

**NEW INTERCHANGE CONSTRUCTION
INTERSTATE I-69 AND UNION CHAPEL ROAD
ALLEN COUNTY, INDIANA**

**CATEGORICAL EXCLUSION
DES NO. 0902222**



**PREPARED FOR THE
INDIANA DEPARTMENT OF TRANSPORTATION**



Prepared by:

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Consulting Engineers & Land Surveyors

Indiana Department of Transportation

County: Allen

Route: Union Chapel Road

Des. No. 0902222

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.

Remarks: After INDOT has released this document for public involvement and the design has advanced to the hearing stage a public hearing will be scheduled and advertised in The Ft. Wayne Journal Gazette and The News Sentinel two weeks prior to the hearing date. Any comments received during the public hearing will be considered in the development of the project for incorporation into the design

In accordance with 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), the views of the public were sought regarding the effect of the proposed project on historic properties. An advertisement was placed in The Ft. Wayne Journal Gazette and The News Sentinel on October 13, 2010 to solicit comments on the "No Historic Properties Affected" determination with an established deadline of November 12, 2010. No comments were received by the established deadline and as such the Section 106 process was concluded.

Public Controversy on Environmental Grounds

Yes No

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

Remarks: No public controversy is anticipated as a result of the proposed project.

Table with 2 columns: Opportunity to hold Public Hearing, Required

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

Sponsor of the Project: Indiana Department of Transportation INDOT District: Ft. Wayne
Local Name of the Facility: Union Chapel Road and Interstate 69

Funding Source: 80% Federal 20% State [] Local [] Private

PURPOSE AND NEED:

Describe the problem that the project will address.

The purpose of the proposed project is to improve access to I-69 in the northern portion of Allen County. At present time, the Dupont Road/SR 1 exit is the only interstate access point in the northern portion of Allen County. The Allen County line is located approximately six miles to the north of the Dupont Road/SR 1 exit and there are no other interstate access points located along this portion of I-69. The SR 1/Dupont Road interchange is over the design capacity and additional access to I-69 is needed.

The need for the project arises from the significant commercial and residential growth that has taken place in this region of the County over the last ten years, resulting in a substantial increase in traffic volumes. Specifically, the Parkview Regional Medical Center (PRMC) is currently under construction in the northeast quadrant of the SR 1/Dupont Road interchange. This facility, which will be the largest employer in the area, is projected to add an additional 4,000 vehicles per day (vpd) to I-69. PRMC is being developed as a regional trauma center for an area that includes northeastern Indiana, southern Michigan, and northwestern Ohio. This area comprises a population of approximately 3.2 million people. Currently, the only access to the hospital facility is from SR 1/Dupont Road. Viable access between this hospital facility and I-69 is a matter of regional public health.

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Initial traffic analysis has indicated that construction of a new interchange on I-69 would not solely reduce the congestion issues at the SR 1/Dupont Road interchange. It would be necessary to also make improvements to the existing interchange to bring the Levels of Service (LOS) to an acceptable level.

The LOS is a rating method that determines the effectiveness and efficiency of transportation infrastructure. The LOS uses letters A through F to rate the efficiency of a roadways' performance, with A being the best, and F the worst level of service. A LOS C is the target for urban highways in some places, and for rural highways in many places. At LOS C roads remain safely below, but efficiently close to capacity, and posted speed is maintained.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Allen
Municipality: City of Ft. Wayne

Limits of Proposed Work:

Proposed improvements along on I-69 will total 0.9 mile and Union Chapel Road improvements will total approximately 0.46 mile. Therefore, the total project length would be approximately (1.36 mile). This project total does not include the incidental construction.

Total Work Length: 7,200 feet 1.36 mile

Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required? **Yes¹** **No**
If yes, when did the FHWA grant a conditional approval for this project? Date: **Pending**

PROJECT LOCATION

The referenced project is located in northern Allen County in Perry Township. Specifically, the project is located in Section 26 of Township 32 North, Range 13 East as shown on the 7.5 minute Cedarville U.S.G.S. quadrangle map (Appendix A-2). Additional project location maps, aerial photographs and ground level photographs are attached (Appendix A-1 to A-14).

EXISTING ROADWAYS

Union Chapel Road

Union Chapel Road is classified as a Urban Local Agency Collector and consists of a two lane, east-west, roadway with 14-foot travel lanes and no usable shoulders. Union Chapel Road is elevated over I-69 with no access to the interstate system. The Union Chapel overpass structure was built in 1959 and consists of a four-span, reinforced concrete girder structure approximately 213-feet in length. The width of the bridge structure is approximately 29-feet and the vertical clearance over I-69 is approximately 16-feet. The posted speed on Union Chapel Road is 45 mph.

Interstate 69

Interstate 69 consists of a four lane interstate with two, 12-foot travel lanes in either direction. A 60-foot grassed median with 4-foot paved, inside shoulders divides the travel lanes. The travel lanes are bordered by 8-foot paved outside shoulders. Existing right-of-way extends 100-feet on either side of the interstate. Runoff is handled by roadside drainage swales and the posted speed limit is 65 mph.

PROPOSED IMPROVEMENTS

The preferred alternative calls for the construction of a roundabout interchange at I-69 and Union Chapel Road. A roundabout style interchange is essentially a compact diamond interchange, with roundabouts at the ramp connections to Union Chapel Road, as opposed to conventional intersections. The roundabouts will be dual-lane with two lane entrances at all connections. All exits from the roundabouts will have two lanes, with the exception of the ramp to northbound I-69. Exclusive right turn bypass lanes will be placed between the northbound exit ramp and eastbound Union Chapel Road, and between eastbound Union Chapel Road and the entrance ramp to southbound I-69.

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To facilitate the proposed double lane roundabout interchange, a four lane cross-section would be provided for the reconstructed portion of Union Chapel Road that traverses over I-69. Approximately 400 feet of Union Chapel Road west of the interchange, and 500 feet east of the interchange, will be reconstructed. This section of the roadway will feature curb and gutter, storm sewers and a shared-use path on the south side. The Northeastern Indiana Regional Coordinating Council (NIRCC) Bicycle-Pedestrian Transportation Plan shows a shared-use path proposed along Union-Chapel Road. Coordination with NIRCC indicated it should be placed on the south side of Union Chapel Road. The north side of the roadway would be graded for future sidewalks; however, the south side of the roadway would not be graded for future sidewalks. Widening and resurfacing with a shoulder section and roadside ditches will take place outside of this area to reconnect Union Chapel Road to the existing road grade.

The interchange construction will require the replacement of the existing bridge that carries Union Chapel Road over I-69. The existing bridge will be replaced with a two-span, (89-4 x 89-4 (ft-in)), prestressed concrete hybrid bulb-tee type bridge with a concrete deck, a concrete pier and concrete bents constructed on MSE walls. The bridge will carry a reconstructed, four lane cross section, of Union Chapel Road, with sidewalks on both sides in addition to a shared-use path on the south side. The sidewalk widths will vary from the north to south sides of the bridge. The north sidewalk would be 8-0 to 21-6 $\frac{3}{4}$ (ft-in) in width and the south sidewalk would vary from 19-6 to 22-4 $\frac{3}{4}$ (ft-in) in width. On the bridge, the 10 feet wide shared-use path will be demarcated with pavement markings. Permanent and temporary right-of-way will be required for the completion of this project.

An Interchange Justification (IJ) Study has been prepared for the proposed undertaking. An IJ Study is required for the establishment of any new access point to the interstate system, including the modification of existing interstate access points. The intent of the IJ Study is to demonstrate the rationale for the new access with supporting traffic analyses data, an evaluation of geometric feasibility and assurance of consistency with regional and local land use and transportation plans. The IJ study is pending final approval by the Federal Highway Administration (FHWA). A copy of the approved CE will be submitted to the FHWA with a request for final approval of the IJ study.

OTHER ALTERNATIVES CONSIDERED:

The following alternatives were assessed for their ability to satisfy the Purpose and Need of the project as well as evaluated for environmental and socio-economic impacts. The impact analysis was based on published data and characteristics observed during initial site visits. Three different interchange configurations were considered for this project.

1. The Do-Nothing Alternative

The “Do Nothing” alternative was considered for the proposed project. The “Do Nothing” alternative would not have addressed the overall purpose of the project which is to construct a new interchange to service the growing population of northern Allen County. If the “Do Nothing” alternative would have been selected, the SR 1/Dupont Road interchange would have continued to operate at the low level of service and inhibit the accessibility to the Parkview Medical Center. For the stated reasons, the “Do Nothing” alternative was not determined to be feasible or prudent and was not considered further.

2. Transportation System Management (TSM)

The TSM alternative included those activities that maximize the efficiency of the present system, such as fringe parking, ridesharing, high occupancy vehicle (HOV) lanes and traffic signal optimization. This alternative is usually relevant in highly urbanized areas where traffic congestion warrants improvements. Additionally this alternative does not meet the identified purpose and need of the project. Therefore the TSM alternate was not determined to be reasonable or feasible and was not considered.

3. Modified Folded Diamond/Tight Diamond Interchange - This interchange configuration would include a typical diamond interchange design on the east side of I-69 with a folded diamond ramp design in the northwestern quadrant of I-69 and Union Chapel Road. This alternative would require the most Right-of-Way (ROW) impacts. A majority of these impacts would occur in the area of the folded diamond design in the northwest quadrant. This area is largely wooded with dense, mature trees. This area also includes an unnamed tributary to Ely Run. Overt wetland conditions observed east of I-69 may represent either federal or state jurisdictional features. Impacts to these features would be minimal, but may not be able to be avoided. This alternative would also likely displace five to six residences.

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4. Tight Diamond Interchange - This interchange configuration would include a typical diamond interchange design with 400 feet spacing between ramp stoplights. ROW impacts would be minimized with this interchange option; however, there would likely be five residential displacements. Impacts to streams would likely be limited to potential culvert expansion. Impacts to potential wetlands east of I-69 would be similar to Alternative No. 3.

5. Roundabout Interchange - This configuration includes a diamond-style interchange design with the standard ramp termini replaced with roundabouts. ROW impacts would be similar to the tight diamond alternative, with five residential displacements. Given the similar ROW and environmental impacts of Alternatives No. 3 and No. 4, the Indiana Department of Transportation selected Alternative No. 5 to meet the purpose and need of the project. This alternative had a smaller construction cost when compared to the tight diamond interchange, as the roundabout interchange requires a significantly smaller bridge and less pavement is required to connect the bridge to Union Chapel Road.

6. Design Improvements at the SR 1/Dupont Road Interchange and No New Interchange - This alternative investigated the feasibility of design modifications to the existing SR 1/Dupont Road interchange as opposed to construction of a new interchange at another location. Results of the IJ study indicated that physical modifications to the existing interchange would not independently reduce the low LOS currently experienced at the SR 1/Dupont Road interchange. It was determined that it would be necessary to make significant changes to the existing interchange in conjunction with the construction of the Union Chapel Road interchange, to achieve acceptable LOS. As a result of this study, an interchange modification project at the SR 1/Dupont Road interchange (Des No. 0901298) is under development per INDOT directive.

As a result of the aggressive project schedule, advanced acquisition of right-of-way was conducted prior to the completion of the NEPA evaluation. This action did not exert influence on the selection of alternatives, the need for the project or the specific project location.

The Do Nothing Alternative is not feasible, prudent or practicable because (Mark all that apply):

It would not correct existing capacity deficiencies;

It would not correct existing safety hazards;

It would not correct the existing roadway geometric deficiencies;

It would not correct existing deteriorated conditions and maintenance problems, or

It would result in serious impacts to the motoring public and general welfare of the economy.

Other: The Do Nothing Alternative would not meet the purpose and need of the project which is to improve interstate access to better serve the northern portion of Allen County.

X
X

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ROADWAY CHARACTER:
Union Chapel Road

Functional Classification:	Urban Local Agency Collector	
A.A.D.T. (2012)	20,290 V.P.D.	
A.A.D.T. (2032)	25,690 V.P.D.	
D.H.V. (2032)	2,569 V.P.H.	
Designed Speed (mph):	45	
Posted Legal Speed (mph):	45	
Directional Distribution	50%	
Trucks	4% A.A.D.T.	4% D.H.V.

	Existing		Proposed		
Number of Lanes:	2		2		
Type of Lanes:	14-foot through travel lanes		2 lanes at 12-foot outside the roundabout 2 lanes at 14-foot at the roundabout entry 2 circulatory roadway lanes at 16-foot		
Pavement Width:	24	ft.	24-foot pavement widths outside the roundabout 28-foot pavement widths at the roundabout entry 32-foot circulatory roadway width	ft.	
Shoulder Width:	N/A	ft.	8	ft.	
Median Width:	N/A	ft.	varies	ft.	
Sidewalk Width:	N/A	ft.	<u>for the portion of the Union Chapel Road that is incorporated into the roundabout only:</u> 8-0 to 21-6 ¾ north side 19-6 to 22-4 ¾ south side		ft. in

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

Union Chapel Road is classified as an Urban Local Agency Collector and consists of a two-way, east-west, roadway with 14 feet wide travel lanes. Union Chapel Road is elevated over I-69 with no access to the interstate system. No sidewalks or usable shoulders are present.

Proposed improvements to Union Chapel Road include the construction of an interchange that will provide access to I-69. This interchange will be a diamond-style interchange design with the standard ramp termini replaced with roundabouts. Design elements on Union Chapel Road will include the double roundabout, ramp termini, eastbound and westbound storage areas and two entry lanes to the roundabout. Approximately 400-feet of Union Chapel Road west of the interchange, and 500-feet east of the interchange, will be reconstructed. This section of the roadway will feature curb and gutter, storm sewers and a shared-use path on the south side. Widening and resurfacing with a shoulder section and roadside ditches will take place outside of this area to reconnect Union Chapel Road to the existing road grade. There will be approximately 600-feet of widening and resurfacing west of the interchange and 700-feet east of the interchange. Union Chapel Road improvements will total approximately 0.46 mile.

The Northeastern Indiana Regional Coordinating Council (NIRCC) Bicycle-Pedestrian Transportation Plan shows a shared-use path proposed along Union-Chapel Road. At the project scoping meeting, held February 23, 2010, INDOT requested that the shared-use path be constructed within INDOT's right-of-way as part of the project. Further coordination with NIRCC indicated it should be placed on the south side of Union Chapel Road. The north side of the roadway would be graded for future sidewalks; however, the south side of the roadway would not.

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To facilitate the proposed double lane roundabout interchange, a four-lane cross-section would be provided for the reconstructed portion of Union Chapel Road that traverses over I-69. The cross section would provide a 62-foot (4 lanes at 14-foot, plus 3-foot curb offsets) minimum clear roadway. Entry curve lanes widths to each roundabout would be 14-foot from both north and southbound I-69 and east-west Union Chapel Road. The entry curves are the set of one or more curves along the right curb (or edge of pavement) of the entry roadway leading into the circulatory roadway of the roundabout. The circulatory roadway width would be two lanes at 16-foot and a roadway width of 32-foot.

Departure lanes widths would also be 14-foot to both Union Chapel Road and I-69. The inscribed circle diameter of each roundabout would be 145-foot. The central island of a roundabout is the raised, non-traversable area encompassed by the circulatory roadway. The diameter of the central island of each of the roundabouts would be 81-foot. A cross slope of 2% away from the central island would be used for the circulatory roadway. This superelevation promotes safety by raising the elevation of the central island and improving its visibility and helps to drain surface water away from the roundabout. The island is typically landscaped for aesthetic reasons and to enhance driver recognition of the roundabout upon approach; however, at this time, there are no plans for landscaping of the central island.

Because it has profound impacts on safety, achieving appropriate vehicular speeds through the roundabout is the most critical design objective. A well-designed roundabout reduces the relative speeds between conflicting traffic streams by requiring vehicles to negotiate the roundabout along a curved path. For this project, the operating speed will be posted at 25 m.p.h. and advisory speed signs will be posted on the I-69 ramps alerting motorists to the roundabout and the 25 m.p.h. operating speed. The design speed on Union Chapel Road approaching the roundabout interchange will be 45 m.p.h.

Splitter islands (also called separator islands or median islands) would be provided where necessary to regulate speed and regulate traffic patterns per standard AASHTO guidelines. This includes using larger nose radii at approach corners to maximize island visibility and offsetting curb lines at the approach ends to create a funneling effect. The funneling treatment also aids in reducing speeds as vehicles approach the roundabout. The approach and departure lanes on Union Chapel Road would be divided by a center splitter island which varies from 6-foot to 22-foot in width. Splitter islands would also be located in the southeast quadrant of the eastern roundabout and in the southwest quadrant of the western roundabout. Aerial photographs illustrating the proposed elements of the double lane roundabout have been provided in Appendix A, Figures A-3 and A-4.

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Interstate 69

Functional Classification:	4R Freeway Principal Arterial	
A.A.D.T. (2012)	36,260 V.P.D.	
A.A.D.T. (2032)	43,340 V.P.D.	
D.H.V. (2032)	3,472 V.P.H.	
Designed Speed (mph):	70	
Posted Legal Speed (mph):	65	
Directional Distribution	50%	
Trucks	28% A.A.D.T.	28% D.H.V.

Existing		Proposed	
Number of Lanes:	4 (2 in each direction)		12-foot wide through travel lanes
Type of Lanes:	12-foot wide through travel lanes		2 lanes at 12-foot outside the roundabout 2 lanes at 14-foot at the roundabout entry 2 circulatory roadway lanes at 16-foot
Pavement Width:	36	ft.	24 pavement widths outside the roundabout 28 pavement widths at the roundabout entry
Shoulder Width:	4 paved inside 8 paved outside	ft.	4 paved inside 8 paved outside
Median Width:	60 grassed	ft.	60 grassed
Sidewalk Width:	N/A	ft.	N/A

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

Interstate 69 consists of a four-lane, north-south roadway, with two, 12-foot wide travel lanes in either direction. A 60-foot grassed median with 4-foot paved, inside shoulders divides the travel lanes. The travel lanes are bordered by 8-foot paved outside shoulders.

Proposed improvements to I-69 include the construction of ramp connections from I-69 to the roundabout interchange. Improvements will include the construction of four approach legs to the roundabout. Two deceleration lanes; one in the southeast quadrant and one in the northwest quadrant will be constructed to provide access to the interchange from northbound and southbound I-69 respectively. The two acceleration lanes will be constructed in the southwest quadrant and the northeast quadrant to provide access to southbound and northbound I-69 respectively. The acceleration and deceleration lanes will be 600-feet in length. Single lane ramps will be 16-feet in width and the multi lane ramps approaching the roundabouts will have 12-foot wide lanes. Exterior shoulders, 8-feet in width and 4-foot wide interior shoulders will border the ramp lanes.

MSE walls will be constructed in the southeast and southwest quadrants to carry the exit ramps to the roundabout interchange. The grade of the ramps will not exceed 4%. Work along I-69 will also consist of gore area construction and re-grading within the interchange. Drainage will be handled by open roadside ditches that will empty into the unnamed tributaries that flow to the Roy Delagrangre legal drain (Ely Run). The total length of improvements along on I-69 will total 0.9 mile. Aerial photographs illustrating the proposed elements of the double lane roundabout have been provided in Appendix A, Figures A-3 and A-4.

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DESIGN CRITERIA FOR BRIDGE(S) AND CULVERT(S):

Structure Number(s): I-69-117-4505C	Sufficiency Rating: 75.4	Des No. 0300085
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	Existing		Proposed	
Bridge Type:	4 span reinforced concrete girder		2 span concrete bulb tee	
Design Load:	H20-44		HL-93	
Vertical Clearance over I-69:	16	ft.	16- 10 ¾	ft. in
Curb to Curb Width:	24	ft.	varies 62-0 to 65-7	
Outside to Outside Width:	29.3	ft. in	varies 100-4 to 118-2	
Shoulder Width:	N/A		N/A	
Sidewalk Width:	2 at 1-6	ft. in	8-0 to 21-6 ¾ north side 19-6 to 22-4 ¾ south side	ft. in
Bridge Length:	213	ft.	180-2	

Remarks: The interchange construction will require the replacement of the existing bridge that carries Union Chapel Road over I-69. The existing bridge structure was built in 1959 and consists of a four-span, reinforced concrete girder structure approximately 213-feet in length.

The existing bridge will be replaced with a two-span, (89-4 x 89-4 (ft-in)), prestressed concrete hybrid bulb-tee type bridge with a concrete deck, a concrete pier and concrete bents constructed on MSE walls. The bridge will carry a reconstructed, four lane cross section, of Union Chapel Road, with sidewalks on both sides in addition to a shared-use path on the south side. The sidewalk widths will vary from the north to south sides of the bridge. The north sidewalk would be 8-0 to 21-6¾ (ft-in) in width and the south sidewalk would vary from 19-6 to 22-4¾(ft-in) in width. The shared-use path located on the south side of the bridge would be approximately 10-feet in width, which is included in the total width stated above. Due to the entry and exit curvature between roundabouts, the locations of through lanes vary with respect to the bridge coping. This variation causes the sidewalk to vary in width across the bridge.

The proposed structure would provide a 62-foot minimum clear roadway (4 lanes at 14-feet, plus 3-foot curb offsets). The bridge deck will vary in width from 100-4 to 118-2 (ft-in) to accommodate the proposed roundabouts. The length of the bridge structure would be 180-2 (ft-in). The bridge structure would be designed utilizing Load Resistance Factor Design (LRFD) standards. The MSE walls will be set beyond the clear zone of I-69 and crash walls will not be required at the MSE walls. Concrete barrier rails, railing transitions and reinforced concrete approach slabs and standard guardrail will be installed per design requirements.

Will the structure be rehabilitated or replaced as part of the project? **Yes** **No**

As part of the interchange construction, two existing drainage culverts (Culverts A and B) will be replaced with new culvert structures to accommodate ramp construction. A third, existing culvert (Culvert C) located under I-69, north of Union Chapel Road, will be extended to the east and west to accommodate new ramp construction.

It will be necessary to conduct grading and fill activities below the Ordinary High Water Mark (OHWM) of Ely Run near the southern project limits. No culvert installation or extension is proposed for this location. This area has been designated as (Area D). Additional stream impacts will also occur in the northwest quadrant of the interchange. Currently, a small intermittent waterway flows east, towards the existing roadside ditches, located on the west side of I-69 (Area E). This waterway will require relocation as exit ramp construction will impact the stream and impede flow. A portion of the waterway will be filled and the flow will be redirected to the north, along the west side of the ramp where it will converge with the Belot drain, via an open roadside ditch. The culvert locations and the associated waterways impacts are illustrated on Figure A-9, located in Appendix A.

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Authorization pursuant to Section 404 would be required for the placement of dredged or fill material into waters of the U.S. including the Belot legal drain and the Roy Delagrangre legal drain and its tributaries. Waterway impacts will be mitigated per resource agency recommendations and will be permitted in accordance with Sections 401 and 404 of the Clean Water Act during the final design phase of the project.

Culvert Description	Culvert A existing 30-inch pipe culvert located under I-69, south of Union Chapel Road
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	Existing	Proposed
Culvert Type:	30-inch concrete pipe culvert	48-inch concrete pipe culvert
Culvert Width:	30 inch	48 inch
Culvert Height:	30 inch	48 inch
Culvert Length:	176 feet	222 feet

Remarks: This existing culvert consists of a 30-inch reinforced concrete pipe culvert, currently located under I-69, approximately 1,360-feet south of Union Chapel Road. This existing culvert will be replaced to accommodate new ramp construction. The culvert will be replaced with a 30-inch, reinforced concrete pipe that will terminate on the east side of the northbound exit ramp. The culvert will be 222-feet in length. This culvert conveys an intermittent drainage swale to the Roy Delagrangre drain (Ely Run).

Culvert Description	Culvert B existing 36-inch pipe culvert, located under I-69, south of Union Chapel Road
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	Existing	Proposed
Culvert Type:	36-inch corrugated pipe culvert	42-inch corrugated pipe culvert
Culvert Width:	36 inch	42 inch
Culvert Height:	36 inch	42 inch
Culvert Length:	167 feet	400 feet

Remarks: Culvert B consists of a corrugated metal pipe culvert, located under I-69, approximately 275-feet south of Union Chapel Road. The existing culvert will be replaced with a 42-inch, concrete pipe culvert that will be 400-feet in length. This culvert will convey an unnamed, intermittent drainage swale to Roy Delagrangre drain (Ely Run).

Culvert Description	Culvert C existing 14-feet x 10-feet, 3 sided culvert, located under I-69, north of Union Chapel Road
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	Existing	Proposed
Culvert Type:	14-feet x 10-feet three sided culvert	14-feet x 10-feet three sided culvert
Culvert Width:	14 feet	14 feet
Culvert Height:	10 feet	10 feet
Culvert Length:	154 feet	extension length: 106 total culvert length with extension: 260 feet

Remarks: Culvert C consists of a three sided, concrete culvert, located under I-69, 1,260' north of Union Chapel Road. This culvert will be extended to accommodate new ramp construction. The culvert will be extended 51-feet to the west and 55-feet to the east for a total extension length of 106-feet. The culvert will be extended with a 14-feet x 10-feet, three sided, concrete culvert. This structure conveys the Belot legal drain under I-69.

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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 checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made for through-traffic dependent businesses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions will be made to accommodate any local special events or festivals.	<input checked="" 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: Traffic on I-69 will continue to have two lanes in each direction during construction. Lane widths will remain 12-feet but shoulder widths will be restricted during construction. Union Chapel Road will be closed to through traffic during construction. A local road detour will be available on Auburn Road, Dupont Road and Diebold Road.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$1,498,700.00 Right-of-Way: \$1,550,000.00 Construction: \$12,400,000.00 (2010)
\$13,100,000.00 (2012)

Anticipated Construction Start Date: 2012

RIGHT OF WAY:		
Land Use Impacts	Permanent	Temporary
Residential	7.33	0.23
Commercial	7.44	0.29
Agricultural	7.56	0.04
Forest	5.25	0.00
Wetlands	0.04	0.00
Other: Private golf course and utility property	1.70	0.03
TOTAL (Acres)	29.32	0.59

Remarks: The acquisition of right-of-way will be required for the completion of this project. Approximately 29.32 acres of permanent right-of-way will be required and approximately 0.59 acres of temporary right-of-way will be required. The existing right-of-way along Union Chapel Road varies from 13-feet to 16-feet feet on the south side and 40-feet on the north side of the roadway, west of I-69. On the east side of I-69, the right-of-way along Union Chapel Road varies from 54-feet to 50-feet on the south side and 50-feet to 40-feet on the south side of the roadway. Existing right-of-way along I-69 extends approximately 100-feet on either side of the interstate.

Advanced acquisition of right-of-way was conducted prior to the completion of the NEPA evaluation. This action did not exert influence on the selection of alternatives, the need for the project or the specific project location.

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

SECTION A – ECOLOGICAL RESOURCES

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Streams, Rivers, Watercourses & Jurisdictional Ditches	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
State Wild, Scenic or Recreational River	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: Two legal drains are located within the project limits. The Roy Delagrangre legal drain (Ely Run) is located south of Union Chapel Road, near the southern end of the project area and the Belot legal drain is located north of Union Chapel, near the northern project limits. Two, unnamed, intermittent drainage ways were also identified to be located within the project limits. Both of these waterways are located in the southeast quadrant of the project area and are tributaries to the Roy Delagrangre drain. All of these channels are hydrologically connected to the St. Joseph River, southeast of the project area. An Ordinary High Water Mark (OHWM) and a defined bed and bank were noted. Drainage in the project area is directed by the natural topography and is conveyed east/southeast towards the St. Joseph River. The project site is not located within the boundaries of the legally designated St. Joseph aquifer.

The Indiana Department of Natural Resources (IDNR), Division of Water was contacted as part of the Early Coordination process. The IDNR advised abstaining from work in the project waterways from the duration of April 1 through June 30 to avoid disturbance of fish spawning activities. Appropriately designed measures for controlling erosion must be implemented to prevent sediment from entering the waterways or leaving the construction area. In addition, all excavated material must be properly spread or removed from the project such that erosion and off-site sedimentation is avoided. All disturbed streambanks with slopes that are 3:1 or steeper must be protected with erosion control blankets or appropriate structural amendment. The IDNR letter is provided in Appendix B, pages B-14 to B-15. A copy of the outgoing early coordination letter that was sent to the regulatory agencies is included in Appendix B-1 to B-5.

Roadside ditches are also connected hydrologically to the St. Joseph River via the previously mentioned waterways. Authorization pursuant to Section 404 would be required for the placement of dredged or fill material into waters of the U.S. including Ely Run and its tributaries. Waterway impacts will be mitigated per resource agency recommendations and will be permitted in accordance with Sections 401 and 404 of the Clean Water Act during the final design phase of the project. It is estimated that approximately 6,179 square feet (924 linear feet) of waterway impacts will occur as a result of the project.

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

Remarks: The USGS 7.5 minute topographic map and the Indiana Geological Survey were reviewed for the presence of surface waters within the project area (see Appendix pages A-2, D-1). One residential pond is located in the northwest quadrant of the project are; however no impacts to this water body are expected to result from the proposed project. No other surface waters such as detention basins or lakes were identified in the project area.

Indiana Department of Transportation

County: Allen

Route: Union Chapel Road

Des. No. 0902222

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

Total wetland area: 0.04 acre(s)		Total wetland area impacted: 0.04 acre(s)		
Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
Area A	PEMC	0.04	0.04	N/A
Area B	PEMC	0.02	0.00	This wetland area will not be impacted by the project

Wetlands	<u>Documentation</u>		<u>OES Approval Dates</u>
	Yes	No	_____
Wetland Determination Report	<input type="checkbox"/>	<input type="checkbox"/>	_____
Wetland Delineation Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	December 16, 2010
USACE Isolated Waters Determination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No isolated wetlands present
Mitigation Plan	<input type="checkbox"/>	<input type="checkbox"/>	Under Development

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):	<u>Individual Wetland Finding</u>	
	Yes	No
Substantial adverse impacts to adjacent homes, business or other improved properties;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Substantially increased project costs;	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Unique engineering, traffic, maintenance, or safety problems;	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Substantial adverse social, economic, or environmental impacts, or	<input type="checkbox"/>	<input checked="" type="checkbox"/>
The project not meeting the identified needs.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: The National Wetland Inventory (NWI) map was reviewed for the presence of potential jurisdictional wetlands in the project area. No mapped NWI wetlands are located within the project area according to the Cedarville, IN Quadrangle NWI (Appendix A-5). Mr. Jason Hignite, of Beam, Longest and Neff (BLN) conducted a jurisdictional field investigation on April 6, 2010 to determine the presence of potential wetlands within the project area. Three areas were investigated as part of the investigation.

Area A (0.04 acre) is located along a small grassed swale in the southeast quadrant of I-69 and Union Chapel Road. This data point met all three of the established criteria for wetlands in accordance with the *1987 US Army Corps of Engineers Manual* and was considered to be a wetland. This wetland follows a vegetated conveyance depression coming from a culvert passing under I-69. The conveyance flows approximately 280' to the east where it exhibits defined bed and bank with an ordinary high water mark (OHWM). From this point, this stream flows approximately 1,000-feet into the Roy Delagrane drain, a tributary of the St. Joseph River.

Area B (0.02 acre) is located east of a farm homestead in the northeast quadrant of I-69 and Union Chapel Road. This data point met all three of the three established criteria for wetlands in accordance with the *1987 US Army Corps of Engineers Manual* and was considered to be a wetland.

Area C is located in the fallow pasture in the southeast quadrangle of I-69 and Union Chapel Road. This is a small depressional area that exhibited signs of standing water. The vegetation in this area is dominantly meadow fescue, not meeting vegetation criteria. Furthermore, the soils in this area do not exhibit wetland criteria. Though signs of standing water were evident, all three criteria were not met at this location. Therefore, this site was determined not to be a wetland.

In conclusion, two areas (Area A and B) met the requirements of a jurisdictional wetland as set forth by the *1987 US Army Corps of Engineers Manual*.

Indiana Department of Transportation

County: Allen

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Remarks: Only Wetland Area A will be impacted as a result of the proposed project. Approximately 0.04 acres will be impacted. The Wetland Determination Report was submitted to INDOT for review and approval in August 2010. The wetland impacts will be permitted in accordance with Sections 401 and 404 of the Clean Water Act during the design phase of this project. A copy of the complete Wetland Determination Report is included in Appendix G, pages G-1 to G-36.

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

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

Remarks: The existing land use consists of a combination of residential, commercial and agricultural land in the vicinity of this project. The northwest quadrant consists of residential parcels and forested area and the southwest quadrant is occupied with a private golf course facility. The northeast quadrant consists of a small farmstead and the southeast quadrant consists of vacant, fallow agricultural land. Approximately 7.33 acres of residential land and 7.44 acres of commercial land will be acquired to construct the project. 1.70 acres will be acquired from the golf course and 7.56 of fallow agricultural ground will be acquired. Approximately 0.04 acres of wetlands and 5.25 acres of wooded land will be impacted to complete the project.

General flora in the project area consists of deciduous hardwood and evergreen tree species. Ground cover adjacent to the I-69 consists mainly of meadow fescue and residential turf grass lawns. The golf course facility located in the southwest quadrant of the project area is landscaped with ornamental trees and small to moderate sized woody bush species. Animal species expected to be present in the area include, but are not limited to the following: white tail deer, ground squirrels, rabbits, chipmunks, groundhogs, occasional foxes, coyotes, and various native song bird species.

The initial response letter from the USFWS (Appendix B-6 to B-7) dated April 7, 2010, stated preference for the project alternative that has the least impact to the natural resources in the area. The USFWS stated that trees lost to the project will need to be replaced as close to the project area as possible. The USFWS concurs with the IDNR in regards to the minimum mitigation ratios for non-wetland forest losses, which consist of a 2:1 ratio for every acre of impact. Furthermore, if the forest loss is less than one acre, five trees are to be planted for each tree removed that has a diameter of ten inches or greater.

The USFWS also provided information regarding other projects in the immediate vicinity of the proposed interchange. The first project involved the Parkview Medical Center construction and the mitigation required as part of the 404 permit. The hospital was required to provide upland woodland mitigation for possible impacts to habitat for the Federally endangered Indian bat (*Myotis sodalis*). It was indicated that this mitigation was to be provided near the Roy Delagrang (Ely Run) legal drain and I-69. The USFWS advised that the location of this mitigation area be determined so that proposed interchange construction activities would not interfere with the mitigation area.

Karst	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Does the proposed project involve the Karst Region of Indiana?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Use the remarks table to identify any karst features within the project area.

Remarks: The project area is located within the general physiographic unit known as the Central Till Plain Natural Region. The Central Till Plain Natural Region is characterized by broad, gently undulating till plains flattened by the last glacial advance. The glacial advance left behind thick deposits of till and outwash that filled in the bedrock valleys. Bedrock materials beneath the project area consist of Devonian age dolomite and limestone. Mrs. Elayna Stoner Phillips and Mr. Jason Hignite of BLN conducted a field survey in March, 2010 to determine the presence of any unusual geological conditions in the project area. No karst features or other unusual geological conditions were observed in project area.

Indiana Department of Transportation

County: Allen

Route: Union Chapel Road

Des. No. 0902222

Remarks: The Indiana Geological Survey (IGS) was contacted during early coordination to determine if any problematic or unusual geological conditions exist in the project area. The IGS responded that no unusual or problematic geological issues are present in the project area (Appendix B-23). The project is not located within the designated karst area of the state as identified in the October 13, 1993 MOU.

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Threatened or Endangered Species				
Within the known range of any federal species?	X			X
Any critical habitat identified within project area?		X		
Federal species found in project area (based upon informal consultation)?		X		
State species found in project area (based upon consultation with IDNR)?		X		
Is Section 7 formal consultation required for this action?		X		

Remarks: As previously mentioned, the USFWS and the IDNR were contacted as part of the Early Coordination process. The USFWS indicated that the project is located within the range of the Federally endangered Indiana bat (*Myotis sodalis*) and the candidate eastern massasauga rattlesnake (*Sistrurus catenatus catenatus*) and rayed bean mussel (*Villosa fabalis*). There is no known habitat for the eastern massasauga rattlesnake or the rayed bean mussel in the project area. There may be suitable summer nursery habitat for the Indiana bat within the project study area. Additional coordination was conducted with the USFWS once the preferred alternative was selected and in a second letter dated May 18, 2010 (Appendix pages B-8 to B-9) the USFWS determined that the project is not likely to adversely affect these endangered or candidate species.

The IDNR determined that no endangered, threatened or rare plant or animal species have been documented in the immediate vicinity of the project (see Appendix B-14 to B-15). The IDNR provided guidance to minimize the loss of botanical, fish and wildlife resources as a result of the project. These measures included revegetating all disturbed areas as soon as possible upon project completion. In addition, the IDNR recommended abstaining from tree clearing during the time of April 1 to September 30 to avoid incidental takes of roost trees for the Indiana bat.

