



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

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Eric Holcomb, Governor
Joe McGuinness, Commissioner

NOTICE OF PROJECT ADVANCEMENT FOR THE STATE ROAD 327 ROADWAY CURVE CORRECTION PROJECT IN DEKALB COUNTY – JULY 2017

The Indiana Department of Transportation (INDOT) held a public hearing on January 12th of this year regarding a proposed roadway curve correction project on State Road (SR) 327 between County Road (CR) 36 and C.R. 34 in DeKalb County. The purpose of the project is to improve the alignment of the road. The primary need for the project is to address horizontal curves at the north and south junctions of C.R. 34 and upgrade the roadway.

The purpose of this notice is two-fold. Firstly, this is an opportunity for INDOT to communicate with project stakeholders with regard to the status of this project. Secondly, it is an opportunity to formally announce the conclusion of the environmental analysis phase of the project and transition to the next phase of project development, the real estate acquisition phase.

Preferred Alternative: The S.R. 327 new alignment will be located to the south of the existing alignment. A new public road approach will be constructed to connect the new alignment to the existing east/west segment of the roadway. A pipe culvert will be placed under the connector. Roadway improvements will consist of pavement reconstruction, shoulder reconstruction, new culvert and ditch construction. As part of the preliminary proposal, a cul-de-sac was planned for construction on the south portion of old S.R. 327 just north of C.R. 36. However, subsequent to receiving public input prior to, during and following the public hearing held on 1/12/17, the previously proposed cul-de-sac has been discarded in favor of the realignment of C.R. 36.

In order to keep the north south portion of CR 11 open to emergency vehicles, EMS and fire trucks, an offset access point off the south curve of the new SR 327 will be constructed near where the original cul-de-sac was located and would also tie CR 36 into CR 11. The existing SR 327 will remain open during most of the construction. There will be times when the connections between the old and new curves will necessitate a short term road closure to make the connections. Coordination between the contractor and emergency vehicles will be required.

The old alignment of S.R. 327, north of the south connection point, will remain open and is planned for relinquishment to DeKalb County.

The project will require the acquisition/purchase of approximately 12.3 acres of right-of-way, no residential displacements are anticipated. New roadside ditches will be constructed (as needed) for positive drainage. A box culvert is proposed to collect the drainage from the north side of the new S.R. 327 alignment to the south side. The existing S.R. 327 will remain open during most of the construction. The preferred maintenance of traffic (MOT) for the project is to utilize an official detour. The detour would use portions of S.R. 8, I-69 and U.S. 6.

Subsequent to reviewing and considering all comments and materials received as a result of the official INDOT public hearing held at the Garrett Public Library, 107 West Houston Street in Garrett, Indiana, **INDOT will advance this project to the next phase of development (real estate acquisition) and anticipates construction to begin in 2018.** Project documentation, including the resolution to public hearing comments, will remain available for public inspection during normal office hours at the Garrett Public Library, 107 West Houston Street, Garrett, Indiana 46738; INDOT Fort Wayne District Office, 5333 Hatfield Road, Indianapolis, Indiana 46808, Phone 1-866-227-3555; INDOT Office of Public Involvement, Room N642, Indiana Government Center North, 100 North Senate Avenue, Indianapolis, Indiana 46204



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Phone# (317) 232-6601. Visit the Fort Wayne District web page to view project documentation
<http://www.in.gov/indot/2703.htm>.

INDOT sincerely appreciates the community's participation and interest in this project and looks forward to continuing engagement as this project advances towards construction.

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County DeKalbRoute SR 327Des. No. 9900980

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.

Does the project have a historic bridge processed under the Historic Bridges PA*?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If No, then: Opportunity for a Public Hearing Required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Remarks:

Property owners adjacent to the proposed project were notified on October 2, 2015 via U.S. mail with letter of survey/investigation notices prior to any land surveying and field activities. A list of property owners and addresses along with an example Notice of Survey/Investigation Letter can be found in Appendix G 1 - 6.

To meet the public involvement requirements of Section 106, FHWA's finding of "Adverse Effect" a public notice was advertised in *The Star* and *Garrett Clipper* on July 27 and 28, 2016. The text of the public notice and the affidavit of publication appear in Appendix D 96-97. No comments were received from the public regarding the Section 106 effect finding by the published deadline.

A public hearing is required because this project will consist of permanent roadway alteration and acquire more than one-half acre of permanent right-of-way. A public hearing was held on January 12, 2017 at 6:00 pm, in the Community Room at the Garrett Public Library, located at 107 West Houston Street, Garrett, Indiana 46738. A legal notice of public hearing was published in *the Garrett Clipper*, a daily newspaper on December 29, 2016 and January 5, 2017. Please see Appendix F for the public involvement documents.

The consultant, SJCA adequately responded to the comments from the public hearing, in that the vast majority of remarks brought before, during, and following, the public hearing were associated with concerns on the following:

- the use of tax dollars
- the impact (Right-of-way take) to farmland
- drainage and maintenance
- the proposed cul-de-sac on County Road (CR) 11 to be a dumping ground, snow removal issues and cut off emergency service response

Several of the comments received were not in favor of the project. Subsequent to public input, the proposed CR 11 cul-de-sac was discarded in favor of the realignment of CR 36. All of the comments and responses can be found in Appendix F 45-71.

INDOT understands the concerns about dividing some of the farm fields or properties in half and that this is a hard decision for property owners and INDOT to make. However, the criteria for selection of the alignment is to improve the current situation of SR 327 that experienced an increasing number of accidents because of substandard curves and minimize impact to residential properties and wetlands. The uniform speed limit of 55 mph throughout the curves will allow the traveling public to more easily navigate the curves without having to make speed or steering corrections as they go through the curves. INDOT will continue relations with our DeKalb County partners to monitor the curves, roadway capacity, enforcement and safety related concerns.

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Public Controversy on Environmental Grounds
 Will the project involve substantial controversy concerning community and/or natural resource impacts? Yes No

Remarks: This project has received no public controversy regarding natural resource impacts. There has been substantial controversy regarding the future impacts to the division of some of the farm fields and/or properties. INDOT has considered the comments, questions, and design alternatives that were discussed during and after the public hearing held on January 12, 2017 and has arrived at the decision to proceed with the plans for roadway curve correction along SR 327.

