cave Entrance Density	N/A
Rivers and Streams	2	Sinkhole Areas	N/A
Canal Routes - Historic	N/A	Sinking-Stream Basins	N/A
Urbanized Area Boundary (UAB)	1		

Explanation:

Rivers and Streams (Impaired) – One (1) 303d Listed River (St. Joseph River) is located within the 0.5 mile search radius. St. Joseph River crosses within the project area. The project could potentially impact the river. St. Joseph River is impaired due to PCB's and mercury in fish tissue. Exposure to PCBs and mercury in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. If there will be sediment and/or soils disturbed by construction, additional investigation may be necessary. St. Joseph River is also listed for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. A "waters of the U.S." report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Rivers and Streams – Two (2) stream segments are located within the 0.5 mile search radius. One unnamed tributary (UNT) of the St. Joseph River is located adjacent to the project area and could potentially be impacted by this project. A "waters of the U.S." report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

NWI-Wetlands – Five (5) NWI-wetlands are located within the 0.5 mile search radius. The nearest wetland is located 0.01 miles south of the project area. This project could potentially impact the wetland. Although within the 0.5 mile search radius, the remaining four identified NWI-wetlands are all located outside the limits of this project. A "waters of the U.S." report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Lakes – Two (2) lakes are located within the 0.5 mile search radius. The nearest lake feature is located 0.06 miles north of the eastern extent of the project area (Phase II Segment). No impact is expected.

Floodplain-DFIRM – One (1) floodplain is located within the 0.5 mile search radius. The floodplain is located adjacent to the limits of this project. The project could potentially impact this floodplain. A "waters of the U.S." report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

UAB – This project lies within the South Bend – Mishawaka UAB. Post construction Storm Water Quality Best Management Practices (BMPs) may need to be considered. An early coordination letter with topographic and aerial maps showing the project area will be sent to Hanako Parkhill, MS4 coordinator at 227 West Jefferson Blvd., South Bend, IN.

#### Mining/Mineral Exploration

Indicate the number of items of concern found within 0.5 mile, including an explanation why each item within the 0.5 mile radius will/will not impact the project. If there are no items, please indicate N/A:

Petroleum Wells	N/A	Petroleum Fields	N/A
Mines – Surface	N/A	Mines – Underground	N/A

#### Explanation:

No mining/mineral exploration sites are located within the 0.5 mile search radius.

#### Hazmat Concerns

Indicate the number of items of concern found within 0.5 mile, including an explanation why each item within the 0.5 mile radius will/will not impact the project. If there are no items, please indicate N/A:

Brownfield Sites	3	Restricted Waste Sites	N/A
Corrective Action Sites (RCRA)	N/A	Septage Waste Sites	N/A
Confined Feeding Operations	N/A	Solid Waste Landfills	N/A
Construction Demolition Waste	N/A	State Cleanup Sites	3
Industrial Waste Sites (RCRA Generators)	N/A	Tire Waste Sites	N/A
Leaking Underground Storage Tanks (LUSTs)	9	Waste Transfer Stations	N/A
Manufactured Gas Plant Sites	N/A	RCRA Waste Treatment, Storage, and Disposal Sites (TSDs)	N/A
NPDES Facilities	N/A	Underground Storage Tanks	13
NPDES Pipe Locations	7	Voluntary Remediation Program	N/A
Open Dump Sites	N/A	Superfund	N/A
Institutional Control Sites	6		

#### Explanation:

**Brownfield Sites** – Three (3) brownfield sites are located within the 0.5 mile search radius. The nearest brownfield site is located 0.16 miles northwest of the project area. This site located at 1408 Elwood Ave., was formerly the site for a brewery. According to the IDEM Virtual File Cabinet (VFC) the inspection summary letter, dated February 22, 2017, indicates that asbestos contamination remained present at the site. Due to potential impacts from a petroleum release, additional investigation may be warranted.

**NPDES Pipe Locations** – Seven (7) NPDES Pipe Locations are located within the 0.5 mile search radius. One of the identified NPDES pipe locations is located approximately 0.03 miles south of



the project area. The project could potentially impact this NPDES pipe location. Although within the 0.5 mile radius investigation area, the other six identified NPDES pipe locations are located outside the limits of this project. Coordination with South Bend Waste Water Treatment Plant will occur.

**Institutional Control Sites –** Six (6) Institutional Control Sites are located within the 0.5 mile search radius. The nearest Environmental Restrictive Covenant (ERC) was placed on the Waggoner Oil Co. site at 1402 Kessler Blvd., bordering the Steel Warehouse Co. and Swank Uniform Rental ERCs. These Institutional Control Sites are located adjacent to the project area. No documentation associated with these ERCs was listed among IDEM's Virtual File Cabinet (VFC). The ERCs specifically prohibits the use of groundwater and specific obligations regarding excavation activities. Coordination will be conducted with IDEM.

**Leaking Underground Storage Tanks (LUSTs) –** Nine (9) leaking underground storage tanks are located within the 0.5 mile search radius. Five of the identified leaking underground storage tanks are located near the limits of this project.

Advanced Auto Service #29, 1623 Lincolnway W., (AI) ID: 32674, was formerly the site of a petroleum storage facility. According to the No Further Action (NFA) Determination Pursuant to Risk Integrated Systems of Closure (RISC) issued by IDEM on August 22, 2012, petroleum contamination remains in the area surrounding the site. If excavation occurs in this area, proper removal and disposal of soil and/or ground water will be necessary.

Gafill Projects, 1610 Lincolnway W., (AI) ID: 34854, was formerly the site of a gas station facility. According to the IDEM Virtual File Cabinet (VFC), the LUST report states that on July 12, 1989 an environmental site examination was conducted. The site examination indicated that petroleum contamination was present, yet within the acceptable levels for total petroleum hydrocarbons set by the EPA and IDEM. However, a No Further Action (NFA) Determination was not made by IDEM regarding this site. Due to the extent of construction and excavation for this project, no impact is expected.

Raymond Sunoco, 1335 Portage Ave., (AI) ID: 29768, was formerly the site of a gas station facility. According to the No Further Action (NFA) Determination Pursuant to Risk Integrated Systems of Closure (RISC) issued by IDEM on December 26, 2001, contamination remains beneath the building on the site property. If excavation occurs in this area, proper removal and disposal of soil and/or ground water will be necessary.

Lock Joint Tube Company, 1400 Riverside Dr., (AI) ID: 38081, was formerly the site of a tubing manufacturing facility. According to the No Further Action (NFA) Determination Pursuant to Risk Integrated System of Closure (RISC) issued by IDEM on November 6, 2006, an Environmental Restrictive Covenant (ERC) was placed on the property. No impact is expected.

Waggoner Oil Co., 1402 Kessler Blvd., (AI) ID: 31399, was formerly the site of an oil and petroleum storage and dispensing facility. According to the Further Site Investigation (FSI) report prepared May 20, 2008 by SESCO Group, contamination remains in the area surrounding the site and exists in the ROW. If excavation occurs in this area, proper removal and disposal of soil and/or ground water will be necessary. Although within the 0.5 mile radius investigation area, the remaining four identified leaking underground storage tanks are all located outside the limits of this project.



**State Cleanup Sites** – Three (3) state cleanup sites are located within the 0.5 mile search radius. Two of the state cleanup sites are located adjacent to the project limits. Monarch Textile Rental Services, and Fisher Refrigeration, These state cleanup sites are located approximately 0.01 miles south of the western terminus of the project.

Fisher Refrigeration, Inc. 1612 Lincolnway W., (AI) ID: 36077, was formerly the site of a commercial refrigeration system facility. According to the Hydrogeological Investigation report prepared by Alt and Witzig Engineering, Inc. on May 24, 2000, contamination remains present due to migration of pollutants from the Rensberger Oil Co. site. Due to the extent of construction and excavation for this project, no impact is expected.

Monarch Textile Rental Services, 812 Wilber St., (AI) ID: 35962, was formerly the site of a uniform dry-cleaning business. According to the Remediation Progress Report #5 prepared by St. John – Mittelhauser & Associates, remediation activities are currently being conducted on this site for reductive dechlorination of chlorinated volatile organic compounds (CVOCs) in groundwater. If excavation occurs in this area, proper removal and disposal of soil and/or ground water will be necessary.

**Underground Storage Tanks** – Thirteen (13) underground storage tanks are located within the 0.5 mile search radius. Two of the identified underground storage tanks are located adjacent to the limits of this project. Portage Liquor Mart, 1355 Portage Ave., and Portage 76, 1356 Portage Ave., are located approximately 0.03 miles northwest of the project area. According to the Further Site Investigation (FSI) report prepared on September 30, 2016, a request for No Further Action (NFA) status was made by Heartland Environmental Associates, Inc. based on a recorded Environmental Restrictive Covenant (ERC). Although within the 0.5 mile radius investigation area, the remaining eleven identified underground storage tanks are all located outside the limits of this project. No impact is expected.

In general, The proposed project will result in the acquisition of undisturbed right-of-way. As a result, a Phase I Environmental Site Assessment will be required to identify potential hazardous material resources within the project limits.

### **Ecological Information**

The St. Joseph County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities are attached. The ETR species have been highlighted. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 miles of the project area. Preparation of the Scoping Worksheet for the Range-Wide Programmatic Information Consultation for Indiana Bat and Northern Long-Eared Bat will be required. If applicable, preparation of the Project Submittal Form for Range-Wide Programmatic Consultation for Indiana Bat and Northern Long-Eared Bat will be required.

#### *Rusty Patched Bumblebees:*

An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence of the federally endangered species, the Rusty Patched Bumblebee, in or within 0.5 miles of the project area. No impact is expected.



### **Cultural Resources**

The proposed project will result in the acquisition of undisturbed right-of-way. As a result, an Archaeological Records Review and Phase Ia Archaeological Survey will be required to identify potentially significant cultural resources within the project limits. Based on the List of Select and Non-select Bridges by County, the Norfolk Southern Railroad Bridge crossing St. Joseph River in South Bend, IN is not listed. Coordination with INDOT ES Cultural Resources will occur.

### **RECOMMENDATIONS**

**INFRASTRUCTURE:** Three (3) schools area located adjacent to the project area. Coordination with South Bend School Corporation will occur.

One (1) managed land is located within the within the limits of the project. Coordination with South Bend Parks and Recreation Department will occur.

One (1) railroad crosses within the project area. Coordination with INDOT Utilities and Railroads will occur.

One (1) public airport is within 3.8 miles (20,000 feet) of the project area. Coordination with INDOT Aviation will occur.

Three (3) trails are located adjacent to or within the proposed project area and could potentially be impacted by the project. Coordination with South Bend Parks and Recreation Department will occur.

**WATER RESOURCES:** The presence of following water resources will require the preparation of a "waters of the U.S." report and coordination with INDOT ES Ecology and Waterway Permitting:

One (1) IDEM 303d Listed Rivers and Streams (Impaired), St. Joseph River, flows through the project area.

One (1) wetland is located adjacent to the project area.

The project area is located within a floodplain.

One (1) stream segment, St. Joseph River, flows through the project area.

The project lies within the South Bend – Mishawaka UAB. Post construction Storm Water Quality Best Management Practices (BMPs) may need to be considered. An early coordination letter with topographic and aerial maps showing the project area will be sent to Hanako Parkhill, MS4 coordinator at 227 West Jefferson Blvd., South Bend, IN.

**MINING/MINERAL EXPLORATION:** N/A

**HAZMAT CONCERNS:** The proposed project will result in the acquisition of undisturbed right-of-way. As a result, a Phase I Environmental Site Assessment will be required to identify potential hazardous material resources within the project limits.

**ECOLOGICAL INFORMATION:** Several Federal and State listed rare, threatened, and endangered species are known to occur within St. Joseph County. Coordination with IDNR and USFWS is recommended to determine the project's effect on Federal and State listed rare, threatened, and endangered species. Preparation of the Scoping Worksheet for the Range-Wide Programmatic Information Consultation for Indiana Bat and Northern Long-Eared Bat will be required. If applicable, preparation of the Project Submittal Form for Range-Wide Programmatic Consultation for Indiana Bat and Northern Long-Eared Bat will be required.

**CULTURAL RESOURCES:** At a minimum, it is recommended that the following Section 106 documents be completed: Archeological Records Review, Historic Properties Report, Phase Ia Archaeological Survey and a Section 106 Findings and Determinations (36 CFR 800.11). Coordination will occur with INDOT ES Cultural Resources.

Nicole Fohey-  
Breting

Digitally signed by Nicole Fohey-Breting  
DN: cn=Nicole Fohey-Breting, o=INDOT,  
ou=Environmental Services, email=NFoheyBreting@indot.in.gov,  
c=US  
Date: 2017.07.20 11:43:09 -0400

INDOT Environmental Services concurrence: \_\_\_\_\_ (Signature)

Prepared by:

Checked by:

Michael S. Oliphant, AICP  
Environmental Specialist  
United Consulting

Devin L. Stettler, MPI, AICP  
Manager, Environmental Services  
United Consulting

**Graphics:**

A map for each report section with a 0.50 mile radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

GENERAL SITE MAP SHOWING PROJECT AREA: YES

INFRASTRUCTURE: YES

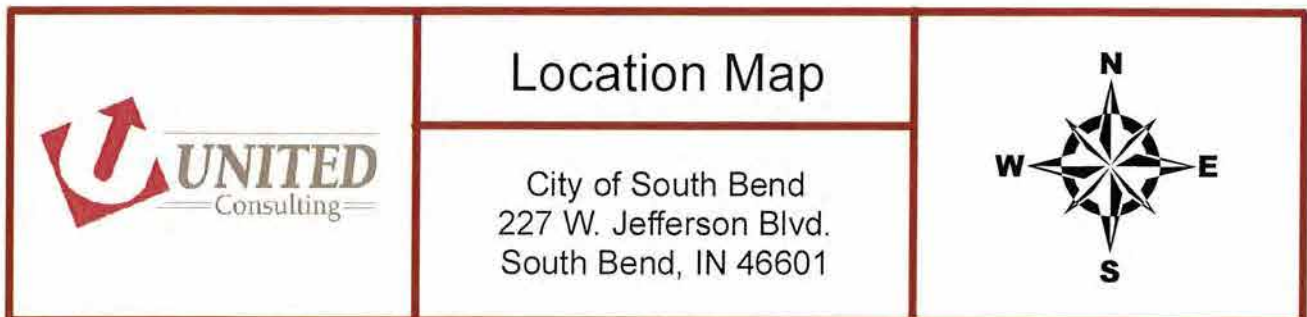
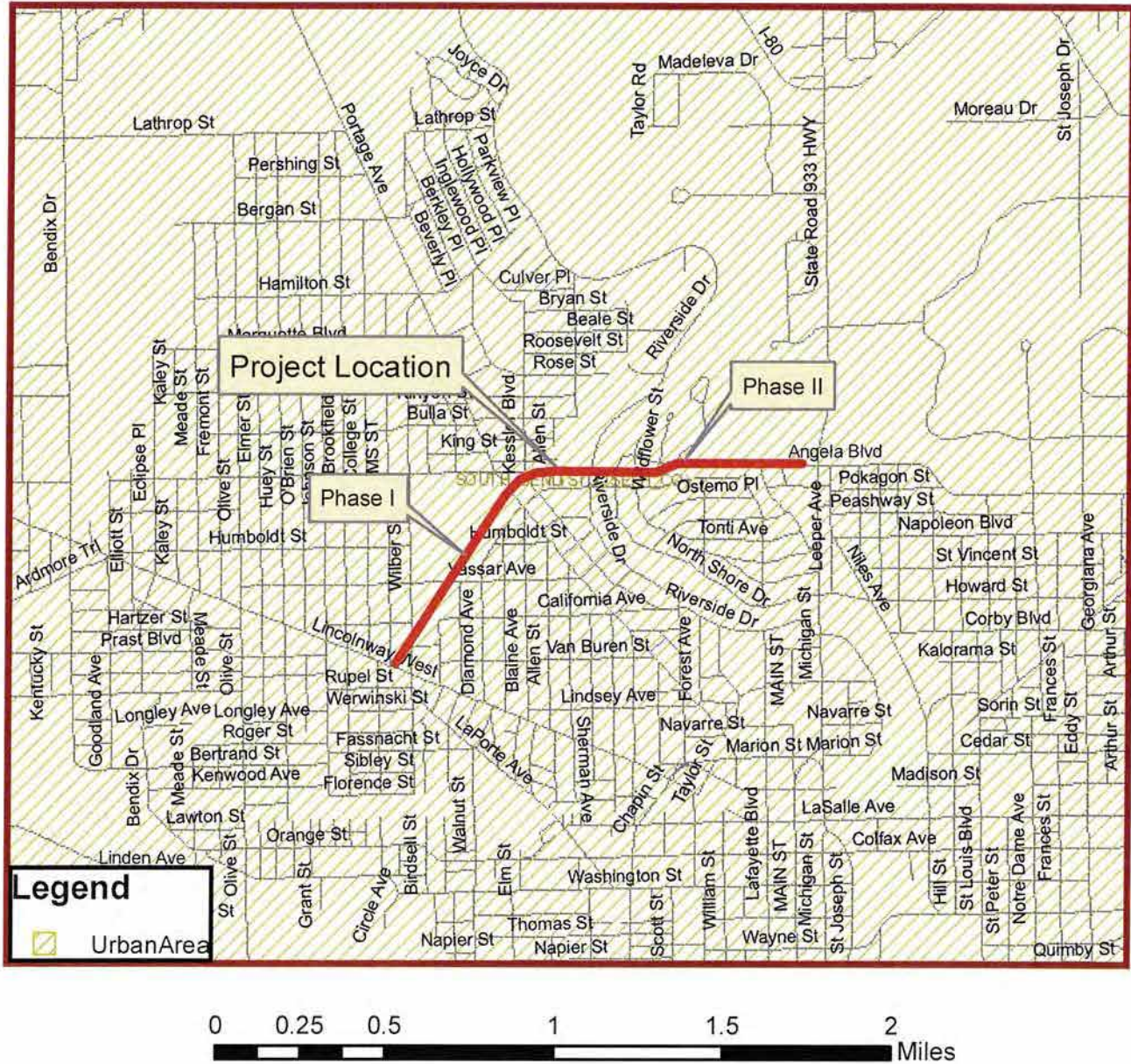
WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZMAT CONCERNS: YES

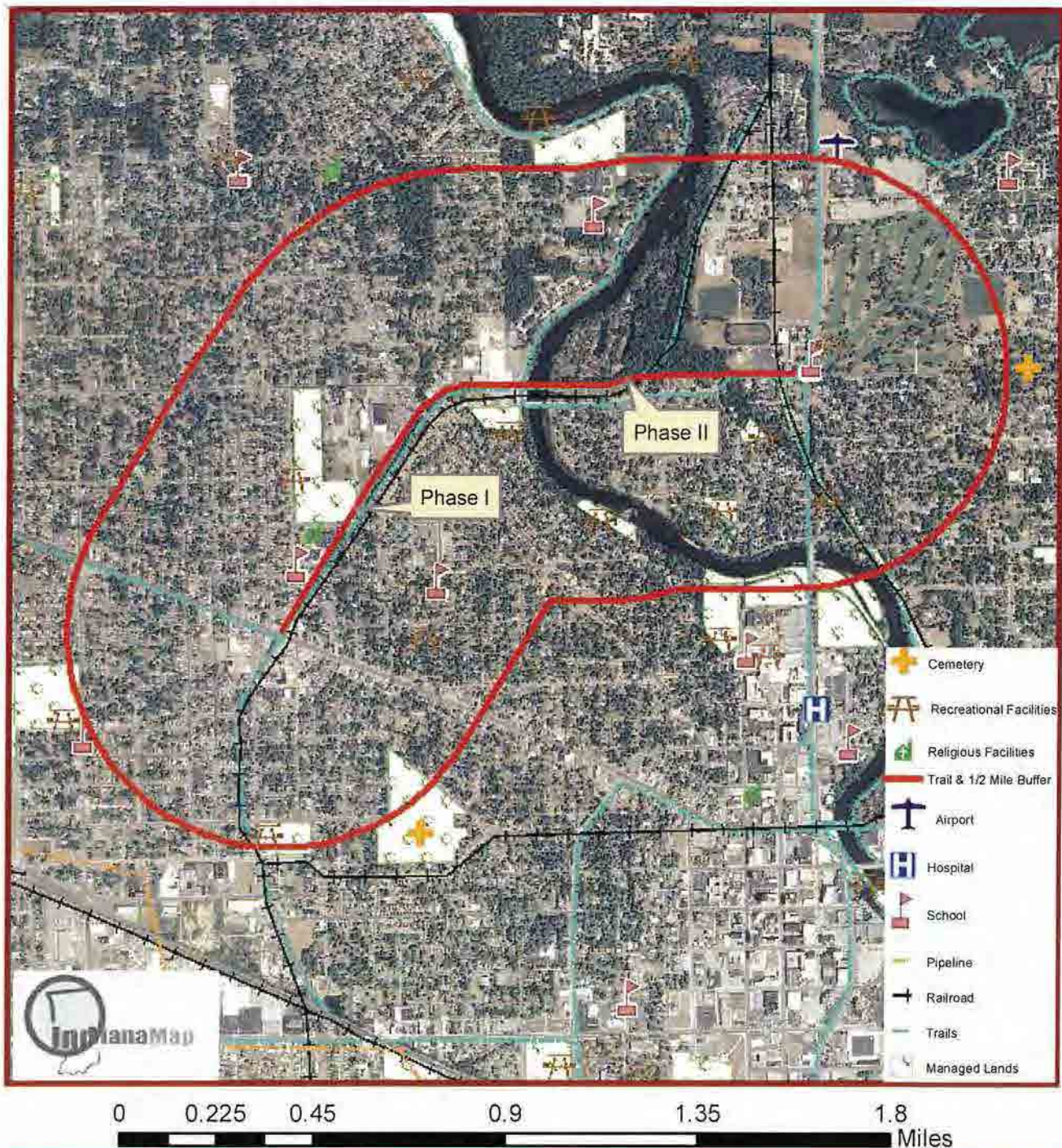


## Des. No.: 1401810 and 1401811



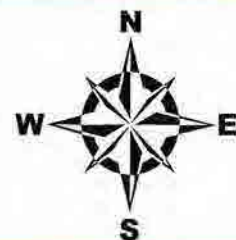


Coal Line Trail - Phase I and II  
South Bend, Indiana  
Des. No.: 1401810 and 1401811



Infrastructure Resources  
Data Source: Indiana Map

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601

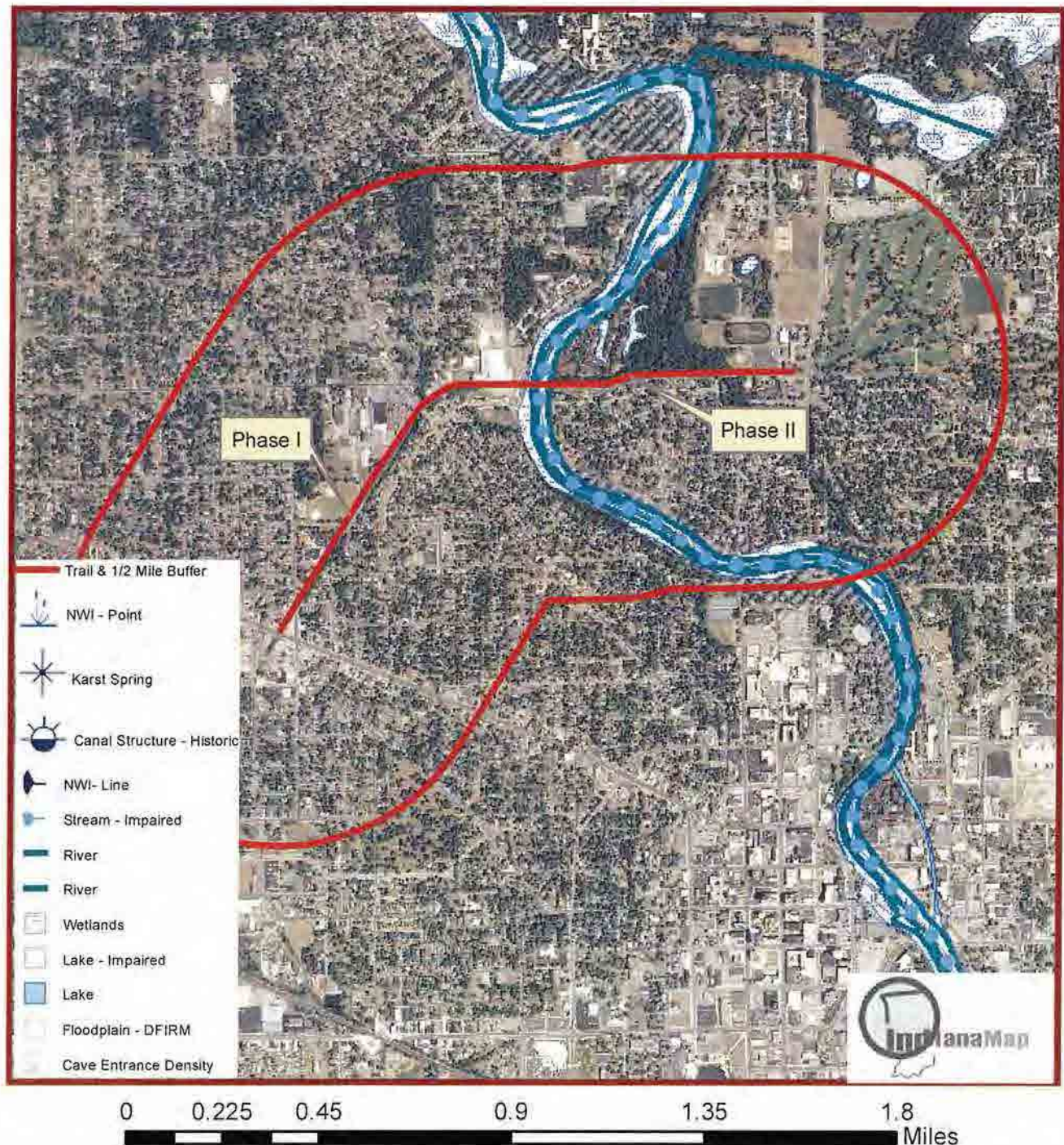




# Coal Line Trail - Phase I and II

## South Bend, Indiana

Des. No.: 1401810 and 1401811



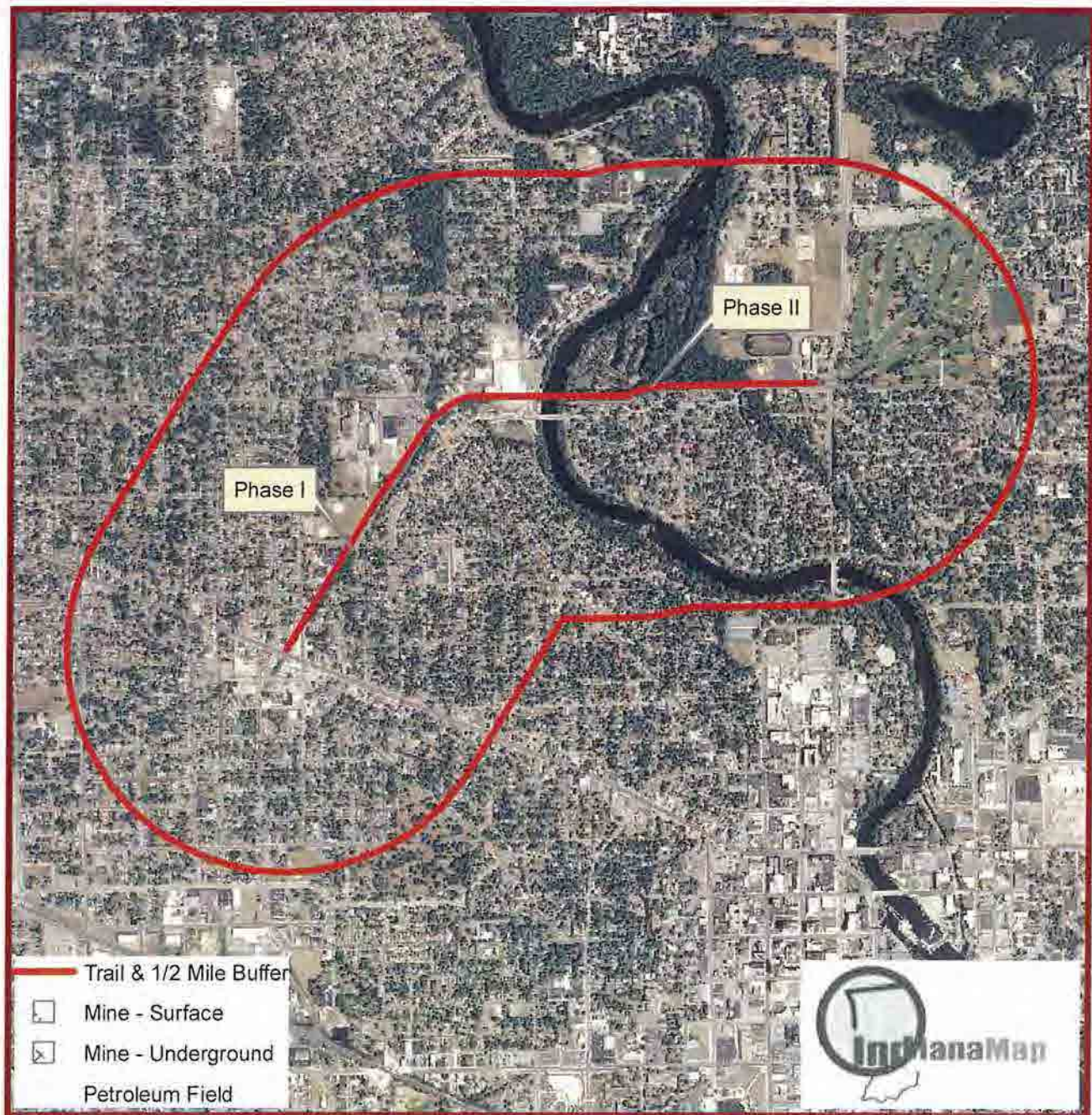
Water Resources  
Data Source: Indiana Map

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601





Coal Line Trail - Phase I and II  
South Bend, Indiana  
Des. No.: 1401810 and 1401811



0 0.225 0.45 0.9 1.35 1.8 Miles



Mining Resources  
Data Source: Indiana Map

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601

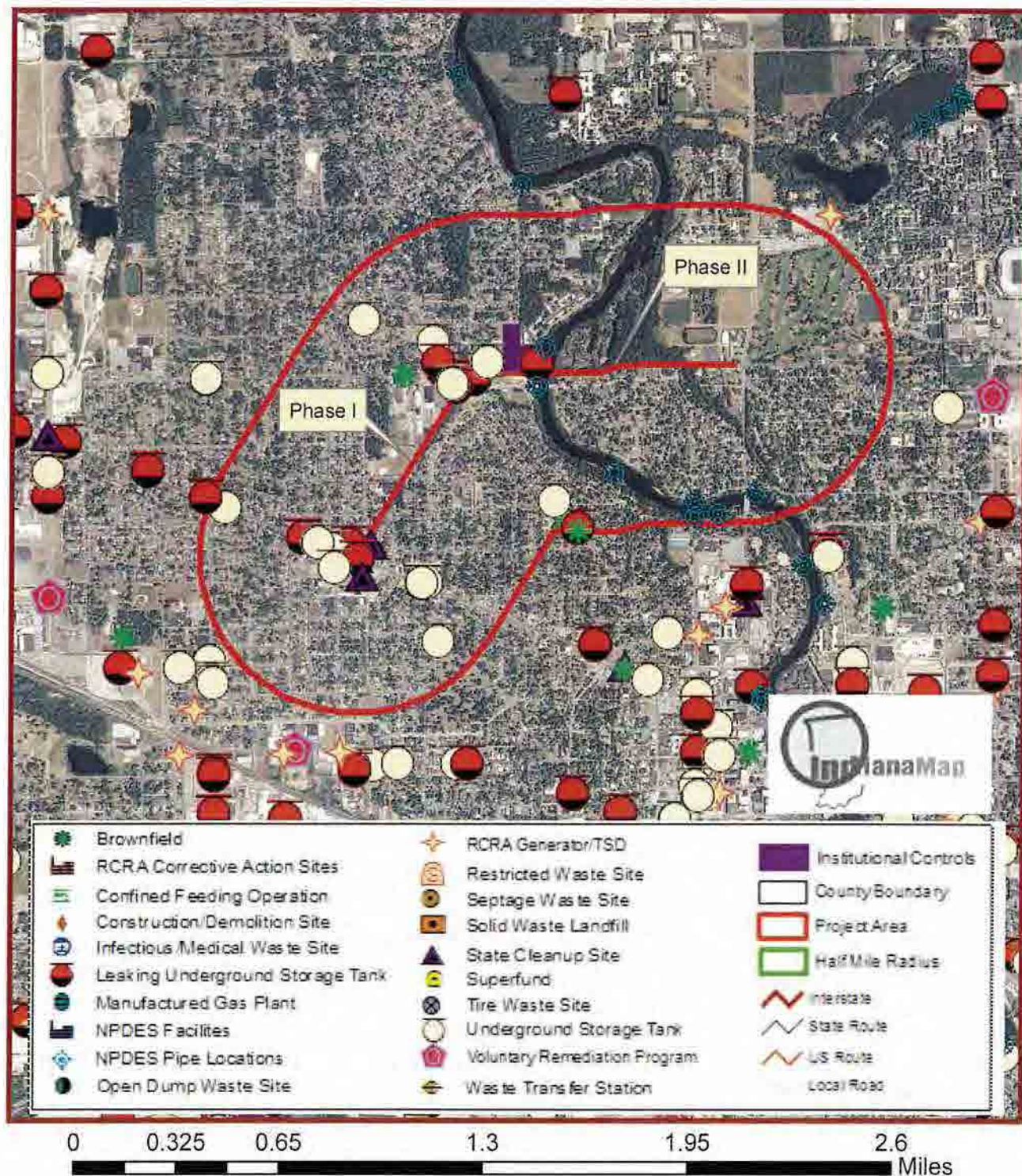




# Coal Line Trail - Phase I and II

## South Bend, Indiana

Des. No.: 1401810 and 1401811



Hazardous Materials  
Data Source: Indiana Map

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601





# Indiana County Endangered, Threatened and Rare Species List

County: St. Joseph

Species Name	Common Name	FED	STATE	GRANK	SRANK
<b>Mollusk: Gastropoda</b>					
Campeloma decisum	Pointed Campeloma		SSC	G5	S2
Lymnaea stagnalis	Swamp Lymnaea		SSC	G5	S2
<b>Insect: Odonata (Dragonflies)</b>					
<b>Sympetrum semicinctum</b>	<b>Band-winged Meadowhawk</b>		<b>SR</b>	<b>G5</b>	<b>S2S3</b>
<b>Fish</b>					
<b>Moxostoma valenciennesi</b>	<b>Greater Redhorse</b>		<b>SE</b>	<b>G4</b>	<b>S2</b>
Rhinichthys cataractae	Longnose Dace		SSC	G5	S2
<b>Amphibian</b>					
Acris blanchardi	Northern Cricket Frog		SSC	G5	S4
Ambystoma laterale	Blue-spotted Salamander		SSC	G5	S2
Hemidactylium scutatum	Four-toed Salamander		SSC	G5	S2
Lithobates pipiens	Northern Leopard Frog		SSC	G5	S2
<b>Reptile</b>					
<b>Clemmys guttata</b>	<b>Spotted Turtle</b>		<b>SE</b>	<b>G5</b>	<b>S2</b>
<b>Clonophis kirtlandii</b>	<b>Kirtland's Snake</b>		<b>SE</b>	<b>G2</b>	<b>S2</b>
<b>Emydoidea blandingii</b>	<b>Blanding's Turtle</b>		<b>SE</b>	<b>G4</b>	<b>S2</b>
<b>Nerodia erythrogaster neglecta</b>	<b>Copperbelly Water Snake</b>	<b>PS:LT</b>	<b>SE</b>	<b>G5T3</b>	<b>S2</b>
<b>Sistrurus catenatus catenatus</b>	<b>Eastern Massasauga</b>	<b>C</b>	<b>SE</b>	<b>G3G4T3Q</b>	<b>S2</b>
<b>Bird</b>					
Accipiter striatus	Sharp-shinned Hawk	No Status	SSC	G5	S2B
<b>Ammodramus henslowii</b>	<b>Henslow's Sparrow</b>		<b>SE</b>	<b>G4</b>	<b>S3B</b>
<b>Bartamia longicauda</b>	<b>Upland Sandpiper</b>		<b>SE</b>	<b>G5</b>	<b>S3B</b>
<b>Botaurus lentiginosus</b>	<b>American Bittern</b>		<b>SE</b>	<b>G4</b>	<b>S2B</b>
Buteo platypterus	Broad-winged Hawk		SSC	G5	S3B
Certhia americana	Brown Creeper			G5	S2B
<b>Chlidonias niger</b>	<b>Black Tern</b>		<b>SE</b>	<b>G4</b>	<b>S1B</b>
<b>Cistothorus palustris</b>	<b>Marsh Wren</b>		<b>SE</b>	<b>G5</b>	<b>S3B</b>
<b>Cistothorus platensis</b>	<b>Sedge Wren</b>		<b>SE</b>	<b>G5</b>	<b>S3B</b>
<b>Dendroica cerulea</b>	<b>Cerulean Warbler</b>		<b>SE</b>	<b>G4</b>	<b>S3B</b>
Dendroica virens	Black-throated Green Warbler			G5	S2B
Empidonax alnorum	Alder Flycatcher			G5	S2B
Falco peregrinus	Peregrine Falcon		SSC	G4	S2B
Grus canadensis	Sandhill Crane	No Status	SSC	G5	S2B,S1N
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
<b>Ixobrychus exilis</b>	<b>Least Bittern</b>		<b>SE</b>	<b>G5</b>	<b>S3B</b>
<b>Lanius ludovicianus</b>	<b>Loggerhead Shrike</b>		<b>SE</b>	<b>G4</b>	<b>S3B</b>
Lophodytes cucullatus	Hooded Merganser			G5	S2S3B
Mniotilta varia	Black-and-white Warbler		SSC	G5	S1S2B
<b>Pandion haliaetus</b>	<b>Osprey</b>		<b>SE</b>	<b>G5</b>	<b>S1B</b>

Indiana Natural Heritage Data Center  
Division of Nature Preserves  
Indiana Department of Natural Resources  
This data is not the result of comprehensive county surveys.

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting  
State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern;  
SX = state extirpated; SG = state significant; WL = watch list  
GRANK: Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank  
SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked



# Indiana County Endangered, Threatened and Rare Species List

County: St. Joseph

Species Name	Common Name	FED	STATE	GRANK	SRANK
<b>Rallus limicola</b>	<b>Virginia Rail</b>		SE	G5	S3B
<b>Vermivora chrysoptera</b>	<b>Golden-winged Warbler</b>		SE	G4	S1B
Wilsonia citrina	Hooded Warbler		SSC	G5	S3B
<b>Mammal</b>					
Condylura cristata	Star-nosed Mole		SSC	G5	S2?
Mustela nivalis	Least Weasel		SSC	G5	S2?
<b>Myotis sodalis</b>	<b>Indiana Bat or Social Myotis</b>	LE	SE	G2	S1
<b>Spermophilus franklinii</b>	<b>Franklin's Ground Squirrel</b>		SE	G5	S2
Taxidea taxus	American Badger		SSC	G5	S2
<b>Vascular Plant</b>					
<b>Actaea rubra</b>	<b>Red Baneberry</b>		SR	G5	S2
<b>Amelanchier humilis</b>	<b>Running Serviceberry</b>		SE	G5	S1
<b>Arabis drummondii</b>	<b>Drummond Rockcress</b>		SE	G5	S1
Arabis glabra	Tower-mustard		WL	G5	S2
<b>Arabis missouriensis var. deamii</b>	<b>Missouri Rockcress</b>		SE	G5T3?Q	S1
<b>Arenaria stricta</b>	<b>Michaux's Stitchwort</b>		SR	G5	S2
<b>Armoracia aquatica</b>	<b>Lake Cress</b>		SE	G4?	S1
<b>Botrychium matricariifolium</b>	<b>Chamomile Grape-fern</b>		SR	G5	S2
<b>Carex alopecoidea</b>	<b>Foxtail Sedge</b>		SE	G5	S1
<b>Carex atherodes</b>	<b>Awed Sedge</b>		SE	G5	S1
<b>Carex atlantica ssp. atlantica</b>	<b>Atlantic Sedge</b>		ST	G5T4	S2
<b>Carex bebbii</b>	<b>Bebb's Sedge</b>		ST	G5	S2
<b>Carex crawei</b>	<b>Crawe Sedge</b>		ST	G5	S2
<b>Carex debilis var. rudgei</b>	<b>White-edge Sedge</b>		SR	G5T5	S2
<b>Carex flava</b>	<b>Yellow Sedge</b>		ST	G5	S2
<b>Carex pedunculata</b>	<b>Longstalk Sedge</b>		SR	G5	S2
<b>Carex retrorsa</b>	<b>Retorse Sedge</b>		SE	G5	S1
<b>Carex scabrata</b>	<b>Rough Sedge</b>		SE	G5	S1
<b>Carex seorsa</b>	<b>Weak Stellate Sedge</b>		SR	G4	S2
<b>Carex sparganioides var. cephaloidea</b>	<b>Thinleaf Sedge</b>		SE	G5	S1
<b>Carex straminea</b>	<b>Straw Sedge</b>		ST	G5	S2
<b>Ceratophyllum echinatum</b>	<b>Prickly Hornwort</b>		SR	G4?	S2
<b>Chrysosplenium americanum</b>	<b>American Golden-saxifrage</b>		ST	G5	S2
<b>Cirsium hillii</b>	<b>Hill's Thistle</b>		SE	G3	S1
Cypripedium candidum	Small White Lady's-slipper		WL	G4	S2
<b>Deschampsia cespitosa</b>	<b>Tufted Hairgrass</b>		SR	G5	S2
<b>Dichanthelium sabulorum var. thinium</b>	<b>Hemlock Panic-grass</b>		SR	G5T5	S2
<b>Diervilla lonicera</b>	<b>Northern Bush-honeysuckle</b>		SR	G5	S2
<b>Drosera intermedia</b>	<b>Spoon-leaved Sundew</b>		SR	G5	S2
<b>Eleocharis melanocarpa</b>	<b>Black-fruited Spike-rush</b>		ST	G4	S2

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# Indiana County Endangered, Threatened and Rare Species List

County: St. Joseph

Species Name	Common Name	FED	STATE	GRANK	SRANK
<i>Eleocharis robbinsii</i>	Robbins Spikerush		SR	G4G5	S2
<i>Eriocaulon aquaticum</i>	Pipewort		SE	G5	S1
<i>Eriophorum angustifolium</i>	Narrow-leaved Cotton-grass		SR	G5	S2
<i>Fuirena pumila</i>	Dwarf Umbrella-sedge		ST	G4	S2
<i>Geranium robertianum</i>	Herb-robert		ST	G5	S2
<i>Gnaphalium macounii</i>	Winged Cudweed		SX	G5	SX
<i>Juglans cinerea</i>	Butternut		WL	G4	S3
<i>Juncus militaris</i>	Bayonet Rush		SE	G4	S1
<i>Juncus pelocarpus</i>	Brown-fruited Rush		SE	G5	S2
<i>Lathyrus maritimus</i> var. <i>glaber</i>	Beach Peavine		SE	G5T4T5	S1
<i>Lathyrus venosus</i>	Smooth Veiny Pea		ST	G5	S2
<i>Linum sulcatum</i>	Grooved Yellow Flax		SR	G5	S2
<i>Ludwigia sphaerocarpa</i>	Globe-fruited False-loosestrife		SE	G5	S1
<i>Lycopodium hickeyi</i>	Hickey's Clubmoss		SR	G5	S2
<i>Lycopodium obscurum</i>	Tree Clubmoss		SR	G5	S2
<i>Malaxis unifolia</i>	Green Adder's-mouth		SE	G5	S1
<i>Matteuccia struthiopteris</i>	Ostrich Fern		SR	G5	S2
<i>Myriophyllum pinnatum</i>	Cutleaf Water-milfoil		SE	G5	S1
<i>Oryzopsis racemosa</i>	Black-fruit Mountain-ricegrass		SR	G5	S2
<i>Panax trifolius</i>	Dwarf Ginseng		WL	G5	S2
<i>Panicum commonsianum</i> var. <i>addisonii</i>	Commons' Panic-grass		SE	G5TNR	S2
<i>Panicum verrucosum</i>	Warty Panic-grass		ST	G4	S2
<i>Pinus strobus</i>	Eastern White Pine		SR	G5	S2
<i>Platanthera dilatata</i>	Leafy White Orchis		SE	G5	S1
<i>Platanthera leucophaea</i>	Prairie White-fringed Orchid	LT	SE	G2G3	S1
<i>Poa alsodes</i>	Grove Meadow Grass		SR	G4G5	S2
<i>Poa paludigena</i>	Bog Bluegrass		WL	G3	S3
<i>Polygonum hydropiperoides</i> var. <i>opelousanum</i>	Northeastern Smartweed		ST	G5TNRQ	S2
<i>Polygonum hydropiperoides</i> var. <i>setaceum</i>	Swamp Smartweed		SE	G5	S1
<i>Populus balsamifera</i>	Balsam Poplar		SE	G5	S1
<i>Potamogeton bicupulatus</i>	Snail-seed Pondweed		SE	G4	S1
<i>Pyrola virens</i>	Greenish-flowered Wintergreen		SX	G5	SX
<i>Rhynchospora macrostachya</i>	Tall Beaked-rush		SR	G4	S2
<i>Rhynchospora scirpoides</i>	Long-beaked Bulrush		ST	G4	S2
<i>Rubus enslenii</i>	Southern Dewberry		SE	G4G5Q	S1
<i>Rubus setosus</i>	Small Bristleberry		SE	G5	S1
<i>Salix serissima</i>	Autumn Willow		ST	G4	S2
<i>Scheuchzeria palustris</i> ssp. <i>americana</i>	American Scheuchzeria		SE	G5T5	S1
<i>Schoenoplectus smithii</i>	Smith's Bulrush		SE	G5?	S1
<i>Scirpus purshianus</i>	Weakstalk Bulrush		SR	G4G5	S1

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# Indiana County Endangered, Threatened and Rare Species List

County: St. Joseph

Species Name	Common Name	FED	STATE	GRANK	SRANK
<b>Scirpus subterminalis</b>	<b>Water Bulrush</b>		<b>SR</b>	<b>G4G5</b>	<b>S2</b>
Selaginella apoda	Meadow Spike-moss		WL	G5	S1
<b>Silene regia</b>	<b>Royal Catchfly</b>		<b>ST</b>	<b>G3</b>	<b>S2</b>
Sorbus decora	Northern Mountain-ash		SX	G4G5	SX
<b>Sparganium angustifolium</b>	<b>Branching Bur-reed</b>		<b>ST</b>	<b>G4G5</b>	<b>S2</b>
<b>Stipa avenacea</b>	<b>Blackseed Needlegrass</b>		<b>SR</b>	<b>G5</b>	<b>S2</b>
<b>Strophostyles leiosperma</b>	<b>Slick-seed Wild-bean</b>		<b>ST</b>	<b>G5</b>	<b>S2</b>
<b>Tofieldia glutinosa</b>	<b>False Asphodel</b>		<b>SR</b>	<b>G5</b>	<b>S2</b>
<b>Triglochin palustris</b>	<b>Marsh Arrow-grass</b>		<b>SR</b>	<b>G5</b>	<b>S2</b>
<b>Utricularia cornuta</b>	<b>Horned Bladderwort</b>		<b>ST</b>	<b>G5</b>	<b>S2</b>
<b>Utricularia purpurea</b>	<b>Purple Bladderwort</b>		<b>SR</b>	<b>G5</b>	<b>S2</b>
<b>Vaccinium oxycoccos</b>	<b>Small Cranberry</b>		<b>ST</b>	<b>G5</b>	<b>S2</b>
<b>Valeriana uliginosa</b>	<b>Marsh Valerian</b>		<b>SE</b>	<b>G4Q</b>	<b>S1</b>
<b>Valerianella chenopodiifolia</b>	<b>Goose-foot Corn-salad</b>		<b>SE</b>	<b>G5</b>	<b>S1</b>
<b>Viburnum cassinoides</b>	<b>Northern Wild-raisin</b>		<b>SE</b>	<b>G5T5</b>	<b>S1</b>
<b>Viola primulifolia</b>	<b>Primrose-leaf Violet</b>		<b>ST</b>	<b>G5</b>	<b>S2</b>
<b>Xyris difformis</b>	<b>Carolina Yellow-eyed Grass</b>		<b>ST</b>	<b>G5</b>	<b>S2</b>
<b>High Quality Natural Community</b>					
Forest - floodplain wet-mesic	Wet-mesic Floodplain Forest		SG	G3?	S3
Forest - upland dry-mesic	Dry-mesic Upland Forest		SG	G4	S4
Forest - upland mesic	Mesic Upland Forest		SG	G3?	S3
Lake - pond	Pond		SG	GNR	SNR
Prairie - wet	Wet Prairie		SG	G3	S1
Wetland - fen	Fen		SG	G3	S3
Wetland - flat muck	Muck Flat		SG	G2	S2
Wetland - marsh	Marsh		SG	GU	S4
Wetland - meadow sedge	Sedge Meadow		SG	G3?	S1
Wetland - swamp forest	Forested Swamp		SG	G2?	S2
Wetland - swamp shrub	Shrub Swamp		SG	GU	S2

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From: [Foheybreting, Nicole K](#)  
To: [Oliphant, Mike](#); [Mathas, Marlene](#)  
Cc: [Stettler, Devin](#)  
Subject: RE: Phase I for Des No. 1401810  
Date: Friday, October 06, 2017 3:25:40 PM  
Attachments: [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)  
[image006.png](#)

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Greetings Mike –

I hope all is well and that you're having a great week. I concur with the findings presented in the Phase I for Des No. 1401810. Sounds like we're going to have some Phase II plans headed our way for this one.

Thanks!  
Nicole

**Nicole Fohey-Breting**

***HazMat Specialist***

100 North Senate Avenue RM N642  
Indianapolis, Indiana 46204

**Office:** (317) 232-0626

**Email:** [NFoheyBreting@indot.in.gov](mailto:NFoheyBreting@indot.in.gov)



The most current RFI Report Template can be found at <http://www.in.gov/indot/2523.htm>.

Be sure to review your documents using the 2016 RFI Guidance also found at this link before submitting to INDOT ES HazMat.

---

**From:** Oliphant, Mike [mailto:MIKEO@ucindy.com]  
**Sent:** Friday, October 06, 2017 9:38 AM  
**To:** Mathas, Marlene <MMathas@indot.IN.gov>  
**Cc:** Foheybreting, Nicole K <NFoheyBreting@indot.IN.gov>; Stettler, Devin <DevinS@ucindy.com>  
**Subject:** RE: Phase I for Des No. 1401810

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

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Please use link to download the attached file <https://ucindy.sharefile.com/d-s60f96209c044ca9a>

**PHASE I ENVIRONMENTAL SITE ASSESSMENT REPORT**

**PROPOSED COAL RAILROAD TRAIL – PHASE I & II  
SOUTH BEND, ST. JOSEPH COUNTY, INDIANA**

**Prepared for:**

**UNITED CONSULTING ENGINEERS, INC.**

**Prepared by:**

**CIVIL & ENVIRONMENTAL CONSULTANTS, INC.  
CINCINNATI, OHIO**

**CEC Project 161-618**

**October 9, 2017**



October 9, 2017

Mr. Michael S. Oliphant, AICP  
United Consulting Engineers, Inc.  
1625 North Post Road  
Indianapolis, Indiana 46219  
Via email at: [mikeo@ucindy.com](mailto:mikeo@ucindy.com)

Dear Mike:

Subject: Report of Phase I Environmental Site Assessment  
Proposed Coal Railroad Trail – Phase I & II  
South Bend, St. Joseph County, Indiana  
CEC Project 161-618

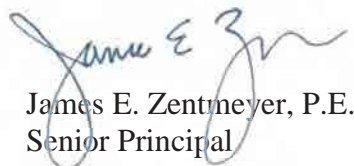
Civil & Environmental Consultants, Inc. (CEC) is pleased to submit the attached Phase I Environmental Site Assessment (ESA) report for the above referenced Subject Property. This Phase I ESA was performed at your request in accordance with our agreed upon proposal, dated April 8, 2016. This report was originally issued in draft format on June 24, 2016. This report has been revised in response to comments from the Indiana Department of Transportation received by CEC on August 31, 2017.

