



January 7, 2011

Mr. Ben Lawrence, Administrator  
Environmental Policy Section  
Office of Environmental Services  
Indiana Department of Transportation  
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**Founded 1961**

RE: Des. No. 0400991, Additional Information (A.I.) Evaluation for  
Segment 1, State Road 25 Hoosier Heartland Highway Project,  
Tippecanoe County, Indiana



Dear Mr. Lawrence:

*This letter is in reference to the State Road 25 Hoosier Heartland Highway project, from I-65 in Lafayette to US 24/US 35 in Logansport, all located within Tippecanoe, Carroll and Cass Counties. The FEIS was approved on November 10, 2004, and Record of Decision (ROD) was approved on January 11, 2005 for this undertaking. This document serves as a reevaluation of the FEIS, specific to Segment 1 (western segment), which proposes new State Road 25 mainline construction, county road and railroad grade separations, and new connector roads between I-65 in Lafayette to the Tippecanoe / Carroll County Line. Specific to this reevaluation is the proposed modified roundabout design to connect new State Road 25 alignment with several commercial properties located along existing State Road 25 between I-65 and County Road 300 North. The purpose of this design modification is to enhance safety features at the proposed intersection of these roads and commercial drives. The modified design is also anticipated to result in reduced construction and right-of-way costs, as well as reduced environmental impacts when compared to the original intersection design proposal.*

*The new roundabout design alternate will be constructed entirely within the footprint that was studied in the original Environmental Impact Statement for the State Road 25 Hoosier Heartland Highway project. The project will begin at the I-65 ramp intersection, but minimal or no work will now be required on the I-65 ramps and traffic signal. The previous design speed of 55 mph in this area will be lowered to 25 or 30 mph at the roundabout. The original design provided full access for the shared drive for the IMI and Fox Trucking properties on the south/east side of State Road 25, and a right turn in / right turn out for the BP gas station drive located on the north/west side of State Road 25. The junction of new State Road 25 and existing State Road 25 would be moved west from the original design, and thus retain access points for the commercial properties at their current location. The roundabout will replace the signal previously proposed at the State Road 25*



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*intersection with the shared drive for IMI / Fox Trucking. The roundabout will be 200 feet total diameter and have 1-2 lanes. All approaches to the roundabout will consist of at least 2 lanes. The roundabout design will include a 2 lane dedicated approach slip to connect northbound old State Road 25 to new eastbound State Road 25 alignment. Right and left turn lanes for the access drives will be provided. Full roadway lighting of all roundabout approaches is proposed. Detailed aerial views of both the original and new design proposals are attached (see attachment pages 3 and 4).*

*The design modification will require three additional full residential takes along Aretz Lane, all of which are located immediately northeast of the proposed roundabout. The address numbers for the residents are as follows: 50 Aretz Lane, 120 Aretz Lane and 130 Aretz Lane, Lafayette, Indiana 47905. Hazardous Materials Site Visit Forms were completed by Ryan Scott of Butler, Fairman and Seufert, Inc. on January 4, 2011 for all of these properties, and no additional investigations are recommended (see attachment pages 11-13). However, the structures all appear to have been built in the 1960's, and therefore, should be evaluated by qualified personnel for asbestos prior to demolition.*

*Although all three residences are clearly within the boundaries of the previously studied Area of Potential Effect, no archaeological investigations could be found that specifically references the land to be acquired. Therefore, an Archaeological Records Review was completed by Mr. Larry Stillwell of the Archaeological Consultants of Ossian on January 6, 2011 (see attachment pages 9 and 10). As a result, no further archaeological investigations are recommended. This report was forwarded to the Cultural Resources Section at INDOT on January 6, 2010 for review. Because the APE is not changing as a result of this design modification and no new archaeological sites were discovered, no additional Section 106 consideration is warranted.*

*All but one of the residences on Aretz Lane in the vicinity of the proposed roundabout has already been purchased by INDOT and demolished (a total of five residences to date). The residence at 50 Aretz Lane appears to be vacant, while the other two (120 and 130 Aretz Lane) are currently occupied. It is believed that the remaining occupied residents are renting the properties from their respective owners. For the above reasons, it is anticipated that the owners of the three residential properties would be willing sellers to INDOT.*