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

Sponsor of the Project: Indiana Department of Transportation (INDOT) INDOT District: Fort Wayne
 Local Name of the Facility: N/A

Funding Source (mark all that apply): Federal State Local Other*

*If other is selected, please identify the funding source: _____

PURPOSE AND NEED:
Describe the transportation problem that the project will address. The solution to the traffic problem should NOT be discussed in this section. (Refer to the CE Manual, Section IV.B.2. Purpose and Need)
 The project purpose is to improve the horizontal alignment of the road. The primary need for the project is based on the two substandard horizontal curves at the north and south junctions of CR 34; as well as upgrading the road to current standards.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: DeKalb Municipality: Corunna
 Limits of Proposed Work: Approximately 0.10 mi. S. of CR 36 to 0.06 mi. N. of CR 34
 Total Work Length: 0.785 Mile(s) Total Work Area: ~12 Acre(s)

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

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

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In the remarks box below, describe existing conditions, provide in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

The proposed project consists of roadway realignment of two substandard horizontal curves forming ninety degree junctions. The new alignment will be located to the south of the existing alignment. A new public road approach will be constructed to connect the new alignment to the existing east/ west segment of the roadway. A pipe culvert will be placed under the connector. Roadway improvements will consist of 4,015 LF of pavement reconstruction, 100 LF of incidental pavement construction, shoulder reconstruction, new culvert and ditch construction. A cul-de-sac will be constructed on the south portion of old SR 327 just north of CR 36. Subsequent to public input before, during, and after the public hearing held on January 12, 2017, the proposed cul-de-sac was discarded in favor of the realignment of CR 36. The old alignment of SR 327 will remain open and will be relinquished to the county. Approximately 12.29 acres of additional permanent right-of-way will be required to complete this project, but no residential relocation is anticipated. This land will comprise of mainly farmland. New roadside ditches will be constructed where needed for positive drainage. A box culvert is proposed to collect the drainage from the north side of the new SR 327 alignment to south side. The John Diehl regulated drain is an open ditch that crosses under SR 327, further south of the project. This ditch drains adjacent farmland south and west of SR 327. Please see the enclosed plan and profile sheets for more details in Appendix B 10-33.

The existing SR 327 will remain open during most of the construction. There will be times when the connection between the old and new curves will necessitate a short term road closure to make the connections. The preferred maintenance of traffic (MOT) for the project is to utilize an official detour. The detour would use portions of SR 8, I-69 and US 6.

The preliminary plans estimate the need for approximately 12.29 acres of new permanent right-of-way and approximately 0.46 ac. of temporary right-of-way.

OTHER ALTERNATIVES CONSIDERED:

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

The No-Build option was reviewed, however it was not considered feasible, prudent, or practicable because it would not correct the two substandard horizontal curves on SR 327.

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 (Describe)

X
X

ROADWAY CHARACTER:

Functional Classification:	State Road 327 - Rural Major Collector				
Current ADT:	2550	VPD (2018)	Design Year ADT:	3170	VPD (2038)
Design Hour Volume (DHV):	317	Truck Percentage (%)	3.16		
Designed Speed (mph):	55	Legal Speed (mph):	55		

Existing Proposed

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Number of Lanes:	2	2	
Type of Lanes:	Through	Through	
Pavement Width:	11	11	ft.
Shoulder Width:	2	4	ft.
Median Width:			ft.
Sidewalk Width:			ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Functional Classification: CR 36 - Minor Collector
 Current ADT: 650 VPD (2018) Design Year ADT: 720 VPD (2038)
 Design Hour Volume (DHV): 72 Truck Percentage (%): 5
 Designed Speed (mph): 50 Legal Speed (mph): 50

Existing Proposed

Number of Lanes:	2	2	
Type of Lanes:	Through	Through	
Pavement Width:	11	11	ft.
Shoulder Width:	2	2	ft.
Median Width:			ft.
Sidewalk Width:			ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

Functional Classification: CR 34 - Minor Collector
 Current ADT: 650 VPD (2018) Design Year ADT: 720 VPD (2038)
 Design Hour Volume (DHV): 72 Truck Percentage (%): 5
 Designed Speed (mph): 50 Legal Speed (mph): 50

Existing Proposed

Number of Lanes:	2	2	
Type of Lanes:	Through	Through	
Pavement Width:	11	11	ft.
Shoulder Width:	2	2	ft.
Median Width:			ft.
Sidewalk Width:			ft.

Setting: Urban Suburban Rural
 Topography: Level Rolling Hilly

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

DESIGN CRITERIA FOR BRIDGES:

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

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Existing Proposed

Bridge Type:		Precast conc. Box culvert, or similar	
Number of Spans:		1	
Weight Restrictions:		ton	ton
Height Restrictions:		ft.	ft.
Curb to Curb Width:		ft.	ft.
Outside to Outside Width:		39	ft.
Shoulder Width:		ft.	ft.
Length of Channel Work:			ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: There are no bridges located within the project limits. A new small structure will be installed on the new alignment of SR 327 to carry roadside drainage. The proposed structure will be a precast concrete box culvert with an 18 ft. span and 4 ft. rise or a similar structure.

Yes No N/A

Will the structure be rehabilitated or replaced as part of the project?
If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

Is a temporary bridge proposed?	Yes	No
Is a temporary roadway proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the project involve the use of a detour or require a ramp closure? (describe in remarks)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Provisions will be made for access by local traffic and so posted.	<input 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: The existing SR 327 will remain open during most of the construction. There will be times when the connection between the old and new curves will necessitate a short term road closure to make the connections.

The maintenance of traffic for this project will involve the use of a detour. The detour would use portions of SR 8, I-69 and US 6.

Coordination between the contractor and emergency vehicles will be required at all times during construction.

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ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: \$ 117,000 (2016-2017) Right-of-Way: \$ 250,000 (2017) Construction: \$ 2,000,000 (2018)

Anticipated Start Date of Construction: Spring of 2018

Date project incorporated into STIP July 1, 2015 and updated June 7, 2017 (Appendix A 2-3)

Is the project in an MPO Area? Yes No

If yes,

Name of MPO _____

Location of Project in TIP _____

Date of incorporation by reference into the STIP _____

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0.58	0.03
Commercial	0.00	0.00
Agricultural	11.71	0.43
Forest	0.00	0.00
Wetlands	0.00	0.00
Other:	0.00	0.00
Other:	0.00	0.00
TOTAL	12.29	0.46

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition or reacquisition, either known or suspected, and there impacts on the environmental analysis should be discussed.

Remarks: Proposed new permanent right-of-way has been estimated at 12.29 acres. This new right-of-way will be comprised mostly of agricultural land and residential property. At this time approximately 0.46 acres of temporary right-of-way is anticipated for the addition of farmfield entrances and working room.

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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>	
		<u>Yes</u>	<u>No</u>
Streams, Rivers, Watercourses & Jurisdictional Ditches			
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Remarks: There will be no impacts to streams, rivers, watercourses or jurisdictional ditches as a result of this project. Diehl Ditch, a regulated county drain, is a long open ditch located south of the project area. The ditch drains adjacent farmland. This ditch will not be impacted.

	<u>Presence</u>	<u>Impacts</u>	
		<u>Yes</u>	<u>No</u>
Other Surface Waters			
Reservoirs			
Lakes			
Farm Ponds			
Detention Basins			
Storm Water Management Facilities			
Other: _____			

Remarks: No other surface waters were found to exist within the project area after reviewing aerial photography, and none were noticed during multiple field visits. No impacts of this nature are expected.

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

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

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

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments

Documentation

ES Approval Dates

Wetlands (Mark all that apply)

Wetland Determination	<input type="checkbox"/>
Wetland Delineation	<input type="checkbox"/>
USACE Isolated Waters Determination	<input type="checkbox"/>

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Mitigation Plan

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

- Substantial adverse impacts to adjacent homes, business or other improved properties;
- Substantially increased project costs;
- Unique engineering, traffic, maintenance, or safety problems;
- Substantial adverse social, economic, or environmental impacts, or
- The project not meeting the identified needs.

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

Remarks: The project area was reviewed in the field by the INDOT Fort Wayne District Environmental Manager during field visits on September 9, 2014 and October 5, 2015. The National Wetland Inventory (NWI) map indicate wetlands are located near the project area. During the field visits wetlands were observed north of the project close to the current SR 327 alignment. This wetland was delineated so that the accurate boundary could be surveyed for the plans. The wetland is outside of the construction limits and will not be impacted by the project. No other wetlands were observed within the project limits during the field visits. The NWI map can be found in Appendix B-6.