We appreciate the opportunity to be of service to you. If you have any questions or require additional services, please feel free to contact us at 513.985.0226.

Sincerely,

CIVIL & ENVIRONMENTAL CONSULTANTS, INC.

  
Jackie Lakeberg  
Assistant Project Manager

  
James E. Zentmeyer, P.E.  
Senior Principal

Enclosures

\\Svr-indy\projects\2016\161-618\Final Documents\Phase I ESA\R - 161-618 FINAL South Bend Coal Line Phase I ESA.docx

## EXECUTIVE SUMMARY

The Executive Summary below is an overview of the results of this Phase I Environmental Site Assessment (ESA) and should not be considered apart from the entire report, which contains the rationale and qualifications used by Civil & Environmental Consultants, Inc. (CEC) in making the opinions and conclusions presented herein.

PROPERTY NAME/ADDRESS:	Proposed Coal Railroad Trail – Phase I & II South Bend, St. Joseph County, Indiana
INTENDED USER(S):	United Consulting Engineers, Inc.
PROPERTY/TAX ID:	The majority of the Subject Property is located along the abandoned Coal Line Railroad right-of-way (ROW), which does not have an associated parcel I.D. The Subject Property includes portions of St. Joseph County Parcel Nos. 018-5138-50071 and 018-5125-443602 (Brothers of Holy Cross Inc.), 018-5125-4436 (Holy Cross College Inc.), and 018-1094-3837 (City of South Bend).
PROPERTY OWNER:	The City of South Bend, Brothers of Holy Cross Inc., Holy Cross College Inc.,
PROPERTY DESCRIPTION:	
Land Area:	Approximately 22 acres
Improvements:	None
Water/Sanitary:	Not provided
Heating Fuel:	Not applicable as no structures are present on the Subject Property
CURRENT USE:	Abandoned ROW for the former Coal Line Railroad
HISTORIC USE:	The Subject Property was first documented as being part of the New York Central Railroad/Michigan Central Railroad in 1917. Based on CEC's review of information available for the railroad, it appears that the railroad is currently owned by Norfolk Southern, and has not been used since the mid-1990s.
ADJACENT PROPERTY USE:	North: Holy Cross athletic fields and parking lot, wooded land, portions of the abandoned Coal Line Railroad, and the North Shore Club Apartments are located to the east of the St. Joseph River. The Steele Warehouse Co., Sunoco, Burton's Laundry, Martin's Supermarket, CVS Pharmacy, a steel storage warehouse building Muessel Grove Park, Holy Cross School & Church, and Marathon gas station are located to the west of the St. Joseph River.



East: University of Notre Dame Hillcrest Hall and Angela Boulevard.

South: Primarily residential dwellings and roadways with DeVreese Body Shop to the south at the Portage Avenue Bridge and Monarch Textile Rental at the southwest end of the Subject Property on the east and west sides of Wilber Street.

West: Lincoln Way followed by a vacant brewery building, a vacant building, Tile Specialists, and Silver Tower Seafood House.

**SIGNIFICANT DATA GAPS:**

CEC was unable to contact the current owner of the Subject Property to perform an interview.

**RECOGNIZED ENVIRONMENTAL CONDITIONS (RECS):**

The former use of the Subject Property as a railroad is interpreted to represent a REC with a moderate potential for environmental impact based on the possible impacts from contaminants typically associated with railroad operations and maintenance.

Monarch Textile Rental Services (812 N Wilber Street – FID# 35962): This facility historically operated as a dry cleaning business which utilized chlorinated solvents. Extensive delineation by others has identified a plume of groundwater contamination from chlorinated solvent spilled at this facility that extends northward, across portions of the Subject Property. Based on the known chlorinated solvent contamination at this facility in conjunction with past dry cleaning operations, as well as the current and ongoing remediation activities, this facility represents a REC with a high potential to impact the Subject Property.

Lock Joint Tube Co./Steel Warehouse Co.(1400 Riverside Drive – FID# 5083): Although this facility has a No Further Action (NFA) status granted from two leaking underground storage tank (LUST) incidents and the Indiana State Cleanup Program (IN SCP) listing, this facility is interpreted to represent a REC with a moderate potential to impact the Subject Property, based on the elevated levels of groundwater contamination in the form of heavy total petroleum hydrocarbons (TPH) at this facility.

DeVreese Body Shop (1314 Portage Avenue): Based on the lack of documentation available via the Indiana Department of Environmental Management (IDEM) for the gasoline underground storage tanks (USTs) identified in the 1949 Sanborn map at this facility, coupled with the interpreted upgradient location relative to the Subject Property, CEC interprets the historical use of this property as an auto body shop with gasoline USTs to represent a REC with a moderate potential to impact the Subject Property.

Raymond Sunoco/Portage Sunoco (1335 Portage Ave – FID# 22842): Based on the closure documentation regarding USTs formerly in operation at this facility, residual TPH contamination remains, and low levels of tetrachloroethene (PCE) were also detected in soil. IDEM has granted a status of NFA for this facility given the current non-residential land use; however, based on the known residual TPH and PCE contamination coupled with the interpreted upgradient location relative to the Subject Property, this facility is interpreted to represent a REC with a moderate potential to impact the Subject Property.

Waggoner Oil Co. (1402 Kessler Boulevard – AI# 7347): Based on the residual contamination documented at this facility, as well as the historical bulk storage of petroleum products at this facility in proximity to the Subject Property, CEC interprets this facility to represent a REC with a moderate potential to impact the Subject Property.

Sheetz Enterprises Inc. DBA Chemlawn/Omniplex (1408 Elwood Avenue – AID# 30099): Based on identified petroleum impacts and the lack of apparent additional assessment to further evaluate and delineate the impacts, this facility is interpreted to represent a REC with a moderate potential for impact to the Subject Property.

Rensberger Oil (1604 Rupel Street – AI# 31033): This facility formerly operated as a bulk petroleum storage facility with a documented plume of contamination extending northward toward Lincoln Way. Remediation and monitoring activities are ongoing at this facility. Based on the documented direction of groundwater flow and associated contamination towards the Subject Property, this facility is interpreted to represent a REC with a high potential to impact the Subject Property.

Gafill Project/White Building (1610 Lincoln Way West – FID# 20122): Based on the historic use of this property as a gasoline station with residual contamination from USTs, coupled with the documented direction of groundwater flow to the north-northeast towards the Subject Property, this facility is interpreted to represent a REC with a high potential to impact the Subject Property.

Swank Uniform Rental (1101 King Street – AID# 34110): based on the historic large-scale rug and dry cleaning operations from at least 1949 into the 1980s, including the use of USTs that may have been used to store solvents until removal circa 1988 but without closure assessment, CEC interprets this facility to represent a REC with a moderate potential to impact the Subject Property.

Advanced Auto Service #29/current Marathon Gas Station/B&R Oil/AS Food Mart/Virks Phillips 66 (1623 Lincoln Way West – FID# 2828): Based on the documented residual petroleum contamination at this property, CEC interprets this facility to represent a REC with a moderate potential to impact the Subject Property.

However, impacts to this property have been documented as likely being associated with the Rensberger Oil property to the south.

Fisher Refrigeration Inc. (1612 Lincoln Way West – FID# 199912036): Based on the documented residual petroleum contamination at this property, CEC interprets this facility to represent a REC with a moderate potential to impact the Subject Property. However, impacts to this property have been documented as likely being associated with the Rensberger Oil property to the south.

**HISTORIC  
RECOGNIZED  
ENVIRONMENTAL  
CONDITIONS  
(HRECS):**

University of Notre Dame/Hillcrest Hall (1441 North Michigan Street – FID# 25295): Based on the documented remedial efforts, results of groundwater sampling showing impacts to be localized on the property, and the conditional NFA status assigned by IDEM, CEC interprets this facility to represent a Historical REC (HREC) with a low potential to impact the Subject Property.

**DE MINIMIS  
CONDITIONS:**

CEC observed discarded trash and tires throughout the Subject Property.

## 7.0 EVALUATION

### 7.1 FINDINGS

Based upon the information gathered as part of this Phase I ESA, the following is a summary of CEC's findings:

- The Subject Property is predominantly located along the abandoned ROW for the former Coal Line Railroad in South Bend, St. Joseph County, Indiana. Based on the information provided by UCE, the proposed trail is divided into two phases. Phase I is approximately 1.1 miles in length, and the alignment generally follows the former railroad ROW where it intersects with Lincoln Way and extends northeast towards the west end of the abandoned railroad bridge over the St. Joseph River. Phase II of the proposed trail is about 0.7 miles in length, and generally extends eastward across the St. Joseph River along the former Coal Line Railroad ROW and ends near the intersection of Angela Boulevard and the East Bank Trail on the south side of the campus of Holy Cross College. The Subject Property totals approximately 22 acres and is largely undeveloped other than remnants of the former rail line and small areas where the Subject Property crosses over an existing road.
- CEC observed discarded trash and tires throughout the Subject Property.
- The Subject Property was first documented as being part of the New York Central Railroad/Michigan Central Railroad in 1917. Based on CEC's review of information available for the railroad online, it appears that the railroad was most recent owned by Norfolk Southern Railroad prior to being owned by the City of South Bend, and has not been used since the mid-1990s.
- The Subject Property was not listed on the reviewed regulatory agency database lists.
- The land use in the immediate vicinity of the Subject Property consists primarily of residential dwellings, wooded land, Holy Cross School and Church, industrial facilities, retail businesses, gas stations, auto repair facilities, and laundry facilities. The portion of the Subject Property to the east of the St. Joseph River is bordered to the north by the Holy Cross athletic fields and parking lot, wooded land, portions of the abandoned Coal Line Railroad, and the North Shore Club Apartments. The portion of the Subject Property to the west of the St. Joseph River is bordered to the north by The Steele Warehouse Co., Sunoco, Burton's Laundry, Martin's Supermarket, CVS Pharmacy, a steel storage warehouse building, Muessel Grove Park, Holy Cross School & Church, and Marathon gas station. The Subject Property is bordered to the east by the University of Notre Dame Hillcrest Hall and Angela Boulevard; to the south by several residential dwellings and roadways, DeVreese Body Shop to the south at the Portage Avenue Bridge, and Monarch Textile Rental and the southwest of the Subject Property on the east and west sides of Wilber Street; and to the west by Lincoln Way followed by a vacant brewery building, a vacant building, Tile Specialists, and Silver Tower Seafood House.



- The surrounding properties appear to have consisted primarily of residential dwellings, wooded land, and roadways since at least 1917. Numerous commercial and industrial facilities have also occupied the adjacent properties since this time, including gasoline stations, dry cleaning operations, bulk petroleum facilities, and manufacturing facilities.
- Numerous properties in the area of the Subject Property were identified in the reviewed regulatory databases. Summary information for the closest-listed properties available in the EDR report and/or obtained via review of IDEM VFC records is discussed below:
  - University of Notre Dame/Hillcrest Hall, at 1441 North Michigan Street, FID# 25295, located adjacent to the east of the Subject Property, is listed in the LUST, UST, SPILLS, and IN SCP databases. Based in CEC's review of IDEM records, this facility was formerly St. Joseph's High School; the University of Notre Dame purchased the property between 2010 and 2012, and discovered that a 550-gallon gasoline UST was located on the property. The UST was documented as being removed on March 4, 2013, by Keramida, and was noted to be in poor condition with extensive pitting and numerous small holes, and visibly-impacted backfill material was present. CEC notes that the former UST is mapped as having been located approximately 550 feet to the northeast of the eastern end of the Subject Property. An ICP Closure Report was completed by Keramida on April 14, 2015, which documented the removal and disposal of approximately 48 tons of hydrocarbon-impacted soils from the area of the former UST. Groundwater remedial efforts at the site included the injection of a PlumeStop/Advanced Oxygen Release Compound in two groundwater wells installed in the area of the former UST in October 2013. Post-injection groundwater sampling was performed for four consecutive quarters (December 2013 through September 2014), which indicated a decrease in the target constituent concentrations in groundwater samples collected from the affected area. The 2015 ICP Closure Report indicated benzene was the only compound that was detected at concentrations greater than the RCG screening level of 50 µg/L. Benzene was detected in groundwater at concentrations of 58.1 µg/L and 91.9 µg/L in two monitoring wells located in the affected area, which appeared to be confined to a central area on the property within about 60 feet of the former UST; the southernmost well was noted to be "dry". Keramida requested a NFA letter for the facility on June 15, 2016; IDEM granted NFA status with a conditional closure on November 21, 2016. The IN SCP listing is listed as being associated with petroleum storage and is assumed to be associated with the active LUST incident. A SPILLS incident involving mercury inside the facility reportedly occurred in 2003.
  - Lock Joint Tube Co. (currently Steel Warehouse Co.), at 1400 Riverside Drive (FID# 5083), located adjacent to the north of the Subject Property just west of the St. Joseph River, is listed in the LUST, UST, Manifest, Tier 2, IN SCP, and FINDS databases. This facility operated a metal tubes and metallic parts manufacturing plant. In 1999, a coolant UST was removed from the western interior of the building, and it was discovered that soil surrounding the UST had been impacted. Soil sampling in this area revealed the presence of heavy TPH (i.e., used oil). The source of the TPH contamination was thought to have originated from a former used oil UST which was removed from an area that was outside of the building in 1992, approximately 15 to 20 feet from the coolant UST. Groundwater in the vicinity of the former coolant UST

was also determined to contain elevated levels of heavy TPH. Because soil removal could not be performed inside the building, and because TPH remediation technologies were deemed to be too costly and inefficient, an ERC was recorded for the property in 2006. Two LUST incidents were reported in connection with the former USTs; however, both incidents have reportedly received a status of NFA as of 1991 and 2000. This facility is identified in the Tier 2 database based on the onsite storage of oxygen and nitrogen in ASTs outside of the south side of the building. The facility has been given a status of NFA in relation to the IN SCP listing. The FINDS listing is a “pointer” to the other environmental databases in which the property is listed.

- DeVreese Body Shop, at 1314 Portage Avenue, located adjacent to the southeast of the Subject Property, is listed in the Historical Auto Station database between the years of 1999 and 2012, was noted as a gasoline station in historic Sanborn Fire Insurance mapping, and was observed to operate under this business name during CEC’s site reconnaissance. No further information was available in the EDR report or the IDEM VFC for this facility.
- CVS Pharmacy 8677, at 1333 Portage Avenue, located adjacent to the northwest of the Subject Property, is listed in the RCRA-CESQG and Manifest, databases. No violations were listed relative to hazardous waste activities and no indications of past or current violations regarding hazardous waste were available for this property via the IDEM VFC.
- Raymond Sunoco/Portage Sunoco, at 1335 Portage Avenue, adjacent to the northwest of the Subject Property, is listed in the LUST, UST, Historical Auto Station, RCRA NonGen, and FINDS databases. This facility reportedly operated three 6,000-gallon gasoline USTs and one 550-gallon used oil UST, all of which were installed in 1955 and removed in 1999. One release incident was reported in connection with the former UST system; however, the incident reportedly received a status of NFA with an unconditional closure in 2000. Results of soil sampling during UST closure activities indicated that soil contamination at maximum concentrations of 108.5 and 217.5 ppm TPH remains at the site. Additionally, PCE was reportedly detected at concentrations of 0.0116 and 0.0224 ppm in two of the soil closure samples. However, based on the non-residential land use, a status of NFA was granted by IDEM in 2001. No violations were listed relative to hazardous waste activities. The FINDS listing is a “pointer” to the RCRA listing.
- Portage Liquor Mart, at 1355 Portage Avenue, located approximately 300 feet northwest of the Subject Property, is listed in the UST database. This facility formerly operated two gasoline USTs which are identified as being permanently out of service. No further details were provided for this facility in the EDR report, including date of installation, date and removal, and UST capacity. The only records available via the IDEM VFC included a two-page UST Notification form indicating the USTs were closed in place in 1972.
- Portage 76 (currently Citgo gasoline station), at 1355 Portage Avenue, located approximately 250 feet northwest of the Subject Property, is listed in the LUST and UST databases. This facility currently operates two 10,000-gallon gasoline USTs and one 8,000-gallon gasoline UST, each of which was installed in 1973. This facility has

one active LUST incident reported in connection with the UST system in 2014 with a low priority.

- Robert's Cleaners Center/Burton's Laundry, at 1258 Elwood Avenue, located adjacent to the northwest of the Subject Property, is listed in the Historical Cleaners and Drycleaners databases. No further information is available regarding dry cleaning operations via the EDR report or the IDEM VFC. This facility is listed as a dry cleaning facility from at least 1999 until 2012, and was observed as this business during CEC's site reconnaissance. However, based on a review of the facility's website, this is a drop-off location and actual dry cleaning activities appear to take place off-site, and no visual indication of dry cleaning operations was observed onsite during CEC's site reconnaissance.
- Waggoner Oil Co., at 1402 Kessler Boulevard, formerly located adjacent to the northwest of the Subject Property, is listed in the LUST, UST, IN AUL, Indiana Brownfields, IN SCP, and Historical Auto Station databases. This facility was formerly used (as recently as 2012) to store and dispense petroleum lubricants. Gasoline, diesel, and kerosene were also historically stored and dispensed at the site. This facility is listed as having a LUST incident in association with the USTs; however, the incident was reportedly referred to the IN SCP to complete remediation. This facility is listed as being a petroleum storage facility and has reportedly received a status of NFA under the IN SCP program. Past subsurface investigations identified TPH-ERO, benzene, and several PAHs in soil at concentrations exceeding acceptable RDCLs. ERCs were recorded for the property which restricted the property from residential, agricultural, or groundwater uses. Based on the updated IDEM RCG, dated March 22, 2012, TPH-ERO was eliminated from the listed of chemicals of concern. As such, the ERC on two of the parcels of land which were included in the site area and had elevated levels of TPH-ERO, were terminated from the ERC. Under the IN Brownfields program, the property is listed as having submitted a request for a Comfort Letter from IDEM; however, it does not appear that the Comfort Letter has been issued for the site yet.
- Swank Uniform Rental, at 1101 King Street, approximately 250 feet north of the Subject Property, is listed in the UST database. This facility formerly operated two 400-gallon USTs, one 1,000-gallon UST, and one 1,500-gallon UST. The contents and installation date of the USTs was not specified; however, each is listed as having been removed in 1988. No LUST incidents were listed in association with the USTs to indicate that a release had occurred; however, the USTs appear to have been removed prior to closure assessments being required. CEC notes that this property was identified as "Swank's Dry Cleaning and Dyeing Company" with large rug cleaning and dry cleaning operations in the historic 1949 and 1980 Sanborn Fire Insurance maps (reference Section 4.3.3), and one or more of the former USTs may have been used to store dry cleaning solvents based on their size and lack of information.
- Sheetz Enterprises Inc. DBA Chemlawn/Omniplex, at 1408 Elwood Avenue, approximately 350 feet northwest of the Subject Property, is listed in the RCRA NonGen, FINDS, Manifest, and Brownfields databases. Specific hazardous wastes generated at this facility were not identified; however, no violations were listed relative to hazardous waste activities. The FINDS listing is a pointer to the RCRA listing. The

facility is identified as having received assessment grants in 2001 and 2002 through the IN Brownfields program. A Phase II Investigation conducted in 2000 identified petroleum hydrocarbon impacts to soil and groundwater at the facility. A Comment Letter was issued by IDEM in 2001 noting some deficiencies, but further assessment does not appear to have occurred, and no ERC appears to have been recorded.

- Rensberger Oil Company, at 1604 Rupel Street, approximately 200 feet south of the Subject Property, is listed in the RCRA NonGen, Manifest, IN SPILLS, IN SCP, and FINDS databases. This facility operated a bulk petroleum storage and distribution facility from at least the early 1900s until 2002. The site formerly contained ASTs and USTs containing lubricant oils, gasoline, mineral spirits and waste oil, which have since been removed from the property. The most recent groundwater monitoring report available via IDEM from 2017 indicates that residual petroleum contamination remains on the site with a plume of contamination extending north to Lincoln Way West, and that remediation involving an SVE system is ongoing. The Remediation Work Plan prepared in April 2005, states that the property should participate in quarterly groundwater monitoring events until contamination levels are below IDEM ALs. The SPILLS incident reportedly involved the release of petroleum fumes in 2007. This facility is identified as being actively involved in the IN SCP and is designated as a “bulk plant” in the IN SCP database.
- Gafill Project/White Building, at 1610 Lincoln Way West, formerly located adjacent to the south of the Subject Property, is listed in the LUST and UST databases. This facility formerly operated three USTs of unknown contents, capacity, and installation date which were reportedly removed in 1988. Soils were excavated from the UST pit and soil samples were collected from the excavated soil and UST pit and submitted to a laboratory for TPH content. Laboratory results indicated that TPH concentrations in the samples did not exceed 10 ppm. Based on these results a NFA letter was issued by IDEM for the site on January 9, 1989.
- Advanced Auto Service #29/current Marathon Gas Station/B&R Oil/AS Food Mart/Virks Phillips 66, at 1623 Lincoln Way West, adjacent to the west of the Subject Property, is listed in the LUST, UST, FINDS, and IN SPILLS databases. This facility formerly operated four 13,000-gallon gasoline USTs which were removed in 1988. One 8,000-gallon gasoline UST and one 6,000-gallon gasoline UST were installed at the site in 1988 and are currently in use. A LUST incident was reported for the facility in association with the UST system. Based on the reviewed IDEM documentation, this facility operated a total fluids extraction system to extract all existing free product in association with the former UST system. Free product was reportedly absent from the site as of February 17, 2012. Residual subsurface petroleum contamination was determined to remain near the pump island. Petroleum soil contamination was also determined to be present within the smear zone; however, this was determined to be originating from an offsite property, Rensberger Oil. As such, IDEM granted a status of NFA for the property on August 22, 2012. A SPILLS incident was also reported for the facility in regards to a LUST containing kerosene in 1997. Approximately 200 gallons of product were spilled during the event and 100 gallons was recovered. No further information was available regarding this incident. The FINDS listing is a “pointer” to the other environmental databases in which the property is listed.



- Fisher Refrigeration Inc., at 1612 Lincoln Way West, adjacent to the south of the Subject Property, is listed in the RCRA-CESQG, FINDS, and IN SCP databases. No violations were listed relative to hazardous waste activities. The FINDS listing is a pointer to the RCRA listing. This facility is also listed as an inactive IN SCP site; however, no further details were provided. A Phase I ESA, Subsurface Investigation, and Hydrogeological Investigation were performed at the site between 1999 and 2000. Results of the investigations indicated that free product was present in the groundwater monitoring wells at the site and that BTEX was present above MCLs in all of the onsite wells. Groundwater was determined to flow to the northeast at the site. Conclusions of this investigations determined that the contamination was migrating from the south adjacent and upgradient Rensberger Oil facility.
- Monarch Textile Rental Services (812 North Wilber Street – FID# 000000232), at 812 North Wilber Street, adjacent to the central portion of southern end of the Subject Property, is listed in the RCRA NonGen, FINDS, and IN SCP databases. No violations are listed relative to hazardous waste activities. The FINDS listing is a “pointer” to the RCRA listing. This facility is also identified as an active IN SCP site and designated as a drycleaner under this program. Based on CECs review of the IDEM files, this facility historically operated as a dry cleaning facility which utilized chlorinated solvents since approximately the 1950s to 1960s. This site has been investigated since 2006 when it entered into the State Cleanup Program, and it is apparent that spills of PCE have occurred at the site and that soils and groundwater are contaminated with PCE and other chlorinated solvents. Petroleum hydrocarbons are also known to be present throughout the site in a smear zone near the water table, in soil gas and in groundwater; however, these petroleum hydrocarbons have been determined to most likely be associated with the adjacent B&R Oil (currently Marathon gas station) and former Rensberger Oil properties. Groundwater monitoring and remediation are ongoing at the facility. Remediation strategies being used at the site include a SVE system and biological injections to enhance anaerobic reductive dechlorination of the chlorinated solvent groundwater contamination at the Monarch Textile Services site to non-toxic ethene. Additionally, one of the monitoring/injection wells (MMW-06) associated with the Monarch Textile Services property was observed to be located on the Subject Property, near the intersection of Wilber Street and Van Buren Street. The most recent groundwater monitoring report issued for the November 2015 sampling event (report issued June 17, 2016), indicates that residual groundwater contamination from chlorinated solvents remains on the property, and extends northward over portions of the Subject Property, Holy Cross Church and School, and residential areas. The groundwater flow direction is mapped to the north-northeast. In addition, sub-slab soil gas sampling has been ongoing at the Holy Cross Church and School property to address vapor intrusion concerns emanating from the Monarch property.

## 7.2 OPINIONS

Based on the findings of this ESA, CEC offers the following opinions relative to characterization as RECs and the potential for environmental impact on the Subject Property:

- The Subject Property has historically been utilized as a rail line from at least the 1930s until approximately the 1990s. Activities associated with former rail use have the potential to have used hazardous substances and petroleum products, including those containing PCB, heavy metals, solvents, and other chemicals for maintaining the railway access and vicinity, and creosote to maintain wood rail ties. The former use of the Subject Property as a railroad is interpreted to represent a REC with a moderate potential for environmental impact based on the possible impacts from contaminants typically associated with railroad operations and maintenance.
- Opinions regarding the regulatory-listed facilities identified adjacent and/or near the Subject Property are provided below:
  - University of Notre Dame/Hillcrest Hall – Based on the documented remedial efforts, results of groundwater sampling showing impacts to be localized on the property, and the conditional NFA status assigned by IDEM, CEC interprets this facility to represent a Historical REC (HREC) with a low potential to impact the Subject Property.
  - Monarch Textile Rental Services – This facility historically operated as a dry cleaning business which utilized chlorinated solvents. Extensive delineation by others has identified a plume of groundwater contamination from chlorinated solvent spilled at this facility that extends northward, across portions of the Subject Property. Based on the known chlorinated solvent contamination at this facility in conjunction with past dry cleaning operations, as well as the current and ongoing remediation activities, this facility represents a REC with a high potential to impact the Subject Property.
  - Lock Joint Tube Co./Steel Warehouse Co. – Although this facility has an NFA status granted from two LUST incidents and the IN SCP listing, this facility is interpreted to represent a REC with a moderate potential to impact the Subject Property, based on the elevated levels of groundwater contamination in the form of heavy TPH at this facility.
  - DeVreese Body Shop – Based on the lack of documentation available via IDEM for the gasoline USTs identified in the 1949 Sanborn map at this facility, coupled with the interpreted upgradient location relative to the Subject Property, CEC interprets the historical use of this property as an auto body shop with gasoline USTs to represent a REC with a moderate potential to impact the Subject Property.
  - CVS Pharmacy 8667 – Based on the lack of violations regarding hazardous waste generation, this facility is considered to pose a low potential to impact the Subject Property such that it does not represent a REC.
  - Raymond Sunoco/Portage Sunoco – Based on the closure documentation of regarding USTs formerly in operation at this facility, residual TPH and PCE contamination remains at the site. IDEM has granted a status of NFA for this facility given the current site and non-residential land use; however, based on the known residual TPH and PCE contamination coupled with the upgradient location relative to the Subject Property, this facility is interpreted to represent a REC with a moderate potential to impact the Subject Property.

- Portage Liquor Mart – Based on the lack of reported release incidents associated with the former USTs at this property, this facility is interpreted to pose a low potential to impact the Subject Property, such that it does not represent a REC.
- Robert’s Cleaners Center/Burton’s Laundry – Based on the lack of documented historical dry cleaning operations, this facility is interpreted to pose a low potential to impact the Subject Property, such that it does not represent a REC.
- Waggoner Oil Co. – Based on the residual contamination documented at this facility, as well as the historical bulk storage of petroleum products at this facility in proximity to the Subject Property, CEC interprets this facility to represent a REC with a moderate potential to impact the Subject Property.
- Swank Uniform Rental – based on the historic large-scale rug and dry cleaning operations from at least 1949 into the 1980s, including the use of USTs that may have been used to store solvents until removal circa 1988 but without closure assessment, CEC interprets this facility to represent a REC with a moderate potential to impact the Subject Property.
- Sheetz Enterprises Inc. DBA Chemlawn/Omniplex – based on the prior identification of petroleum impacts at this property and the lack of apparent additional assessment to further evaluate and delineate the impacts, this facility is interpreted to represent a REC with a moderate potential for impact to the Subject Property.
- Rensberger Oil – This facility formerly operated as a bulk petroleum storage facility with a documented plume of contamination extending northward toward Lincoln Way. Remediation and monitoring activities are ongoing at this facility. Based on the documented direction of groundwater flow and associated contamination towards the Subject Property, this facility is interpreted to represent a REC with a high potential to impact the Subject Property.
- Gafill Project/White Building – Based on the historic use of this property as a gasoline station with residual contamination from USTs, coupled with the documented direction of groundwater flow to the north-northeast towards the Subject Property, this facility is interpreted to represent a REC with a high potential to impact the Subject Property.
- Advanced Auto Service #29/current Marathon Gas Station/B&R Oil/AS Food Mart/Virks Phillips 66 – Based on the documented residual petroleum contamination at this property, CEC interprets this facility to represent a REC with a moderate potential to impact the Subject Property. However, impacts to this property have been documented as likely being associated with the Rensberger Oil property to the south.
- Fisher Refrigeration Inc. - Based on the documented residual petroleum contamination at this property, CEC interprets this facility to represent a REC with a moderate potential to impact the Subject Property. However, impacts to this property have been documented as likely being associated with the Rensberger Oil property to the south.
- Based on a combination of distance, regulatory status, and/or interpreted hydrogeologic position, the remaining listed facilities in the regulatory database are considered to pose a low potential to impact the Subject Property such that they do not represent RECs to the Subject Property.

- The observed discarded tires and trash on the Subject Property are interpreted to represent a *de minimis* condition.

### 7.3 SIGNIFICANT DATA GAPS

Based upon the information gathered during the interviews, a review of records and maps, and observations made during the site visit, it is our opinion that there are no data gaps as defined by ASTM associated with this assessment.

- CEC was unable to interview the current owners of the Subject Property.

Based on CEC's experience and the findings of this Phase I ESA, the potential for this data gap to result in information that could represent a possible REC to the Subject Property is considered low.

### 7.4 CONCLUSIONS

CEC has performed a Phase I ESA in conformance with the scope and limitations of ASTM Practice E 1527-13 for the Subject Property. Any exception to, or deletions from, this practice are described in Sections 1.4 and 8.0 of this report. The ESA has revealed no RECs in connection with the Subject Property, except for the following:

- The Subject Property has historically been utilized as a rail line from at least the 1930s until approximately the 1990s. Activities associated with former rail use have the potential to have used hazardous substances and petroleum products, including those containing PCB, heavy metals, solvents, and other chemicals for maintaining the railway access and vicinity, and creosote to maintain wood rail ties. Therefore, the former use of the Subject Property as a railroad is interpreted to represent a REC to the Subject Property with a moderate potential for environmental impact.
- The following adjacent to nearby facilities/properties are interpreted to represent REC to the Subject Property:
  - University of Notre Dame/Hillcrest Hall– Due to the residual contamination associated with a former 550-gallon gasoline UST and the documented groundwater flow to the south towards the Subject Property.



- Monarch Textile Rental Services– Due to historical operation as a dry cleaning business with an identified a plume of groundwater contamination onsite that extends northward, across portions of the Subject Property.
- Lock Joint Tube Co./Steel Warehouse Co. – Due to the elevated levels of groundwater contamination in the form of heavy TPH at this facility.
- DeVreese Body Shop – Due to the lack of documentation regarding gasoline USTs identified in the 1949 Sanborn map at this facility, coupled with the interpreted upgradient location relative to the Subject Property, CEC interprets the historical use of this property as an auto body shop with gasoline USTs to represent a REC with a moderate potential to impact the Subject Property.
- Raymond Sunoco/Portage Sunoco – Due to documented residual TPH and PCE contamination remains and the interpreted upgradient location relative to the Subject Property, this facility is interpreted to represent a REC with a moderate potential to impact the Subject Property.
- Waggoner Oil Co. – Due to residual contamination documented at this facility, as well as the historical bulk storage of petroleum products at this facility in proximity to the Subject Property.
- Swank Uniform Rental – Due to historic large-scale rug and dry cleaning operations in proximity to the Subject Property, from at least 1949 into the 1980s, including the use of USTs that may have been used to store solvents.
- Sheetz Enterprises Inc. DBA Chemlawn/Omniplex – based on the prior identification of petroleum impacts at this property and the lack of apparent additional assessment to further evaluate and delineate the impacts, this facility is interpreted to represent a REC with a moderate potential for impact to the Subject Property.
- Rensberger Oil – Due to former operation as a bulk petroleum storage facility with a documented plume of contamination extending northward toward Lincoln Way.
- Gafill Project/White Building – Due to the historic use of this property as a gasoline station with residual contamination from USTs, coupled with the documented direction of groundwater flow to the north-northeast towards the Subject Property.
- Advanced Auto Service #29/current Marathon Gas Station/B&R Oil/AS Food Mart/Virks Phillips 66 – Due to documented residual petroleum contamination at this property (may be related to Rensberger Oil).
- Fisher Refrigeration Inc. – Due to documented residual petroleum contamination at this property (may be related to Rensberger Oil).

Based on the results of prior assessment and the assignment of a conditional NFA status by IDEM, the former UST at the University of Notre Dame/Hillcrest Hall property is interpreted to represent a Historic REC (HREC) with a low potential to impact the Subject Property.

Based on the potential for subsurface impacts to be present on the Subject Property due to the historic use as a railroad, as well as the large number of adjacent and nearby facilities with documented contamination with the possibility to impact the Subject Property, CEC recommends that a Limited Phase II ESA be conducted throughout the Subject Property. The scope of the Limited Phase II ESA should be developed based on the proposed use, including anticipated disturbance for construction, as well as whether any of the parcels are to be acquired as opposed to potentially already being owned by the project proponent.

Additionally, one *de minimis* condition was identified:

- The observed discarded tires and trash on the Subject Property are interpreted to represent a *de minimis* condition.

CEC notes that a *de minimis* condition is defined as a condition that generally does not present a threat to human health or the environment and would generally not be the subject of an enforcement action. CEC recommends that the debris be removed and properly recycled or disposed.

## **8.0 DEVIATIONS**

CEC has performed this Phase I ESA in general conformance with the scope and limitations of the Standard with no identified deletions and no additions, except as described in Section 9.0.

## **9.0     ADDITIONAL SERVICES**

UCE did not request the performance of additional services as part of this Phase I ESA.



## 10.0 REFERENCES

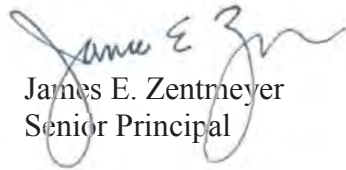
- **Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process E1527-13;** ASTM; 2013
- ***CEC's Proposal for Phase I Environmental Site Assessment;*** April 8, 2016 (Revised April 14, 2016).
- ***St. Joseph County Assessor*** information via internet: <http://in-stjoseph-assessor.governmax.com/propertymax/rover30.asp?sid=F2AD37B4700E41DC9BE12CA60A563796>
- ***"South Bend West, Indiana" and "South Bend East, Indiana" 7.5 Minute Topographic Quadrangle Maps;*** United States Geological Survey, 1969.
- IDEM public inquiry and facility search, via website <http://www.in.gov/idem/>
- ***Physiographic Map of Indiana***, obtained from the Indiana Geological Survey at <http://www.dnr.state.oh.us/Portals/0/publications/water/pdfs/physiogmap.pdf>
- ***The EDR DataMap Corridor Study;*** Environmental Data Resources, Inc.; May 31, 2016.
- ***HIG Aerial Photographs;*** obtained May 2016
- ***HIG Sanborn Maps;*** Obtained May 2016
- ***Aerial photograph;*** 2013 and 2014, Terraserver ([www.terraserver.com](http://www.terraserver.com)).
- ***User Questionnaire;*** Completed by Mr. Michael Oliphant with United Consulting Engineers, Inc., dated June 23, 2016.

## **11.0 QUALIFICATIONS AND SIGNATURES OF ENVIRONMENTAL PROFESSIONALS**

This report was prepared by Jackie Lakeberg, an Assistance Project Manager, and reviewed by James Zentmeyer, an Environmental Professional (EP) with CEC. Their qualifications are attached as Appendix G.

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in 40 CFR 312.10 and I have the specific qualifications based on the education, training, and experience to assess a property of the nature, history, and setting of the Subject Property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

### **Signature of Environmental Professional(s):**



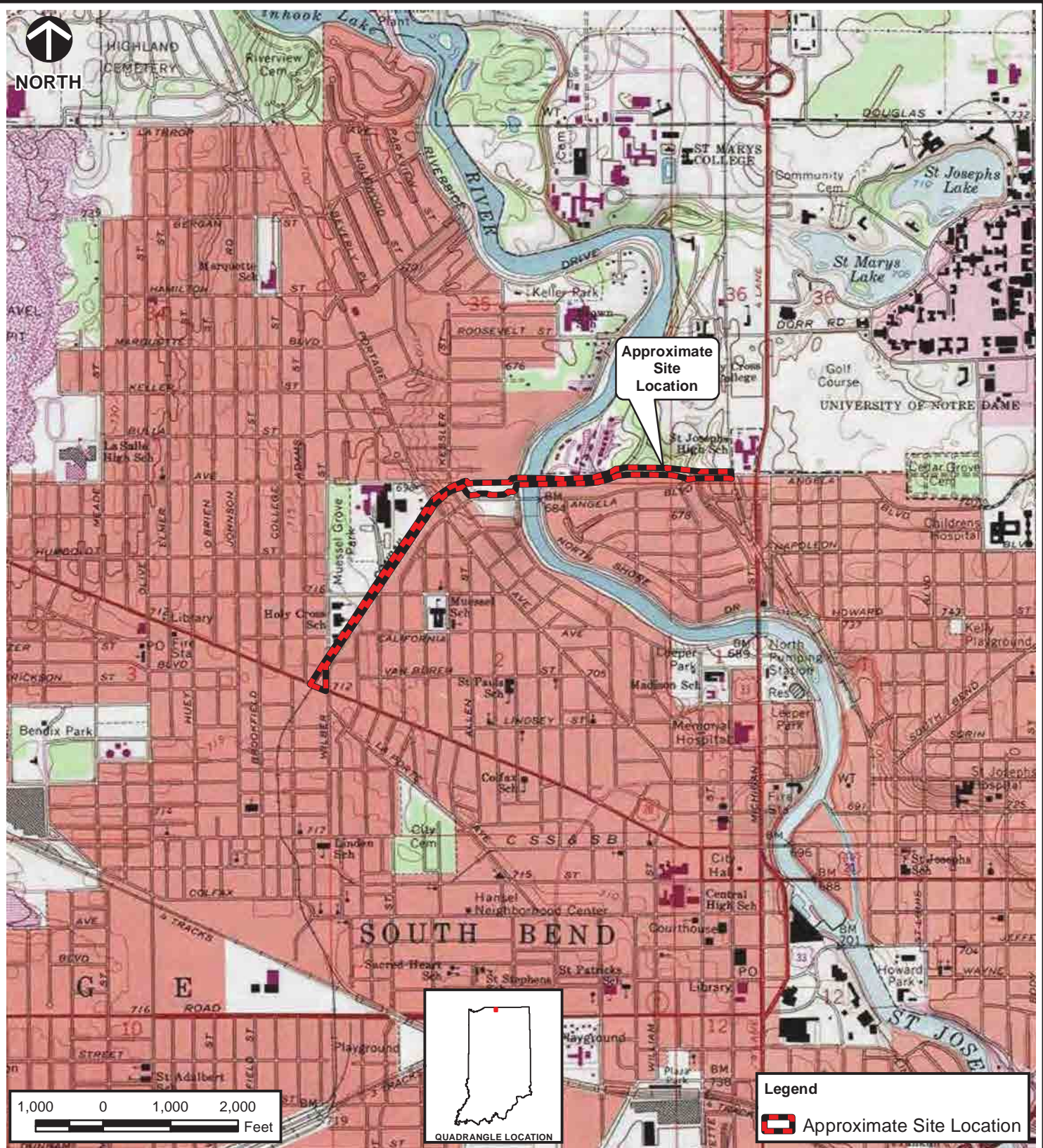
James E. Zentmeyer  
Senior Principal

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## **FIGURES**

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\\SRV-INDY\Projects\2016\161-618\GIS\161618 PHIESA Fig1.mxd - 6/16/2016 - 5:03:59 PM (jrodge)



SOURCE: PORTION OF THE USGS 7.5-MINUTE SERIES TOPOGRAPHIC QUADRANGLE MAPS - SOUTH BEND WEST, INDIANA - 1982



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ST. JOSEPH COUNTY, INDIANA

### SITE LOCATION MAP

DRAWN BY:	JBF	CHECKED BY:	JEL	APPROVED BY:	JEZ*	FIGURE NO:
DATE:	JUNE 16, 2016	DWG SCALE:	1" = 2,000'	PROJECT NO:	161-618	<b>1</b>



Potential Hazardous Material Concerns and Phase II ESA Scope of Work Planning

Cells highlighted in orange = recommended Phase II sampling

Map Site ID	Hazmat Concern / Site Type	Site Name and Address	Current Site Use	Distance & Direction from Project Area	Phase I REC / CREC / HREC	Potential Contaminants of Concern	IDEM Virtual File Cabinet (VFC) Review / Site Status	Approximate depth and highest concentration of <u>last known</u> historical or residual contamination above IDEM screening levels (if applicable)	Depth of Project Excavation in the Vicinity of the REC	Documented delineation between the contamination and the Project Area? (if applicable)	Direction of groundwater flow in relation to the Project Area	Potential to Impact to the Project Area	Phase II Investigation Recommendation (if applicable)	Reason/Notes
1	UST	University of Notre Dame / Hillcrest Hall (1441 Michigan Street)	Vacant	Adjacent north - far east end of proposed trail	HREC	Volatile organic compounds (VOCs)	The site contained a 550-gallon UST that was discovered when the University purchased the property between 2010-2012. -The UST was reportedly removed in March 2013, along with 48 tons of contaminated soil. -Keramida issued an Independence Closure Process (ICP) Closure Report on April 16, 2015, documenting remediation activities and subsequent quarterly groundwater monitoring. -IDEM issued a conditional No Further Action (NFA) letter on 11/21/2016 using an Environmental Restrictive Covenant (ERC). -IDEM terminated the original ERC on the deed of the property per the request of the University in March 2017; however, it is stated that a revised ERC was recorded on the deed to encompass more area of the site.	Soil (3'): Xylenes - 1,080 mg/kg (2013) GW (6-11') Benzene - 91.9 ug/L (2014) 1,2,4-TMB - 16.2 ug/L (2014)	Excavation for trail - 1.5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	Yes	NE - away from the Project Area	Low	None	Based on the location of residual impacts on the north portion of the property and evidence that the area of the site near the Project Area does not contain contaminant levels above IDEM screening levels, along with the groundwater flow directly reported to the NE away from the Project Area, the potential for the Project Area to have been adversely affected from this REC is interpreted to be low.
2	Industrial Manufacturing	Lock Joint Tube Co./Steel Warehouse Co. (1400 N. Riverside Drive)	Warehouse	Approx. 100 feet (north)	REC	VOCs	The site has been used for industrial manufacturing of metal tubing and steel products since at least the 1940's. The site was issued "low priority" status from IDEM following discovery of elevated concentrations of total petroleum hydrocarbons (TPH) in groundwater at this facility. -Investigation by Steel Warehouse Co. consultant M3V, identified elevated concentrations of TPH in soil, although below the former IDEM RISC IDCLs, on the north portion of the property. However, groundwater concentrations of BTEX/MTBE, naphthalene, PAHs and anthracene were below laboratory reporting limits. **Note: it does not appear that the full range of VOCs were analyzed. -An NFA letter was issued by IDEM in 2006 for the TPH incident. -IDEM issued closure for the groundwater incident via the ICP program in March 2013.	N/A - TPH is no longer regulated, BTEX/MTBE, Naphthalene and PAHs were below applicable levels	Proposed pavilion on SW corner of the railroad bridge - 3-4' deep foundation Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	Unknown - ICP closure data locations were not found	NE - partly parallel but mostly away from the Project Area	Moderate	Phase II shallow soil samples recommended at shallow depth interval (approximately 2-4') and at deepest borehole depth (approximately 6-8') for analysis of VOCs. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs via installation of a temporary piezometers and sample collection via a check-valve and tubing.	Due to the historical industrial uses of the site and high probability that chlorinated solvents were historically used at the facility for metal degreasing, along with the apparent lack of previous investigation of such chemicals of concern, additional sampling is recommended to assess the subsurface conditions of the Project Area near this site.
3	Dry cleaning	Swank Uniform Rental (1101 W. King Street)	Uniform rental facility	Approx. 400 feet (north)	REC	Chlorinated VOCs	The facility historically operated as a large-scale rug and dry cleaning operations from at least 1949 into the 1980's, including the reported use of 4 USTs that may have contained chlorinated solvents. UST notification forms submitted following removal of the USTs in 1988 did not indicate the contents of the historical USTs. No analytical data was found on the IDEM VFC.	Unknown	Excavation for trail - 1.5' Excavation for drainage - 5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	Unknown	NE - away from the Project Area	Moderate	Phase II shallow soil samples recommended at shallow depth interval (approximately 2-4') and at deepest borehole depth (approximately 6-8') for analysis of VOCs. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs.	Due to the historical use of the site as a dry cleaning facility, along with the lack of documentation regarding removal of the historical USTs and lack of further assessment at the site, additional sampling is recommended to assess the subsurface conditions of the Project Area near this site.
4	Bulk Petroleum	Former Waggoner Oil (1402 Kessler Blvd, 1140 W. King St., 1202 W. King St. & 1317 N. Woodward Ave.)	Vacant grass lots	Adjacent north	REC	VOCs	The facility historically operated as bulk storage facility of petroleum products. -An ERC recorded in 2012, which was based on residual contamination of TPH in soil and groundwater, was subsequently terminated by IDEM in October 2013 via a request by Waggoner Oil due to the updated regulations issued by IDEM in 2012 that no longer regulates TPH for closure.	N/A - TPH no longer regulated	Fill for trail - <5.5' Excavation for drainage install - 5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	N/A	NE - away from the Project Area	Low	None	Based on the former soil impacts of TPH, which is no longer a regulated COC via IDEM, on the north portion of the property, along with the groundwater flow directly reported to the NE, the potential for the Project Area to have been adversely affected from this REC is interpreted to be low.

Potential Hazardous Material Concerns and Phase II ESA Scope of Work Planning

Cells highlighted in orange = recommended Phase II sampling

Map Site ID	Hazmat Concern / Site Type	Site Name and Address	Current Site Use	Distance & Direction from Project Area	Phase I REC / CREC / HREC	Potential Contaminants of Concern	IDEM Virtual File Cabinet (VFC) Review / Site Status	Approximate depth and highest concentration of <u>last known</u> historical or residual contamination above IDEM screening levels (if applicable)	Depth of Project Excavation in the Vicinity of the REC	Documented delineation between the contamination and the Project Area? (if applicable)	Direction of groundwater flow in relation to the Project Area	Potential to Impact to the Project Area	Phase II Investigation Recommendation (if applicable)	Reason/Notes
5	LUST / Gas Station	Citgo/HN Food Plus (1356 N. Portage Ave.)	Gas station	Approx. 200 feet (north)	REC	VOCs and lead	This site is currently undergoing groundwater monitoring associated with LUST Incident #201404511. Investigation activities identified relatively low levels of petroleum VOCs and lead in soil and groundwater, along with a few chlorinated solvent contaminants likely attributable to a separate source. -Heartland's FSI Report dated September 30, 2016, showed soil contaminants contained on-site with concentrations below all applicable IDEM screening levels in upgradient soil borings on the south side of the site toward the Project Area. Groundwater contaminant concentrations exceeding the applicable IDEM screening levels are reportedly also predominantly on-site but extend slightly off-site downgradient to the northeast.	Soil (20-23"): 1,2,4-TMB - 102 mg/kg (2014) GW (6-21"): Benzene - 10.1 ug/L (2016) Naphthalene - 584 ug/L Lead (total)- 462 ug/L	Fill for trail - +5.5' Excavation for drainage install - 5' Lighting foundations - 3' deep by 2' diameter spaced every 100 feet along the trail.	Yes	NE - away from the Project Area	Low	None	Due to the site's documented contaminants predominantly contained within the boundary of the facility with up-gradient locations toward the Project Area below applicable IDEM screening levels, the potential for the Project Area to have been adversely affected from this REC is interpreted to be low.
6	UST / Auto repair	DeVreese Body Shop (1304 N. Portage Ave.)	Automobile cosmetic repair	South adjacent	REC	VOCs and Lead	A 1949 Sanborn map identifies a filling station and 2 USTs on the northern portion of the site near the Project Area. A review of IDEM's VFC found no information for the property.	Unknown	Fill for trail - +5.5' Excavation for drainage install - 5' Lighting foundations - 3' deep by 2' diameter spaced every 100 feet along the trail.	Unknown	Assumingly to the NE - toward the Project Area	Moderate	Phase II shallow soil samples down to 5' recommended for analysis of VOCs and lead due to drainage install. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs and lead. All groundwater samples will be collected via installation of temporary piezometers and sample collection via a check-valve and tubing.	Due to the upgradient and adjacent location of this REC in relation to the Project Area, along with the potential for subsurface contamination from the site's historical use as a gasoline and automobile services station, Phase II sampling is recommended to assess the current subsurface conditions of the Project Area near this site.
7	LUST / Gas Station	Portage Sunoco (1335 N. Portage Ave.)	Gas station	North adjacent	REC	VOCs and Lead	A review of IDEM's VFC indicates the site was associated with historical LUST Incident #20006516, which received closure from IDEM in December 2001 based on the relatively low levels of residual TPH and the site's commercial land use. No records were found from 2001 to the present.	N/A - TPH no longer regulated	Fill for trail - +3.5' Lighting foundations - 5' deep by 2' diameter spaced every 100 feet along the trail.	N/A	NE - parallel to the Project Area	Low-Moderate	Phase II shallow soil samples down to 5' recommended for analysis of VOCs and lead due to drainage install. If lead in soil exceeds 100 mg/kg (RCRA 20x rule), the sample will also be analyzed for TCLP lead (applies to all Phase II soil samples for lead analysis). If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs and lead.	Due to the past and current use of this facility as a gasoline station, and the lack of sampling data found since 2001, Phase II sampling is recommended to assess the current subsurface conditions of the Project Area near this site.
8	UST	Sheetz Enterprises / Omniplex (1408 W. Elwood Ave.)	Unknown	Approx. 600 feet (north/northwest)	REC	VOCs and Lead	A review of IDEM's VFC indicates a Phase II ESA was performed by Bruce Carter Associates (BCA) at the facility in 2000 that discovered limited petroleum impacts near former USTs and a pump house on the northwest portion of the property, including benzene at 13 ppb in groundwater at one location. However, there was no documentation of any additional assessment to delineate the extent and nature of contamination.	GW (20-24"): Benzene - 13 ug/L (2000)	Excavation for trail - 1.5' Excavation for drainage install - 4.5'	Yes	NE - away from the Project Area	Low	None	Due to the limited nature and extent of known contamination found in 2000, which was located on the northwest portion of the site, including the lack of soil contaminants above the applicable screening levels and the distance from the Project Area, the potential for the Project Area to have been adversely affected from this REC is interpreted to be low.
9	LUST / Gas Station	Marathon/Virk's Phillips 66/Advance Auto Service #29 Gas Station (1623 Lincoln Way W.)	Gas station	Adjacent west	REC	VOCs and Lead	The facility is a historical and current gasoline station and is associated with LUST Incident #200104512, which received conditional closure from IDEM in August 2012 due to residual contamination left in place. The NFA was issued following free product recovery activities and agreement that the residual smear zone impacts were attributable to an off-site source (Rensberger Oil - discussed below).	Soil: Unknown GW (18-30): Benzene - 4,470 ug/L (2012), although more recently sampled per Rensberger Oil reports which infer that benzene and naphthalene concentrations at this site are less than 100 ug/L in May 2017.	All work is on E side of Wilber St: Excavation for trail - 1.5' Lighting foundations- 8' deep by 2' diameter, spaced every 100 feet along the trail	On-site and extending toward the Project Area and beyond	N/NE - toward the Project Area	Moderate-High	Phase II shallow soil samples recommended at shallow depth interval (approximately 2'-4') and at deepest borehole depth (approximately 6'-8') near the eastern boundary of this site for analysis of VOCs and lead. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs and lead.	Due to the historical release and residual impacts identified at this facility, along with the lack of shallow sub-surface soil data, additional sampling is recommended to assess the subsurface conditions of the Project Area near this site.