SECTION B – OTHER RESOURCES

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Drinking Water Resources				
Sole Source Aquifer (SSA)		X		
Is the Project in the St. Joseph Aquifer System?		X		
Is the FHWA/EPA SSA MOU Applicable?		X		
Initial Groundwater Assessment Required?		X		
Detailed Groundwater Assessment Required?		X		
Source Water Protection Area(s)		X		
Public Water System(s)	X			X
Residential Well(s)	X			X
Wellhead Protection Area		X		

Remarks: The project is not located within the legally designated St. Joseph Aquifer System, the known sole source aquifer in the state of Indiana (Appendix A-8). The IDEM Groundwater Section was contacted to determine if the proposed project is located in a wellhead protection area. IDEM responded on August 30, 2010 that the project is not located within a wellhead protection area (Appendix B-17). The residential dwellings located in the southwest, northwest and northeast quadrants of the project area are assumed to be equipped with drinking water wells.

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County: Allen

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Remarks: These parcels are also supplied with municipal drinking water via a 16 inch water main that runs parallel with Union Chapel Road. Six residential parcels located in the aforementioned quadrants will be acquired and subsequently demolished in order to complete the project. The water wells and any remaining septic systems will be properly abandoned per IDNR water resources directive. No impacts to the municipal water delivery system or drinking water resources are anticipated as a result of this project.

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Flood Plains				
Longitudinal Encroachment		X		
Transverse Encroachment		X		
Is the project located in a FEMA designated floodplain?	X			X
Homes located in floodplain within 1000' up/downstream from project.		X		

Remarks: *Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".*
 FEMA Flood Insurance Rate Map (FIRM) for the project area was reviewed (Appendix A-6). The project crosses the Ely Run floodplain designated as Zone X, as described by the Federal Emergency Management Agency (FEMA). Zone X is defined as Other Flood Areas which are areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. Zone X generally refers to an area that is determined to be outside the 100 and 500 year floodplains as opposed to Zone AE, which corresponds to areas inundated by 100 year flooding, for which base flood elevations have been determined. The construction of the entrance ramps to I-69 in the northeast quadrant of the project area will result in a transverse encroachment of flood Zone AE.

 The project proposes to replace existing drainage structures and as a result the project falls under a Category 4 Action. The assessment found that homes are located within the base floodplain; however, the proposed replacement structures would have an effective capacity such that backwater surface elevations are not expected to significantly increase. There would be no significant adverse impacts on natural and beneficial floodplain values; no significant change in flood risks; and no significant increase in potential for interruption or termination of emergency service or emergency evacuation routes. Therefore, it has been determined that these encroachments are not significant. A hydraulic design study will be completed during the preliminary design phase for the new culvert installations. A construction in floodway permit will be required for this project and formal approval by the IDNR under the regulatory programs administered by the Division of Water will not be required.

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Farmland				
Agricultural Lands	X			X
Prime Farmland (per NRCS)	X			X
NRCS-CPA-1006 Form scored ≥ 160 ?		X		

Remarks: *Provide the NRCS score and state whether there is a significant loss of farmland as a result of the project.*
 As required by the Farmland Protection Policy Act, the Natural Resources Conservation Service (NRCS) was sent early coordination information for the project. The NRCS indicated that the project will cause a conversion of prime farmland (see Appendix B-12 to B-13). The Form NRCS-CPA-106 was completed and the total point value assigned to the project was 93. As required by the Farmland Protection Policy Act, the NRCS has been coordinated with and the Form NRCS-CPA-106 has been completed. Since this project received a total point value of less than 160 points, this site will receive no further consideration for farmland protection. No other alternatives other than those already discussed in this document will be considered without a re-evaluation of the project's potential impacts upon farmland. This project will not have a significant impact to farmland.

Indiana Department of Transportation

 County: Allen

 Route: Union Chapel Road

 Des. No. 0902222
SECTION C – CULTURAL RESOURCES

	Category	Type	
Minor Projects PA Clearance	<input type="checkbox"/>	<input type="checkbox"/>	INDOT Approval Dates
Results of Research	<u>Eligible and/or Listed Resource Present</u>		
	Yes	No	
Archaeology	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
History/Architecture	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
NRHP Buildings/Site(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
NRHP District(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
NRHP Bridge(s)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

	Yes	Not Applicable	
Project Effect			SHPO/OES/FHWA Approval Dates
No Historic Properties Affected	<input checked="" type="checkbox"/>	<input type="checkbox"/>	INDOT/OES October 7, 2010
No Adverse Effect	<input type="checkbox"/>	<input checked="" type="checkbox"/>	SHPO November 10, 2010
Adverse Effect	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

	Yes	Not Applicable	
Documentation			SHPO/OES/FHWA Approval Dates
Historic Properties Short Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Historic Property Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	INDOT/OES August 19, 2010
Archaeological Records Check/ Review	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SHPO September 14, 2010
Archaeological Phase Ia Survey Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	INDOT/OES August 12, 2010
Archaeological Phase Ic Survey Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	SHPO September 14, 2010
Archaeological Phase II Investigation Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Archaeological Phase III Data Recovery	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
APE, Eligibility and Effect Determination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	INDOT/OES October 7, 2010
800.11 Documentation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SHPO September 14, 2010
Memorandum of Agreement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

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.

Indiana Department of Transportation

County: Allen

Route: Union Chapel Road

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Remarks:

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), consulting parties were invited to participate in 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.

Determination of the Area of Potential Affect (APE): An Area of Potential Effect (APE) was established for the proposed project as part of Historic Properties Report. The APE is the area in which an undertaking may cause direct or indirect changes in character or use of a historic property. The boundary of the APE is determined through the consideration of the effect of the undertaking in respect to visual and audible intrusions, changes in traffic patterns and alterations in land use or public access. The APE was developed in regard to the scope of the project. The boundaries of the APE extended approximately one half mile to the north and south of the project location and approximately one half mile to the east and west of the project location (see Appendix C-12).

Coordination with Consulting Parties: In accordance with 36 CFR 800.2(c), consulting parties were invited to participate in 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. Each organization was sent a copy of the early coordination packet and formally invited to become a consulting party. On March 19, 2010 the following agencies were invited to become consulting parties for the project. Those organizations that accepted the invitation are identified in bold print; no additional return invitations or comments from the remaining organizations were received.

Federal Highway Administration

INDOT: Fort Wayne District

Indiana State Historic Preservation Officer

Allen County Historian

Allen County Courthouse Preservation Trust

Allen County/Fort Wayne Historical Society

ARCH, Inc./Fort Wayne Historic Preservation Review Board

Fort Wayne Historic Preservation Review Board

Indiana Landmarks

Indiana Lincoln Highway Association, Inc

Indiana Historical Bureau

Indiana Historical Society

Archaeology: In July 2010 an archaeological field reconnaissance and records check and was conducted by Weintraut & Associates, Inc. The field reconnaissance revealed that no archaeological sites eligible for or listed on the NRHP were present in the immediate vicinity of the project. The land adjacent to Union Chapel Road was found to be highly eroded and disturbed by previous construction activities. The report recommended the project be allowed to proceed without additional investigation. The report was submitted to INDOT OES for review prior to SHPO submission. On August 12, 2010 the INDOT approved the report and it was subsequently submitted to SHPO for concurrence. The SHPO concurred with the archaeological assessment in a letter dated September 14, 2010 (Appendix C-26 to C-27).

Historic Properties: On March 1, 2007 the FHWA and INDOT established a policy of only accepting Section 106 documentation prepared by qualified professionals meeting the *Secretary of Interior's Professional Qualification Standards*. In accordance with this policy, Weintraut & Associates, Inc., who meet the above mentioned standards, was selected to complete the Section 106 documentation for the proposed project. In August 2010, Weintraut & Associates, Inc. completed the Historical Properties Report (HPR) (C-29 to C-30). Maps and inventory site records were reviewed for the historic properties records check at the Department of Natural Resources, Division of Historic Preservation and Archaeology. Also, the databases for the NRHP and the Indiana Register of Historic Sites and Structures (IRHSS) and the *Allen County Survey* were researched to identify historic resources within the proposed APE.

Indiana Department of Transportation

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Remarks:

The project area was evaluated for additional historic resources during the field check to evaluate the integrity and apply the National Register criteria to recognized historic properties and potential historic properties. The site visit was also undertaken to document historic properties that may have been omitted from existing survey information or historical databases and to analyze whether or not any previously surveyed or otherwise identified properties in the APE may have come of age that they would warrant consideration for the NRHP.

It was determined that no buildings or structures listed or eligible for inclusion on the NRHP were identified within the APE. The HPR was submitted to the Indiana Department of Transportation (INDOT), Cultural Resources Section (CRS), for review and concurrence on August 12, 2010. The INDOT, CRS, accepted the report on August 19, 2010 (Appendix C-25). Subsequently the HPR was submitted to the SHPO and participating consulting parties on August 19, 2010 for a 30 day review. The SHPO concurred in the findings of the report in a letter dated September 14, 2010 by indicating that they have not identified any historic buildings, structures, districts, objects, or archaeological resources listed in or eligible for inclusion on the NRHP within the probable APE (Appendix C-26 to C-27). No other comments were received from the participating consulting parties. Subsequently, it was recommended that the project receive a "No Historic Properties Affected" determination.

In October 2010, the "No Historic Properties Affected" finding was submitted to INDOT and on October 7, 2010, the INDOT, acting on the FHWA's behalf, approved the "No Historic Properties Affected" determination (Appendix C-1). Following this finding, the effect documentation was provided to the SHPO and participating consulting parties for a 30-day review period. In a letter dated November 10, 2010 the SHPO concurred with the "No Historic Properties Affected" determination (Appendix C-31).

Public Involvement: In accordance with 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), an advertisement was placed in Ft. Wayne Journal Gazette and The News Sentinel on October 13, 2010 to solicit comments on the "No Historic Properties Affected" determination. No comments were received by the established deadline of November 12, 2010 and as such the 106 process was concluded. A copy of the legal notice and publishers claim are provided as Appendix C-32 to C-34. A copy of the outgoing early coordination letter as provided to the consulting parties is presented as Appendix C-7 to C-10. The one consulting party response form received in response to the early coordination efforts is provided in Appendix C-6.

Indiana Department of Transportation

County: Allen

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SECTION D – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	<u>Presence</u>		<u>Use</u>		<u>FHWA / OES Approval/dates</u>
	Yes	No	Yes	No	
Parks & Other Recreational Land					
Publicly owned park	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Publicly owned recreation area	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Programmatic Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Individual Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
“De minimis“ Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	<u>Presence</u>		<u>Use</u>		<u>FHWA / OES Approval/dates</u>
	Yes	No	Yes	No	
Wildlife & Waterfowl Refuges					
Federal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
National Wildlife Refuge	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
State	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
State Fish & Wildlife Area – recreation or refuge areas only	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Programmatic Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
“De minimis“ Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	<u>Presence</u>		<u>Use</u>		<u>FHWA / OES Approval/dates</u>
	Yes	No	Yes	No	
Historic Properties					
Sites eligible and/or listed on the NRHP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Programmatic Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
“De minimis“ Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

	Yes	No	Yes	No
Section 6(f) Involvement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discuss Programmatic Section 4 (f) and De minimis Section 4(f) impacts in the remarks section below.

Remarks: Section 4(f) resources consist of public recreation facilities, wildlife refuges or historical resources that are eligible for or listed on the National Register of Historic Places. One recreational facility was identified to be located in close proximity to the project area. The Autumn Ridge Golf Course is located in the southwest quadrant of Union Chapel Road and I-69.

The applicability of Section 4(f) to a golf course depends on the ownership of the golf course. There are generally three types of golf courses: publicly owned and open to the general public, privately owned and open to the general public and finally, privately owned and for the use of members only. Section 4(f) would apply only to those golf courses that are publicly owned, open to public and determined to be significant recreational areas. The Autumn Ridge Golf Course is a privately owned facility that is open to the general public; therefore this facility is not subject to Section 4(f) protection and is not considered a Section 4(f) resource.

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks: Coordination with the Indiana Department of Natural Resources (IDNR) Division of Outdoor Recreation, determined that no Section 6(f) resources are located within the immediate vicinity of the project area (Appendix B-16).

Indiana Department of Transportation

County: Allen

Route: Union Chapel Road

Des. No. 0902222

SECTION E – AIR QUALITY

Air Quality

Conformity Status of the Project

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

	Yes	No
Is the project in an air quality non-attainment or maintenance area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If YES, then:		
Is the project in the most current MPO TIP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is the project exempt from conformity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If NO then:		
Is the project in the Transportation Plan (TP)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is a hot spot analysis required (CO/PM)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Remarks: Allen County has been designated a maintenance area for 8-hour ozone standard by the US EPA on February 12, 2007; however, Allen County is in attainment for all other critical pollutants. The project is accurately reflected in the Northeastern Indiana Regional Coordinating Council (NIRCC) amendment to the 2030-II Regional Transportation Plan and the FY 2011-2014 Transportation Improvement Program (TIP) (Appendix F, pages F-5 and F-6). NIRCC conducted a conformity analysis with the amendment information for the 2030 II Transportation Plan and found the amendment to conform to the State Implementation Plan mobile source budget (Appendix F, pages F-1 to F-4). The project is not considered to be regionally significant and it can therefore be concluded that the project will have no significant impact on air quality. Therefore, the conformity requirements of 40 CFR 93 have been met.

SECTION F - NOISE

Noise

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

	Yes	No
Is a noise analysis required in accordance with FHWA regulations and INDOT's noise policy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

OES Approval of Noise Analysis

No	Yes/ Date

Remarks: Traffic Noise
 This analysis is developed to determine the traffic noise levels, noise impacts and the feasibility of potential noise mitigation measures associated with the proposed construction of the new interchange at I-69 and Union Chapel Road, Allen County, Indiana.

This action is considered a Type 1 project, as it involves the construction of a new interchange. Therefore, in accordance with 23 CFR 772 and the *INDOT Traffic Noise Policy* (February 2007), this action does require a formal noise analysis. This analysis determines the traffic noise levels, noise impacts and the feasibility of potential noise mitigation measures associated with the proposed construction of the new interchange. Existing and future year traffic noise levels were determined in accordance with 23 Code of Federal Regulations (CFR) Part 772- *Procedures for Abatement of Highway Noise and Construction Noise* and the *INDOT Traffic Noise Policy* (February 2007). Ambient noise measurements and traffic counts were taken in the field at four locations within the study area. The locations for the field measurements were determined through coordination with the Indiana Department of Transportation. The field measurements were used to validate the traffic noise model.

The existing and design year noise levels were predicted with a formal noise analysis using the Federal Highway Administration (FHWA) Traffic Noise Modeling Version 2.5 (TNM 2.5) computer software program. The design year (2032) build noise levels noise levels for the 29 identified receivers within the project range from 56.6 dBA to 70.8 dBA.

Indiana Department of Transportation

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Remarks: Of the receivers analyzed within the I-69 and Union Chapel Road project area, there were 5 receivers that approach or exceed the FHWA Noise Abatement Criteria (NAC). Of those receivers that approach or exceed the NAC, all are residential dwellings. The traffic noise analysis indicated that there are no substantial increases in traffic noise with dBA exceeding the NAC by greater than 15 dBA, as defined by the INDOT *Traffic Noise Policy*. The project does have traffic noise impacts.

Due to the identified impacts, noise abatement measures were evaluated including traffic noise barriers, traffic management measures (truck restrictions), alteration of vertical and horizontal alignments, acquisition of property for buffer zones and insulation of public buildings or non-profit institutional structures.

There were seven impacted receivers (No. 7, 8, 10, 21, 28 32 and 33) in the southwest and northwest quadrants. Noise wall analysis for the seven impacted receivers is under investigation. A final determination will be made prior to the final environmental document approval.

The other forms of traffic noise abatement measures including traffic management measures, the alteration of vertical or horizontal alignments and the acquisition of adjacent property to create buffer zones were determined not to be reasonable for this project. The project area does not contain any public use or non-profit institutional structures.

The identified land uses and activities adjacent to the project corridor will be affected by the noise generated from power-operated equipment utilized during construction. To minimize these noise impacts, construction equipment should be operated in compliance with all applicable local ordinances and regulations pertaining to construction noise. Also, restricting construction activities to daytime working hours may help minimize construction noise impacts during sleeping hours.

The results of the noise analysis will be incorporated into the project environmental document and will also be provided to local government officials that have jurisdiction over the land use in the project area. An estimated 66 dBA line is included on the attached aerial display.

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.)?

Yes	No
X	
	X
	X
	X

Remarks: Social Effects
 Temporary: inconvenience associated with construction such as increased travel times, possible utility interruptions, construction noise and fugitive dust should be anticipated.
 Permanent: Construction of the new structure will provide unobstructed access to the area by public utilities, fire, police and emergency services.

Economic Effects (taxes)
Permanent: The land acquired for permanent right-of-way will be removed from the county tax base; however, the effects of this decrease in taxable property would not result in a significant loss to the overall county income.

Temporary: There will be temporary inconvenience associated with construction activities, including increased travel times, delays, disruptions of normal travel patterns, possible utility interruptions and impacts from construction noise and fugitive dust. There may be some impact to community events by disruption of the existing roadways in the project area. These disruptions can be reduced by coordination between the project contractors and local officials and implementing the Maintenance of Traffic (MOT) plan for the project.

Indiana Department of Transportation

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Indirect and Cumulative Impacts

Will the proposed action result in substantial indirect or cumulative impacts? **Yes** **No**

Remarks: Indirect impacts are caused by the proposed action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

A "cumulative impact" is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

The project is located in a somewhat rural area. Currently, Union Chapel Road has no access to I-69, thus limiting the potential for secondary growth and induced growth. With the anticipation of the proposed interchange, indirect impacts in this area were evaluated for land use, secondary growth, and induced growth.

Minimal induced growth around the Union Chapel Road interchange is possible; however, the Parkview Medical Center already has an expansion underway that will ultimately monopolize the majority of the area in the southeast quadrant of the interchange and would not be considered growth resulting from the project. To the southwest of the interchange is the Autumn Ridge golf facility and residential subdivision. This land is not likely to be converted to commercial development as a result of the project. It is reasonable to assume that an increase in commercial development at the new interchange location will occur in the future. As land is rezoned for commercial use and residential parcels are sold, commercial development may become the predominate land use in the immediate vicinity of the interchange.

Impacts associated with commercial land development and increased population density would include: loss of natural habitat and the associated side effects such as increased water pollution from parking lot run off and loss of plant and animal diversity. Population density could be considered a cumulative impact that would result from land use changes. The land in the vicinity of the interchange may become more valuable for large scale housing developments due to the convenience of nearby interstate access. This could result in the loss of agricultural land several miles in any direction to the interchange site. Travel patterns may be expected to change as the community has other alternatives to move around the area and avoid traffic congestion at other locations. Indirect impacts associated with travel pattern changes may include increase air quality concerns further away from the immediate area of the project.

Public Facilities & Services

Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation or pedestrian and bicycle facilities? **Yes** **No**

Remarks: The proposed project may have temporary inconveniences associated with construction; however, construction will be conducted in phases to facilitate the ability of traffic to utilize the roadways. No substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation or pedestrian and bicycle facilities are anticipated. The new interchange will enhance unobstructed access to the area by fire, police and emergency services. In particular, enhanced travel to the newly constructed Parkview Medical Center located immediately south of the new interchange will occur as a result of this project.

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Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Are any EJ populations located within the project area?

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

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

Remarks:

Environmental Justice
 Under Title VI, this project is required to ensure that no person on the grounds of race, color, or natural origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under this activity. Under Executive Order (EO) 12898, this project must identify and address, as appropriate, disproportionately high and adverse human or environmental effects on any known minority populations and low-income populations.

The Indiana Categorical Exclusion Manual (March 2009) prepared by the INDOT indicates that a full analysis to identify minority and low income populations, or environmental justice populations, is warranted if a project involves 0.5 acre or more of right-of-way or two or more relocations. As proposed, the project will require more than two relocations and more than the acquisition of 0.5 acres of permanent right-of-way. Therefore, in an attempt to identify minority and low income populations in the project area, demographic data from the US Census Bureau's 2000 Census was compiled. The detailed data tables and the specific Census Tract maps obtained from the 2000 decennial Census data is contained in Appendix E.

To assess the data and determine the presence of environmental justice populations the following criteria was applied per the Indiana Categorical Exclusion Manual (March 2009). Affected communities that consist of more than 50% minority or low populations income were designated as environmental justice populations. All other affected communities were designated an environmental justice population if the low income or minority population was 25% higher than the population in the community of comparison (COC). Environmental justice populations were presumed to be present if the AC values exceeded the threshold.

The COC for this study is the City of Ft. Wayne. In the case of this analysis, the focus area of concern consists of the neighborhoods located immediately adjacent to the proposed interchange construction project. The designated affected communities (AC) consist of Census Tract 103.01, Block Group 3, Census Tract 103.04, Block Groups 1 and 2. The results of the environmental justice analysis appear in the following table.

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Minority by Race	Block Group 3 Census Tract 103.01	Block Group 1 Census Tract 103.04	Block Group 2 Census Tract 103.04	City of Ft. Wayne COC
Total	3,518	1,290	1,710	205,727
Black or African American alone	44	30	12	35,391
American Indian & Alaska Native alone	9	0	0	653
Asian alone	45	10	21	3,156
Native Hawaiian & other Pacific Islander	1	0	0	73
Some other race alone	1	1	5	470
Two or more races	25	10	6	3,732
Hispanic or Latino	47	12	10	11,884
Poverty Status				
Total	3,505	1,211	1,559	201,459
Income below poverty level	39	30	12	25,204
Elevated Populations				
Percent Minority	4.9%	4.9%	3.2%	26.9%
Minority: 125% of COC				33.6%
AC>125% of COC	No	No	No	
Percent Low-Income	1.1%	2.5%	0.8%	12.5%
Low-Income: 125% of COC				15.6%
AC>125% of COC	No	No	No	
Number of Relocations	2	0	4	

The demographic and impact analysis has revealed that no environmental justice populations are present in the immediate project area. It does not appear that any disproportionate impacts will result from the project. Six residential relocations will be necessary to complete the project. No businesses or farms will be affected as a result of the right-of-way purchases. An aerial photograph illustrating the geographic location of the parcels is provided in Appendix E, page E-8. In addition, ground level photographs of the individual residences have also been provided in Appendix E, pages E-9 and E-10.

Relocation of People, Businesses or Farms:

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

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

Is a business needs survey required?

Number of relocations: Residences: 6 Businesses: 0 Farms: 0 Other: 0

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Remarks:

One of the generally unavoidable impacts often associated with projects of this magnitude is the relocation of residences and businesses. The acquisition and relocation program will be conducted in accordance with 49 CFR 24 and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources are available to all residential and business relocatees without discrimination. No person displaced by this project will be required to move from a displaced dwelling unless comparable replacement housing is available to that person.

A relocation agent will assist the displaced in determining their housing needs, as well as the need for additional services. Information will be made available concerning federal and state housing programs, disaster loan programs and other federal and state agencies offering assistance to displaced persons. The displaced will be offered assistance in searching for and locating decent, safe, and sanitary replacement property. Replacement housing payments in the form of purchase supplements, rent supplements and down payment assistance will be available if the displaced qualifies for such benefits. The displaced occupant(s) can choose to be reimbursed for moving expenses based on actual expenses or based on a fixed rate. The use of Last Resort Housing Funds may be necessary for larger than anticipated replacement housing payments or larger than normal rent supplement payments.

A displaced business or non-profit organization will receive assistance in locating a replacement site and certain related moving expenses. A commercial displacement may also qualify for reimbursement for loss of personal property, relocation searching expenses, and reestablishment expenses. A relocation agent will assist the commercial displaced in determining their eligibility for additional reimbursements on a case-by-case basis. This survey examined the potential for individuals who may require special relocation assistance associated with the acquisition of these properties. This information has been field verified. Based on these observations, there do not appear to be any disabled persons at these residences requiring special relocation assistance. As the project advances into final design and right-of-way acquisition, further investigations must be made to determine impacts to these populations and the needs of the displaced.

Despite the relocations of the individual(s)/family(ies), there does not appear to be a need to reestablish family or social relationships. Shopping habits and customer service areas could change depending upon the geographical area of relocation however, the magnitude of this impact would be somewhat diminished in that our society is automobile-oriented. Acquisition of the additional right-of-way would not appreciably affect the property tax base of the city. The displacee(s) would be relocated, thereby mitigating the loss of those tax revenues generated from this existing property. Remnant parcels from the right-of-way acquisition, if any, would become the property of the city for their maintenance and disposition.

No other special relocation considerations are required due to special composition of neighborhoods, public facilities, non-profit organizations, or families. These relocations are not expected to place a burden on police or fire service districts or emergency access. The proposed project would not divide or disrupt the affected neighborhood or community or the neighborhood to which the displacee(s) are relocated. It is anticipated that these relocations could occur within the vicinity of the current location and into comparable neighborhoods and communities.

A review of the residential real estate listings in October 2010, for a five mile radius of the project area, showed that there were a reasonable number of homes for sale which fell into the price range of \$130,000 to \$200,000. This data was analyzed for the initial relocation survey and does not reflect current real estate or market conditions. Current real estate data will be analyzed to assist all displaced individuals in finding suitable and comparable real estate.

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SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES
Documentation

	<u>Yes</u>	<u>No</u>
Red Flag Investigation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hazardous Materials Site Assessment Form	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Phase I Initial Site Assessment (ISA)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Phase II Preliminary Site Investigation (PSI)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Design/Specifications for Remediation required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<u>No</u>	<u>Yes/ Date</u>
OES Review of Investigations	<input checked="" type="checkbox"/>	

Include a summary of findings for each investigation.

Remarks: The INDOT completed a Red Flag Survey in November 2009 to determine the presence of potential hazardous material sites in the vicinity of the project area (Appendix D, pages D-1 to D-8). The results of the Red Flag Survey confirmed that no hazardous material sites, special geological conditions, religious or educational facilities are located in the immediate vicinity of the proposed project footprint. The Red Flag Survey did reveal the presence of potential wetland areas located east of I-69 and a recreational facility (golf course) was identified in the southwest quadrant of I-69 and Union Chapel Road. The Survey identified one area that may require a Phase I; however, since that facility is not located within the project limits, a Phase I was not recommended. No additional recommendations in regards to hazardous materials are necessary at this time.

SECTION I – PERMITS CHECKLIST

	<u>Required</u>	<u>Not Required</u>
Army Corps of Engineers (404/Section 10 Permit)		
Individual Permit (IP)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Nationwide Permit (NWP)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Regional General Permit (RGP)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pre-Construction Notification (PCN)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>	<input checked="" type="checkbox"/>
IDEM		
Section 401 WQC	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Isolated Wetlands determination	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Rule 5	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetland Mitigation required	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Stream Mitigation required	<input checked="" type="checkbox"/>	<input type="checkbox"/>
IDNR		
Construction in a Floodway	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Navigable Waterway Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lake Preservation Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Mitigation Required	<input type="checkbox"/>	<input checked="" type="checkbox"/>
US Coast Guard Section 9 Bridge Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (Please discuss in the Remarks section below)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Remarks: The following permits will be required for the proposed project:
In compliance with the Clean Water Act, a 404 Regional General Permit (RGP) will be required and obtained from the US Army Corps of Engineers for the placement of fill or dredged materials into the waters of the US.

In addition a 401 Individual Water Quality Certification Permit will be obtained for the impacts to the Ely Run and its unnamed tributaries. The wetland impacts and will be also permitted in accordance with Sections 401 and 404 of the Clean Water Act during the design phase of this project.

An IDNR Construction in a Floodway Permit will also be required for this project. This permit will be obtained prior to the initiation of construction. It is the responsibility of INDOT or their agent (Beam, Longest and Neff, L.L.C.) to obtain the required permits for this project. Once the permits are obtained they must be submitted to the INDOT Contracts Division prior to the construction of the project.

SECTION J- ENVIRONMENTAL COMMITMENTS

Information below must be included on Commitments Summary Form. List all commitments, indicating which are firm and which are optional.

Remarks: The following mitigation measures are firm and will be included in the final construction specifications.

1. Any work in a wetland area within INDOT's right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. INDOT, OES-Ecology (FIRM)
2. If permanent or temporary right-of-way is determined to be required, the Office of Environmental Services will be contacted immediately. INDOT, OES-Ecology (FIRM)
3. 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 and that the discovery must be reported to the Division of Historic Preservation and Archaeology within two (2) business days. INDOT Cultural Resources (FIRM)
4. If any potential hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. IDEM (FIRM)
5. Reasonable precautions shall 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 other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized. IDEM (FIRM)
6. Asphalt plants will be permitted to operate properly. The use of cutback asphalt or asphalt emulsion containing more than 7% oil distillate is prohibited during the months of April through October. IDEM (FIRM)
7. 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 (FIRM)
8. 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 (FIRM)
9. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches in diameter, living or dead, with loose hanging bark) from April 1 through September 30. IDNR (For Consideration)
10. Use a minimum average 6 inch rip rap stone extended below the normal water level to provide habitat for aquatic organisms. IDNR (FIRM)

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Remarks:

11. All excavated material must be properly spread or completely removed from the project site such that erosion and off-site sedimentation of the material is prevented. IDNR (For Consideration)
12. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site: maintain these measures until construction is complete and all disturbed areas are stabilized. IDNR (FIRM)
13. If impacts to a non-wetland, riparian area are less than 1 acre, plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter-at-breast height. IDNR (For Consideration)
14. Do not excavate or place fill in any riparian wetland. IDNR (FIRM)
15. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets or use an appropriate structural armament; seed and apply mulch on all other disturbed areas. IDNR (FIRM)
16. No open burning of construction wastes will be permitted without proper variance from IDEM. IDEM (FIRM)
17. Vegetative wastes must be removed to a registered yard waste composting facility or may be chipped or shredded with composting on site. The finished compost can then be used as a mulch or soil amendment. However, IDEM must be contacted (317-232-0066) if more than 2,000 pounds is to be composted. Vegetative wastes (leaves, twigs, branches, limbs, tree trunks, and stumps) can also be buried onsite. IDEM (For Consideration)
18. 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 3-5 years precautionary measures must be taken to avoid an outbreak of histoplasmosis. IDEM (For Consideration)
19. 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. IDEM (For Consideration)
20. All facilities slated for renovation or demolition (except residential buildings that have 4 or fewer dwelling units) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of demolition activities. If regulated asbestos-containing material that may become airborne is found, any subsequent demolition or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements. All demolition projects will be reported to the Office of Air Management at least 10 days prior to demolition per Section 326 of the Indiana Administrative Code (IAC): 326 IAC 14-2 Emission Standards for Asbestos; 327 IAC 14-10 Emission Standards for Asbestos; Demolition and Renovation Operations: and 326 IAC 18-1 and 18-3 Asbestos Personnel Accreditation Rules.
21. As a result of planned bridge replacement activities, the potential for lead-based paint exposure exists. The contractor responsible for the bridge dismantling activities will be made aware of the potential for lead-based paint exposure and appropriate precautions will be taken to avoid the release of lead-based paint into the environment. Appropriate worker training and applicable precautions will be utilized on the job site to protect workers involved with dismantling painted portions of the bridge.

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County: Allen

Route: Union Chapel Road

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SECTION K- EARLY COORDINATION

Remarks: Early coordination was initiated on March 19, 2010 with applicable federal, state, and local agencies. A copy of the outgoing early coordination letter is included in Appendix B-1 to B-5. The agencies that were contacted and the date on which they replied is identified below.

EARLY COORDINATION RECIPIENTS	RESPONSE RECEIVED	APPENDIX
USFWS, Bloomington Field Office	April 7, 2010 April 22, 2010	B-6 to B-7 B-8 to B-9
USACE, Detroit District	April 22, 2010	B-10 to B-11
NRCS	March 23, 2010	B-12 to B-13
US Department of the Interior, National Park Service	No comment	
IDNR Division of Water	June 30, 2010	B-14 to B-15
IDNR Division of Outdoor Recreation	March 26, 2010	B-16
IDEM - Groundwater Section	January 29, 2010	B-17
IDEM electronic response	April 16, 2010	B-18 to B-22
Indiana Geological Survey	March 29, 2010	B-23
INDOT – Office of Aviation	March 26, 2010	B-24
INDOT – Ft. Wayne District Office	March 29, 2010	B-25

Organizations represented in bold accepted the invitation to be participatory consulting parties.