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

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

Remarks: The project will primarily affect land within agricultural and residential properties. The habitat value of the affected areas is very low. Approximately 11.71 acres of farmland and 0.58 acre of residential property will be impacted by the project.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

	Yes	No
Karst		<input checked="" type="checkbox"/>
Is the proposed project located within or adjacent to the potential Karst Area of Indiana?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Are karst features located within or adjacent to the footprint of the proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If yes, will the project impact any of these karst features?	<input type="checkbox"/>	<input type="checkbox"/>

Use the remarks box to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks: The project is located outside of the designated Karst Region of the state as identified in the October 13, 1993 MOU. No Karst features are known to exist within or adjacent to the proposed project area.

	<u>Presence</u>	<u>Impacts</u>	
		Yes	No
Threatened or Endangered Species			
Within the known range of any federal species	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Any critical habitat identified within project area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Federal species found in project area (based upon informal consultation)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
State species found in project area (based upon consultation with IDNR)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Is Section 7 formal consultation required for this action? Yes No

Remarks: The project is within range of the Federally endangered Indiana bat (*Myotis sodalis*), clubshell mussel (*Pleurobema clava*), northern riffleshell mussel (*Epioblasma torulosa rangiana*), white-cat's paw pearlymussel (*Epioblasma obliquata perobliqua*), rayed bean mussel (*Villosa fabalis*) and the threatened northern long-eared bat (*Myotis septentrionalis*). In a letter dated January 6, 2016 the U.S. Fish and Wildlife Service (USFWS) indicated there is no known habitat for any of these species within the proposed project areas, so they agree that the projects are not likely to adversely affect the endangered, proposed endangered and candidate species. (Appendix C 12-13).
Through early coordination with the Indiana Department of Natural Resources (IDNR), in a letter dated January 12, 2016, they stated "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." (Appendix C 10-11).

SECTION B – OTHER RESOURCES

	Presence	Impacts	
		Yes	No
Drinking Water Resources			
Wellhead Protection Area	X		X
Public Water System(s)			
Residential Well(s)			
Source Water Protection Area(s)			
Sole Source Aquifer (SSA)			

If a SSA is present, answer the following:

	Yes	No
Is the Project in the St. Joseph Aquifer System?		
Is the FHWA/EPA SSA MOU Applicable?		
Initial Groundwater Assessment Required?		
Detailed Groundwater Assessment Required?		

Remarks: The project is not located within the St. Joseph Aquifer System; the only legally designated sole source aquifer in Indiana. There will be no impacts to the aquifer.

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (<http://idemmaps.idem.in.gov/apps/whpa>) was accessed on February 29, 2016 by the environmental manager at INDOT Fort Wayne District. (Appendix B-4). The required project location data was provided and it was determined that this project is partially located within a Wellhead Protection Area. On March 2, 2016, a letter was sent to the DeKalb County Health Department asking for their input regarding impacts to the wellhead proximity area. A response was received on March 8, 2016, and the department had no objections to the project. The response letter maybe found in Appendix C-15.

Flood Plains	Presence	Impacts	
		Yes	No
Longitudinal Encroachment			
Transverse Encroachment			
Project located within a regulated floodplain			
Homes located in floodplain within 1000' up/downstream from project			

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

Remarks: The project does not encroach upon a regulatory floodplain as determined from available FEMA flood plain maps. Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. (Appendix B-5).

This project may require an Indiana Department of Natural Resources Construction in a Floodway permit if the location of the structure does not meet the exemption. It is the designer's responsibility to apply for all applicable permits.

Farmland	Presence	Impacts	
		Yes	No
Agricultural Lands	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Total Points (from Section VII of CPA-106/AD-1006* 117
**If 160 or greater, see CE Manual for guidance.*

See CE Manual for guidance to determine which NRCS form is appropriate for your project.

Remarks: The Natural Resource Conservation Service (NRCS) was sent early coordination along with the partially filled out CPA-106 form on December 29, 2015. A response letter dated January 27, 2016 was received by the Fort Wayne District. There is 10.74 ac., as determined by the Stage 1 plans, of prime and unique farmland within the project limits as defined by the Farmland Protection and Policy Act. Coordination with the NRCS resulted in a score of 117 on the NRCS-CPA-106 Form (Appendix C 16 - 18). NRCS's threshold score for significant impacts to prime farmland that result in the consideration of alternatives is 160. Because this project score is less than the threshold, no significant loss of farmland will result from the project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

Due to concerns voiced at the public hearing for this project, the design has changed. Originally a cul-de-sac was going to be constructed on CR 11, now that has been removed and a public road approach of this county road will be constructed. This design change has increased the amount of right-of-way required for the project from 10.74 acres to 12.4 acres (temporary and permanent). Due to this change INDOT emailed NRCS on June 15, 2017 to re-coordinate per the design changes. The NRCS re-coordination response (dated 6/26/2017) and documents can be found in Appendix C 19-23. Re-coordination with the NRCS resulted in a score of 117 on the NRCS-CPA-106. Because this project score is less than the threshold, no significant loss of farmland will result from the project.

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates	N/A
Minor Projects PA Clearance				

Eligible and/or Listed
Resource Present

Results of Research

Archaeology	<input checked="" type="checkbox"/>
NRHP Buildings/Site(s)	<input type="checkbox"/>
NRHP District(s)	<input type="checkbox"/>
NRHP Bridge(s)	<input type="checkbox"/>

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Project Effect

No Historic Properties Affected No Adverse Effect Adverse Effect

Documentation Prepared

Documentation (mark all that apply)

		ES/FHWA Approval Date(s)	SHPO Approval Date(s)
Historic Properties Short Report			
Historic Property Report	X	5/16	7/1/16
Archaeological Records Check/ Review			
Archaeological Phase Ia Survey Report	X	1/14/16	2/22/16
Archaeological Phase Ic Survey Report			
Archaeological Phase II Investigation Report	X	5/11/2017	6/6/2017
Archaeological Phase III Data Recovery			
APE, Eligibility and Effect Determination	X	7/20/16	8/22/16
800.11 Documentation	X	7/20/16	8/22/16

Memorandum of Agreement (MOA)

MOA Signature Dates (List all signatories)

FHWA 8-30-16
Indiana SHPO 8-29-16
INDOT 8-29-16

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks:

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 effect, 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. Appendix D includes all the Section 106 documentation.

Area of Potential Effect (APE):
The Area of Potential Effects (APE) has been defined as those areas of existing and proposed right-of-way and incidental construction, required for the undertaking; as well the areas surrounding the undertaking from which it would be visible. The scope of the project is such that the potential for visual impacts is somewhat significant. As a result, a relatively wide APE has been drawn. The above-ground APE extends approximately 0.45 mi. south and 0.25 mi. north from the current roadway. The archaeological APE includes approximately 12.1 ac. of new permanent, temporary and existing right-of-way.

Coordination with Consulting Parties:
The following agencies were invited to become consulting parties for the project on June 3, 2016. Those organizations that responded are identified in bold print.