Potential Hazardous Material Concerns and Phase II ESA Scope of Work Planning

Cells highlighted in orange = recommended Phase II sampling

Map Site ID	Hazmat Concern / Site Type	Site Name and Address	Current Site Use	Distance & Direction from Project Area	Phase I REC / CREC / HREC	Potential Contaminants of Concern	IDEM Virtual File Cabinet (VFC) Review / Site Status	Approximate depth and highest concentration of <u>last known</u> historical or residual contamination above IDEM screening levels (if applicable)	Depth of Project Excavation in the Vicinity of the REC	Documented delineation between the contamination and the Project Area? (if applicable)	Direction of groundwater flow in relation to the Project Area	Potential to Impact to the Project Area	Phase II Investigation Recommendation (if applicable)	Reason/Notes
10	Dry cleaning	Monarch Textile Rentals (812 N. Wilber St., 1537 & 1605 Lincoln Way W.)	Textile rental and cleaning services	Adjacent (far southeast corner of the proposed trail)	REC	VOCs	The facility historically operated as a dry cleaning business with a documented plume of chlorinated solvent groundwater impacts across the site and extending off-site to the across the Project Area and beyond to the north. The most recent data on the IDEM's VFC is from October 2017 and indicates active remediation is currently ongoing via the use of dechlorination of cVOCs in groundwater and operation of a soil vapor extraction (SVE) system that encompasses portions of the Project Area.	Soil (12-14'): PCE - 18,000 mg/kg (2008) GW (13-49') (all Oct. 2017): Benzene - 190 ug/L cis-1,2-DCE - 2,700 ug/L 1,2,3-TMB - 140 ug/L 1,2,4-TMB - 2,000 ug/L PCE - 260 ug/L TCE - 140 ug/L Vinyl Chloride - 720 ug/L Naphthalene - 390 ug/L Methane - 20,000 ug/L	Excavation for trail - 1.5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	No	N/NE - toward the Project Area	High	Phase II shallow soil samples recommended at shallow depth interval (approximately 2' 4') and at deepest borehole depth (approximately 6-8') for analysis of VOCs. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs to review current levels of known contaminants.	Soil: Due to the historical high concentration of PCE in a soil sample collected near the Project Area and the lack of recent or historical shallow soil data, CEC recommends additional investigation to assess the shallow subsurface conditions. Groundwater: because elevated levels of chemicals of concern have been documented in groundwater, appropriate risk mitigation and handling measures should be developed for use during earthwork/construction if groundwater is encountered near this site or at down-gradient locations between Van Buren Street (south) and Vaspar Avenue (north).
11	Petroleum	Former Fischer Refrigeration (1610-1612 Lincoln Way W.)	Unknown	Adjacent south	REC	LNAPL, VOCs	Investigation in 2000 found petroleum contamination in groundwater, however, it was attributed to an up-gradient off-site - Rensberger Oil (see below).	Soil - N/A (not sampled in 2000) GW (19') *obtained from Rensberger Oil report: Benzene -115 ug/L near west edge of the property, <50 ug/L on east side (2017) Naphthalene- 72.1 & 514 ug/L (2017)	All work is north of Lincoln Way: Excavation for trail - 1.5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	N/A	N/NE - toward the Project Area	High, albeit contamination at this REC was determined to be from an up-gradient source - Rensberger Oil (see below)	Phase II shallow soil samples recommended at shallow depth interval (approximately 2' 4') and at deepest borehole depth (approximately 6-8') for analysis of VOCs. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs to review current levels of known contaminants.	Soil: Due to the residual contamination left in place, albeit reportedly from a separate source, and the lack of shallow sub-surface soil data, additional sampling is recommended to assess the subsurface soil conditions of the Project Area near this REC. Groundwater: because elevated levels of chemicals of concern have been documented in groundwater, appropriate risk mitigation and handling measures should be developed for use during earthwork/construction if groundwater is encountered.
12	UST	Gaffill Project / White Building (735 N. Wilber St.)	Unknown	Adjacent south	REC	VOCs and Lead	This site was listed on the LUST and UST databases during the Phase I ESA and reportedly contained 3 USTs. Soil removed from the UST pit contained low levels of TPH.	N/A - TPH (8 mg/kg) no longer regulated	All work is north of Lincoln Way: Excavation for trail - 1.5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	N/A	N/NE - toward the Project Area	Low	None	Due to the low levels of residual TPH, which were below the applicable screening levels and are no longer regulated by IDEM, the potential for the Project Area to have been adversely affected from this REC is interpreted to be low.
13	Bulk Petroleum	Rensberger Oil (1604 W. Rupel St., 707 & 719 N. Wilber St.)	Unknown	Approx. 200 feet (south)	REC	VOCs	The facility historically operated as bulk petroleum facility and is associated with a historical petroleum release (State Cleanup #000000150) with petroleum groundwater impacts extending down-gradient (N/NE) underneath the Project Area and beyond. This incident currently has ongoing groundwater monitoring.	Soil - shallow soil samples collected near the Project Area in 2003-2004 indicate contaminant levels were below the applicable screening levels, although concentrations appears to be elevated near the smear zone. GW (20-30'): Benzene - 3,880 ug/L on-site & 984 ug/L near the Project Area (May 2017) Naphthalene - 1,020 ug/L near the Project Area (May 2017)	All work is north of Lincoln Way: Excavation for trail - 1.5' Lighting foundations - 8' deep by 2' diameter spaced every 100 feet along the trail.	No	N/NE - toward the Project Area	High	Phase II shallow soil samples recommended at shallow depth interval (approximately 2' 4') and at deepest borehole depth (approximately 6-8') for analysis of VOCs. If a sufficient volume of groundwater is encountered in the borings, groundwater samples will be collected for analysis of VOCs.	Soil: Due to the known petroleum plume associated with this REC, which extends to the Project Area, and the lack of recent or historical shallow soil data, CEC recommends additional investigation to assess the current shallow subsurface conditions. Groundwater: because elevated levels of chemicals of concern have been documented in groundwater, appropriate risk mitigation and handling measures should be developed for use during earthwork/construction if groundwater is encountered.

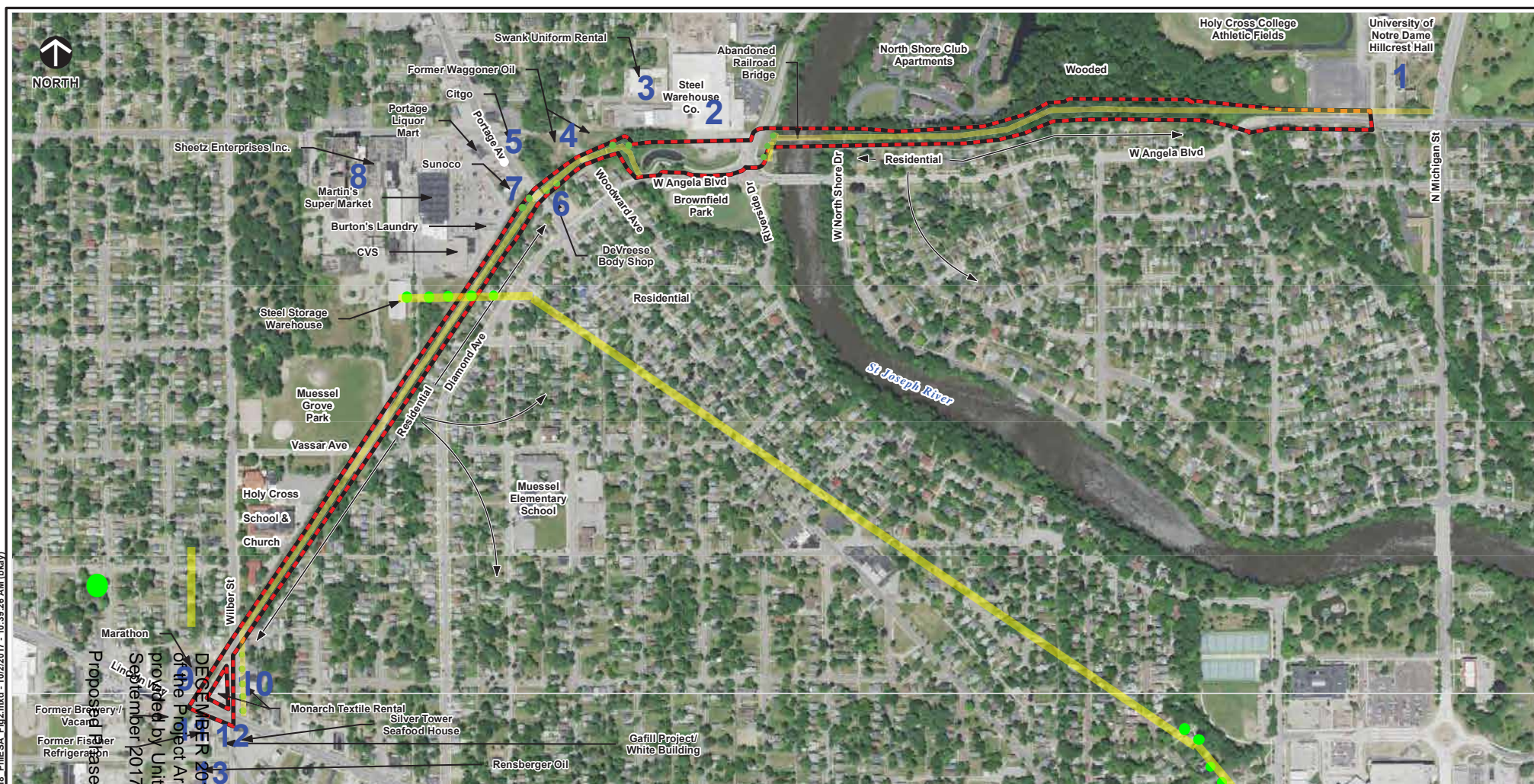
Concurrence

Nicole Fohey-Breting

Digitally signed by Nicole Fohey-Breting  
DN: cn=Nicole Fohey-Breting, o=INDOT, ou=Environmental Services, HazMat, email=NFoheyBreting@indot.in.gov, c=US  
Date: 2018.02.15 09:59:28 -05'00'



\\svr-ind\projects\2016\161-61-GIS\161618 PHESA Fig2.mxd - 10/2/2017 - 10:39:26 AM (bkey)



#### Legend

- OUTDATED: Previous estimated Subject Property boundary used during the Phase I ESA based on information provided by United Consulting Engineers, Inc. Design Survey documents dated April 5, 2016
- DECEMBER 2017 UPDATE: Approximate location of the Project Area based on updated site plans provided by United Consulting Engineers, Inc. in September 2017
- Proposed Phase II soil boring location (approximate)

1 Site Map ID number corresponding to a Recognized Environmental Concern (REC) as identified in CEC's Phase I ESA Report dated October 7, 2017. Please refer to CEC's RE Appendix Summary Table for the corresponding reference.

SOURCE: ESRI WORLD IMAGERY / ARCGIS MAP SERVICE; [HTTP://GOTO.ARCGISONLINE.COM/MAPS/WORLD\\_IMAGERY](http://GOTO.ARCGISONLINE.COM/MAPS/WORLD_IMAGERY), ACCESSED 10/2/2017  
IMAGE DATE: 9/29/2014



**Civil & Environmental Consultants, Inc.**

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[www.cecinc.com](http://www.cecinc.com)

UNITED CONSULTING ENGINEERS, INC.  
COAL LINE RAILROAD TRAIL - PHASE I & II  
SOUTH BEND, PORTAGE TOWNSHIP,  
ST. JOSEPH COUNTY, INDIANA

SITE AND VICINITY AERIAL MAP

DRAWN BY: BAK	CHECKED BY: BAK	APPROVED BY: JEZ*	FIGURE NO: 2
DATE: OCTOBER 02, 2017	DWG SCALE: 1" = 500'	PROJECT NO: 161-618	

Des. No. 1401810 and 1401811

Red Flag and Hazardous Materials

Signature on File  
E-45



# Appendix F

*Water Resources*

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# Waters of the U.S. Report



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Coal Line Trail - Phase I and II  
Des. Nos.: 1401810 & 1401811

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*Prepared By:*

Submitted to:

City of South Bend



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1625 North Post Road  
Indianapolis, Indiana 46219-1995  
Phone: (317) 895-2585 or (800) 536-2594  
Fax: (317) 895-2596

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Waters of the U.S. Report  
Coal Line Trail Project  
South Bend, Indiana

**1) Introduction:**

Officials with the City of South Bend plan to construct the Coal Line Trail (Des. Nos.: 1401810 & 1401811). The Coal Line Trail will enhance and allow pedestrian and cyclists to follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect from Lincoln Way West to the East Bank Trail at Angela Boulevard. The Coal Line Trail project will be developed through phases and predominately follow the old railroad bed. The different phase limits are:

Phase I: from Lincolnway West northwesterly to Riverside Drive.

Phase II: from Riverside Drive across the St. Joseph River to the east to Angela Boulevard and connection to the East Bank Trail.

The trail will generally follow the old railroad bed with one section of new terrain trail. On the east end of Phase II where the railroad veers north, the trail will cross new terrain to connect via Holy Cross College property to Angela Boulevard.

United Consulting performed a jurisdictional determination of the boundaries of "waters of the United States (U.S.)", including wetlands on May 18, 2016 using the U.S. Army Corps of Engineers Wetland Delineation Manual (Technical Report Y-87-1) and the 2012 U.S. Army Corps of Engineers - Northcentral and Northeast Supplement. The study location included areas within the proposed construction limits. The presence of the St. Joseph River was confirmed within the limits of the proposed project. St. Joseph River has a total drainage area of 3,592 square miles. The St. Joseph River exhibits a defined bed, bank, ordinary high water mark, and connection to a "waters of the U.S.". No wetlands were identified within the proposed project limits.

**2) Project Site Background:**

**Topographic Data** - The South Bend, Indiana USGS Quadrangle map indicates the land uses surrounding the investigation area are primarily commercial, institutional, and residential. One perennial stream is shown within the investigation area on the USGS Quadrangle map. A copy of the USGS Quadrangle map is located on Appendix page A-3

**Soil Data** - The Natural Resources Conservation Service (NRCS) – St. Joseph County Soil Survey shows the project site as having three soil types. A copy of the soil survey map is attached on Appendix page A-6. The following table lists each soil type and indicates if it is shown on the NRCS Hydric Soils List for Indiana:

<b>Soil Name</b>	<b>Hydric</b>	<b>Hydric Rating</b>
Abscota loamy sand	Yes	1-32%
Tyner Urban Land Complex	No	0%
Waterford Loam	Yes	66-99%



A brief narrative taken from the NRCS official soil series description of each soil series is provided below:

1. Abscota Series

The Abscota series consists of very deep, moderately well drained soils that formed in sandy alluvium on flood plains. Slopes range from 0 to 6 percent. The potential for surface runoff is negligible or very low. Saturated hydraulic conductivity is high or very high. Permeability is rapid. In some years, these soils flood for brief periods between March and June.

2. Tyner Series

The Tyner series consists of very deep, excessively drained soils formed in sandy outwash or beach deposits on outwash plains and outwash terraces, and on beaches and offshore bars on lake plains. Slope ranges from 0 to 45 percent. Potential for surface runoff is negligible to low. Saturated hydraulic conductivity is high or very high. Permeability is rapid.

3. Waterford Loam

The Waterford series consists of very deep, somewhat poorly drained soils formed in loamy alluvium underlain by gravelly or sandy alluvium on flood plains. Slope ranges from 0 to 2 percent. Potential for surface runoff is very low or negligible. Saturated hydraulic conductivity is high in the subsoil and very high in the underlying material. Permeability is moderately rapid in the subsoil and very rapid in the underlying material. These soils are subject to flooding for brief to long periods.

**National Wetland Inventory Map** - The National Wetlands Inventory (NWI) map shows no wetlands within the investigation area. A copy of the NWI map is attached on Appendix.

**Flood Insurance Rate Map** - The Flood Insurance Rate Map (FIRM) shows the project area to be within the mapped 100-year floodplain. A copy of the FIRM is attached in the Appendix.

**3) Site Reconnaissance:**

A site reconnaissance of the proposed project area was conducted on May 18, 2016 by United Consulting. The investigation area consists of approximately 9.06 acres. One stream (St. Joseph River) was observed within the investigation area. No wetlands were identified within the investigation area.

**Streams and Jurisdictional Roadside Ditches -**

The jurisdictional opinions were determined using the May 30, 2007 "U.S. Army Corps of Engineers Jurisdictional Determination Form Instructional Guidebook" and 2011 USACE "Draft Guidance on Identifying Waters Protected under Clean Water Act". The USACE considers all drainages that display a defined channel, connection to navigable waterway (indirect, direct, or significant nexus), and ordinary high water mark as streams.

The proposed trail crosses the St. Joseph River. No other streams or jurisdictional ditches were identified within the limits of the project. Further location details for St. Joseph River are provided in Appendix A. The following table summarizes the characteristics of St. Joseph River within the project limits:



Stream	Stream Type	OHWM Width	OHWM Depth	Photo Number	Latitude and Longitude	Quality	Drainage Area (sq. Miles)	Substrate	Riffles and Pools	USGS Blue Line	Waters of the U.S.
St. Joseph River	Perennial	250 feet	9 feet	3,4,5	41.693249 -86.263037	Fair	3,592	Sand/Silt/ Cobble	No	Yes	Yes

### ***Non Jurisdictional Roadside Ditches -***

The proposed trail corridor is drained by storm sewer in most locations. Drainage ditches were identified along both sides of the proposed trail east of St. Joseph River from North Shore Drive to Iroquois Street. These ditches do not have an ordinary high water mark and do not carry a relatively permanent water flow.

### **5) Summary and Conclusions:**

Field observations revealed that the investigation area contained one likely jurisdictional feature: St. Joseph River. This identified stream exhibited a defined channel, connection to navigable waterway (indirect, direct or significant nexus), and ordinary high water mark. As a result, St. Joseph River is believed to be a Waters of the U.S. and would likely fall under the jurisdiction of the U.S. Army Corps of Engineers. Every effort should be taken to minimize impacts to these waterways. If impacts are necessary, then mitigation may be required. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers (USACE). This report is our best judgement based on the guidelines set forth by USACE.

Prepared by,  
**United Consulting**



Michael S. Oliphant, A.I.C.P.  
Environmental Specialist

1/24/18  
Date

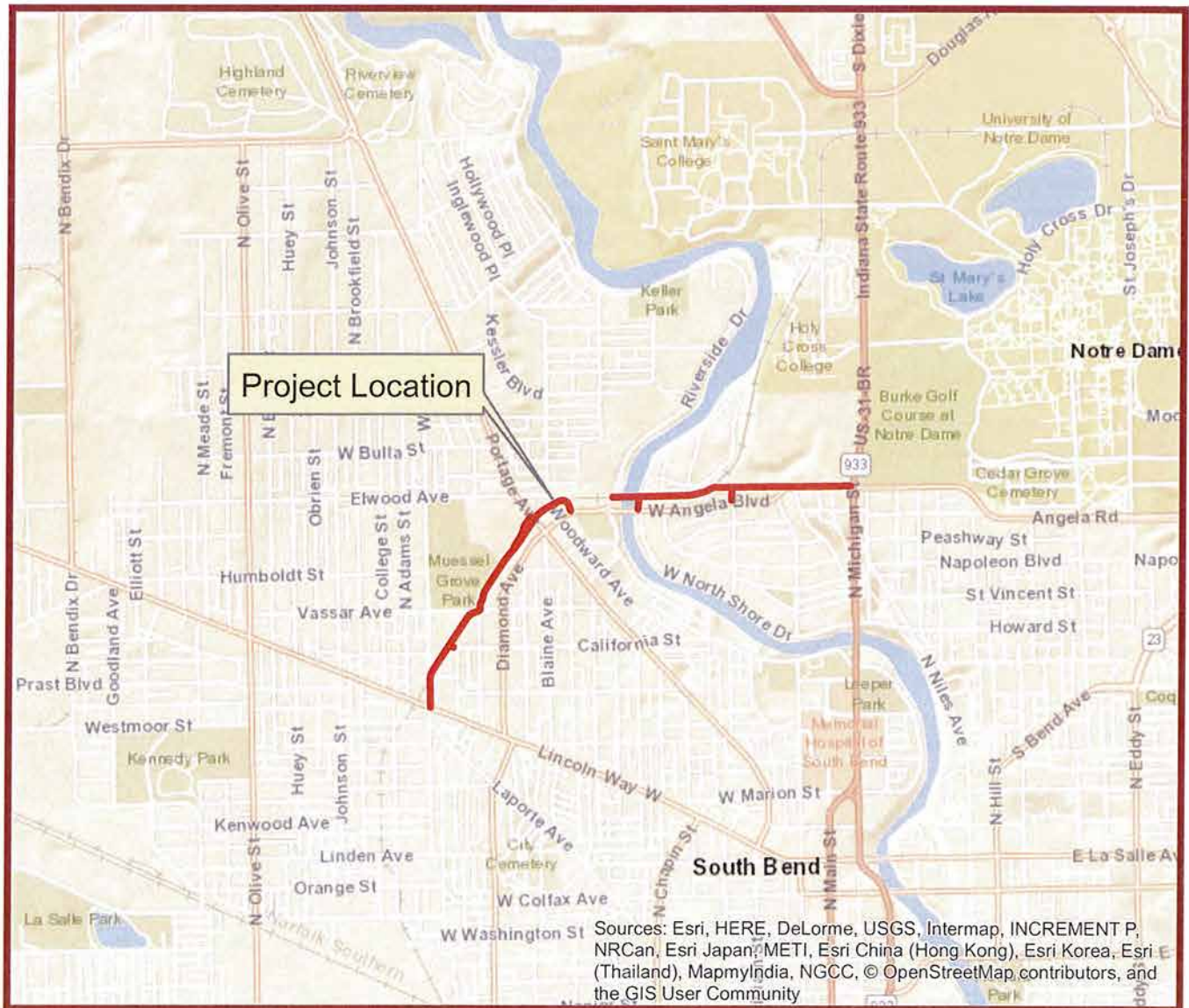


Devin L. Stettler, M.Pl., A.I.C.P.  
Manager, Environmental Services



# Coal Line Trail - Phases I and II

## South Bend, Indiana

Des. Nos.: 1401840 and 1401841



0 0.375 0.75 1.5 2.25 3 Miles

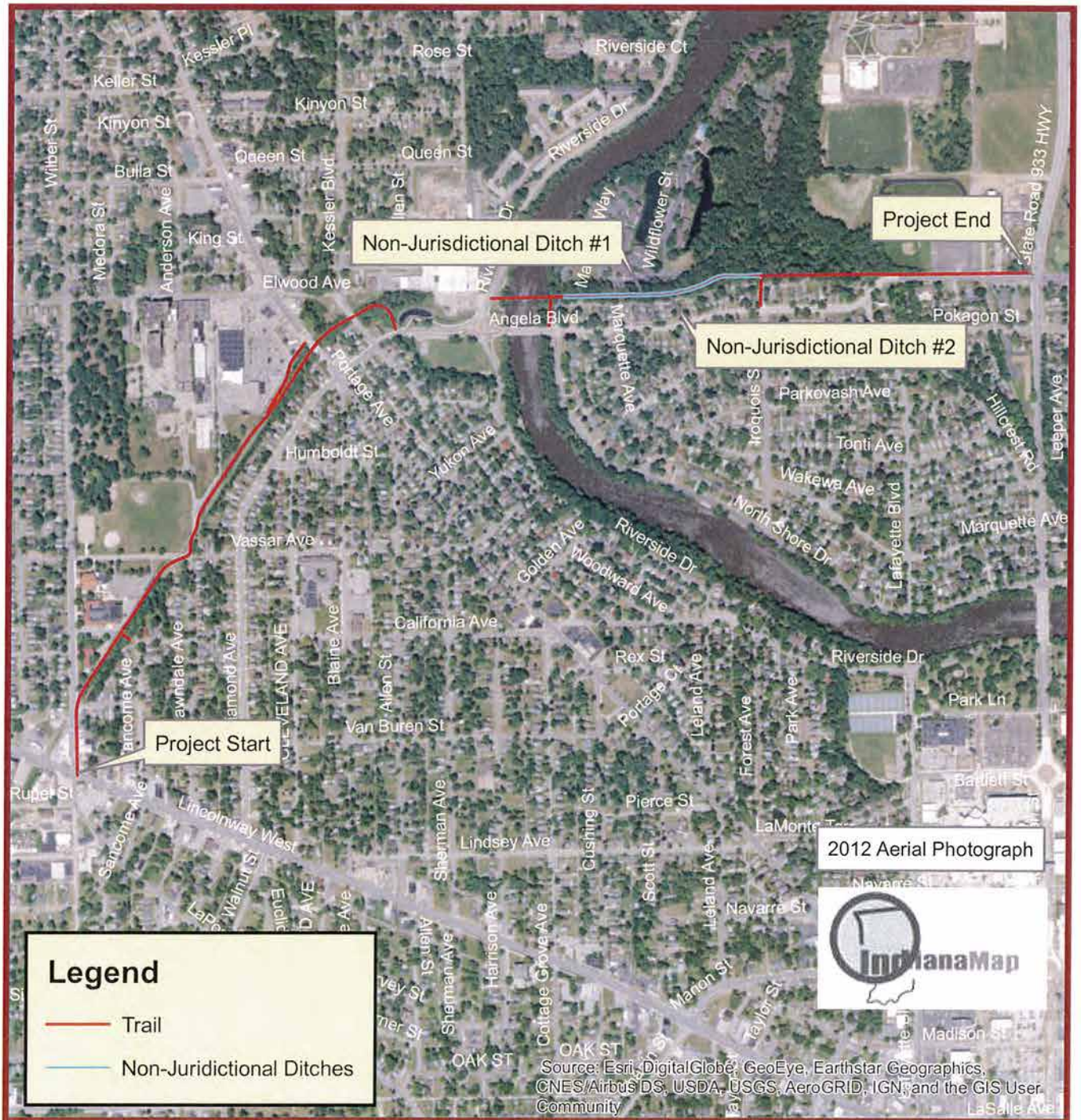
	<h2>Location Map</h2>		
	<p>City of South Bend 227 W. Jefferson Blvd. South Bend, IN 46601</p>		



# Coal Line Trail - Phases I and II

## South Bend, Indiana

Des. Nos.: 1401840 and 1401841



0.25 0.125 0 0.25 0.5 0.75 1 Miles



Des. Nos.: 1401810 and 1401811

Aerial Photograph

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601



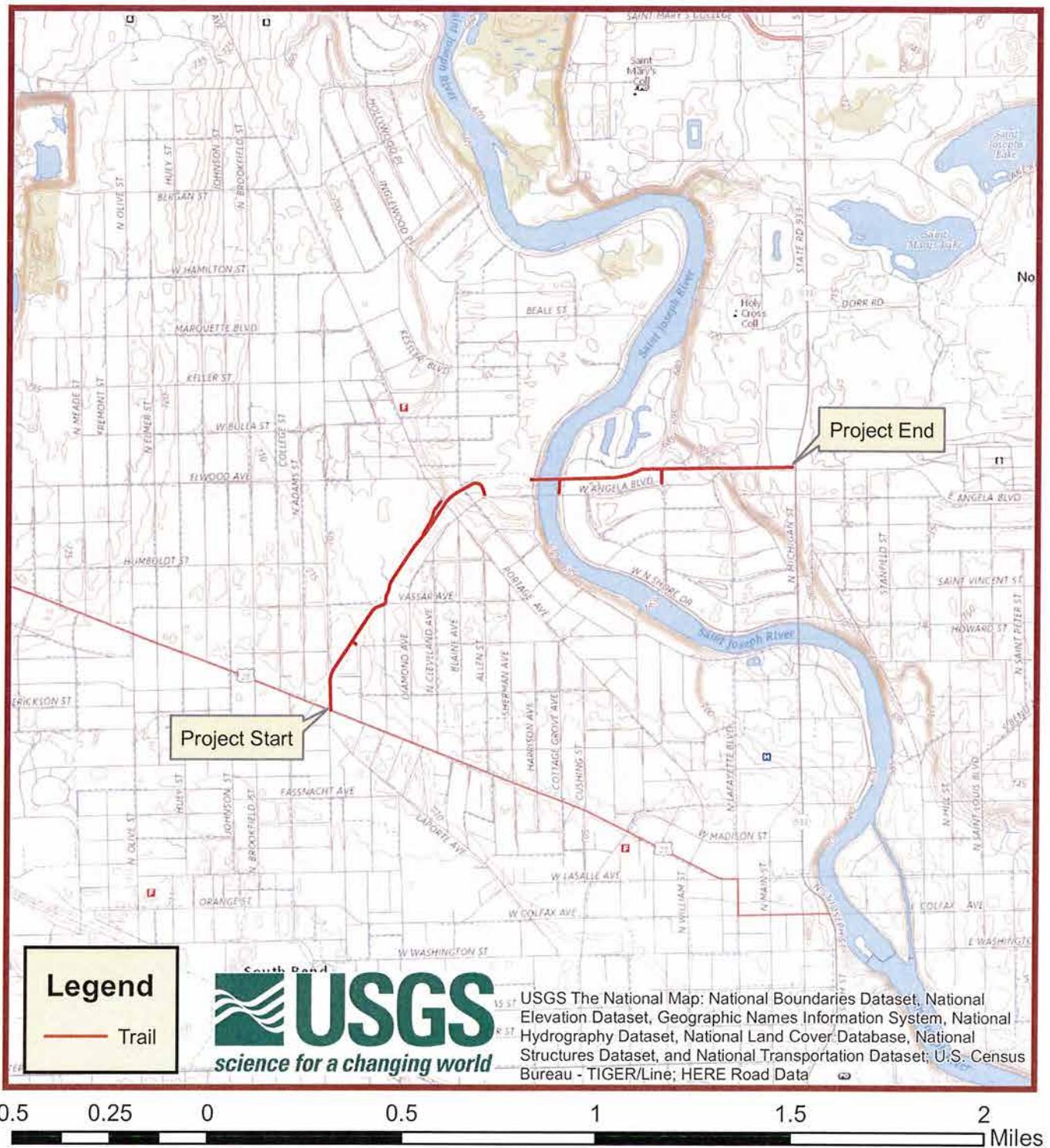
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# Coal Line Trail - Phases I and II

## South Bend, Indiana

Des. Nos.: 1401840 and 1401841



Des. Nos.: 1401810 and 1401811

United States Geological  
Survey Map

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601



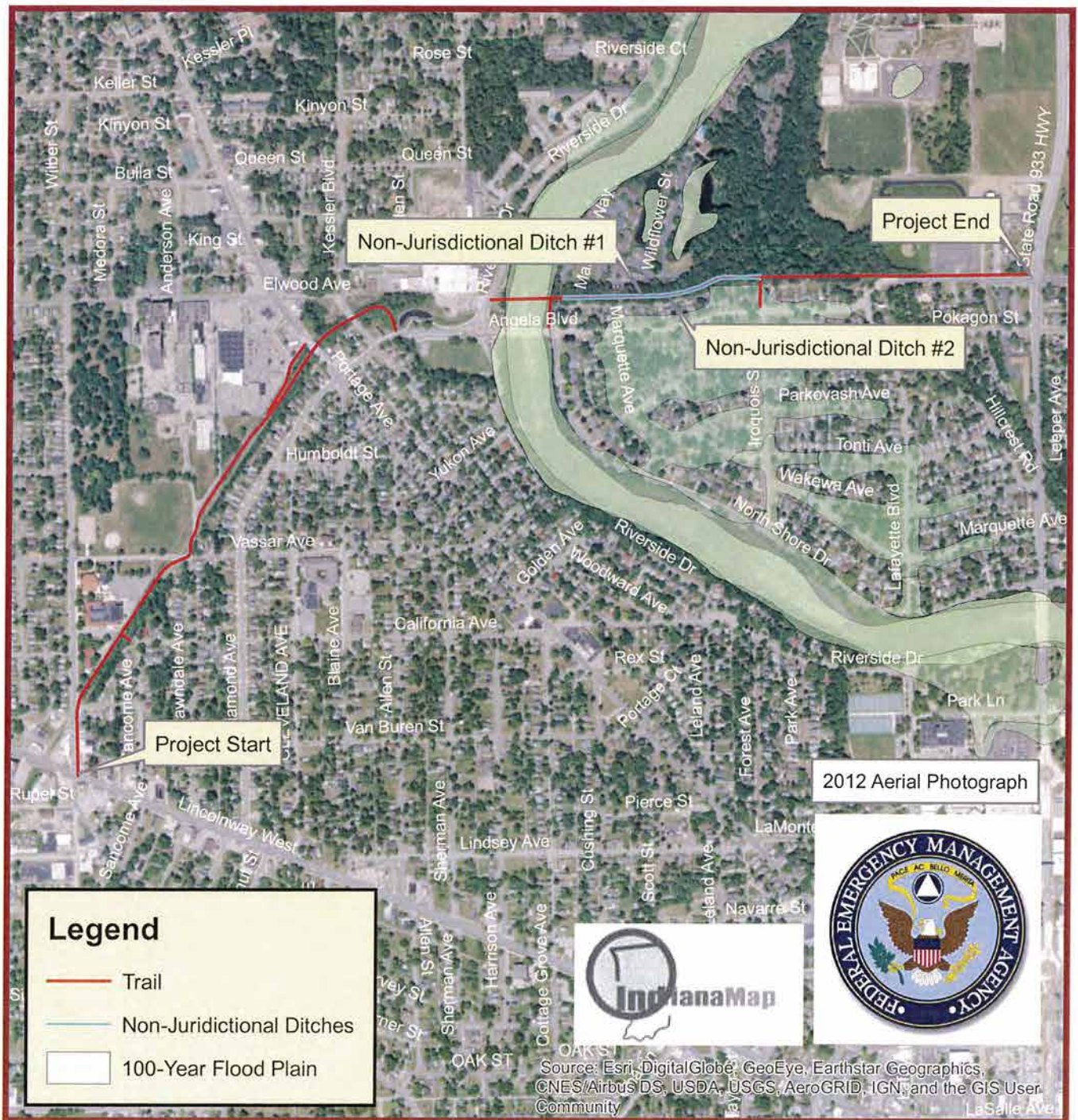
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# Coal Line Trail - Phases I and II

## South Bend, Indiana

Des. Nos.: 1401840 and 1401841



0.25 0.125 0 0.25 0.5 0.75 1 Miles



Des. Nos.: 1401810 and 1401811

## Flood Insurance Rate Map

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601



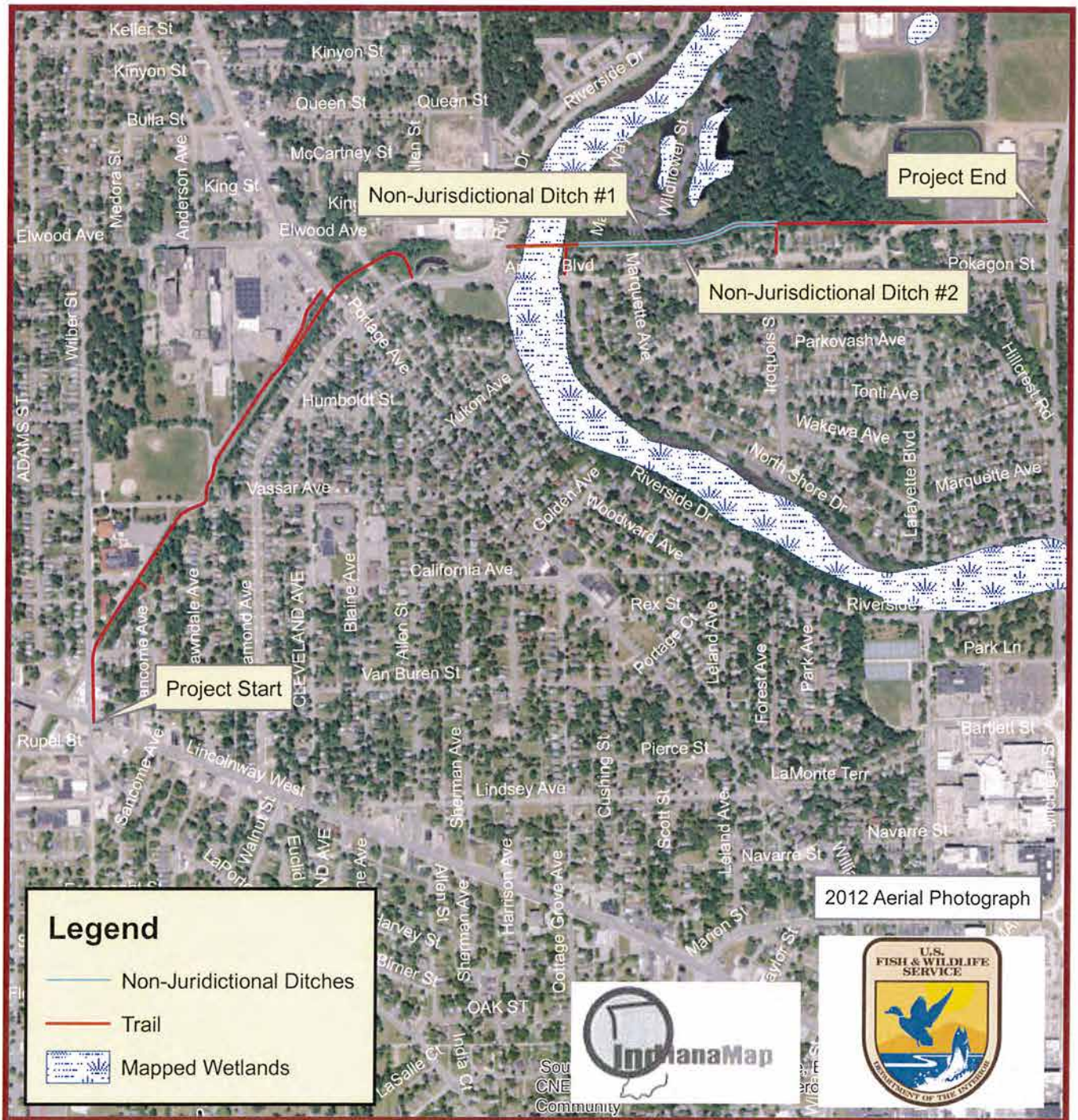
F-8



# Coal Line Trail - Phases I and II

## South Bend, Indiana

Des. Nos.: 1401840 and 1401841



0.25 0.125 0 0.25 0.5 0.75 1 Miles



Des. Nos.: 1401810 and 1401811

## National Wetlands Inventory Map

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601



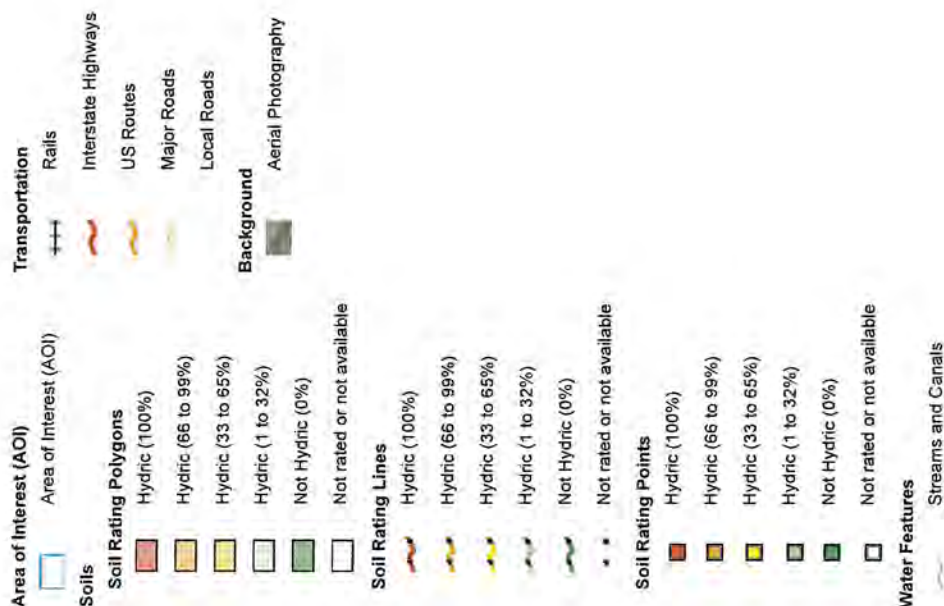
F-9







## MAP LEGEND



## MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:12,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service  
Web Soil Survey URL:  
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: St. Joseph County, Indiana  
Survey Area Data: Version 21, Oct 2, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jun 3, 2015—Jul 4, 2015

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.



**Coal Line Trail - Phases I and II**  
**South Bend, Indiana**  
**Des. Nos.: 1401840 and 1401841**



Project: Coal Line Trail - Phases, I and II  
Applicant: City of South Bend  
Agent: United Consulting  
Date: May 18, 2016



Coal Line Trail – Phases I and II  
South Bend, Indiana  
Des. Nos.: 1401810 and 1401811



Photograph #1: Looking north along the proposed Coal Line Trail.

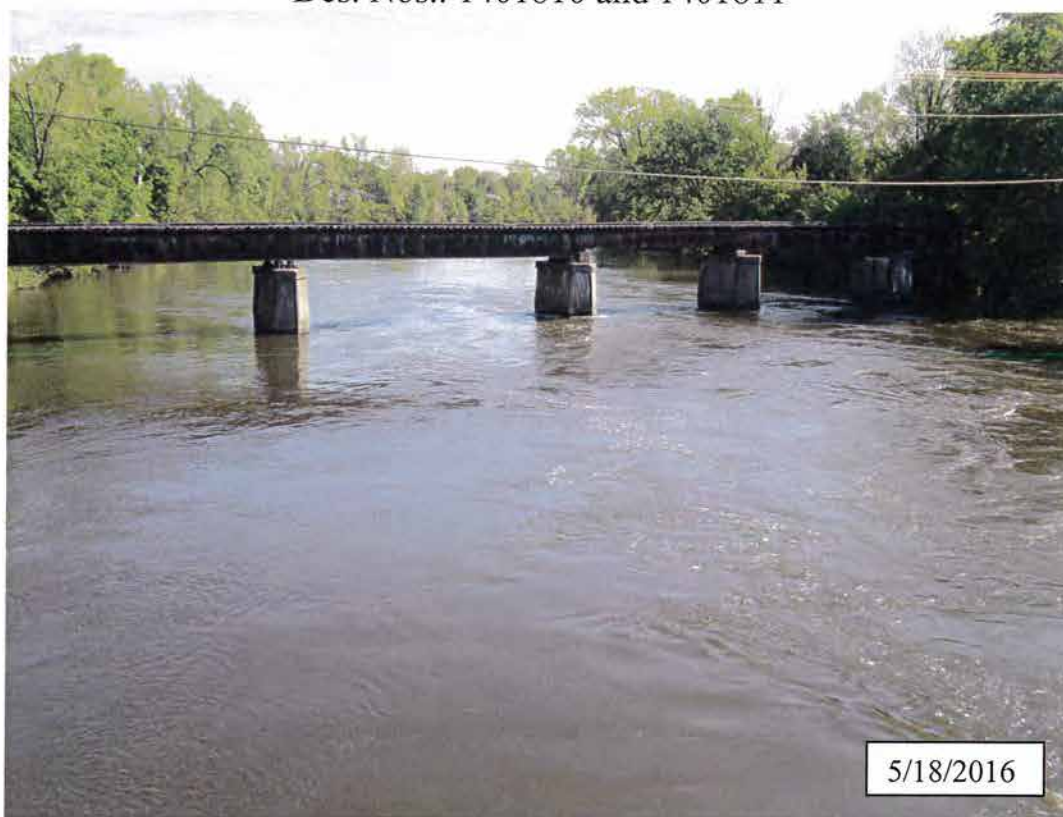


Photograph #2: Looking south along the proposed Coal Line Trail.





Coal Line Trail – Phases I and II  
South Bend, Indiana  
Des. Nos.: 1401810 and 1401811



Photograph #3: Looking north along the St. Joseph River

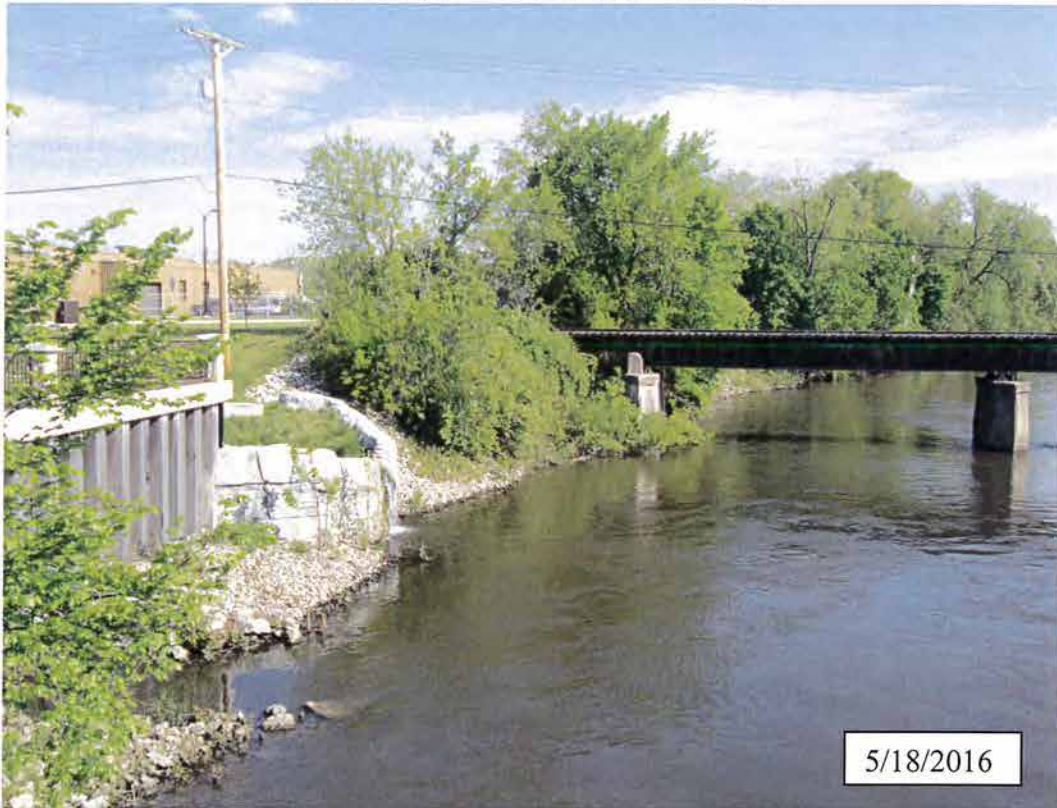


Photograph #4: Looking east across the St. Joseph River.





Coal Line Trail – Phases I and II  
South Bend, Indiana  
Des. Nos.: 1401810 and 1401811



Photograph #5: Looking north toward the west bank of the St. Joseph River.



Photograph #6: Looking north along the proposed trail.





Coal Line Trail – Phases I and II  
South Bend, Indiana  
Des. Nos.: 1401810 and 1401811



Photograph #7: Looking east toward Roadside Ditch #1.



Photograph #8: Looking south across Roadside Ditch #2.





Coal Line Trail – Phases I and II  
South Bend, Indiana  
Des. Nos.: 1401810 and 1401811



Photograph #9: Looking east along the proposed trail.



Photograph #10: Looking west along the proposed trail.



## **Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) Form**

### **BACKGROUND INFORMATION**

**A. REPORT COMPLETION DATE FOR PJD:** 12/19/2017

**B. NAME AND ADDRESS OF PERSON REQUESTING PJD:**

Mr. Michael Oliphant  
United Consulting  
1625 North Post Road  
Indianapolis, Indiana 46219

**C. DISTRICT OFFICE, FILE NAME, AND NUMBER:**

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:**

Officials with the City of South Bend plan to construct the Coal Line Trail (Des. Nos.: 1401810 & 1401811). The Coal Line Trail will enhance and allow pedestrian and cyclists to follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect from Lincoln Way West to the East Bank Trail at Angela Boulevard. The Coal Line Trail project will be developed through phases and predominately follow the old railroad bed. The different phase limits are:

Phase I: from Lincoln Way West northwesterly to Riverside Drive.

Phase II: from Riverside Drive across the St. Joseph River to the east to Angela Boulevard and connection to the East Bank Trail.

The trail will generally follow the old railroad bed with one section of new terrain trail. On the east end of Phase II where the railroad veers north, the trail will cross new terrain to connect via Holy Cross College property to Angela Boulevard.

United Consulting performed a jurisdictional determination of the boundaries of "waters of the United States (U.S.)", including wetlands on May 18, 2016 using the U.S. Army Corps of Engineers Wetland Delineation Manual (Technical Report Y-87-1) and the 2012 U.S. Army Corps of Engineers - Northcentral and Northeast Supplement. The study location included areas within the proposed construction limits. The presence of the St. Joseph River was confirmed within the limits of the proposed project. St. Joseph River has a total drainage area of 3,592 square miles. The St. Joseph River exhibits a defined bed, bank, ordinary high water mark, and connection to a "waters of the U.S."

No wetland areas were identified along the proposed project corridor during site reconnaissance.



**(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)**

**State:** Indiana **County/parish/borough:** St. Joseph County **City:** South Bend  
**Center coordinates of site (lat/long in degree decimal format):**  
 Lat. 41.693249 Long. -86.263037

**Universal Transverse Mercator:** 16T 561323 4615979 UTM

**Name of nearest waterbody:** St. Joseph River

**E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):**

- ☐ Office (Desk) Determination. Date:  
☐ Field Determination. Date(s):

**TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.**

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
St. Joseph River	41.693249	-86.263037	250 linear feet	Non-Wetland Waters	Section 404

1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special



conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable. This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information.

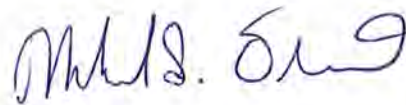
**SUPPORTING DATA. Data reviewed for PJD (check all that apply)**

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- ☒ Maps, plans, plots or plat submitted by or on behalf of the PJD requester:  
Map:
- ☒ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
  - ☐ Office concurs with data sheets/delineation report.
  - ☐ Office does not concur with data sheets/delineation report. Rationale:
- ☐ Data sheets prepared by the Corps:
- ☐ Corps navigable waters' study:
- ☐ U.S. Geological Survey Hydrologic Atlas:
  - ☐ USGS NHD data.
  - ☐ USGS 8 and 12 digit HUC maps.
- ☒ U.S. Geological Survey map(s). Cite scale & quad name: 1:24,000, South Bend, Indiana.
- ☒ USDA Natural Resources Conservation Service Soil Survey. Citation: Web Soil Survey.
- ☒ National wetlands inventory map(s). Cite name: USFWS NWI website.
- ☐ State/Local wetland inventory map(s):
- ☒ FEMA/FIRM maps: FEMA

- ☐ 100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)
- ☒ Photographs: ☒ Aerial (Name & Date): Indiana Map, 2013.  
or ☒ Other (Name & Date): United Consulting, May 18, 2016.
- ☐ Previous determination(s). File no. and date of response letter: .
- ☐ Other information (please specify): .

**IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.**



\_\_\_\_\_  
Signature and date of  
Regulatory staff member  
completing PJD

\_\_\_\_\_  
Signature and date of  
person requesting PJD  
(REQUIRED, unless obtaining  
the signature is impracticable)<sup>1</sup>

<sup>1</sup> Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

# Appendix G

*Public Involvement*



May 6, 2016

### Notice of Entry for Survey or Investigation

United Consulting has been retained by the City of South Bend to perform preliminary engineering for Phase I & II of the proposed Coal Line Trail from Lincolnway West to Angela Boulevard. Our information indicates that you own property near the above proposed transportation project. Representatives of the City of South Bend will be conducting environmental surveys of the project area in the near future. It may be necessary for them to enter onto your property to complete this work. This is permitted under Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or if it is currently occupied by someone else, please let us know the name of the new owner or occupant so that we can contact them about the survey or investigation.

The survey work may include the identification and mapping of wetlands, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. The information we obtain from such studies is necessary for the proper planning and design of this project.

It is our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact the field crew or contact Michael Oliphant, United Consulting at 317- 895-2585 or [mikeo@ucindy.com](mailto:mikeo@ucindy.com). We thank you in advance for your cooperation.