SECTION 106 CONSULTING PARTIES
Federal Highway Administration
INDOT, Office of Environmental Services – Cultural Resources Section
IDNR, Division of Historic Preservation & Archaeology (SHPO)
Allen County Historian
Allen County Courthouse Preservation Trust
Allen County/Fort Wayne Historical Society
ARCH, Inc./Fort Wayne Historic Preservation Review Board
Fort Wayne Historic Preservation Review Board
Indiana Landmarks
Indiana Lincoln Highway Association, Inc
Indiana Historical Bureau
Indiana Historical Society

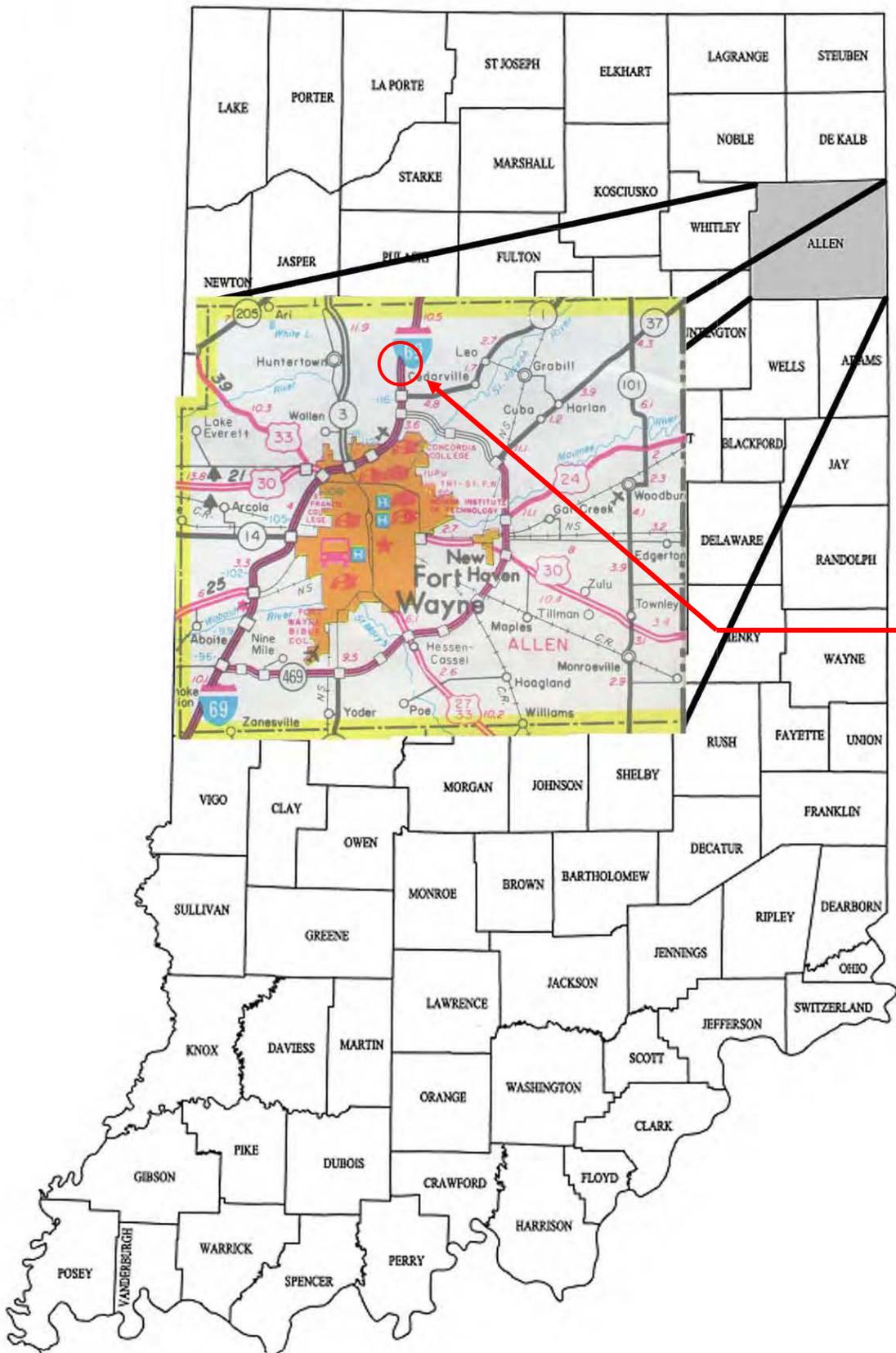
APPENDICES

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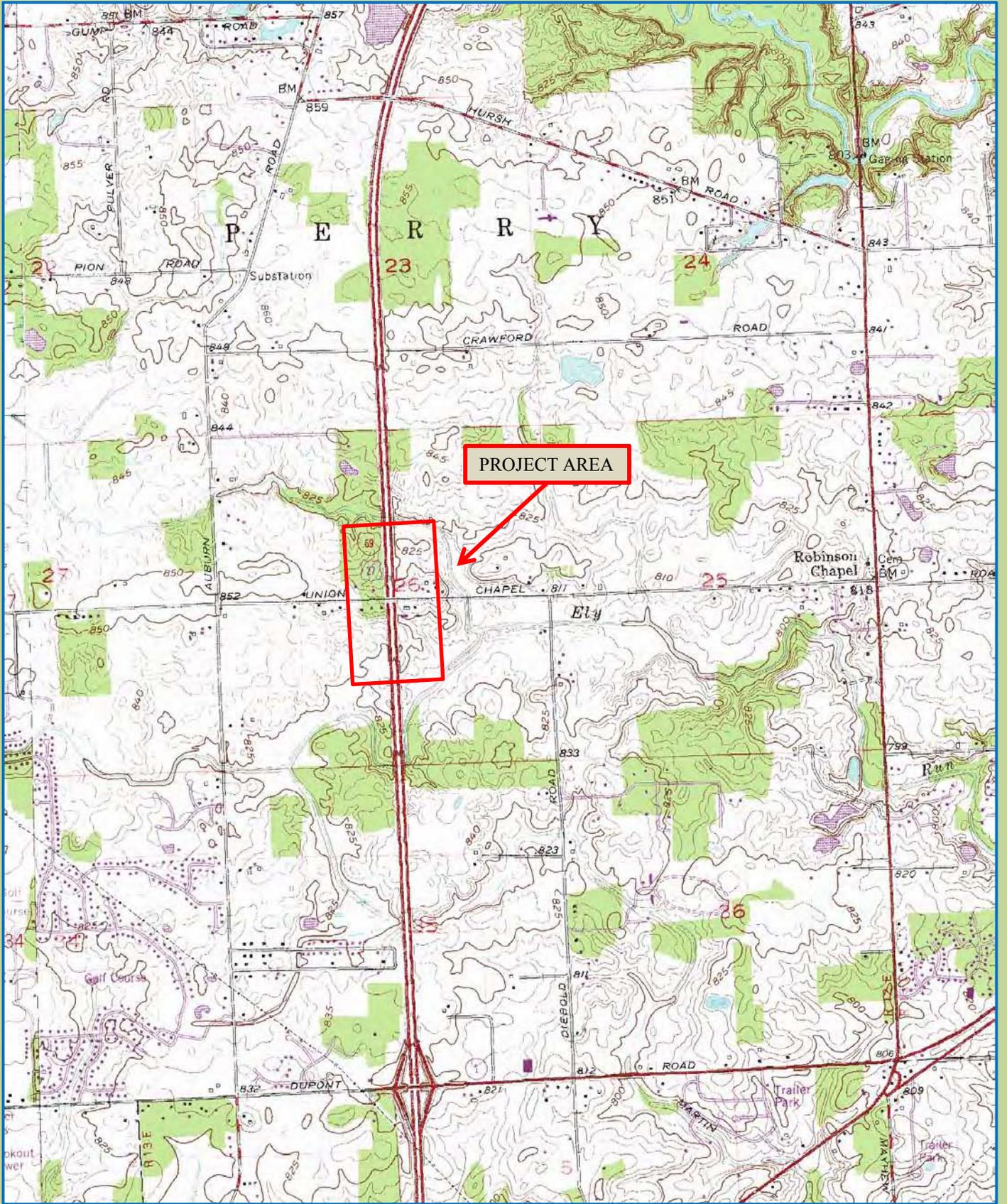
Appendix A	Exhibits
Appendix B	Early Coordination
Appendix C	Section 106
Appendix D	Red Flag Survey
Appendix E	Environmental Justice and Relocation
Appendix F	Air Conformity
Appendix G	Wetland Report
Appendix H	Noise Analysis

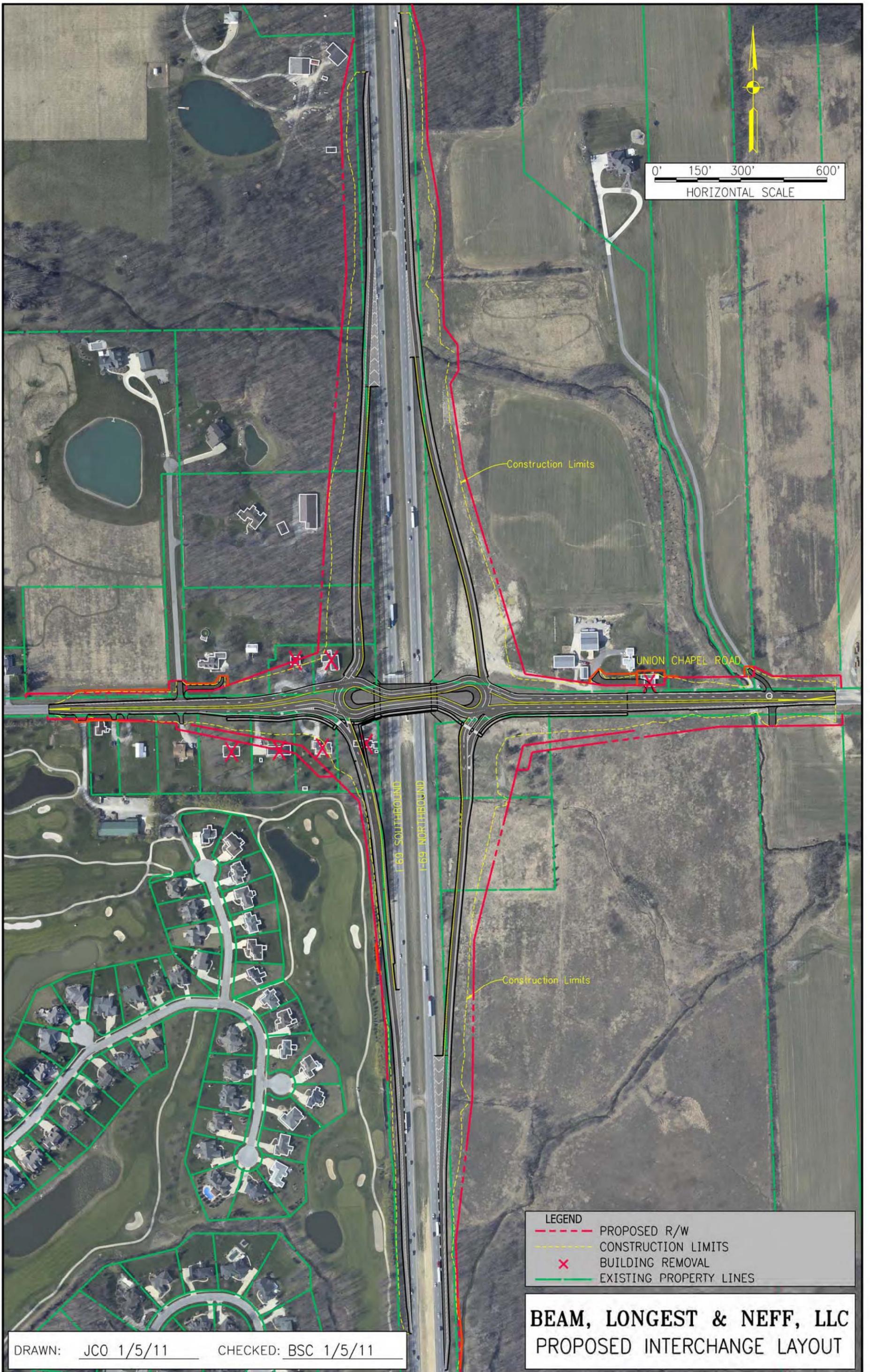
APPENDIX A

Exhibits



PROJECT
AREA



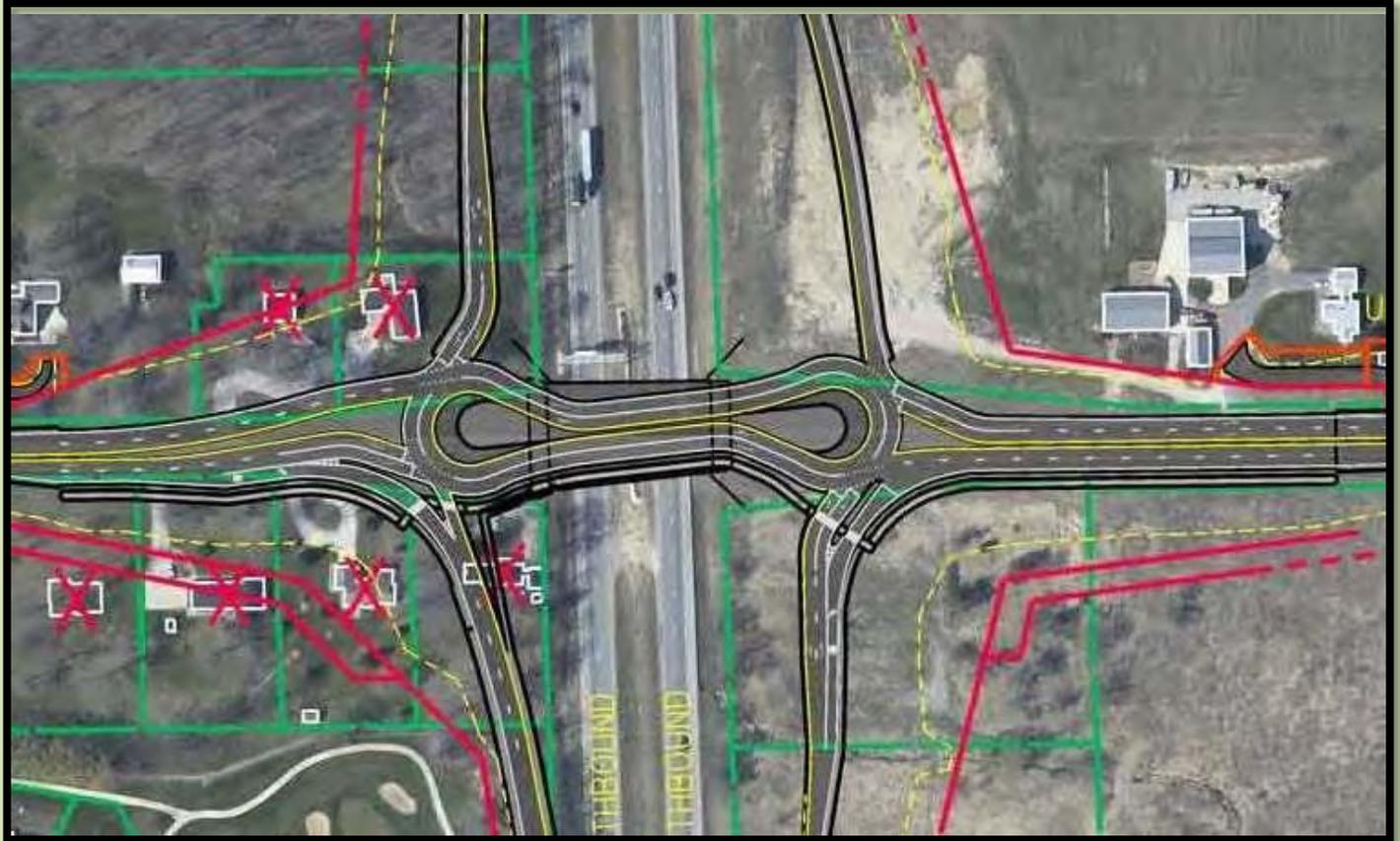


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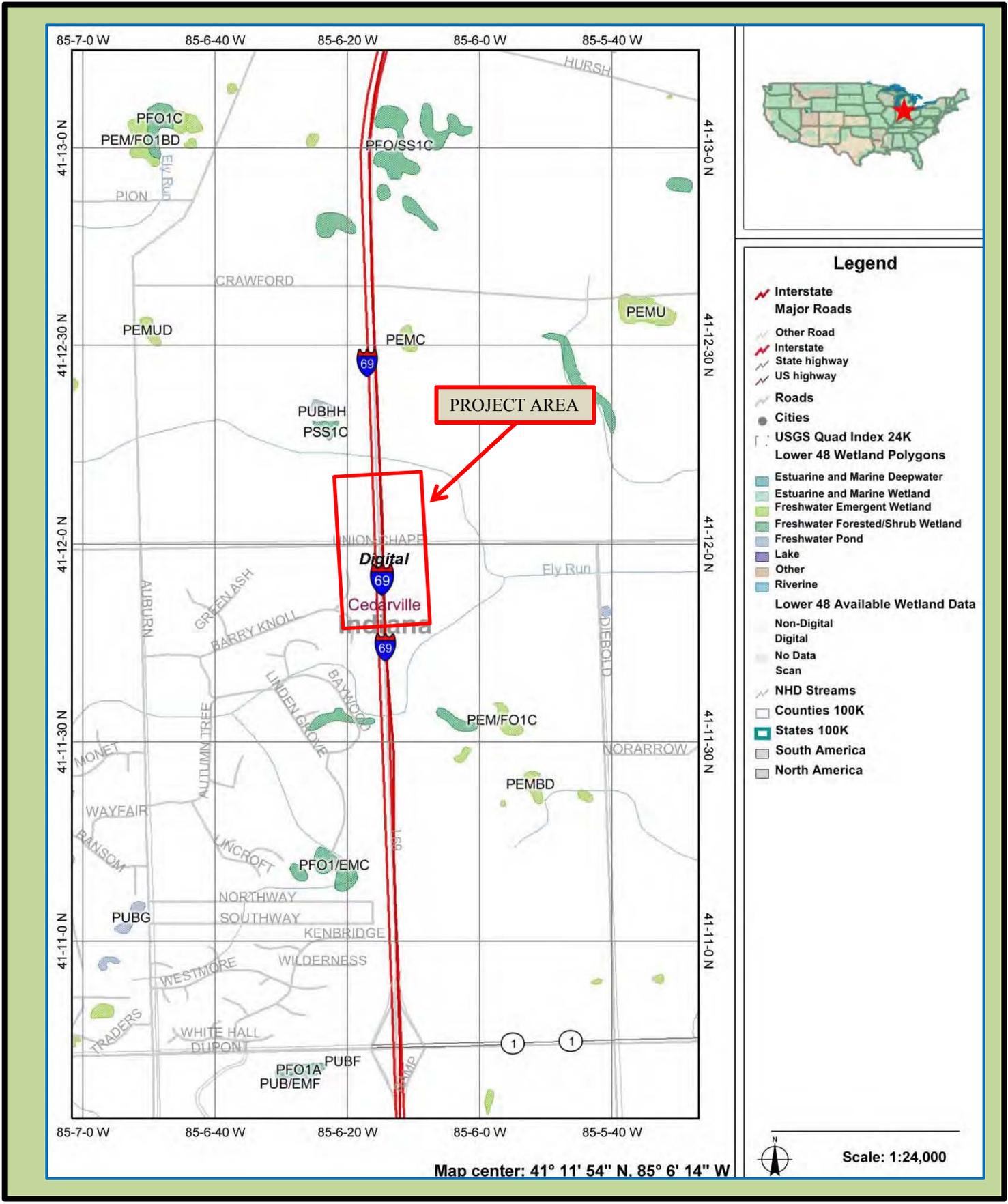
LEGEND	
	PROPOSED R/W
	CONSTRUCTION LIMITS
	BUILDING REMOVAL
	EXISTING PROPERTY LINES

BEAM, LONGEST & NEFF, LLC
PROPOSED INTERCHANGE LAYOUT



Aerial Photograph/Preferred Alternative

I-69 Interchange Project
Union Chapel Road over I-69
Allen County, Indiana

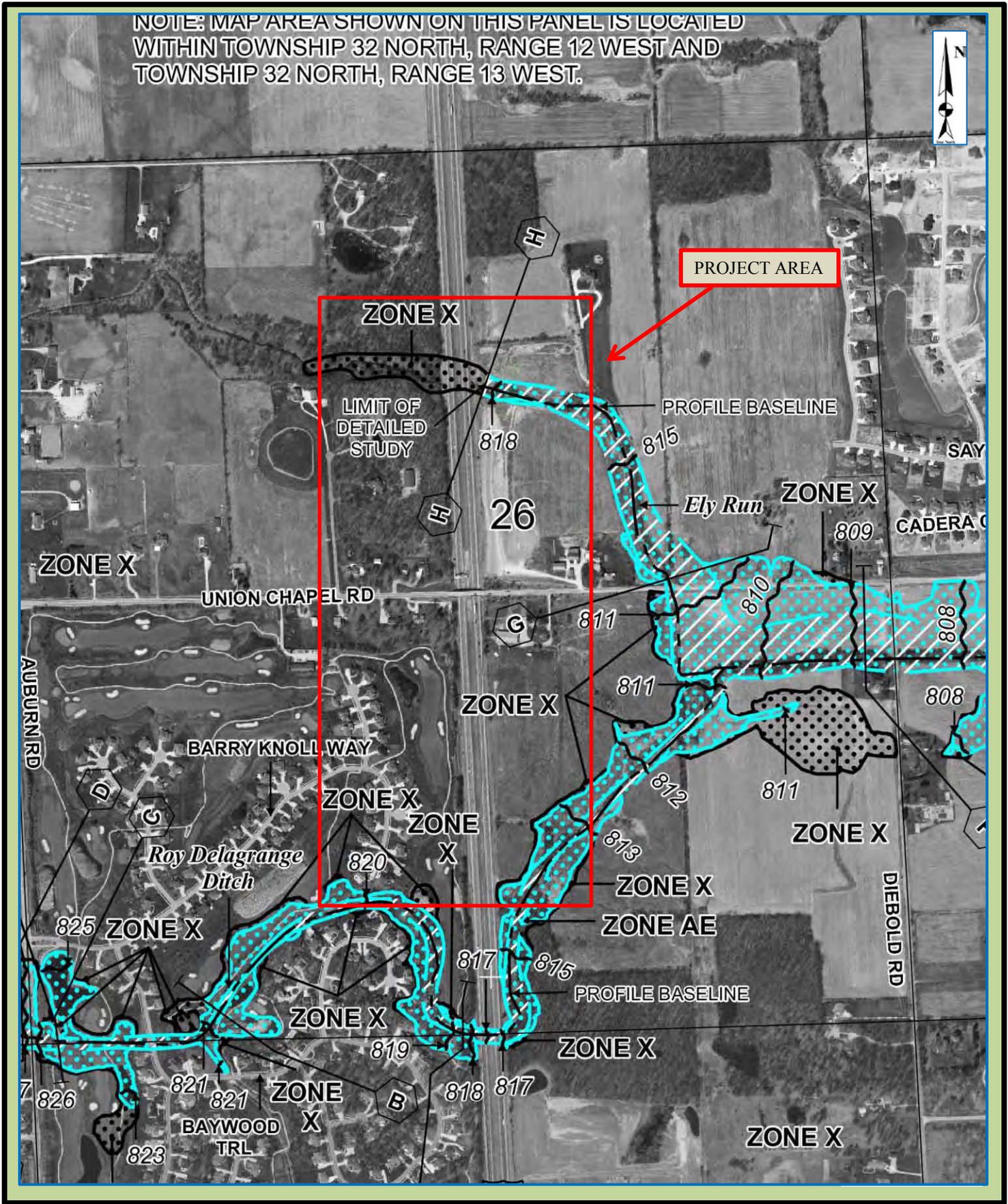


National Wetland Inventory Map

I-69 Interchange Project
 Union Chapel Road over I-69
 Allen County, Indiana



NOTE: MAP AREA SHOWN ON THIS PANEL IS LOCATED WITHIN TOWNSHIP 32 NORTH, RANGE 12 WEST AND TOWNSHIP 32 NORTH, RANGE 13 WEST.



Flood Insurance Rate Map

I-69 Interchange Project

Union Chapel Road over I-69

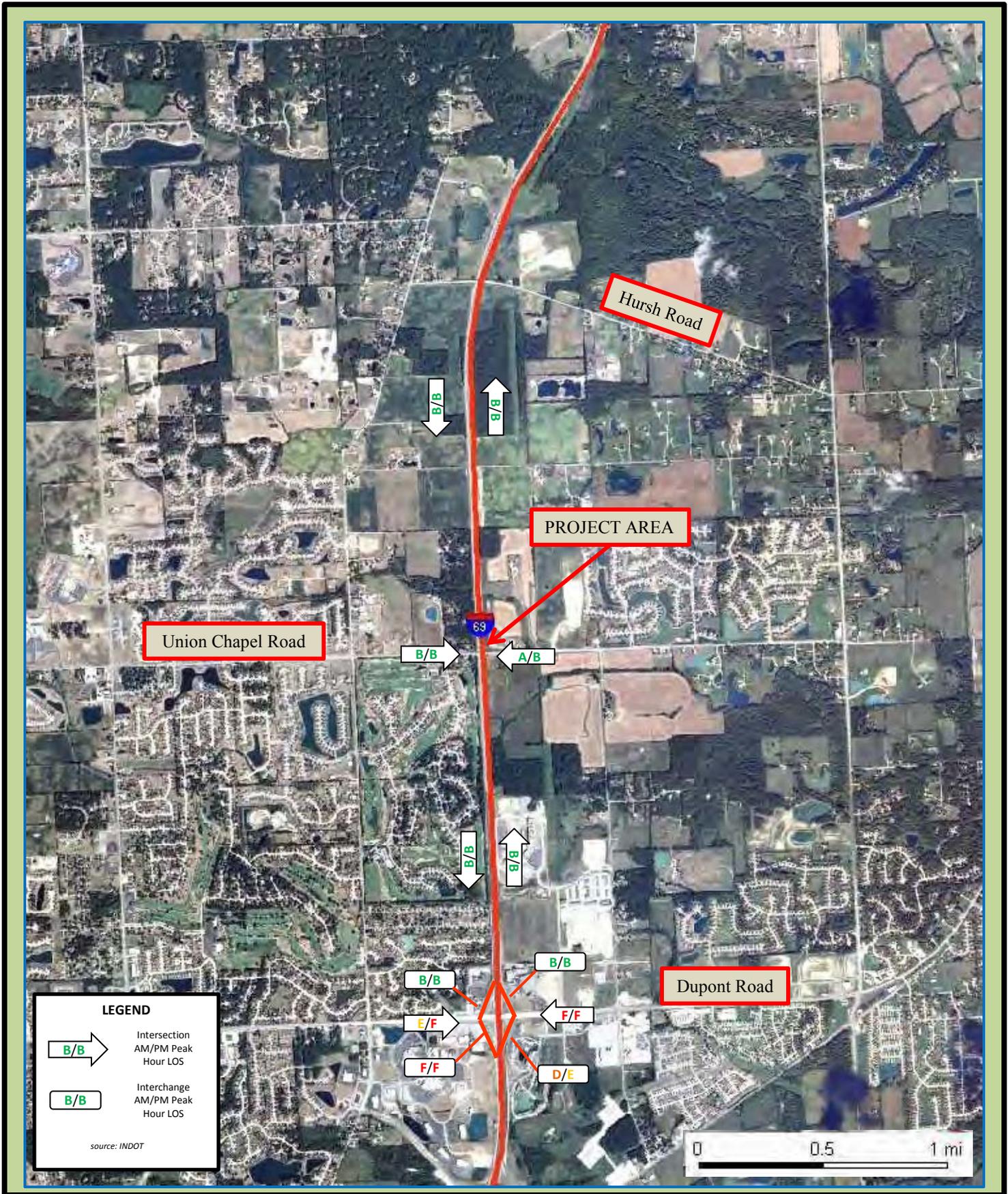
Allen County, Indiana

FEMA: Community Panel 18003C020180G (Aug 3, 2009)



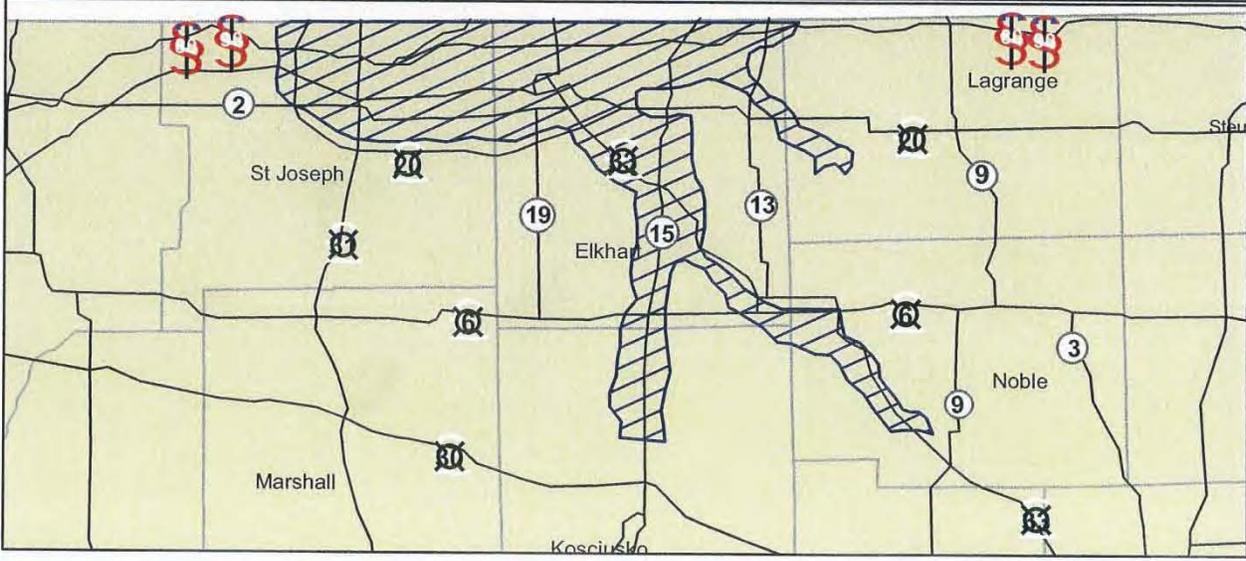
Beam, Longest and Neff, L.L.C.
Consulting Engineers & Land Surveyors

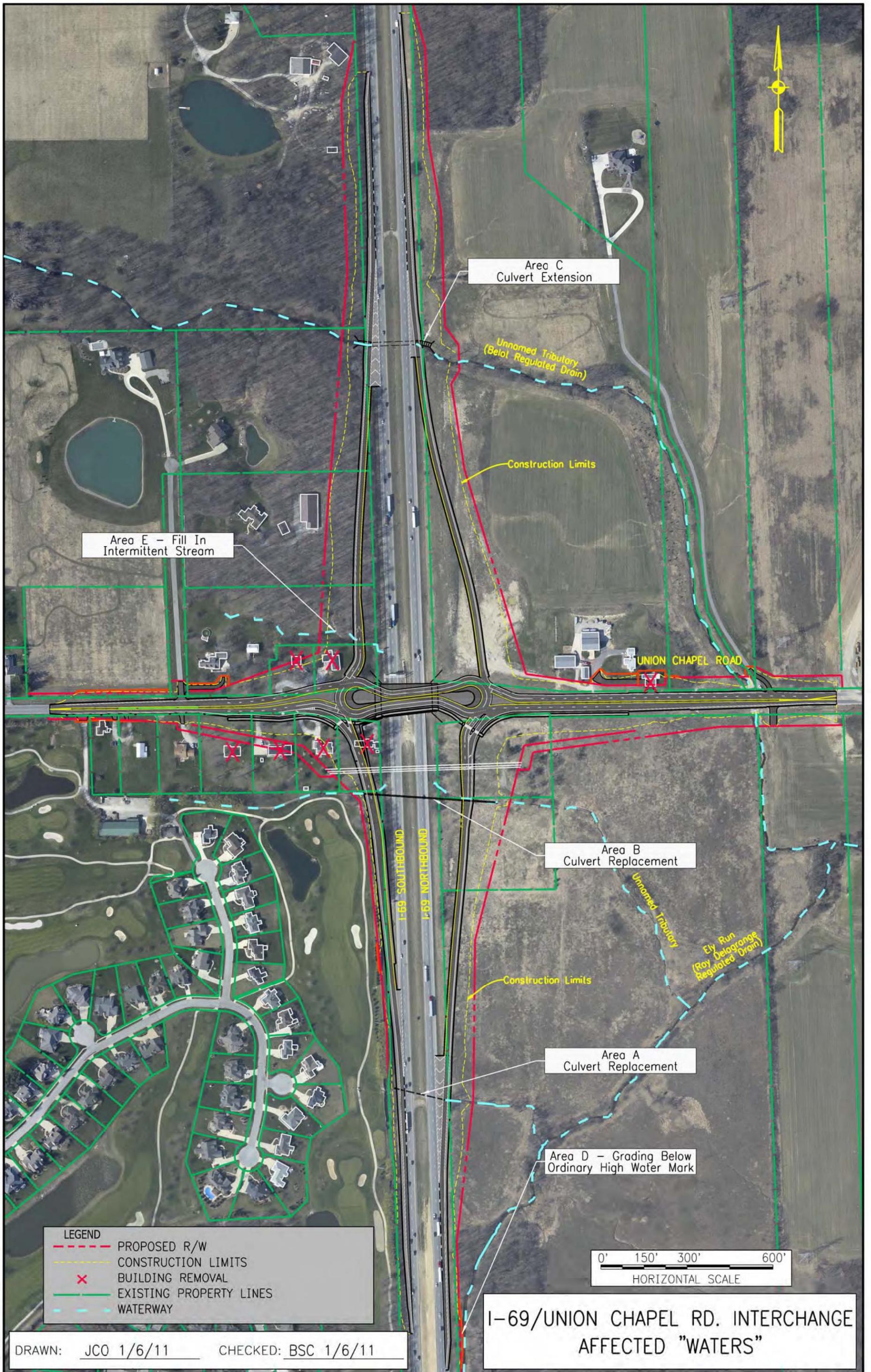




Current Level of Service

I-69 Interchange Project
 Union Chapel Road over I-69
 Allen County, Indiana
 Indiana Geological Survey





Area E - Fill In Intermittent Stream

Area C Culvert Extension

Unnamed Tributary (Belot Regulated Drain)

Construction Limits

UNION CHAPEL ROAD

I-69 SOUTHBOUND
I-69 NORTHBOUND

Area B Culvert Replacement

Unnamed Tributary
Ely Run (Roy Delagrangre Regulated Drain)

Construction Limits

Area A Culvert Replacement

Area D - Grading Below Ordinary High Water Mark

LEGEND	
	PROPOSED R/W
	CONSTRUCTION LIMITS
	BUILDING REMOVAL
	EXISTING PROPERTY LINES
	WATERWAY



I-69/UNION CHAPEL RD. INTERCHANGE
AFFECTED "WATERS"

DRAWN: JCO 1/6/11 CHECKED: BSC 1/6/11



View of Union Chapel Road Looking East over I-69



View of Land Use in the Southwest Quadrant



View of Land Use in the Northwest Quadrant



View of Union Chapel Road Looking West over I-69
(Northeast and Southeast Quadrants)



View of Land Use in the Far Northeast Quadrant



View of Land Use in the Southeast Quadrant



View of I-69 Looking South Towards Union Chapel Road Overpass



View of I-69 Looking South From Union Chapel Road Overpass



View of I-69 Looking North from Union Chapel Road Overpass

Categorical Exclusion Level Thresholds

	Level 1	Level 2	Level 3	Level 4
Relocations	None	≤ 2	≥ 2	> 10
Right of way¹	< 0.5 acres	< 10 acres	≥ 10 acres	≥ 10 acres
Length of added through lane	None	< 1 miles	≥ 1 mile	≥ 1 mile
Traffic pattern alteration	None	None	Yes	Yes
New alignment	None	None	< 1 mile	≥ 1 mile ²
Wetlands*	< 0.1 acres	< 1 acre	< 1 acre	≥ 1 acre
Section 4(f)	None	None	Programmatic/ <i>de minimis</i> Findings ³	Individual 4(f)
Section 6(f)	None	None	Any impacts	Any impacts
Section 106*	“No Historic Properties Affected” or falls within guidelines of Minor Projects PA	"No Adverse Effect"	“Adverse Effect”	If ACHP involved
Noise Analysis Required*	No	No	Yes ⁴	Yes ⁴
Threatened/Endangered Species*	"No Effect", or Falls within Guidelines of USFWS 9/8/93 Programmatic Response	“Not likely to Adversely Effect”	“Not likely to Adversely Effect”	“Likely to Adversely Effect” ⁵
Sole Source Aquifer Groundwater Assessment	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Required
Approval Level*				
<ul style="list-style-type: none"> • ESM⁶ • OES • FHWA 	Yes	Yes	Yes Yes	Yes Yes Yes

*These thresholds have changed from the March 2006 Manual.

¹Permanent and/or temporary right of way.

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

³The FHWA must review and approve Programmatic and *de minimis* Section 4(f) prior to CE approval.

⁴In accordance with INDOT’s Noise Policy.

⁵If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.

⁶Environmental Scoping Manager

APPENDIX B

Early Coordination

March 19, 2010

Mr. Scott Pruitt, Field Supervisor
Bloomington Field Office
U. S. Fish and Wildlife Service
620 South Walker Street
Bloomington, Indiana 47403-2121

Re: New Interchange Construction
Des No.: 0902222
Interstate 69 and Union Chapel Road
Allen County, Indiana

Dear Sir:

Our firm has been selected by the Indiana Department of Transportation (INDOT) to prepare the environmental documentation and design necessary for the construction of a new interchange at Union Chapel Road and Interstate 69. This letter is written to describe the proposed project and to solicit your comments regarding the resources under your jurisdiction as early coordination.

The referenced project is located in northern Allen County in Perry Township. Specifically, the project is located in Section 26 of Township 32 North, Range 13 East as shown on the 7.5 minute Cedarville U.S.G.S. quadrangle map (Appendix A-2). Project location maps, aerial photographs and ground level photographs are attached to this correspondence.

Existing Roadways

Union Chapel Road

Union Chapel Road is classified as a Rural Major Collector and consists of a two-way, east-west, roadway with 14' travel lanes and no usable shoulders. Union Chapel Road is elevated over I-69 with no access to the interstate system. The Union Chapel overpass structure was built in 1959 and consists of a four-span, reinforced concrete girder structure approximately 213' in length. The width of the bridge structure is approximately 29' and the vertical clearance over I-69 is approximately 16'. The posted speed on Union Chapel Road is 45 mph

Interstate 69

Interstate 69 consists of a four lane interstate with two, 12' travel lanes in either direction. A 60' grassed median with 4' paved, inside shoulders divides the travel lanes. The travel lanes are bordered by 8' paved outside shoulders. Existing right-of-way extends 100' on either side of the interstate. Runoff is handled by roadside drainage swales and the posted speed limit is 65 mph.

Existing Land Use Conditions

The existing land use consists of a combination of residential, commercial and agricultural land in the vicinity of this project. The northwest quadrant consists of residential parcels with a small forested area and the southwest quadrant is occupied with a private golf course facility with residential parcels. The northeast quadrant consists of a small farmstead and the southeast quadrant consists of undeveloped, vacant land.

Drainage and Wetlands

Drainage in the project area is directed by the natural topography and is conveyed east/southeast towards the St. Joseph River. The project site is not located within the boundaries of the legally designated St. Joseph aquifer. The National Wetland Inventory (NWI) map was reviewed for the presence of potential jurisdictional wetlands in the project area. No mapped NWI wetlands are located within the project area according to the Cedarville, IN Quadrangle NWI (Appendix A- 4). During the field investigation that was conducted on March 8, 2010 efforts were made to verify the information provided on the NWI.

Overt wetland characteristics were observed in the wooded area in the northeast quadrant of Union Chapel Road and I-69, along the Unnamed Tributary of Ely Run (Tributary A). Wetland characteristics were also observed in the southeast quadrant. One is an isolated potential wetland at the base of the slope of the Union Chapel Road bridge approach. The other potential wetland is located in the southeast quadrant along a second Unnamed Tributary of Ely Run (Tributary B). An aerial photograph illustrating the identified waterways is provided as Appendix A-6. In addition, minor floodplains are located in the project area and are associated with the previously discussed tributaries. The FEMA Floodmap has been provided as Appendix A-5.

In addition, an intermittent waterway with an Ordinary High Water Mark (OHWM) and a defined bed and bank was observed in the northwest quadrant of the project area. The waterway would likely be considered under the jurisdictional authority of the US Army Corps of Engineers (USACE).