- **Indiana Dept. of Natural Resources (SHPO)**
- **Indiana Landmarks – North Regional Office**
- **Garrett Historical Society**
- **Preservation of DeKalb Heritage**
- **DeKalb Co. Historical Society**
- **Indiana Historic Spans Task Force**

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- DeKalb County Commissioners
- DeKalb County Genealogical Society

Archaeology:

A Phase Ia field reconnaissance was prepared for this project and submitted to the Indiana SHPO (Laswell 1/14/16). The project area was subject to shovel testing and pedestrian survey in accordance with IDNR, DHPA (2008) *Draft Indiana Archaeological Guidelines* and the *INDOT Indiana Cultural Resources Manual* (2014). The archaeological reconnaissance identified the presence of three archaeological sites (12Dk408-410). Sites 12Dk408 and 12Dk410 consisted of two small unidentified prehistoric lithic scatters and 12Dk409 was mid-nineteenth through early twentieth century historic domestic scatter and a mid-twentieth century farmstead. Based upon historic documentation and the results of the Phase Ia field reconnaissance, site 12Dk409 was determined to be potentially eligible under Criterion D of the National Register of Historic Places (NRHP) and the Indiana Register of Historic Sites and Structures (IRHSS). Since site 12Dk409 cannot be avoided by the proposed project, Phase II testing was conducted in August 2016 for the portion of the site within the project limits in order to assess the significance and integrity of the archaeological deposits. All remaining archaeological sites were found to be ineligible for the NRHP and no further work is recommended. Ground disturbing activities will occur within 100 ft. of Sixteen Cemetery and an approved cemetery development plan will be required in accordance with IC 14-21-1-26.5. A Memorandum of Agreement (MOA) that outlines the mitigation stipulations required for all remaining archaeological work for the site in relation to this project has been prepared. An Addendum Archaeological Records Check and Phase Ia Reconnaissance Report (Laswell, 5/11/2017) covering the investigation results of the stipulations in the MOA was prepared and submitted to Indiana SHPO on May 11, 2017. One additional investigation has been conducted since the Laswell (2016) survey consisting of Phase II testing of Site 12Dk409, first identified during the 2016 field reconnaissance. In general, it appeared that the site had been disturbed significantly by agricultural activities and erosion over the last 100 years. While it is possible that intact archaeological features are present at the site to the south and outside of the project area boundary, the research potential of the portion of the site within the project area has been exhausted, and no further work was recommended. In a letter dated June 6, 2017, the Indiana SHPO concurred with the conclusions of the archaeologist, as expressed in the addendum Indiana archaeological short report.

Historic Properties:

A Historic Properties Report (HPR) (Branigin and Kumar, 5/2016) was prepared for this project to identify and evaluate all properties located within the project's APE. The HPR concluded the proposed project does not include any properties currently listed on the National Register of Historic Places (NRHP) or the Indiana Register of Historic Sites and Structures (IRHSS). No above-ground resources were recommended eligible for listing in the NRHP. In a letter dated July 1, 2016, the Indiana SHPO concurred with the conclusions of the HPR.

Documentation, Findings:

In a letter dated August 22, 2016, SHPO responded by concurring with the finding of "Adverse Effect" for this undertaking and indicated they were satisfied with the terms of the Draft MOA. The final MOA was signed by INDOT and Indiana SHPO on August 29, 2016 and by FHWA on August 30, 2016.

Public Involvement:

In accordance with 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4), the views of the public will be sought regarding the effect of the proposed project. INDOT/FHWA approved the "Adverse Effect" determination on July 20, 2016; an advertisement was placed in The Star, newspaper, on July 27, 2016 and in The Garret Clipper, newspaper, on July 28, 2016. The notice period ended on August 31, 2016. No comments were received by the published deadline. The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

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

Section 4(f) Involvement (mark all that apply)

Parks & Other Recreational Land

- Publicly owned park
- Publicly owned recreation area
- Other (school, state/national forest, bikeway, etc.)

Presence

Use

Yes	No

Evaluations

Prepared

- Programmatic Section 4(f)*
- "De minimis" Impact*
- Individual Section 4(f)

FHWA
Approval date

--

Wildlife & Waterfowl Refuges

- National Wildlife Refuge
- National Natural Landmark
- State Wildlife Area
- State Nature Preserve

Presence

Use

Yes	No

Evaluations

Prepared

- Programmatic Section 4(f)*
- "De minimis" Impact*
- Individual Section 4(f)

FHWA
Approval date

--

Historic Properties

- Sites eligible and/or listed on the NRHP

Presence

--

Use

Yes	No

Evaluations

Prepared

- Programmatic Section 4(f)*
- "De minimis" Impact*
- Individual Section 4(f)

FHWA
Approval date

--

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

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

Remarks: There are no Section 4(f) resources located in or near the project area; no impacts of this nature are expected.

Section 6(f) Involvement

Presence

--

Use

Yes	No

Section 6(f) Property

This is page 14 of 21 Project name: SR 327 Curve Correction

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

Remarks:

No Section 6(f) resources were identified by review of the National Park Service data. The project will not involve any properties acquired by or improved with the Land and Water Conservation Fund. No impacts of this nature are expected.

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

If YES, then:

Is the project in the most current MPO TIP?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Is the project exempt from conformity?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

If the project is NOT exempt from conformity, then:

Is the project in the Transportation Plan (TP)?

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

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

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Level of MSAT Analysis required?

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

Remarks:

The project is located in DeKalb County. This county is currently in attainment for all pollutant criteria. This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(d), or exempt under the Clean Air Act conformity rule under 40 CFR 93.116, and as such, a Mobile Source Air Toxics analysis is not required.

This project is not of regional significance, thus it has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). It can therefore be concluded that the project will have no significant impact on air quality.

The purpose of the project is to cost effectively maintain horizontal alignment of the road. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the No-Build alternative. DeKalb County is not within the boundaries of a Metropolitan Planning Organization. This project is included in the INDOT Statewide Transportation Improvement Program (STIP) for Fiscal Year 2016-2019 (Appendix A-2).

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SECTION F - NOISE

Noise Yes No
 Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?

	No	Yes/ Date
ES Review of Noise Analysis	<input type="checkbox"/>	<input type="checkbox"/>

Remarks: This project is not a Type 1 project. In accordance with 23 CFR 772 and the INDOT Traffic Noise Policy (FHWA concurrence, effective July 13, 2011), this action does not require formal noise analysis.

SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the proposed action result in substantial impacts to community cohesion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will the proposed action result in substantial impacts to local tax base or property values?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will construction activities impact community events (festivals, fairs, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Does the community have an approved transition plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
If No, are steps being made to advance the community's transition plan?	<input type="checkbox"/>	<input type="checkbox"/>
Does the project comply with the transition plan? (explain in the remarks box)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Remarks: This project is not expected to have any substantial community cohesion impacts. No community events should be substantially impacted by this project. The project does not impact sidewalks or curb ramps.

Indirect and Cumulative Impacts Yes No
 Will the proposed action result in substantial indirect or cumulative impacts?

Remarks: The project will not result in substantial indirect or cumulative impacts. The project will affect SR 327 access to some nearby parcels; however, these parcels will still have access to SR 327 via the old section of SR 327 which will be converted to a county road. The project will not affect future changes in land use in the area.