*The design modification information was sent via email to Sallie Dell Fahey, Executive Director of the Area Plan Commission of Tippecanoe County on September 24, 2010. Ms. Fahey reviewed the proposal and provided comments and suggestions via email on September 30, 2010. All of Ms. Fahey's comments were specific to the proposed roundabout design, and no comments on the environmental impacts of the design were provided. A copy of the email correspondence is attached (see attachment pages 14-17).*

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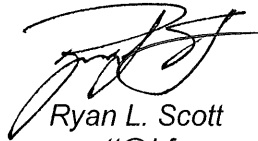
The modified design may reduce overall project costs and will reduce environmental impacts while adding the inherent safety features of a roundabout. The current design proposes to basically retain the existing State Road 25 alignment between I-65 and the roundabout. As such, project costs are expected to be reduced since less borrow material, less new pavement area, and less traffic signals will be required when compared to the original design. Also, the original intersection design required approximately 0.43 acre of emergent wetland impact on the immediate southeast corner of I-65 and State Road 25. The current proposal will avoid all impacts to this wetland.

This project appears to be consistent with what was previously approved in the FEIS in all environmental impact categories. Although the current proposal requires three additional residential relocations, the overall impact to environmental resources will be reduced. Since the proposed roundabout design is fully contained within the previously studied right-of-way footprint for the project, no additional environmental evaluations have occurred. No additional project commitments are required, and the additional impacts are not sufficient to require the preparation of a supplemental Environmental Impact Statement.

If you have any questions concerning this submittal, please contact our office. Thank you for your consideration of this request.

Very truly yours,

BUTLER, FAIRMAN and SEUFERT, INC.



Ryan L. Scott  
rscott@bfsengr.com

RLS:lm

Enclosure

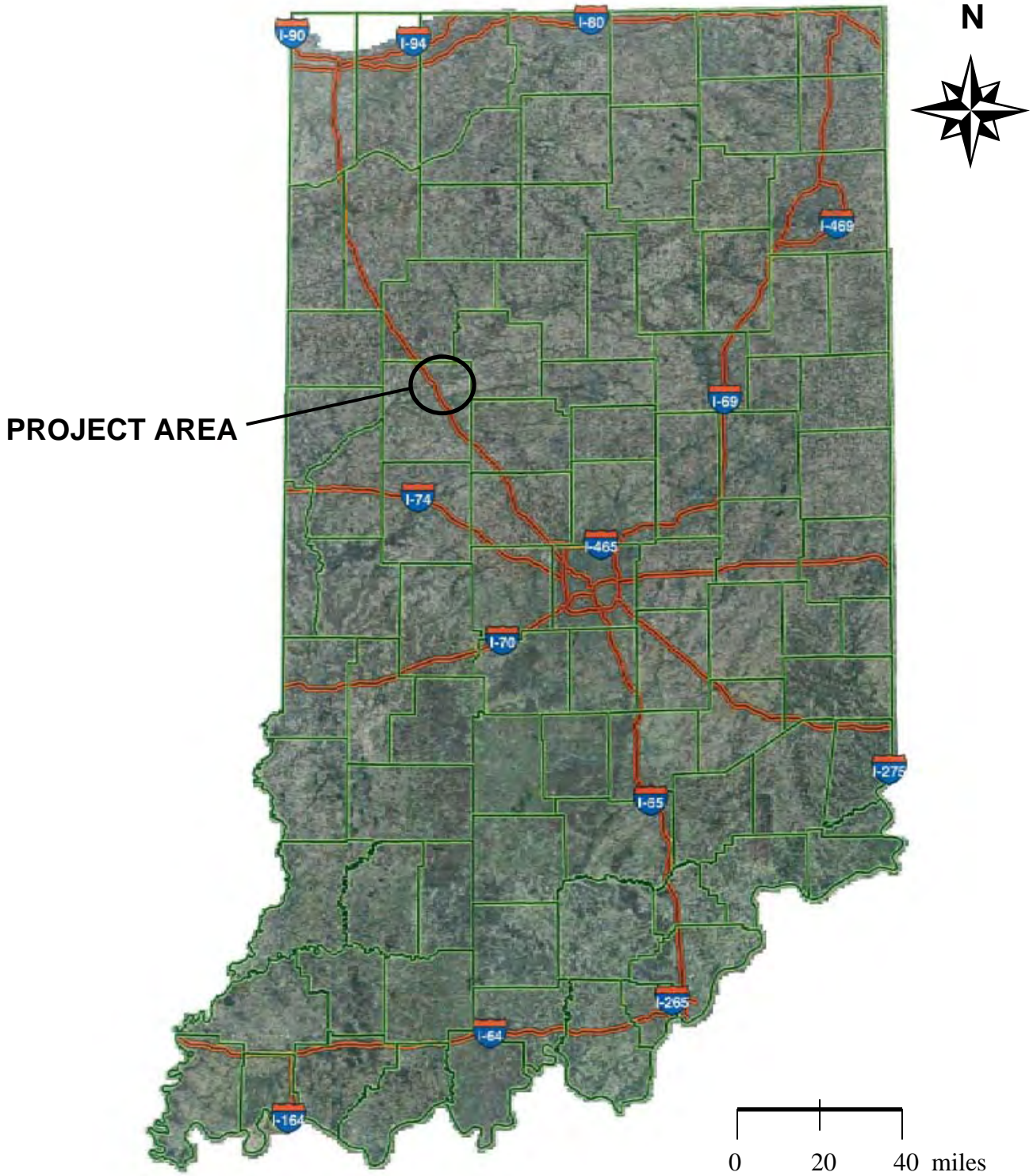
Approval \_\_\_\_\_  
OES Signature Date