These potential wetlands could not be delineated due to seasonal constraints. However, jurisdictional delineations will be conducted, during favorable conditions, in accordance with the 1987 Corps of Engineers Wetland Delineation Manual (Y-87-1) as part of the environmental impact process to determine a) jurisdictional authority of protected “waters”; and, b) the boundary of protected “waters” for the purpose of avoidance and minimization of impacts.

Historic Resources

A cursory overview of the project area was performed and existing databases, such as the National and State Registers of Historic Places, were reviewed to determine the location of known historic resources. The *Allen County Interim Report, Indiana Historic Sites and Structures Inventory* is not currently in publication and was unable to be reviewed. Based on the information provided in the State and National Registers, there are no listed or eligible resources located in the immediate vicinity of the project area.

As the Section 106 process advances, the project area will be surveyed by individuals satisfying the *Secretary of Interior Professional Qualification Standards* to determine an Area of Potential Effect (APE), make recommendations on eligibility determinations, and assess effects on potential and known historic resources. Additionally, the project corridor will be subjected to an archaeological reconnaissance by a qualified archaeologist. Coordination with the SHPO and the identified consulting parties will be ongoing for the duration of the Section 106 process.

Need for the Project

The SR 1/Dupont Road interchange is the sole access to and from I-69 for the residents of north Fort Wayne and northern Allen County. This interchange also provides access for communities such as Royville, Allen, and Cedarville to I-69. This area of the county has realized significant commercial and residential growth in the last ten years, resulting in a substantial increase in traffic volumes.

Traffic modeling has revealed that current east-west movement along SR 1/Dupont Road, the northbound exit from I-69 and the southbound entrance onto I-69 are operating at substandard Level of Service (LOS) and peak hours are experiencing an ever-increasing severity in congestion (see Appendix A-7). Residential and commercial development is anticipated to continue in this area over the next twenty years, adding increased traffic volumes.

Specifically, the Parkview Regional Medical Center (PRMC) is currently under construction in the northeast quadrant of the SR 1/Dupont Road interchange. This facility, which will be the largest employer in the area (more than 6,000 employees), is projected to add an additional 4,000 vehicles per day (vpd) to I-69. PRMC is being developed as a regional trauma center for an area that includes northeastern Indiana, southern Michigan, and northwestern Ohio. This area comprises a population of approximately 3.2 million people¹. Access to the hospital is currently from SR 1/Dupont Road. Viable access between this facility and I-69 is a matter of regional public health.

Based on this data, the proposed interchange project would:

- Reduce congestion at the SR 1/Dupont Road interchange with I-69
- Provide better local and regional access for northern Fort Wayne and outlying communities
- Provide viable multi-state access to the Regional Trauma Center at Parkview Medical Center, which is a matter of mobility and public health

Initial traffic analysis has indicated that construction of a new interchange on I-69 would not solely reduce the congestion issues at the SR 1/Dupont Road interchange. It will be necessary to make improvements to the existing interchange to bring the LOS to an acceptable level. Therefore, an interchange modification at the SR 1/Dupont Road interchange (Des No. 0901298) is currently in the planning and design phase under INDOT directive.

¹ Estimated 2008 census data (US Census Bureau)

The interchange at Union Chapel Road is under consideration for inclusion in the Northeastern Indiana Regional Coordinating Council's (NIRCC) Transportation Plan and Transportation Improvement Plan (TIP), and Air Quality Conformity Determination.

Proposed Preliminary Alternatives

Three interchange configurations are currently under consideration for this project. The layout and footprint represented herein of each of these alternatives is conceptual and represents a "worse-case-scenario". These alternatives are being assessed for their ability to satisfy the Purpose and Need of the project as well as potential impacts incurred. The impact analysis is based on published data and characteristics observed during the initial site visit. Detailed analysis will be completed following in-depth field investigations.

1. Modified Folded Diamond/Tight Diamond Interchange – This interchange configuration includes a typical diamond interchange design on the east side of I-69 with a folded diamond ramp design in the northwestern quadrant of I-69 and Union Chapel Road. This alternative will require the most right-of-way (ROW) impacts. A majority of these impacts would occur in the area of the folded diamond design in the northwest quadrant. This area is largely wooded with dense, mature trees. This area also includes an unnamed tributary to Ely Run. Overt wetland conditions observed east of I-69 may represent either federal or state jurisdictional features. Impacts to these features would be minimal, but may not be avoidable. This alternative would also likely displace five residences.

2. Tight Diamond Interchange – This interchange configuration includes a typical diamond interchange design with 250-400' spacing between standard ramp termini. Impacts to ROW would be minimal with this interchange option. There would likely be three residential displacements. Impacts to streams would likely be limited to potential culvert extension. Impacts to potential wetlands east of I-69 would be similar to Alternative #1.

3. Roundabout Interchange – This configuration includes a diamond-style interchange design with the standard ramp termini replaced with roundabouts. The ROW requirements would likely be less than the Tight Diamond alternative. Therefore, impacts to streams and wetlands would likely be less; however, it is unlikely that impacts would be completely avoided. There would likely be three residential displacements.

An aerial photograph illustrating the three alternatives is provided as Appendix A-8.

Right-of-Way

To complete the proposed project, additional permanent right-of-way would be required from multiple parcels. It is anticipated that approximately twenty acres of permanent right-of-way would be required to complete the project with the Modified Diamond Interchange. The Tight Diamond and Roundabout Interchange design options would both require approximately fifteen acres of permanent right-of-way.

It is anticipated that the Modified Diamond design option would have the greatest impacts on the surrounding streams and waterways with approximately 446 linear feet of stream impacts as opposed to the other two alternatives which are estimated to incur approximately 46 linear feet of waterway impacts. The Modified Diamond would also result in approximately two acres of forested impacts.

It is also anticipated that residential relocations may be necessary to complete the project. It is anticipated that the Modified Diamond design would result in five relocations while the Tight Diamond and Roundabout Interchange design options would potentially only require three relocations for either option. It should be noted that the right-of-way quantities and the anticipated relocations presented here may be refined as the proposed design advances.

Additional Studies

The Federal Highway Administration's (FHWA) noise regulations and INDOT's *Traffic Noise Policy* require the completion of a noise analysis for Type I projects. The proposed new interchange is considered a Type 1 project. A formal noise analysis will be completed using the FHWA Traffic Noise Modeling Version 2.5 (TNM 2.5) software. Additionally, ambient noise measurements will be conducted as a part of the noise study.

Early Coordination

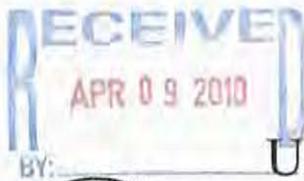
As part of our early coordination effort for the referenced project, you are asked to study this enclosed information and provide a written evaluation of the potential impacts upon resources that are under your jurisdiction. You are asked to return a reply within thirty (30) days of receipt of this letter. If no reply has been received by this date, it will be indicated in the environmental documentation prepared for the referenced project that your agency had no comment.

Your cooperation in expediting the development of the referenced project is appreciated. If you have any questions, or if we can be of any further assistance, please contact this office at 317-849-5832.

Very truly yours,
BEAM, LONGEST AND NEFF, L.L.C.

Jeffrey A. Vlach
Chief Environmental Analyst

cc: File # 101010
Mr. Ben Carnahan, P.E., BLN



United States Department of the Interior
Fish and Wildlife Service



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



April 7, 2010

Mr. Jeffery A. Vlach
Beam, Longest and Neff, LLC
8126 Castleton Road
Indianapolis, Indiana 46250

Project No.: Des. 0902222
Project: New Interchange – I-69 and Union Chapel Road
Location: Fort Wayne, Allen County

Dear Mr. Vlach:

This responds to your letter dated March 19, 2010, 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 new interchange on I-69 at Union Chapel Road on the northeast side of Fort Wayne. Three different alternative designs for the interchange are being considered, with no preferred alternative at this time. From 15 to 20 acres of additional permanent right-of-way would be required, depending upon the alternative selected.

A project design that provides the needed interchange while having the least overall impact on natural and human resources in the area is certainly preferable to one that would destroy more than minimal resources, particularly the woodland in the northwest quadrant. Trees lost to the project will need to be replaced as close to the project impact area as possible. We support the upland woodland mitigation guidelines of the Indiana Department of Natural Resources contained in their Information Bulletin #17 (<http://www.in.gov/legislative/register/20061213-IR-312060562NRA.xml.pdf>) which states that the standard minimum mitigation ratio for non-wetland forest losses of more than 1 acre is to be 2:1 (2 acres replanted for every acre destroyed), planted as close to the impact site as possible. If the loss involves a total of less than 1 acre of tree removal, 5 trees are to be planted for each tree removed that has a diameter of 10 inches or greater.

We have reviewed several other projects within the general area which may affect, or be affected by, this proposed interchange project. Parkview Health Systems was required to receive a Section 404 permit for impacts to wetlands and Waters of the United States related to their hospital construction (Detroit District Corps of Engineers File No. LRE-2007-01365-102). As part of that permit, they are required to provide upland woodland mitigation for impacts to possible habitat for the Federally endangered Indiana bat (Myotis sodalis); this mitigation is to be provided near the Roy Delagrangé Legal Drain and I-69, approximately at the south end of the proposed project area for this interchange project. Therefore, we request that you determine where this mitigation area is in relation to the interchange project so that it can be avoided. Also, there is a small wetland (0.11 acre) along the current I-69 fence line north of the Roy Delagrangé Legal Drain crossing under I-69.

The second project is the Fort Wayne Sanitary District's proposed Upper Ely Relief Sewer, which includes a 30-inch sanitary sewer along the Roy Delagrangé Legal Drain to I-69 at the southern end of the interchange project area and a 48-inch sanitary sewer going north along the tributary of Ely Run to Union Chapel Road. The Sanitary District should be contacted concerning the locations of these proposed sewers in relation to the interchange project.

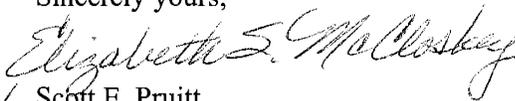
ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (Myotis sodalis) and the candidate eastern massasauga rattlesnake (Sistrurus catenatus catenatus) and rayed bean mussel (Villosa fabalis). There is no known habitat for the eastern massasauga or rayed bean mussel within the proposed project area. There may be suitable summer nursery habitat for the Indiana bat within the proposed project study area, which is consistent with our views concerning the Parkview Health Systems and Upper Ely Relief Sewer projects. Without having more definitive information on the interchange design and whether or not it might affect the upland woodland mitigation site for the hospital, we cannot at this time determine possible impacts on potential habitat for the Indiana bat.

These endangered species comments constitute informal consultation only. They do not fulfill the requirements of Section 7 of the Endangered Species Act of 1973, as amended.

We appreciate the opportunity to comment at this early stage of project planning. Please keep us informed of project plans as they progress. If you have any questions, please contact Elizabeth McCloskey at (219) 983-9753 or elizabeth_mccloskey@fws.gov.

Sincerely yours,


for Scott E. Pruitt
Supervisor

cc: Christie Stanifer, Environmental Coordinator, Division of Water, Indianapolis
Federal Highway Administration, Indianapolis, IN



United States Department of the Interior Fish and Wildlife Service



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

May 18, 2010

Mr. Jeffery A. Vlach
Beam, Longest and Neff, LLC
8126 Castleton Road
Indianapolis, Indiana 46250

Project No.: Des. 0902222
Project: New Interchange – I-69 and Union Chapel Road
Location: Fort Wayne, Allen County

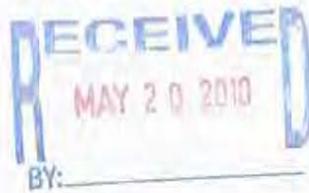
Dear Mr. Vlach:

We have received your letter dated April 26, 2010, providing additional information on this proposed project and addressing the concerns expressed in our original letter of April 7, 2010.

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.

In our April 7, 2010 letter we expressed concern that the project might impact a required upland woodland mitigation area for the Federally endangered Indiana bat (*Myotis sodalis*) associated with the Parkview Health Systems hospital construction project. Your recent letter indicates that the mitigation site is south of the proposed interchange and will not be impacted by the project. Also, the permit application for the hospital had indicated that a small wetland was present along the I-69 fenceline north of the Roy Delagrang Legal Drain; however, your review of the site indicates that it is not present. Lastly, you have indicated that you are coordinating with the Fort Wayne Sanitary District about the location of the Upper Ely Relief Sewer.

Either the roundabout or tight diamond interchange options will be pursued, and the modified folded diamond, which would impact the most woodland, is no longer being considered. Therefore, impacts to woodlands are expected to be minor.



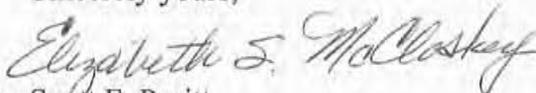
ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (Myotis sodalis) and the candidate eastern massasauga rattlesnake (Sistrurus catenatus catenatus) and rayed bean mussel (Villosa fabalis). There is no known habitat for the eastern massasauga or rayed bean mussel within the proposed project area. There may be suitable summer nursery habitat for the Indiana bat within the proposed project study area, which is consistent with our views concerning the Parkview Health Systems and Upper Ely Relief Sewer projects. However, with construction of either the roundabout or tight diamond interchange, impacts to potential Indiana bat habitat are expected to be minor. Therefore, we concur with your determination that the proposed project is not likely to adversely affect these endangered and candidate 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 addressing the concerns expressed in our April 7, 2010 letter. If you have any questions, please contact Elizabeth McCloskey at (219) 983-9753 or elizabeth_mccloskey@fws.gov.

Sincerely yours,


for Scott E. Pruitt
Supervisor

cc: Christie Stanifer, Environmental Coordinator, Division of Water, Indianapolis
Federal Highway Administration, Indianapolis, IN

DEPARTMENT OF THE ARMY
DETROIT DISTRICT, CORPS OF ENGINEERS
U.S. ARMY CORPS OF ENGINEERS
MICHIANA BRANCH OFFICE
2422 VIRIDIAN DRIVE SUITE # 200
SOUTH BEND, IN 46628-3489

April 22, 2010

REPLY TO
ATTENTION OF:

Engineering & Technical Services
Regulatory Office
File No. LRE-2010-00179-102

Mr. Jeffrey Vlach
Beam, Longest and Neff, L.L.C.
8126 Castleton Road
Indianapolis, Indiana 46250

Dear Mr. Vlach:

This is in response to your request for jurisdictional determination and potential permit requirements concerning road improvements at the intersection of I-69 and Union Chapel Road (**Des. No. 0902222**) in Fort Wayne, Indiana (Section 26, Township 32 North, Range 13 East, Allen County).

The proposed project area appears to be within the St. Joseph River watershed (Allen County), and based upon a review of the applicable USGS maps, and aerial photographs, it would appear that the project area may contain waterways within the jurisdiction of the Corps. Specifically, Ely Run, the Roy Delagrangé Legal Drain and Unnamed Tributaries to the Roy Delagrangé Legal Drain were noted in the material provided. Also, your site photos appear to show the presence of wetland (looking southeast of the intersection of I-69 and Union Chapel Road).

Section 404 requires a Corps permit for the discharge of dredged or fill material into waters of the United States and in wetlands adjacent to those waters. The area of Corps jurisdiction under Section 404 extends to the OHWM, and to the upland boundary of any adjacent wetlands. Projects involving discharges typically include placement of fill material for homes and landscaping, impoundments, causeways, road fills, dams and dikes, riprap, groins, breakwaters, revetments, and beach nourishment. Section 404 also regulates discharges of dredged material *incidental* to certain activities such as grading, mechanized landclearing, ditching or other excavation activity, and the installation of certain pile-supported structures.

We recommend that your organization identify and accurately map all wetlands and waterways within the limits of the entire project area via the Federal Wetlands Delineation Manual. Specifically, we recommend that a delineation be conducted in the project area which depicts the Ordinary High Water Mark (OHWM) of the waterways in question and the boundaries of any wetlands. I can be made available to meet on-site with your consultant to discuss Corps wetland criteria, and field check the delineation and project area.

For your convenience, the necessary permit application can be found on our website at www.lre.usace.army.mil/regulatory. Drawings and the application should include a description

of all quantities, dimensions, and nature of material placement and soil movement within wetlands. Upon completion, please forward the completed wetland inventory and permit application to my attention.

Thank you for contacting the Corps prior to the initiation of any work. Should you have any questions, please contact me at the above address or telephone (574) 232-1952 ext. 21964. Please refer to File Number: LRE-2010-00179-102.

We are interested in your thoughts and opinions concerning your experience with the Detroit District, Corps of Engineers Regulatory Program. If you are interested in letting us know how we are doing, you can complete an electronic Customer Service Survey from our web site at: <http://per2.nwp.usace.army.mil/survey.html>. Alternatively, you may contact us and request a paper copy of the survey that you may complete and return to us by mail or fax. Thank you for taking the time to complete the survey, we appreciate your feedback.

Sincerely,

A handwritten signature in black ink, appearing to read "Ryan D. Cassidy". The signature is fluid and cursive, with the first name "Ryan" being the most prominent.

Ryan D. Cassidy
Project Manager
Michiana Branch Office

Enclosures

Copy Furnished

IDEM/Baldwin
IDNR/Gromeaux
INDOT/Hilden
INDOT/Kaiser



Natural Resources Conservation Service
6013 Lakeside Blvd.
Indianapolis, IN 46278

March 23, 2010

Jeffrey A. Vlach
Chief Environmental Analyst
Beam, Longest and Neff, L.L.C.
8126 Castleton Road
Indianapolis, Indiana 46250

Dear Mr. Vlach:

The proposed project to construct a new interchange at I-69 and Union Chapel Road in Allen County, Indiana, as stated in your letter received March 22, 2010, will cause a conversion of prime farmland.

The attached packet of information is for your use in completing Parts VI and VII of the AD-1006. After completion the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact Lisa Bolton at 317-290-3200, extension 342.

Sincerely,

A handwritten signature in black ink that reads "Jane E. Hardisty". The signature is written in a cursive style.

JANE E. HARDISTY
State Conservationist

Enclosures

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	
Name Of Project <i>Des 0902222</i>		Federal Agency Involved	
Proposed Land Use		County And State <i>Allen Co, IN</i>	
PART II (To be completed by NRCS)		Date Request Received By NRCS <i>3-22-10</i>	
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply -- do not complete additional parts of this form).</i>		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Major Crop(s) <i>Corn</i>		Farmable Land In Govt. Jurisdiction Acres: <i>413,119</i>	Average Farm Size <i>168</i>
Name Of Land Evaluation System Used <i>LCSA</i>		Name Of Local Site Assessment System	Amount Of Farmland As Defined in FPPA Acres: <i>395,742</i>
			Date Land Evaluation Returned By NRCS <i>3-23-10</i>

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
	A. Total Acres To Be Converted Directly			
	B. Total Acres To Be Converted Indirectly			
C. Total Acres In Site	0.0	0.0	0.0	0.0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	<i>9</i>			
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	<i>0.003</i>			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	<i>85</i>			

PART V (To be completed by NRCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	<i>163</i>	0	0	0

PART VI (To be completed by Federal Agency)	Maximum Points				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use	<i>15</i>	<i>8</i>			
2. Perimeter In Nonurban Use	<i>10</i>	<i>5</i>			
3. Percent Of Site Being Farmed	<i>20</i>	<i>0</i>			
4. Protection Provided By State And Local Government	<i>20</i>	<i>2</i>			
5. Distance From Urban Builtup Area	<i>0</i>	<i>0</i>			
6. Distance To Urban Support Services	<i>0</i>	<i>0</i>			
7. Size Of Present Farm Unit Compared To Average	<i>10</i>	<i>2</i>			
8. Creation Of Nonfarmable Farmland	<i>25</i>	<i>5</i>			
9. Availability Of Farm Support Services	<i>5</i>	<i>1</i>			
10. On-Farm Investments	<i>20</i>	<i>0</i>			
11. Effects Of Conversion On Farm Support Services	<i>25</i>	<i>5</i>			
12. Compatibility With Existing Agricultural Use	<i>10</i>	<i>2</i>			
TOTAL SITE ASSESSMENT POINTS	160	<i>30</i>	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	<i>63</i>	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	0	<i>30</i>	0	0
TOTAL POINTS (Total of above 2 lines)	260	0	<i>93</i>	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
----------------	-------------------	----------------------------------------------------------------------------------------------------------

Reason For Selection:

Since this project received a total point value less than 160 points, this site will receive no further consideration for farmland protection. No additional alternatives, other than those already presented, will be considered without a re-evaluation of project impacts on prime farmland. It has been determined that this project will not have a significant impact on farmland.

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Water

Early Coordination/Environmental Assessment

DNR #: ER-14824 Request Received: March 22, 2010

Requestor: Beam Longest and Neff LLC
Jeffery A Vlach
8126 Castelton Road
Indianapolis, IN 46250-2007

Project: I-69 and Union Chapel Road new interchange construction; Des #0902222

County/Site info: Allen

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.

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 a stream or other flowing waterbody which has a drainage area greater than one square mile. 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. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish & Wildlife Comments: 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 United States Army Corps of Engineers (USACOE) 404 program.

We recommend choosing an alternative that best minimizes impacts to the floodway of Ely Run and the Unnamed Tributary of Ely Run, particularly any impacts that require the removal of trees within the floodway of either stream.

Impacts that remove trees in a non-wetland, riparian area should be mitigated. When one or more acres of non-wetland forest are removed, replacement is at a 2:1 ratio based on area. If less than 1 acre of non-wetland forest is removed, mitigation depends on site conditions but is usually 1:1 in terms of area. A native riparian forest mitigation plan must use at least 5 canopy trees and 5 understory trees or shrubs selected from the Woody Riparian Vegetation list (copy enclosed) or an approved equal.

Fish, wildlife, and botanical resource losses as a result of this project can be minimized through implementation of the following measures. These will likely be a requirement of any approved permit for this project (if applicable).

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.

Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.

Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30.

Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.

All excavated material must be properly spread or completely removed from the project site such that erosion and off-site sedimentation of the material is prevented.

Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction

THIS IS NOT A PERMIT

**State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Water**

Early Coordination/Environmental Assessment

site; maintain these measures until construction is complete and all disturbed areas are stabilized.

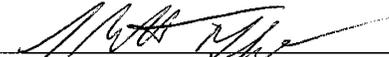
Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation) or use an appropriate structural armament; seed and apply mulch on all other disturbed areas.

If impacts to a non-wetland, riparian area are less than 1 acre, plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.

Do not excavate or place fill in any riparian wetland.

Contact Staff:

Our agency appreciates this opportunity to be of service. Please do not hesitate to contact the above staff member at (317) 232-4160 or 1-877-928-3755 (toll free) if we can be of further assistance.



J. Matthew Buffington
Environmental Supervisor
Division of Fish and Wildlife

Date: June 30, 2010

March 26, 2010

Mr. Jeffrey A. Vlach
Chief Environmental Analyst
Beam, Longest and Neff, L.L.C
8126 Castleton Road
Indianapolis, IN 46250

Re: New Interchange Construction
Interstate 69 and Union Chapel Road
Allen County, Indiana

DES No. 0902222

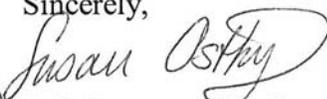
Dear Mr. Vlach:

This letter is in response to your request for a 6(f)3 determination regarding the proposed New Interchange Construction, Interstate 69 and Union Chapel Road, Allen County, Indiana. Through your description of the project our department determined there will be no negative effect on any site currently encumbered under 6(f)3 through the federally sponsored Land and Water Conservation Fund (LWCF). There are no LWCF properties within the project area; therefore there will be no taking of LWCF property out of outdoor recreational use.

If you have other question or concerns please do not hesitate to contact Susan Ostby at 317-232-4074.

Thank you for consulting with our department.

Sincerely,


(for) Bob Bronson, Chief

State and Community Outdoor Recreation Planning Section
Division of Outdoor Recreation, IDNR

RJB:sdo



INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

We Protect Hoosiers and Our Environment.

Mitchell E. Daniels Jr.
Governor

Thomas W. Easterly
Commissioner

100 North Senate Avenue
Indianapolis, Indiana 46204
(317) 232-8603
Toll Free (800) 451-6027
www.idem.IN.gov

August 30, 2010

Elayna Stoner Phillips
Beam, Longest & Neff
8126 Castleton Road
Indianapolis, Indiana 46250

RE: Wellhead Protection Area Proximity Determination
I-69 And Union Chapel Road, Allen County

Upon review of the above referenced site, it has been determined that the site is **not** located within a Wellhead Protection Area.

This 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. For example, some Wellhead Protection Area Delineations have not been submitted or may not have 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 Wellhead Protection Area Delineation, please visit our tracking database at <http://www.in.gov/idem/4289.htm>.

If you have any additional questions, please feel free to contact me at the address above or at (317) 234-7476.

Sincerely,

James Sullivan, Chief
Ground Water Section
Drinking Water Branch
Office of Water Quality

JS:gml



Indiana Department of Environmental Management

We make Indiana a cleaner, healthier place to live.

Mitchell E. Daniels, Jr.
Governor

100 North Senate Avenue
Indianapolis, Indiana 46206

Thomas W. Easterly
Commissioner

(317) 232-8603
800) 451-6027
www.IN.gov/idem

Indiana Department of Transportation
Ms. Kimberlee Parker, Project Manager
100 North Senate Avenue, N642
Indianapolis, IN 46204

Beam, Longest and Neff
Mr. Jeff Vlach
8126 Castleton Road
Indianapolis, IN 46250

Tuesday, August 31, 2010

Dear Grant Administrator or Other Finance Approval Authority:

RE: The proposed project involves the construction of a new interchange at I-69 and Union Chapel Road in Perry Township, Allen County. The preferred alternative consists of a roundabout style interchange. Permanent right of way will be required to complete the project. Specifically the project is located on the Cedarville USGS topographic map, in Section 26, Township 32 North, Range 13 East. The project is located approximately one and a half miles north of the Dupont Road/SR 1 exit on I-69. This area of the county has realized significant commercial and residential growth in the last ten years, resulting in a substantial increase in traffic volumes and congestion at the existing Dupont Road/SR 1 interchange.

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.

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 \(http://www.lrl.usace.army.mil/orf/default.asp\)](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.

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 a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - o <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.

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.

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>.

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. Also, it 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.

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.

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.ai.org/legislative/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 Brad Baughn at (317) 233-3835, BBaughn@idem.in.gov.

Sincerely,



Thomas W. Easterly
Commissioner

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 proposed project involves the construction of a new interchange at I-69 and Union Chapel Road in Perry Township, Allen County. The preferred alternative consists of a roundabout style interchange. Permanent right of way will be required to complete the project. Specifically the project is located on the Cedarville USGS topographic map, in Section 26, Township 32 North, Range 13 East. The project is located approximately one and a half miles north of the Dupont Road/SR 1 exit on I-69. This area of the county has realized significant commercial and residential growth in the last ten years, resulting in a substantial increase in traffic volumes and congestion at the existing Dupont Road/SR 1 interchange.

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 _____

Ms. Kimberlee Parker, Project Manager

Dated Signature of the Project
Planner/Consultant Contact Person _____

Elayna Stoner Phillips

For: Mr. Jeff Vlach

Project No. N/A Des. No. 0902222

Project Description: New Interchange Construction, Union Chapel Road over I-69, Allen County, Indiana

Name of Organization requesting early coordination:

Beam, Longest and Neff, L.L.C.

QUESTIONNAIRE FOR THE INDIANA GEOLOGICAL SURVEY

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

none

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

none

3) Are there any active or abandoned mineral resources extraction sites located nearby? Describe: none

This information was furnished by:

Name: Robin Rupp Title: Geologist

Address: 611 North Walnut Grove Bloomington, IN 47405

Phone: 812-855-7428 Date: March 29, 2010

**Questionnaire for the Indiana Department of Transportation,
Office of Aviation**

Project No: _____ **Des/Bridge No:** 0902222 _____

Project Description:

Interstate 69 and Union Chapel Road Allen County, Indiana.

Requested By:

Beam, Longest and Neff, L.L.C.

Are there any existing or proposed airports within or near the project limits? NO

If yes, describe any potential conflicts with air traffic during or after the construction of the project.

This project should pose no hazard to airspace
or air navigation.

This information was furnished by:

Name: Adam Fackler
Title: Chief Airport Inspector – INDOT Office of Aviation
Date: March 26, 2010



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Fort Wayne District
5333 Hatfield Rd.
Fort Wayne, Indiana 46808 (260) 484-9541 FAX: (260) 484-9031

Mitchell E. Daniels, Jr., Governor
Michael W. Reed, Commissioner

March 29, 2010

Mr. Jeffery Vlach
Chief Environmental Analyst
Beam, Longest, and Neff, L.L.C.
8126 Castleton Road
Indianapolis, IN 46250

Re: Des. No. 0902222, New Interchange Construction at I-69 and Union Chapel Road
Located in Allen County, Indiana

Dear Mr. Vlach,

The Indiana Department of Transportation (INDOT), Fort Wayne District, has received your Early Coordination Letter dated March 19, 2010. At this time INDOT has no specific comments or concerns regarding possible environmental impacts from the proposed project. Please keep us updated of the project design as it advances. A final evaluation of the environmental impacts will occur during review of the NEPA documentation.

Please note that all further correspondence with us should take place using the ERMS system. If you have any questions feel free to contact me directly at (260) 969-8302 or by email at ddidion@indot.in.gov.

Thanks,

David J. Didion
Environmental Scientist
INDOT - Fort Wayne District

Cc: File

APPENDIX C

Section 106 Consultation

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECTS
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
I-69, UNION CHAPEL ROAD INTERCHANGE
PERRY TOWNSHIP
ALLEN COUNTY, INDIANA
DES No.: 0902222**

AREA OF POTENTIAL EFFECT

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

The Area of Potential Effect (APE) has been drawn to take into consideration the viewshed of the project from historic properties, as well as the increased traffic along Union Chapel Road from the project. Thus the APE was extended out to the adjacent cross streets of Auburn Road and Diebold Road. In addition, the APE is extended south along Auburn Road to Barry Knoll Way and south along Diebold Road to New Vision Drive. (See Appendix B: Map.)

ELIGIBILITY DETERMINATIONS

There are no properties listed in or eligible for listing in the National Register of Historic Places within the APE.

EFFECT FINDING

INDOT, acting on FHWA's behalf, has determined a No Historic Properties Affected finding is appropriate for this undertaking.

SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties)

This undertaking will not convert property from a Section 4(f) historic property to a transportation use; the INDOT acting on behalf of the FHWA, has determined the appropriate Section 106 finding is No Historic Properties Affected; therefore no Section 4(f) evaluation is required. INDOT respectfully requests the SHPO provide written concurrence with the Section 106 determination of No Historic Properties Affected.

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



Staffan Peterson for FHWA
Administrator
INDOT Cultural Resources

10/7/2010

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO HISTORIC PROPERTIES AFFECTED
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.4(d)(1)
I-69, UNION CHAPEL ROAD INTERCHANGE
PERRY TOWNSHIP
ALLEN COUNTY, INDIANA
DES No.: 0902222**

1. DESCRIPTION OF THE UNDERTAKING

Allen County is developing a federal-aid project to construct a new interchange at I-69 and Union Chapel Road. The preferred alternative for this project is a diamond-style interchange design with the standard ramp termini replaced with roundabouts. It is anticipated that approximately fifteen acres of permanent right-of-way will be required for this alternative. The project is located north of the City of Fort Wayne in Perry Township, in the northern portion of Allen County, Indiana. Specifically, the project is located in Section 26 of Township 32 North, Range 13 East, as shown on the Cedarville, IN 7.5-minute USGS topographical map.

The Area of Potential Effect (APE) has been drawn to take into consideration the viewshed of the project from historic properties, as well as the increased traffic along Union Chapel Road from the project. Thus the APE was extended out to the adjacent cross streets of Auburn Road and Diebold Road. In addition, the APE is extended south along Auburn Road to Barry Knoll Way and south along Diebold Road to New Vision Drive. (See Appendix B: Map.)

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

On March 19, 2010 the early coordination letter was send regarding the proposed interchange construction at Interstate 69 and Union Chapel Road. The following parties were sent the early coordination letter and invited to join in consultation on the project: Federal Highway Administration, INDOT: Fort Wayne District, Allen County Historian, Allen County Courthouse Preservation Trust, Allen County/Fort Wayne Historical Society, ARCH, Inc./Fort Wayne Historic Preservation Review Board, Fort Wayne Historic Preservation Review Board, Indiana Landmarks, Indiana Lincoln Highway Association, Inc., Indiana Historical Bureau, Indiana Historical Society. The Indiana Lincoln Highway Association declined to participate as a consulting party via the early coordination response card. No other response cards were received. (See Appendix A: Consulting Parties.)

On April 8, 2010, the State Historic Preservation Officer (SHPO) acknowledged the receipt of the early coordination letter and requested information on archaeology and historic resources.(See Appendix E: Correspondence.)

Archaeologists from Weintraut & Associates, Inc. (W&A) conducted an archaeological literature review and a Phase Ia archaeological field reconnaissance on July 21, 2010. A Short Archaeological Report was sent to the Indiana Department of Transportation (INDOT) on August 8, 2010 for initial review and to the State Historic Preservation Officer (SHPO) on August 12, 2010. The report stated, "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.”

In order to identify and evaluate aboveground resources, historians from W&A reviewed the National Register of Historic Places (NRHP), the Indiana Register of Historic Sites and Structures (SR), State Historic Architectural and Archaeological Research Database (SHAARD), the Allen County Survey compiled by Fort Wayne Architecture & Community Heritage, Inc. (ARCH), and the Indiana Historic Sites and Structures Inventory (IHSSI) forms located at the Division of Historic Preservation & Archaeology (DHPA) for previously identified properties. In conducting research, the historians examined primary and secondary resources. Documentary research for the project included a review of county histories, historic photographs, maps, county historical atlases, and online resources.

On July 21, 2010, staff from W&A walked or drove the entire APE and photographed and recorded survey notes. (See Appendix C: Photographs.) As a result of identification and evaluation efforts for this undertaking, six Contributing properties greater than fifty years of age were located within the APE. No properties eligible for listing in the NRHP are present in the APE. (See Appendix F: Report Summary.)

The Historic Property Report was reviewed by INDOT—Cultural Resources Section and INDOT provided concurrence on August 19, 2010. The HPR was submitted to SHPO and Consulting Parties on August 20, 2010, for a thirty (30) day comment period.

On September 14, 2010, SHPO concurred with the recommendations of the Phase Ia Archaeological field reconnaissance report. In the same letter, SHPO concurred with the findings of the Historic Property Report. SHPO then stated, “Upon completing its own identification and evaluation efforts, it would be appropriate for the Indiana Department of Transportation (“INDOT”), on behalf of FHWA, to analyze the information that has been gathered from the Indiana SHPO, the general public, and any other consulting parties and make the necessary determinations and findings.” (See Appendix E: Correspondence.)

No other comments were received.

3. BASIS FOR FINDING

No buildings or structures listed or eligible for inclusion in the NRHP have been identified within the APE. In addition, no archaeological sites listed or eligible for inclusion in the NRHP were identified in the project area.

There, a recommendation of a “No Historic Properties Affected” finding is appropriate.

Indiana Department of Transportation, acting on behalf of the Federal Highway Administration, has issued a finding of “No Historic Properties Affected.”

APPENDIX A. List of Consulting Parties

List of Recognized and Invited Consulting Parties

Federal Highway Administration

INDOT: Fort Wayne District

Allen County Historian

Allen County Courthouse Preservation Trust

Allen County / Fort Wayne Historical Society

ARCH, Inc. / Fort Wayne Historic Preservation Review Board

Fort Wayne Historic Preservation Review Board

Historic Landmarks Foundation

Indiana Lincoln Highway Association, Inc.

Indiana Historical Bureau

Indiana Historical Society

CONSULTING PARTY EARLY COORDINATION

**I-69 INTERCHANGE CONSTRUCTION PROJECT
UNION CHAPEL ROAD OVER I-69
ALLEN COUNTY, INDIANA**

**PLEASE COMPLETE AND RETURN TO OUR OFFICE WITHIN
30 DAYS OF RECEIPT**

**YES, WE AGREE TO JOIN THE REFERENCED PROJECT AS A
CONSULTING PARTY** _____ (place a check)

**NO, WE DO NOT WISH TO PARTICIPATE IN THE REFERENCED
PROJECT AS A CONSULTING PARTY** (place a check)

NAME AND TITLE OF CONSULTING PARTY CONTACT

Indiana Lincoln Highway Association

ADDRESS

TELEPHONE NUMBER

FAX NUMBER

DATE

SIMPLY FOLD THIS SHEET, STAPLE, AND MAIL.