Public Facilities & Services Yes No
 Will the proposed action result in substantial impacts on health and educational facilities, public and private utilities, emergency services, religious institutions, airports, public transportation or pedestrian and bicycle facilities? *Discuss how the maintenance of traffic will affect public facilities and services.*

Remarks: No permanent impacts of this nature are expected and all will be minimal. Traffic will be maintained on SR 327 for as long as possible while the new roadway alignment is constructed. A detour would then be used to finish the construction. The detour would use SR 8, I-69 and US 6.

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Environmental Justice (EJ) (Presidential EO 12898)
 During the development of the project were EJ issues identified?
 Does the project require an EJ analysis?

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

If YES, then:

Are any EJ populations located within the project area?
 Will the project result in adversely high or disproportionate impacts to EJ populations?

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

Remarks:

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

Since the project will require greater than 0.5 acre of new permanent right-of-way a comparative analysis was completed utilizing the U.S. Census Bureau Website (<http://factfinder2.census.gov>). This analysis was conducted to determine whether or not the minority populations and/or low-income populations within the affected community (AC) are of EJ concern. An EJ population is present in the AC when its minority population or low-income population is greater than 50% of the total AC population, or, when its minority population or low-income population exceeds the Community of Comparison (COC's) minority population or low-income population by 125%. If an EJ population is determined to be present, the next step of the analysis is to determine whether the identified EJ population will be adversely and disproportionately affected by the project.

Data from the 2014 ACS year estimates was used at the census tract level for the low-income and minority EJ analysis.

For EJ analysis, the AC was determined to be comprised of Census Tract 202 in DeKalb County, Indiana. DeKalb County was determined to be the COC. (See Appendix F)

	COC - DeKalb County	AC - Census Tract 202, DeKalb County, IN
Percent Low Income	13.27%	21.34%
125 Percent of COC	16.58%	AC > 125% COC
Population of EJ Concern		YES

As shown in Table 1 above, the percentage of individuals with low income status in the AC does exceed 125% of those of the COC. Therefore, a low income population of concern for environmental justice is present in the AC.

	COC - DeKalb County	AC - Census Tract 202, DeKalb County, IN
Percent Non-white/Minority	4.57%	6.23%
125 Percent of COC	5.71%	AC > 125% COC
Population of EJ Concern		YES

In Table 2 above, the percentages of non-white or minority individuals within the AC is not greater than 50% of the total AC population. The percentages of non-white or minority individuals within the AC is more than 125% of those in the COC. Therefore, a minority population of concern for environmental justice is present within the AC. Community cohesion will not be affected by this project. The majority of the right-of-way required for

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this project will consist of agricultural land. It has been determined that the project will not result in adverse and disproportionate effects upon any environmental justice population.

Relocation of People, Businesses or Farms

Will the proposed action result in the relocation of people, businesses or farms?
 Is a Business Information Survey (BIS) required?
 Is a Conceptual Stage Relocation Study (CSRS) required?
 Has utility relocation coordination been initiated for this project?

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

Number of relocations: Residences: _____ Businesses: _____ Farms: _____ Other: _____

If a BIS or CSRS is required, discuss the results in the remarks box.

Remarks: The proposed project will not require the relocation of any residences, businesses, farms or other properties.

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Hazardous Materials & Regulated Substances (Mark all that apply)
 Red Flag Investigation
 Phase I Environmental Site Assessment (Phase I ESA)
 Phase II Environmental Site Assessment (Phase II ESA)
 Design/Specifications for Remediation required?

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

	No	Yes/ Date
ES Review of Investigations	<input type="checkbox"/>	2/9/16

Include a summary of findings for each investigation.

Remarks: A Red Flag Investigation of the area was completed and approved by the Environmental Services Hazardous Materials Section on February 9, 2016. Hazardous concerns were not found to exist within the vicinity of the project area. (Appendix E 1-10)

SECTION I – PERMITS CHECKLIST

Permits (mark all that apply)

Likely Required

Army Corps of Engineers (404/Section10 Permit)

- Individual Permit (IP)
- Nationwide Permit (NWP)
- Regional General Permit (RGP)
- Pre-Construction Notification (PCN)
- Other
- Wetland Mitigation required
- Stream Mitigation required

IDEM

- Section 401 WQC
- Isolated Wetlands determination
- Rule 5

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IDNR US Coast Guard Section 9 Bridge Permit Others (Please discuss in the remarks box below)	Other Wetland Mitigation required Stream Mitigation required Construction in a Floodway Navigable Waterway Permit Lake Preservation Permit Other Mitigation Required	<table border="1" style="width: 100px; height: 100px;"> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> <tr><td> </td></tr> </table>										

Remarks: As proposed, this project will require permits. A Rule 5 will be required since over 1 acre of land will be disturbed. Also, waterway permits will be required if work will be done on the county regulated drain tile. The designer should consult with the Fort Wayne District permit coordinator to determine the proper permits for the project.

SECTION J- ENVIRONMENTAL COMMITMENTS

The following information should be provided below: List all commitments, name of agency/organization requesting the commitment(s), and indicating which are firm and which are for further consideration. The commitments should be numbered.

- Remarks: **Firm:**
1. Any change in the project scope will require a review of this environmental document. (INDOT)
 2. It is the responsibility of the designer to consult with the INDOT Fort Wayne district permit coordinator to determine the required permits for the project. (INDOT)
 3. If a spill occurs or contaminated soils or water are encountered during construction, appropriate personal protective equipment (PPE) should be used. Contaminated materials will need to be properly handled by trained personnel and disposed in accordance with current regulations. IDEM should be notified through the spill line at (888) 233-7745 within 24 hours of discovery of a release from a UST system and within two (2) hours of discovery of a spill. (INDOT)
 4. If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (I.C. 14-21-1-27 and 29) requires that the discovery must be reported to the Indiana Department of Natural Resources within two (2) business days. In that event, call (317) 232-1646. (IDNR-SHPO)
 5. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. (IDEM)
 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 April through October. (IDEM)
 7. 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>. (IDEM)
- For Further Consideration:**
8. Align the road along or through previously disturbed or degraded areas, and disturb as narrow an area as possible to minimize negative impacts. (IDNR)

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9. Avoid tree removal to the greatest extent possible. Plant native hardwood trees to replace the vegetation destroyed during construction. (IDNR)
10. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. (IDNR)
11. Crossings should: span the entire channel width (a minimum of 1.2 times the bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. (IDNR)
12. Revegetate all bare and disturbed areas with a mixture of grasses, legumes and native shrub and hardwood tree species as soon as possible upon completion. (IDNR)
13. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush. (IDNR)
14. Do not work in the waterway from April 1 through June 30 without prior written approval of the Division of Fish and Wildlife. (IDNR)
15. 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. (IDNR)
16. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap or removal of the old structure. (IDNR)
17. Do not construct any temporary runarounds or causeways. (IDNR)
18. Do not deposit or allow demolition materials or debris to fall or otherwise enter the waterway. (IDNR)
19. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR)
20. Do not use broken concrete as riprap. (IDNR)
21. Minimize the movement of resuspended bottom sediment from the immediate project area. (IDNR)
22. 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)
23. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets; seed and apply mulch on all other disturbed areas. (IDNR)

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SECTION K- EARLY COORDINATION

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

Resource Agencies and Local Officials were provided with an Early Coordination packet on December 29, 2015. The table below provides the date the Early Coordination packet was sent out and when responses were received. Federal Highway Administration and INDOT Hearing Section are automatic consulting parties, thus they were sent an Early Coordination packet on the date listed above.