Approval \_\_\_\_\_  
FHWA Signature Date

## SR 25 A.I. ATTACHMENTS

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**State Map**

State Road 25 Hoosier Heartland Highway  
 Segment 1 (Western Segment)  
 Des. No. 0400991  
 City of Lafayette  
 Tippecanoe County, Indiana



0 125 250 500 Feet

Topographic Location Map  
 Section 11, Township 23 N, Range 4 W  
 USGS Lafayette East, IN Quadrangle  
 Segment 1, SR 25 HHH Project: Des No 0400991



S.R. 25

Residential Properties Already Razed or Purchased for the Project

Residential Properties to be Acquired

Proposed Project Right-of-Way

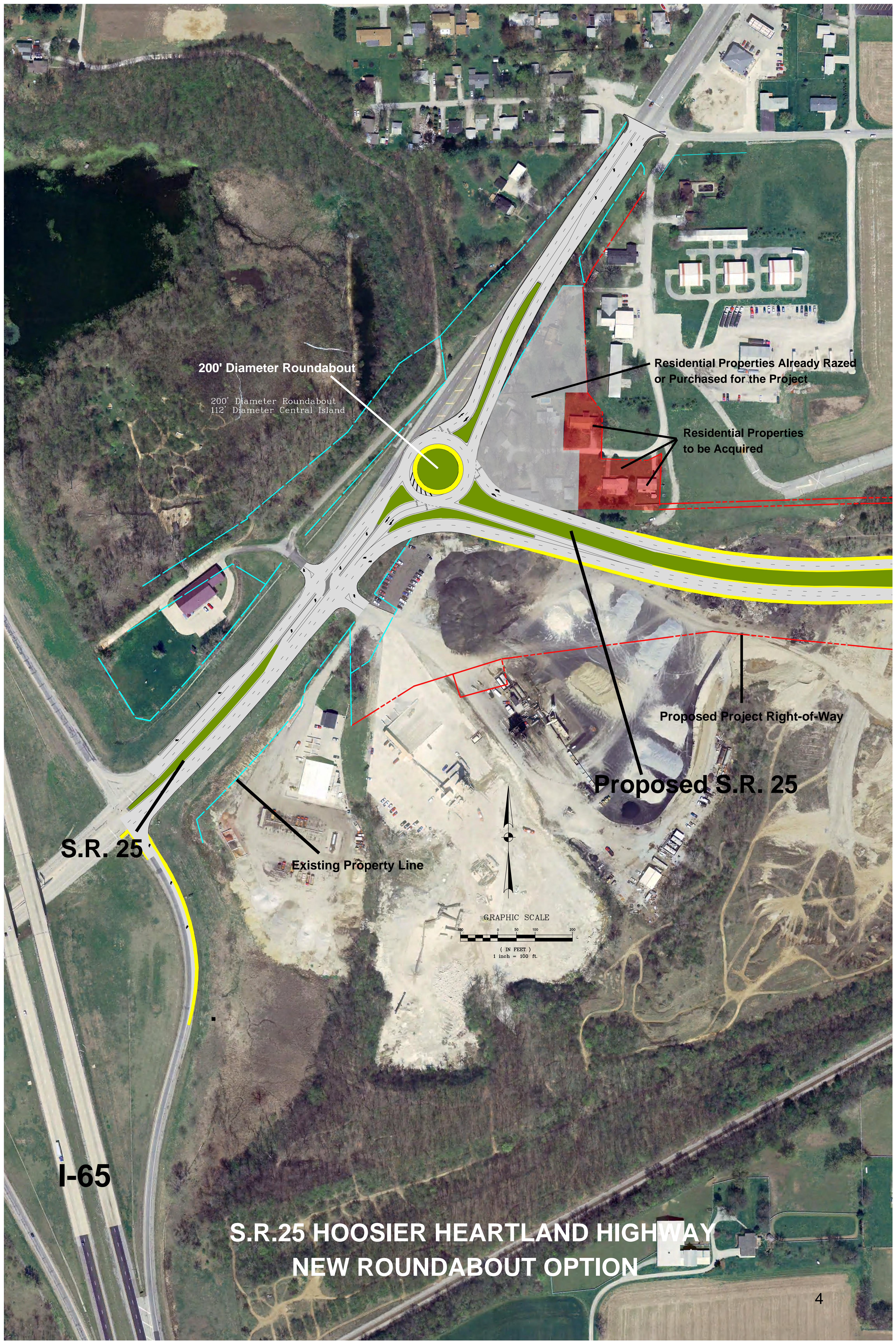
PROPOSED S.R. 25

Existing Property Line

GRAPHIC SCALE  
( IN FEET )  
1 inch = 100 ft.

I-65

S.R. 25 HOOSIER HEARTLAND HIGHWAY  
ORIGINAL INTERSECTION OPTION



200' Diameter Roundabout

200' Diameter Roundabout  
112' Diameter Central Island

Residential Properties Already Razed  
or Purchased for the Project

Residential Properties  
to be Acquired

Proposed Project Right-of-Way

Proposed S.R. 25

S.R. 25

Existing Property Line

GRAPHIC SCALE

( IN FEET )  
1 inch = 100 ft.

I-65

# S.R.25 HOOSIER HEARTLAND HIGHWAY NEW ROUNDABOUT OPTION





Looking north along old SR 25 near existing IMI / Fox Trucking / BP Gas Station intersection (proposed roundabout area)



Looking south along old SR 25 just south of the CR 300 North intersection towards proposed roundabout area



Looking west at the west end of Aretz Lane at recently demolished residences



Looking north at apparently abandoned residence (50 Aretz Lane)