March 19, 2010

Mr. Robert Carter
State Historic Preservation Office
Indiana Division of Historic Preservation and Archaeology
Indiana Department of Natural Resources
402 W. Washington Street, Room W274
Indianapolis, Indiana 46204-2739

Re: New Interchange Construction
Des No.: 0902222
Interstate 69 and Union Chapel Road
Allen County, Indiana

Dear Sir:

Our firm has been selected by the Indiana Department of Transportation to prepare the environmental documentation and design necessary for the construction of a new interchange at Union Chapel Road and Interstate 69. This letter is written to describe the proposed project and to solicit your comments regarding the resources under your jurisdiction as early coordination.

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 involved 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.

The following agencies have been invited to be consulting parties:

Federal Highway Administration
INDOT: Fort Wayne District
Allen County Historian
Allen County Courthouse Preservation Trust
Allen County/Fort Wayne Historical Society
ARCH, Inc./Fort Wayne Historic Preservation Review Board
Fort Wayne Historic Preservation Review Board
Indiana Landmarks
Indiana Lincoln Highway Association, Inc
Indiana Historical Bureau
Indiana Historical Society

Per 36 CFR 800.3(f), we hereby request that the State Historic Preservation Officer (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 proposed project. This letter is written to seek your comments on eligibility determinations and assessment of effects.

The referenced project is located in northern Allen County in Perry Township. Specifically, the project is located in Section 26 of Township 32 North, Range 13 East as shown on the 7.5 minute Cedarville U.S.G.S. quadrangle map. Project location maps, aerial photographs and ground level photographs are attached to this correspondence.

Existing Roadways

Union Chapel Road

Union Chapel Road is classified as a Rural Major Collector and consists of a two-way, east-west, roadway with 14' travel lanes and no usable shoulders. Union Chapel Road is elevated over I-69 with no access to the interstate system. The Union Chapel overpass structure was built in 1959 and consists of a four-span, reinforced concrete girder structure approximately 213' in length. The width of the bridge structure is approximately 29' and the vertical clearance over I-69 is approximately 16'. The posted speed on Union Chapel Road is 45 mph

Interstate 69

Interstate 69 consists of a four lane interstate with two, 12' travel lanes in either direction. A 60' grassed median with 4' paved, inside shoulders divides the travel lanes. The travel lanes are bordered by 8' paved outside shoulders. Existing right-of-way extends 100' on either side of the interstate. Runoff is handled by roadside drainage swales and the posted speed limit is 65 mph.

Existing Land Use Conditions

The existing land use consists of a combination of residential, commercial and agricultural land in the vicinity of this project. The northwest quadrant consists of residential parcels with a small forested area and the southwest quadrant is occupied with a private golf course facility with residential parcels. The northeast quadrant consists of a small farmstead and the southeast quadrant consists of undeveloped, vacant land.

Need for the Project

The SR 1/Dupont Road interchange is the sole access to and from I-69 for the residents of north Fort Wayne and northern Allen County. This area of the county has realized significant commercial and residential growth in the last ten years, resulting in a substantial increase in traffic volumes. Traffic modeling has revealed that current east-west movement along SR 1/Dupont Road, the northbound exit from I-69 and the southbound entrance onto I-69 are operating at substandard Level of Service (LOS). Residential and commercial development is anticipated to continue in this area over the next twenty years, adding increased traffic volumes.

Specifically, the Parkview Regional Medical Center is currently under construction in the northeast quadrant of the SR 1/Dupont Road interchange. This facility plans to employ 6,000 people and this is projected to add approximately 4,000 vehicles per day to I-69. Currently, the only access to this facility is the SR 1/Dupont Road exit from I-69.

Based on this data, the proposed interchange project would:

- Reduce congestion at the SR 1/Dupont Road interchange with I-69
- Provide better local and regional access for northern Fort Wayne and outlying communities
- Provide viable multi-state access to the Regional Trauma Center at Parkview Medical Center

Initial traffic analysis has indicated that construction of a new interchange on I-69 would not solely reduce the congestion issues at the SR 1/Dupont Road interchange. It will be necessary to make improvements to the existing interchange to bring the LOS to an acceptable level. Therefore, an interchange modification at the SR 1/Dupont Road interchange (Des No. 0901298) is currently in the planning and design phase under INDOT directive.

The interchange at Union Chapel Road is under consideration for inclusion in the Northeastern Indiana Regional Coordinating Council's (NIRCC) Transportation Plan and Transportation Improvement Plan (TIP), and Air Quality Conformity Determination.

Proposed Preliminary Alternatives

Three interchange configurations are currently under consideration for this project. The layout and footprint represented herein of each of these alternatives is conceptual and represents a "worse-case-scenario". These alternatives are being assessed for their ability to satisfy the Purpose and Need of the project as well as potential impacts incurred. The impact analysis is based on published data and characteristics observed during the initial site visit. Detailed analysis will be completed following in-depth field investigations.

1. Modified Folded Diamond/Tight Diamond Interchange – This interchange configuration includes a typical diamond interchange design on the east side of I-69 with a folded diamond ramp design in the northwestern quadrant of I-69 and Union Chapel Road. This alternative will require the most right-of-way (ROW) impacts. A majority of these impacts would occur in the area of the folded diamond design in the northwest quadrant. This area is largely wooded with dense, mature trees. This area also includes an unnamed tributary to Ely Run. Overt wetland conditions observed east of I-69 may represent either federal or state jurisdictional features. Impacts to these features would be minimal, but may not be avoidable. This alternative would also likely displace five residences.

2. Tight Diamond Interchange – This interchange configuration includes a typical diamond interchange design with 250-400' spacing between standard ramp termini. Impacts to ROW would be minimal with this interchange option.

There would likely be three residential displacements. Impacts to streams would likely be limited to potential culvert extension. Impacts to potential wetlands east of I-69 would be similar to Alternative #1.

3. Roundabout Interchange – This configuration includes a diamond-style interchange design with the standard ramp termini replaced with roundabouts. The ROW requirements would likely be less than the Tight Diamond alternative. Therefore, impacts to streams and wetlands would likely be less; however, it is unlikely that impacts would be completely avoided. There would likely be three residential displacements.

Right-of-Way

To complete the proposed project, additional permanent right-of-way would be required from multiple parcels. It is anticipated that approximately twenty acres of permanent right-of-way would be required to complete the project with the Modified Diamond Interchange. The Tight Diamond and Roundabout Interchange design options would both require approximately fifteen acres of permanent right-of-way.

It is anticipated that the Modified Diamond design option would have the greatest impacts on the surrounding streams and waterways with approximately 446 linear feet of stream impacts as opposed to the other two alternatives which are estimated to incur approximately 46 linear feet of waterway impacts. The Modified Diamond would also result in approximately two acres of forested impacts.

It is also anticipated that residential relocations may be necessary to complete the project. It is anticipated that the Modified Diamond design would result in five relocations while the Tight Diamond and Roundabout Interchange design options would potentially only require three relocations for either option. It should be noted that the right-of-way quantities and the anticipated relocations presented here may be refined as the proposed design advances.

Historic Resources

A cursory overview of the project area was performed and existing databases, such as the National and State Registers of Historic Places, were reviewed to determine the location of known historic resources. The *Allen County Interim Report, Indiana Historic Sites and Structures Inventory* is not currently in publication and was unable to be reviewed.

Based on the information provided in the State and National Registers, there are no listed or eligible resources located in the immediate vicinity of the project area. A spreadsheet representing the listed State and National Register properties has been provided as Appendix pages A-18 to A-20.

As the Section 106 process advances, the project area will be surveyed by individuals satisfying the *Secretary of Interior Professional Qualification Standards* to determine an Area of Potential Effect (APE), make recommendations on eligibility determinations, and assess effects on potential and known historic resources. Additionally, the project corridor will be subjected to an archaeological reconnaissance by a qualified archaeologist. Coordination with the SHPO and the identified consulting parties will be ongoing for the duration of the Section 106 process.

Early Coordination

As part of our early coordination effort for the referenced project, you are asked to study this enclosed information and provide a written evaluation of the potential impacts upon resources that are under your jurisdiction. You are asked to return a reply within thirty (30) days of receipt of this letter. Please send your written evaluation to Jeffrey Vlach, Beam, Longest and Neff, L.L.C., 8126 Castleton Road, Indianapolis, Indiana 46250.

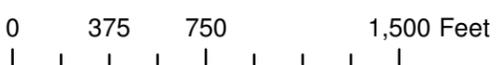
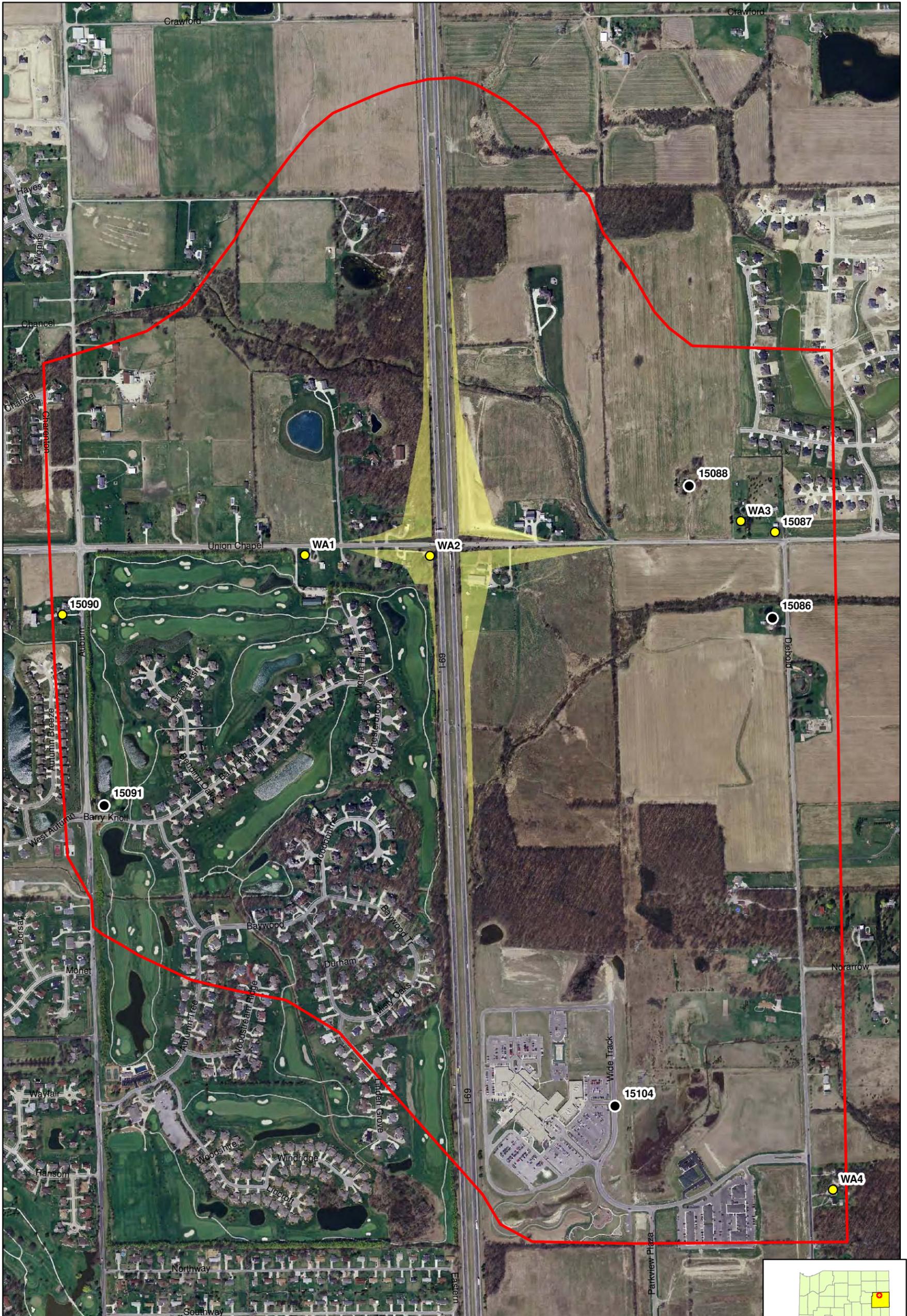
If no reply has been received by this date, it will be indicated in the environmental documentation prepared for the referenced project that your agency has no comment. Your cooperation in expediting the development of the referenced project is appreciated. If you have any questions, or if we can be of any further assistance, please contact this office at 317-849-5832.

Very truly yours,
BEAM, LONGEST AND NEFF, L.L.C.

Jeffrey A. Vlach
Chief Environmental Analyst

cc: File #101010
Mr. Ben Carnahan, P.E., BLN

APPENDIX B. Maps



Note: Information shown on this map is not warranted for accuracy or merchantability. GIS data used to create this map are from the best known sources existing at this time. However, experience shows that many national datasets are not all inclusive. Use of this map should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. This map does not represent a legal document

Legend	
●	Surveyed Properties
●	No Longer Extant
	Project Location
	APE



APPENDIX C. Photographs



11208 Diebold Rd House W Elevation



15087 3925 Union Chapel Rd School #7 S & E Elevations



15087 3925 Union Chapel Rd School #7 W & S Elevations



15090 12523 Auburn Barn Detail 2



15090 12523 Auburn Barn Detail



15090 12523 Auburn Barn E elevation



15090 12523 Auburn House N & E Elevation



15090 12523 Auburn House Detail of door



15090 12523 Auburn House Detail S Elevation



15090 12523 Auburn House E & S Elevations



15090 12523 Auburn House S & W Elevations



15090 12523 Auburn View to N



2722 Union Chapel Rd Garage N & W Elevations



2722 Union Chapel Rd House E & N Elevations



2722 Union Chapel Rd House N & W Elevations



2722 Union Chapel Rd House S & E Elevations



2722 Union Chapel Rd Outbuilding



2722 Union Chapel Rd Shed



3102 Union Chapel Rd Garage N Elevation



3102 Union Chapel Rd House Detail



3102 Union Chapel Rd House N Elevation 4



3102 Union Chapel Rd House N Elevation



3102 Union Chapel Rd House S Elevation



3827 Union Chapel Rd House S Elevation



Union Chapel & Auburn Rd Intersection View to E



Union Chapel & Auburn Rd Intersection View to N



Union Chapel & Auburn Rd Intersection View to NE



Union Chapel & Auburn Rd Intersection View to NW



Union Chapel & Auburn Rd Intersection View to S 2



Union Chapel & Auburn Rd Intersection View to S



Union Chapel & Auburn Rd Intersection View to SE



Union Chapel & Auburn Rd Intersection View to SW



Union Chapel & Auburn Rd Intersection View to W



Union Chapel & Diebold Rd View to E



Union Chapel & Diebold Rd View to N



Union Chapel & Diebold Rd View to NE



Union Chapel & Diebold Rd View to NW



Union Chapel & Diebold Rd View to S



Union Chapel & Diebold Rd View to SE

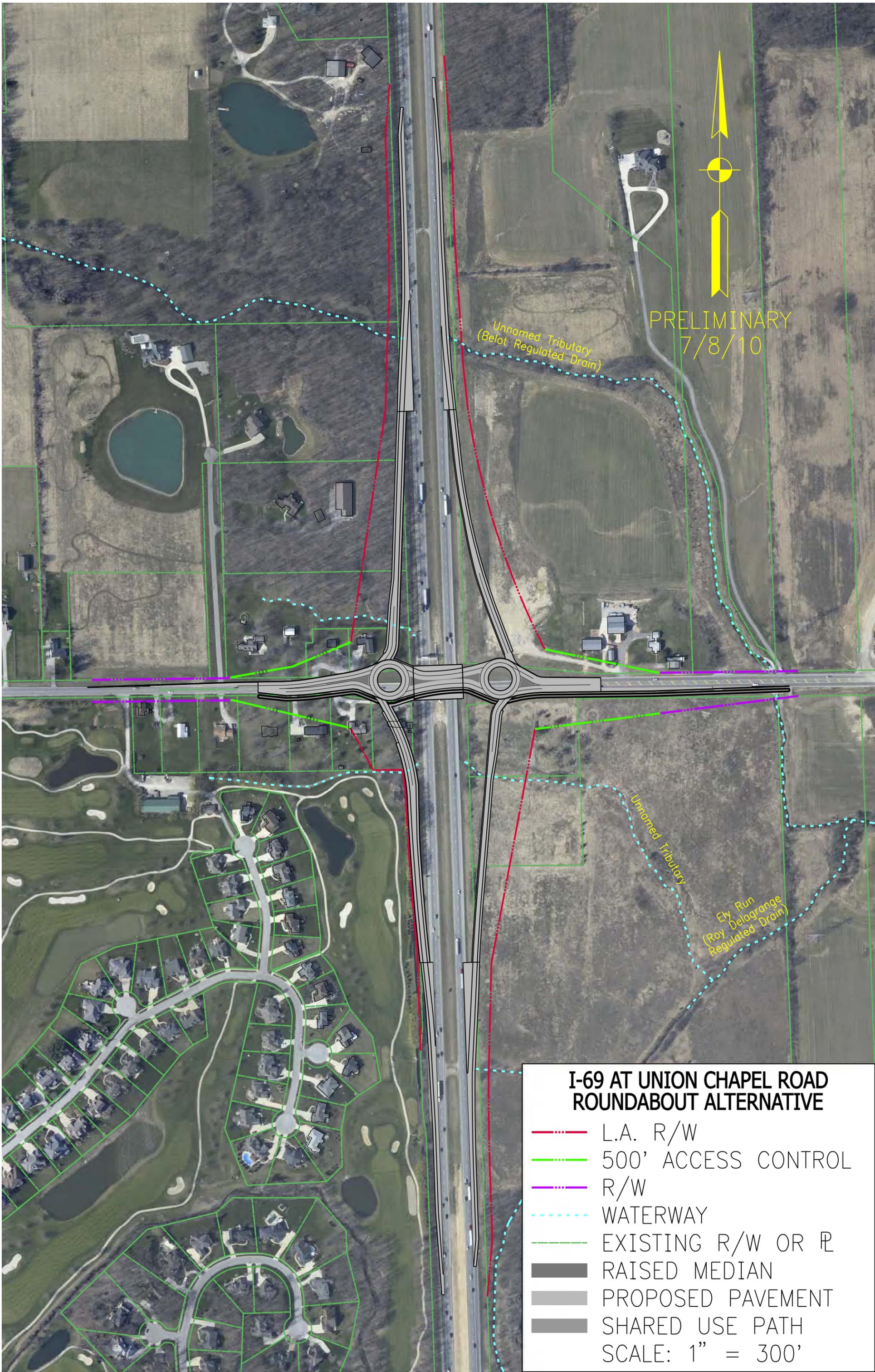


Union Chapel & Diebold Rd View to SW



Union Chapel & Diebold Rd View to W

APPENDIX D. Plans



APPENDIX E. Correspondence



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



April 8, 2010

Jeffrey A. Vlach
Chief Environmental Analyst
Beam, Longest, and Neff, LLC
8126 Castleton Road
Indianapolis, Indiana 46250

Federal Agency: Federal Highway Administration

Re: Project information regarding the construction of a new interchange at Union Chapel Road and Interstate 69 (Designation #0902222; DHPA #9325)

Dear Mr. Vlach:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, 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 conducted an analysis of the materials dated March 19, 2010 and received on March 22, 2010, for the above indicated project in Perry Township, Allen County, Indiana.

Thank you for notifying our office of the proposed project. At this time, a complete analysis of the project is not possible. Please provide the following information to facilitate the identification and analysis of historic properties in the project area:

- ❖ Literature Review
- ❖ Historic Context
- ❖ Research Methodology
- ❖ Property Descriptions
- ❖ National Register of Historic Places eligibility evaluations and recommendations

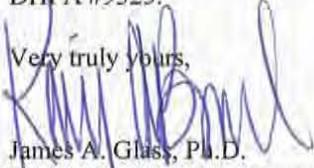
In regard to archaeology, the documentation which was provided states that an archaeological reconnaissance will be conducted for the project corridor. We will await the archaeological reconnaissance report in order to comment on the nature and eligibility of any archaeological resources which may be present.

For further guidance on the indicated information, please refer to Appendix AA of INDOT's Indiana Cultural Resources Manual (<http://www.in.gov/indot/7287.htm>). Please keep in mind that additional information may be requested in the future.

For questions regarding INDOT's Indiana Cultural Resources Manual, please contact Staffan Peterson at (317) 232-5161 or stpeterson@indot.IN.gov.

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 for your reference. If you have questions about archaeological issues please contact Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. If you have questions about buildings or structures please contact Toni Lynn Giffin at (317) 233-9636 or tgiffin@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #9325.

Very truly yours,


James A. Glas, Ph.D.
Deputy State Historic Preservation Officer

JAG:TLG:JRJ:jj

cc: Staffan Peterson, Administrator, Indiana Department of Transportation
www.DNR.IN.gov

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From: [Carpenter, Patrick A](#)
To: linda@weintrautinc.com; [Elayna Stoner-Phillips](#)
Cc: [Parker, Kimberlee](#); [Lawrence, Ben](#); [Kennedy, Mary](#); [Peterson, Staffan \(INDOT\)](#)
Subject: INDOT-CRS review-HPR for I69 and Union Chapel Road, Allen County (Des. #0902222)
Date: Thursday, August 19, 2010 10:06:35 AM

INDOT-CRS has reviewed the Historic Property Report for the above referenced project. The HPR is comprehensive and well written. You can proceed to distribute the HPR to SHPO and consulting parties.

Do not hesitate to contact me if you have any questions.

Thank you,
Patrick Carpenter
Historian, Cultural Resources Section
Indiana Department of Transportation
100 N Senate Ave., IGCN-Rm. N-642
Indianapolis, IN 46204-2216
317-233-2061

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739
Phone 317-232-1646 • Fax 317-232-0693 • dhp@dnr.IN.gov



September 14, 2010

Elayna Stoner Phillips
Beam, Longest, and Neff, LLC
8126 Castleton Road
Indianapolis, Indiana 46250

Federal Agency: Federal Highway Administration (“FHWA”)

Re: Indiana Archaeological Short Report (Plunkett and Alexander, 8/9/10) and Historic Property Report (Getzin and Moore, 8/10) regarding the construction of a new interchange at Union Chapel Road and Interstate 69 (Designation #0902222; DHPA #9325)

Dear Ms. Phillips:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the “Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, 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 conducted an analysis of the materials dated August 12, 2010 and August 18, 2010 and received on August 16, 2010 and August 20, 2010, for the above indicated project in Perry Township, Allen County, Indiana.

Based on the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area

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 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.

In regard to buildings and structures, we concur with Weintraut and Associates’ assessment that Perry Township School No. 7 at 3925 Union Chapel Road (Indiana Historic Sites and Structures Inventory – Allen County site # 003-104-15087), the Joseph N. Urbine Farm at 12523 Auburn Road (site # 003-104-15090), the house at 2722 Union Chapel Road, the House at 3102 Union Chapel Road, the House at 3827 Union Chapel Road, and the house at 11208 Diebold Road are not eligible for inclusion in the National Register of Historic Places.

Therefore, based upon the documentation available to the staff of the Indiana SHPO, we have not identified any historic buildings, structures, districts, or objects resources listed in or eligible for inclusion in the National Register of Historic Places within the probable area of potential effects.

Upon completing its own identification and evaluation efforts, it would be appropriate for the Indiana Department of Transportation (“INDOT”), on behalf of the FHWA, to analyze the information that has been gathered from the Indiana SHPO, the general public, and any other consulting parties and make the necessary determinations and findings. Please refer to the following comments for guidance:

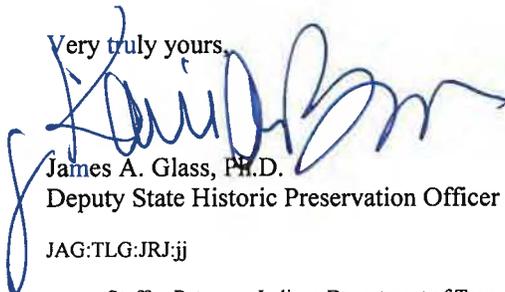
- 1) If the INDOT believes that a determination of “no historic properties affected” accurately reflects its assessment, then it shall provide documentation of its finding as set forth in 36 C.F.R. § 800.11 to the Indiana SHPO, notify all consulting parties, and make the documentation available for public inspection (36 C.F.R. §§ 800.4[d][1] and 800.2[d][2]).

- 2) If, on the other hand, the INDOT finds that an historic property may be affected, then it shall notify the Indiana SHPO, the public and all consulting parties of its finding and seek views on effects in accordance with 36 C.F.R. §§ 800.4(d)(2) and 800.2(d)(2). Thereafter, the INDOT may proceed to apply the criteria of adverse effect and determine whether the project will result in a “no adverse effect” or an “adverse effect” in accordance with 36 C.F.R. § 800.5.

Please be advised that prior to INDOT approving and issuing a finding, the 36 C.F.R. § 800.11 documentation must be submitted to INDOT for review and comment.

If you have questions about archaeological issues please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. If you have questions about buildings or structures please contact Toni Lynn Giffin at (317) 233-9636 or tgiffin@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #9325

Very truly yours,



James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:TLG:JRJ:jj

cc: Staffan Peterson, Indiana Department of Transportation
emc: Jeffrey A. Plunkett, Weintraut & Associates, Inc.

APPENDIX F. Report Summaries



Historic Property Report
I-69, Union Chapel Road Interchange
Perry Township, Allen County, Indiana
DES No.: 0902222
Federal Project No.: Pending

Prepared for
Federal Highway Administration/Indiana Department of Transportation

Prepared by
WEINTRAUT & ASSOCIATES, INC.
Principal Investigator: Dr. Linda Weintraut
Authors: Kristen Getzin and Anne Moore, M.H.P.
PO Box 5034
Zionsville, Indiana
(317) 733-9770
(Linda@weintrautinc.com)

August 2010

Executive Summary: I-69, Union Chapel Road Interchange Perry Township, Allen County, Indiana

The study area for this undertaking is located in Perry Township in Allen County, Indiana.

Allen County is developing a federal-aid project to construct an interstate exchange for Interstate 69 (I-69) on Union Chapel Road. The project is located north of Fort Wayne in the northern portion of Allen County, Indiana. The project will provide the needed improvements based on the continued development and increased traffic associated with growth in the area, as well as the construction of the Parkview Regional Medical Center.

Various alternatives have been developed for the proposed project, including the addition of shoulders, improvements to the existing intersection, the addition of turn lanes, and exit and entrance ramps to I-69.

The Area of Potential Effect (APE) has been drawn to encompass properties on all sides of the undertaking. (See map in Appendix 2.)

Project historians who meet or exceed the Secretary of the Interior's standards for Section 106 work identified and evaluated historic properties within the APE for this project. Historic properties were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended,

and CFR Part 800 (Revised January 2001), Final Rule on Revision of Current Regulations, December 12, 2000, and incorporating amendments effective August 5, 2004.

Six properties are considered or rated Contributing within the APE. Out of those six properties, none are recommended eligible for the National Register of Historic Places.

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



November 10, 2010

Staffan Peterson, Administrator
Cultural Resources Section
Office of Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Notification of INDOT's finding of "no historic properties affected" on behalf of the FHWA and area of potential effect/eligibility determinations regarding the construction of a new interchange at Union Chapel Road and Interstate 69 (Designation #0902222; DHPA #9325)

Dear Mr. Peterson:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, 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 conducted an analysis of the materials dated October 11, 2010 and received on October 13, 2010, for the above indicated project in Perry Township, Allen County, Indiana.

As previously indicated, we have not identified any historic buildings, structures, districts, or objects listed in or eligible for inclusion in the National Register of Historic Places within the probable area of potential effects. In addition, as previously indicated, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area.

Therefore, we concur with the INDOT's October 7, 2010 finding, on behalf of the FHWA, that there are no historic buildings, structures, districts, objects, or currently known archaeological resources within the area of potential effects that will be affected by the above indicated project.

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.

If you have questions about archaeological issues please contact Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. If you have questions about buildings or structures please contact Toni Lynn Giffin at (317) 233-9636 or tgiffin@dnr.IN.gov.

Very truly yours,

A handwritten signature in black ink, appearing to read "James A. Glass".

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:TLG:JRJ:jj

cc: Elayna Stoner Phillips, Beam, Longest, and Neff, LLC
emc: Jeffrey A. Plunkett, Weintraut & Associates, Inc.,

The Journal Gazette

Allen County, Indiana

Account # 1066712 - 857369
Beam, Longest and Neff, LLC

PUBLISHER'S CLAIM

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) -- number of equivalent lines	_____
Head -- number of lines	_____
Body -- number of lines	_____
Tail -- number of lines	_____
Total number of lines in notice	187

COMPUTATION OF CHARGES

187 lines, 1 column(s) wide equals
187 equivalent lines at \$ 2.350 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) -

TOTAL AMOUNT OF CLAIM

DATA FOR COMPUTING COST

Width of single column in picas 9.8 Size of type 7point.
 Number of Insertions 1

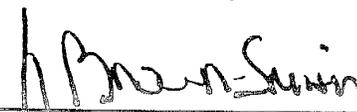
Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

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 times.

The dates of publication being as follows:

<u>10/13/2010</u>	-	-	-
-	-	-	-
-	-	-	-

Additionally, Newspaper has a Web site and this public notice was posted on the same day as it was published in The Journal Gazette.



 T. Brown-Smith
 Legal Clerk

Date: October 13, 2010

ATTACH COPY OF ADVERTISEMENT HERE

The News-Sentinel

Allen County, Indiana

Account # 1066712 - 857369
Beam, Longest and Neff, LLC

PUBLISHER'S CLAIM

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) -- number of equivalent lines	_____
Head -- number of lines	_____
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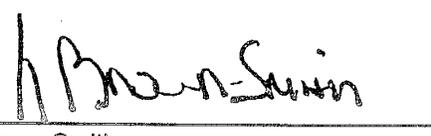
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I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 3 times.

The dates of publication being as follows:

<u>10/13/2010</u>	-	-	-
-	-	-	-
-	-	-	-

Additionally, Newspaper has a Web site and this public notice was posted on the same day as it was published in The News-Sentinel.



T. Brown-Smith
Legal Clerk

Date: October 13, 2010

ATTACH COPY OF ADVERTISEMENT HERE

Public Notice

The Indiana Department of Transportation (INDOT) proposes to construct a new interchange at Union Chapel Road and Interstate I-69 in Allen County, Indiana. INDOT is planning to undertake this interchange construction project funded, in part, by the Federal Highway Administration (FHWA). The proposed project is located approximately one mile north of the Dupont Road/SR 1 interchange with I-69. Union Chapel Road is classified as a Rural Major Collector and consists of a two-way, east-west, roadway with 14' travel lanes and no usable shoulders. Union Chapel Road is elevated over I-69 with no current access to the interstate system.

Presently, the SR 1/Dupont Road interchange is over capacity and an additional access point is needed. This area of the county has realized significant commercial and residential growth in the last ten years, resulting in a substantial increase in traffic volumes. Traffic modeling has revealed that current east-west movement along SR 1/Dupont Road, the northbound exit from I-69 and the southbound entrance onto I-69 are operating at substandard Levels of Service (LOS) and peak hours are experiencing an ever-increasing severity in congestion.

The preferred alternative calls for the construction of a roundabout interchange at I-69 and Union Chapel Road. A roundabout style interchange is essentially a compact diamond interchange, with roundabouts at the ramp connections to Union Chapel Road, as opposed to conventional intersections. The roundabouts will be dual-lane with two lane entrances at all connections. All exits from the roundabouts will have two lanes, with the exception of the ramp to northbound I-69. Exclusive right turn bypass lanes will be placed between the northbound exit ramp and eastbound Union Chapel Road, and between westbound Union Chapel Road and the entrance ramp to southbound I-69.

Proposed improvements to Union Chapel Road include construction of the roundabout ramp termini, construction of the eastbound and westbound storage areas and two lane entrances to the roundabout. The improvement limits on Union Chapel Road will extend 400' west of the new interchange and approximately 500' to the east. Union Chapel Road will be reconstructed with two lanes in each direction. This section of the roadway will also feature curb and gutter, storm sewers and a shared use path on one side. Widening and resurfacing with a shoulder section and roadside ditches will take place beyond the aforementioned project limits to reconnect Union Chapel Road to the existing road grade. There will be approximately 600' of widening and resurfacing west of the interchange and 700' east of the interchange to tie the new construction into the existing cross-sections.

The interchange construction will require the replacement of the bridge to carry Union Chapel Road over I-69. The existing four-span bridge will be replaced with a two-span, pre-stressed concrete hybrid bulb tee style bridge. The bridge will carry two lanes of traffic in each direction as well as a shared use path on one side. Concrete barrier rails, railing transitions and reinforced concrete approach

slabs and standard guardrail will be installed per design requirements. Proposed improvements to I-69 include the construction of ramp connections from I-69 to the roundabouts. Work along I-69 will also consist of gore area construction, ramp acceleration/deceleration lane construction, and re-grading within the interchange. Proposed improvements along on I-69 will total 0.9 mile and Union Chapel Road improvements will total approximately 0.5 mile.

As part of the interchange construction, two existing drainage culverts will be extended to accommodate ramp construction. New culverts will be constructed under the southwest and southeast interchange ramps. Minor channel work is necessary to extend the culverts and construct permanent erosion control measures. All drainage structures are associated with an unnamed tributary to Ely Run.

During construction, I-69 will continue to have two travel lanes in each direction accessible to traffic. The existing 12' lanes will remain; however, existing shoulder widths will be restricted during construction. Union Chapel Road will remain open to traffic during construction. During the first phase of construction, a temporary traffic signal will be located at the bridge, which will be restricted to one lane. During phases 2 and 3, at least one 11' travel lane will be provided in each direction.

To complete the proposed project, additional permanent right-of-way would be required. It is anticipated that approximately 29.3 acres of permanent, limited access, right-of-way would be required.

Approximately 0.59 acre of temporary right-of-way will also be required for grading and drive construction. Five residential parcels will be purchased in order to complete the project; relocation of the affected residents would be required.

The INDOT, acting on behalf of the FHWA, has found no properties within the Area of Potential Effect (APE) that are listed on or eligible for inclusion on the National Register of Historic Places (NRHP). Additionally, as a result of the archaeological investigations, no sites that could qualify for inclusion on the NRHP were located. The INDOT, acting on behalf of the FHWA, issued a "No Historic Properties Affected" finding for this project on October 7, 2010.

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 800.5(a)(4). Pursuant to 36 CFR 800.6(a)(4), the documentation specified in 36 CFR 800.11(d) which serves as the basis for the "No Historic Properties Affected" finding is available for public inspection at the INDOT Ft. Wayne District office, located at 5333 Hatfield Road; Fort Wayne, IN and at the office of Beam, Longest and Neff; 8126 Castleton Road Indianapolis, IN.

Please reply no later than November 12, 2010 and address any comments to:

Mr. Jeffrey Vlach
Chief Environmental Analyst
Beam, Longest, and Neff, LLC
8126 Castleton Road,
Indianapolis, IN 46250

APPENDIX D

Red Flag Survey



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Fort Wayne District
5333 Hatfield Rd.
Fort Wayne, Indiana 46808 (260) 484-9541 FAX: (260) 484-9031

Mitchell E. Daniels, Jr., Governor
Michael W. Reed, Commissioner

Date: November 12, 2009

To: Kenneth McMullen, CHMM
Hazardous Materials Unit Supervisor
Office of Environmental Services
Indiana Department of Transportation
100 N Senate Avenue, Room N642
Indianapolis, IN 46204

From: David Didion
Environmental Scientist
INDOT – Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808

Re: I-69 Interchange Evaluation, Located at Hursh Road and Union Chapel Road, Fort Wayne, Allen County, Indiana

Narrative:

The proposed project is a new interchange on I-69 for the northern limits of Fort Wayne. At this time, two locations are being evaluated based on the below red flag concerns. No firm amount of right-of-way and/or design has been completed at this time. The proposed project area has been expanded to include the potential for an increase in area during design.

SUMMARY

Infrastructure			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Other road projects		Airports	
Cemeteries		Hospitals	
Railroads		Recreational Facilities	
Religious Facility		Schools	
Trails	2	Pipelines	2

Explanation:

The two trails do not currently exist within the project area, as they are proposed for future construction. If the trails are located in the project area during design planning and/or construction, coordination will occur to determine the extent of impact. The owners of the gas pipelines will be contacted during the design phase for possible impacts and relocation of the utility from the project area. No adverse impacts to the above are expected.

Supervisory concurrence: klbm (Initial)

Water Resources			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Canal Routes – Historic		Canal Structures – Historic	
Wetland Line		Floodplain-DFIRM	62
Rivers and Lakes	10/40	Wetlands	57
Wetland Points		Lakes – Impaired*	
Streams – Impaired*	1	Cave Entrance Density	
Sinkhole Areas		Karst Springs	
		Sinking-Stream Basins	

* Reason for impairment, if applicable: *E. coli.*, mercury, and PCB’s

Explanation:

The proposed interchanges are currently planned to avoid all the above concerns. The potential county road alignments include possible impacts to wetlands, floodplains, and rivers. If any of these impacts become known through the design phase, the Ecology and Permits Sections of OES will be contacted.