Sincerely,

**UNITED CONSULTING** *DL*

Michael S. Oliphant, ACIP  
Environmental Specialist

c: File: 16-406

ENGINEERING  
ENVIRONMENTAL  
INSPECTION  
LAND SURVEYING  
LAND ACQUISITION  
PLANNING  
WATER &  
WASTEWATER  
SINCE 1965

OFFICERS  
William E. Hall, PE  
Dave Richter, PE, PLS  
Steven W. Jones  
Christopher R. Pope, PE  
B. Keith Bryant, PE  
Michael Rowe, PE

PROFESSIONAL STAFF  
Andrew T. Wolka, PE  
Devin L. Stettler, AICP  
Darryl P. Wineinger, PE  
Adam C. Post, PE  
Michael S. Oliphant, AICP  
E. Rachelle Pemberton, PE  
Timothy J. Coomes, PLS  
Jon E. Clodfelter, PE  
Steven R. Passey, PE  
Kurt C. Courtney, PE  
Brian J. Pierson, PE  
Christopher L. Hammond, PE  
Paul D. Glotzbach, PE  
Brian S. Frederick, PE  
Jay N. Ridens, PE  
Christopher J. Dyer, PE  
Matthew R. Lee, PE  
Christopher J. Wheeler, PE  
William R. Curtis, PE  
Jerome A. Richardson, PE  
Heather E. Kilgour, PE  
Adam J. Greulich, PLS  
Scott M. Siple, PE  
Whitney D. Neukam, PE  
Matthew A. Taylor, PE  
Josh O. Betz, PLS  
Dann C. Barrett, PE  
Scott G. Minnich, PE  
Jack R. Stocks, PE  
Nicholas J. Kocher, PE  
Jennifer L. Hart, PE  
Jeffrey R. Andrews, PE  
Kellon S. Cunningham, PE  
Richard T. Bernard, PE

1625 N. Post Road, Indianapolis, IN 46219 (317) 895-2585 [www.ucindy.com](http://www.ucindy.com)



The City of South Bend invites you to learn more about the plans for the

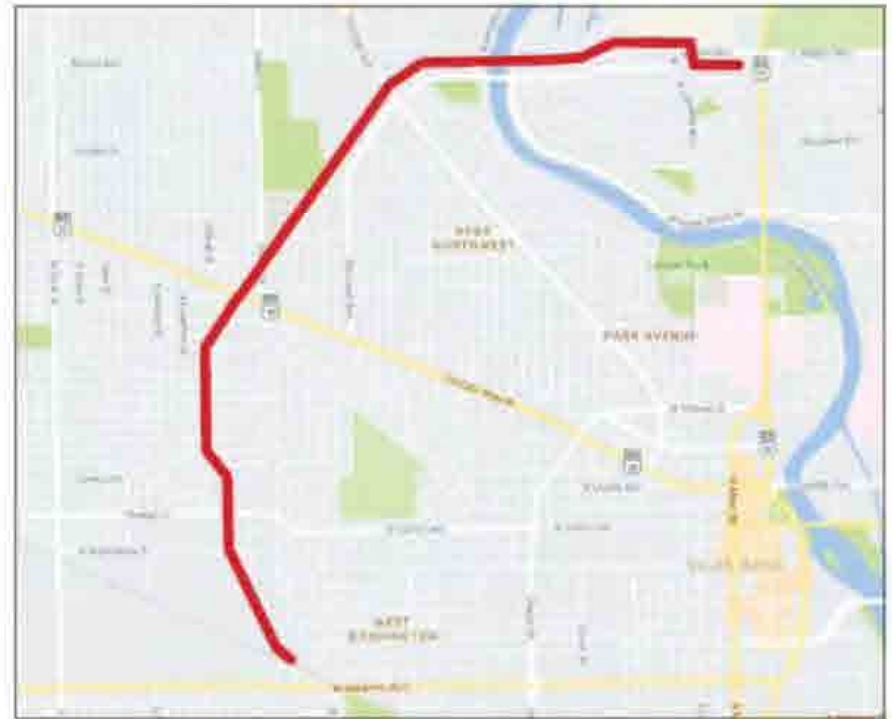
# Coal Line Trail



**PUBLIC ENGAGEMENT MEETING  
THURSDAY, SEPTEMBER 22  
5:00-7:00 P.M.**

HOLY CROSS PARISH  
1050 WILBER STREET  
SOUTH BEND, INDIANA 46628

Learn about the plans and schedule for the Coal Line Trail. A brief presentation will take place at 5:30 p.m., but you may drop by at any time.





# Coal Line Trail Public Engagement Meeting September 22, 2016



**RUNDELL ERNSTBERGER ASSOCIATES, LLC**  
LANDSCAPE ARCHITECTURE + URBAN DESIGN + LAND PLANNING



# Coal Line Railroad



Western Ave.

Lincoln Way

Michigan St.

St. Joseph River









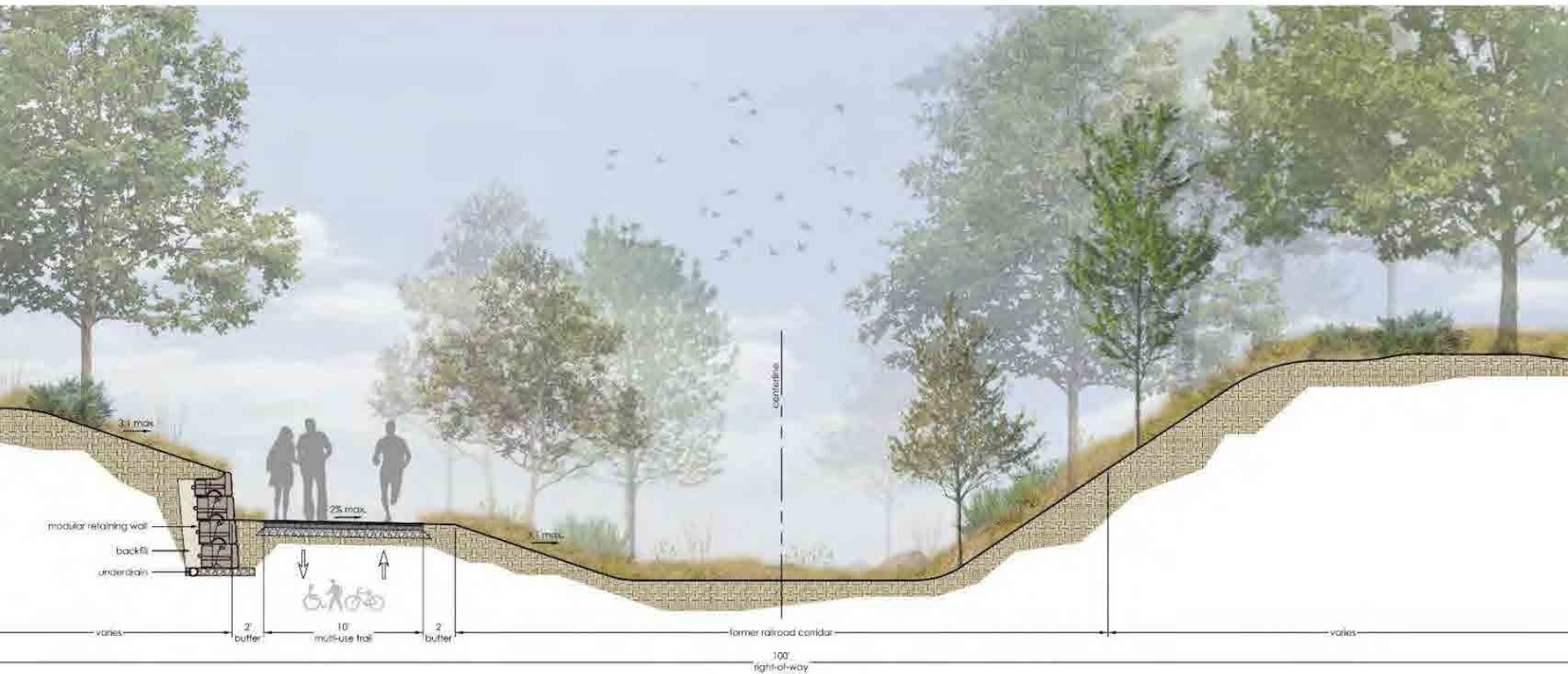








# Coal Line Trail



**COAL LINE TRAIL**  
TYPICAL CROSS SECTION

# Agenda

- Location Overview
- Trail Benefits
- Trail Considerations
- Project Schedule
- Input Session



# LOCATION





# LANDMARKS



**Martin's**



Norfolk Southern RR Bridge



Holy Cross Catholic School &  
Holy Cross Catholic Church

Wilber St

Michigan St

Riverside Drive Historic District

Lincoln Way



South Bend Brewing Association

Colfax Ave

St. Joseph River

Downtown

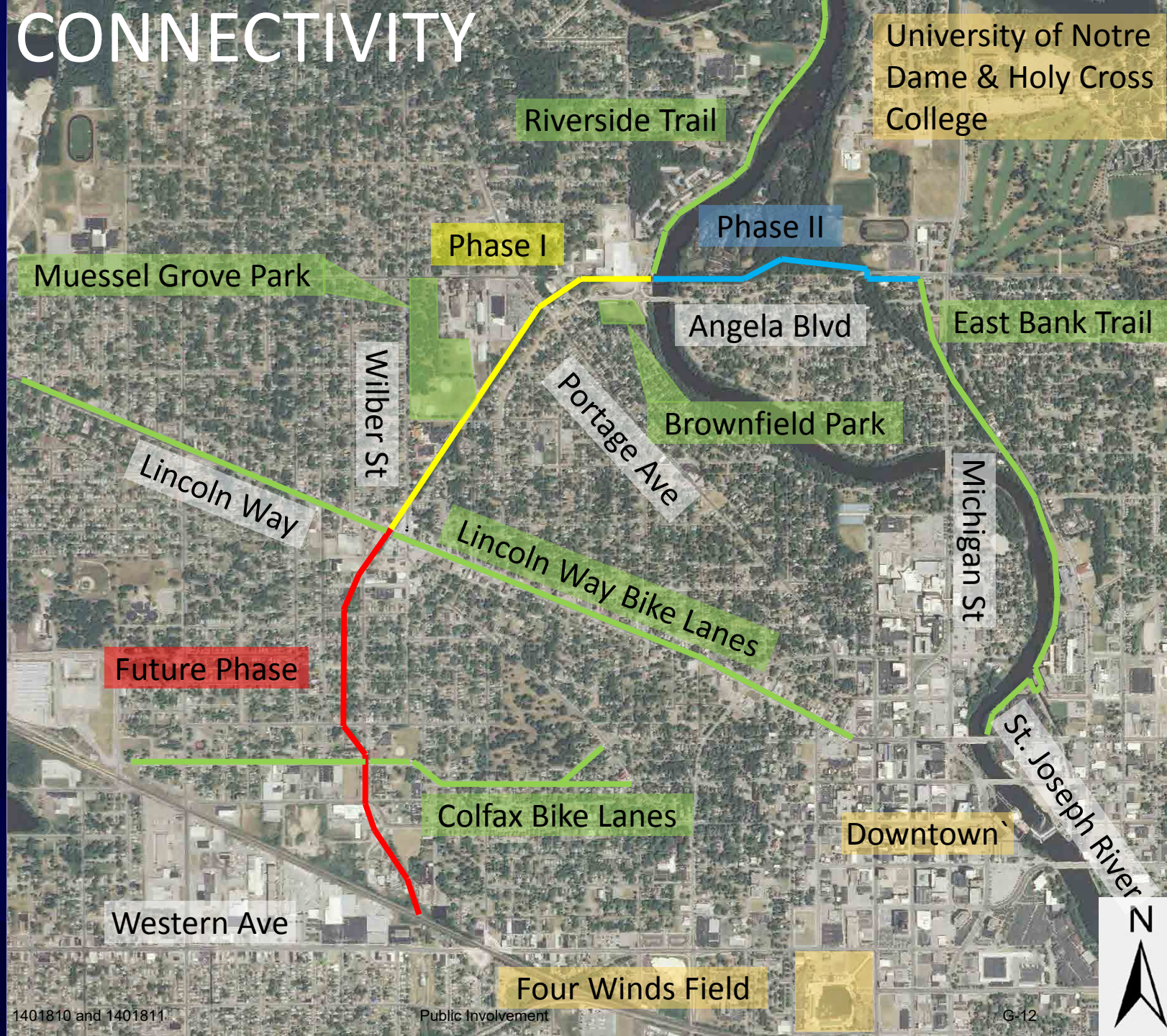
Western Ave

**Coal Line Railroad**





# CONNECTIVITY





# Economic Benefits

Beltline Trail | Atlanta, GA





# Cultural Benefits

High Line | New York, NY





# Environmental Benefits

606 Trail | Chicago, IL





# Health Benefits

Monon Rail-Trail | Indianapolis, IN



# Corridor Improvements

- Trail
- Intersections & Crosswalks
- Wayfinding & Signage
- Retaining Walls & Pedestrian Railings
- Lighting
- Bridge Improvements



# Trail Cross Section



**COAL LINE TRAIL**  
TYPICAL CROSS SECTION



# Intersections & Crosswalks





# Branding & Signage





# Retaining Wall & Railings

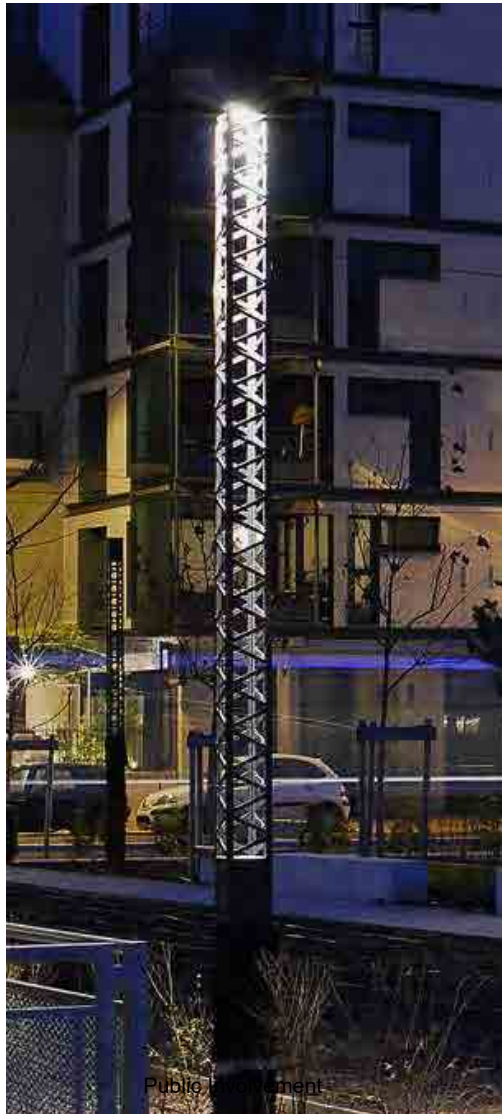




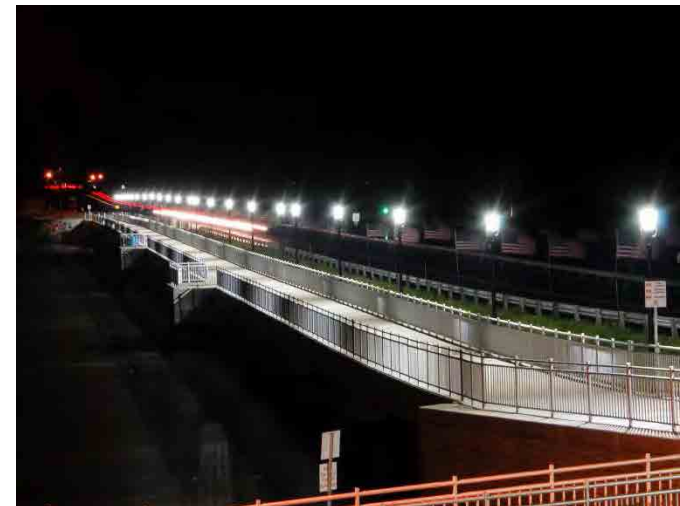
# Lighting



Des. Nos. 1401810 and 1401811



Public Improvement



G-22



# Bridge Improvements





# Project Schedule / Chronology



- **Now**

- Topographic survey
- Environmental documentation & Bridge inspection
- **Identification of preferred amenities**

- **Next**

- Trail Alignment

- **Later**

- Future Public Meetings
- Design
- Construction (2019-2020)

# Community Input

“What would you like to see in your trail?”

“How will you use your trail?”

“How will you access your trail?”

# For More Information

<http://www.coallinetrail.com>





October 6, 2016  
Ms. Nadia Correa  
Engineer I  
City of South Bend – Division of Engineering  
227 West Jefferson Blvd.  
South Bend, IN 46601

RE: Public Engagement and Stakeholder Meetings  
Coal Line Trail: Phase I and II

Dear Ms. Correa:

A Public Engagement meeting and four Stakeholder meetings were held on September 22, 2016 at the City of South Bend Engineering Department and Holy Cross School/Church.

The following individuals hosted the meetings:

- |                 |                                      |
|-----------------|--------------------------------------|
| • Nadia Correa  | City of South Bend                   |
| • Chris Dressel | City of South Bend                   |
| • Tim Corcoran  | City of South Bend                   |
| • Dan Liggett   | Rundell Ernstberger Associates (REA) |
| • Bill Curtis   | United Consulting                    |

The objective of the Stakeholders Meeting was to inform specific entities about the project, receive input regarding what was important to them, and build support for the project. The following information and ideas were presented:

#### **Martin's Supermarket**

- Functions as a neighborhood store
  - Possible plans to move downtown, will maintain some type of presence at current location
- 60% of business is walkup or bike traffic, with an average purchase of 7 items
- Parking is never at capacity, max of ~70% at holidays
- Deliveries are made with 54' trucks, arriving between 9 and 10pm off of Elwood
- Shoplifters tend to use the railroad corridor as their main escape route

Items they would like to see as part of the trail:

- Lighting would be important for security
- A connection from the trail to the store
  - Prevent access from the trail to the back of the store
- Public Restrooms – there is a concern the store would be used if these facilities were not provided
- Bike parking

#### **North Shore Neighborhood**

- Develop a plan for an entire loop using all three phases of the Coal Line Trail, the East Bank Trail, and a future south connection from the Coal Line to the East Bank
- Concerned the trail could attract crime from the northwest side of the City
- Restrict unintentional access from the trail to the neighborhood
- Lighting, fencing and signage are important
- Would like to see South Bend bike police patrolling the trail

**Near Northwest Neighborhood (NNN)**

- Impact on property values should be positive – a definite improvement over what is existing
- Security and crime are important items to consider during the development of the trail
- Underpass at Portage Ave may be a security issue
- Call boxes and safety areas will be necessary
- Public art along the trail would be appreciated
- Signage is important

**Holy Cross School and Church**

- Provide a defined edge between the trail and the school yet keep an open view of the school
- Prevent cut through traffic from the trail
- Provide educational opportunities
  - Ecological and biological
  - Field trip opportunities
  - Community gardens
- Encourage visits to the trail
- Lighting and security is a top priority
- Create programs to encourage kids to use the trail (for commuting to school and recreation)
- Noted Wilber Street gets significantly more traffic than Vasser Avenue

The objective of the Public Engagement Meeting was to inform the general public about the project, receive input regarding what was important to them, and build support for the project. Participants were encouraged to discuss the project with City staff and members of the design team. Comments were noted on post-it notes and displayed to generate additional conversations. Below is a summary of the posted comments:

- Use Muessel Grove Park as an access point / trail head
- Create an Adopt-a-Trail program to help maintain the trail facilities
- Connect the trail to Angela Blvd along North Shore Dr.
- Security
  - Lighting
  - Call boxes
  - Safe street crossings
- Concerned about increased pedestrian traffic near homes
- Trail should be usable throughout all four seasons
- Provide a soft surface material for runners (see Eugene, OR as an example)
- Provide connections to the following:
  - Holy Cross School/Church
  - Muessel School
  - Marquette School
  - Lasalle Intermediate School
- Concerns about stretching the Parks Dept. resources
- Bike repair stations
- 10' minimum trail width (with a striped center line), wider would be the better
- Potentially redevelop Muessel Grove Park in conjunction with the trail. The park could serve as an anchor for the trail and host some of the possible amenities. The entire neighborhood would benefit.

October 6, 2016

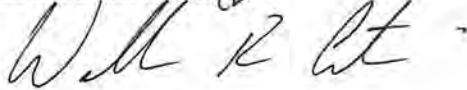
Page 3 of 3

- Provide more visible and visually pleasing signage along the trail. Set a standard that could be used citywide.
- Keep the trail off of Angela Blvd.
- Consider separation of pedestrians and cyclists at points throughout the trail.
- Potentially make a water feature utilizing the natural spring near the Portage Ave underpass
- Provide access from the trail to Portage Ave
- Jo Braden – District 4 Representative suggested discussing the project with:
  - Holy Cross College
  - Keller Park Neighborhood Association

The above minutes reflect our understanding of the discussions at each of the meetings. If you have any questions, additions, or comments, please contact our office at your convenience.

Sincerely,

UNITED CONSULTING <sup>CLM</sup>



William R. Curtis  
Senior Project Manager

enclosures

c: All Host Members  
Corbett Kerr – City of South Bend  
Roger Nawrot – City of South Bend  
Shane Floyd  
File 16-406

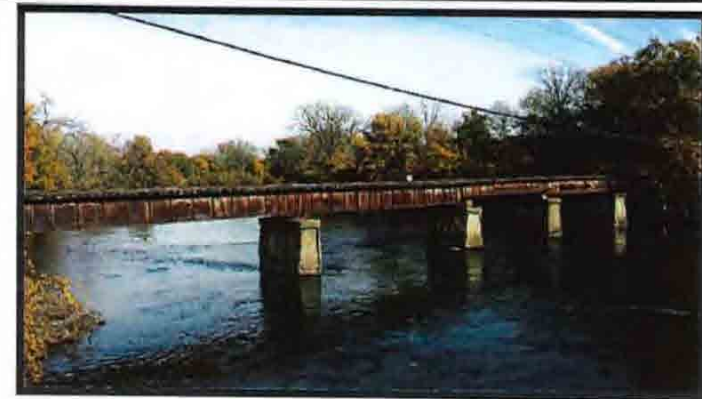


# Future Coal Line Trail PUBLIC OPEN HOUSE



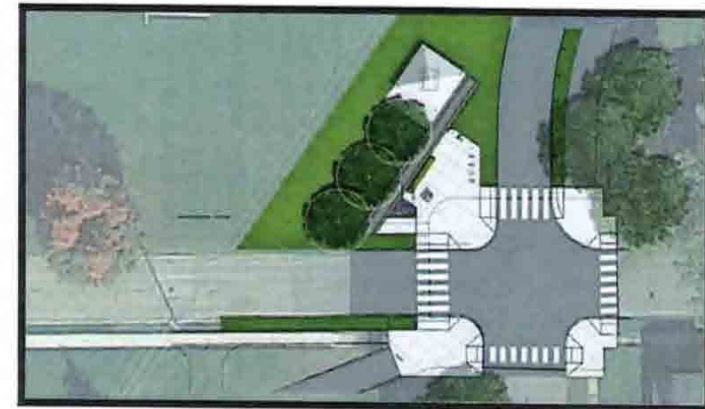
The City of South Bend invites you to learn about the updated plans and current schedule for the future "Coal Line Trail".

**THURSDAY, JULY 13: 5 - 7PM**  
**NEAR NORTHWEST NEIGHBORHOOD**  
**COMMUNITY CENTER**  
**1013 Portage Ave.**



A brief presentation will take place at **5:30PM** but you may drop in at any time. Project team members will be in attendance to answer questions.

The Coal Line Trail is a multiuse trail that mainly follows the former Norfolk Southern Rail line connecting between Lincoln Way West and the East Bank Trail. Your input is key to trail design details and community connection opportunities. For more information, visit [www.CoalLineTrail.com](http://www.CoalLineTrail.com).



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# COAL LINE TRAIL





## Agenda

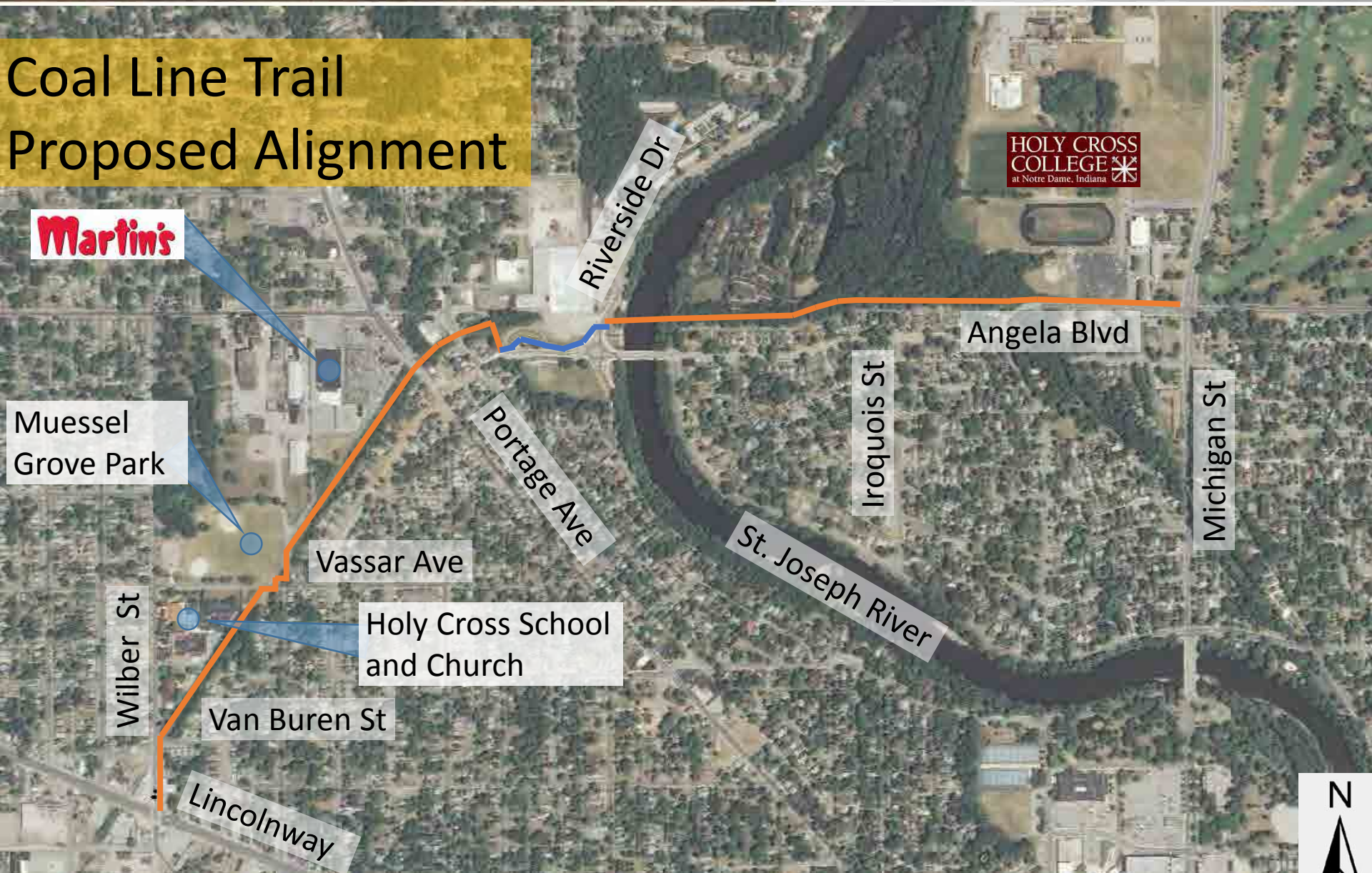
- Background
- Proposed Alignment
- Trail Connections
- Trail – Look and Feel
- Status and Schedule
- Open Forum



# COAL LINE TRAIL



## Coal Line Trail Proposed Alignment





# COAL LINE TRAIL



## Coal Line Trail Connections

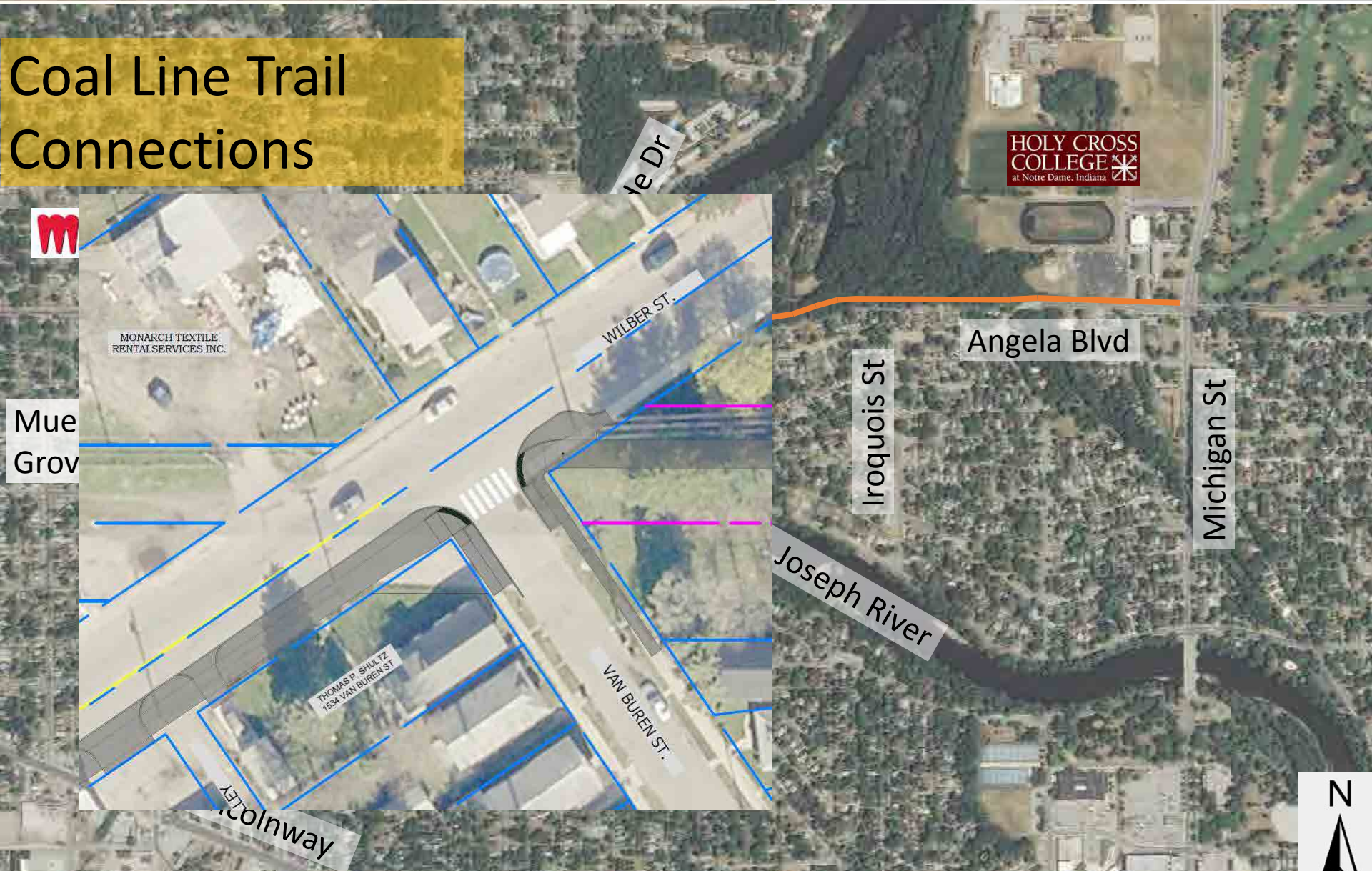




# COAL LINE TRAIL



## Coal Line Trail Connections



HOLY CROSS  
COLLEGE  
at Notre Dame, Indiana

MONARCH TEXTILE  
RENTALSERVICES INC.

WILBER ST.

Angela Blvd

Iroquois St

Michigan St

Joseph River

VAN BUREN ST.

THOMAS P. SHULTZ  
1534 VAN BUREN ST

Coal Line Trail





# COAL LINE TRAIL



## Coal Line Trail Connections



**Martin's**

Riverside Dr

**HOLY CROSS COLLEGE**  
at Notre Dame, Indiana

Angela Blvd

Iroquois St

Michigan St

St. Joseph River

Portage Ave

Vassar Ave

Holy Cross School and Church

Van Buren St

Lincolnway

Wilber St

Muessel Grove Park

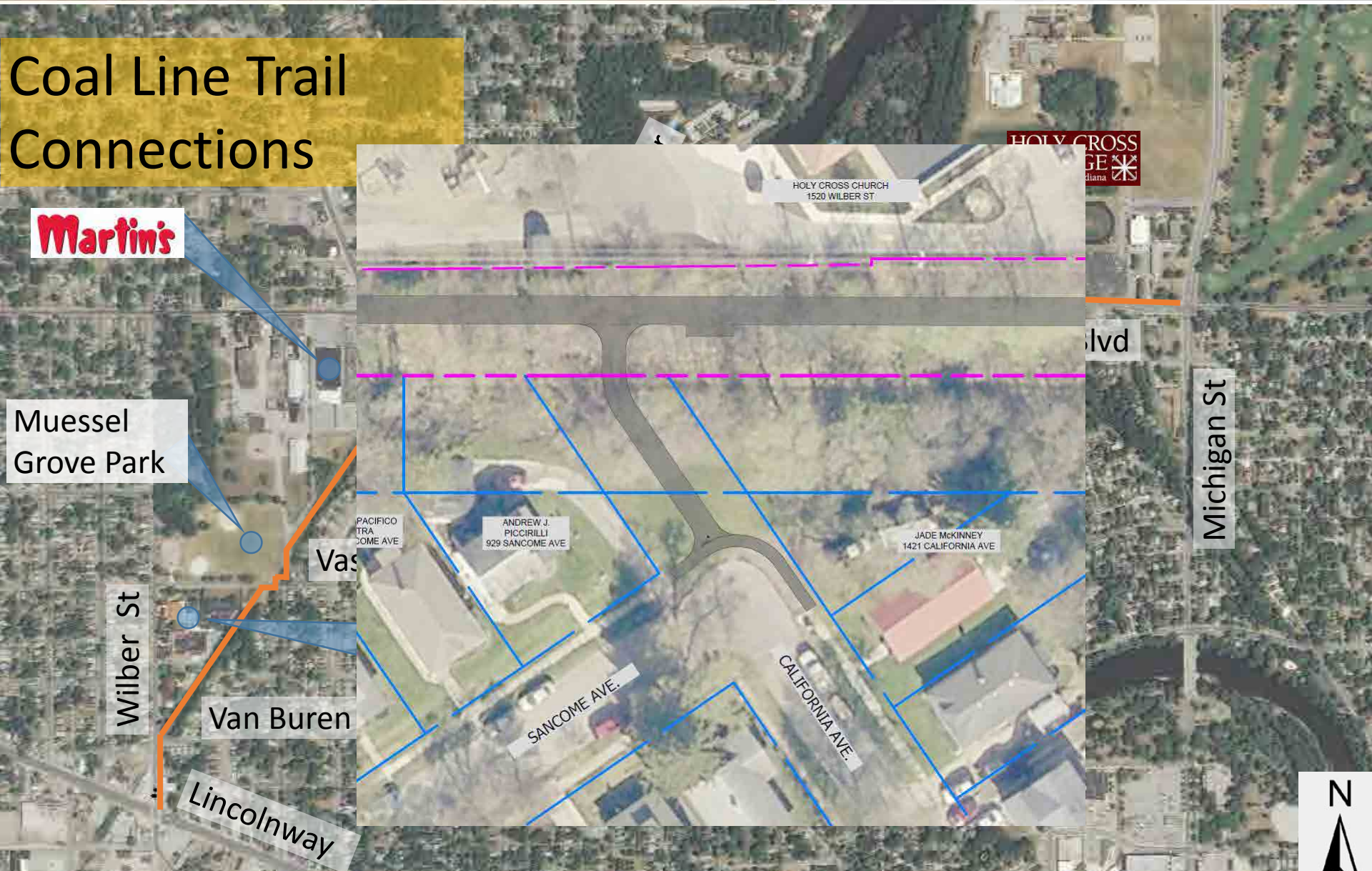




# COAL LINE TRAIL



## Coal Line Trail Connections





# COAL LINE TRAIL



## Coal Line Trail Connections





# COAL LINE TRAIL

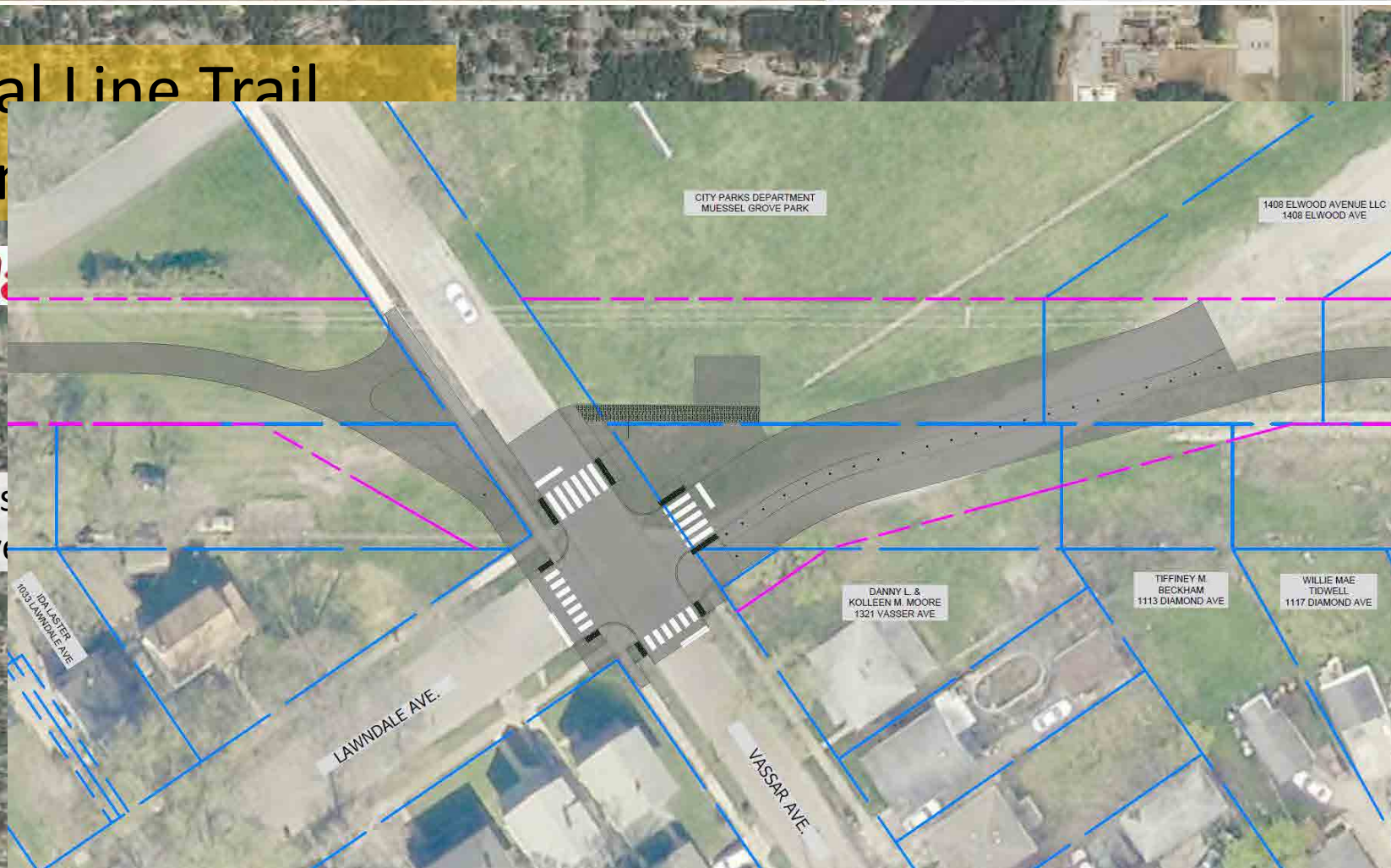


Coal Line Trail

Cor



Mues  
Grove



Lincolnway

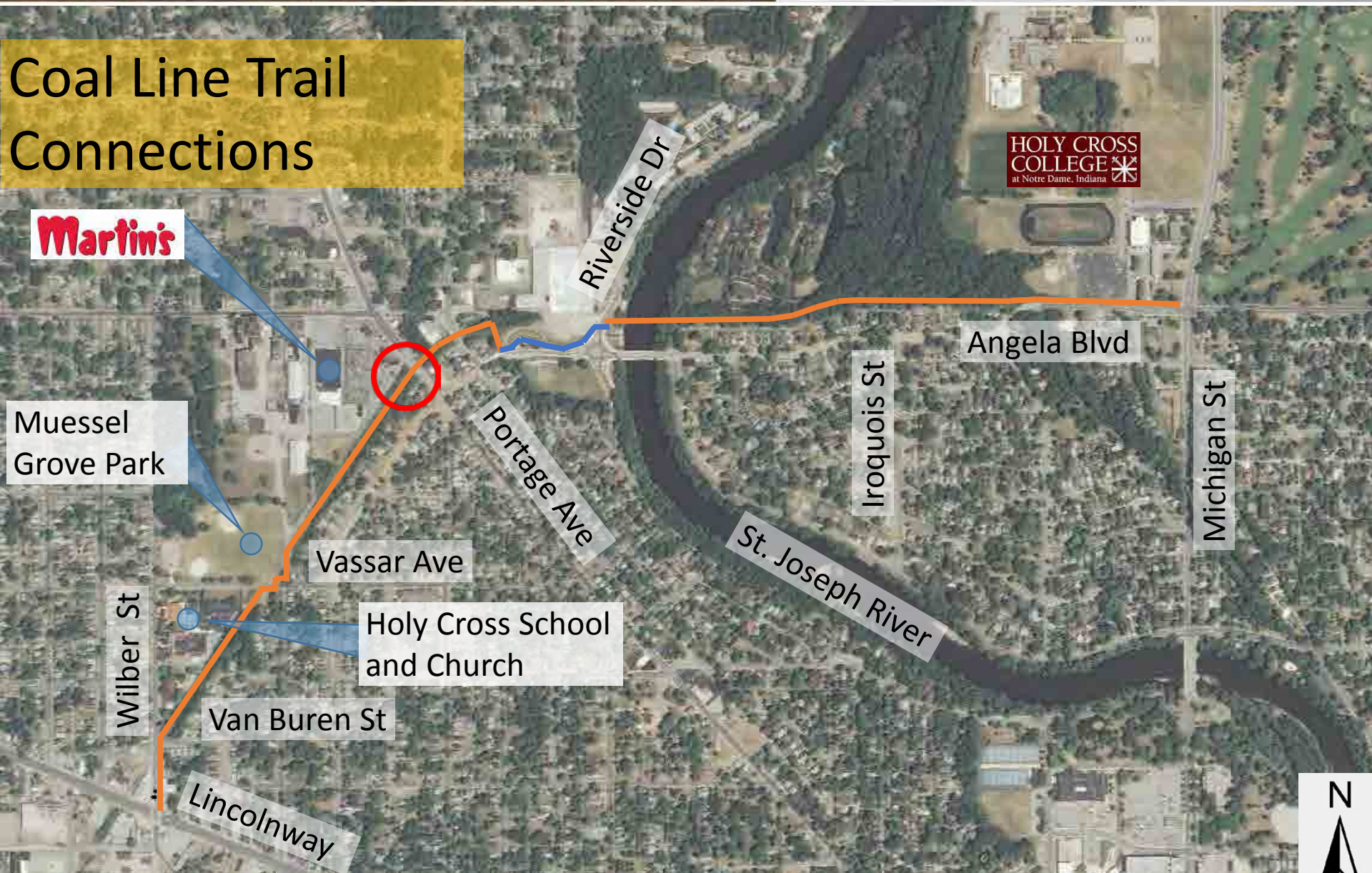




# COAL LINE TRAIL



## Coal Line Trail Connections

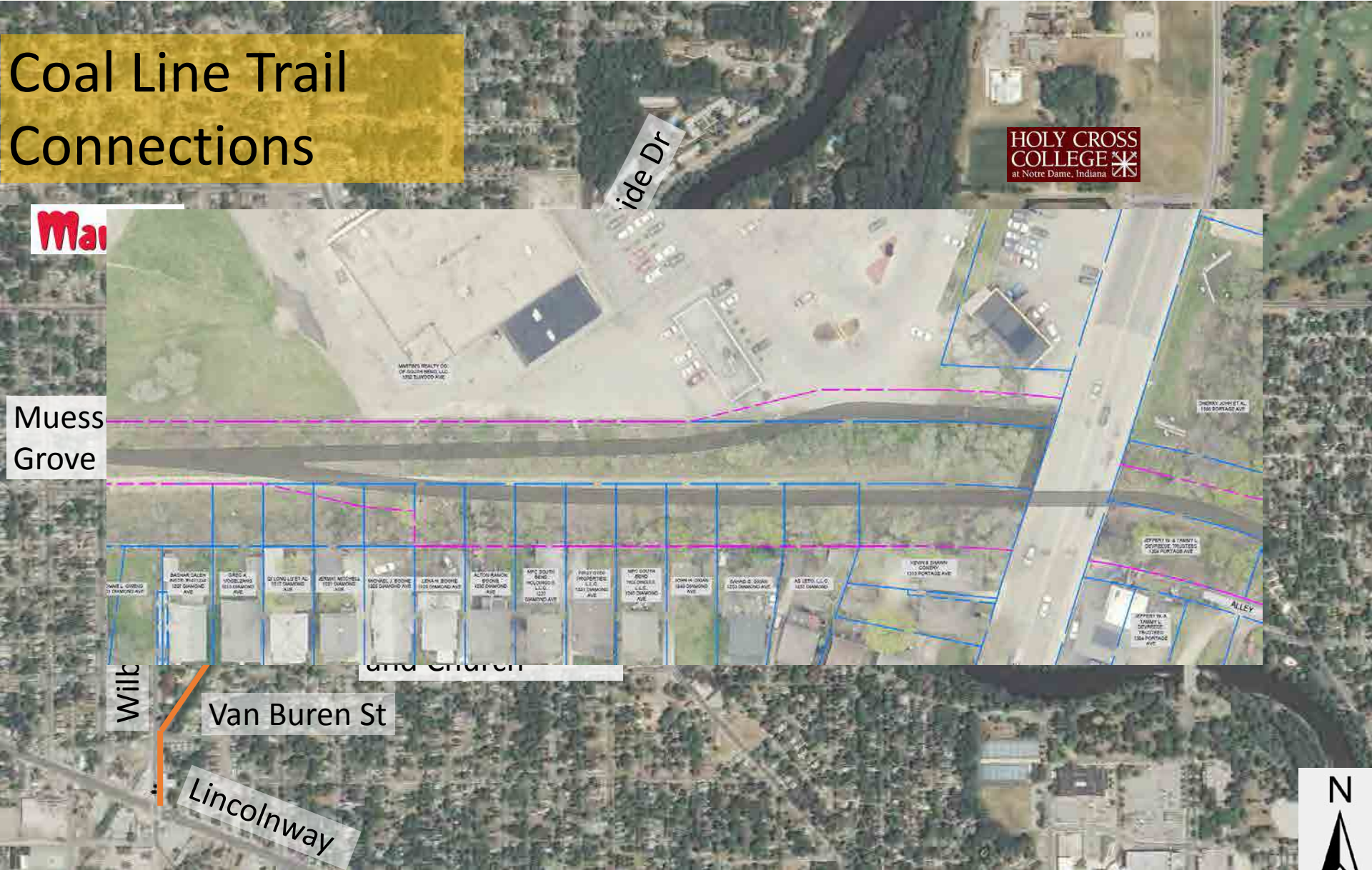




# COAL LINE TRAIL



## Coal Line Trail Connections





# COAL LINE TRAIL



## Coal Line Trail Connections





# COAL LINE TRAIL



## Coal Line Trail Connections

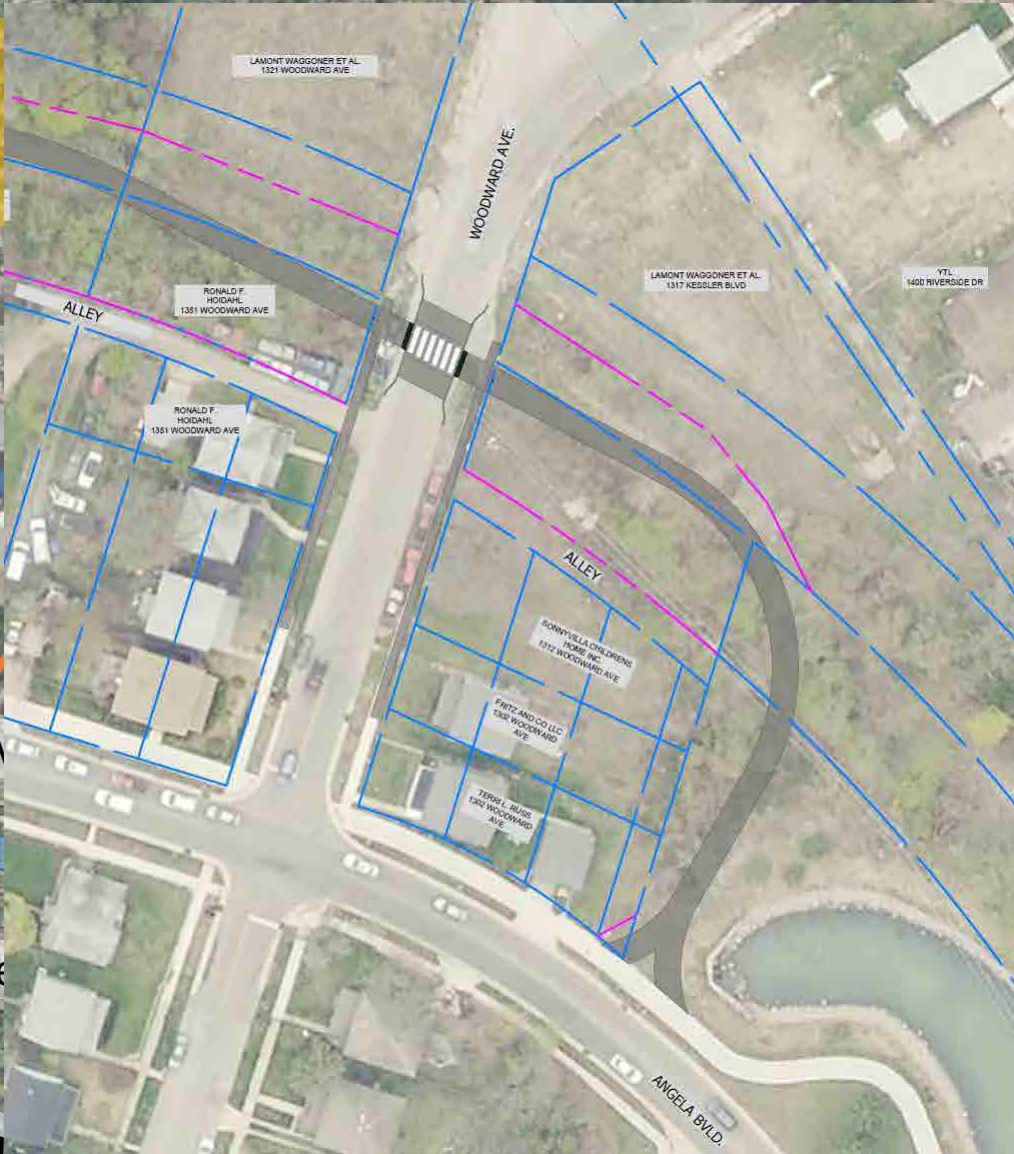


Muessel Grove Park

Wilber St

Van Buren

Lincolnway



LY CROSS  
LEGE  
Dame, Indiana

a Blvd

Michigan St

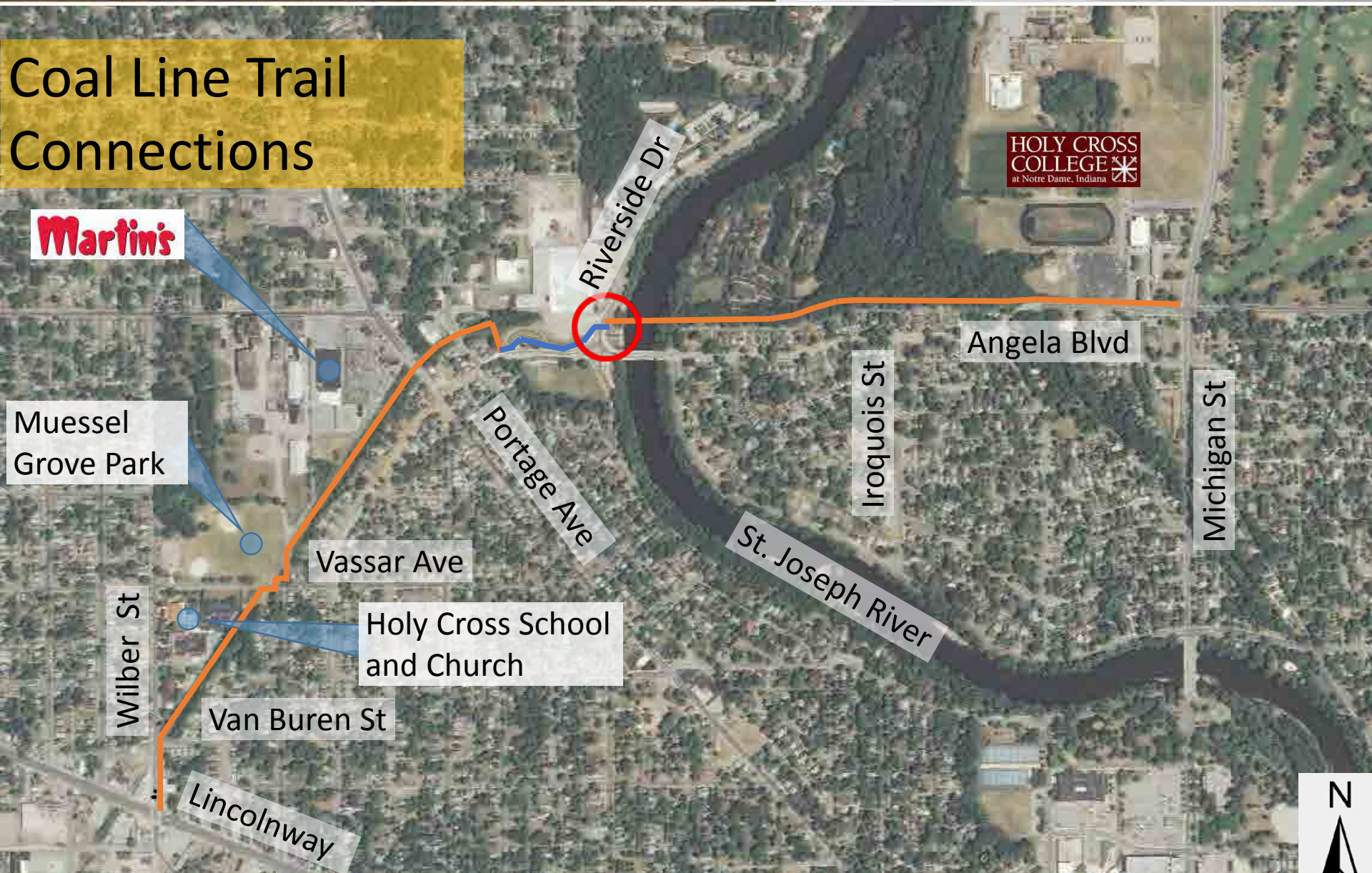




# COAL LINE TRAIL



## Coal Line Trail Connections





# COAL LINE TRAIL



## Coal Line Trail Connections





# COAL LINE TRAIL



## Coal Line Trail Connections



**Martin's**

Riverside Dr

**HOLY CROSS COLLEGE**  
at Notre Dame, Indiana

Angela Blvd

Iroquois St

Michigan St

St. Joseph River

Portage Ave

Vassar Ave

Holy Cross School and Church

Van Buren St

Lincolnway

Wilber St

Muessel Grove Park





# COAL LINE TRAIL



## Coal Line Trail Connections





# COAL LINE TRAIL



## Coal Line Trail Connections





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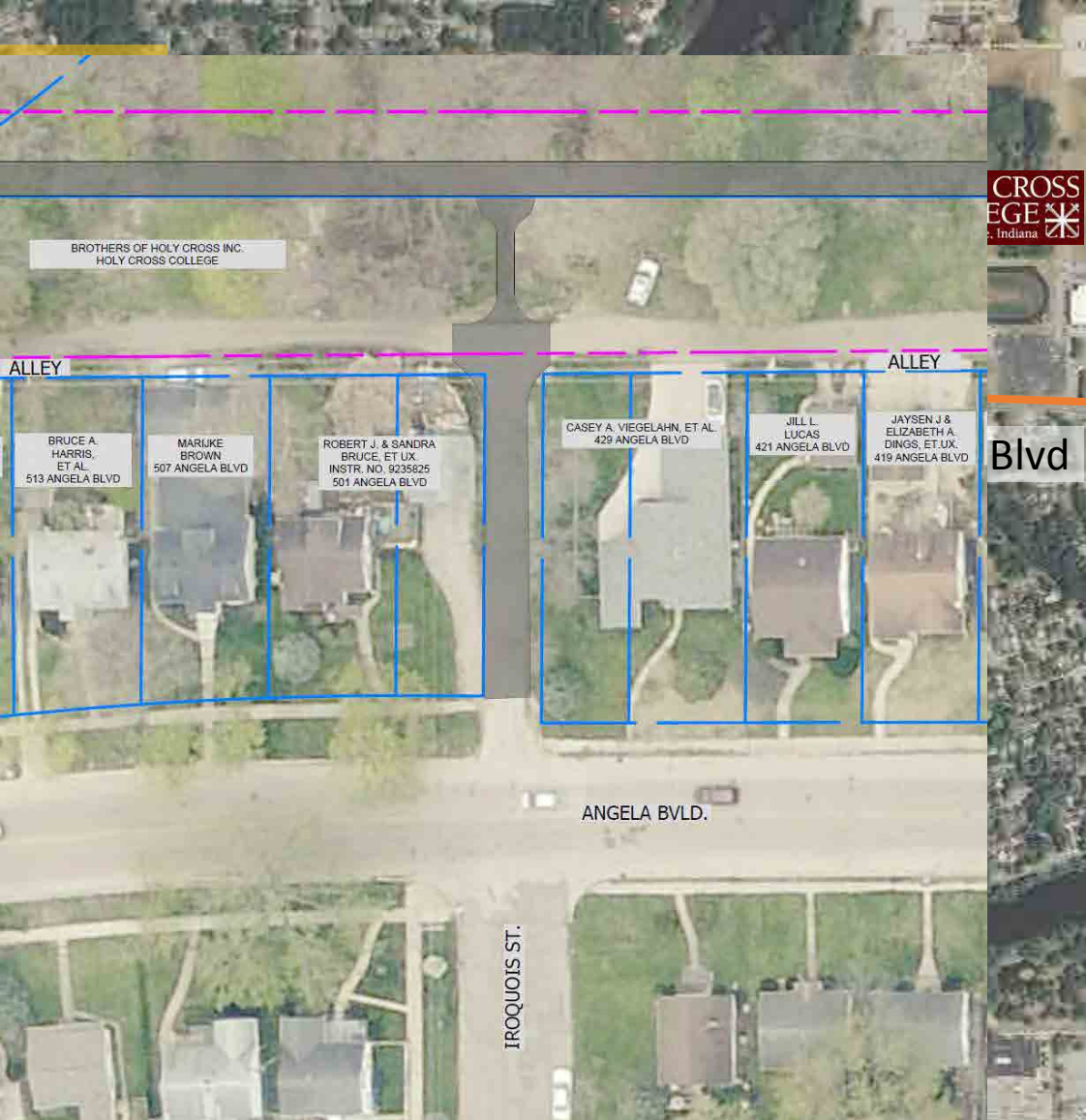
Martin's