<u>Agency</u>	<u>Sent</u>	<u>Received</u>	<u>Appendix</u>
DeKalb County Surveyor	December 29, 2015	No Response	NA
DeKalb County Highway	December 29, 2015	No Response	NA
DeKalb County Commissioners	December 29, 2015	No Response	NA
IDEM, Electronic Coordination	February 10, 2016	February 10, 2016	C 3-9
IN Geological Survey	December 29, 2015	No Response	NA
IDNR, Division of Fish and Wildlife	December 29, 2015	January 12, 2016	C 10-11
INDOT Division of Aeronautics	December 29, 2015	December 30, 2015	C 14
INDOT Hearing Section	December 29, 2015	December 29, 2015	C 19
Natural Resources Conservation Service	December 29, 2015 & January 27, 2016 and Re-coordination on June 15, 2017	January 19, 2016 and June 26, 2017	C 16-18 C 19-23
U.S. Fish and Wildlife Service – Northern Field Office	December 29, 2015	January 6, 2016	C 12-13
DeKalb County Health Department	March 2, 2016	March 8, 2016	C 15

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- A. INDOT Supporting Documentation
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- C. Early Coordination
- D. Section 106 of the NHPA
- E. Red Flag Investigation
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- G. Public Involvement

A. INDOT Supporting Documentation

- 1 Threshold Chart
- 2-3 2016 – 2019 STIP Information

Categorical Exclusion Level Thresholds

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

*These thresholds have changed from the March 2011 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.

³In accordance with INDOT's Noise Policy.

⁴If 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.

⁵Environmental Scoping Manager

⁶Environmental Services Division

⁷Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement

Indiana Department of Transportation (INDOT)
State Preservation and Local Incentive Projects FY 2016-2019

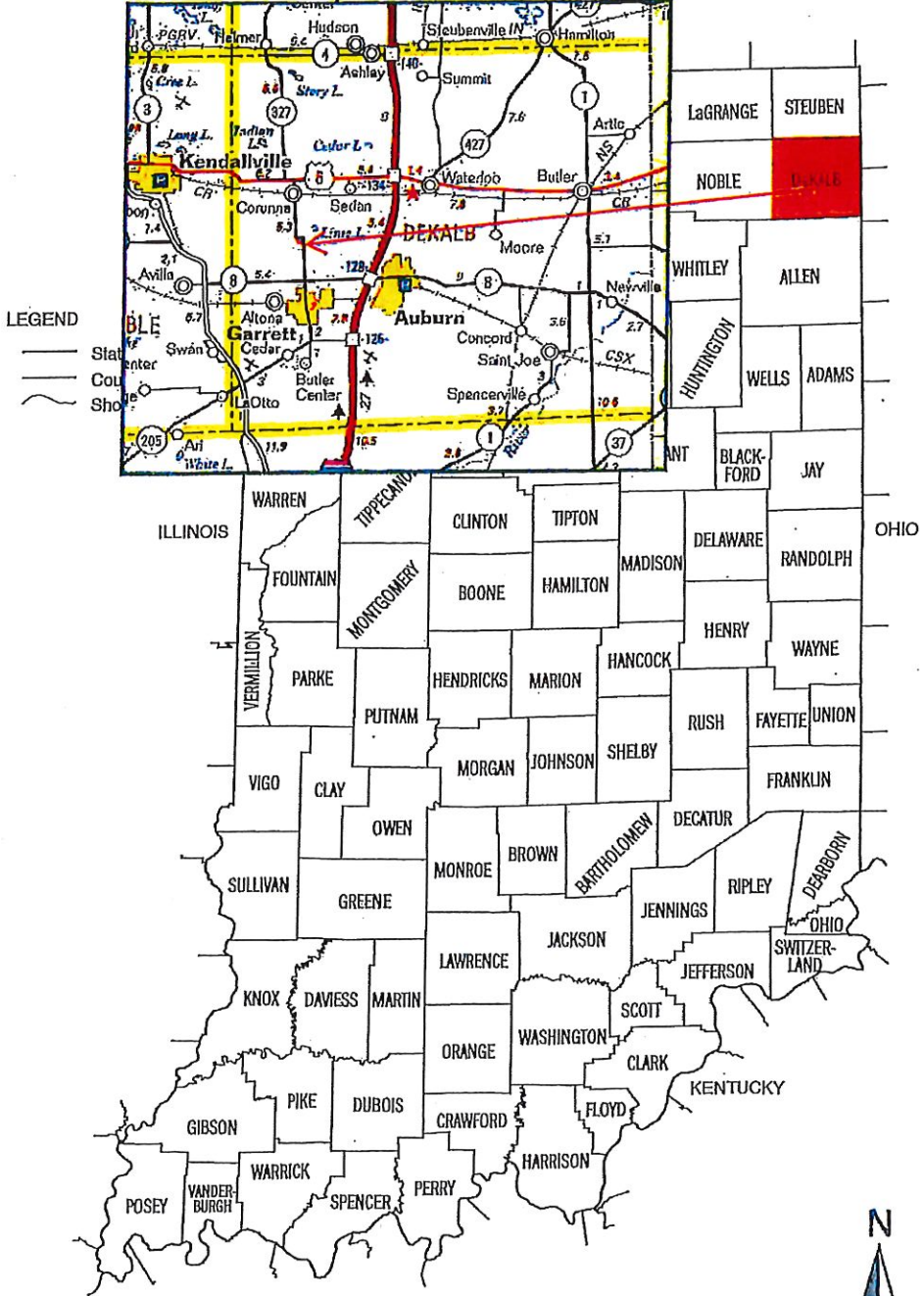
SPONSOR	CONTR. ACT # / LEAD DEN	STP NAME	ROUTE	ROAD TYPE	LOCATION	COUNTY	LEADS	FEDERAL CATEGORY	Estimated Cost (Not to Exceed)	PROGRAM NAME	FY16	FY17	FY18	FY19			
	21847 / 128437	SR 24	SR 1	Other Intersection Improvement	11.00 miles S of US 6 (in the town of Dubo)	Fort Wayne		0 STP		Road Construction	CH	\$0.00	\$0.00		\$215,700.00	(\$215,700.00)	
Comments: NO LPO. Moving Partial amount of PE from 2016 to 2017 and moving \$215,700 CH from 2016 to 2017.																	
	21847 / 150777	SR 24	SR 1	Bridge Deck Overlay	Bridge Over Walnut Creek, 2.41 Miles North of SR 6.	Fort Wayne		0 STP		Bridge Overlay	PE	\$0.00	\$0.00	(\$32,150.00)	\$32,150.00		
Comments: NO LPO. Moving Partial amount of PE from 2016 to 2017 in 2016-2019 STP.																	
	34487 / 150782	SR 24	SR 206	Bridge Deck Overlay	Bridge Over Little Cade Creek, 1.13 Miles East of SR 6.	Fort Wayne		0 STP		Bridge Overlay	PE	\$0.00	\$0.00	(\$1,800.00)	\$1,800.00		
Comments: NO LPO. Moving Partial amount of PE from 2016 to 2017 in 2016-2019 STP.																	
	34487 / 990088	A 17	SR 327	Curve Correction	From 0.14 miles S of CR 34 to 0.28 miles N of CR 34, 2.7 miles S of US 6	Fort Wayne		1 STP		Safety Corridor	PE	\$3,200.00	\$7,800.00		\$30,200.00		
Comments: NO LPO. Adding \$3M PE in FY 2017 for 2016-2019 STP.																	
	34487 / 990088	A 17	SR 327	Curve Correction	From 0.14 miles S of CR 34 to 0.28 miles N of CR 34, 2.7 miles S of US 6	Fort Wayne		1 STP		Safety Corridor	PE	\$3,200.00	\$7,800.00		\$30,200.00		
										Safety ROW	ROW	\$0.00	\$0.00	(\$130,200.00)	\$130,200.00		
Comments: NO LPO. Adding \$3M PE in 2017 and moving ROW from 2016 to 2017 in FY 2016-2019 STP.																	
	35287 / 1206183	SR 101	SR 101	Small Structure Replacement	Small Structure Over Calumet Creek, 4.75 Miles North of SR 37.	Fort Wayne		0 STP		Bridge ROW	ROW	\$0.00	\$0.00	\$0.00			
										Bridge Construction	CH	\$588,800.00	\$142,600.00		\$712,800.00		
	35100 / 1800178	A 17	SR 327	RMA Overlay, Preventive Maintenance	SR 206 to SR 6.	Fort Wayne		3,000 STP		Road Overlay	PE	\$88,800.00	\$18,800.00		\$81,000.00		
										Road Construction	CH	\$735,272.00	\$187,818.00			\$918,090.00	
Comments: NO LPO. Adding FY 17 PE of \$11,800 and Adding FY 18 CH of \$819,000 in STP 2016-2019.																	
	35100 / 1800178	A 17	SR 1	Bridge Deck Overlay	Bridge Over Sal Creek, 0.10 Miles South of SR 8	Fort Wayne		0 STP		Bridge Overlay	PE	\$62,000.00	\$13,000.00		\$49,000.00		
										Bridge Construction	CH	\$380,800.00	\$55,700.00			\$478,000.00	
Comments: NO LPO. Adding FY 17 PE of \$62K and Adding FY 18 CH of \$77K in STP 2016-2019.																	
	35100 / 1800188	A 20	SR 8	RMA Overlay, Preventive Maintenance	3.87 miles E of I-49 to I-29 miles E of SR 1 E. Rd	Fort Wayne		11,284 STP		Road Construction	CH	\$7,081,200.00	\$522,650.00			\$7,603,850.00	
										Road Overlay	PE	\$38,000.00	\$7,000.00		\$13,000.00		
Comments: NO LPO. Adding PE to 2017 and CH to 2018 in 2016-2019 STP.																	