Supervisory concurrence: k.bm (Initial)

Mining/Mineral Exploration			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Oil Wells		Gas Wells	
Mines – Surface		Mines – Underground	
Petroleum Fields			

Explanation:

None of the above concerns were noted within the project area or within a ½ mile radius around the project area.

Supervisory concurrence: k.bm (Initial)

Ecological Information

From the county listing of the Indiana Natural Heritage Data Center, information on endangered, threatened, or rare (ETR) species and high quality natural communities:

- 6 aquatic species, 4 terrestrial species (vertebrate/invertebrate), 9 avian species, and 8 vascular plants from the state list
- 3 aquatic species, 0 terrestrial species (vertebrate/invertebrate), 0 avian species, and vascular plants from the federal list
- 0 state and/or federal habitats listed

Several species are listed as being in Allen County. Research into the Indiana Heritage Database revealed one state or federal threatened or endangered species within a one half mile radius of the project area. The population and existence of these species inside the one half mile project area will warrant further investigation. Coordination will be necessary with the Ecology and Waterway Permitting Section, as well as all necessary State and Federal agencies.

Cultural Resources

A county interim report does not exist for Allen County, however after review of DNR records by OES Cultural Resources staff, several notable and contributing properties, and one outstanding property, are located in the area. Due to the amount of potential historic properties, once a preferred alternative is approved a defined APE and HPR will be required for the properties in question. After an INDOT records check for archaeological resources by OES Cultural Resources staff, no archaeological impacts are expected from either alternative.

Supervisory concurrence: k.b.m (Initial)

Hazmat Concerns			
Indicate items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project:			
Confined Feeding Operation		Construction Demolition Waste	
Industrial Waste Sites		Leaking UG Storage Tanks	1
Open Dump Waste Sites		NPDES Pipe Locations	
NPDES Facilities		Corrective Active Sites	
Restricted Waste Sites		Septage Waste Sites	
Solid Waste Landfills		Superfund Sites	
Tire Waste Sites		Underground Storage Tanks	
Voluntary Remediation Program		Brownfields	
Waste Transfer Stations		Waste Treatment Storage Disposal	
Manufactured Gas Plant		State Cleanup Site	
Etiological Waste Site		Lagoon	
IDEM 303d Listed Streams*		303d Listed Rivers*	1
303d Listed Lakes*			

* Reason for impairment, if applicable: *E. coli.*, mercury, and PCB's

Explanation:

Two hazardous materials sources exist within the half mile radius investigation area. One 303d listed river is located at a distance far enough from the project area that it should not warrant additional investigations. One LUST is located at a distance far enough from the project area that it should not warrant additional investigations, however it is within the area of construction for potential county road upgrades and may require further investigation if plans for Auburn Road are created.

Supervisory concurrence: k.b.m (Initial)

Recommendations

Infrastructure in the area will require utility coordination and the potential for trail upgrades to the bridges. The designer should work to amend these issues. Currently, the two proposed interchanges have no impacts to water resources; however, if work on the proposed Union Chapel Rd. extend far enough to the north, a flood permit and 401/404 permit may be necessary for the crossing of the tributary to Ely Run (Belot Drain). Work on the county roads may require wetland delineation and will require 401/404 permitting. There were no mineral and mining resources found in the review area. The project is within the range of several Federal and State endangered species, and the

existence of one is within the ½ mile radius of the project areas, requiring coordination with OES Ecology and Waterway Permitting Section, as well as all necessary State and Federal agencies. Several above ground cultural resources are located in the area and will require coordination with OES Cultural Resources staff. At this time, based on the information reviewed from IDEM GIS data, only two hazardous concerns exist, and both are out of the proposed interchange project areas. No further work is likely needed for hazardous materials except for the area of the LUST with the potential proposed Auburn Rd. improvement.

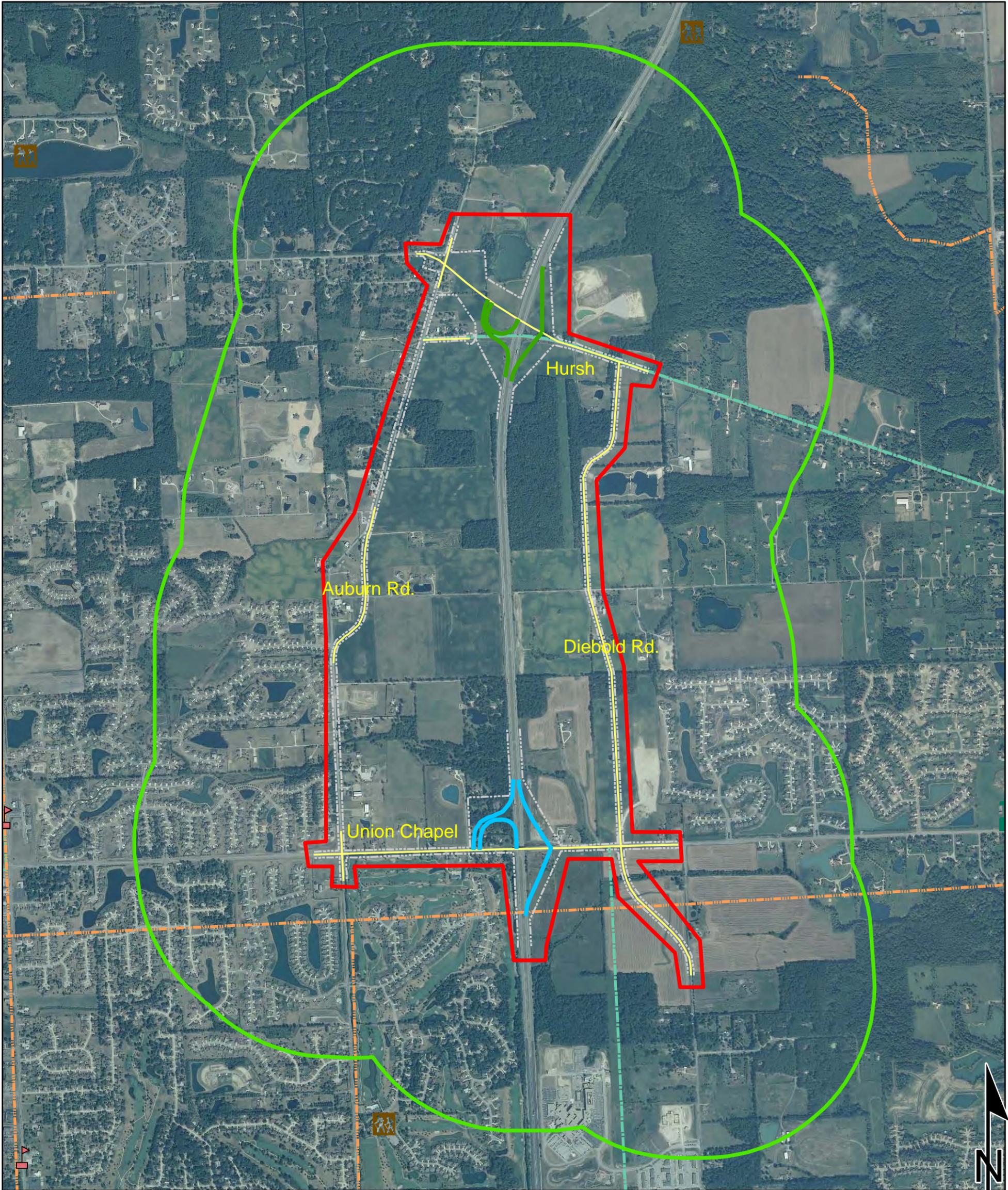
Supervisory concurrence: _____(Initial)

David Didion
Environmental Scientist
INDOT-Fort Wayne District

Graphics:

A map for each report section with a ½ mile radius buffer around all project area(s) showing all items identified as possible items of concern is attached.

Red Flag Investigation - Infrastructure
 I-69 Interchange Evaluation
 Located at Hursh Rd and Union Chapel Rd.
 City of Fort Wayne, Allen County, Indiana



0.4 0.2 0 0.4 Miles

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

Sources:

Non Orthophotography

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

Orthophotography

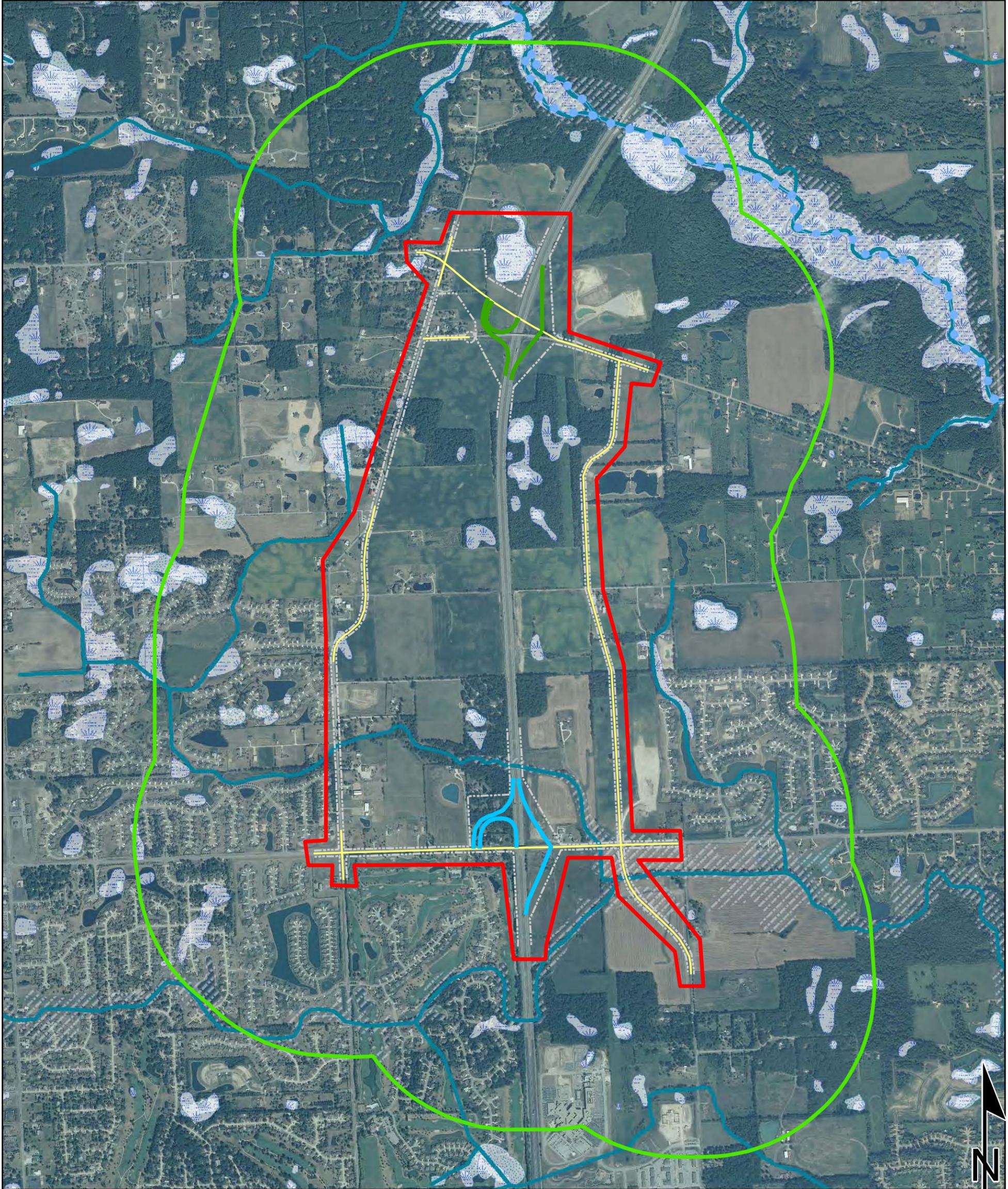
Obtained from Indiana Map Framework Data

(www.indianamap.org)

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

	Interchange @ Hursh Rd.		Pipeline
	Interchange @ Union Chapel Rd.		Railroad
	Proposed County Rd Changes		Trails
	Right-of-Way		Interstate
	HalfMileRadius		State Route
	ProjectArea		US Route
	Religious Facility		Local Road
	Airport		Cemetaries
	Hospital		School
	Recreation Facility		

Red Flag Investigation - Water Resources
 I-69 Interchange Evaluation
 Located at Hursh Rd and Union Chapel Rd.
 City of Fort Wayne, Allen County, Indiana



0.4 0.2 0 0.4 Miles

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Sources:

Non Orthophotography

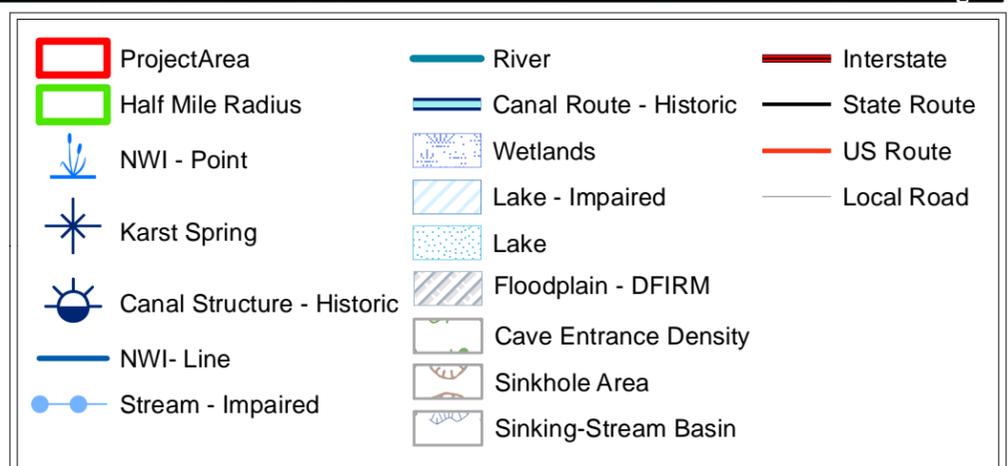
Data - Obtained from the State of Indiana Geographical Information Office Library

Orthophotography -

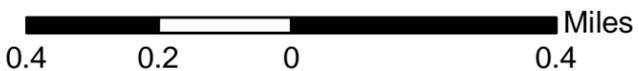
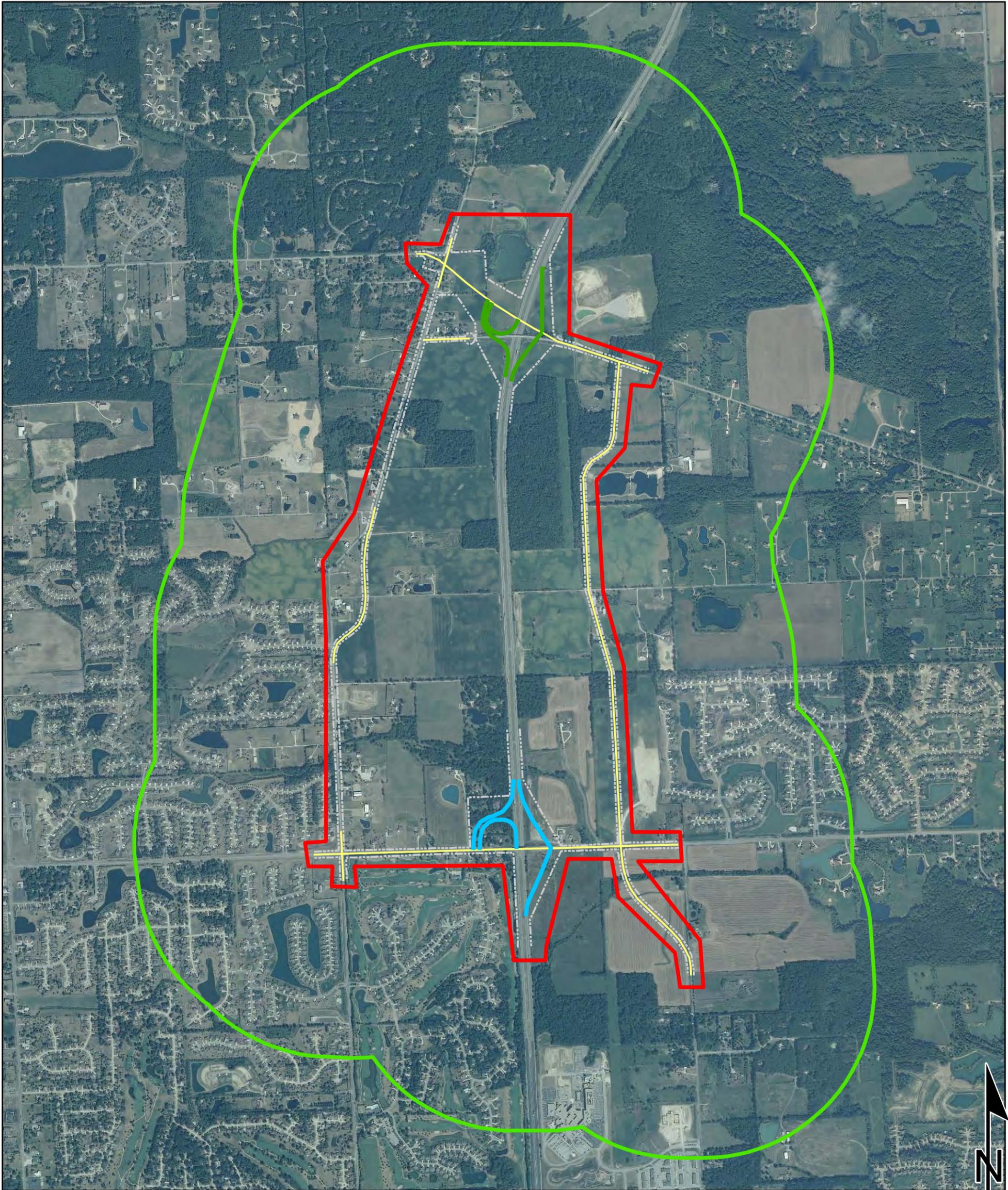
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(www.indianamap.org)

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

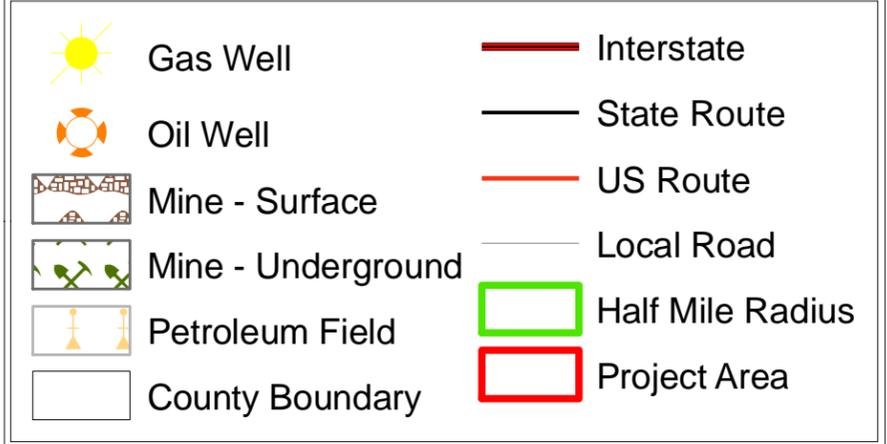


Red Flag Investigation - Mining/Mineral Resources
 I-69 Interchange Evaluation
 Located at Hursh Rd and Union Chapel Rd.
 City of Fort Wayne, Allen County, Indiana

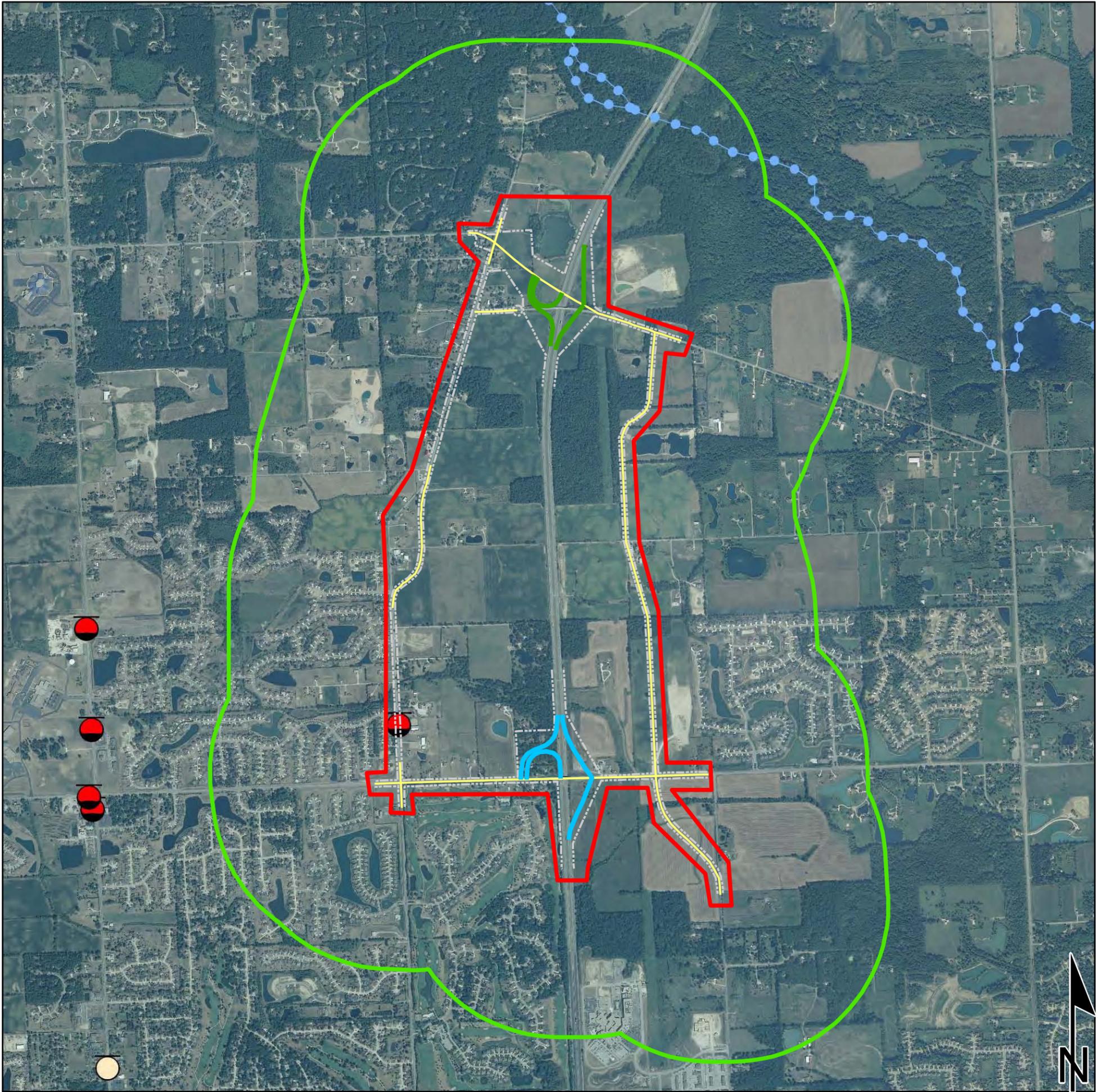


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Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83



Red Flag Investigation - Hazardous Materials
 I-69 Interchange Evaluation
 Located at Hursh Rd and Union Chapel Rd.
 City of Fort Wayne, Allen County, Indiana



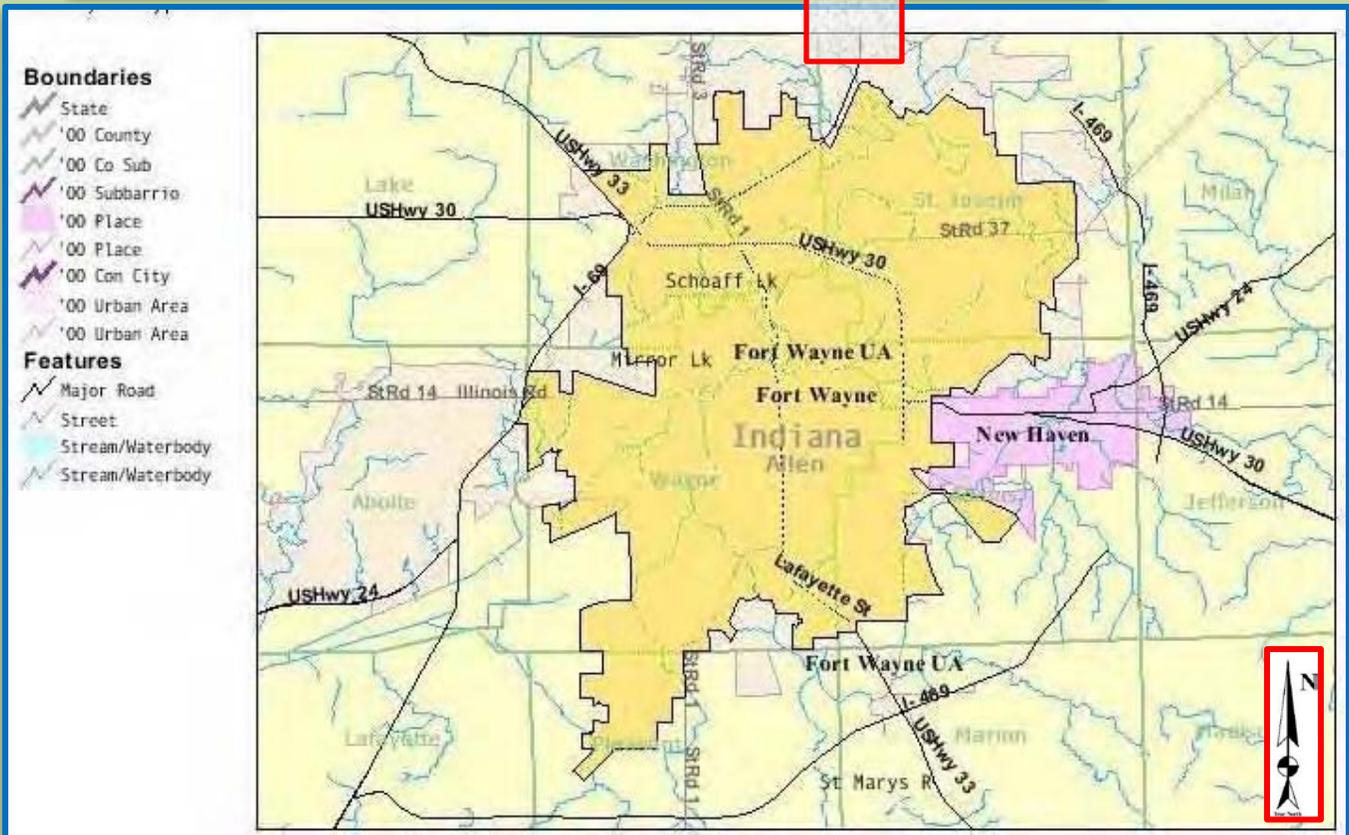
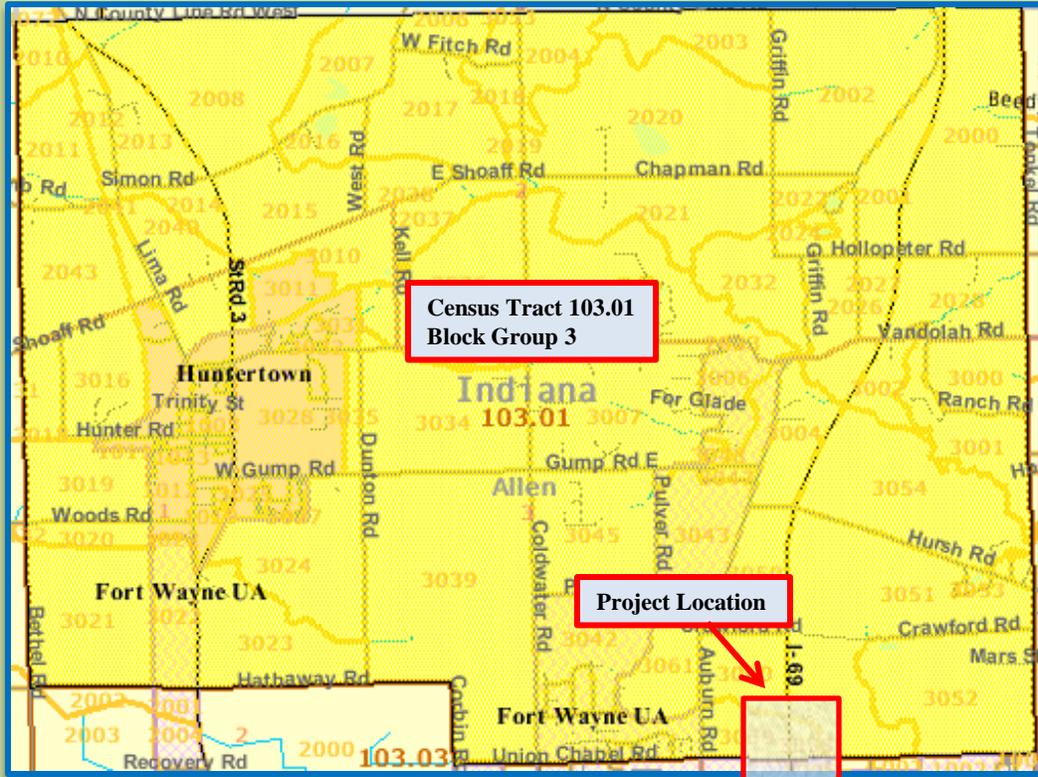
	Brownfield		Open Dump Waste Site		Superfund
	Corrective Action Sites		Restricted Waste Site		303d Listed Rivers
	Confined Feeding Operation		Septage Waste Site		303d Listed Lakes
	Construction/Demolition Site		Solid Waste Landfill		Interstate
	Leaking Underground Storage Tank		State Cleanup Site		State Route
	Etiological Waste Site		Tire Waste Site		US Route
	Lagoon		Waste Transfer Station		Local Road
	Manufactured Gas Plant		Waste Treatment Storage Disposal		County Boundary
	NPDES Facilites		Underground Storage Tank		Half Mile Radius
	NPDES Pipe Locations		Voluntary Remediation Program		Project Area



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

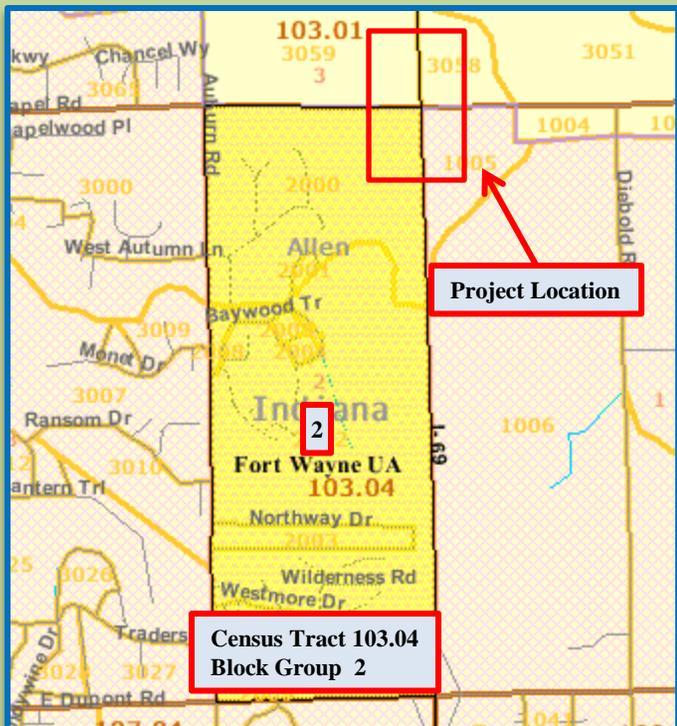
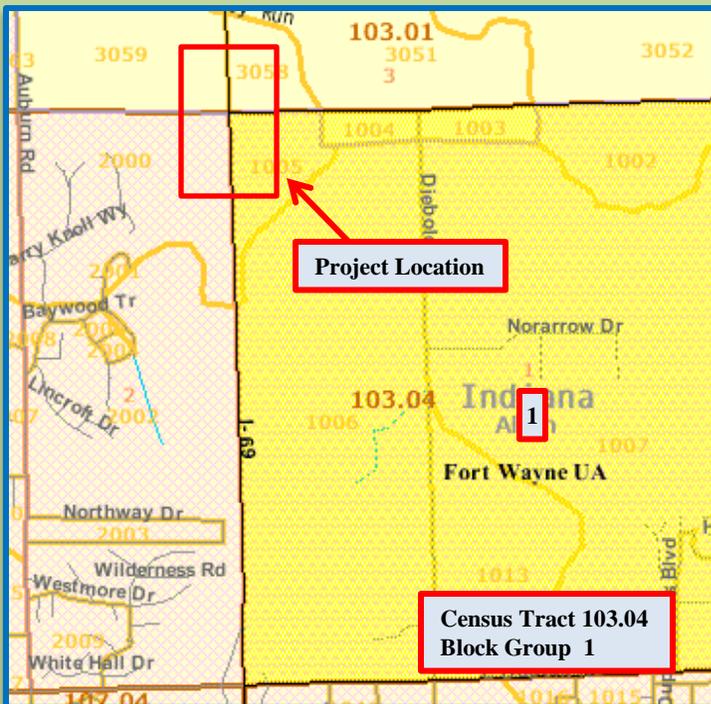
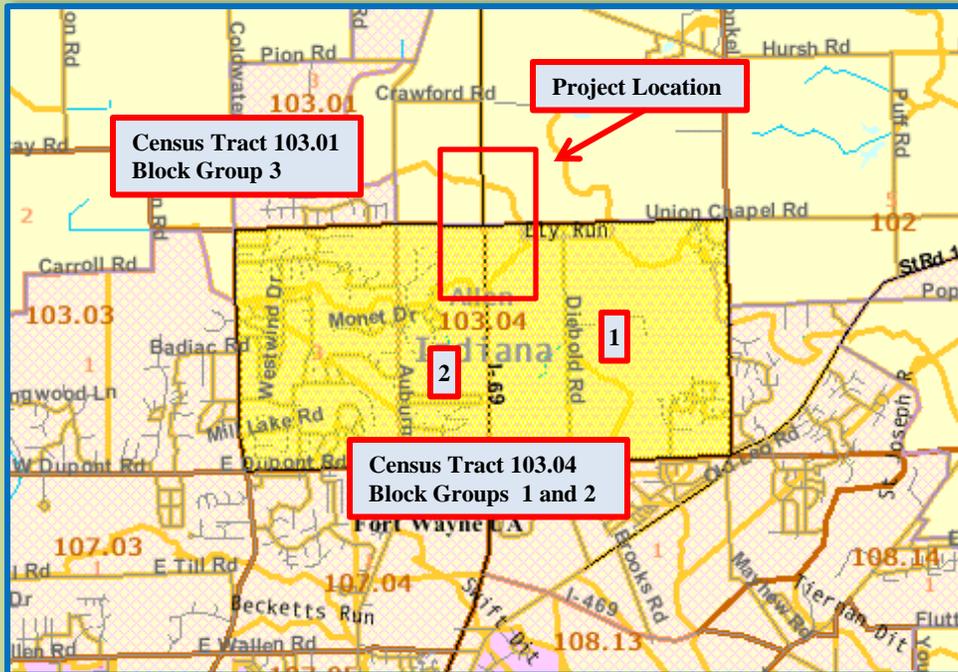
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APPENDIX E
Environmental Justice (EJ)
and
Relocation Survey



US Census Data

I-69 Interchange Construction
 Union Chapel Road over I-69
 Allen County, Indiana



US Census Data

I-69 Interchange Construction
 Union Chapel Road over I-69
 Allen County, Indiana

Minority by Race	Block Group 3 Census Tract 103.01	Block Group 1 Census Tract 103.04	Block Group 2 Census Tract 103.04	City of Ft. Wayne COC
Total	3,518	1,290	1,710	205,727
Black or African American alone	44	30	12	35,391
American Indian & Alaska Native alone	9	0	0	653
Asian alone	45	10	21	3,156
Native Hawaiian & other Pacific Islander	1	0	0	73
Some other race alone	1	1	5	470
Two or more races	25	10	6	3,732
Hispanic or Latino	47	12	10	11,884
Poverty Status				
Total	3,505	1,211	1,559	201,459
Income below poverty level	39	30	12	25,204
Elevated Populations				
Percent Minority	4.9%	4.9%	3.2%	26.9%
Minority: 125% of COC				33.6%
AC > 125% of COC	No	No	No	
Percent Low-Income				
Low-Income: 125% of COC	1.1%	2.5%	0.8%	12.5%
AC > 125% of COC	No	No	No	15.6%
Number of Relocations	2	0	4	

COC Community of Comparison
AC Affected Community

US Census Data

I-69 Interchange Project
Union Chapel Road over I-69
Allen County, Indiana

P87. POVERTY STATUS IN 1999 BY AGE [17] - Universe: Population for whom poverty status is determined
 Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

	Block Group 3, Census Tract 103.01, Allen County, Indiana	Fort Wayne city, Indiana
Total:	3,505	201,459
Income in 1999 below poverty level:	39	25,204
Under 5 years	6	3,406
5 years	0	669
6 to 11 years	7	3,192
12 to 17 years	5	2,552
18 to 64 years	21	13,586
65 to 74 years	0	892
75 years and over	0	907
Income in 1999 at or above poverty level:	3,466	176,255
Under 5 years	225	12,467
5 years	94	2,663
6 to 11 years	384	15,174
12 to 17 years	325	14,447
18 to 64 years	2,185	109,497
65 to 74 years	173	11,382
75 years and over	80	10,625

P8. HISPANIC OR LATINO BY RACE [17] - Universe: Total population
 Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

	Block Group 3, Census Tract 103.01, Allen County, Indiana	Fort Wayne city, Indiana
Total:	3,518	205,727
Not Hispanic or Latino:	3,471	193,843
White alone	3,346	150,368
Black or African American alone	44	35,391
American Indian and Alaska Native alone	9	653
Asian alone	45	3,156
Native Hawaiian and Other Pacific Islander alone	1	73
Some other race alone	1	470
Two or more races	25	3,732
Hispanic or Latino:	47	11,884
White alone	21	4,863
Black or African American alone	0	361
American Indian and Alaska Native alone	0	153
Asian alone	0	49
Native Hawaiian and Other Pacific Islander alone	0	13
Some other race alone	19	5,523
Two or more races	7	922

U.S. Census Bureau



P87. POVERTY STATUS IN 1999 BY AGE [17] - Universe: Population for whom poverty status is determined

Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf3.htm>.