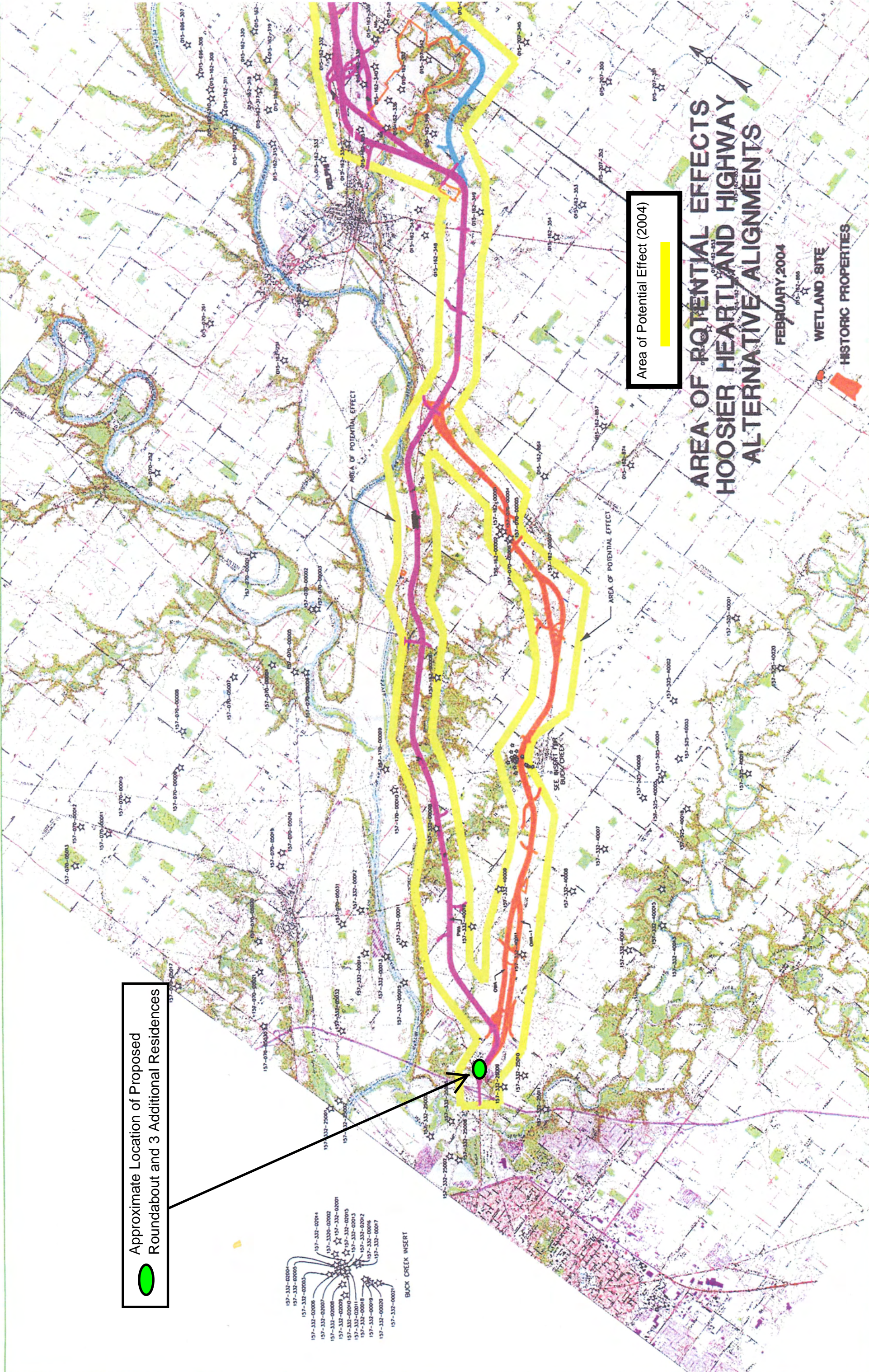
Looking southeast at currently occupied residence (120 Aretz Lane)



Looking south at currently occupied residence (130 Aretz Lane)


 Approximate Location of Proposed Roundabout and 3 Additional Residences

157-332-0004\*  
 157-332-0005  
 157-332-0007  
 157-332-0008  
 157-332-0009  
 157-332-0010  
 157-332-0011  
 157-332-0012  
 157-332-0018  
 157-332-0020  
 157-332-0021\*  
 157-332-0027\*  
 BUCK CREEK INSERT



Area of Potential Effect (2004)
 

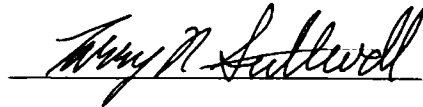
# AREA OF POTENTIAL EFFECTS HOOSIER HEARTLAND HIGHWAY ALTERNATIVE ALIGNMENTS

FEBRUARY, 2004

 WETLAND SITE  
 HISTORIC PROPERTIES

**An Archaeological Literature Review of Three Residential Properties for the  
S.R. 25 Road Improvements (Des. No. 0400991) near Lafayette, Tippecanoe  
County, Indiana**

by  
Larry N. Stillwell  
Principal Investigator

A handwritten signature in black ink, reading "Larry N. Stillwell", is written over a horizontal line.