Muessel Grove Park

Wilber St

Van Buren

Lincolnway



Blvd

Michigan St





# COAL LINE TRAIL



## Coal Line Trail Connections





# COAL LINE TRAIL



## Coal Line Trail Connect

Martin's

BROTHERS OF  
THE HOLY CROSS

UNIVERSITY OF NOTRE  
DAME DU LAC

ANGELA BLVD.

Michigan St

Muessel  
Grove Park

GEOFFREY F.  
SAMORA  
150 ANGELA BLVD.

LINDBORG REAL  
ESTATE, LLC  
138 ANGELA BLVD

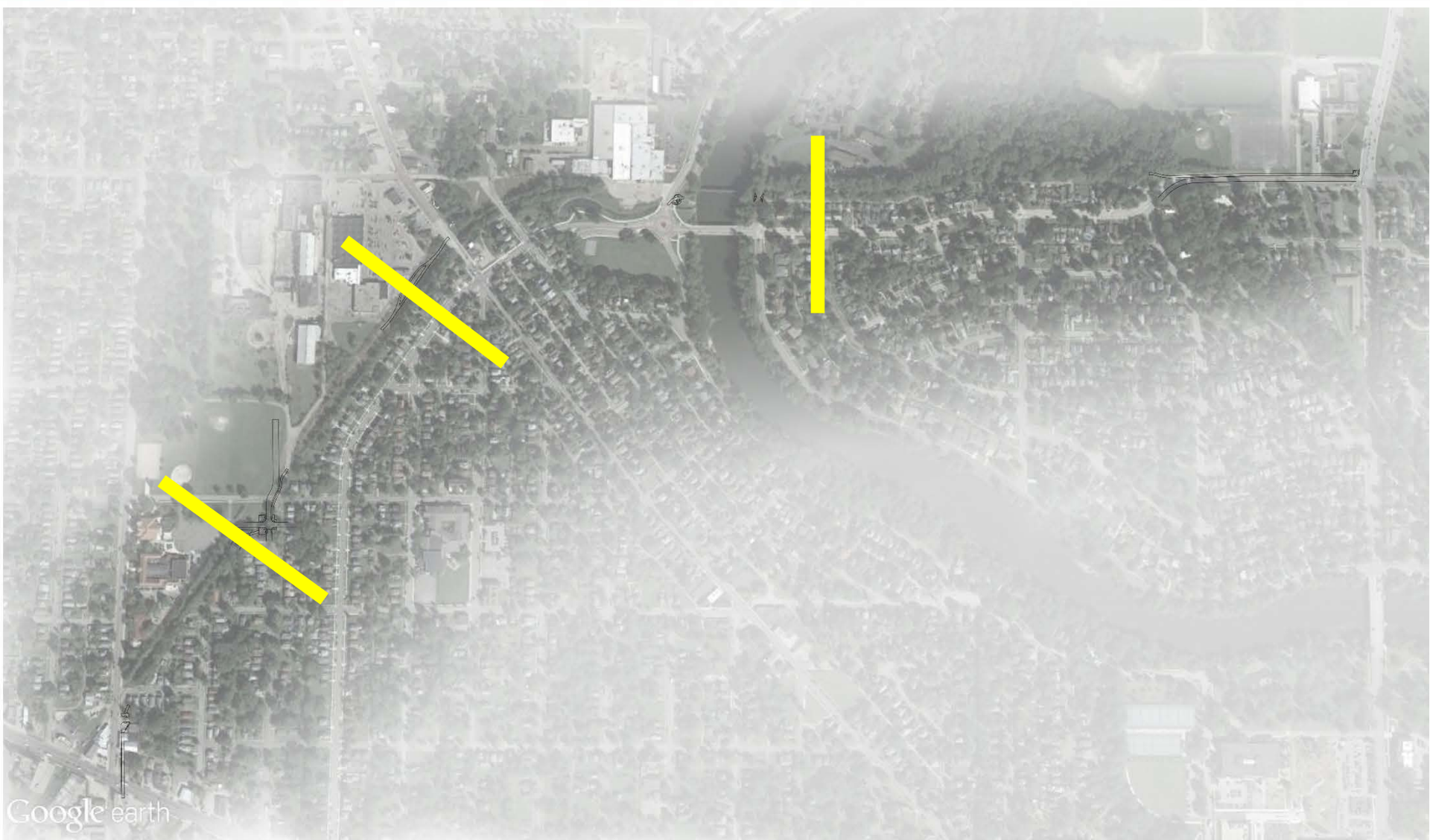
EAST BANK TRAIL

Wilber St

Lincolnway



# COAL LINE TRAIL





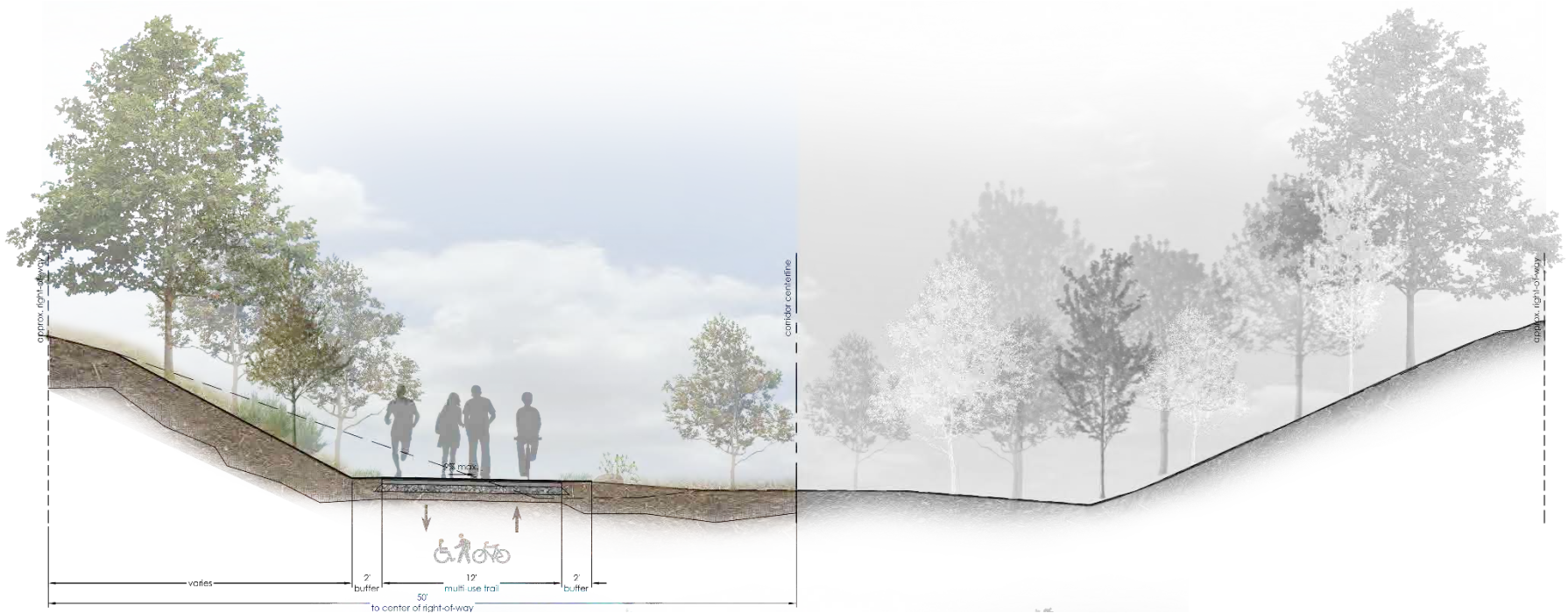
# COAL LINE TRAIL



Typical Trail Section Near Van Buren

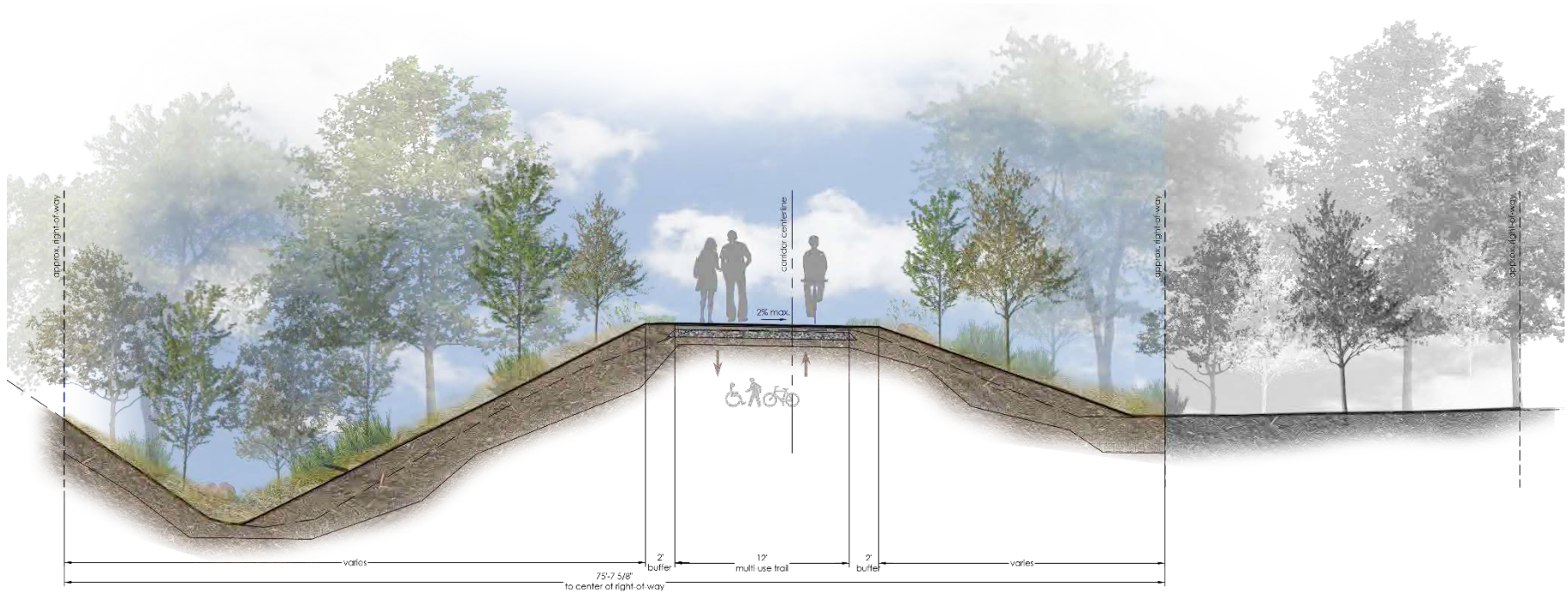


# COAL LINE TRAIL



Typical Trail Section Near Portage

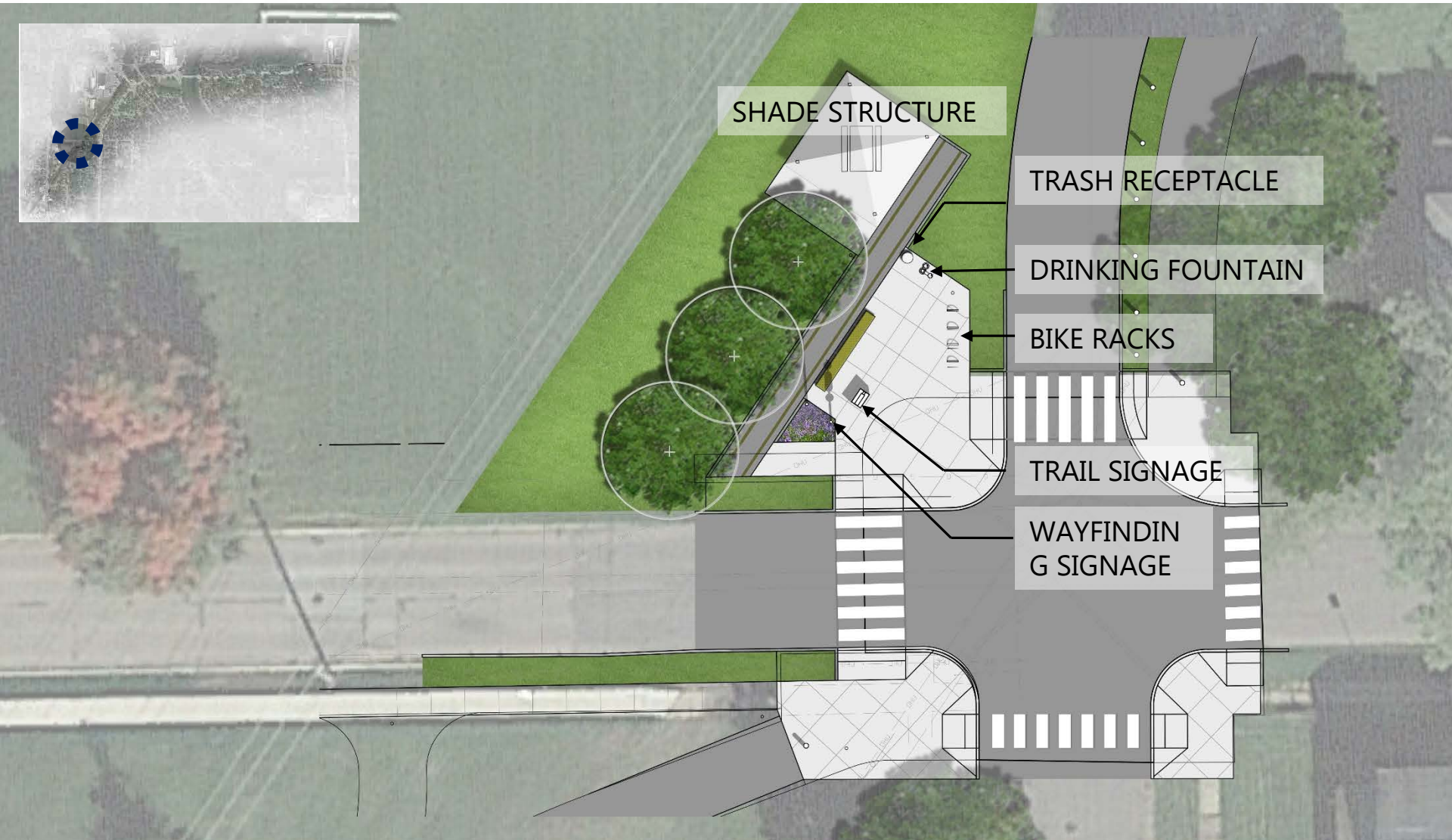
# COAL LINE TRAIL



Typical Trail Section East of the St. Joseph River



# COAL LINE TRAIL



SHADE STRUCTURE

TRASH RECEPTACLE

DRINKING FOUNTAIN

BIKE RACKS

TRAIL SIGNAGE

WAYFINDING  
SIGNAGE

Trail Nodes Enlargement Plan | VASSAR AVE. & LAWNDALE AVE.

0' 5' 10'



# COAL LINE TRAIL



Trail Nodes Enlargement Plan | VASSAR AVE. & LAWNSDALE AVE.

# COAL LINE TRAIL



Trail Nodes Enlargement Plan | VASSAR AVE. & LAWNDALE AVE.



# COAL LINE TRAIL



Trail Nodes Enlargement Plan | VASSAR AVE. & LAWNSDALE AVE.



# COAL LINE TRAIL



TRAIL SIGNAGE

BIKE RACKS

TRASH  
RECEPTACLE

BENCHES

SHADE STRUCTURE

RETAINING  
WALL

Trail Nodes Enlargement Plan | WEST BRIDGE NODE AT RIVERSIDE DR.

0' 5' 10'



# COAL LINE TRAIL



Trail Nodes Enlargement Plan | WEST BRIDGE NODE AT RIVERSIDE DR.



# COAL LINE TRAIL



Trail Nodes Enlargement Plan | WEST BRIDGE NODE AT RIVERSIDE DR.



# COAL LINE TRAIL



Trail Nodes Enlargement Plan | WEST BRIDGE NODE AT RIVERSIDE DR.

# COAL LINE TRAIL



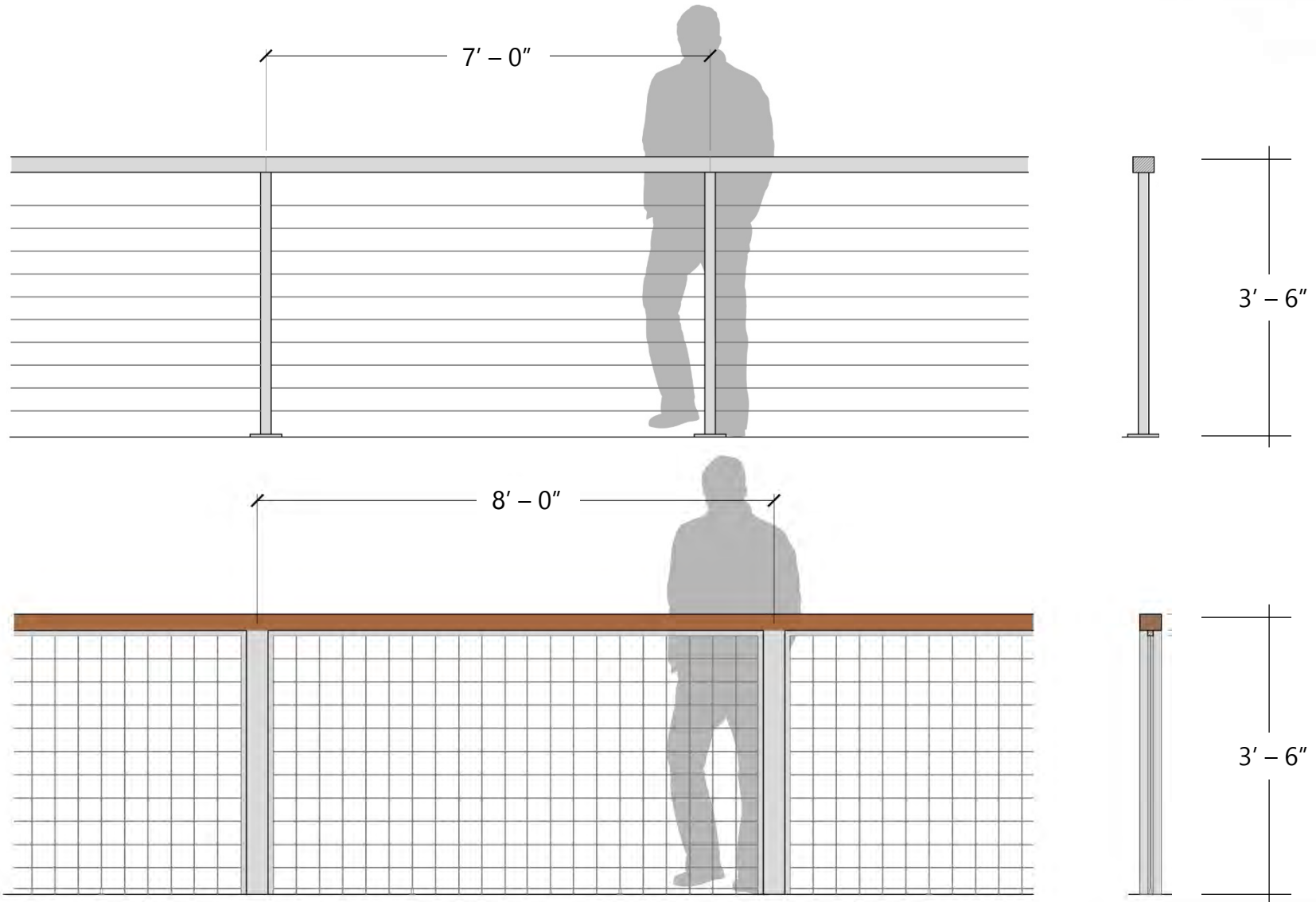
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22

Existing Railroad Bridge



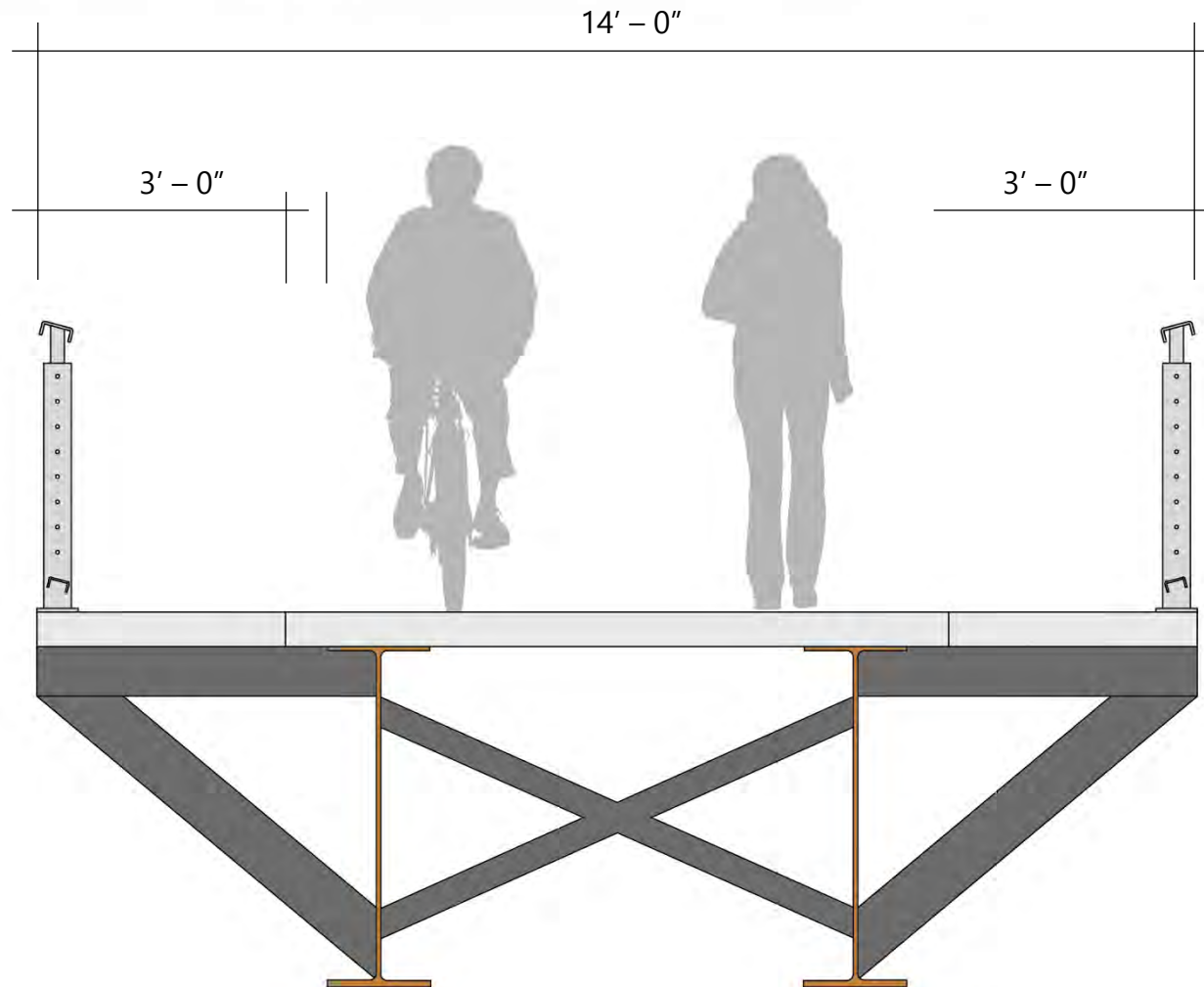
# COAL LINE TRAIL



Potential Railing Designs

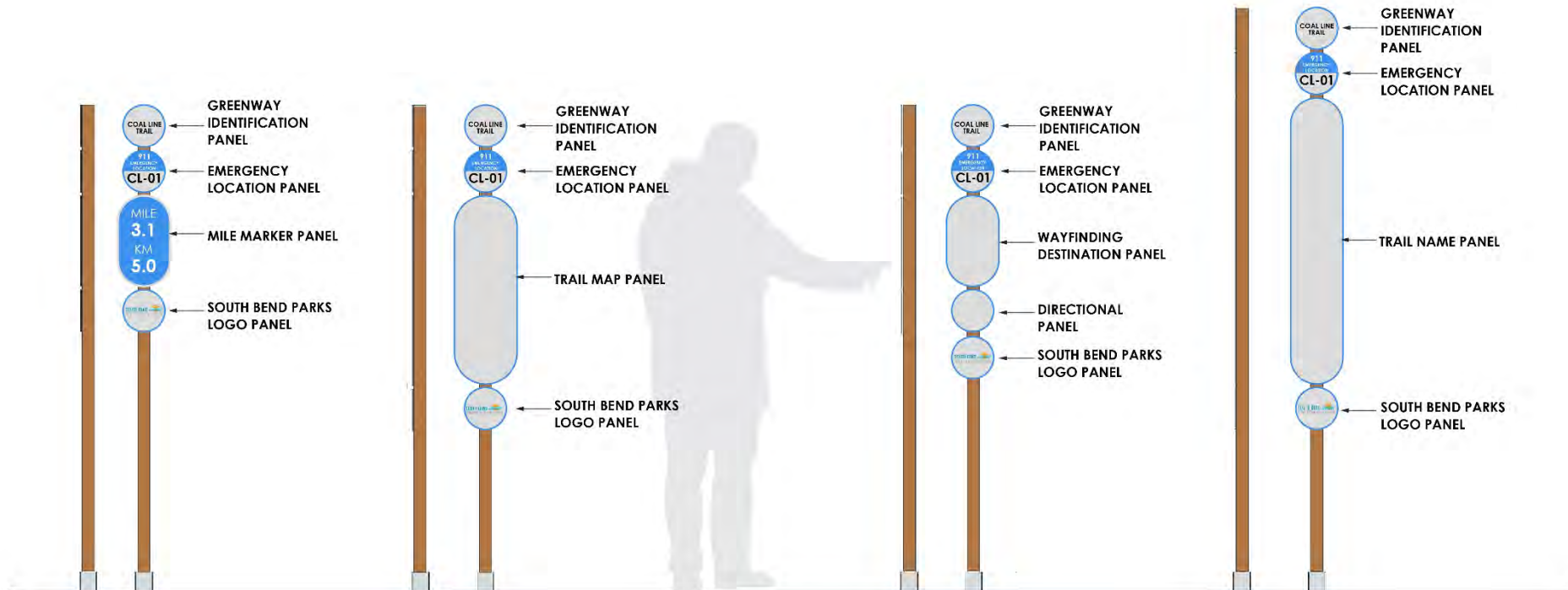


# COAL LINE TRAIL



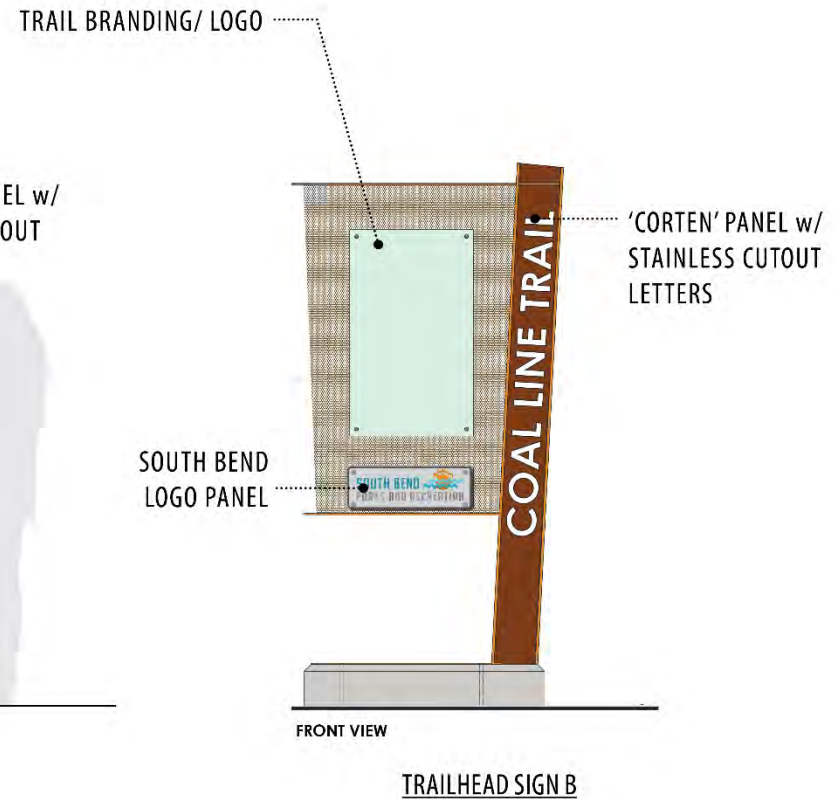
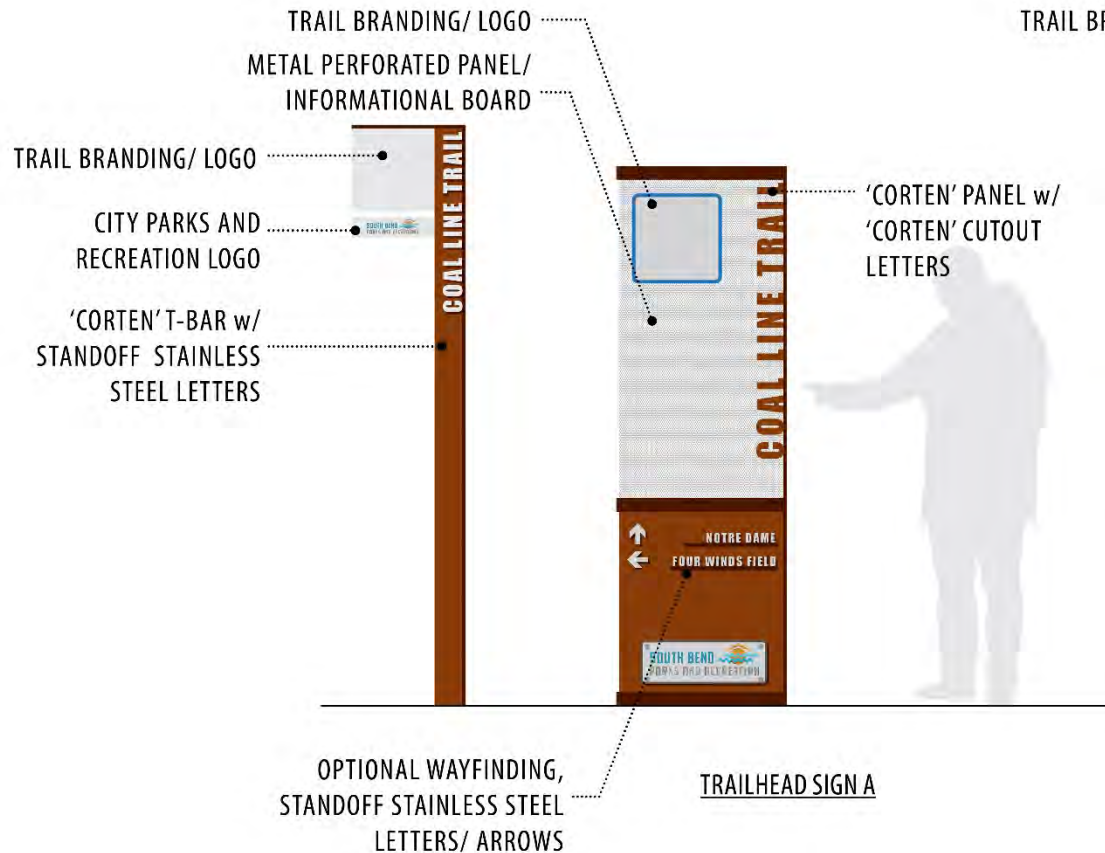
Bridge Cross Section

# COAL LINE TRAIL



Trail Signage

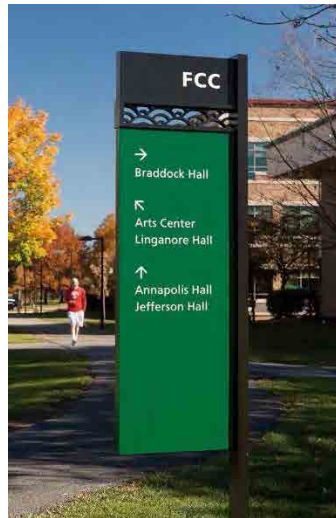
# COAL LINE TRAIL



Trail Signage



# COAL LINE TRAIL





# COAL LINE TRAIL





# COAL LINE TRAIL



Site Furnishings | SEATINGS



# COAL LINE TRAIL



Site Furnishings | LIGHTINGS



# COAL LINE TRAIL



SHADE TREES



UNDERSTORY PLANTINGS



Plant Palette



# COAL LINE TRAIL



Plant Palette



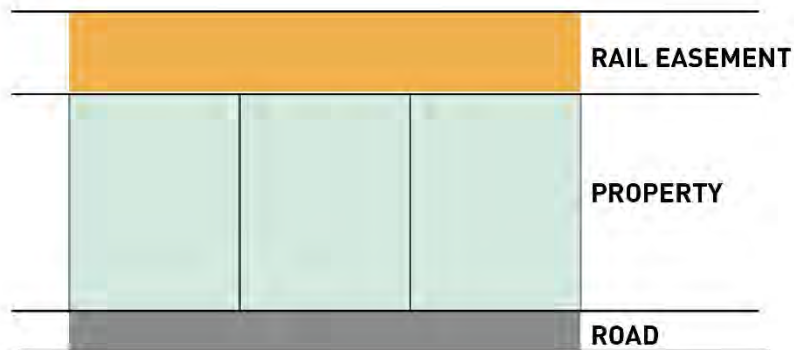
## Status and Schedule

- Submitted Stage 2 Plans (Approximately 60%) - Summer 2017
- Environmental Process – Public Hearing Upcoming - Fall 2017 (Date TBD)
- Rail Road Right-of-Way / Land Acquisition - Starts 2018
- Phase 1: Lincolnway West to Riverside Dr - Construction 2020
- Phase 2: Riverside Dr to State Road 933 - Construction 2021

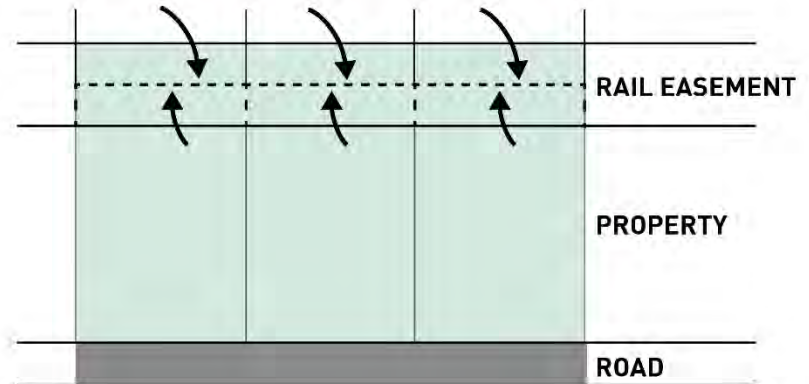
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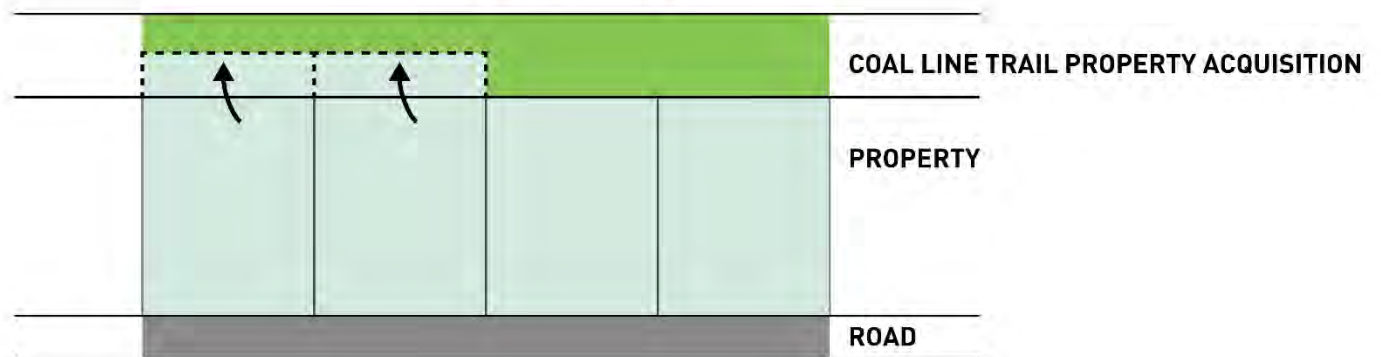
## PAST



## ABANDONMENT



## COAL LINE TRAIL





## Questions?

[www.CoalLineTrail.com](http://www.CoalLineTrail.com)



Governmental Unit

To ..... Dr.

IDEM

South Bend Tribune  
225 West Colfax Ave  
South Bend, Indiana 46628  
Tax ID# 35-13-1571

.....County, Indiana

## PUBLISHER'S CLAIM

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Body -- Number of lines .....

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Total number of lines in notice

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Additional charges for notices containing rule or tabular work  
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(\$1.00 for each proof in excess of two) .....

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**TOTAL AMOUNT OF CLAIM**

\$153.06

### DATA FOR COMPUTING COST

Width of single column in picas 9.4ems

Size of 8 point

Number of Insertions

2

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 2 time(s). The dates of publication being as follows South Bend Tribune.  
07/22/18, 07/29/18.

*Sally J. Brown*  
Publisher

*Cheryl June Morey*  
Cheryl June Morey, Notary Public  
Resident of St. Joseph County  
Commission Number: 693302  
My Commission expires December 21, 2024

CHERYL JUNE MOREY  
Notary Public - Seal  
St Joseph County - State of Indiana  
Commission Number 693302  
My Commission Expires Dec 21, 2024

**South Bend Tribune**

That it is duly authenticated as required by law.  
That it is based upon statutory authority.

225 W. Colfax Ave. South Bend, IN 46628  
ON ACCT OF APPROPRIATION FOR

\$153.06

correct

Appropriation No. Tax ID# 35-138-1571

That it is apparently

incorrect

ALLOWED \_\_\_\_\_  
IN THE SUM OF \$153.06

I certify that the within claim is true and correct; that the services there in itemized and for which charge is made were ordered by me and were necessary to the public business

Attest

Des Nos.: 1401810 &amp; 1401811

## Public Hearing Notice

The City of South Bend will hold a public hearing on Monday, August 6, 2018, at 6:00 pm in the Near Northwest Neighborhood (NNN) Community Room located at 1013 Portage Avenue, South Bend, Indiana 46616. Prior to the official public hearing, the Community Room will be open for a project open house from 5:00-6:00 pm. Following the public hearing, a second project open house will occur from 6:30-7:00pm.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on the environmental document and the preliminary design plans for the Coal Line Trail Project from Lincoln Way West to the East Bank Trail at Angela Boulevard in South Bend, Indiana. This project is being developed using federal and local matching funds.

The City of South Bend desires to construct a multi-use path. The typical section will be 12-feet wide and consists of 4-inches of Hot-Mix-Asphalt (HMA) over 6-inches of compacted aggregate. Coal Line Trail will enhance connectivity and allow pedestrians and cyclists to follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect Lincoln Way West to the East Bank Trail at Angela Boulevard. The Coal Line Trail project will ultimately be developed through phases and predominately follow the old railroad bed. The different phase limits are:

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The existing seven span riveted plat girder bridge carrying the former Coal Line Railroad over the St. Joseph River will be rehabilitated for pedestrian use.

The construction cost of the overall corridor is projected at \$4,650,000. It is expected that local and federal funds will be used for construction of the project.

Construction will require approximately 8.97 acres of new permanent right-of-way.

A portion of the land to be acquired as permanent right-of-way is along the Muesel Grove Park and municipal detention basin. These properties meet the definition of a Section 4(f) property as defined by 23 USC 138. Under SAFETEA-LU provisions and FHWA regulations, the requirements of Section 4(f) of the Department of Transportation Act will be considered satisfied if it is determined that a transportation project will have a de minimis impact on the Section 4(f) resources in question. A de minimis finding subsumes the requirements for all possible planning to minimize harm by reducing the impacts on the Section 4(f) properties to a de minimis level. The Federal Highway Administration intends to make a de minimis impact finding for this project. The

public hearing will be the final opportunity to comment on the Section 4(f) de minimis finding. The agenda will afford the opportunity for the public to make formal statements to be recorded as part of the public hearing transcript. Tentative timetables for right-of-way acquisition and construction will be discussed during the formal presentation. Representatives from the City of South Bend will be available to address specific questions during the initial open house session, and after the formal hearing process. Please be aware general conversations are not considered part of the official record. All verbal statements recorded during the public hearing and all written comments collected before, during and for a period of two (2) weeks after the hearing date, will be evaluated and addressed in the final environmental document. Written comments may be submitted prior to the public hearing and within the comment period to the following address: Michael Oliphant, United Consulting, 1625 North Post Road, Indianapolis, Indiana 46219 or mikeo@ucindy.com.

The Federal Highway Administration and the Indiana Department of Transportation have agreed that this project falls within the guidelines of a Categorical Exclusion. The preliminary design plans, environmental documentation, and other information are available for inspection at the following locations:

1. United Consulting, 1625 North Post Road, Indianapolis, Indiana 46219. Phone # (317) 895-2585.

2. City of South Bend – Department of Community Investment, 227 West Jefferson Boulevard, South Bend, Indiana 46601. Phone # (574) 235-5847.

The public hearing serves as the opportunity for the public to comment on the Categorical Exclusion and Section 4(f) Documentation.

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services such as interpreters, signers, readers, or large print. Should special accommodation be needed in regards to the attendance and participation during the public involvement process, please contact:

Tara Weigand  
Project Engineer  
City of South Bend  
Department of Public Works  
Division of Engineering  
1316 County-City Building  
227 West Jefferson Boulevard  
South Bend, Indiana 46601  
(574)235-5998

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 Federal Highway Administration, U.S. Department of Transportation on August 16, 2012.

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Des Nos.: 1401810 &amp; 1401811

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# **Coal Line Trail**

## **Public Hearing**

**Des. Nos.: 1401810 & 1401811  
South Bend, Indiana**

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### **Information Packet**

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**Monday, August 6, 2018**

**Near Northwest Neighborhood (NNN) Community Room  
1013 Portage Avenue  
South Bend, Indiana 46616  
6:00 p.m.**



ENGINEERING

ENVIRONMENTAL

INSPECTION

LAND SURVEYING

LAND ACQUISITION

PLANNING

WATER &  
WASTEWATER

SINCE 1965

**OFFICERS**

William E. Hall, PE

Dave Richter, PE, PLS

Steven W. Jones

Christopher R. Pope, PE

B. Keith Bryant, PE

Michael Rowe, PE

**PROFESSIONAL STAFF**

Andrew T. Wolka, PE

Devin L. Stettler, AICP

Michael S. Oliphant, AICP

E. Rachelle Pemberton, PE

Timothy J. Coomes, PLS

Jon E. Clodfelter, PE

Steven R. Passey, PE

Brian J. Pierson, PE

Christopher L. Hammond, PE

Paul D. Glotzbach, PE

Brian S. Frederick, PE

Jay N. Ridens, PE

Christopher J. Dyer, PE

Matthew R. Lee, PE

William R. Curtis, PE

Jeromy A. Richardson, PE

Heather E. Kilgour, PE

Adam J. Greulich, PLS

Caleb C. Ross, PE

Dann C. Barrett, PE

Scott G. Minnich, PE

Jim R. Lesh, PE

Nicholas J. Kocher, PE

Jennifer L. Hart, PE

Kelton S. Cunningham, PE

Braun S. Rodgers, PE

Chris J. Andrzejewski, PE

Greg J. Broz, PE

Joshua D. Gonya, PE

Brian S. Haefliger, PE

Lisa A. Egler-Kellems, PE

Amanda Stevens, PE

August 6, 2018

Dear Resident:

Welcome to the public hearing regarding the Coal Line Trail Project. The City of South Bend desires to provide a better pedestrian and cyclist path as well as connect the City of South Bend's existing trail systems to adjoining neighborhoods. Although several trails exist within the City of South Bend, they are currently separated by busy roads or the St. Joseph River. Currently, pedestrians and cyclists must share the limited sidewalk space or risk their safety by walking and cycling along adjacent roadways. The purpose of the proposed project is to provide a safe and convenient multi-use path for the citizens of South Bend, Indiana. Improved connectivity between neighborhoods, schools, and commercial districts is fundamental to the purpose of this project.

The purpose of the public hearing is to explain the project and receive comments. There are several ways that your comments may be presented.

1. You may present comments verbally during the public statement session, which follows the presentation. You may do this by signing up on the Speaker's Schedule located on the table with the handout materials.
2. You may complete a comment sheet and return it to a United Consulting representative. A comment sheet is attached to this packet and extra copies are available on the table with the other handout materials.
3. You may mail your comments to United Consulting within the next two weeks. All written comments received by August 20, 2018 will become part of the transcript.
4. You may also e-mail your comments to [mikeo@ucindy.com](mailto:mikeo@ucindy.com)

All comments that United Consulting receives will be evaluated and answered in the public hearing transcript report for this project. This report will address all concerns raised during the public involvement process. Every comment received as part of this process will be addressed.