	Block Group 1, Census Tract 103.04, Allen County, Indiana	Block Group 2, Census Tract 103.04, Allen County, Indiana	Fort Wayne city, Indiana
Total:	1,211	1,559	201,459
Income in 1999 below poverty level:	30	13	25,204
Under 5 years	0	0	3,406
5 years	0	0	669
6 to 11 years	14	0	3,192
12 to 17 years	0	0	2,552
18 to 64 years	16	13	13,586
65 to 74 years	0	0	892
75 years and over	0	0	907
Income in 1999 at or above poverty level:	1,181	1,546	176,255
Under 5 years	146	123	12,467
5 years	22	44	2,663
6 to 11 years	126	212	15,174
12 to 17 years	121	178	14,447
18 to 64 years	665	918	109,497
65 to 74 years	61	41	11,382
75 years and over	40	30	10,625

U.S. Census Bureau



P8. HISPANIC OR LATINO BY RACE [17] - Universe: Total population

Data Set: Census 2000 Summary File 1 (SF 1) 100-Percent Data

NOTE: For information on confidentiality protection, nonsampling error, definitions, and count corrections see <http://factfinder.census.gov/home/en/datanotes/expsf1u.htm>.

	Block Group 1, Census Tract 103.04, Allen County, Indiana	Block Group 2, Census Tract 103.04, Allen County, Indiana	Fort Wayne city, Indiana
Total:	1,290	1,710	205,727
Not Hispanic or Latino:	1,278	1,700	193,843
White alone	1,227	1,656	150,368
Black or African American alone	30	12	35,391
American Indian and Alaska Native alone	0	0	653
Asian alone	10	21	3,156
Native Hawaiian and Other Pacific Islander alone	0	0	73
Some other race alone	1	5	470
Two or more races	10	6	3,732
Hispanic or Latino:	12	10	11,884
White alone	6	9	4,863
Black or African American alone	0	0	361
American Indian and Alaska Native alone	0	0	153
Asian alone	0	0	49
Native Hawaiian and Other Pacific Islander alone	0	0	13
Some other race alone	5	1	5,523
Two or more races	1	0	922

Relocation Survey

One of the generally unavoidable impacts often associated with projects of this magnitude is the relocation of residences and businesses. In accordance with federal and state procedures, the affected individual(s) will be paid fair market value for the acquisition of and relocation from their property. Their relocation needs would be addressed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and all applicable state procedures.

A relocation agent will assist the displaced in determining their housing needs, as well as the need for additional services. Information will be made available concerning federal and state housing programs, disaster loan programs and other federal and state agencies offering assistance to displaced persons. The displaced will be offered assistance in searching for and locating decent, safe, and sanitary replacement property. Replacement housing payments in the form of purchase supplements, rent supplements and down payment assistance will be available if the displaced qualifies for such benefits. The displaced occupant(s) can choose to be reimbursed for moving expenses based on actual expenses or based on a fixed rate. The use of Last Resort Housing Funds may be necessary for larger than anticipated replacement housing payments or larger than normal rent supplement payments.

A displaced business or non-profit organization will receive assistance in locating a replacement site and certain related moving expenses. Under certain circumstances, expenses may be paid through a fixed payment in lieu of moving and related expenses. Displaced commercial occupants can choose to be reimbursed for moving expenses based on actual expenses or based on an amount that does not exceed the lower of two detailed bids prepared by independent, qualified moving firms. A commercial displacement may also qualify for reimbursement for loss of personal property, relocation searching expenses, and reestablishment expenses. A relocation agent will assist the commercial displaced in determining their eligibility for additional reimbursements on a case-by-case basis.

This survey examined the potential for individuals who may require special relocation assistance associated with the acquisition of these properties. This information has been field verified. Based on these observations, there do not appear to be any disabled persons at these residences requiring special relocation assistance. As the project advances into final design and right-of-way acquisition, further investigations must be made to determine impacts to these populations and the needs of the displaced.

Despite the relocations of the individual(s)/family(ies), there does not appear to be a need to reestablish family or social relationships. Shopping habits and customer service areas could change depending upon the geographical area of relocation however, the magnitude of this impact would be somewhat diminished in that our society is automobile-oriented. Acquisition of the additional right-of-way would not appreciably affect the property tax base of the city. The displacee(s) would be relocated, thereby mitigating the loss of those tax revenues generated from this existing property. Remnant parcels from the right-of-way acquisition, if any, would become the property of the city for their maintenance and disposition.

No other special relocation considerations are required due to special composition of neighborhoods, public facilities, non-profit organizations, or families. These relocations are not expected to place a burden on police or fire service districts or emergency access. The proposed project would not divide or disrupt the affected neighborhood or community or the neighborhood to which the displacee(s) are relocated. It is anticipated that these relocations could occur within the vicinity of the current location and into comparable neighborhoods and communities.

A review of the residential real estate listings in October 2010, for a five mile radius of the project area, showed that there were a reasonable number of homes for sale which fell into the price range of \$130,000 to \$200,000. This data was analyzed for the initial relocation survey and does not reflect current real estate or market conditions. Current real estate data will be analyzed to assist all displaced individuals in finding suitable and comparable real estate.

Six residential relocations are planned as a result of this undertaking. The following table lists the planned relocations, the parcel addresses and the reason for acquisition. In addition, an aerial photograph illustrating the geographical location of the parcels has been provided as Appendix page E-8. Ground level photographs of the individual residences have also been included in Appendix E, pages E-9 to E-10.

No commercial businesses, schools, health care facilities or emergency response facilities will lose access or property as a result of this project.

Parcel Number	Address	Type of Relocation	Reason for Relocation
R1	3102 Union Chapel Road	Residential	Residence is within the proposed right of way and all access from Union chapel Road will be lost
R2	3036 Union Chapel Road	Residential	Residence is within the proposed right of way and all access from Union chapel Road will be lost
R3	2924 Union Chapel Road	Residential	Residence will lose all access from Union Chapel Road
R4	2904 Union Chapel Road	Residential	Residence will lose all access from Union Chapel Road
R5	2915 Union Chapel Road	Residential	Residence is within the proposed right of way and all access from Union chapel Road will be lost
R6	3405 Union Chapel Road	Residential	Residence will lose all access from Union Chapel Road





Relocation No. 1

24-0026-0013
3102 Union Chapel Road



Relocation No. 2

24-0026-0027
3036 Union Chapel Road



Relocation No. 3

2924 Union Chapel Rd



Relocation No. 4

2904 Union Chapel Road



Relocation No. 5

24-0026-0023
2915 Union Chapel Rd



Relocation No. 6

3405 Union Chapel Rd

APPENDIX F
STIP Amendment
and
Air Conformity Analysis



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

August 30, 2010

In Reply Refer To:
HDA-IN

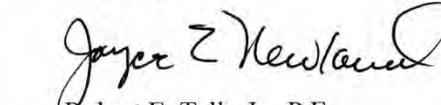
Mr. Joe Gustin
Division of Planning
Indiana Department of Transportation
100 N. Senate Ave., IGCN 808
Indianapolis, IN 46204

Dear Mr. Gustin:

We have completed our review of Amendment #10-22 to the FY 2010-2013 Indiana Statewide Transportation Improvement Program (STIP) as transmitted by INDOT's letter dated via e-mail on August 30th. It is approved for inclusion into the STIP.

If you have any questions, please call Joyce Newland, Planning Program Manager, at (317) 226-5353 or e-mail at joyce.newland@dot.gov.

Sincerely,


Robert E. Tally Jr., P.E.
Division Administrator

Attachment
cc: transmitted by e-mail
Jeanette Wilson, INDOT



I-69 Interchange Project
Union Chapel Road over I-69
Allen County, Indiana

F-1

BLN

Beam, Longest and Neff, L.L.C.

Consulting Engineers & Land Surveyors



U.S. Department
of Transportation
**Federal Highway
Administration**

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

August 27, 2010

In Reply Refer To:
HDA-IN

Mr. Joe Gustin
Indiana Department of Transportation
100 N. Senate Ave., Room 755
Indianapolis, Indiana 46204

Dear Mr. Gustin:

The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) have completed our review of the documents necessary to make an air quality conformity finding on the Northeastern Indiana Regional Coordinating Council (NIRCC) amendment to the 2030-II Transportation Plan and the FY 2011-2014 Transportation Improvement Program (TIP).

Allen County has been designated a maintenance area for the 8-hour ozone standard by the US Environmental Protection Agency on February 12, 2007. NIRCC conducted a conformity analysis with the amendment information for the 2030 II Transportation Plan and found the amendment to conform to the State Implementation Plan mobile source budget. Our review has concluded that FY 2011-14 TIP is a subset of the transportation plan and the criteria of the conformity rule have been met. The review was completed based on the July 1, 2004 conformity rule revision, (69 FR 40004).

The Indiana Department of Environmental Management, the Indiana Department of Transportation, and the US Environmental Protection Agency have commented and recommend a conformity finding be made for the amendment to the 2030-II Transportation Plan and FY 2011-2014 TIP. Appropriate interagency consultation and public involvement have been conducted on these documents. Therefore, FHWA and FTA find the amendment to the 2030-II Transportation Plan and FY 2011-2014 TIP to conform to the air quality requirements. If you have any questions regarding this finding, you may contact Joyce Newland by phone (317) 226-5353 or by e-mail (joyce.newland@dot.gov).

Sincerely,

Joyce E. Newland
Joy

Robert F. Tally, Jr., P.E.
Division Administrator



BLN

Beam, Longest and Neff, L.L.C.

Consulting Engineers & Land Surveyors

I-69 Interchange Project
Union Chapel Road over I-69
Allen County, Indiana

F-2

August 30, 2010

Mr. Robert E. Tally, Jr., Division Administrator
Federal Highway Administration
Attention: Ms. Joyce Newland
575 N. Pennsylvania Street, Room 254
Indianapolis, IN 46204

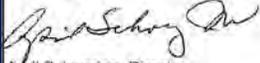
SUBJECT: 2010-2013 Amendment 10-22

Dear Mr. Tally:

INDOT is requesting the following projects be amended in the FY 2010-FY 2013 INSTIP.
If you have any questions, please contact me.

TOTAL 4,000,000

Sincerely,



April Schwering, Director
Intermediate Range Planning

DES	Route Type	Number	Location	County	Work Type	Work Category	Phase	Phase	Amount	Funding	Remarks
0902222	I	69	At Union Chapel Road	Allen	New Interchange Construction	New Interchange Project	PE	2011	\$ 2,000,000	STP	In NIRCC TIP
0902222	I	69	At Union Chapel Road	Allen	New Interchange Construction	New Interchange Project	RW	2011	\$ 2,000,000	STP	In NIRCC TIP

**FY 2010-2013/2011-2014 TIP Amendments/Modifications
UTAB - July 13, 2010**

Project Location (Description of Project)	DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- ority	LPA / Sponsor
I-69: Interchange at Union Chapel Road (New Interchange Construction)	0902222	PE	2000.0 ¹	2011	1600.0	400.0	0.0		INDOT
		RW	2000.0 ¹	2011	1600.0	400.0	0.0		INDOT
Auburn Road and Union Chapel Road (Intersection Improvement)	pending	PE	120.0 ¹	2011	96.0	24.0	0.0		AC INDOT
Diebold Road and Union Chapel Road (Intersection Improvement)	pending	PE	120.0 ¹	2011	96.0	24.0	0.0		AC INDOT
SR 14: from Scott Rd to West Hamilton Rd (Added Travel Lanes) ITS Component	10-023								
	0500304	RW	2300.0	2011	1840.0	460.0	0.0		INDOT
	0710557 0710558 0710559 0710560	CN	13989.0	2012	0.0	13989.0	0.0		INDOT

¹ Parkview Health is contributing to the cost of this project

Transportation Improvement Program

2011-2014

NIRCC
Northeastern Indiana Regional Coordinating Council

BLN

Beam, Longest and Neff, L.L.C.
Consulting Engineers & Land Surveyors

I-69 Interchange Project
Union Chapel Road over I-69
Allen County, Indiana

F-5

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
I-69: Covington Rd bridge over I 69, 2.07 mi. n/o US 24 (Bridge Replacement)	0710927	RW	120.0	2011	108.0	12.0
		CN	3612.5	2012	3251.3	361.3
I-69: over Dennis Ditch, 1.7 mi. n/o Lafayette Center Rd Interchange; I-69/469 Ramp D, Pipe #7, 0.15 mi n/o I 469 S Jct (Pipe Lining)	0301152 0800142 0900558	CN ¹	280.0	2010	280.0	0.0
(ARRA Funds)						
I-69: Various locations in Grant, Allen, DeKalb, and Steuben Counties (Cable Barrier Installation)	0900103	PE	60.0	2010	54.0	6.0
		CN	1198.0	2012	1078.2	119.8
*I-69: at Union Chapel Rd (New Interchange)	0902222	PE	2000.0	2011	1600.0	400.0
		RW	2000.0	2011	1600.0	400.0
I-69: Union Chapel Rd over I-69, 1.43 mi n/o SR 1 (Bridge Rehabilitation)	0300085	PE	34.0	2010	30.6	3.4
		RW	34.0	2011	30.6	3.4
		CN	1770.0	2012	1593.0	177.0
I-69 and I-469 within Fort Wayne District (Signing Project)	0800194	CN	300.0	2011	300.0	0.0

* Denotes an Amendment or Modification to Project

¹ ARRA Funds

APPENDIX G

Wetland Report

**NEW INTERCHANGE
INTERSTATE 69 AT
UNION CHAPEL ROAD
ALLEN COUNTY, INDIANA**

WETLAND DELINEATION REPORT

Des. No. 0902222

**Prepared on Behalf of the:
Indiana Department of Transportation**

August 2010



Prepared by:

Beam, Longest and Neff, L.L.C.

Consulting Engineers & Land Surveyors

ROUTINE WETLAND DETERMINATION REPORT

I-69 New Interchange Project I-69 and Union Chapel Road Ft. Wayne, Allen County, Indiana Investigated April 6, 2010

Introduction:

The Indiana Department of Transportation (INDOT) has selected Beam, Longest and Neff, L.L.C. (BLN) to prepare the design plans and environmental document for the new interchange proposed at I-69 and Union Chapel Road. The proposed project is located in north-central Allen County and the northern portion of the City of Ft. Wayne (Appendix A-1). Specifically, the project is located in Section 26 of Township 32 North, Range 12 East of Perry Township, Centerville, IND. USGS Quadrangle (Appendix A-2).

Union Chapel Road

Union Chapel Road is classified as a Rural Major Collector and consists of a two-way, east-west, roadway with 14' travel lanes and no usable shoulders. Union Chapel Road is elevated over I-69 with no access to the interstate system. The Union Chapel overpass structure was built in 1959 and consists of a four-span, reinforced concrete girder structure approximately 213' in length. The width of the bridge structure is approximately 29' and the vertical clearance over I-69 is approximately 16'. The posted speed on Union Chapel Road is 45 mph

Interstate 69

Interstate 69 consists of a four lane divided interstate with two, 12' travel lanes in either direction. A 60' grassed median with 4' paved, inside shoulders divides the travel lanes. The travel lanes are bordered by 8' paved outside shoulders. Existing right-of-way extends 100' on either side of the interstate. Runoff is handled by roadside drainage swales and the posted speed limit is 65 mph.

Existing Land Use Conditions

The existing land use consists of a combination of residential, commercial and agricultural land in the vicinity of this project. The northwest quadrant consists of residential parcels with a small forested area and the southwest quadrant is occupied with a private golf course facility with residential parcels. The northeast quadrant consists of a small farmstead and the southeast quadrant consists of undeveloped, vacant land.

Need for the Project

The SR 1/Dupont Road interchange is the sole access to and from I-69 for the residents of north Fort Wayne and northern Allen County. This interchange also provides access for communities such as Royville, Allen, and Cedarville to I-69. This area of the county has realized significant commercial and residential growth in the last ten years, resulting in a substantial increase in traffic volumes.

Traffic modeling has revealed that current east-west movement along SR 1/Dupont Road, the northbound exit from I-69 and the southbound entrance onto I-69 are operating at substandard Level of Service (LOS) and peak hours are experiencing an ever-increasing severity in congestion. Residential and commercial development is anticipated to continue in this area over the next twenty years, adding increased traffic volumes.

Specifically, the Parkview Regional Medical Center (PRMC) is currently under construction in the northeast quadrant of the SR 1/Dupont Road interchange. This facility, which will be the largest employer in the area (more than 6,000 employees), is projected to add an additional 4,000 vehicles per day (vpd) to I-69. PRMC is being developed as a regional trauma center for an area that includes northeastern Indiana, southern Michigan, and northwestern Ohio. This area comprises a population of approximately 3.2 million people¹. Access to the hospital is currently from SR 1/Dupont Road.

¹ Estimated 2008 census data (US Census Bureau)

Viable access between this facility and I-69 is a matter of regional public health. Based on this data, the proposed interchange project would:

- Reduce congestion at the SR 1/Dupont Road interchange with I-69
- Provide better local and regional access for northern Fort Wayne and outlying communities
- Provide viable multi-state access to the Regional Trauma Center at Parkview Medical Center, which is a matter of mobility and public health

Initial traffic analysis has indicated that construction of a new interchange on I-69 would not solely reduce the congestion issues at the SR 1/Dupont Road interchange. It will be necessary to make improvements to the existing interchange to bring the LOS to an acceptable level. Therefore, an interchange modification at the SR 1/Dupont Road interchange (Des No. 0901298) is currently in the planning and design phase under INDOT directive.

Right-of-Way

To complete the proposed project, additional permanent right-of-way would be required from multiple parcels. It is anticipated that approximately fifteen to twenty acres of permanent right-of-way depending on the selected alternative.

Existing Data:

National Wetland Inventory Map and the Indiana GIS Atlas

The National Wetland Inventory (NWI) map and the Indiana Geologic Information System (Indiana GIS) Atlas were reviewed for the project area to identify potential wetlands that may be impacted by the proposed project. The NWI map (Cedarville, IND Quadrangle) (Appendix A-3) did not identify any wetland areas within the project limits.

County Soil Survey

The Allen County Soil Survey was reviewed to determine soil classification and drainage features within the project area (Appendix A-4). Three areas of potential wetland conditions were observed. Soils in these areas are mapped as Morley soils, 6 to 12 percent slopes, severely eroded (MsC3) and Eel Silt Loam (Es) soils were identified on the General Soil Map as the predominant mapped soil types identified within the areas of potential wetland characteristics. All features appear to be in the same approximate locations as observed during the field investigation.

- Morley soils, 6 to 12 percent slopes, severely eroded (MsC3) – consists of deep, moderately well drained, gently sloping to steep sloping soils on uplands. The native vegetation was hardwood forest. Morley soils **are not** listed on the Local Hydric Soils Listing or the National Hydric Soils Listing.
- Eel Silt Loam (Es) – consists of deep, moderately well drained, nearly level soils on bottomlands. The native vegetation was water-tolerant hardwood forest. Slopes range from 0 to 2 percent. Eel Silt Loam **is not** listed on the Local Hydric Soils Listing or the National Hydric Soils Listing.

Methodology:

The project area was analyzed using methods outlined in the *1987 Corps of Engineers Wetland Delineation Manual (Y-81-1)* and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (ERDC/EL TR-08-27)*. The manual requires wetland boundaries to be delineated using a 3-parameter approach: hydrophytic vegetation, hydric soils, and wetland hydrology.

Hydrophytic vegetation

This criterion is met by a dominance of visually sampled wetland plant species (for areas less than five acres). The indicator status of plant species is based on the estimated probabilities of that species occurring in wetland conditions. The indicator status categories are defined as follows.

1. Obligate wetland plants (OBL) almost always occur (estimated probability >99%) in a wetland under natural conditions.
2. Facultative wetland plants (FACW) usually occur in wetlands (estimated probability 67-99%), but occasionally are found in non-wetlands
3. Facultative plants (FAC) are equally likely to occur in wetland or non-wetlands (estimated probability 34-66%)
4. Facultative upland plants (FACU) usually occur in non-wetlands (estimated probability 67%-99%), but occasionally are found in wetlands (estimated probability 1-33%)
5. Obligate upland plants (UPL) almost always occur (estimated probability >99%) in non-wetlands under natural conditions.

Plants defined as OBL, FACW and FAC are considered wetland species. The percentage of the dominant wetland species in each vegetation layer determined the hydrophytic status of the plant community. If greater than 50 percent of the dominant plants are in the categories OBL, FACW, or FAC, then the area is considered to have wetland vegetation.

Hydric Soils

This criterion is met with the presence of soils flooded for a long duration or very long duration during the growing season, all histisols (organic soils) except folists (organic soils formed from fallen foliage) and somewhat poorly drained to poorly drained soils with a water table between the surface and 12.00" inches below the soil surface depending on the soil permeability. Anaerobic conditions created by repeated or prolonged saturation or flooding result in permanent changes in soil color and chemistry, which are used to determine the presence of hydric soils. Field indicators include color, mottling, gleying and sulfidic odor.

Wetland Hydrology

This criterion is often the most difficult to determine. Typically, the presence of water for a week or more during the growing season creates anaerobic conditions. Anaerobic conditions lead to the prevalence of wetland vegetation. Hydrology is controlled by such factors as rainfall patterns, local geology and topography, soil type, local water table, and drainage. Primary indicators of wetland hydrology include inundation, soil saturation in the upper 12 inches, watermarks, sediment deposits, and drainage patterns. Secondary indicators include oxidized root channels in the upper 12 inches of soil, water-stained leaves, local soil survey data, and FAC-neutral vegetation. A single primary indicator or two secondary indicators are necessary to determine the presence of wetland hydrology.

Utilization of Criteria

All three criteria must be present for a site to be considered a regulated wetland.

Individual sites are field inspected to document vegetative communities present, their numbers and their locations. Wetland indicator status categories are then assigned to each plant species based on a regional list published by the US Fish and Wildlife Service.

Soils on each site are analyzed to determine whether they meet the hydric criteria. In the absence of groundwater, this analysis is performed by looking for acceptable indicators that suggest the soil is saturated, flooded, or ponded for a duration long enough to support anaerobic conditions near the surface. An acceptable indicator, as described in the *1987 Manual* and *2008 Supplement*, includes the existence of a soil type on the United States Department of Agriculture (USDA) Hydric Soils Listing. Soil color is also an indicator of Hydric conditions: gleyed soils, soil with a matrix chroma of two or less with mottles, or a matrix chroma of one without mottles are typical indicators of hydric soils.

Hydrology is evaluated by looking for the presence of indicators of wetland hydrology outlined in the *1987 Manual*. These indicators include inundation and/or saturation, water marks on woody vegetation, drift lines of debris deposited parallel to the direction of water flow, thin layers of sediment deposits on leaves and the presence of a drainage pattern (surface evidence of drainage flow into or through an area usually occurring adjacent to a stream).

Field Reconnaissance:

BLN conducted a jurisdictional field investigation on April 6, 2010 to determine the presence of wetlands, waters of the US and waters of the State within the project area. Evaluations included depressional and/or wooded areas within and directly adjacent to the proposed right-of-way. Ground level photographs, data sheets and a map indicating the location of the data points are included in the Appendix.

Field work began with a windshield survey of the project area. Over 50% of the project area is developed (roadways, residential, etc.). The remaining undeveloped (forested) or underdeveloped (fallow pasture) was investigated specifically. Three areas were observed exhibiting potential wetland characteristics. Routine wetland determinations were performed at these locations. The boundaries of confirmed wetlands were delineated and marked with "wetland boundary" flagging.

Area A (0.04 acre)

Area A is located along a small grassed swale in the southeast quadrant of I-69 and Union Chapel Road (Appendix A-5). All of the observed dominant vegetation was considered hydrophytic (monocultural, cattails [*Typha latifolia*, OBL]), meeting the vegetation criteria. The lowest point in the area was inundated with approximately 3 inches of water (A1). Beyond the area of inundation, high water table conditions (A2) were observed. Furthermore, water-stained leaves were observed throughout the area (B9), meeting the hydrology criteria. The mapped soil type listed for this area is Morley soils (mapped unit MsC3). The soils in this area do not match the description of Morley soils, which is not listed on either the Local Hydric Soils Listing or the National Hydric Soils Listing. The soils in this area were dark (10 YR 3/1 matrix [A12]) with high organic matter at the surface (histic epipedon [A2]) and a loamy gleyed matrix (F2), meeting the soils criteria. Therefore, this data point met all three of the three established criteria for wetlands in accordance with the 1987 *US Army Corps of Engineers Manual* and was considered a wetland. This wetland follows a vegetated conveyance depression coming from a culvert passing under I-69. The conveyance flows approximately 280 feet to the east where it exhibits defined bed and bank with an ordinary high water mark (OHWM). From this point, this stream flows approximately 1,000 feet into Ely Run, a tributary of the St. Joseph River.

The upland area surrounding Wetland A is fallow pastureland. The vegetation was dominantly meadow fescue (*Festuca pratensis*, FACU-). Furthermore, neither the soils nor hydrologic condition of the surrounding area met wetland criteria.

Area B (0.02 acre)

Area B is located east of a farm homestead in the northeast quadrant of I-69 and Union Chapel Road (Appendix A-5). The area is wooded, adjacent to the unnamed tributary of Ely Run. Observed dominant vegetation was considered hydrophytic; this included box elder (*Acer negundo*, FACW-, tree) and garlic mustard (*Alliaria petiolata*, FAC, herbaceous), meeting the vegetation criteria. Other species observed included slippery elm (*Ulmus rubra*, FAC, tree) and common plantain (*Plantago major*, FAC+, herbaceous). The soil was saturated in this area at a depth of 10 inches, meeting the hydrology criteria (A3). Other hydrologic indicators included drift deposits (B3), oxidized rhizospheres (C3), and crayfish burroughs (C8). The mapped soil type listed for this area is Eel silt loam (mapped unit Es). The soils in this area do not match the description of Eel silt loam, which is not listed on either the Local Hydric Soils Listing or the National Hydric Soils Listing. The soils in this area were dark (10 YR 4/2 matrix) with common and distinct mottles (10 YR 6/6 and 5/6), meeting the soils criteria (A12 and F6). Therefore, this data point met all three of the three established criteria for wetlands in accordance with the 1987 *US Army Corps of Engineers Manual* and was considered a wetland.

The upland area surrounding Wetland A is fallow pastureland. The vegetation was dominantly meadow fescue (*Festuca pratensis*, FACU-). Furthermore, neither the soils nor hydrologic condition of the surrounding area met wetland criteria.

Area C

Area C is located in the fallow pasture in the southeast quadrangle of I-69 and Union Chapel Road (Appendix A-5). This is a small depressional area that exhibited signs of standing water. The vegetation in this area is dominantly meadow fescue, not meeting vegetation criteria.

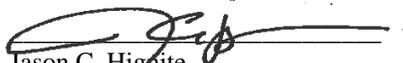
Furthermore, the soils in this area do not exhibit wetland criteria. Though signs of standing water were evident, all three criteria were not met at this location. Therefore, this site is not a wetland.

Other Potential Waters of the US

Field investigations identified the previously mentioned small intermittent channel associated with Wetland A. Other channels include Ely Run (southern end of the project area) and an additional unnamed tributary of Ely Run (north of the project area). All of these channels are hydrologically connected to the St. Joseph River, southeast of the project area. An Ordinary High Water Mark (OHWM) and a defined bed and bank were noted. Roadside ditches are also connected hydrologically to the St. Joseph River via the previously mentioned channels. All of these channels and ditches would likely be considered under the jurisdictional authority of the US Army Corps of Engineers (USACE). No additional waterways were identified within the project area.

Conclusions:

Two areas investigated met the requirements of a jurisdictional wetland as set forth by the *1987 US Army Corps of Engineers Manual*. If the project is extended or realigned from its current location, additional delineations would be required. Additionally, impacts to regulated “waters” would have to be permitted for in accordance with Sections 401 and 404 of the Clean Water Act during the design phase of this project.


Jason C. Hignite
Environmental Analyst

August 19, 2010
Date

**Stream Summary Table
I-69 Interchange Project
Union Chapel Road / I-69
Allen County, Indiana
Des. No.: 0902222**

Stream Name	Photos	Lat/Long	OHW Width (ft)	Depth (in)	USGS Blueline?	Riffles? Pools?	Quality	Likely Water of U.S.?
UNT Ely Run 1	1, 2	41° 11'57.40" N 85° 06'13.58" W	1'	6"	No	No No	Low	Yes
UNT Ely Run 2	3, 4	41° 11'46.68" N 85° 06'12.47" W	2.5'	12"	No	No Yes	Low	Yes
UNT Ely Run 3	5, 6	41° 12'12.66" N 85° 06'13.98" W	10'	30"	Yes	Yes Yes	Moderate	Yes

**Wetland Summary Table
I-69 Interchange Project
Union Chapel Road / I-69
Allen County, Indiana
Des. No.: 0902222**

Wetland ID	Lat/Long	Type	Area (Acres)	Quality	Likely Water of US?
A	41° 11'57.38" N 85° 06'13.51" W	PEMC	0.04	Low	Yes
B	41° 12'01.12" N 85° 06'01.95" W	PFO1	0.02	Moderate	Yes

**Wetland Plot Data Summary Table
I-69 Interchange Project
Union Chapel Road / I-69
Allen County, Indiana
Des. No.: 0902222**

Plot	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Within a Wetland?
A-1	Yes	Yes	Yes	Yes
A-2	No	No	No	No
B-1	Yes	Yes	Yes	Yes
B-2	No	No	No	No
C	No	No	No	No

WETLAND DATA FORMS

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: I-69 New Interchange Project City/County: Allen County Sampling Date: 4/6/10
 Applicant/Owner: INDOT State: IN Sampling Point: A-1
 Investigator(s): Jason Hignite Section, Township, Range: Sec 26, T 32N, R 12E
 Landform (hillslope, terrace, etc.): Till Plain Local relief (concave, convex, none): Fairly Flat
 Slope (%): 0-3 Lat: 41 Deg 11 Min 57.24 Sec. North Long: 85 Deg 06 Min 13.28 Sec West Datum: NAD 27
 Soil Map Unit Name: Morley (MsC3) NWI or WWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____
Remarks: This data point met all three of the criteria established for wetlands according to the 1987 US Army Corps of Engineers Wetland Delineation Manual. Therefore, this data point was considered to be within a wetland.	

VEGETATION – Use scientific names of plants.

<u>Tree Stratum</u> (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
_____ = Total Cover				
<u>Sapling/Shrub Stratum</u> (Plot size: _____)				
1. _____				
2. _____				
3. _____				
4. _____				
5. _____				
_____ = Total Cover				
<u>Herb Stratum</u> (Plot size: <u>1 sq meter</u>)				
1. <u>Typha latifolia</u>	100	Y	OBL	
2. _____				
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
100 = Total Cover				
<u>Woody Vine Stratum</u> (Plot size: _____)				
1. _____				
2. _____				
_____ = Total Cover				

Dominance Test worksheet:
 Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)
 Total Number of Dominant Species Across All Strata: 1 (B)
 Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:
 Total % Cover of: 100 Multiply by:
 OBL species 100 x 1 = 100
 FACW species _____ x 2 = 0
 FAC species _____ x 3 = 0
 FACU species _____ x 4 = 0
 UPL species _____ x 5 = 0
 Column Totals: 100 (A) 100 (B)
 Prevalence Index = B/A = 1.00

Hydrophytic Vegetation Indicators:
 Dominance Test is >50%
 Prevalence Index is ≤3.0¹
 Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)
 Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes No _____

Remarks: (Include photo numbers here or on a separate sheet.)
 Monocultural. The hydrophytic vegetation parameters were satisfied at this location.

SOIL

Sampling Point: A-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0 - 3	10 YR 3/1	100				M	Loam	High OM
3 - 8	10 YR 3/1	90	10 YR 5/6	10		M	Clay Loam	
8 - ↓	10 YR 3/2	80	10 YR 5/6	10	D	M	Clay Loam	Gleying
			10 Y 5/1	10				
¹ Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ² Location: PL=Pore Lining, M=Matrix.								
Hydric Soil Indicators:			Indicators for Problematic Hydric Soils³:					
<input type="checkbox"/> Histosol (A1) <input checked="" type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Stratified Layers (A5) <input type="checkbox"/> 2 cm Muck (A10) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input checked="" type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Mucky Mineral (S1) <input type="checkbox"/> 5 cm Mucky Peat or Peat (S3)			<input type="checkbox"/> Sandy Gleyed Matrix (S4) <input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) <input checked="" type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox Depressions (F8)			<input type="checkbox"/> Coast Prairie Redox (A16) <input type="checkbox"/> Iron-Manganese Masses (F12) <input type="checkbox"/> Other (Explain in Remarks)		
Restrictive Layer (if observed): Type: _____ Depth (inches): _____						Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____		
Remarks: Soil does not match mapped unit description. The hydric soil parameters were satisfied.								

HYDROLOGY

Wetland Hydrology Indicators:		
Primary Indicators (minimum of one is required; check all that apply)	Secondary Indicators (minimum of two required)	
<input checked="" type="checkbox"/> Surface Water (A1) <input checked="" type="checkbox"/> High Water Table (A2) <input type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input checked="" type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> True Aquatic Plants (B14) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Gauge or Well Data (D9) <input type="checkbox"/> Other (Explain in Remarks)	
<input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Dry-Season Water Table (C2) <input type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> FAC-Neutral Test (D5)		
Field Observations: Surface Water Present? Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>3</u> Water Table Present? Yes _____ No _____ Depth (inches): _____ Saturation Present? Yes _____ No _____ Depth (inches): _____ (includes capillary fringe)		
Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____		
Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:		
Remarks: Standing, non-flowing water was present. The hydrology parameters were satisfied at this location.		

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: I-69 New Interchange Project City/County: Allen County Sampling Date: 4/6/10
 Applicant/Owner: INDOT State: IN Sampling Point: A-2
 Investigator(s): Jason Hignite Section, Township, Range: Sec 26, T 32N, R 12E
 Landform (hillslope, terrace, etc.): Till Plain Local relief (concave, convex, none): Fairly Flat
 Slope (%): 0-3 Lat: 41 Deg 11 Min 57.29 Sec. North Long: 85 Deg 06 Min 13.18 Sec West Datum: NAD 27
 Soil Map Unit Name: Morley (MsC3) NWI or WWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: This data point did not meet all three of the criteria established for wetlands according to the 1987 US Army Corps of Engineers Wetland Delineation Manual. Therefore, this data point was not considered to be within a wetland.	

VEGETATION – Use scientific names of plants.