Submitted by:

**Archaeological Consultants of Ossian**  
P.O. Box 2374  
Muncie, IN 47307

Submitted to:

Butler, Fairman & Seufert, Inc.  
Indianapolis, IN

January 5, 2011

## **Abstract**

An archaeological literature review was conducted for three residential properties required for proposed improvements to S.R. 25 (Des. No. 0400991) near Lafayette, Tippecanoe County, Indiana. The review determined that no known cultural resources were present within the project area. The review also determined that 32 known archaeological sites were located within an approximate 1.0 mile radius of the project. The properties totaled approximately 1.0 acres. Although the properties are located on well drained soils near Dry Run, the area has been residentially developed. The properties also border an airport and a gravel quarry. Since limited right-of-way will be required for the project, and because the area has been residentially developed, an archaeological field reconnaissance has not been recommended. It is the opinion of the archaeologist that the proposed undertaking will not affect any archaeological properties eligible for listing on the National Register of Historic Places. Thus, no further archaeological work is warranted. Project clearance is recommended.

**HAZARDOUS MATERIALS SITE VISIT FORM**

Des # 0400991 Project # 0400991  
 Road# SR 25 Hoosier Heartland Highway Type of Project West end roundabout at existing SR 25  
 Description of area (either general location or exact location of parcel) 50 Aretz Lane; single-story residence  
 Person completing this Field Check Ryan Scott

1. **Has a Red Flag Investigation been completed?**  Yes  No

Notes: EIS/FONSI approved 11/10/2004; ROD issued January 2005

2. **Right-of-Way Requirements:**

No New ROW  Strip ROW  Minor Take  Whole Parcel Take  Information Not Available

Notes: The site is approximately 0.33 acre in size.

3. **Land Use History and Development:** (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.)

Setting (rural or urban): Urban

Current Land Uses: Residence

Previous Land Uses: Undeveloped / Partially Agricultural/Wooded

Adjacent Land Uses: residential, commercial, light industrial (IMI quarry)

Describe any structures on the property: One, single-story, brick

4. <b>Visual Inspection:</b>	Property	Adjoining Property	Property	Adjoining Property
<b>Storage Structures:</b>			<b>Evidence of Contamination:</b>	
Underground Tanks	_____	_____	Junkyard	_____
Surface Tanks	_____	_____	Auto Graveyard	_____
Transformers	_____	_____	Surface Staining	_____
Sumps	_____	_____	Oil Sheen	_____
Ponds/Lagoons	_____	_____	Odors	_____
Drums	_____	x	Vegetation Damage	_____
Basins	_____	_____	Dumps	_____
Landfills	_____	_____	Fill Dirt Evidence	_____
Other	_____	_____	Vent pipes or fill pipes	_____
			Other	_____

5. **Is a Phase I, Initial Site Assessment required?**  Yes  No

Two 50-gallon drums w/ unknown contents were observed near trash dumpster at commercial trucking garage site located over 250 feet south of this parcel. There was no evidence of surface contamination around the drums. No right-of-way take is proposed from the commercial trucking site.

**HAZARDOUS MATERIALS SITE VISIT FORM**

Des # 0400991 Project # 0400991  
 Road# SR 25 Hoosier Heartland Highway Type of Project West end roundabout at existing SR 25  
 Description of area (either general location or exact location of parcel) 120 Aretz Lane; single-story residence  
 Person completing this Field Check Ryan Scott

1. **Has a Red Flag Investigation been completed?**  Yes  No

Notes: EIS/FONSI approved 11/10/2004; ROD issued January 2005

2. **Right-of-Way Requirements:**

No New ROW  Strip ROW  Minor Take  Whole Parcel Take  Information Not Available

Notes: The site is approximately 0.36 acre in size.

3. **Land Use History and Development:** (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.)

Setting (rural or urban): Urban

Current Land Uses: Residence

Previous Land Uses: Undeveloped / Partially Agricultural/Wooded

Adjacent Land Uses: residential, commercial, light industrial (IMI quarry)

Describe any structures on the property: One, single-story, brick

4. <b>Visual Inspection:</b>	Property	Adjoining Property	Property	Adjoining Property
<b>Storage Structures:</b>			<b>Evidence of Contamination:</b>	
Underground Tanks	_____	_____	Junkyard	_____
Surface Tanks	_____	_____	Auto Graveyard	_____
Transformers	_____	_____	Surface Staining	_____
Sumps	_____	_____	Oil Sheen	_____
Ponds/Lagoons	_____	_____	Odors	_____
Drums	_____	_____	Vegetation Damage	_____
Basins	_____	_____	Dumps	_____
Landfills	_____	_____	Fill Dirt Evidence	_____
Other	_____	_____	Vent pipes or fill pipes	_____
			Other	_____