## **Presentation Agenda**

1. Meeting called to order – 6:00 pm
  - Introduction of the hearing panel
  - Explanation of the meeting purpose and process
2. Description of the environmental document
3. Description of land acquisition process
4. Description of the project
5. Explanation of comment addressing process
6. Public statement session
7. Adjournment
8. Question and Answer - Engineers will be available in the display area to answer additional questions (Please note that these conversations are not part of the official comment).



## **Location and Description**

### **Purpose and Need:**

The need for the Coal Line Trail Project stems from the current lack of pedestrian and cyclist safety as well as lack of connectivity to the City of South Bend's existing trail system and adjoining neighborhoods. Although several trails exist within the City of South Bend, they are currently separated by busy roads or the St. Joseph River. Currently, pedestrians and cyclists must share the limited sidewalk space or risk their safety by walking and cycling along adjacent roadways. The sidewalks lack connectivity between neighborhoods, schools, parks, and commercial districts.

The purpose of the proposed project is to provide a safe and convenient multi-use path for the citizens of South Bend, Indiana. Improved connectivity between neighborhoods, schools, and commercial districts is fundamental to the purpose of this project.

### **Existing Conditions:**

The proposed trail traverses mostly on the abandoned old Notre Dame & Western coal line (now Norfolk Southern Railroad). The rail line extends through a portion of the northwest quadrant of the City of South Bend in an urban environment consisting of commercial districts and residential neighborhoods. The trail crosses the St. Joseph River on the abandoned railroad bridge.

The existing roadways adjacent to the proposed trail area primarily two-lane urban sections with curb and gutter on both sides.

The project will be developed in two phases. The following two paragraphs briefly explain existing conditions within each phase.

Coal Line Trail Phase I: The railroad bed just west of Riverside Drive has been repurposed for manufacturing operations for Steel Warehouse Co., Inc. From Woodward Avenue, the trail heads southwest along the railroad bed to Lincolnway West and travels under the recently replaced Portage Avenue Bridge. The trail is densely vegetated.

Coal Line Trail Phase II: From the northeast at the existing East Bank Trail, the trail will follow Angela Boulevard then separate through a new terrain trail traversing the Holy Cross College property to connect to the railroad line. The property is densely wooded. The trail will continue west on the railroad bed. The trail will traverse the existing abandoned railroad bridge crossing St. Joseph River to Riverside Drive.

### **Proposed Conditions:**

The City of South Bend desires to construct a multi-use path. The typical section will be 12-feet wide and consists of 4-inches of Hot-Mix-Asphalt (HMA) over 6-inches of compacted aggregate. Coal Line Trail will enhance connectivity and allow pedestrians and cyclists to follow the old Notre Dame and Western coal line (now Norfolk Southern) and connect Lincoln Way West to the East Bank Trail at Angela Boulevard.

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Coal Line Trail Phase I: from Lincoln Way West northeasterly to Riverside Drive.

Coal Line Trail Phase II: from Riverside Drive across the St. Joseph River east to Angela Boulevard with a connection to the East Bank Trail.

The Coal Line Trail will travel on the east side of Wilbur Street from Lincoln Way West to Van Buren Street. The parking will be eliminated and the travel and left turn lanes shifted to the west. Coal Line Trail will cross Van Buren Street at a stop controlled location. From Van Buren Street to Vassar Avenue, the trail will be shifted to the northwest half of the railroad easement. The Coal Line Trail will cross Vassar Avenue at Lawndale Avenue. The trail will cross the north and west legs of the intersection before heading north along the east side of Industrial Drive, and rejoining the existing railroad alignment. The trail will shift to the northwest half of the easement from Vassar Avenue to Portage Avenue. A spur will be provided from the mainline trail to create an access to the western side of Portage Avenue and the former Martin's Supermarket site. The mainline trail will be centered within the existing railroad corridor and utilize a new box culvert constructed by St. Joseph County.. The existing bridge was structurally deficient and required replacement regardless of the Coal Line Trail Project. East of Woodward Avenue, the trail will shift south from the railroad easement to the existing sidewalk infrastructure along Angela Boulevard and cross River Road at the existing roundabout. The existing sidewalk meets Americans with Disabilities Act (ADA) requirements and no work to the existing sidewalk infrastructure is anticipated. The trail will cross the St. Joseph River on the rehabilitated railroad bridge discussed below and continue east along the railroad bed. As the existing railroad bed veers north, the trail will leave the bed and traverse a new terrain alignment, crossing the Brothers of the Holy Cross property. As the trail converges on Angela Boulevard, the trail would parallel Angela Boulevard on the north side of the roadway to Michigan Boulevard, with a connection across Angela Boulevard at the East Bank Trail.

An existing seven span riveted plat girder bridge carried the former Coal Line Railroad over the St. Joseph River. The existing structure was constructed in 1926 and is 327 feet in length. According to information obtained from the City of South Bend Engineering Department, the Coal Line Railroad Bridge was taken out of service after the railroad had concerns the foundations may have settled. An apparent dip in the track is evident in Spans 5 and 6 along the south side of the bridge. An inspection of the bridge was conducted by United Consulting on May 9, 2016. After evaluating the field survey data and completing the visual inspection of the bearing assemblies, it was determined the apparent dip in the deck could be attributed to excessive pack rust that has developed at locations where multiple shim plates were used in the bearings. The shim plates on the north side of the bridge were found to have more pack rust in comparison to the bearings on the south side of the bridge. This is likely due to the south side of the bridge receiving more direct sunlight which has kept the bearings drier and slowed the corrosion. The difference in the top of beam elevations from the north to the south side of the bridge correlate closely with the difference in pack rust from each side of the bridge. The steel bearings will be eliminated throughout the structure and elastomeric bearing pads be used on reconstructed concrete beam seats.

The following is a summary of the major items that are anticipated for this bridge rehabilitation project:

**Bridge Deck and Superstructure:**

- The existing rails and timber railroad ties will be removed.
- Existing steel girders will be cleaned and painted.

- New concrete deck with 14 foot clear roadway width will be placed on the existing beams.
- Pedestrian hand rail will be installed on new deck.

**Substructure and Foundation:**

- New concrete beam seats with elastomeric bearing pads are recommended to replace the existing steel bearing assemblies. This work can be completed by temporarily supporting the steel superstructure.
- The bent and pier caps will be raised to accommodate the proposed elastomeric bearing pads.
- The scaling and spalling in the piers will be cleaned and patched.
- The cracks with efflorescence in the piers and pier caps will be epoxy injected.
- The timber fenders around the piers will be removed to eliminate trapped debris.
- Any debris currently trapped on the substructure will be removed.

**Scour and Scour Countermeasures:**

- Scour countermeasures consisting of Class I riprap will be placed at each of the piers to protect the foundations.

**Right of Way:**

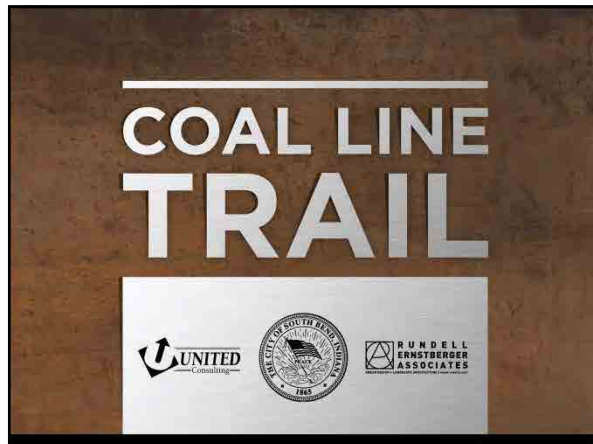
Permanent: It is estimated that 8.97 acre of permanent right-of-way will need to be acquired as part of the Coal Line Trail project. This project will not require the acquisition of any permanent structures. The proposed typical right-of-way width along the Coal Line Trail will be 49.5 feet with a 65 foot maximum and 30 foot minimum. The project will not involve advance acquisition or reacquisition.

Temporary: No temporary right-of-way will be required.

**Maintenance of Traffic:**

Some temporary lane or road closures may be needed to mobilize equipment or deliver materials. Maintenance of traffic will likely be accomplished via flagging operations. Any resultant delays will be temporary.





## COAL LINE TRAIL



### HEARING ADVERTISEMENT

- Fifteen Day Notice Was Advertised at:
  - South Bend Tribune – July 22, 2018
  - South Bend Tribune – July 29, 2018
- Copies of Notice Mailed to Property Owners Immediately Adjacent to Project Limits
- Please Sign In with Name and Address for the Mailing List

## COAL LINE TRAIL



### PUBLIC HEARING

Coal Line Trail  
Des. Nos.: 1401810 and 1401811  
City of South Bend  
August 6, 2018

## COAL LINE TRAIL



### PUBLIC HEARING PROCESS

- Formal Presentation
  - Description of Environmental Document
  - Description of Land Acquisition Process
  - Description of Project
  - Public Statement/Speaker Sign-In
- Informal Discussion
  - Follows Formal Presentation

## COAL LINE TRAIL



### PROJECT TEAM

- City of South Bend
  - Chris Dressel – Senior Planner
  - Tara Weigand – Project Engineer
  - Roger Nawrot – Assistant City Engineer
  - Tim Corcoran – Planning Director
- United Consulting
  - Bill Curtis - Road Team Leader
  - Andy Allison – Design Engineer
  - Devin Stettler – Land Acquisition Department Manager
  - Michael Oliphant – Environmental Specialist
- Rundell Ernstberger Associates


## COAL LINE TRAIL



### HANDOUTS

- Information Packet
- “Acquisition – Acquiring Real Property for Federal and Federal-Aid Programs and Projects”
- “Relocation – Your Rights and Benefits as a Displaced Person Under the Federal Relocation Assistance Program”


**COAL LINE TRAIL**



## DISPLAYS

- Color Project Displays
- Project Plans
- Environmental Document


**COAL LINE TRAIL**



## ENVIRONMENTAL DOCUMENT

- Endangered Species Impacts
  - Coordination with IDNR and US Fish & Wildlife Concluded "Not Likely to Adversely Affect"
- Wetland Impacts
  - No wetlands were identified on the National Wetlands Inventory map within the projects limits.

**COAL LINE TRAIL**




## ENVIRONMENTAL DOCUMENT

- Available for Viewing through August 20, 2018
- City of South Bend
  - Department of Community Investment
  - 227 West Jefferson Boulevard, Suite 1400 S
  - South Bend, IN 46601
  - Fax: (574) 235-5847
- United Consulting
 

<ul style="list-style-type: none"> <li>Before August 10, 2018</li> <li>1625 North Post Road</li> <li>Indianapolis, IN 46219</li> <li>Fax: (317) 895-2585</li> </ul>	<ul style="list-style-type: none"> <li>After August 13, 2018</li> <li>8440 Allison Point Blvd, Suite 200</li> <li>Indianapolis, IN 46250</li> <li>Fax: (317) 895-2585</li> </ul>
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- Copy Available for Viewing at this Hearing

**COAL LINE TRAIL**



## ENVIRONMENTAL DOCUMENT


- Socioeconomic Impacts
 

Under FHWA Order 6640.23A, FHWA and INDOT, 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. As defined in Section 5.8.2, a disproportionately high and adverse effect is an adverse effect that:

  1. is predominantly borne by a minority population and/or a low-income population; or
  2. will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority and/or non-low-income population.

The project will require right-of-way predominately from the former railroad corridor, require no relocations, and will not disrupt community cohesion or create a physical barrier.


**COAL LINE TRAIL**



## ENVIRONMENTAL DOCUMENT

- The Categorical Exclusion, Level 4 was reviewed and approved by the Indiana Department of Transportation and released for public involvement on June 14, 2018.

**COAL LINE TRAIL**



## ENVIRONMENTAL DOCUMENT

- Historic and Cultural Resources
 

To determine the presence of historic properties within the project's Area of Potential Effects (APE) a long format Historic Properties Report (HPR) was prepared. The HPR identified six National Register of Historic Places (NRHP)-eligible properties;

  - South Bend Brewing Association
  - 1920 Woodward Avenue Historic District
  - Holy Cross Catholic School
  - Holy Cross Catholic Church
  - Northshore Triangle Historic District
  - Angela Blvd Bridge No. 211

Because this project will not convert property from any of the resources to a transportation use or alter an existing transportation use, a finding of "No Adverse Effect" was made by INDOT on behalf of FHWA on May 18, 2017. The SHPO (State Historic Preservation Office) concurred with this finding on June 14, 2017.

## COAL LINE TRAIL

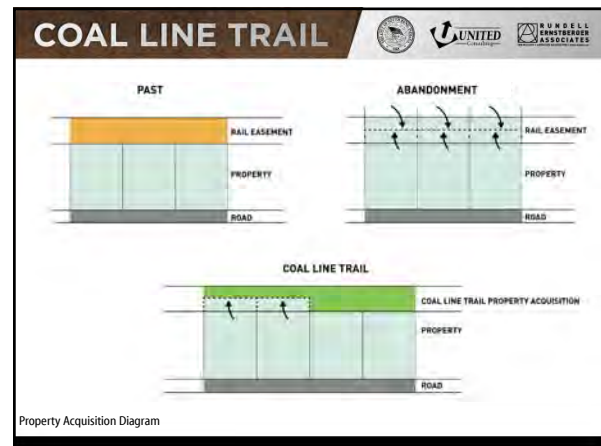
### ENVIRONMENTAL DOCUMENT

- Section 4(f) Resources

Section 4(f) of the US Department of Transportation Act of 1966 states that USDOT-funded projects are prohibited from using land from certain properties unless there is no feasible and prudent alternative to the use of the Section 4(f) resource. The proposed action must also include planning to minimize harm to the property that would result from such use. The purpose of Section 4(f) is to protect historic sites and publicly owned park and recreation lands and wildlife and waterfowl refuges. The following Section 4(f) Resources are located within the project limits:

- Muessel Grove Park
- Municipal Detention Pond (located on the north side of Angela Blvd just west of Riverside Drive)

A de minimis Section 4(f) finding was issued for Muessel Grove Park and the Municipal Detention Pond.



## COAL LINE TRAIL

### ENVIRONMENTAL SUMMARY

- Required Permits

- IDNR – Construction in a Floodway Permit
- IDEM – Section 401 Water Quality Certification
- USACOE – Section 404 Permit
- IDEM – Rule 5 Erosion and Sediment Control Permit

## COAL LINE TRAIL

### LAND ACQUISITION PROCESS

- Title Search
- Right-of-Way Engineering
  - Determine Existing Property Lines
  - Determine Proposed Right-of-Way Acquisition
  - Prepare Legal Description & Land Plats
- Property Inspection (Appraising)
  - Determine Before and After Acquisition Value
  - Determine Appraisal or Waiver Valuation
- Third Part Review Appraising
- Buying
  - Property Owner Contact by Buyer
  - Buyer Familiar with Area Real Estate
  - Present Offer to Property Owner
  - Describe Effect of New Facility
  - Offer Given in Writing

## COAL LINE TRAIL

### LAND ACQUISITION INFORMATION

- Permanent Acquisition
  - 2.46 Acres Residential
  - 2.45 Acres Commercial
  - 3.84 Acres Institutional
  - 0.22 Acres Recreational (Muessel Grove Park)
  - 8.97 Acres Total




## COAL LINE TRAIL

### LAND ACQUISITION PROCESS

- If Offer is Not Accepted by Property Owner
  - Continue Negotiating with Owner
  - Recommend Meeting with Mediator
  - Acquire Property through Condemnation Proceedings
- Condemnation Proceeding
  - Filing of Condemnation Suit by Local Agency
  - Court Will Appoint Three Independent Appraisers
  - If No Agreement, Either Party Can ask for a Trial By Jury



COAL LINE TRAIL

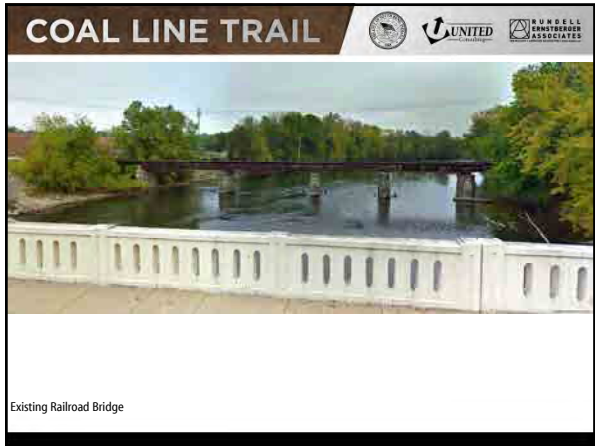
## PURPOSE AND NEED

- Need for the Project**

The need for the Coal Line Trail Project stems from the current lack of pedestrian and cyclist safety as well as lack of connectivity to the City of South Bend's existing trail system and adjoining neighborhoods. Although several trails exist within the City of South Bend, they are currently separated by busy roads or the St. Joseph River. Currently, pedestrians and cyclists must share the limited sidewalk space or risk their safety by walking and cycling along adjacent roadways. The sidewalks lack connectivity between neighborhoods, schools, parks, and commercial districts.
- Purpose of the Project**

The purpose of the proposed project is to provide a safe and convenient multi-use path for the citizens of South Bend, Indiana. Improved connectivity between neighborhoods, schools, and commercial districts is fundamental to the purpose of this project.











COAL LINE TRAIL

### PROJECT SCHEDULE

- Land Acquisition
  - Right-of-Way Engineering to begin in Fall of 2018
  - Appraisals anticipated in Early 2019
  - Offers to extended in Spring/Summer of 2019
- Construction
  - Phase 1: Spring 2020
  - Phase 2: Spring 2021



COAL LINE TRAIL

### PROJECT INFORMATION

- Land Acquisition
  - Will follow Uniform Relocation Assistance and Real Property Acquisition Policies Act
  - Permanent Right-of-Way
  - Temporary Right-of-Way
- Environmental Document
  - CE, Level 4 Complete in the Fall of 2018
- Project Cost
  - Phase 1: \$3.67 Million
  - Phase 2: \$4.50 Million






COAL LINE TRAIL

### PROJECT STATEMENT PROCESS

- Comments
  - Presented Verbally During the Public Statement Session (Speaker Schedule)
  - Complete a Comment Sheet Tonight
  - Mail or Fax Your Comments to United Consulting within Two Weeks of this Hearing
    - c/o Michael Oliphant
 




Before August 10, 2018  
 1625 North Post Road  
 Indianapolis, IN 46219  
 Fax: (317) 895-2585

After August 13, 2018  
 8440 Allison Pointe Blvd, Suite 200  
 Indianapolis, IN 46250  
 Fax: (317) 895-2585
  - E-Mail to [mikeo@ucindy.com](mailto:mikeo@ucindy.com)

**COAL LINE TRAIL**




## PUBLIC STATEMENT PROCESS

- Comments
  - All Comments Received by August 20, 2018 will be Evaluated and Answered
  - A Transcript of this Public Hearing will be prepared and presented to the City of South Bend

**COAL LINE TRAIL**




## PUBLIC STATEMENT PROCESS

- Please State Your Name and Address
- Clearly Describe Your Concern or Comment

**COAL LINE TRAIL**




## END OF PRESENTATION

Please see one of the project team members with any questions.

**Thank you for Your Participation**

[www.CoalLineTrail.com](http://www.CoalLineTrail.com)



ENGINEERING  
ENVIRONMENTAL  
INSPECTION  
LAND SURVEYING  
LAND ACQUISITION  
PLANNING  
WATER &  
WASTEWATER  
SINCE 1965

**Be assured your comments will be included in the official project file if forwarded within two weeks of the hearing date.**

**Hearing Date: Monday, August 6, 2018**

**Project: Coal Line Trail  
Des. No.: 1401810 & 1401811**

**Name (please print):**

**Address:**

**COMMENTS:**

**OFFICERS**

William E. Hall, PE  
Dave Richter, PE, PLS  
Steven W. Jones  
Christopher R. Pope, PE  
B. Keith Bryant, PE  
Michael Rowe, PE

**PROFESSIONAL STAFF**

Andrew T. Wolka, PE  
Devin L. Stettler, AICP  
Michael S. Oliphant, AICP  
E. Rachelle Pemberton, PE  
Timothy J. Coomes, PLS  
Jon E. Clodfelter, PE  
Steven R. Passey, PE  
Brian J. Pierson, PE  
Christopher L. Hammond, PE  
Paul D. Glotzbach, PE  
Brian S. Frederick, PE  
Jay N. Ridens, PE  
Christopher J. Dyer, PE  
Matthew R. Lee, PE  
William R. Curtis, PE  
Jeromy A. Richardson, PE  
Heather E. Kilgour, PE  
Adam J. Greulich, PLS  
Caleb C. Ross, PE  
Dann C. Barrett, PE  
Scott G. Minnich, PE  
Jim R. Lesh, PE  
Nicholas J. Kocher, PE  
Jennifer L. Hart, PE  
Kelton S. Cunningham, PE  
Braun S. Rodgers, PE  
Chris J. Andrzejewski, PE  
Greg J. Broz, PE  
Joshua D. Gonya, PE  
Brian S. Haefliger, PE  
Lisa A. Egler-Kellems, PE  
Amanda Stevens, PE

**Signature: \_\_\_\_\_**



~~Speaker~~ Sign In Sheet and Schedule  
(Public Statement Session)

Coal Line Trail

August 6th, 2018

DES. NOS.: 1401810 & 1401811

Name

Address

QILONG LU 1217 Diamond Ave 300-1921

Mike McFarland 21953 Pine Hollow Ln

Jill Joachim 1037 Lawndale SB

PAUL KWING 2311 ERSKINE

Linda Smyth 963 California Ave. SB 46616

Ryan Delmar City of Fort Worth

Ryan Delmar ryan.delmar@gmail.com

Connie Nicodemus 1801 Woodlawn Blvd. S.B. 46616

Jess Hunter-Bowman Cottage Grove Ave

Mantee Sutton 1118 Diamond Ave

Jim Cuslee 2610 Sampson 46617

Barb Sutton 528 OSTEAD 46617

Mitchell & Bloss 759 PORTAGE 46616  
~~504909~~

# Sign In Sheet

Coal Line Trail

August 6<sup>th</sup>, 2018

DES. NOS.: 1401810 & 1401811

(Please print)

Name

Address

BRO. KENNETH HADERS P.O. Box 460 NOTRE DAME 46556

Mary Wright INDIOT

Troy WARNER 623 Marguette Ave 46617

Tony Allison 51641 WATERWATCH 46628

Joanna Want 1326 Marguette Blvd. 46616

FRED SONNEBORN 1521 N. ADAMS 46628

John Mynsberge 735 Portage Ave SB 46616

Sanja Karnovsky 202 E Bartlett SB 46601

Casey Colvin 24498 Rolling Oak dr 46628

Teresa Sheppard 134 Forest St Niles 49120

Bruce Harris 513 W. Angela Bl 46617

ALAINA PARRISH 1009 E. JEFFERSON #C2 46617

John Broden 1319 Otsego St. SR 46617

Layren Varga 205 W. Colfax Ave, SR 46601

John Olson 1117 Diamond Ave 46628



# Sign In Sheet

Coal Line Trail

August 6<sup>th</sup>, 2018

DES. NOS.: 1401810 & 1401811

(Please print)

Name

Address

John A. Grian	742 Sancone
Andrew N.	227 W. Jefferson
Sharon Mitchell	556678 Black Pheasant Dr. Osceola IN, 46561
Jermet Mitchell	1221 Diamond Ave. S.B. IN 46628
DOUG BARR	1925 RIBOURD DR S.B. IN 46628
JOHN TUGMAN	15932 PRESWICK LN GRANGER 46530
TIM WIPERQUIST	1312 N. WOODWARD
TERRY O'Brien	1835 Michigan Ave, SB IN 46615
Adam Toering	236 S NOTRE DAME SB 46617
Andrew Hughes	531 W. Angela Blvd
MICHAEL ROWE	13033 SOUTHAMPTON CT CARMEL IN 46023
Tim Scott	CITY COUNCIL 711 FOREST SOUTH BEND IN. 46616
Tom Staff	1601 L.W.W.
Joe Dits	South Bend Tribune
Chris O'Brien	1029 Hudson Ave



# Sign In Sheet

Coal Line Trail

August 6<sup>th</sup>, 2018

DES. NOS.: 1401810 & 1401811

(Please print)

**Name**

**Address**

Anne Conner

52455 Brooktrails Dr SB

# Speaker Sign In Sheet and Schedule (Public Statement Session)

Coal Line Trail

August 6th, 2018

DES. NOS.: 1401810 & 1401811

Name

Address

John H. Oxian

Tom Shultz

Andrew Hughes

Public Hearing Verbal Transcript  
Coal Line Trail

John H. Oxian

Some of you are individuals. What I wanted to do is talk about Is what you are doing from Wilbur to VanBuren, by taking off the parking on the side, which some way could interfere with my alley, but the way you've done it, it sounds like it'll work; but I'm against taking out that corner between Wilbur and VanBuren; that corner, which is an L shape, but if you do, you're going to have major headaches, and also you're going to hear from Tom that you're also going to hinder him and even hinder me when our trucks come in to unload and load, because that is the area where our vehicles turn. That was put in by not by (inaudible) Road, but put in by the city, so when you go under that asphalt it's street brick. And, VanBuren is a very narrow street. You can barely get down there when you have parking on either side, and you're going to create a major problem. And it's also very difficult to make an "L" shape turn over there to get on to VanBuren. Skipping back, I'm going to the bridge. I'm the one that (inaudible) since I was on the commission making that into a landmark. Are you going to go to go before the commission with your ideas and how you're going to expand that, or that fence, and all of that? It isn't exactly the best-looking fence you're going to put up there for that, to, you know, keep people from falling over the edge, if you're going to expand it. And are you going to do anything to the piers? Finally, I am pretty neutral on that ride of way, or your trail or whatever you want to do. To me, I don't think you're going to get much people going down that trail to Lincoln Way. Unless you restore Lincoln Way, according to the 3 plans that the city had made....which has not been put into existence except to plant trees and pave the street and put in a few street lights further down. Half of the businesses are closed. I am on the corner of Wilbur and Lincoln Way. Right now, the only businesses on the corner of Lincoln Way, my two businesses and Monarch. There is no one else there; where there used to be the Silver Tower, and all kinds of other businesses. And if you're going to bring people from any place else, to that area, you have to have something to attract them, unless they are exercising, and there are a lot of other places to exercise other than coming down that parkway, but who knows what in the future, but my opinion is that it's going to be quite a while before you have that much interest of people coming down that drive. It's not going to be Riverside Drive or any place else. That's just a part of it.

Tom Schultz

I was born on Wilbur Street. My father was born and raised on Lawndale. My family has operated business there for 62 years. We've bought lots of property. We've rehabbed that property. We employ over 60 employees. We provide a service to the area and the city, all of these years. I mean it is



something people need. You're talking about taking away a whole city block of parking from my employees. There has been some chatter, if I can obtain the property behind my west building, and where there is a gas station, but I own a lot of that property there as well as a warehouse back there. We also own property on College Street. The cut out that he is talking about, where VanBuren has that 45-degree angle cut, if you know what I'm talking about? Okay. That's where my trucks; I've got semis that come in pretty much daily and multiple times a day, that's how they turn their trucks around. If they can't turn their trucks around, where do you want then to go? These are not truck route streets, okay? And, I actually own the house, it's where my daughter lives, of the yard that you're talking about changing. As soon as the crime starts on this trail, and I guarantee you it will start. I've spent my entire life in this spot. I've had people come in my plant and put a 9 mm to my employee's heads and rob them, so I don't know who; somebody might start using it, but as soon as those things hit the newspapers about those robberies, and I don't know how many rapes have happened in Hazel Park. They had to take all of the bushes out from the tennis area because that's where so many of the rapes occurred. Okay, I don't understand this trail at all. All the way up Riverside Drive, yeah, spot on. Up to Portage, sure. Why you're going past that spot. I'm not a worldly person, I'm not a well-educated person. Maybe there's just things, I'm old and not smart enough to get what the city's trying to accomplish. But, again, you're taking away all of my parking spots. You're taking away a place for my trucks to turn around for my deliveries. I've given to the community for all of these years, and now they want to put in a trail that I don't even see people using because you're hitting one of the heaviest crime areas. We've now also been, in the last year, inundated with the homeless, and they're causing lots of problems. I don't know that you're aware. I have drunks come into my building, and the laws of St. Joseph County have been changed. The police will not arrest these drunks. They will just make them go away and give them a piece of paper that is like a restraining order. Nothing is getting better for me. I have had to move my offices out into the industrial park because husbands wouldn't let their wives come and work in that neighborhood. So, I guess that's all I've got to say, but I think it's very unfair to impact my business in so many ways for a trail that, once the crime shows up in the South Bend Tribune, people are going to avoid it. So, that's all I've got to say.

Andrew Hughes

Good evening, my name is Andrew Hughes. I live in the 500 block of West Angela Boulevard, so that's just, the phase 2 trail will just kind of come to the north of my place. I'm an active bike rider. My kids ride bikes in the woods back there, so I'm excited about the trail and linking it all up, that's all great. My question and concern is, our neighborhood, the North Shore

Triangle, has had some flooding incidents over the years; 3 incidents. The major ones, however, happened in a big rain event in August 2016, where the city got about 10 inches of rain in less than a day. And then the second one that happened in February of this year, where we had historic flooding. 3 times, surface water has ran out of where the phase 2 trail will go. This surface water originates from the Holy Cross kind of property, the old St. Joseph High School property and runs down the hill. Years and years ago, that was all wetlands. So, a side comment is that I'm curious that there are no wetlands identified, because that area was a wetland and it's still very wet deep back in the woods there. Years ago, that water would have; before the train line and before the North Shore Club condo development, that water would have run out to the river and it would have been fine. Because of the development of the train line and the raising of the level of the land where the North Shore Club is, that is no longer possible. Most of the time, this water just builds up and just sinks in and evaporates. There is deer back there, there are other birds that come and use that, but when you have a big rain event; and we have had two in 2 years, a thousand year flood a hundred-year flood, more is going to come. What happens is that water builds and builds and builds, and spills out through the 500 block of West Angela Boulevard and starts flooding at the corner of Iroquois and West Angela. A couple of days after the February flood, I walked through, I took photos; I am back there all of the time, so I am fairly familiar, and I have documented all of this on a map and presented it to the North Shore Triangle Neighborhood Meeting and to Eric (inaudible) who, I don't know, is he the city engineer or the city developer...I'm not sure. Director of Public Works, Eric (inaudible). Anyway, he was very thankful to receive that information, which was great, and at that meeting on the 20<sup>th</sup> of March, at Holy Cross College, he came out and said that this surface water, which also leads to a groundwater issue, will be fixed at the same time that the Coal Line Trail development is put in. So, I guess, I've come to you now and ask that question to a couple of people here, including the assistant director of engineering, and nobody knows what I am talking about. So, there's no communication between Eric and the other people in his department and this consulting company, to address this issue, which is very concerning because Eric came out and said that this would be dealt with. My plan is to forward all of the information that I have; photos and maps. If you guys haven't taken a walk through the woods, behind where this trail needs to go, give me a call; we'll go back and I'll show you what's going on back there, because you need to see it as part of planning to do this. The way that the new trail splits from the old Rail Line Trail, if that is raised, then that might go a long way to doing that, but I don't want that to be a guess as a solution to this problem. I want the city to spend its money wisely and put in a great trail, and fix this problem in the same corridor at the same time. Like, let's get some stuff done. Let's be smart with our money. So that's the issue; I'll

email that all through. The other concern that I want to raise is, it is the deep dark woods north of Angela Boulevard, so some more thought than what I have heard tonight, asking questions needs to be put into lighting, safety, security. It's dangerous to ride your bike on West Angela Boulevard because of cars, but it could also be dangerous to walk or ride your bike back there after dark. It is very very remote. So just some thought needs to go into that to keep people safe. There are a lot of students who will use this path to link from living on the west side of the river to Notre Dame. People will use it all times of the day, so we need to think about keeping people safe, adequately. Thank you for your time.

Karen Olson

I only had a concern about Wilburn and Lincoln Way. I didn't want to scare up anybody, but I was listening to the gentlemen, what both of them was concerned about, Wilbur and Lincoln way; why did they go so far back that way, there is so much crime. Right now, on Lawndale, another issue, is the part where the trail is going through the there is so much trash they dump out there. I live off of Diamond, and my husband and I sometimes go back there to pick trash up from people dumping garbage bags back there; Lawndale, behind the park.

Michelle Gloss

My first impression of this project is very favorable, because in my work I have traveled to a lot of towns and a lot of small towns throughout the country, and when the cities or towns have done these types of projects; so, planting more trees or redoing the curbs, doing something with the median, putting in plants. Fort Dodge did this some years ago in Iowa, and it really changes your perception of when you drive into that town, where it's not dreary and depressing anymore. They have the same complaints that folks here have, like "why are you spending it on this type of improvement when you could be doing other things?". I told my colleague, from an outsider's perspective, I have a completely different perception of your town right now, because it looks like you care. We also know that when you show people that you are invested in their areas, that, not always, but sometimes it will cause peoples behavior to be a little bit different. So, if you give people nice things, maybe they'll keep it nice. Now, having said that, everything that Mr. (inaudible) and I forgot the other gentleman's name, said, is a real concern because as soon as I got done thinking what a great project this is, I thought, I don't know if I would walk that trail by myself. And, I've lived in New Orleans. I've traveled all over this country all by myself. I'm pretty self-sufficient, but I'm still not sure I would take that trail alone because I wonder about; well, I know it's going to have lights, what happens when the lights break or get broken? More likely, right? Somebody will knock out the lights. Who's in charge of maintaining the trail? Who's going to see if all of



the lights are working, picking up the trash; because I absolutely believe things like that will happen. The concept itself is great, but the reality of it is that it's going to take some maintenance, so it's not just the cost of the project, but how are we going to maintain it and keep it nice over the years? I did read the document and I read about the types of materials and things that are going to be used, and it seems to be good materials that can be repaired, but it's not just like if there are cracks in the trail. It is all about all of this other stuff; who's going to keep it mowed? Is there going to be a place for the water to go when we have heavy rains? Who's going to pick up the trash? Who's going to make sure that broken things get fixed? I work downtown. We have the pedestrian bridge over the St. Joe River. They did a very nice job putting that back together, but every probably couple times a month, somebody's pulling the rails, you know what I'm talking about, so that you can't fall into the river? They pull those out, they pull the caps, the finials, off. They do that kind of stuff; so, we need to also consider the...I think it's going to be a high maintenance project, to be honest.

Tim Scott

County Council first district. So, this will run between second district, first district, and fourth on the east side. Thanks for everybody for coming out. This isn't all about, hey this is a good feeling type story, we want to hear those perspectives of the concerns. Michelle, this would be part of the parks department; so, they do have people to maintain that. The one thing that I am concerned with is, is looking at the lighting, call boxes, that type of thing, on the trails. Especially talking to the police; will they do bike patrols and that type of thing on it as well? Water is a huge issue with that; definitely something that we've got to look at. I do want to state for a citizen who is here who had to leave; she would like to see, is there a way that people could fish off of the bridge, the railroad bridge right there, if its wide enough or some sort of kick outs, viewing platforms, something to think about like that. There are people who fish off of the Angela Street Bridge; whether that's allowed or not, they do it, but there are a lot of cars and things going by there. Right now, there will be people fishing, and you'll walk around there and someone is biking, whether in the lane or whatever. There are some concerns there. So, she wanted me to state that for her; representative, I'll do that. We've got to look at the safety. We've got to look at the features on that trail. I've seen this happen in other places. I lived in Columbia Missouri, where they did the MKT trail that really ran from St. Louis to Kansas City, and there were concerns along there for safety for lighting. And with the gentleman here, all of these people are with community investment. Some of these things are concepts, but we've got to look at that. We cannot hinder business in a concept with a trail. I think there are ways to solve those issues.

Jill Jokum

After our last public information meeting about the trail, I know that there were neighbors that were approached by lawyers; specifically, from Indianapolis, with content in the letters saying your house is going to be taken and we want to represent you. My comment would be that I just hope in your further communication about this that you make it really clear to people that this is not the kind of process where structures are getting condemned and land that people are currently using as their back yards, as their garages, their home, is not going to be taken. This completely has to do with an old railroad bed, and when you get that kind of letter; if you want to talk to a lawyer, fine, but you don't need to.



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Be assured your comments will be included in the official project file if forwarded within two weeks of the hearing date.

Hearing Date: Monday, August 6, 2018

Project: Coal Line Trail  
Des. No.: 1401810 & 1401811

Name (please print):

James A. Curlee

Address:

2610 Sampson, South Bend, IN 46614

COMMENTS:

1. I am all in favor of "Rails To Trails" projects. I believe all abandoned rail lines should be re-purposed for walking and pedalling.
2. I think this project is brilliant. It should be funded and effected in the shortest possible time.
3. We have <sup>too</sup> few dedicated trails, which are separate from streets & roads. An opportunity like this should be seized.
4. We should take a long view of trails. Any new trail now will be less costly

Signature:

James A. Curlee

than doing it any time later. Do we have a master trail plan? Why not? Are we being pro-active in identifying and planning more & more dedicated trails?





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Heather E. Kilgour, PE

Adam J. Greulich, PLS

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Dann C. Barnett, PE

Scott G. Minnich, PE

Jim R. Lash, PE

Nicholas J. Kocher, PE

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Kellon S. Cunningham, PE

Brian S. Rodgers, PE

Chris J. Andrzejewski, PE

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Brian S. Hoeltger, PE

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Be assured your comments will be included in the official project file if forwarded within two weeks of the hearing date.

Hearing Date: Monday, August 6, 2018

Project: Coal Line Trail  
Des. No.: 1401810 & 1401811

Name (please print):

Bruce Harris

Address:

513 W. Angela Blvd, South Bend, IN 46617

COMMENTS:

— THE TRAIL ROUTE BETWEEN 531 W. Angela & THE TOP OF THE HILL AT THE Holy Cross Sports Fields IS SUBJECT TO SIGNIFICANT Flooding BECAUSE OF IMPROPER DRAINAGE DUMPING WATER FROM THE CAMPUS AT THE TOP OF THE HILL DIRECTLY INTO THE WOODS AT THE TOP OF THE HILL. HOPEFULLY THIS WILL BE ADDRESSED BY THE CITY BEFORE THE TRAIL IS BUILT SO THE TRAIL WILL NOT NEED TO BE TORN UP LATER TO FIX THE PROBLEM AFTER A CLASS ACTION LAWSUIT ORDERS IT TO BE FIXED. LET'S DO THIS RIGHT! Please Coordinate EFFORTS WITH THE CITY TO FIX THIS.

Signature: Bruce Harris

Public Comments

Hearing Date; Monday, August 6 2018

Project: Coal Line Trail

Des. No.: 1401810 & 1401511

RECEIVED

AUG 13 2018

UNITED CONSULTING ENGINEERS, INC.

Name: Bruce Harris

Address: 513 W. Angela Blvd, South Bend, IN 46617

Comments:

The current plan for phase 2 appears to have the pathway come off the raised railroad bed a little to the West of Iroquois St., then dropping down to roughly the elevation of the alley, continuing East and having a fairly steep climb toward the Holy Cross campus property. This would require the removal of several mature trees and have the trail fairly close to the houses on the North side of Angela with no strong separation.

If the trail stayed on the old railroad bed going east past Iroquois, there is an existing footpath that goes to the Holy Cross property coming off the railroad bed at the same elevation as the raised railroad bed.

Routing the new trail that way would do a few very positive things:

- Flatten the slope of the trail for walkers and riders making it safer and easier to use, and reduce costs by reducing the amount of earth that would need to be moved to ramp down from the rail bed.
- Eliminate the need to remove so many mature trees.
- Eliminate the need, to create so much new trail bed in the low marshy area in the woods. This would reduce the amount of property that would need to be acquired from Holy Cross, and make construction easier.
- Keep the trail further from the homes on Angela for safety and privacy.

Please consider this minor route change, which would be to the benefit of everyone involved.

Thank you



Bruce Harris

**From:** [Oliphant, Mike](#)  
**To:** [Stettler, Devin](#)  
**Cc:** [Curtis, Bill](#)  
**Subject:** FW: comments regarding Coal Line trail  
**Date:** Wednesday, August 8, 2018 1:05:42 PM

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FYI

**From:** cpaluzzi@nkn.com [mailto:cpaluzzi@nkn.com] **On Behalf Of** Curt Paluzzi  
**Sent:** Wednesday, August 08, 2018 12:57 PM  
**To:** Oliphant, Mike <MIKEO@ucindy.com>  
**Subject:** comments regarding Coal Line trail

Mr. Oliphant

I am writing to comment on the article that appeared in the South Bend Tribune on Wednesday August 8, regarding the Coal Line Trail.

I am an avid cyclist and I certainly support the project. Unfortunately South Bend is way behind the curve compared to other states in terms of getting on board with bike paths. It would seem that with ND, St. Mary's and 3 other colleges, this would be a high priority, oddly it hasn't been.

Trails add a number of things to a community, one of which is safety. With the world going green, it provides an opportunity for people, whether it is walking, jogging or biking, to get from one part of town to the next. It offers a safe way to commute and connect with local business, shopping, etc.

It has bewildered me for years, that we have sold off thousands of acres of farmland for developments that bring thousands of new families to the area, only to turn their heads when it comes to providing a safe way for kids to connect with other neighborhoods, shopping, parks etc.

It would only make sense then if you are unwilling to provide a path or sidewalk, then you would widen the roads by adding paved shoulders wide enough to support the use, but they have not. It appears as though the cities are accepting the liability of injuries or worse, over figuring out how to pay for those improvements.

I can not understand why the community accepts this type of behavior. If money is the issue, and it always is, why not require the new developers to cover the cost? In addition, why can't they use some of the property taxes to do the same? I live in Granger, which has the highest tax base in this area, and about the only thing we can come up with as to why we pay such high taxes is to cover our local school. No sidewalks, no street lights, no city water/sewage, etc... Something isn't right there.

I can tell you that I actively pursue researching communities that have proper trails as a destination point for a day or weekend getaway. At least 4 times this year alone, I have ventured out of state with friends to ride a particular trail. On an average, we spend a couple nights in a hotel, go shopping and explore the communities connected by the trails, probably at the tune of \$1200.00 a weekend per person...money that could have stayed at home had we



had a decent trail system.

I am a member of the Rails to Trails conservatory which publishes a book of trails across the country. Not only are they a great source of info, but they also financially support the development of trails. Probably an organization you might want to talk to.

By them publishing their resource book, that gives supporting communities a lot of publicity, which can add up to be tens of thousands of dollars of FREE promotion. And with a strong trail network, can generate travel to our community, and improve the economic impact immensely.

It is sad that Indiana is so far behind the “Green” initiative, and it is frustrating that it takes so long to get things moving. The article states that construction won’t start of another 2 years....once again, showing that our leadership is seriously lacking, and apparently approving in the fact that we are forcing people to spend more time in their cars and burning more fuel and emitting more and more emissions into the atmosphere, not to say anything of not helping to get people off their couches and outside for some exercise, thus reducing medical bills etc.

South Bend and all of our connecting communities need to get on board with these ideas, and quickly. It can be a valuable asset to those that do - financially, improving safety, gaining exposure to businesses, health benefits and joining the Green initiative.

One last point - Sidewalks should not be considered “Trails”. Nor should a 3’ strip of asphalt that once was called a “shoulder”. Does anyone really think that cars are going to care that you painted some silly lines on the road and designate that a “Safe” bike area? ....it is down right dangerous. Sidewalks are generally too narrow and walkers and joggers get very annoyed when you attempt to use it as a bike path. It wasn’t that long ago when you would get ticketed for riding your bike on any sidewalk, so why has that changed now?

Recently I had some friends come to town for a weekend and we decided to explore South Bend on bikes. The local biking community promotes the fact that South Bend has a lengthy bike trail from the Michigan state line all the way to downtown Mishawaka. To our surprise, most of the trail from downtown SB to Mishawaka, was either on the streets, or on really narrow and broken up sidewalks. My friends thought it hilarious to think that SB believed that this was actually considered a trail. I was embarrassed, and they left town laughing at South Bend.

It is very unfortunate that our Planning departments don’t actually do much in the way of planning. It always seems to be that we are putting band-aids on things instead of actually solving the problems. We need to become Proactive instead of being Reactive as we have for the past 50 years...and it all starts with the Mayors.....

Kind regards

Curt Paluzzi

--

*Curt J. Paluzzi*

The Sound Company  
50611 King Richards Way  
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574-210-9125 Cell  
[www.thesoundcompany.com](http://www.thesoundcompany.com)

[Cpaluzzi@thesoundcompany.com](mailto:Cpaluzzi@thesoundcompany.com)

*"Michiana's Instrument Rental Company"*

**From:** [Oliphant, Mike](#)  
**To:** [Stettler, Devin](#)  
**Cc:** [Curtis, Bill](#)  
**Subject:** FW: South Bend Coal Line Trail commentary  
**Date:** Wednesday, August 8, 2018 1:05:20 PM

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FYI

**From:** Doug Morris [mailto:doug26.2@gmail.com]  
**Sent:** Wednesday, August 08, 2018 11:45 AM  
**To:** Oliphant, Mike <MIKEO@ucindy.com>  
**Cc:** Douglas Morris <doug26.2@gmail.com>  
**Subject:** South Bend Coal Line Trail commentary

Good morning Mr. Oliphant,

I have been a Mishawaka resident (sister city to South Bend) for 25 years. I am an avid runner and biker in my early 50's. I utilize multi-purpose paths whenever available to avoid the noise and danger of motor vehicle roadways. I am fully supportive and very excited about the proposed SB Coal Line Trail! A few reflections in bullet-format follow below. Thank you so much for your work on this project.

Sincerely,

Doug Morris  
574-360-7637

- While I have utilized Tom Shultz's Monarch Textile Company rental for 20+ years for my business, I must respectfully disagree with his comments in today's SB Tribune article on several counts, namely:
  - Tom and his co-owner brother cannot claim city (on the street) parking spaces. As business owners, they are responsible for providing parking to their employees on their own land. The city parking spaces are part of the municipal "commons" (think global commons). Tim Corcoran, the city's director of planning, does not, nor should not appease the owners of Monarch by "guessing" that fewer spots may be lost. Nor planning for it. Take the spots and create green space *commons* instead!! Cities almost always need more parks and recreation space.
  - In regard to the proposed elimination of the "clipped-off corner at Wilber and Van Buren" that Mr. Shultz has 'claimed' for his semi-trucks to turn around... Same reflection as above. I provide adequate space in the paved parking area for Mr. Shultz's rug delivering trucks to turn around in my business (as well as even larger trucks than his delivery trucks). He should do the same.
  - Mr. Shultz's comments about crime from the neighborhood spilling onto the trail leading to vandalism are racially charged, scare-tactics, and in keeping with much of the national rhetoric poisoning our country right now. There is no place for it.
- In regard to Mr. John Oxian's comments of being skeptical in regard to commercial entities enticing mulituse-path users, I would plead that by definition there are many



uses for paths such as these that allow pedestrians and bicyclists to avoid the noise pollution and danger of motorists (that are often texting nowadays).

- i.e., A **shared-use path** or **mixed-use path** is a form of infrastructure that supports **multiple** recreation and transportation opportunities, such as walking, bicycling, inline skating and people in wheelchairs. Motorcycles and mopeds are normally prohibited.
- I agree with, and studies support, Ms. Michelle Gloss's commentary that when she sees trails, "It changes your perception of a town" (for the better).
  - Mayor Pete has done a phenomenal job of making SB a more user friendly 21st century city. Let's keep the momentum going!
  - Ms. Gloss comments that she isn't sure "that I'd walk that trail by myself". I appreciate and empathize with these comments. I always feel for female runners/walkers as running wherever I travel is a luxury that they often cannot enjoy. I drive nearby Diamond Ave. to get to the airport from my home in Mishawaka. The neighborhood can at times be an area of crime and violence. All the more reason to help develop spaces such as this to make it safer to live. I'd be very supportive of the "blue-light" call boxes so commonly utilized on college campuses at regular reliable intervals. Obviously, excellent lighting that is covered from above in a LEED manner such that light pollution is minimized. Finally, the city does need to commit to keeping the trail free of trash, debris, and broken glass.
- I love that bordering residents will receive extra land for free. I would incorporate an allowance to help them beautify these spaces or have the city support it, so that the trail is very attractive and something that will increase their property values. Perhaps the city should keep some or even the majority of this space to make the trail ultra-attractive. No big structures for perpetrators to hide behind. Landscaping doesn't have to be expensive. Perennials, bulbs, that flower year after year.
- I'm a strong advocate for blacktop over concrete as it is much easier on aging runners knees (well known fact; see Runner's World Magazine or similar resource; brick is even harder). Along this same vein, I am a huge advocate of a strip of dirt, fine pea gravel, or something similar, adjacent to paved walkways so that we aging runners can run on this surface instead of the blacktop. Keeps us out of the way of walkers and bikers as well.
- There is an old railroad track that runs behind Holy Cross College onto St. Mary's college to the north that intersects with this proposed trail along Angela. Could we look to linking that as well? Realize private Holy Cross College property. The college may have some comments as folks may divert down this space. If they become marginally involved, again, dirt, soft trails are best!! They would need to do very little to it.
- Finally, we've got to build these awesome trails where we easily can so that we can then begin to link them into a broader network of paths and trails. Our local economy will certainly benefit if we can continue to develop a trail system on par with communities like Madison, WI and Minneapolis/St. Paul, MN - cold weather

climates yet they have invested in a phenomenal trail system!! The nearby community of Granger is leading the charge to the northeast with their "Granger Paths" initiative/group. Niles, MI to the north is doing a great job linking to SB's riverfront trail. Mishawaka to the east continues to develop their riverwalk system which links up to SB's system.

Thank you so much for asking for commentary. Have a great day and thanks again for your good work.

-- Doug

**From:** [Andrew Hughes](#)  
**To:** [Oliphant, Mike](#)  
**Cc:** [Barbara Sutton](#); [kboyles@southbendin.gov](mailto:kboyles@southbendin.gov); [rnawrot@southbendin.gov](mailto:rnawrot@southbendin.gov); [ehorvath@southbendin.gov](mailto:ehorvath@southbendin.gov)  
**Subject:** Public Comments | Coal Line Trail Project  
**Date:** Tuesday, August 7, 2018 7:15:14 PM  
**Attachments:** [20180319 Nextdoor-Post.pdf](#)  
[Wetlands along Coal Line Trail Phase2.jpg](#)

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Hello Mike,

I have 4 comments (3x Issues & 1x Suggestion) related to the Coal Line Trail Project. I spoke about 2 of these (Issue 1 & 3 below) at the meeting last night (August 6th, 2018), and promised I would provide additional information on Issue 1, see below.

1. **Issue #1 -- Fixing the Surface & Groundwater Issue along W. Angela Blvd at the same-time the Phase #2 of the Coal Line Trail is being constructed**
2. **Issue #2 — The Environmental Reports conclusion that there are no Wet-land Issues along the Trail Corridor**
3. **Issue #3 — Lighting & Safety along the Phase #2 portion of the Trail**
4. **Suggestion #4 — Switching the Timeline, Construct Phase #2 prior to Phase #1?**

If you have any follow-up questions, please let me know...

Thank you!  
Andrew

--

Andrew Hughes  
531 W Angela Blvd.  
South Bend IN 46617  
574.383.9388

---

**Issue #1 -- Fixing the Surface & Groundwater Issue along W. Angela Blvd at the same-time the Phase #2 of the Coal Line Trail is being constructed**

After the 1000 year flooding event that hit South Bend in February 2018, a Neighborhood meeting for the North Shore Triangle neighborhood Association was held @ Holy Cross College on 20 March 2018.

Prior to that meeting, I provided the Neighbors my analysis of the Surface Water Issues (via the [nextdoor.com](http://nextdoor.com) website) that start the flooding in the North Shore Triangle Neighborhood:

- **See my interactive analysis (maps + photos) here:**  
<https://www.thinglink.com/scene/1032379351213015046>



- In the **attached document** (20180319 Nextdoor-Post.pdf), you can **read my description of the interactive analyses** + comments from various neighbors that followed.

This material was sent to Eric Horvath prior to the Neighborhood meeting by our Neighborhood Assoc. President, Barbara Sutton.

During Mr. Horvath's address to the Neighbors at the meeting on 20 March 2018, Mt Horvath publicly thanked me for the information and stated that these surface water issues would be dealt with as part of the Coal Line Trail project construction.