<u>Tree Stratum</u> (Plot size: _____)	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
_____ = Total Cover				
<u>Sapling/Shrub Stratum</u> (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
_____ = Total Cover				
<u>Herb Stratum</u> (Plot size: <u>1 sq meter</u>)				
1. <u>Festuca pratensis</u>	80	Y	FACU-	
2. <u>Dipsacus sylvestris</u>	5	N	NI	
3. <u>Aster pilosus</u>	5	N	FACU+	
4. <u>Trifolium hybridum</u>	5	N	FAC-	
5. <u>Dacus carota</u>	5	N	NI	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
100 = Total Cover				
<u>Woody Vine Stratum</u> (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
_____ = Total Cover				

Dominance Test worksheet:
 Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)
 Total Number of Dominant Species Across All Strata: 1 (B)
 Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:
 Total % Cover of: _____ Multiply by: _____
 OBL species _____ x 1 = 0
 FACW species _____ x 2 = 0
 FAC species 5 x 3 = 15
 FACU species 85 x 4 = 340
 UPL species _____ x 5 = 0
 Column Totals: 90 (A) 355 (B)
 Prevalence Index = B/A = 3.94

Hydrophytic Vegetation Indicators:
 Dominance Test is >50%
 Prevalence Index is ≤3.0¹
 Morphological Adaptations¹ (Provide supporting data in Remarks or on a separate sheet)
 Problematic Hydrophytic Vegetation¹ (Explain)

¹Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Remarks: (Include photo numbers here or on a separate sheet.) Fallow pasture. The hydrophytic vegetation parameters were not satisfied at this location.	Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
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WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: I-69 New Interchange Project City/County: Allen County Sampling Date: 4/6/10
 Applicant/Owner: INDOT State: IN Sampling Point: B-1
 Investigator(s): Jason Hignite Section, Township, Range: Sec 26, T 32N, R 12E
 Landform (hillslope, terrace, etc.): Till Plain Local relief (concave, convex, none): Fairly Flat
 Slope (%): 0-3 Lat: 41 Deg 12 Min 01.03 Sec. North Long: 85 Deg 06 Min 01.57 Sec West Datum: NAD 27
 Soil Map Unit Name: Eel Silt Loam (Es) NWI or WWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No _____ (If no, explain in Remarks.)
 Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes No _____
 Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____ Hydric Soil Present? Yes <input checked="" type="checkbox"/> No _____ Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No _____	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No _____
Remarks: This data point met all three of the criteria established for wetlands according to the 1987 US Army Corps of Engineers Wetland Delineation Manual. Therefore, this data point was considered to be within a wetland.	

VEGETATION – Use scientific names of plants.

<u>Tree Stratum</u> (Plot size: <u>1 sq meter</u>)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Acer negundo</u>	60	Y	FACW-	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A) Total Number of Dominant Species Across All Strata: <u>2</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>100</u> (A/B)
2. <u>Ulmus rubra</u>	10		FAC	
3. _____				
4. _____				
5. _____				
<u>70</u> = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = <u>0</u> FACW species <u>75</u> x 2 = <u>150</u> FAC species <u>15</u> x 3 = <u>45</u> FACU species _____ x 4 = <u>0</u> UPL species _____ x 5 = <u>0</u> Column Totals: <u>90</u> (A) <u>195</u> (B) Prevalence Index = B/A = <u>2.17</u>
Sapling/Shrub Stratum	(Plot size: _____)			
1. _____				
2. _____				
3. _____				
4. _____				
5. _____				
_____ = Total Cover				
Herb Stratum	(Plot size: <u>1 sq meter</u>)			Hydrophytic Vegetation Indicators: <input checked="" type="checkbox"/> Dominance Test is >50% <input checked="" type="checkbox"/> Prevalence Index is ≤3.0 ¹ ___ Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) ___ Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Alliaria petiolata</u>	85	Y	FAC	
2. <u>Plantago major</u>	10		FAC+	
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
<u>95</u> = Total Cover				
Woody Vine Stratum	(Plot size: _____)			Hydrophytic Vegetation Present? Yes <input checked="" type="checkbox"/> No _____
1. _____				
2. _____				
_____ = Total Cover				
Remarks: (Include photo numbers here or on a separate sheet.) The hydrophytic vegetation parameters were satisfied at this location.				

SOIL

Sampling Point: B-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0 - ↓	10 YR 4/2	90	10 YR 6/6	5		M	Sa Cl Loam	
			10 YR 5/6	5				

¹Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. ²Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: <input type="checkbox"/> Histosol (A1) <input type="checkbox"/> Histic Epipedon (A2) <input type="checkbox"/> Black Histic (A3) <input type="checkbox"/> Hydrogen Sulfide (A4) <input type="checkbox"/> Stratified Layers (A5) <input type="checkbox"/> 2 cm Muck (A10) <input type="checkbox"/> Depleted Below Dark Surface (A11) <input checked="" type="checkbox"/> Thick Dark Surface (A12) <input type="checkbox"/> Sandy Mucky Mineral (S1) <input type="checkbox"/> 5 cm Mucky Peat or Peat (S3)	<input type="checkbox"/> Sandy Gleyed Matrix (S4) <input type="checkbox"/> Sandy Redox (S5) <input type="checkbox"/> Stripped Matrix (S6) <input type="checkbox"/> Loamy Mucky Mineral (F1) <input type="checkbox"/> Loamy Gleyed Matrix (F2) <input type="checkbox"/> Depleted Matrix (F3) <input checked="" type="checkbox"/> Redox Dark Surface (F6) <input type="checkbox"/> Depleted Dark Surface (F7) <input type="checkbox"/> Redox Depressions (F8)	Indicators for Problematic Hydric Soils³: <input type="checkbox"/> Coast Prairie Redox (A16) <input type="checkbox"/> Iron-Manganese Masses (F12) <input type="checkbox"/> Other (Explain in Remarks)
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

³Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed): Type: _____ Depth (inches): _____	Hydric Soil Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
---------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------

Remarks:

The hydric soil parameters were satisfied.

HYDROLOGY

Wetland Hydrology Indicators: Primary Indicators (minimum of one is required; check all that apply)	Secondary Indicators (minimum of two required)
<input type="checkbox"/> Surface Water (A1) <input type="checkbox"/> High Water Table (A2) <input checked="" type="checkbox"/> Saturation (A3) <input type="checkbox"/> Water Marks (B1) <input type="checkbox"/> Sediment Deposits (B2) <input checked="" type="checkbox"/> Drift Deposits (B3) <input type="checkbox"/> Algal Mat or Crust (B4) <input type="checkbox"/> Iron Deposits (B5) <input type="checkbox"/> Inundation Visible on Aerial Imagery (B7) <input type="checkbox"/> Sparsely Vegetated Concave Surface (B8)	<input type="checkbox"/> Water-Stained Leaves (B9) <input type="checkbox"/> Aquatic Fauna (B13) <input type="checkbox"/> True Aquatic Plants (B14) <input type="checkbox"/> Hydrogen Sulfide Odor (C1) <input checked="" type="checkbox"/> Oxidized Rhizospheres on Living Roots (C3) <input type="checkbox"/> Presence of Reduced Iron (C4) <input type="checkbox"/> Recent Iron Reduction in Tilled Soils (C6) <input type="checkbox"/> Thin Muck Surface (C7) <input type="checkbox"/> Gauge or Well Data (D9) <input type="checkbox"/> Other (Explain in Remarks)
<input type="checkbox"/> Surface Soil Cracks (B6) <input type="checkbox"/> Drainage Patterns (B10) <input type="checkbox"/> Dry-Season Water Table (C2) <input checked="" type="checkbox"/> Crayfish Burrows (C8) <input type="checkbox"/> Saturation Visible on Aerial Imagery (C9) <input type="checkbox"/> Stunted or Stressed Plants (D1) <input type="checkbox"/> Geomorphic Position (D2) <input type="checkbox"/> FAC-Neutral Test (D5)	

Field Observations: Surface Water Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Water Table Present? Yes _____ No <input checked="" type="checkbox"/> Depth (inches): _____ Saturation Present? (includes capillary fringe) Yes <input checked="" type="checkbox"/> No _____ Depth (inches): <u>10</u>	Wetland Hydrology Present? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
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Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

The hydrology parameters were satisfied at this location.

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: I-69 New Interchange Project City/County: Allen County Sampling Date: 4/6/10
 Applicant/Owner: INDOT State: IN Sampling Point: B-2
 Investigator(s): Jason Hignite Section, Township, Range: Sec 26, T 32N, R 12E
 Landform (hillslope, terrace, etc.): Till Plain Local relief (concave, convex, none): Fairly Flat
 Slope (%): 0-3 Lat: 41 Deg 12 Min 00.67 Sec. North Long: 85 Deg 06 Min 01.77 Sec West Datum: NAD 27
 Soil Map Unit Name: Eel Silt Loam (Es) NWI or WWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: This data point does not meet all three of the criteria established for wetlands according to the 1987 US Army Corps of Engineers Wetland Delineation Manual. Therefore, this data point was considered to be within a wetland.	

VEGETATION – Use scientific names of plants.

<u>Tree Stratum</u> (Plot size: <u>1 sq meter</u>)	Absolute % Cover	Dominant Species?	Indicator Status	
1. <u>Maclura pomifera</u>	30	Y	FACU	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across All Strata: <u>4</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A/B)
2. _____				
3. _____				
4. _____				
5. _____				
<u>30</u> = Total Cover				Prevalence Index worksheet: Total % Cover of: Multiply by: OBL species <u> </u> x 1 = <u>0</u> FACW species <u> </u> x 2 = <u>0</u> FAC species <u>5</u> x 3 = <u>15</u> FACU species <u>80</u> x 4 = <u>320</u> UPL species <u> </u> x 5 = <u>0</u> Column Totals: <u>85</u> (A) <u>335</u> (B) Prevalence Index = B/A = <u>3.94</u>
<u>Sapling/Shrub Stratum</u> (Plot size: _____)				
1. <u>Juniperus virginiana</u>	25	Y	FACU	
2. <u>Lonicera morrowii</u>	25	Y	NI	
3. _____				
4. _____				
5. _____				
<u>50</u> = Total Cover				
<u>Herb Stratum</u> (Plot size: <u>1 sq meter</u>)				Hydrophytic Vegetation Indicators: <input type="checkbox"/> Dominance Test is >50% <input type="checkbox"/> Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Festuca pratensis</u>	70	Y	FACU-	
2. <u>Plantago major</u>	10		FAC+	
3. _____				
4. _____				
5. _____				
6. _____				
7. _____				
8. _____				
9. _____				
10. _____				
<u>80</u> = Total Cover				
<u>Woody Vine Stratum</u> (Plot size: _____)				
1. <u>Rubus ideaus</u>	10		FACU+	
2. _____				
<u>10</u> = Total Cover				

Remarks: (Include photo numbers here or on a separate sheet.)
 The hydrophytic vegetation parameters were not satisfied at this location.

SOIL

Sampling Point: B-2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)								
Depth (inches)	Matrix		Redox Features				Texture	Remarks
	Color (moist)	%	Color (moist)	%	Type ¹	Loc ²		
0 - ↓	10 YR 4/3	90	10 YR 5/6	5		M	Sa Cl Loam	

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: I-69 New Interchange Project City/County: Allen County Sampling Date: 4/6/10
 Applicant/Owner: INDOT State: IN Sampling Point: C
 Investigator(s): Jason Hignite Section, Township, Range: Sec 26, T 32N, R 12E
 Landform (hillslope, terrace, etc.): Till Plain Local relief (concave, convex, none): Fairly Flat
 Slope (%): 0-3 Lat: 41 Deg 11' 59.82" North Long: 85 Deg 06' 09.88" West Datum: NAD 27
 Soil Map Unit Name: Eel Silt Loam (Es) NWI or WWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes No (If no, explain in Remarks.)
 Are Vegetation , Soil , or Hydrology significantly disturbed? Are "Normal Circumstances" present? Yes No
 Are Vegetation , Soil , or Hydrology naturally problematic? (If needed, explain any answers in Remarks.)

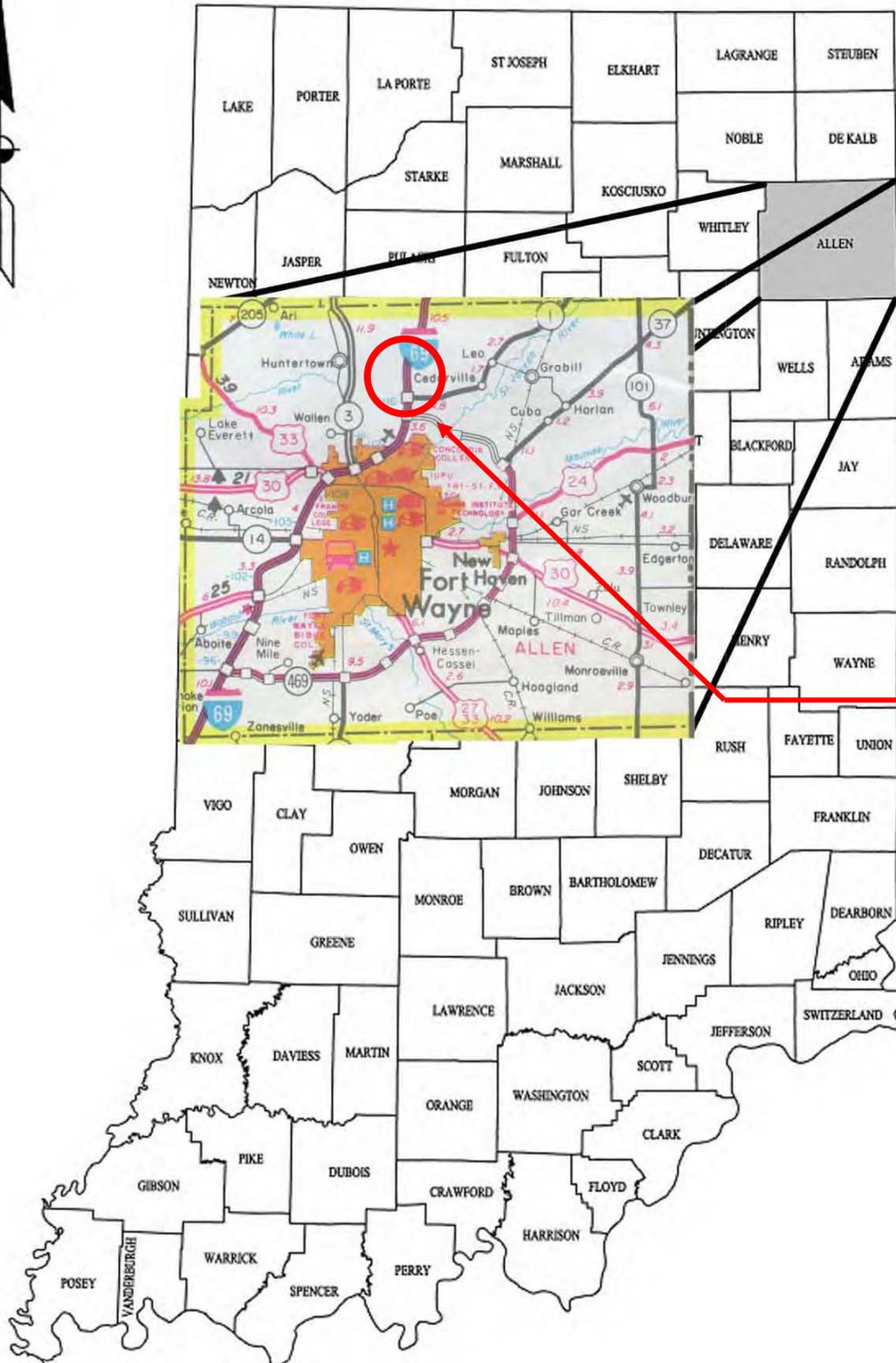
SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Hydric Soil Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Wetland Hydrology Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Is the Sampled Area within a Wetland? Yes <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/>
Remarks: This data point does not meet all three of the criteria established for wetlands according to the 1987 US Army Corps of Engineers Wetland Delineation Manual. Therefore, this data point was considered to be within a wetland.	

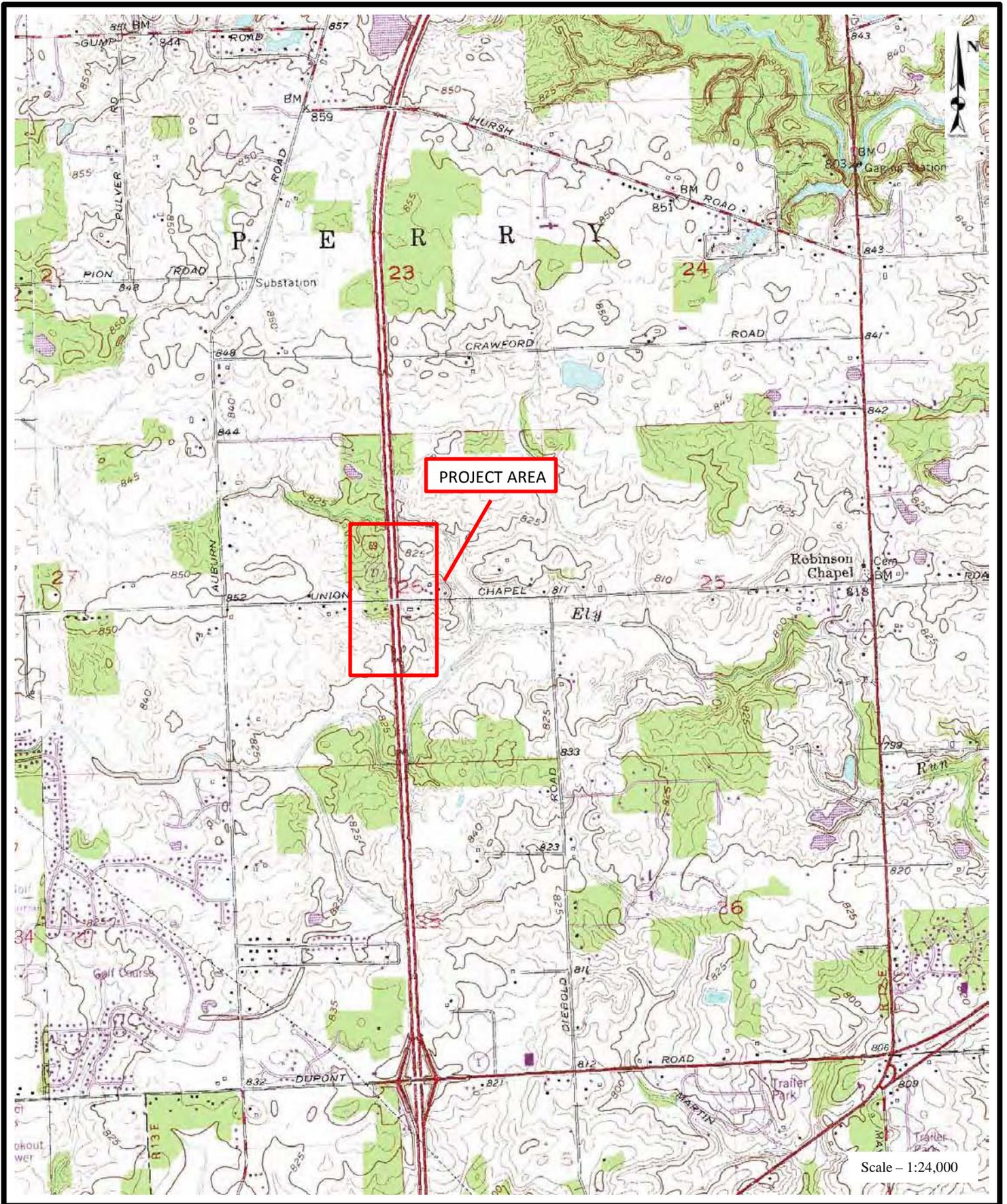
VEGETATION – Use scientific names of plants.

<u>Tree Stratum</u> (Plot size: <u>1 sq meter</u>)	Absolute % Cover	Dominant Species?	Indicator Status	
1. _____	_____	_____	_____	Dominance Test worksheet: Number of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A) Total Number of Dominant Species Across All Strata: <u>1</u> (B) Percent of Dominant Species That Are OBL, FACW, or FAC: <u>0</u> (A/B)
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
<u>0</u> = Total Cover				Prevalence Index worksheet: Total % Cover of: _____ Multiply by: _____ OBL species _____ x 1 = <u>0</u> FACW species _____ x 2 = <u>0</u> FAC species _____ x 3 = <u>0</u> FACU species <u>100</u> x 4 = <u>400</u> UPL species _____ x 5 = <u>0</u> Column Totals: <u>100</u> (A) <u>400</u> (B) Prevalence Index = B/A = <u>4.00</u>
<u>Sapling/Shrub Stratum</u> (Plot size: _____)				
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
<u>0</u> = Total Cover				
<u>Herb Stratum</u> (Plot size: <u>1 sq meter</u>)				Hydrophytic Vegetation Indicators: <input type="checkbox"/> Dominance Test is >50% <input type="checkbox"/> Prevalence Index is ≤3.0 ¹ <input type="checkbox"/> Morphological Adaptations ¹ (Provide supporting data in Remarks or on a separate sheet) <input type="checkbox"/> Problematic Hydrophytic Vegetation ¹ (Explain) ¹ Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.
1. <u>Festuca pratensis</u>	<u>100</u>	<u>Y</u>	<u>FACU-</u>	
2. _____	_____	_____	_____	
3. _____	_____	_____	_____	
4. _____	_____	_____	_____	
5. _____	_____	_____	_____	
6. _____	_____	_____	_____	
7. _____	_____	_____	_____	
8. _____	_____	_____	_____	
9. _____	_____	_____	_____	
10. _____	_____	_____	_____	
<u>100</u> = Total Cover				
<u>Woody Vine Stratum</u> (Plot size: _____)				Hydrophytic Vegetation Present? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
1. _____	_____	_____	_____	
2. _____	_____	_____	_____	
<u>0</u> = Total Cover				
Remarks: (Include photo numbers here or on a separate sheet.) The hydrophytic vegetation parameters were not satisfied at this location.				

MAPS AND FIGURES

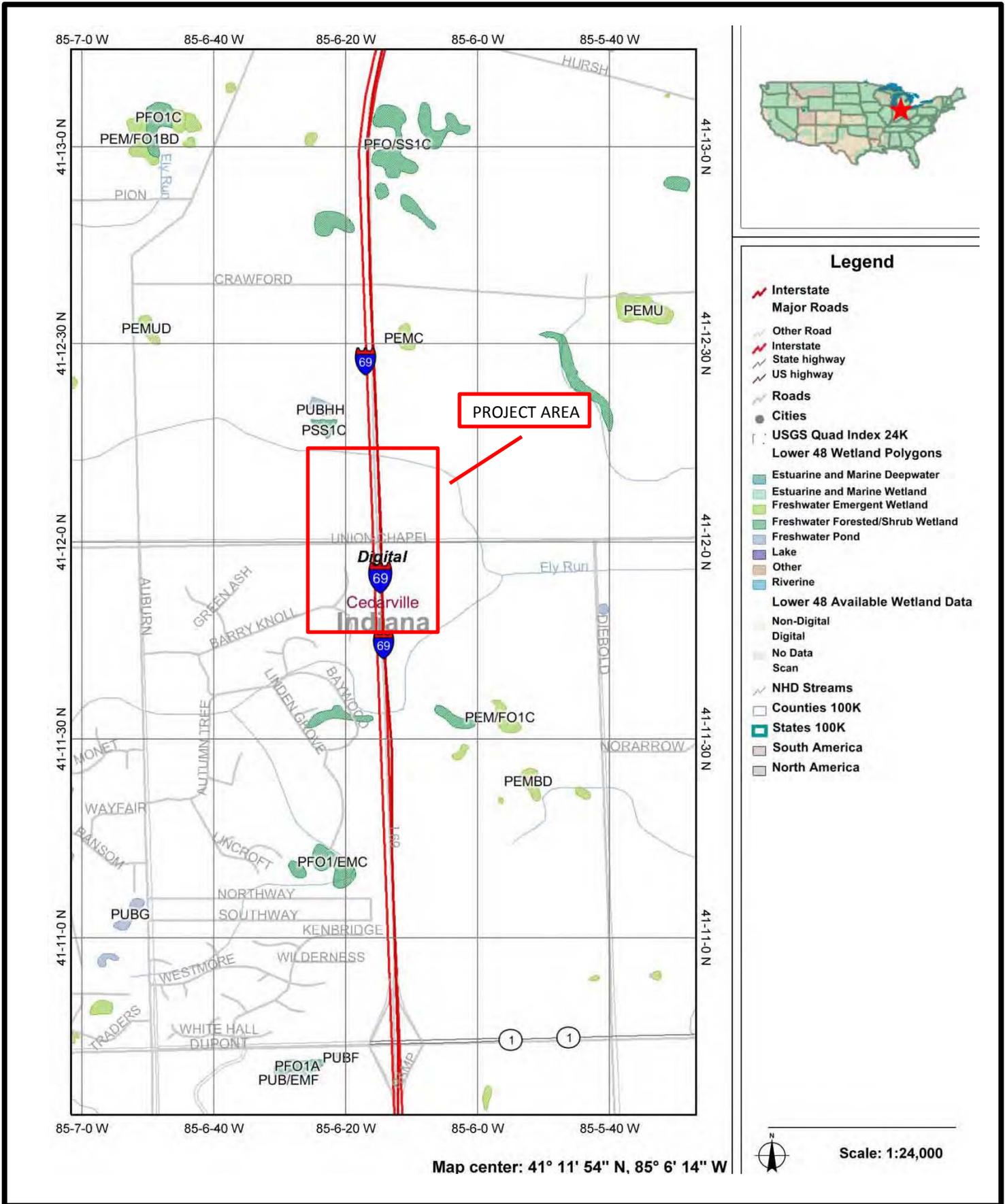


PROJECT AREA



Topographic Map: A-2

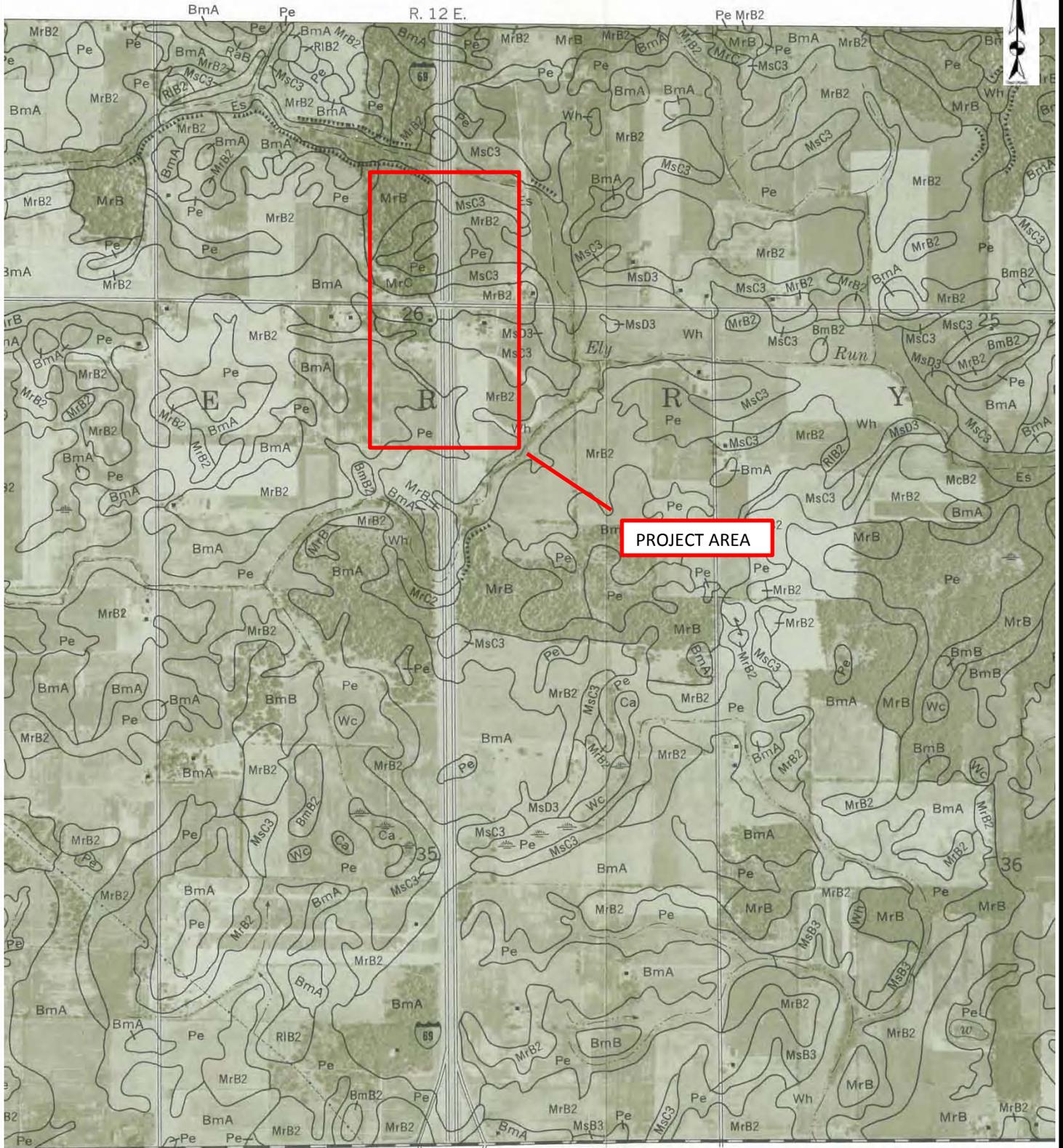
I-69 Interchange Project
 Union Chapel Road / I-69
 Allen County, Indiana



National Wetland Inventory Map: A-3

I-69 Interchange Project
 Union Chapel Road / I-69
 Allen County, Indiana

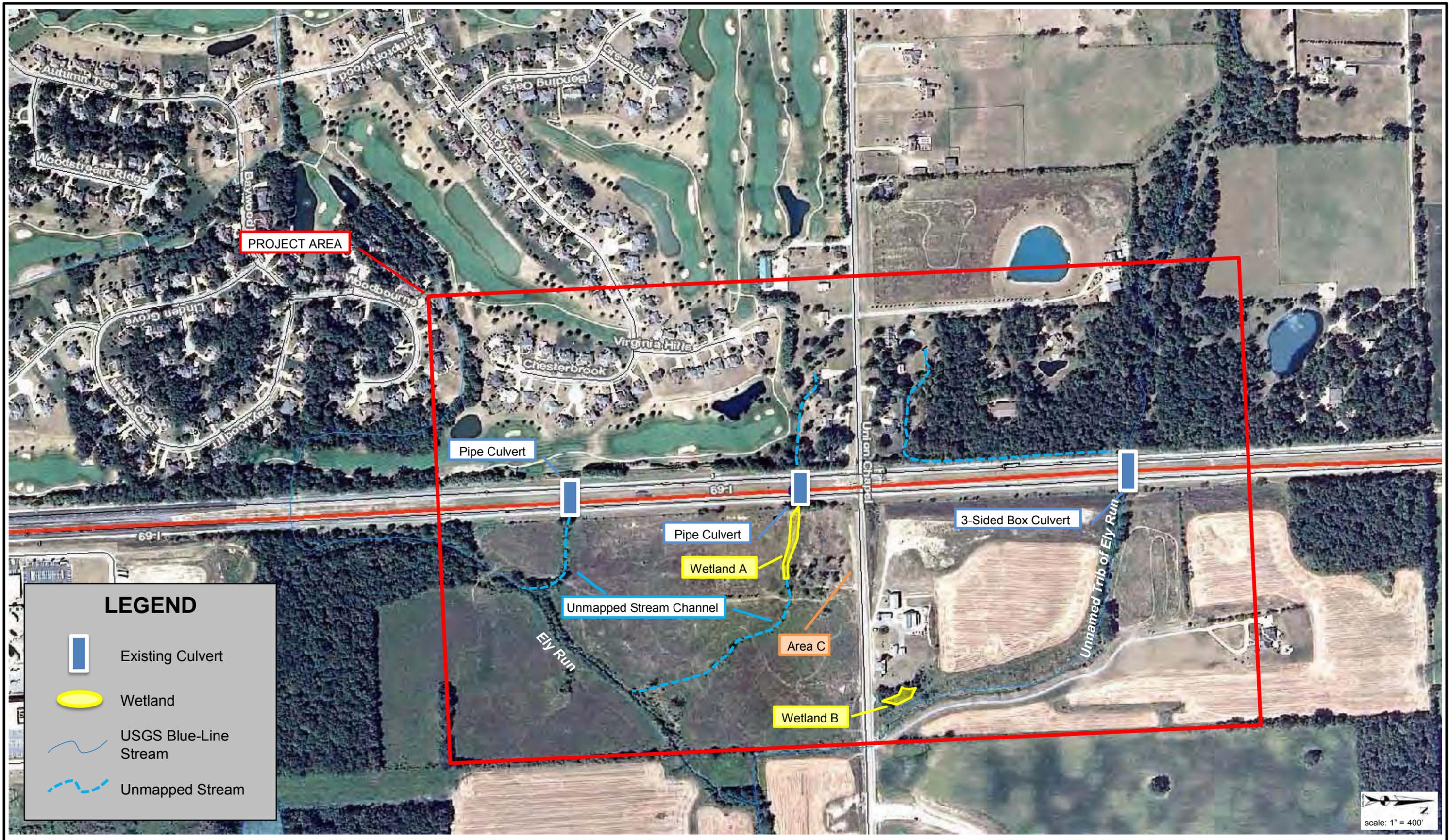
ALLEN COUNTY, INDIANA — SHEET NUMBER 22



(Joins sheet 32)

Scale 1:15 840







UNION CHAPEL ROAD



Wetland A (0.04 acre in project area) A-6

I-69 Interchange Project
Union Chapel Road / I-69
Allen County, Indiana



Beam, Longest and Neff, L.L.C.
Consulting Engineers & Land Surveyors





PHOTOGRAPHS



Wetland A



Grassed conveyance flowing from Wetland A, unmapped Tributary of Ely Run
Note organic sheen on water surface



Wetland B



Crayfish chimney in Wetland B



Area C



Sample pit at Area C



Unmapped Tributary of Ely Run



View of Unnamed Tributary of Ely Run

**PRELIMINARY
JURISDICTIONAL
DETERMINATION FORM**

ATTACHMENT

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PRELIMINARY JURISDICTIONAL DETERMINATION (JD):

B. NAME AND ADDRESS OF PERSON REQUESTING PRELIMINARY JD:

Mr. Jason C. Hignite, Beam, Longest and Neff, LLC

8126 Castleton Road; Indianapolis, Indiana

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:
(ATTACHED TABLES DOCUMENT MULTIPLE WATERBODIES AT DIFFERENT SITES)**

State: Indiana County/parish/borough: Allen City: Ft. Wayne

Center coordinates of site (lat/long in degree decimal format):

Lat. 41° 11' 57.40"N, Long. 85° 06' 13.58"W

Universal Transverse Mercator:

Name of nearest waterbody: Ely Run

Identify (estimate) amount of waters in the review area:

Non-wetland waters: linear feet: 450' width (ft): 1' to 10'

Cowardin Class: Riverine

Stream Flow: Perennial

Wetlands: No acres. 0

Cowardin Class: Not Applicable

Name of any water bodies on the site that have been identified as Section 10 waters:

Tidal:

Non-Tidal: 5

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date:

Field Determination. Date(s): April 6, 2010

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 preliminary JD (check all that apply

- checked items should be included in case file and, where checked and requested, appropriately reference sources below):

Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: Monroe County Commissioners.

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.

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: Cedarville 1:24,000.

USDA Natural Resources Conservation Service Soil Survey. Citation: Allen County Soil Survey, Sheet 22

National wetlands inventory map(s). Cite name: Cedarville.

State/Local wetland inventory map(s): .

FEMA/FIRM maps: .

100-year Floodplain Elevation is: (National Geodetic Vertical Datum of 1929)

Photographs: Aerial (Name & Date): Indiana Orthophotography, 2005.

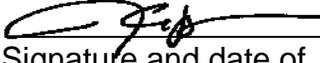
or Other (Name & Date): .

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 Project Manager
(REQUIRED)

 08/26/10
Signature and date of
person requesting preliminary JD
(REQUIRED, unless obtaining
the signature is impracticable)

Site Number	Latitude	Longitude	Cowardin Class	Estimated amount of aquatic resource in review area	Class of aquatic resource
A	41° 11'57.38" N	85° 06'13.51" W	PEMC	0.04 acre	non-section 10 – wetland
B	41° 12'01.12" N	85° 06'01.95" W	PFO1	0.02 acre	non-section 10 – wetland
1	41° 11'57.40" N	85° 06'13.58" W	R2UB3	250 LF	non-section 10 – non-wetland
2	41° 11'46.68" N	85° 06'12.47" W	R2UB3	100 LF	non-section 10 – non-wetland
3	41° 12'12.66" N	85° 06'13.98" W	R2UB2	100 LF	non-section 10 – non-wetland

USACE RGL 08-02