Indiana Department of Transportation (INDOT)
State Preservation and Local Inflation Projects FY 2016 - 2019

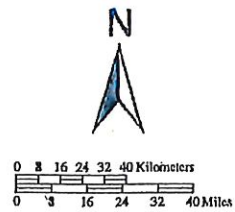
SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILEA	FEDERAL CATEGORY	Estimated Cost Left to Complete Project	PROGRAM	PHASE	FEDERAL	MATCH	2016	2017	2018	2019
	35100 / 1600184	A 17	US 6	Bridge Deck Overlay	Bridge over Cedar Creek, 0.29 miles E of SR 427	Fort Wayne		078FP		Bridge Const/ing	PE	\$45,600.00	\$18,400.00		\$47,000.00		
										Bridge Construction	CH	\$481,600.00	\$120,420.00				\$202,100.00
Comments: NO MPO. Adding FY 17 PE of \$11K and Adding FY 18 CH of \$22,100.00 to STIP 2016-2019.																	
	30992 / 1382181	InL	SR 1008	Bridge Inspections	Inspection and reinspection of masonry bridges 50 feet and longer	Fort Wayne		078JL		Local Bridge Program	CH	\$0.00	\$0.00		\$0.00		
										Local Bridge Program	PE	\$53,760.00	\$0.00		\$53,760.00		
										100% Local Funds	PE	\$0.00	\$13,440.00		\$13,440.00		
	30492 / 1382101	VA VAN	VA VAN	Bridge Inspections	Countywide Bridge Inspection and Inventory Program for Cycle Years 2014-2017	Fort Wayne		081TP		Local Bridge Program	PE	\$0.00	\$0.00		(\$43,17)	\$43,17	
										100% Local Funds	PE	\$0.00	\$0.00		(\$120,79)	\$128,78	
Comments: No MPO - Reduce FY 2017 federal funds by \$443,17 & local funds by \$120,78. Add \$443,17 federal funds & \$120,78 local funds to FY 2018.																	
	30000 / 800060	InL	SR 337	Curve Correction	From 0.14 mile S of CR 38 to 0.08 mile N of CR 34, 2.7 miles S of US 6	Fort Wayne		0781TP		Salary Consulting	PE	\$31,200.00	\$7,600.00	\$39,000.00			
										Salary Consulting	CH	\$1,800,000.00	\$400,000.00			\$2,000,000.00	
										Salary ROW	RW	\$700,000.00	\$50,000.00	\$130,000.00			
	37377 / 126471	InL	SR 1	Other Intersection Improvement	At 0.50 Mile South of US 6 (in the town of Butler)	Fort Wayne		081TP		Road ROW	RW	\$40,000.00	\$10,000.00	\$50,000.00			
										Road Construction	CH	\$232,500.00	\$58,140.00		\$75,000.00	\$215,700.00	
	37282 / 1400372	InL	US 6	Bridge Maintenance And Repair	Bridge Over Big Run Creek, 0.59 Miles East of SR 1.	Fort Wayne		078FP		Bridge Construction	CH	\$8,200.00	\$2,440.00	\$12,200.00			
	37282 / 1400378	InL	149	Bridge Maintenance And Repair	Bridge at CR 30A Over I-49 /BUSB, 0.84 Miles North of SR 1.	Fort Wayne		0 alternate		Bridge Construction	CH	\$4,000.00	\$450.00	\$4,500.00			
	37242 / 1400360	InL	148	Bridge Thru Deck Overlay	Bridge at CR 18 Over I-49 /BUSB, 2.29 Miles South of SR 1.	Fort Wayne		0 alternate		Bridge Construction	CH	\$106,830.00	\$11,770.00	\$117,700.00			
	37368 / 1383482	InL	ST 1001	Bus Pedestrian Facilities	RTTS Bikes on Mainline, North, Bikes and 2nd Streets. (See Log)	Fort Wayne	2.544	STP		Local Transportation Alternatives	RW	\$1,000.00	\$0.00	\$4,000.00			
										100% Local Funds	RW	\$0.00	\$1,000.00	\$1,000.00			

*Estimated Cost Left to Complete Project column is for costs that may extend beyond the first year of a STIP. This column is not federally encumbered and is for internal use only.