5. **Is a Phase I, Initial Site Assessment required?**  Yes  No



**HAZARDOUS MATERIALS SITE VISIT FORM**

Des # 0400991 Project # 0400991  
 Road# SR 25 Hoosier Heartland Highway Type of Project West end roundabout at existing SR 25  
 Description of area (either general location or exact location of parcel) 130 Aretz Lane; single-story residence  
 Person completing this Field Check Ryan Scott

1. **Has a Red Flag Investigation been completed?**  Yes  No

Notes: EIS/FONSI approved 11/10/2004; ROD issued January 2005

2. **Right-of-Way Requirements:**

No New ROW  Strip ROW  Minor Take  Whole Parcel Take  Information Not Available

Notes: The site is approximately 0.22 acre in size.

3. **Land Use History and Development:** (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.)

Setting (rural or urban): Urban

Current Land Uses: Residence

Previous Land Uses: Undeveloped / Partially Agricultural/Wooded

Adjacent Land Uses: residential, commercial, light industrial (IMI quarry)

Describe any structures on the property: One, single-story, brick

4. <b>Visual Inspection:</b>	Property	Adjoining Property	Property	Adjoining Property
<b>Storage Structures:</b>			<b>Evidence of Contamination:</b>	
Underground Tanks	_____	_____	Junkyard	_____
Surface Tanks	_____	x	Auto Graveyard	_____
Transformers	_____	_____	Surface Staining	_____
Sumps	_____	_____	Oil Sheen	_____
Ponds/Lagoons	_____	_____	Odors	_____
Drums	_____	_____	Vegetation Damage	_____
Basins	_____	_____	Dumps	_____
Landfills	_____	_____	Fill Dirt Evidence	_____
Other	_____	_____	Vent pipes or fill pipes	_____
			Other	_____

5. **Is a Phase I, Initial Site Assessment required?**  Yes  No

Aboveground fuel tanks and dispenser islands were noted near old airport hangar nearly 400 feet northeast of this parcel. No evidence of surface contamination was observed around the aboveground tanks or the islands.

From: [Sallie Fahey](#)  
To: [Ryan Scott](#);  
cc: [John Thomas](#); [Doug Poad](#);  
Subject: RE: State Road 25 Hoosier Heartland Highway, Segment 1  
Date: Thursday, September 30, 2010 11:13:27 AM

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Ryan,

I reviewed your west terminus proposal with two of my senior staff – John Thomas, Assistant Transportation Director and Doug Poad, Senior Transportation Planner. We all believe that you have developed an innovative concept for this intersection and we really like the benefits to the cost of the project and some of the benefits to IMI, Fox and BP. Here are our comments:

1. We believe the roundabout should be 2 lanes all around (except on the south side where you have designed the slip lane) to accommodate the significant number of trucks using the roundabout.
2. Are all the turning radii large enough for double-trailer semis? Also, should we be planning for triple-trailer semis? I see more and more on the interstates these days. What is Indiana's position about the use of triple-trailer semis?
3. The lighting you discuss is critical to minimize confusion and reduce crashes.
4. Given that this is a gateway to the community, we'd ask that the center of the roundabout at least be grass (not paved or gravel). Landscaping would be nice, but I won't push my luck.
5. There should be LA R/W from the I65 ramps all the way through the roundabout, except at the IMI and BP driveways.
6. We have some safety concerns about the proposed access at IMI/Fox and BP. Left turns out of the BP will be more difficult because with the roundabout there will be no platooning created for southbound traffic. Left turns in can still be accommodated and their situation improved over the current right in – right out only design. We also recommend left turn in only for the IMI/Fox access. Trucks trying to turn left out of the IMI/Fox access will not be able to see the traffic coming from the north until vehicles are nearly through the roundabout. Slow moving trucks will have difficulty avoiding vehicles accelerating out of the end of the roundabout – it looks like there is about 400' from the end of the roundabout to the IMI/Fox access. If the access is designed without the left out movement, trucks can safely turn right, go up to the roundabout and around to head back into Lafayette or get on I65. It would be equivalent to a legal U-turn. We propose that both BP and IMI/Fox have right in – right out – left in

movements only. For design examples look at the proposals for the US 52 reconstruction from Beech Drive to SR 38 in Lafayette. John Thomas can provide those and discuss them with you.