Fantastic news!

When I arrived at the Public Hearing meeting for the Coal Line Trail (6 AUG 2018), I was directed to a representative of United Consulting to ask about the Surface Water Issues along the phase #2 corridor. That representative knew nothing of these issues. I was then directed to talk too the Assistant City Engineer, Roger T. Nawrot, about the issue, assuming that he would be aware of the issue as he works with Eric Horvath, he was not aware either.

My *primary concern* here is that these concerns have been raised and acknowledged by Eric Horvath, yet the issue of the Surface Water issue has not been factored into the construction of the Coal Line Trail, as both the Engineering Company and the Assistant City Engineer have not been made aware of the issues.

My *secondary concern* is that the City has the opportunity to fix the Surface Water issue at the same time as they construct Phase #2 of the Coal Line Trail, which would seem to be a smart way to assign resources, reduce costs and get both projects done in a timely manner. Yet, if key stakeholders have not been made aware of the surface water issues that exist along the same corridor that the Phase #2 trail will follow, hence not allowing the opportunity to fix the surface water issue as the trail is constructed, which could result in the City having to re-visit the Surface Water issue later, costing lots more money + more time for this issue to be resolved for the residents who live along on W. Angela Blvd and in the Northshore Triangle Neighborhood.

A *third concern* is that there seems to be lots of experts involved in planning this Coal Line Trail corridor, but to my knowledge none of them have taken a walk in the woods (beyond the narrow path the trail will follow) to see for themselves what is going on with the surface water back there. The offer I made to Eric in March still stands to anyone involved in the project or the city's water-engineering efforts in-general, please contact me and we can walk through the woods together so I can show you first-hand what is going on with the surface water run-off into the North Shore Triangle neighborhood.

## **Issue #2 — The Environmental Reports conclusion that there are no Wet-land Issues along the Trail Corridor**

While I have not read the Environmental Document, the report of the document at the public meeting (6.AUG.18) stated that no wetlands were identified along the trail corridor. I am not an environmental scientist, and I do not know what officially constitutes a “wetland”, but I can point out three different “wet-areas” that have, or do, exist along the Phase #2 trail corridor and have been affected by prior developments (the establishment of the original rail corridor + the building of the North Shore Club Condos), and could be affected or helped by the Coal Line Trail Development. See the attached image titled “Wetlands along Coal Line Trail Phase2.jpg” + see my explanation of my interactive Map cited in Issue #1 (attached document, 20180319 Nextdoor-Post.pdf) above for a little more on the historic understanding of these 3x wet areas along the Coal Line Trail corridor. Again, accompanying me on a walk through these areas could help in understanding what is going on with the water flows in this whole area.



## **Issue #3 — Lighting & Safety along the Phase #2 portion of the Trail**

As stated last night, the Phase #2 portion of the Coal Line Trail runs through a pretty isolated corridor of the “deep-dark-woods” — from the River, until where the trail will run side-by-side with W. Angela Blvd. From the initial questions I asked the engineers at the Public Meeting (6.AUG.18), it seems not enough thought has been put into how to make that corridor safe for trail users, especially at night.

## **Suggestion #4 — Switching the Timeline, Construct Phase #2 prior to Phase #1?**

Why is Phase #1 of the Coal Line Trail being prioritized over Phase #2? Consider constructing Phase #2 first.

It seems Phase #2 is a much more crucial linkage to the wider bike path network, connecting the Riverside Trail to the East-Bank Trail and Notre Dame + Downtown. Phase #1, on the other hand, is a spur extension of the Trail, not a crucial linkage.

In the public meeting (6.AUG.18), there seemed to be many more issues to deal with in regard to the Phase #1 route (land acquisitions, traffic & parking changes for business owners, deep concerns about safety and therefore questions about whether the path be used at all?). In contrast, there seems to be no concerns about the goal of the Phase #2 trail, rather a desire to get the Drainage & Safety / Lighting issues dealt with appropriately.

**From:** [Doug Morris](#)  
**To:** [Oliphant, Mike](#)  
**Cc:** [Douglas Morris](#)  
**Subject:** South Bend Coal Line Trail commentary  
**Date:** Wednesday, August 8, 2018 11:45:10 AM

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Good morning Mr. Oliphant,

I have been a Mishawaka resident (sister city to South Bend) for 25 years. I am an avid runner and biker in my early 50's. I utilize multi-purpose paths whenever available to avoid the noise and danger of motor vehicle roadways. I am fully supportive and very excited about the proposed SB Coal Line Trail! A few reflections in bullet-format follow below. Thank you so much for your work on this project.

Sincerely,

Doug Morris  
574-360-7637

- While I have utilized Tom Shultz's Monarch Textile Company rental for 20+ years for my business, I must respectfully disagree with his comments in today's SB Tribune article on several counts, namely:
  - Tom and his co-owner brother cannot claim city (on the street) parking spaces. As business owners, they are responsible for providing parking to their employees on their own land. The city parking spaces are part of the municipal "commons" (think global commons). Tim Corcoran, the city's director of planning, does not, nor should not appease the owners of Monarch by "guessing" that fewer spots may be lost. Nor planning for it. Take the spots and create green space *commons* instead!! Cities almost always need more parks and recreation space.
  - In regard to the proposed elimination of the "clipped-off corner at Wilber and Van Buren" that Mr. Shultz has 'claimed' for his semi-trucks to turn around... Same reflection as above. I provide adequate space in the paved parking area for Mr. Shultz's rug delivering trucks to turn around in my business (as well as even larger trucks than his delivery trucks). He should do the same.
  - Mr. Shultz's comments about crime from the neighborhood spilling onto the trail leading to vandalism are racially charged, scare-tactics, and in keeping with much of the national rhetoric poisoning our country right now. There is no place for it.
- In regard to Mr. John Oxian's comments of being skeptical in regard to commercial entities enticing mulituse-path users, I would plead that by definition there are many uses for paths such as these that allow pedestrians and bicyclists to avoid the noise pollution and danger of motorists (that are often texting nowadays).
  - i.e., **A shared-use path or mixed-use path** is a form of infrastructure that supports **multiple** recreation and transportation opportunities, such as walking, bicycling, inline skating and people in wheelchairs. Motorcycles and mopeds are normally prohibited.
- I agree with, and studies support, Ms. Michelle Gloss's commentary that when she sees trails, "It changes your perception of a town" (for the better).
  - Mayor Pete has done a phenomenal job of making SB a more user friendly 21st century city. Let's keep the momentum going!
  - Ms. Gloss comments that she isn't sure "that I'd walk that trail by myself". I appreciate and empathize with these comments. I always feel for female runners/walkers as running wherever I travel is a luxury that they often



cannot enjoy. I drive nearby Diamond Ave. to get to the airport from my home in Mishawaka. The neighborhood can at times be an area of crime and violence. All the more reason to help develop spaces such as this to make it safer to live. I'd be very supportive of the "blue-light" call boxes so commonly utilized on college campuses at regular reliable intervals.

Obviously, excellent lighting that is covered from above in a LEED manner such that light pollution is minimized. Finally, the city does need to commit to keeping the trail free of trash, debris, and broken glass.

- I love that bordering residents will receive extra land for free. I would incorporate an allowance to help them beautify these spaces or have the city support it, so that the trail is very attractive and something that will increase their property values. Perhaps the city should keep some or even the majority of this space to make the trail ultra-attractive. No big structures for perpetrators to hide behind. Landscaping doesn't have to be expensive. Perennials, bulbs, that flower year after year.
- I'm a strong advocate for blacktop over concrete as it is much easier on aging runners knees (well known fact; see Runner's World Magazine or similar resource; brick is even harder). Along this same vein, I am a huge advocate of a strip of dirt, fine pea gravel, or something similar, adjacent to paved walkways so that we aging runners can run on this surface instead of the blacktop. Keeps us out of the way of walkers and bikers as well.
- There is an old railroad track that runs behind Holy Cross College onto St. Mary's college to the north that intersects with this proposed trail along Angela. Could we look to linking that as well? Realize private Holy Cross College property. The college may have some comments as folks may divert down this space. If they become marginally involved, again, dirt, soft trails are best!! They would need to do very little to it.
- Finally, we've got to build these awesome trails where we easily can so that we can then begin to link them into a broader network of paths and trails. Our local economy will certainly benefit if we can continue to develop a trail system on par with communities like Madison, WI and Minneapolis/St. Paul, MN - cold weather climates yet they have invested in a phenomenal trail system!! The nearby community of Granger is leading the charge to the northeast with their "Granger Paths" initiative/group. Niles, MI to the north is doing a great job linking to SB's riverfront trail. Mishawaka to the east continues to develop their riverwalk system which links up to SB's system.

Thank you so much for asking for commentary. Have a great day and thanks again for your good work.

-- Doug

Public Hearing Deposition  
Coal Line Trail – Phases I and II  
Des. Nos.: 1401840 and 1401841

Verbal Comments

John H. Oxian

- 1) I'm against taking out that corner between Wilbur Street and Van Buren Street; that corner, which is an L shape, if you complete the project as designed. You're going to hinder me when our trucks come in to unload and load, because that is the area where our vehicles turn.

Based on an evaluation of turning movements, trucks as large as a WB-50 (tractor trailer with 14.6' wheel base for the cab and a 40 foot trailer) would be able to utilize a three point turn with the proposed intersection layout at Wilbur Street and Van Buren Street

- 2) Are you going to go before the Historic Review Commission with your ideas concerning the bridge over the St. Joseph River and how you're going to expand the fence? Are you going to do anything to the piers?

Yes. The South Bend Historic Preservation Commission will be given an opportunity to review the proposed plans for the bridge over the St. Joseph River. The proposed facilities will include pedestrian fencing/railing where necessary within the scope of the proposed project. The bridge piers will be patched and rehabilitated as needed.

Tom Schultz

- 1) Van Buren Street has that 45-degree angle cut/ I've got semis that come in pretty much daily and multiple times a day, that's how they turn their trucks around. If they can't turn their trucks around, where do you want them to go? These are not truck route streets.

Based on an evaluation of turning movements, trucks as large as a WB-50 (tractor trailer with 14.6' wheel base for the cab and a 40 foot trailer) would be able to utilize a three point turn with the proposed intersection layout at Wilbur Street and Van Buren Street

- 2) You're talking about taking away a whole city block of parking from my employees.

No private parking is being eliminated with the development of this project. Parking will not be allowed to a point approx. 200' north of the Lincoln Way / Wilber Rd intersection to allow for the development of a left turn lane.

- 3) The City of South Bend wants to put in a trail that I don't even see people using because you're hitting one of the heaviest crime areas.

Lighting will be included as part of the trail design. City of South Bend does not have a policy regarding emergency call boxes. Based on feedback from the public hearing, the need for other safety considerations will be investigated by the City of South Bend and the design team.

Andrew Hughes

- 1) My question and concern is, our neighborhood, the North Shore Triangle, has had some flooding incidents over the years; Three incidents. The major ones, however, happened in a big rain event in August 2016, where the city got about 10 inches of rain in less than a day. And then the second one that happened in February of this year, where we had historic flooding. 3 times, surface water has ran out of where the Phase 2 of the trail will go. This surface water originates from the Holy Cross kind of property, the old St. Joseph High School property and runs down the hill. Years and years ago, that was all wetlands.

The previous statement provides background knowledge of the situation but does not ask a specific question.

- 2) I'm curious that there are no wetlands identified, because that area was a wetland and it's still very wet deep back in the woods there.

A jurisdictional determination of the boundaries of "waters of the United States (U.S.)", including wetlands was completed for the project on May 18, 2016 using the U.S. Army Corps of Engineers Wetland Delineation Manual (Technical Report Y-87-1) and the 2012 U.S. Army Corps of Engineers - Northcentral and Northeast Supplement. The information was documented in a report dated January 24, 2018. No wetlands were identified within the proposed construction limits for the project.

- 3) Years ago, that water would have; before the train line and before the North Shore Club condo development, that water would have run out to the river and it would have been fine. Because of the development of the train line and the raising of the level of the land where the North Shore Club is, that is no longer possible. Most of the time, this water just builds up and just sinks in and evaporates.



The previous statement provides background knowledge of the situation but does not ask a specific question.

- 4) The other concern that I want to raise is, it is the deep dark woods north of Angela Boulevard, so some more thought than what I have heard tonight, asking questions needs to be put into lighting, safety, security. It's dangerous to ride your bike on West Angela Boulevard because of cars, but it could also be dangerous to walk or ride your bike back there after dark.

Lighting will be included as part of the trail design. City of South Bend does not have a policy regarding emergency call boxes. Based on feedback from the public hearing, the need for other safety considerations will be investigated by the City of South Bend and the design team.

Michelle Gloss

- 1) The trail is going to have lights, what happens when the lights break or get broken? More likely, right? Somebody will knock out the lights. Who's in charge of maintaining the trail? Who's going to see if all of the lights are working, picking up the trash?

The City of South Bend Department of Venues, Parks, and Arts will be responsible for the maintenance of the trail.

- 2) Who's going to keep it mowed? Is there going to be a place for the water to go when we have heavy rains? Who's going to pick up the trash? Who's going to make sure that broken things get fixed?

The City of South Bend Department of Venues, Parks, and Arts will be responsible for the maintenance of the trail.

Tim Scott

- 1) The one thing that I am concerned with is, is looking at the lighting, call boxes that type of thing, on the trails. Especially talking to the police; will they do bike patrols and that type of thing on it as well?

Lighting will be included as part of the trail design. City of South Bend does not have a policy regarding emergency call boxes. Based on feedback from the public hearing, the need for other safety considerations will be investigated by the City of South Bend and the design team.

Currently, there are no bike scheduled patrols of the South Bend trail network.

- 2) Is there a way that people could fish off of the railroad bridge? If it's wide enough, please add some sort of kick outs, viewing platforms.

Fishing will not be permitted from the pedestrian bridge.

Jill Jokum

- 1) After our last public information meeting about the trail, I know that there were neighbors that were approached by lawyers; specifically, from Indianapolis, with content in the letters saying your house is going to be taken and we want to represent you. My comment would be that I just hope in your further communication about this that you make it really clear to people that this is not the kind of process where structures are getting condemned and land that people are currently using as their back yards, as their garages, their home, is not going to be taken. This completely has to do with an old railroad bed, and when you get that kind of letter; if you want to talk to a lawyer, fine, but you don't need to.

The majority of right-of-way required for Phase 1 of the project will be within the existing railroad corridor. Phase 2 will again require the right-of-way in the existing railroad corridor in addition to right-of-way along the southern border of Holy Cross College. In all cases, the right-of-way needed for this construction of this project will not require the removal of any building structure or alter the usage of the property in any appreciable manner.

Curt Paluzzi

- 1) Sidewalks should not be considered "Trails". Nor should a 3' strip of asphalt that once was called a "shoulder". Does anyone really think that cars are going to care that you painted some silly lines on the road and designate that a "Safe" bike area? Sidewalks are generally too narrow and walkers and joggers get very annoyed when you attempt to use it as a bike path. It wasn't that long ago when you would get ticketed for riding your bike on any sidewalk, so why has that changed now?

The proposed project is specifically a non-motorized trail. The multi-use path will be 12' wide and have an asphalt surface.

On street bike lanes are beyond the scope of this project.

Andrew Hughes –

- 1) The City of South Bend has the opportunity to fix the Surface Water issue at the same time as they construct Phase #2 of the Coal Line Trail, which would seem to be a smart way to assign resources, reduce costs and get both projects done in a timely manner. Yet, if key stakeholders have not been made aware of the

surface water issues that exist along the same corridor that the Phase #2 trail will follow, hence not allowing the opportunity to fix the surface water issue as the trail is constructed, which could result in the City having to re-visit the Surface Water issue later, costing lots more money and more time for this issue to be resolved for the residents who live along on W. Angela Blvd and in the Northshore Triangle Neighborhood.

Based on comments made at the Public Hearing the design team will evaluate the surface water issue addressed in the previous comment and determine if a solution can be made within the current scope of the project.

- 2) While I have not read the Environmental Document, the report of the document at the public meeting (6.AUG.18) stated that no wetlands were identified along the trail corridor. I am not an environmental scientist, and I do not know what officially constitutes a "wetland", but I can point out three different "wet-areas" that have, or do, exist along the Phase #2 trail corridor and have been affected by prior developments (the establishment of the original rail corridor + the building of the North Shore Club Condos), and could be affected or helped by the Coal Line Trail Development.

A jurisdictional determination of the boundaries of "waters of the United States (U.S.)", including wetlands was completed for the project on May 18, 2016 using the U.S. Army Corps of Engineers Wetland Delineation Manual (Technical Report Y-87-1) and the 2012 U.S. Army Corps of Engineers - Northcentral and Northeast Supplement. The information was documented in a report dated January 24, 2018. No wetlands were identified within the proposed construction limits for the project.

- 3) As stated last night, the Phase #2 portion of the Coal Line Trail runs through a pretty isolated corridor of the "deep-dark-woods" — from the River, until where the trail will run side-by-side with W. Angela Blvd. From the initial questions I asked the engineers at the Public Meeting (6.AUG.18), it seems not enough thought has been put into how to make that corridor safe for trail users, especially at night.

Lighting will be included as part of the trail design. City of South Bend does not have a policy regarding emergency call boxes. Based on feedback from the public hearing, the need for other safety considerations will be investigated by the City of South Bend and the design team.

- 4) In the public meeting (6.AUG.18), there seemed to be many more issues to deal with in regard to the Phase #1 route (land acquisitions, traffic & parking changes for business owners, deep concerns about safety and therefore questions about



whether the path be used at all?). In contrast, there seems to be no concerns about the goal of the Phase #2 trail, rather a desire to get the Drainage & Safety / Lighting issues dealt with appropriately.

The previous statement provides background knowledge of the situation but does not ask a specific question.

- 5) Why is Phase #1 of the Coal Line Trail being prioritized over Phase #2? Consider constructing Phase #2 first. It seems Phase #2 is a much more crucial linkage to the wider bike path network, connecting the Riverside Trail to the East-Bank Trail and Notre Dame + Downtown. Phase #1, on the other hand, is a spur extension of the Trail, not a crucial linkage.

Phase 1 provides connectivity from Lincolnway to the Riverside Trail. Additionally, funding allocation schedule builds in a larger allocation for Phase II to accommodate bridge rehabilitation and modification.

Doug Morris

- 1) I'm a strong advocate for blacktop over concrete as it is much easier on aging runners knees (well-known fact; see Runner's World Magazine or similar resource; brick is even harder). Along this same vein, I am a huge advocate of a strip of dirt, fine pea gravel, or something similar, adjacent to paved walkways so that we aging runners can run on this surface instead of the blacktop. Keeps us out of the way of walkers and bikers as well.

A 12' wide asphalt surface is proposed throughout the Coal Line Trail, with the exception of the portion between Lincolnway and Van Buren at the south end of Phase 1. There are currently no plans for a gravel path adjacent to the trail.

- 2) I love that bordering residents will receive extra land for free. I would incorporate an allowance to help them beautify these spaces or have the city support it, so that the trail is very attractive and something that will increase their property values. Perhaps the city should keep some or even the majority of this space to make the trail ultra-attractive. No big structures for perpetrators to hide behind. Landscaping doesn't have to be expensive. Perennials, bulbs that flower year after year.

This project proposes acquiring the necessary number of properties to either build the trail or provide for access/maintenance purposes. No additional acquisitions will be made for beautification.

- 3) There is an old railroad track that runs behind Holy Cross College onto St. Mary's college to the north that intersects with this proposed trail along Angela. Could we look to linking that as well? Realize private Holy Cross College property. The

college may have some comments as folks may divert down this space. If they become marginally involved, again, dirt, soft trails are best!! They would need to do very little to it.

St. Joseph County in cooperation with adjacent partners/landowners is planning a trail running parallel to State Route 933. This trail would serve to connect to the Coal Line Trail and become a segment in the larger St. Joseph Valley Regional trail that will connect between the City of Niles, Michigan and Mishawaka, Indiana.

James Curlee

- 1) Do we have a master trail plan? Why not? Is the City being proactive in identifying, and planning more dedicated trails?

The City of South Bend does not currently have a formal master trail plan but through documents such as the South Bend Bicycle Network and MACOG Active Transportation Plan and other related community input sessions, possesses an inventory of trail routes for future implementation.

Bruce Harris

- 1) The trail route between 531 West Angela Boulevard and the top of the hill at the Holly Cross Sports Field is subject to significant flooding. Please address this issue before constructing the trail.

Based on comments made at the Public Hearing the design team will evaluate the surface water issue addressed in the previous comment and determine if a solution can be made within the current scope of the project.

- 2) The current plan for phase 2 appears to have the pathway come off the raised railroad bed a little to the West of Iroquois Street, then dropping down to roughly the elevation of the alley, continuing East and having fairly steep climb toward the Holy Cross campus property. This would require the removal of several mature trees and have the trail fairly close to the houses on the North side of Angela with no strong separation. If the trail stayed on the old railroad bed going east past Iroquois Street, there is an existing footpath that goes to Holy Cross property coming off the railroad bed at the same elevation as the raised railroad bed.

The proposed alignment of the trail was evaluated extensively early in the process and discussed at previous public meetings. The trail will remain approximately 50' north of the residence along the north side of Angela Blvd.



# Appendix H

*Air Quality*

## FY 2018-2021 Transportation Improvement Program

St. Joseph County

Sponsor	DES	Contract Number	Resolution	RT	Location	Work Type	Fund Type	Phase	Federal	Match	SFY 2018	SFY 2019	SFY 2020	SFY 2021	Estimated to Complete	Letting Date
Mishawaka	1400633	R-37503	Res. 03-15		Twelfth St from Downey to Byrkit	Added Travel Lanes	Grp I STP	CN	\$ 7,084,000	\$ 1,771,000		\$ 8,855,000				2019
North Liberty	1383396	R-37347	Res. 12-16		Tamarack Multi-Use Trail from VFW Youth Ball Park on Quinn Rd to Wabash Avenue	Bike/Pedestrian Facilities	TAP (INDOT)	CN	\$ 434,430	\$ 108,608	\$ 543,038					2018
North Liberty	1592436	R-39089	Res. 42-15		Potato Creek Trail	Bike/Pedestrian Facilities	TAP (INDOT)	RW	\$ 346,640	\$ 86,660		\$ 433,300				2019
North Liberty	1592436	R-39089			Potato Creek Trail	Bike/Pedestrian Facilities	TAP (INDOT)	CN	\$ 728,720	\$ 182,180			\$ 910,900			2020
South Bend	1382758	R-36881			Boland Drive from Portage Ave to Riverside Dr	Bike/Pedestrian Facilities	SMFR	PE	\$ 9,411	\$ 2,353	\$ 11,764					2018
South Bend	1382758	R-36881	Res. 03-16		Boland Drive from Portage Ave to Riverside Dr	Bike/Pedestrian Facilities	CMAQ	CN	\$ 983,200	\$ 245,750	\$ 1,228,950					10/12/2017
South Bend	1400634	R-37497			Bendix Dr from Lathrop St to the I-80 bridge (Nimtz Pkwy)	Road Reconstruction	Grp I STP	CN	\$ 2,800,000	\$ 700,000			\$ 3,500,000			2020
South Bend	1400637	R-37495			Olive St from Prairie Ave (SR 23) to RR south of Tucker Dr	Road Reconstruction	Grp I STP	CN	\$ 2,000,000	\$ 500,000			\$ 2,500,000			2020
South Bend	1401810				Coal Line Trail (Phase I) from Lincolnway W to Riverside Dr	Bike/Pedestrian Facilities	CMAQ	RW	\$ 860,000	\$ 215,000		\$ 1,075,000			\$ 1,440,000	2019
South Bend	1401810				Coal Line Trail (Phase I) from Lincolnway W to Riverside Dr	Bike/Pedestrian Facilities	CMAQ	CN	\$ 1,440,000	\$ 360,000				\$ 1,800,000		2021
South Bend	1401811		Res. 17-16		Coal Line Trail (Phase II) from Riverside Dr to Angela Blvd	Bike/Pedestrian Facilities	CMAQ	PE	\$ 80,000	\$ 20,000	\$ 100,000				\$ 2,485,000	2018
South Bend	1401811		Res. 05-17		Coal Line Trail (Phase II) from Riverside Dr to Angela Blvd	Bike/Pedestrian Facilities	CMAQ	RW	\$ 632,000	\$ 158,000			\$ 790,000			2020
South Bend	1600074		M0206-16		Corby Blvd/ Ironwood Dr/ Rockne Dr	Intersection Improvement	Grp I STP	PE	\$ 88,092	\$ 22,023	\$ 110,115					2018
South Bend	1600074		Res. 03-16		Corby Blvd/ Ironwood Dr/ Rockne Dr	Intersection Improvement	Grp I STP	RW	\$ 652,000	\$ 163,000	\$ 815,000					2018
South Bend	1600074				Corby Blvd/ Ironwood Dr/ Rockne Dr	Intersection Improvement	Grp I STP	CN	\$ 2,435,000	\$ 608,750			\$ 3,043,750			2020
South Bend	1600075		Res. 22-16		Monroe Primary Center and Studebaker Elementary School - SRTS	Bike/Pedestrian Facilities	TAP	CN	\$ 1,200,000	\$ 300,000	\$ 1,500,000					2018
South Bend	1600076		Res. 22-16		LaSalle Intermediate Academy & Marquette Primary Montessori - SRTS	Bike/Pedestrian Facilities	TAP	CN	\$ 1,200,000	\$ 300,000		\$ 1,500,000				2019
St. Joseph Co.	1298578	R-35965			Cleveland Rd from St. Joseph River to SR 933 (Road )	Road Reconstruction	Grp I STP	CN	\$ 5,308,008	\$ 1,327,002	\$ 6,635,010					11/15/2017
St. Joseph Co.	1401129	R-35965			Bridge No. 212 carrying Cleveland Rd over St. Joseph River	Bridge Rehabilitation	Grp I STP	CN	\$ 2,879,280	\$ 719,820	\$ 3,599,100					11/15/2017
St. Joseph Co.	1401130	R-35965			Bridge No. 7 carrying Cleveland Rd over Juday Creek	Bridge Rehabilitation	Grp I STP	CN	\$ 66,080	\$ 16,520	\$ 82,600					11/15/2017
St. Joseph Co.	1382759	R-36882	Res. 22-16		Edison Rd @ Ash Rd - Roundabout	Intersection Improvement	CMAQ	CN	\$ 1,600,000	\$ 400,000	\$ 2,000,000					2018
St. Joseph Co.	1383398	B-37351	Res. 22-16		Bridge No. 62 carrying Walnut Rd over Yellow Bank Creek	Bridge Replacement, Other C	Bridge	CN	\$ 721,000	\$ 180,250		\$901,250				2020
St. Joseph Co.	1400638	R-37502			Auten Rd multi-use path from Laurel Rd to SR 933	Bike/Pedestrian Facilities	TAP	RW	\$ 80,000	\$ 20,000	\$ 100,000					2018
St. Joseph Co.	1400638	R-37502	M0201-17		Auten Rd multi-use path from Laurel Rd to SR 933	Bike/Pedestrian Facilities	TAP	CN	\$ 667,000	\$ 166,750		\$ 833,750				2019
St. Joseph Co.	1400639	R-37496	Res. 05-17		Douglas Rd at Ironwood Rd & ATL from Ivy Rd to SR23	Added Travel Lanes	Grp I STP	CN	\$ 7,352,000	\$ 1,838,000				\$ 9,190,000	\$ 6,172,000	2021
St. Joseph Co.	1400639	R-37496	Res. 05-17		Douglas Rd at Ironwood Rd & ATL from Ivy Rd to SR23	Added Travel Lanes	Grp I STP	RW	\$ 800,000	\$ 200,000	\$ 1,000,000					2017
St. Joseph Co.	1400640	R-37500			Fir Rd @ Brick Rd - Roundabout	Intersection Improvement	CMAQ	CN	\$ 2,000,000	\$ 500,000	\$ 2,500,000					2018
St. Joseph Co.	1401807				LaSalle Trail Extension from Auten Rd to Michigan State Line	Bike/Pedestrian Facilities	TAP	CN	\$ 894,000	\$ 223,500	\$ 1,117,500					2018
St. Joseph Co.	1400780	B-38968			Bridge No. 58 over Pine Creek on Underwood 0.3 miles west of Spruce Rd	Bridge Replacement	Bridge	CN	\$ 662,400	\$ 165,600	\$ 828,000					2018
St. Joseph Co.	1592165		M0307-16		Bridge Inspections 2016-2019 Cycle Years	Bridge Inspections	Bridge	PE	\$ 273,768	\$ 68,442	\$ 71,280	\$ 102,540	\$ 168,390			2016-2019
St. Joseph Co.	1593056				Countywide Bridge Inspections and Inventory program for Cycle Years 2020 - 2023 in St.	Bridge Inspections	Bridge	PE	\$ 171,648	\$ 49,912				\$ 221,560		2021

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2018 - 2021

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2018	2019	2020	2021
	37990 / 1401567	Init.	US 31	Bridge Deck Sealing	Over Magun Arm Ditch; SB, 1.2 mi N of US 6	LaPorte	0	NHPP		Bridge Construction	CN	\$12,962.40	\$3,240.60	\$16,203.00			
	37990 / 1401568	Init.	US 31	Bridge Thin Deck Overlay	Over Shively Ditch; NB, 0.76 mi N of SR 4	LaPorte	0	NHPP		Bridge Construction	CN	\$12,962.40	\$3,240.60	\$16,203.00			
	37990 / 1401569	Init.	US 31	Bridge Thin Deck Overlay	Over Shively Ditch; SB, 0.76 mi N of SR 4	LaPorte	0	NHPP		Bridge Construction	CN	\$12,962.40	\$3,240.60	\$16,203.00			
	37990 / 1401570	Init.	US 31	Bridge Deck Sealing	Over Heston Ditch; NB, 3.25 mi N of US 6	LaPorte	0	NHPP		Bridge Construction	CN	\$12,962.40	\$3,240.60	\$16,203.00			
	37990 / 1401571	Init.	US 31	Bridge Deck Sealing	Over Heston Ditch; SB, 3.25 mi N of US 6	LaPorte	0	NHPP		Bridge Construction	CN	\$12,962.40	\$3,240.60	\$16,203.00			
	37990 / 1401572	Init.	US 31	Bridge Thin Deck Overlay	Over Shidler - Hoffman Ditch; NB, 5.75 mi N of US 6	LaPorte	0	NHPP		Bridge Construction	CN	\$12,962.40	\$3,240.60	\$16,203.00			
	37990 / 1401573	Init.	US 31	Bridge Thin Deck Overlay	Over Shidler - Hoffman Ditch; SB, 5.75 mi N of US 6	LaPorte	0	NHPP		Bridge Construction	CN	\$12,962.40	\$3,240.60	\$16,203.00			
	37990 / 1401574	Init.	US 31	Bridge Thin Deck Overlay	Over Old US 31; NB, 3.9 mi N of SR 4	LaPorte	0	NHPP		Bridge Construction	CN	\$12,962.40	\$3,240.60	\$16,203.00			
	37990 / 1401575	Init.	US 31	Bridge Thin Deck Overlay	Over Old US 31; SB, 3.9 mi N of SR 4	LaPorte	0	NHPP		Bridge Construction	CN	\$12,962.40	\$3,240.60	\$16,203.00			
	37990 / 1401576	Init.	US 31	Bridge Deck Sealing	Over Roosevelt Rd., NB, 4.1 mi N of SR 4	LaPorte	0	NHPP		Bridge Construction	CN	\$12,962.40	\$3,240.60	\$16,203.00			
	37990 / 1500582	Init.	US 31	Repair Or Replace Joints	01.48 N of I-90 at US 31 NB/SB (Adams Rd)	LaPorte	0	NHPP		Bridge Construction	CN	\$56,097.60	\$14,024.40	\$70,122.00			
	38061 / 1401807	Init.	SP BIKE	Bike/Pedestrian Facilities	LaSalle Trail from Auten Road to Michigan State Line	LaPorte	1.1	STP		South Bend MPO	CN	\$894,000.00	\$0.00		\$894,000.00		
										100% Local Funds	CN	\$0.00	\$223,500.00		\$223,500.00		
	38064 / 1401810	Init.	SP BIKE	Bike/Pedestrian Facilities	Coal Line Trail Phase 1 from Lincolnway W to Riverside Dr	LaPorte	.87	STP		South Bend MPO	CN	\$1,152,000.00	\$0.00			\$1,152,000.00	
										100% Local Funds	CN	\$0.00	\$288,000.00			\$288,000.00	
										100% Local Funds	RW	\$0.00	\$10,000.00		\$10,000.00		
										South Bend MPO	RW	\$40,000.00	\$0.00		\$40,000.00		
	38065 / 1401811	Init.	SP BIKE	Bike/Pedestrian Facilities	Coal Line Trail Phase 2 from Riverside Dr to Angela Blvd	LaPorte	1.14	STP		South Bend MPO	RW	\$632,000.00	\$0.00		\$632,000.00		



Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2018 - 2021

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Estimated Cost left to Complete Project*	PROGRAM	PHASE	FEDERAL	MATCH	2018	2019	2020	2021
	38065 / 1401811	Init.	SP BIKE	Bike/Pedestrian Facilities	Coal Line Trail Phase 2 from Riverside Dr to Angela Blvd	LaPorte	1.14	STP		100% Local Funds	RW	\$0.00	\$158,000.00		\$158,000.00		
										100% Local Funds	PE	\$0.00	\$20,000.00	\$20,000.00			
										South Bend MPO	PE	\$80,000.00	\$0.00	\$80,000.00			
	38391 / 1383713	Init.	SR 331	Replace Superstructure	Bridge over St. Joseph River, 0.12 mi N of SR 933	LaPorte	0	STP		Bridge ROW	RW	\$40,000.00	\$10,000.00	\$50,000.00			
										Bridge Construction	CN	\$3,495,404.00	\$873,851.00	\$4,369,255.00			
										Bridge Consulting	PE	\$420,000.00	\$105,000.00	\$525,000.00			
	38391 / 1500737	Init.	SR 331	Concrete Pavement Restoration (CPR)	From 0.74 mi N of SR 933 (Jefferson St) to 1.95 mi S of SR 23 (Douglas Rd)	LaPorte	2.671	STP		Road Construction	CN	\$570,400.00	\$142,600.00	\$713,000.00			
	38508 / 1500567	Init.	MS TRST	Transit Preventative Maintenance	Preventative Maintenance	LaPorte	0	Transit		100% Local Funds	PE	\$0.00	\$320,000.00		\$320,000.00		
										Transit	PE	\$1,280,000.00	\$0.00		\$1,280,000.00		
	38510 / 1500569	Init.	MS TRST	Transit Operating	Associated Capital	LaPorte	0	Transit		100% Local Funds	PE	\$0.00	\$5,000.00		\$5,000.00		
										Transit	PE	\$20,000.00	\$0.00		\$20,000.00		
	38511 / 1500570	Init.	MS TRST	Transit Operating	Tire Lease	LaPorte	0	Transit		Transit	PE	\$85,000.00	\$0.00		\$85,000.00		
										100% Local Funds	PE	\$0.00	\$21,250.00		\$21,250.00		
	38512 / 1500572	Init.	MS TRST	Transit Purchase Vehicles	Purchase less than 30 ft Vehicles	LaPorte	0	Transit		100% Local Funds	PE	\$0.00	\$45,000.00		\$45,000.00		
										Transit	PE	\$180,000.00	\$0.00		\$180,000.00		
	38513 / 1500573	Init.	MS TRST	Transit Operating	Operating Assistance - ADA	LaPorte	0	Transit		Transit	PE	\$120,000.00	\$0.00		\$120,000.00		
										100% Local Funds	PE	\$0.00	\$30,000.00		\$30,000.00		
	38514 / 1500574	Init.	MS TRST	Transit Operating	Operating Assistance - Fixed Route	LaPorte	0	Transit		Transit	PE	\$800,000.00	\$0.00		\$800,000.00		

# Appendix I

*Environmental Justice*

## Oliphant, Mike

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**From:** Bales, Ronald <rbales@indot.IN.gov>  
**Sent:** Thursday, December 14, 2017 8:07 AM  
**To:** Oliphant, Mike  
**Cc:** Stettler, Devin; Malone, Barbara  
**Subject:** RE: Coal Line Trail – Phases I and II Des. Nos.: 1401840 and 1401841  
**Attachments:** EJ Letter Des No 1401840 and 1401841.pdf

INDOT-Environmental Services Division (ES) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. The project would require right-of-way predominately from a former railroad corridor, requires no relocations, and will not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ES would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low incomes populations of EJ concern relative to non EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.

Should the scope of work change or the amount of right-of-way, INDOT-ES should be contacted immediately to determine if the EJ Analysis would need to be reinitiated.

Thank you.

### Ron Bales

#### *Environmental Policy Manager*

100 North Senate Ave., Room 642

Indianapolis, IN 46204

Office: (317) 234-4916

Email: [rbales@indot.in.gov](mailto:rbales@indot.in.gov)



---

**From:** Oliphant, Mike [mailto:MIKEO@ucindy.com]  
**Sent:** Tuesday, December 12, 2017 3:11 PM  
**To:** Bales, Ronald <rbales@indot.IN.gov>  
**Cc:** Stettler, Devin <DevinS@ucindy.com>  
**Subject:** Coal Line Trail – Phases I and II Des. Nos.: 1401840 and 1401841

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

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Ron-

The City of South Bend desires to enhance their city-wide trail system by constructing a new multi-use path that will generally follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect from Lincoln Way West to the East Bank Trail at Angela Boulevard. The Coal Line Trail project will be developed through two phases and predominately follow the old railroad bed. The project is located in Sections 2, 35, and 36 of Townships 37 and 38 North, Range 2 East in Portage Township, St. Joseph County.

Our firm has been retained by the City of South Bend to undertake the required preliminary engineering activities for this project. No relocations will be required to construct the project. This project will require the acquisition of 9.06



acres of additional permanent right-of-way. As a result, an Environmental Justice (EJ) Analysis is required for this undertaking. The analysis below shows minority and low income populations of EJ concern within the project limits. The analysis of the U.S. Census data is attached for your review and concurrence.

If you have any questions, comments, or need additional Information, please do not hesitate to contact our firm.

Have a great day!

Mike

Michael S. Oliphant, AICP  
Environmental Specialist  
United Consulting  
1625 North Post Road  
Indianapolis, Indiana 46219  
(317) 895 - 2585

**ENGINEERING****ENVIRONMENTAL****INSPECTION****LAND SURVEYING****LAND ACQUISITION****PLANNING****WATER &  
WASTEWATER****SINCE 1965****OFFICERS**

William E. Hall, PE

Dave Richter, PE, PLS

Steven W. Jones

Christopher R. Pope, PE

B. Keith Bryant, PE

Michael Rowe, PE

**PROFESSIONAL STAFF**

Andrew T. Wolka, PE

Devin L. Stettler, AICP

Michael S. Oliphant, AICP

E. Rachelle Pemberton, PE

Timothy J. Coomes, PLS

Jon E. Clodfelter, PE

Steven R. Passey, PE

Brian J. Pierson, PE

Christopher L. Hammond, PE

Paul D. Glotzbach, PE

Brian S. Frederick, PE

Jay N. Ridens, PE

Christopher J. Dyer, PE

Matthew R. Lee, PE

William R. Curtis, PE

Jeromy A. Richardson, PE

Heather E. Kilgour, PE

Adam J. Greulich, PLS

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Danni C. Barrett, PE

Scott G. Minnich, PE

Jim R. Lesh, PE

Nicholas J. Kocher, PE

Jennifer L. Hart, PE

Jeffrey R. Andrews, PE

Kelton S. Cunningham, PE

Braun S. Rodgers, PE

Chris J. Andrzejewski, PE

Greg J. Broz, PE

John E. Harstad, PE

Asad A. Khan, PE

Joshua D. Gonya, PE

Brian S. Haefliger, PE

December 11, 2017

Ron Bales, Senior Environmental Manager  
Indiana Department of Transportation - Environmental Services  
100 North Senate Avenue, Room N642  
Indianapolis, Indiana 46219

RE: Environmental Justice Analysis  
Coal Line Trail – Phases I and II  
Des. Nos.: 1401840 and 1401841  
South Bend, Indiana

Dear Mr. Bales:

The City of South Bend desires to enhance their city-wide trail system by constructing a new multi-use path that will generally follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect from Lincoln Way West to the East Bank Trail at Angela Boulevard. The Coal Line Trail project will be developed through two phases and predominately follow the old railroad bed. The project is located in Sections 2, 35, and 36 of Townships 37 and 38 North, Range 2 East in Portage Township, St. Joseph County.

Our firm has been retained by the City of South Bend to undertake the required preliminary engineering activities for this project. No relocations will be required to construct the project. This project will require the acquisition of 9.06 acres of additional permanent right-of-way. As a result, an Environmental Justice (EJ) Analysis is required for this undertaking. The analysis below shows minority and low income populations of EJ concern within the project limits. The analysis of the U.S. Census data is provided below for your review and concurrence.

The following information was determined by a review of U.S. Census Tract – 5 year (2011-2015) American Community Survey (ACS) Data concerning race, income, and poverty levels within the project limits. The Census Data was obtained from <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>. The reference community is typically a county, city, or town that contains the project and is called the community of comparison (COC). The community that overlaps the project limits is called the affected community (AC). Affected communities that are more than 50 percent minority or low-income are automatically EJ populations. EJ populations are present if the low-income population or minority population of the AC is 125 percent of the COC.

Along the project corridor, 2015 U.S. Census Tract Data was analyzed for the City of South Bend. The proposed project spans five affected communities (i.e. census tracts). The EJ Analysis for the affected communities are provided in the paragraphs below:

**Census Tract 3.01**

The percentage of low-income population in the AC along the project is 26.5% which is less than the 125% threshold of the COC (35.3%). The minority population in the AC is 31.7% which is less than the 125% threshold of the COC (57.3%). This comparison indicates that the AC does not contain minority populations of EJ concern.



#### **Census Tract 4**

The percentage of low-income population in the AC along the project is 51.0% and the minority population in the AC is 76.8% which automatically make this AC an EJ population.

#### **Census Tract 6**

The percentage of low-income population in the AC along the project is 42.0% which is greater than the 125% threshold of the COC (35.3%). The minority population in the AC is 69.9% which automatically makes this AC an EJ population.

#### **Census Tract 7**

The percentage of low-income population in the AC along the project is 23.1% which is less than the 125% threshold of the COC (35.3%). The minority population in the AC is 31.3% which is less than the 125% threshold of the COC (57.3%). This comparison indicates that the AC does not contain minority populations of EJ concern.

#### **Census Tract 8**

The percentage of low-income population in the AC along the project is 7.7% which is less than the 125% threshold of the COC (35.3%). The minority population in the AC is 13.1% which is less than the 125% threshold of the COC (57.3%). This comparison indicates that the AC does not contain minority populations of EJ concern.

The table below restates the comparisons described in the above paragraphs:

	City of South Bend (COC)	125% of COC	Census Tract 3.01 (AC)	Census Tract 4 (AC)	Census Tract 6 (AC)	Census Tract 7 (AC)	Census Tract 8 (AC)
Low-Income Population	26.3%	35.3	33.1%	51.0%	42.0%	23.1%	7.7%
Minority Population	45.8%	57.3%	31.7%	76.8%	69.9%	31.3%	13.1%
EJ population of Concern			No	Yes	Yes	No	No

The proposed project would provide benefit to the identified EJ populations through improved pedestrian connectivity and safety. The overall project would not affect community cohesion or result in additional physical barriers. The proposed project would not result in disproportionate negative impacts to EJ populations. No relocations of people, businesses or farms would take place because of this project. The project would only require the acquisition of a small amount of permanent right-of-way.

The City of South Bend is committed to ensure nondiscrimination in its Federally-funded activities and to comply with the intent of the Executive Order and the Memorandum on EJ, through the continuous public involvement process. Several public information meetings have been offered for this project. An opportunity to request a public hearing will be offered prior to the approval of the required environmental documentation. If held, this hearing will provide an opportunity for all interested and affected parties to express their opinions regarding the human health and environmental impacts due to the proposed project. By submission of this letter, we request your concurrence with the results of the EJ Analysis.



If you have any questions or comments, please contact our office at your convenience.

Sincerely,  
**UNITED CONSULTING** *OLS*



Michael S. Oliphant, AICP  
Environmental Specialist

enclosures: Location Maps and Pictures  
2015 U.S. Census Data

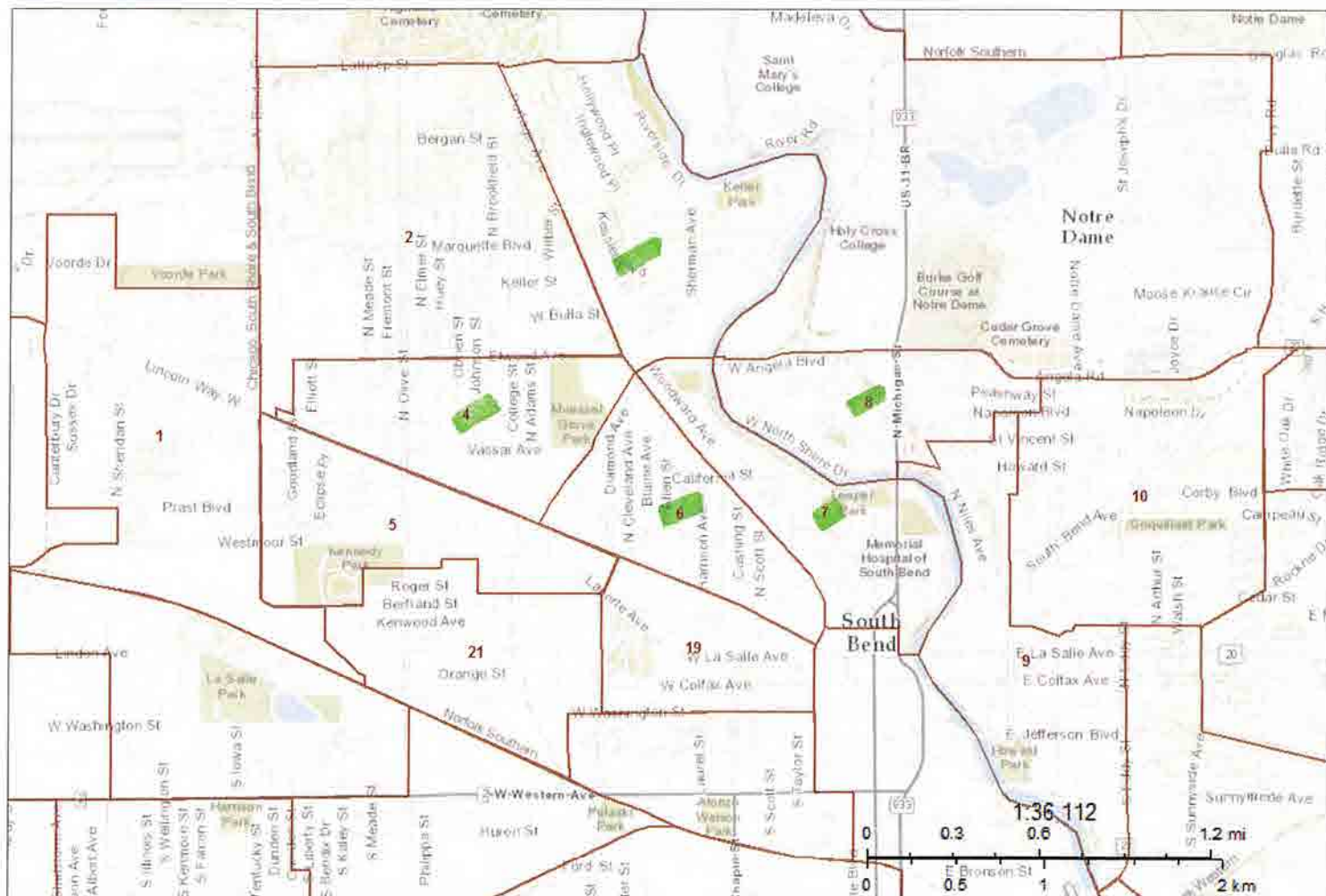
Maps and Photographs  
located in Appendix B

c: File 16-406

Des. Nos.: 1401840 and 1401841: Coal Line Trail - Phases I and II  
Environmental Justice Data Analysis  
Comparison of City of South Bend to Census Tracts 3.01, 4, 6, 7, and 8

		COC	AC1	AC2	AC3	AC4	AC6
		City of South Bend	Census Tract 3.01	Census Tract 4	Census Tract 6	Census Tract 7	Census Tract 8
	<b>LOW-INCOME POPULATION EJ ANALYSIS</b>						
	Population for whom poverty status is determined: Total	98560	2633	2382	2122	1370	1728
	Population for whom poverty status is determined: Income in 1999 below poverty level	27853	697	1214	891	317	133
	<b>Percent Low-Income</b>	<b>28.3%</b>	<b>26.5%</b>	<b>51.0%</b>	<b>42.0%</b>	<b>23.1%</b>	<b>7.7%</b>
	<b>125 Percent of COC</b>	<b>35.3%</b>	<b>33.1%</b>	<b>63.7%</b>	<b>52.5%</b>	<b>28.9%</b>	<b>9.6%</b>
	<b>Population of EJ Concern</b>		<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>No</b>
	<b>MINORITY POPULATION EJ ANALYSIS</b>						
	Total population: Total	100590	2633	2415	2147	1414	1728
	Total population: Not Hispanic or Latino	86758	2395	2157	1764	1318	1619
	Total population: Not Hispanic or Latino; White alone	54486	1799	570	647	972	1501
	Total population: Not Hispanic or Latino; Black or African American alone	26968	388	1493	970	264	63
	Total population: Not Hispanic or Latino; American Indian and Alaska Native alone	300	0	0	11	12	0
	Total population: Not Hispanic or Latino; Asian alone	1433	117	0	29	9	41
	Total population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	120	24	0	0	0	0
	Total population: Not Hispanic or Latino; Some other race alone	113	0	13	0	0	0
	Total population: Not Hispanic or Latino; Two or more races	3338	67	81	107	61	14
	Total population: Two races including Some other race	135	0	0	0	0	0
	Total population: Two races excluding Some other race	3203	67	81	107	61	14
	Total population: Hispanic or Latino	13832	238	258	383	96	109
	Total population: Hispanic or Latino; White alone	8839	220	147	288	21	95
	Total population: Hispanic or Latino; Black or African American alone	362	0	0	11	0	0
	Total population: Hispanic or Latino; American Indian and Alaska Native alone	72	4	7	0	0	0
	Total population: Hispanic or Latino; Asian alone	0	0	0	0	0	0
	Total population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	19	0	0	0	0	0
	Total population: Hispanic or Latino; Some other race alone	3600	14	104	40	65	14
	Total population: Hispanic or Latino; Two or more races	940	0	0	44	10	0
	Total population: Two races including Some other race	538	0	0	3	0	0
	Total population: Two races excluding Some other race	402	0	0	41	10	0
	<b>Number Non-white/minority</b>	<b>46104</b>	<b>834</b>	<b>1854</b>	<b>1500</b>	<b>442</b>	<b>227</b>
	<b>Percent Non-white/minority</b>	<b>45.8%</b>	<b>31.7%</b>	<b>76.8%</b>	<b>69.9%</b>	<b>31.3%</b>	<b>13.1%</b>
	<b>125 Percent of COC</b>	<b>57.3%</b>	<b>39.6%</b>	<b>96.0%</b>	<b>87.3%</b>	<b>39.1%</b>	<b>16.4%</b>
	<b>Population of EJ Concern</b>		<b>No</b>	<b>Yes</b>	<b>Yes</b>	<b>No</b>	<b>No</b>

Source: 2015 US Census Bureau



### Legend

#### Your Selections

No Legend

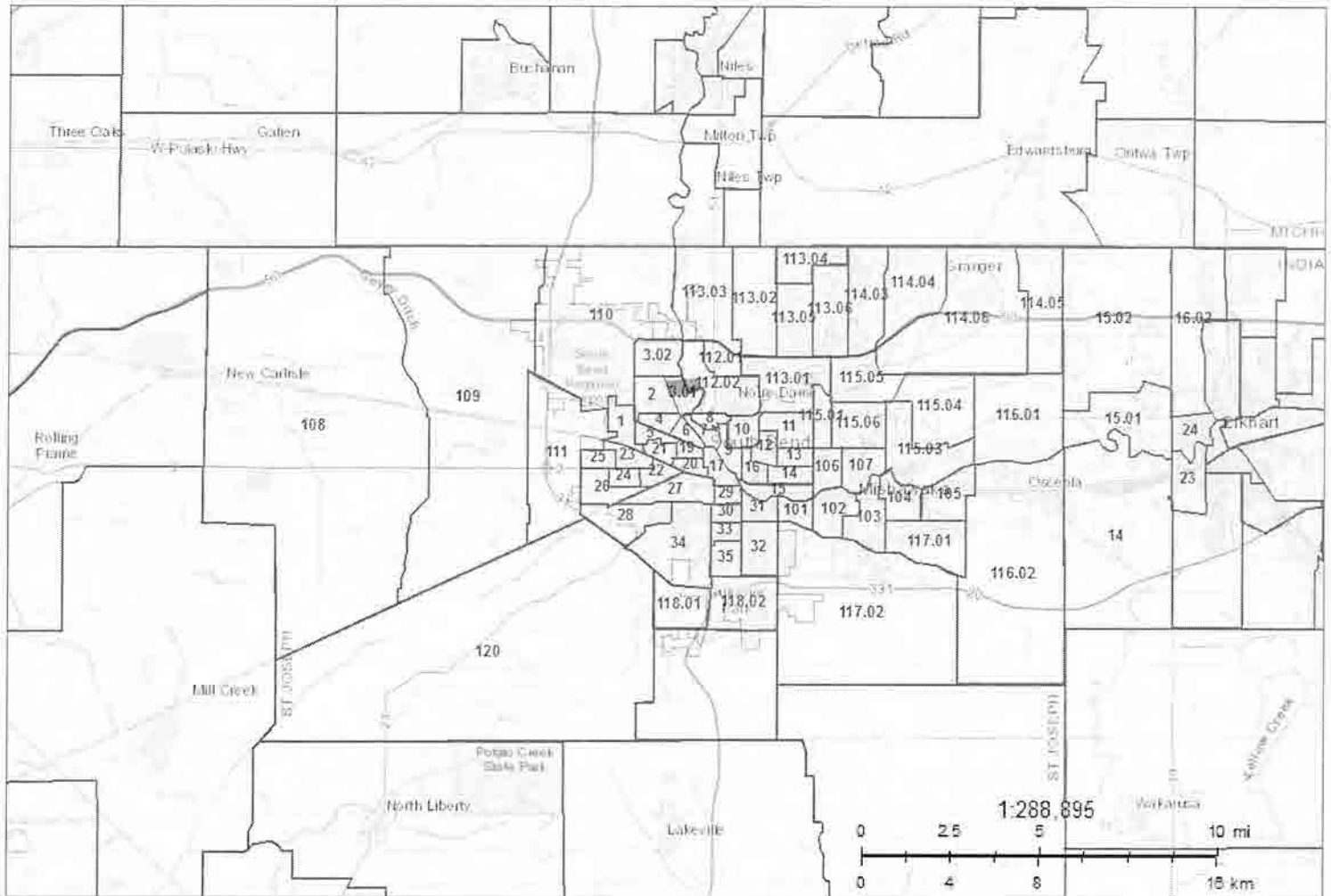
#### Selection Results

No Legend

#### Boundaries

No Legend





### Legend

#### Your Selections

- ☐ 2015 boundaries were used to map 'Your Selections'

#### Selection Results

No Legend

#### Boundaries

No Legend



203002

## HISPANIC OR LATINO ORIGIN BY RACE

Universe: Total population  
2011-2015 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Tell us what you think. Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Census Tract 3.01, St. Joseph County, Indiana		Census Tract 4, St. Joseph County, Indiana		Census Tract 6, St. Joseph County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	2,633	+/-209	2,415	+/-377	2,147	+/-284
Not Hispanic or Latino:	2,395	+/-282	2,157	+/-382	1,764	+/-257
White alone	1,799	+/-202	570	+/-190	647	+/-158
Black or African American alone	388	+/-169	1,493	+/-368	970	+/-218
American Indian and Alaska Native alone	0	+/-11	0	+/-11	11	+/-15
Asian alone	117	+/-113	0	+/-11	29	+/-50
Native Hawaiian and Other Pacific Islander alone	24	+/-28	0	+/-11	0	+/-11
Some other race alone	0	+/-11	13	+/-20	0	+/-11
Two or more races:	67	+/-53	81	+/-69	107	+/-67
Two races including Some other race	0	+/-11	0	+/-11	0	+/-11
Two races excluding Some other race, and three or more races	67	+/-53	81	+/-69	107	+/-67
Hispanic or Latino:	238	+/-276	258	+/-115	383	+/-173
White alone	220	+/-276	147	+/-92	288	+/-167
Black or African American alone	0	+/-11	0	+/-11	11	+/-17
American Indian and Alaska Native alone	4	+/-11	7	+/-10	0	+/-11
Asian alone	0	+/-11	0	+/-11	0	+/-11
Native Hawaiian and Other Pacific Islander alone	0	+/-11	0	+/-11	0	+/-11
Some other race alone	14	+/-21	104	+/-96	40	+/-37

	Census Tract 3.01, St. Joseph County, Indiana		Census Tract 4, St. Joseph County, Indiana		Census Tract 6, St. Joseph County, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Two or more races:	0	+/-11	0	+/-11	44	+/-56
Two races including Some other race	0	+/-11	0	+/-11	3	+/-5
Two races excluding Some other race, and three or more races	0	+/-11	0	+/-11	41	+/-56



	Census Tract 7, St. Joseph County, Indiana			Census Tract 8, St. Joseph County, Indiana			South Bend city, Indiana		
	Estimate	Margin of Error		Estimate	Margin of Error		Estimate	Margin of Error	
Total:	1,414	+/-210		1,728	+/-131		100,590	+/-570	
Not Hispanic or Latino:	1,318	+/-217		1,619	+/-127		86,758	+/-919	
White alone	972	+/-172		1,501	+/-136		54,486	+/-1,184	
Black or African American alone	264	+/-124		63	+/-63		26,968	+/-1,006	
American Indian and Alaska Native alone	12	+/-21		0	+/-11		300	+/-102	
Asian alone	9	+/-13		41	+/-40		1,433	+/-345	
Native Hawaiian and Other Pacific Islander alone	0	+/-11		0	+/-11		120	+/-92	
Some other race alone	0	+/-11		0	+/-11		113	+/-80	
Two or more races:	61	+/-54		14	+/-21		3,338	+/-492	
Two races including Some other race	0	+/-11		0	+/-11		135	+/-87	
Two races excluding Some other race, and three or more races	61	+/-54		14	+/-21		3,203	+/-500	
Hispanic or Latino:	96	+/-58		109	+/-78		13,832	+/-650	
White alone	21	+/-21		95	+/-71		8,839	+/-729	
Black or African American alone	0	+/-11		0	+/-11		362	+/-193	
American Indian and Alaska Native alone	0	+/-11		0	+/-11		72	+/-36	
Asian alone	0	+/-11		0	+/-11		0	+/-27	
Native Hawaiian and Other Pacific Islander alone	0	+/-11		0	+/-11		19	+/-24	
Some other race alone	65	+/-57		14	+/-14		3,600	+/-614	
Two or more races:	10	+/-15		0	+/-11		940	+/-276	
Two races including Some other race	0	+/-11		0	+/-11		538	+/-234	
Two races excluding Some other race, and three or more races	10	+/-15		0	+/-11		402	+/-153	

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2011-2015 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

#### Explanation of Symbols:

1. An "N" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An "I" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An "L" following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An "U" following a median estimate means the median falls in the upper interval of an open-ended distribution.