I'd like to reiterate that we really like the creative thinking regarding this solution and appreciate the chance to review it and make comments. As always, we are available to elaborate on any of these comments and to discuss the design details as they emerge.

Regards,  
Sallie  
*Sallie Dell Fahey*  
*Executive Director*  
*Area Plan Commission of Tippecanoe County*  
*20 N 3rd Street*  
*Lafayette IN 47901*  
*765.423.9242 (phone)*  
*765.423.9154 (fax)*  
*sfahey@tippecanoe.in.gov*

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From: Sallie Fahey  
Sent: Friday, September 24, 2010 4:12 PM  
To: 'RScott@bfsengr.com'  
Subject: RE: State Road 25 Hoosier Heartland Highway, Segment 1

Ryan,

Thank you for your email and the information to review. I wanted to acknowledge that I received it and will have comments back to you early next week. Also, please feel free to use my personal email rather than the general office email.

Regards,  
Sallie  
*Sallie Dell Fahey*  
*Executive Director*  
*Area Plan Commission of Tippecanoe County*  
*20 N 3rd Street*  
*Lafayette IN 47901*  
*765.423.9242 (phone)*  
*765.423.9154 (fax)*  
*sfahey@tippecanoe.in.gov*

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From: Michelle D'Andrea  
Sent: Friday, September 24, 2010 11:06 AM  
To: Sallie Fahey  
Subject: FW: State Road 25 Hoosier Heartland Highway, Segment 1  
Importance: High

Michelle D'Andrea  
Executive Secretary  
Area Plan Commission  
(765) 423-9242  
(765) 423-9154 fax

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From: Ryan Scott [mailto:RScott@bfsengr.com]  
Sent: Friday, September 24, 2010 11:06 AM  
To: APC  
Subject: State Road 25 Hoosier Heartland Highway, Segment 1  
Importance: High

Ms. Fahey,

My name is Ryan Scott. I am an Environmental Specialist with Butler, Fairman and Seufert, Inc. Our company is working with INDOT on the design of Segment 1 of the SR 25 Hoosier Heartland Highway from I-65 to just beyond the Tippecanoe County / Carroll County line. There have been recent discussions between INDOT and our firm regarding a modified project design between I-65 and CR 300 North near the beginning (or west terminus) of the project. INDOT would like to move forward with proposed design change, and as such has requested that I contact the local MPO for comment.

#### Description of Design Modification

The new roundabout design alternate will be constructed entirely within the footprint that was studied in the original Environmental Impact Statement for the Hoosier Heartland Highway project.

The junction of new SR 25 and old SR 25 would be moved east to allow the existing access points for the commercial properties at their current location and reduce right-of-way impacts and costs. The reason for the change is to lower right-of-way costs and improved access for the commercial properties on east side of the SR 25/ I-65 interchange.

The project will begin at the I-65 ramp intersection, but minimal or no work will now be required on the I-65 ramps and traffic signal. The original design provided full IMI access and a right turn in / right turn out for the BP gas station. The previous design speed of 55 mph in this area will be lowered to 25 or 30 mph at the roundabout. The roundabout will replace the signal previously proposed at Old SR 25/IMI intersection. The roundabout will be 200-230 feet total diameter and have 1-2 lanes. All approaches to the roundabout will consist of 2 lanes. The roundabout design will include an east approach slip lane to new SR 25 alignment. Right and left turn lanes for the access drives will be provided. Full roadway lighting of all roundabout approaches is proposed.

Please review the attached conceptual aerial graphic, and provide any comments/concerns/desires regarding this design change at your earliest convenience. I have also attached a quadrangle map location view for your reference.

Thank you for your consideration of this request.

Best regards,

Ryan L. Scott  
Environmental Specialist  
BUTLER, FAIRMAN & SEUFERT, INC.  
T: 317.713.4615      F: 317.713.4616  
[www.bfsengr.com](http://www.bfsengr.com)