5. An "\*\*\*\*" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An "\*\*\*\*\*" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An "(X)" means that the estimate is not applicable or not available.

B17001

## POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Universe: Population for whom poverty status is determined

2011-2015 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

**Tell us what you think.** Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

	Census Tract 3.01, St. Joseph County, Indiana		Census Tract 4, St. Joseph County, Indiana		Census Tract 6, St. Joseph County, Indiana
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total:	2,633	+/-209	2,382	+/-375	2,122
Income in the past 12 months below poverty level:	697	+/-299	1,214	+/-379	891
Male:	338	+/-145	581	+/-186	383
Under 5 years	0	+/-11	143	+/-94	45
5 years	0	+/-11	21	+/-26	22
6 to 11 years	16	+/-23	126	+/-75	57
12 to 14 years	0	+/-11	128	+/-63	37
15 years	16	+/-22	9	+/-14	13
16 and 17 years	0	+/-11	18	+/-19	0
18 to 24 years	111	+/-82	1	+/-3	54
25 to 34 years	52	+/-49	63	+/-41	45
35 to 44 years	74	+/-61	15	+/-21	62
45 to 54 years	43	+/-43	26	+/-18	12
55 to 64 years	26	+/-27	25	+/-19	19
65 to 74 years	0	+/-11	4	+/-7	12
75 years and over	0	+/-11	2	+/-4	5
Female:	359	+/-213	633	+/-237	508
Under 5 years	73	+/-76	65	+/-47	105
5 years	0	+/-11	25	+/-30	34
6 to 11 years	84	+/-68	69	+/-49	33
12 to 14 years	16	+/-29	28	+/-28	17
15 years	0	+/-11	5	+/-7	7
16 and 17 years	0	+/-11	12	+/-21	13
18 to 24 years	0	+/-11	103	+/-90	68
25 to 34 years	13	+/-20	121	+/-71	73
35 to 44 years	122	+/-71	84	+/-43	43
45 to 54 years	0	+/-11	80	+/-60	81
55 to 64 years	51	+/-48	25	+/-28	19
65 to 74 years	0	+/-11	16	+/-21	0
75 years and over	0	+/-11	0	+/-11	15
Income in the past 12 months at or above poverty level:	1,936	+/-286	1,168	+/-207	1,231



	Census Tract 3.01, St. Joseph County, Indiana		Census Tract 4, St. Joseph County, Indiana		Census Tract 6, St. Joseph County, Indiana
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Male:	1,011	+/-195	633	+/-141	596
Under 5 years	99	+/-63	9	+/-12	36
5 years	9	+/-15	0	+/-11	32
6 to 11 years	107	+/-81	19	+/-15	34
12 to 14 years	66	+/-49	15	+/-14	29
15 years	8	+/-15	3	+/-6	4
16 and 17 years	0	+/-11	4	+/-8	0
18 to 24 years	36	+/-27	46	+/-39	95
25 to 34 years	258	+/-95	150	+/-91	64
35 to 44 years	78	+/-52	62	+/-44	81
45 to 54 years	115	+/-62	156	+/-63	66
55 to 64 years	117	+/-57	89	+/-53	103
65 to 74 years	80	+/-47	68	+/-26	33
75 years and over	38	+/-44	12	+/-11	19
Female:	925	+/-160	535	+/-123	635
Under 5 years	96	+/-60	43	+/-38	55
5 years	9	+/-15	0	+/-11	15
6 to 11 years	20	+/-21	11	+/-12	76
12 to 14 years	59	+/-35	14	+/-17	44
15 years	0	+/-11	0	+/-11	0
16 and 17 years	42	+/-35	33	+/-33	2
18 to 24 years	42	+/-36	44	+/-31	43
25 to 34 years	168	+/-74	37	+/-25	105
35 to 44 years	66	+/-43	94	+/-55	88
45 to 54 years	207	+/-64	107	+/-42	69
55 to 64 years	68	+/-38	76	+/-36	79
65 to 74 years	77	+/-37	34	+/-18	34
75 years and over	71	+/-40	42	+/-38	25

	Census Tract 6, St. Joseph County, Indiana	Census Tract 7, St. Joseph County, Indiana		Census Tract 8, St. Joseph County, Indiana	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total:	+/-281	1,370	+/-199	1,728	+/-131
Income in the past 12 months below poverty level:	+/-261	317	+/-136	133	+/-59
Male:	+/-122	177	+/-85	54	+/-26
Under 5 years	+/-36	5	+/-8	0	+/-11
5 years	+/-27	5	+/-9	0	+/-11
6 to 11 years	+/-36	0	+/-11	0	+/-11
12 to 14 years	+/-33	0	+/-11	8	+/-11
15 years	+/-16	12	+/-17	0	+/-11
16 and 17 years	+/-11	0	+/-11	0	+/-11
18 to 24 years	+/-42	15	+/-14	18	+/-15
25 to 34 years	+/-36	60	+/-69	0	+/-11
35 to 44 years	+/-27	29	+/-38	16	+/-14
45 to 54 years	+/-13	16	+/-25	6	+/-10
55 to 64 years	+/-19	9	+/-10	0	+/-11
65 to 74 years	+/-18	5	+/-7	6	+/-8
75 years and over	+/-7	21	+/-29	0	+/-11
Female:	+/-173	140	+/-79	79	+/-38
Under 5 years	+/-80	7	+/-11	0	+/-11
5 years	+/-29	0	+/-11	0	+/-11
6 to 11 years	+/-24	25	+/-23	18	+/-19
12 to 14 years	+/-19	9	+/-14	5	+/-7
15 years	+/-9	5	+/-8	0	+/-11
16 and 17 years	+/-14	5	+/-8	0	+/-11
18 to 24 years	+/-40	10	+/-12	6	+/-9
25 to 34 years	+/-54	31	+/-22	11	+/-11
35 to 44 years	+/-29	25	+/-31	10	+/-12
45 to 54 years	+/-46	12	+/-20	7	+/-11
55 to 64 years	+/-19	5	+/-8	6	+/-9
65 to 74 years	+/-11	0	+/-11	6	+/-8
75 years and over	+/-14	6	+/-10	10	+/-11
Income in the past 12 months at or above poverty level:	+/-240	1,053	+/-163	1,595	+/-129
Male:	+/-136	549	+/-108	767	+/-74
Under 5 years	+/-28	57	+/-39	52	+/-29
5 years	+/-34	0	+/-11	9	+/-9
6 to 11 years	+/-31	16	+/-16	55	+/-22
12 to 14 years	+/-33	16	+/-15	28	+/-26
15 years	+/-6	4	+/-6	6	+/-9
16 and 17 years	+/-11	23	+/-27	21	+/-21
18 to 24 years	+/-54	24	+/-15	50	+/-28
25 to 34 years	+/-37	122	+/-48	126	+/-41
35 to 44 years	+/-39	70	+/-35	107	+/-29
45 to 54 years	+/-29	66	+/-28	111	+/-32
55 to 64 years	+/-43	91	+/-45	92	+/-31
65 to 74 years	+/-21	36	+/-19	65	+/-23
75 years and over	+/-15	24	+/-26	45	+/-27
Female:	+/-152	504	+/-86	828	+/-96
Under 5 years	+/-40	13	+/-20	50	+/-25
5 years	+/-24	0	+/-11	0	+/-11
6 to 11 years	+/-56	13	+/-15	103	+/-38
12 to 14 years	+/-35	23	+/-18	32	+/-20
15 years	+/-11	13	+/-17	6	+/-9
16 and 17 years	+/-4	35	+/-29	18	+/-20
18 to 24 years	+/-22	24	+/-21	54	+/-32
25 to 34 years	+/-51	70	+/-29	128	+/-37
35 to 44 years	+/-65	94	+/-39	80	+/-27
45 to 54 years	+/-31	82	+/-40	149	+/-41
55 to 64 years	+/-41	82	+/-34	89	+/-34
65 to 74 years	+/-19	43	+/-32	69	+/-30

	Census Tract 6, St. Joseph County, Indiana	Census Tract 7, St. Joseph County, Indiana		Census Tract 8, St. Joseph County, Indiana	
	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
75 years and over	+/-15	12	+/-12	50	+/-25



	South Bend city, Indiana	
	Estimate	Margin of Error
Total:	98,560	+/-572
Income in the past 12 months below poverty level:	27,853	+/-1,489
Male:	12,545	+/-904
Under 5 years	1,663	+/-286
5 years	309	+/-93
6 to 11 years	2,134	+/-320
12 to 14 years	1,033	+/-194
15 years	299	+/-115
16 and 17 years	518	+/-131
18 to 24 years	1,616	+/-283
25 to 34 years	1,629	+/-278
35 to 44 years	1,125	+/-212
45 to 54 years	965	+/-149
55 to 64 years	879	+/-188
65 to 74 years	208	+/-66
75 years and over	167	+/-72
Female:	15,308	+/-835
Under 5 years	1,694	+/-239
5 years	442	+/-116
6 to 11 years	1,717	+/-298
12 to 14 years	940	+/-188
15 years	292	+/-93
16 and 17 years	503	+/-135
18 to 24 years	1,886	+/-254
25 to 34 years	2,616	+/-251
35 to 44 years	1,736	+/-209
45 to 54 years	1,409	+/-202
55 to 64 years	1,157	+/-155
65 to 74 years	423	+/-137
75 years and over	493	+/-114
Income in the past 12 months at or above poverty level:	70,707	+/-1,460
Male:	34,864	+/-919
Under 5 years	2,274	+/-294
5 years	488	+/-120
6 to 11 years	2,501	+/-327
12 to 14 years	1,435	+/-226
15 years	412	+/-115
16 and 17 years	700	+/-166
18 to 24 years	3,243	+/-317
25 to 34 years	5,874	+/-375
35 to 44 years	4,453	+/-290
45 to 54 years	4,364	+/-282
55 to 64 years	4,704	+/-304
65 to 74 years	2,478	+/-192
75 years and over	1,938	+/-168
Female:	35,843	+/-867
Under 5 years	2,288	+/-258
5 years	590	+/-184
6 to 11 years	2,205	+/-253
12 to 14 years	1,240	+/-225
15 years	453	+/-106
16 and 17 years	685	+/-129
18 to 24 years	2,532	+/-300
25 to 34 years	5,256	+/-349
35 to 44 years	4,569	+/-286
45 to 54 years	4,707	+/-289
55 to 64 years	5,031	+/-269
65 to 74 years	2,826	+/-232
75 years and over	3,461	+/-255

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2011-2015 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

#### Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

# Appendix J

*Section 4f/6f Resources*



**United States Department of the Interior  
National Park Service  
Land & Water Conservation Fund**

**Detailed Listing of Grants Grouped by County**

Today's Date: 10/7/2017

**INDIANA - 18**

Page: 35

Grant ID & Element	Type	Grant Element Title	Grant Sponsor	Amount	Status	Date Approved	Exp. Date	Cong. District
<b>ST JOSEPH</b>								
34 - XXX	C	BENDIX PARK	ST. JOSEPH COUNTY PARK BOARD	\$306,039.79	C	12/30/1967	12/31/1970	3
46 - XXX	A	POTATO CREEK STATE PARK	DEPT. OF NATURAL RESOURCES	\$1,650,871.47	C	9/12/1968	12/31/1976	3
134 - XXX	D	MARTIN LUTHER KING PARK	SOUTH BEND PARK BOARD	\$39,754.00	C	4/17/1973	12/31/1975	3
138 - XXX	D	LEEPER PARK	SOUTH BEND PARK BOARD	\$14,630.97	C	2/16/1973	6/30/1975	3
142 - XXX	A	PAUL BOEHM PARK	SOUTH BEND PARK BOARD	\$62,500.00	C	2/23/1973	6/30/1975	3
195 - XXX	D	PIER PARK	SOUTH BEND PARK BOARD	\$111,071.20	C	4/28/1975	12/31/1977	3
235 - XXX	D	CENTRAL PARK	MISHAWAKA PARK BOARD	\$88,750.00	C	3/8/1976	12/31/1978	3
264 - XXX	C	D/NORTHSIDE PARK	MISHAWAKA PARK BOARD	\$155,128.50	C	2/3/1977	6/30/1980	3
271 - XXX	D	CENTRAL PARK/PHASE II	MISHAWAKA PARK BOARD	\$76,436.00	C	1/27/1977	6/30/1980	3
314 - XXX	D	ST. PATRICK'S COUNTY PARK-PHASE I	ST. JOSEPH COUNTY PARK BOARD	\$191,534.15	C	4/12/1978	6/30/1981	3
335 - XXX	D	MARY GIBBARD PARK	MISHAWAKA PARK BOARD	\$29,665.00	C	6/1/1979	6/30/1983	3
366 - XXX	D	EAST RACEWAY PARK	SOUTH BEND PARK BOARD	\$1,060,000.00	C	10/30/1980	12/31/1985	3
422 - XXX	C	D/BAUGO CREEK PARK-PHASE I	ST. JOSEPH COUNTY PARK BOARD	\$192,452.02	C	3/21/1984	6/30/1989	3
454 - XXX	R	CENTRAL PARK RENOVATION	MISHAWAKA PARK BOARD	\$69,881.15	C	5/22/1986	6/30/1990	3
481 - XXX	C	ABANDONED RAILROAD ACQ AND DEV	ROSELAND PARK BOARD	\$10,400.00	C	11/21/1991	12/31/1999	3
497 - XXX	C	F.D. SCHURZ, SR. ENVIR ED CTR PH II	ST. JOSEPH COUNTY PARK BOARD	\$57,483.00	C	9/23/1993	6/30/1999	2
543 - XXX	C	SCARBROUGH PARK AND WALKERTON TRAIL	WALKERTON PARK BOARD	\$147,771.00	C	1/28/2004	12/31/2008	2
550 - XXX	C	SPICER LAKE NATURE PRESERVE	ST. JOSEPH COUNTY PARK BOARD	\$200,000.00	C	2/15/2005	12/31/2009	2

**ST JOSEPH County Total:**

**\$4,464,368.25**

**County Count:**

**18**

**United States Department of the Interior  
National Park Service  
Land & Water Conservation Fund**

**Detailed Listing of Grants Grouped by County**

Today's Date: 10/7/2017

**INDIANA - 18**

Page: 36

Grant ID & Element	Type	Grant Element Title	Grant Sponsor	Amount	Status	Date Approved	Exp. Date	Cong. District
ST. JOSEPH								
151 - XXX	A	BELLEVILLE GARDENS ACQ.	SOUTH BEND PARK BOARD	\$17,500.00	C	12/31/1973	12/31/1975	3
223 - XXX	D	POTATO CREEK DEVELOPMENT	DEPT. OF NATURAL RESOURCES	\$2,001,889.53	C	10/23/1975	12/31/1979	3
274 - XXX	A	ST PATRICK'S FARM ACQUISITION	ST. JOSEPH COUNTY PARK BOARD	\$125,000.00	C	2/18/1977	6/30/1978	3
313 - XXX	C	D/SPICER LAKE NATURE PRESERVE	ST. JOSEPH COUNTY PARK BOARD	\$21,661.05	C	3/16/1978	12/31/1980	3
352 - XXX	D	ST. JOSEPH RIVER, MONROE/LASALLE	SOUTH BEND PARK BOARD	\$76,812.50	C	2/20/1979	12/31/1983	3
368 - XXX	C	D/ST. PATRICK'S COUNTY PK - PHASE II	ST. JOSEPH COUNTY PARK BOARD	\$396,789.09	C	2/12/1980	12/31/1984	3
376 - XXX	D	POTATO CREEK S.R.A. /PHASE II	DEPT. OF NATURAL RESOURCES	\$539,927.48	C	3/28/1980	12/31/1984	3
397 - XXX	C	D/TOLL ROAD FIELD	ROSELAND PARK BOARD	\$19,838.49	C	2/13/1981	12/31/1985	3
400 - XXX	C	D/SPICER LAKE NATURE PRESERVE-PH II	ST. JOSEPH COUNTY PARK BOARD	\$131,200.00	C	2/17/1981	12/31/1989	3
439 - XXX	C	EAST BANK TRAIL	SOUTH BEND PARK BOARD	\$100,000.00	C	2/16/1985	12/31/1989	3
475 - XXX	D	SPICER LAKE/F.D. SCHURZ ENVIR ED CTR	ST. JOSEPH COUNTY PARK BOARD	\$100,000.00	C	4/22/1991	6/30/1996	3
ST. JOSEPH County Total:				\$3,530,618.14	County Count:		11	
STARKE								
77 - XXX	D	BASS LAKE BEACH AND CAMPGROUND	DEPT. OF NATURAL RESOURCES	\$20,997.50	C	3/10/1971	12/31/1973	5
343 - XXX	C	D/HAMLET PARK	HAMLET PARK BOARD	\$11,715.00	C	2/9/1979	6/30/1983	3
STARKE County Total:				\$32,712.50	County Count:		2	



#### ENGINEERING

#### ENVIRONMENTAL

#### INSPECTION

#### LAND SURVEYING

#### LAND ACQUISITION

#### PLANNING

#### WATER & WASTEWATER

SINCE 1965

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January 5, 2018

Aaron Perri, Executive Director  
City of South Bend  
Parks & Recreation Department  
321 E. Walter St.  
South Bend, IN 46614

RE: Early Coordination Letter  
Des. Nos.: 1401810 and 1401811  
Coal Line Trail, Phases I and II  
South Bend, Indiana

Dear Mr. Perri:

The City of South Bend desires to enhance their city-wide trail system by constructing a new multi-use path that will generally follow the old Notre Dame & Western coal line (now Norfolk Southern) and connect from Lincoln Way West to the East Bank Trail just west of Michigan Street. The Coal Line Trail project will be developed through two phases and predominately follow the old railroad bed. The project is located in Sections 2, 35, and 36 of Townships 37 and 38 North, Range 2 East in Portage Township, St. Joseph County.

Our firm has been retained by the City of South Bend to undertake the required preliminary engineering activities for this project. Please refer to the attached location maps and ground level photographs to assist with your review.

The Department of Transportation Act (DOT Act) of 1966 included a special provision - Section 4(f) - which stipulated that the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

- There is no feasible and prudent alternative to the use of land.
- The action includes all possible planning to minimize harm to the property resulting from use.

Section 4(f) properties are defined by 23 USC 138 and the Section 4(f) Policy Paper as "any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance as determined by the federal, state, or local officials having jurisdiction thereof, or any land from an historic site of national, state, or local significance as so determined by such officials." The proposed project will cross Muessel Grove Park, East Bank Trail, Riverside Trail and a municipal detention basin owned by the City of South Bend which are considered Section 4(f) resources. Each impact will necessitate the completion of a Section 4(f) evaluation.



For public parks, recreation areas, and refuges a *de minimis* impact finding is appropriate if the transportation use, including consideration of impact avoidance, minimization, and mitigation or enhancement measures, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f). The official with jurisdiction over the property must be informed of the FHWA's intent to make the *de minimis* impact finding based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).

The purpose of this project is to provide pedestrian connectivity between neighborhoods, schools, and commercial areas in addition to providing a safe recreation area with new green space. The need for this project is to promote community and economic development by unifying and strengthening connections between communities and neighborhoods. Coal Line Trail will address this need by forming a trail network with contiguous connections within the City of South Bend.

Access will be maintained to Muessel Grove Park and the municipal detention basin during construction. The proposed project will convert 0.22 acre of Muessel Grove Park and 0.15 acre of the municipal detention basin to a transportation use to construct the Coal Line Trail. The Coal Line Trail will extend 206 linear feet across the southeast edge of Muessel Grove Park. The Coal Line Trail will extend 137 linear feet along the western edge of the municipal detention basin connecting with an existing pathway along Angela Boulevard. A copy of the design plans are attached showing the impacts to assist in your review.

The project will cross the East Bank Trail and the Riverside Trail. Access will be maintained along the East Bank Trail and the Riverside Trail during construction. No permanent impacts are expected to occur to these facilities.

The City of South Bend and the FHWA intend to make a *de minimis* impact finding for this project. An example concurrence letter is attached for your reference. If you are in agreement with the aforementioned statements, please execute the attached concurrence letter or similar letter and return it to our office. In order to maintain the project schedule, we respectfully request that you respond to this letter by January 19, 2018.

Your cooperation in expediting the development of this project is appreciated. If you have any questions or comments, please contact our office at your convenience.

Sincerely,  
UNITED CONSULTING 



Michael S. Oliphant  
Environmental Specialist

Section 4(f) Coordination Letter  
January 5, 2018  
Page 3 of 3

enclosures:    Location Maps  
                  Design Plans  
                  Example Concurrence Letter

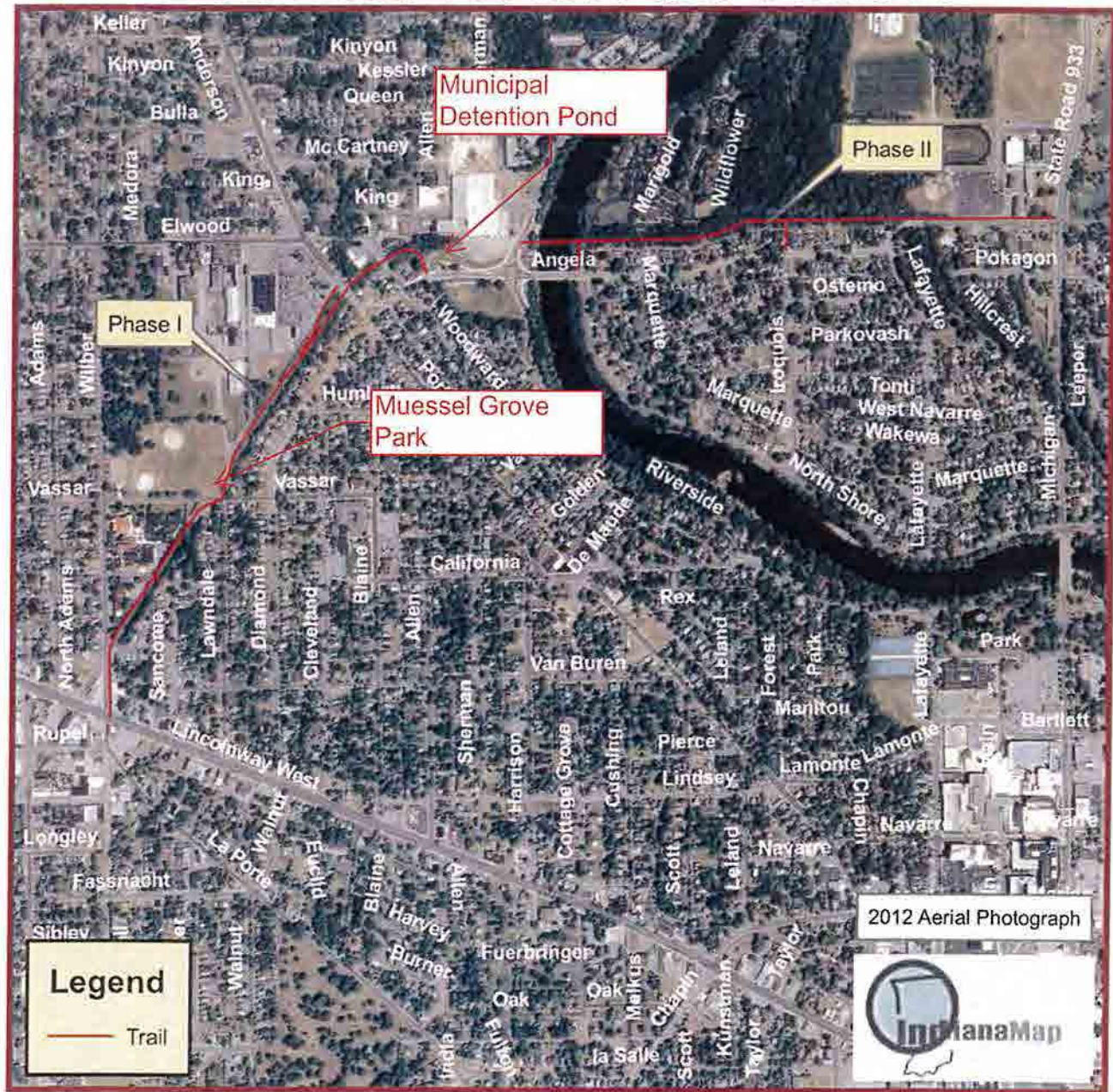
C:      File: (16-406)



# Coal Line Trail - Phases I and II

## South Bend, Indiana

Des. Nos.: 1401810 and 1401811



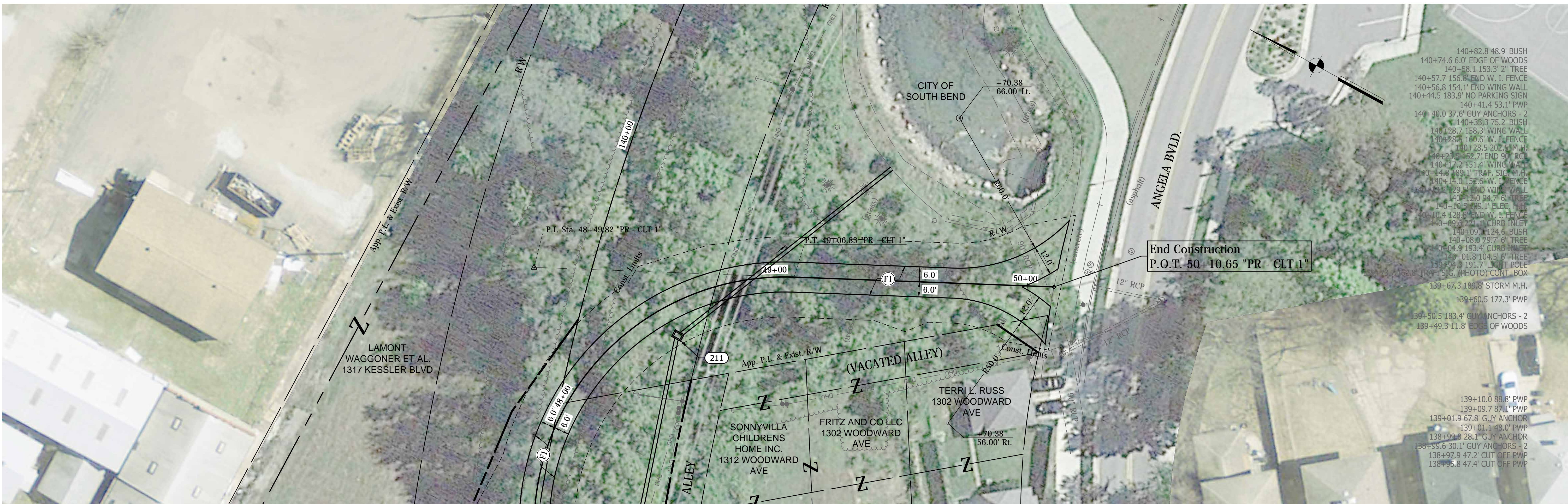
Aerial Photograph

City of South Bend  
227 W. Jefferson Blvd.  
South Bend, IN 46601





File Name: \UCS04\PS Road\Road\Team3\33D\16-406 Road\Draw\Plans\Plan & Profile.dwg Plot Date: 4/11/2018 Plotted By: Nmz, John



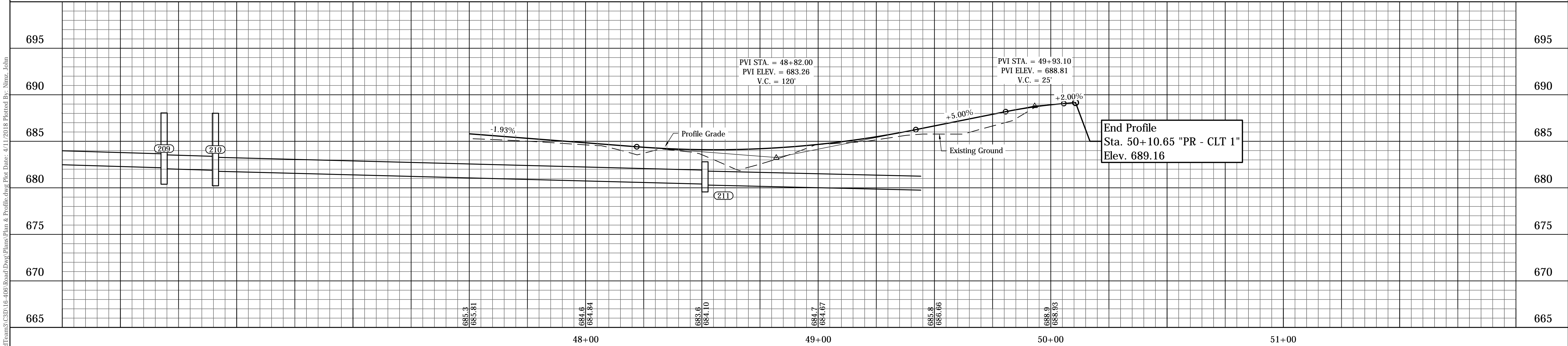
- 140+82.8 48.9' BUSH
- 140+74.6 6.0' EDGE OF WOODS
- 140+58.1 153.3' 2" TREE
- 140+57.7 156.8' END W. I. FENCE
- 140+56.8 154.1' END WING WALL
- 140+44.5 183.9' NO PARKING SIGN
- 140+41.4 53.1' PWP
- 140+40.0 37.6' GUY ANCHORS - 2
- 140+38.3 75.2' BUSH
- 140+28.7 158.3' WING WALL
- 140+28.5 160.6' W. I. FENCE
- 140+28.5 202.5' M.H.
- 140+27.3 152.7' END 9" RCP
- 140+17.2 151.4' WING WALL
- 140+14.6 189.1' TRAF. SIG. M.H.
- 140+14.0 157.6' W. I. FENCE
- 140+13.2 129.4' END WING WALL
- 140+12.0 94.7' 6" TREE
- 140+10.5 199.1' ELEC. H.H.
- 140+10.4 128.8' END W. I. FENCE
- 140+09.6 221.1' CURB INLET
- 140+09.1 124.6' BUSH
- 140+08.0 79.7' 9" TREE
- 140+04.9 193.4' CURB INLET
- 139+01.8 104.5' 6" TREE
- 139+04.3 191.7' LIGHT POLE
- 139+03.7 162.8' TRAF. SIG. (PHOTO) CONT. BOX
- 139+67.3 188.8' STORM M.H.
- 139+60.5 177.3' PWP
- 139+50.5 183.4' GUY ANCHORS - 2
- 139+49.3 11.8' EDGE OF WOODS
- 139+10.0 88.8' PWP
- 139+09.7 87.1' PWP
- 139+01.9 67.8' GUY ANCHOR
- 139+01.1 48.0' PWP
- 138+99.6 28.1' GUY ANCHOR
- 138+99.6 30.1' GUY ANCHORS - 2
- 138+97.9 47.2' CUT OFF PWP
- 138+55.8 47.4' CUT OFF PWP

PAVEMENT MARKING LEGEND

- (30) Line, Thermoplastic, Solid, White, 4"
- (31) Line, Thermoplastic, Broken, White, 4"
- (32) Line, Thermoplastic, Solid, Yellow, 4"
- (33) Transverse Marking, Thermoplastic, Crosswalk Line, White, 6"
- (34) Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"
- (35) Transverse Marking, Thermoplastic, Stop Line, White, 24"
- (36) Pavement Message Marking, Thermoplastic, Word (ONLY)
- (37) Pavement Message Marking, Thermoplastic, Lane Indication Arrow

CONSTRUCTION DETAILS LEGEND

- (A) Sidewalk, Decorative (See Architectural Details)
- (D) HMA For Drives
- (FI) Multi-Use Path
- (K) Full Depth HMA Pavement
- (15) Curb & Gutter, Concrete
- (26) Nursery Sodding
- (CR) Curb Ramp, Concrete
- (C) PCCP, 10"
- (F) Concrete Sidewalk, 5"
- (G) Detectable Warning Elements
- (M) Milling & HMA Resurface
- (16) Curb, Barrier
- (27) Seeding
- Handrail



1625 N. Post Road  
Indianapolis, IN 46219  
Phone 317-895-2585  
Fax 317-895-2596  
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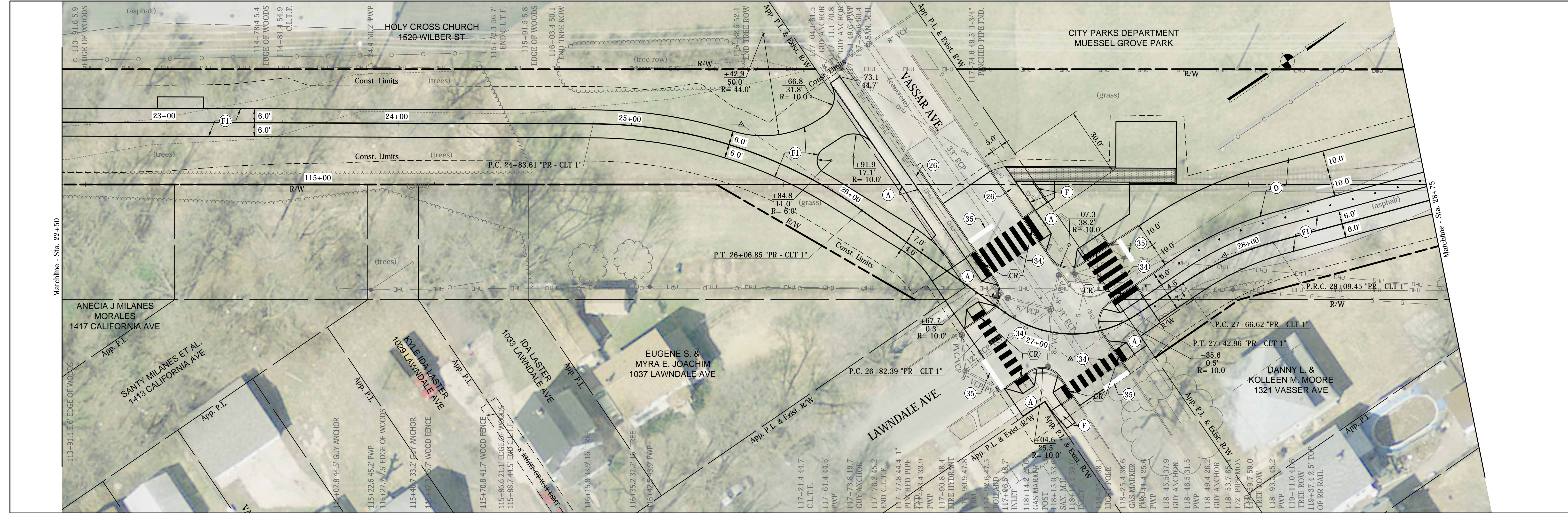
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: AJA	DRAWN: JN2	
CHECKED: WRC	CHECKED: WRC	

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 1"

HORIZONTAL SCALE	BRIDGE FILE
1" = 20'	-
VERTICAL SCALE	DESIGNATION
1" = 5'	1401810 / 1401811
SURVEY BOOK	SHEETS
-	21 of 78
CONTRACT	PROJECT
-	-



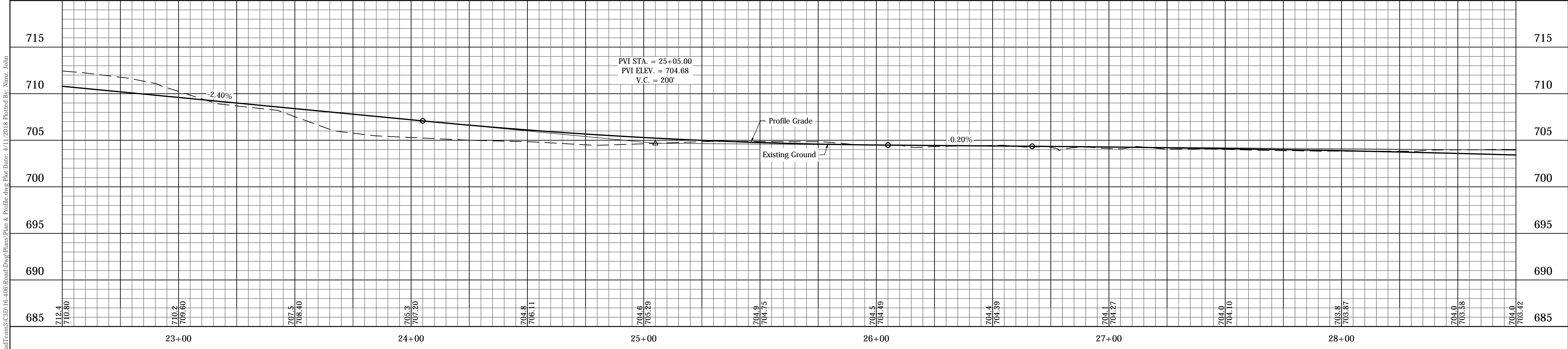


PAVEMENT MARKING LEGEND

- 30 Line, Thermoplastic, Solid, White, 4"
- 31 Line, Thermoplastic, Broken, White, 4"
- 32 Line, Thermoplastic, Solid, Yellow, 4"
- 33 Transverse Marking, Thermoplastic, Crosswalk Line, White, 6"
- 34 Transverse Marking, Thermoplastic, Crosswalk Line, White, 24"
- 35 Transverse Marking, Thermoplastic, Stop Line, White, 24"
- 36 Pavement Message Marking, Thermoplastic, Word (ONLY)
- 37 Pavement Message Marking, Thermoplastic, Lane Indication Arrow

CONSTRUCTION DETAILS LEGEND

- A Sidewalk, Decorative (See Architectural Details)
- C PCCP, 10"
- D HMA For Drives
- F Concrete Sidewalk, 5"
- FI Multi-Use Path
- G Detectable Warning Elements
- K Full Depth HMA Pavement
- M Milling & HMA Resurface
- 15 Curb & Gutter, Concrete
- 16 Curb, Barrier
- 26 Nursery Sodding
- 27 Seeding
- CR Curb Ramp, Concrete
- Handrail



1625 N. Post Road  
Indianapolis, IN 46219  
Phone 317-895-2585  
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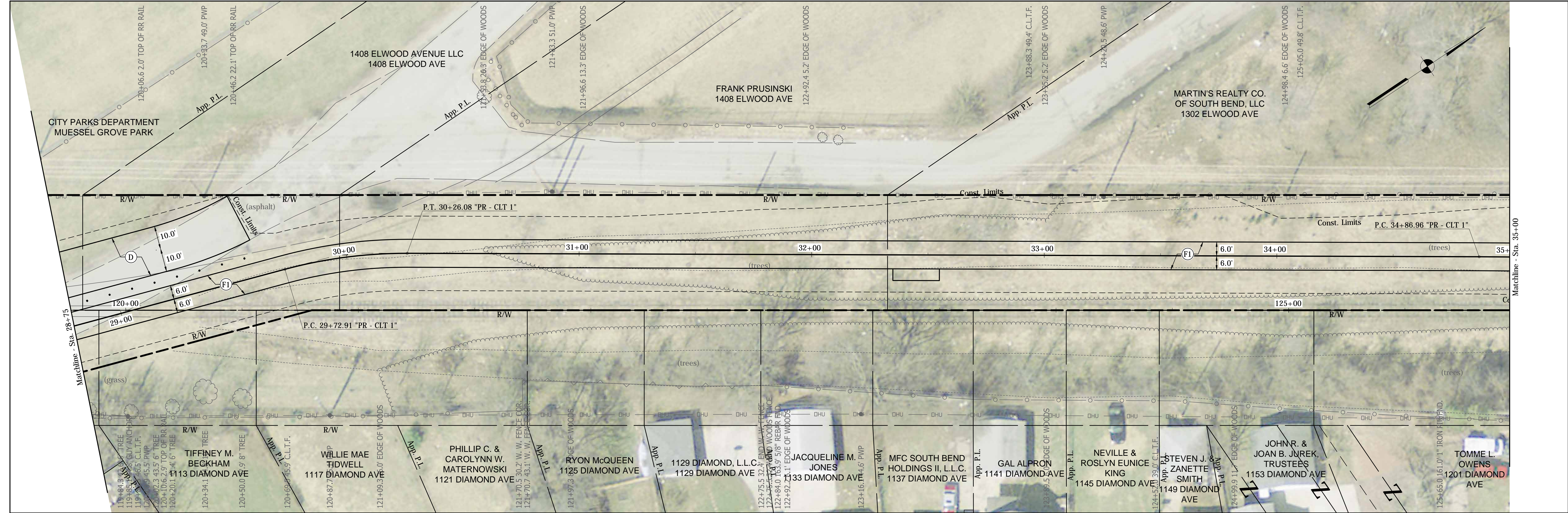
RECOMMENDED FOR APPROVAL	
DESIGN ENGINEER	DATE
DESIGNED: AJA	DRAWN: JN2
CHECKED: WRC	CHECKED: WRC

INDIANA  
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE  
LINE "PR-CLT 1"

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE -
VERTICAL SCALE 1" = 5'	DESIGNATION 1401810 / 1401811
SURVEY BOOK -	SHEETS 17 of 78
CONTRACT -	PROJECT -



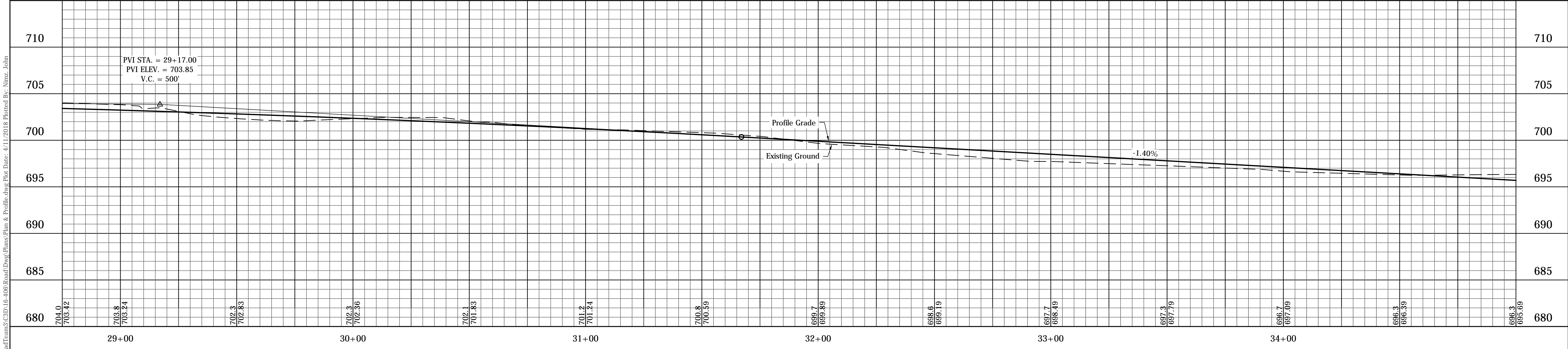


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RECOMMENDED FOR APPROVAL		DESIGN ENGINEER		DATE		INDIANA DEPARTMENT OF TRANSPORTATION				HORIZONTAL SCALE		BRIDGE FILE	
										1" = 20'		-	
										VERTICAL SCALE		DESIGNATION	
										1" = 5'		1401810 / 1401811	
DESIGNED: <u>    AJA    </u>		DRAWN: <u>    JN2    </u>		PLAN & PROFILE LINE "PR-CLT 1"		SURVEY BOOK		SHEETS					
		-				18 of 78							
CHECKED: <u>    WRC    </u>		CHECKED: <u>    WRC    </u>				CONTRACT		PROJECT					
						-		-					





101 E. Water St.  
South Bend, IN 46614  
Co 574.299.4750  
Ext 224,259-4753  
sbvparks.org

PETE BUTTIGIEG  
Mayor

AARON PERRI  
Executive Director

February 19, 2018

Michael S. Oliphant, Environmental Specialist United Consulting  
1625 North Post Road  
Indianapolis, Indiana 46219

RE: Des. Nos: 1401810 and 1401811, Coal Line Trail, Phases I and II South Bend, Indiana

Dear Mr. Oliphant:

The City of South Bend has reviewed the proposal to construct Phases I and II of the Coal Line Trail and has an understanding of the impacts to Muessel Grove Park and the Municipal Detention Basin which have been repeated below:

The purpose of this project is to provide pedestrian connectivity between neighborhoods, schools, and commercial areas in addition to providing a safe recreation area with new green space. The need for this project is to promote community and economic development by unifying and strengthening connections between communities and neighborhoods. Coal Line Trail will address this need by forming a trail network with contiguous connections within the City of South Bend.

Access will be maintained to Muessel Grove Park and the municipal detention basin during construction. The proposed project will convert 0.22 acre of Muessel Grove Park and 0.15 acre of the municipal detention basin to a transportation use to construct the Coal Line Trail. The Coal Line Trail will extend 206 linear feet across the southeast edge of Muessel Grove Park. The Coal Line Trail will extend 137 linear feet along the western edge of the municipal detention basin connecting with an existing pathway along Angela Boulevard. A copy of the design plans are attached showing the impacts to assist in your review.

The project will cross the East Bank Trail and the Riverside Trail. Access will be maintained along the East Bank Trail and the Riverside Trail during construction. No permanent impacts are expected to occur to these facilities.

Based on the current project scope, it is our judgment that these activities will not adversely affect the activities, attributes, and features of Muessel Grove Park or the Municipal Detention Basin.

Sincerely,

A handwritten signature in black ink, appearing to read "A. Perri".

Aaron Perri, Executive Director  
City of South Bend, Venues Parks & Arts