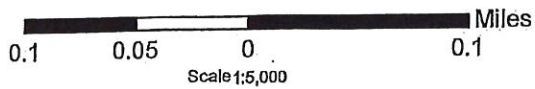
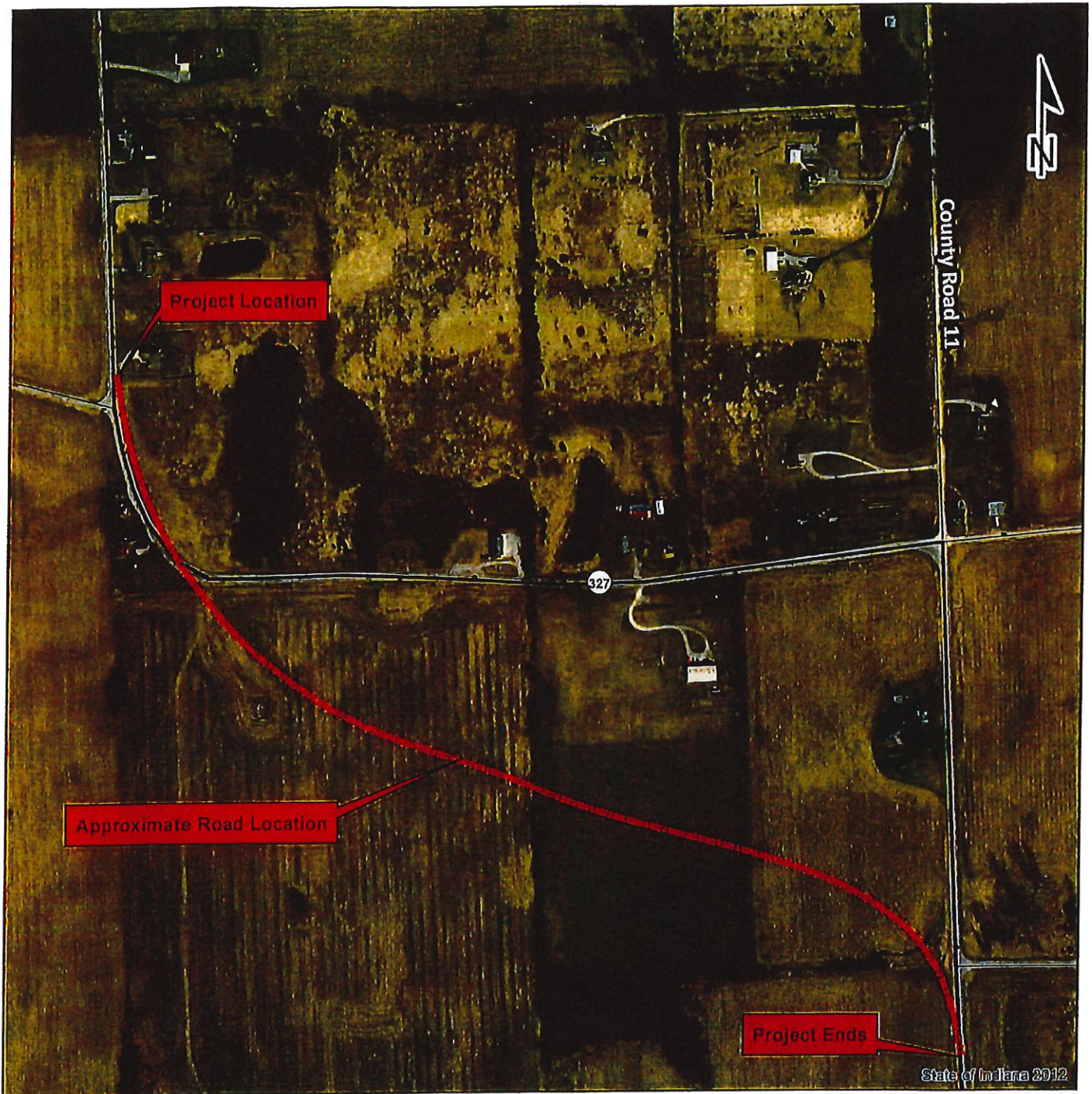
Des. No. 9900980 - SR 327 Curve Correction
 2.7 Mi. S. of US 6
 DeKalb County, Indiana



PROJECT LOCATION



Aerial Map
Des. No. 9900980, SR 327, Approximately 0.02 mi. N. of CR 34 to approximately 0.1 mi. S. of CR 36
Curve Correction
DeKalb County



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

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

Legend	
State Routes	— US Routes
Route_Type	— State Routes
	— Interstates
	— Local Road

Summary of Public Comments
 January 12, 2017 - Public Hearing
 Des. No. 5900980
 SR 327 Curve Correction

WRITTEN COMMENTS

Written Comment No	Answers / Actions
1,2,3,4,5,9,12,13	<p>When addressing the concerns about dividing some of the farm fields or properties in half, we understand that this is a hard decision for property owners and Indot to make. The criteria for selection of the alignment was to improve the current situation of SR 327 that experienced an increasing number of accidents because of substandard curves and minimize impact to residential properties and wetlands. The existing location of the curves will remain as shown in the original preliminary plans as presented at the public hearing. The speed limit for the new roadway will be 55 mph which is the speed limit of the existing road north and south of the new road. This will eliminate the need for slower advisory signs on the current road which are in place now but seem to be disregarded by some travelers. This uniform speed limit throughout the curves will allow motorists to more easily navigate the curves without having to make speed or steering corrections as they go through the curves. Comments in the public hearing requested that we consider buzz strips and keep the chevrons on the curves in order aid the motorists in navigating the twin curves. The current engineered design of the curves should significantly decrease the runoff problems. Indot will monitor the traffic crash data and if additional measures are needed to control the runoff situation Indot will add additional signage, buzz strips and control measures as needed. Some questions and concerns were made concerning drainage in this area. We have added a small structure to this project in order to keep water from backing up into fields. Additionally new farm field entrances would be constructed so that farmers would have access to the parcels to the south of the new road. Drainage pipes under the drives would be placed as needed.</p>
7	<p>The existing location of the curves will remain as shown in the original preliminary plans as presented at the public hearing. The speed limit for the new roadway will be 55 mph which is the speed limit of the existing road north and south of the new road. This will eliminate the need for slower advisory signs on the current road which are in place now but seem to be disregarded by some travelers. This uniform speed limit throughout the curves will allow motorists to more easily navigate the curves without having to make speed or steering corrections as they go through the curves. The cul-de-sac will be eliminated on CR 11 based on the numerous comments presented in the public hearing. In order to keep the north south portion of CR 11 open to emergency vehicles, EMS and fire trucks in order to keep response time to a minimum, an offset access point off the south curve of the new SR 327 will be constructed near where the original cul-de-sac was located and would also tie CR 36 into CR 11 also. The existing SR 327 will remain open during most of the construction. There will be times when the connections between the old and new curves will necessitate a short term road closure to make the connections. Coordination between the contractor and emergency vehicles will be required. The concern about sight distance from inside of the curve has been evaluated and there will be adequate sight distance for a car from the connector roadway to both north bound and southbound SR 327.</p>
10	<p>The stop signs at the CR 34, CR 11 and the old SR 327 will be left alone. The The cul-de sac will be eliminated on CR 11 based on the numerous comments presented in the public hearing. In order to keep the north south portion of CR 11 open to emergency vehicles, EMS and fire trucks in order to keep response time to a minimum, an offset access point off the south curve of the new SR 327 will be constructed near where the original cul-de-sac was located and would also tie CR 36 into CR 11 also. The existing SR 327 will remain open during most of the construction. There will be times when the connections between the old and new curves will necessitate a short term road closure to make the connections. Coordination between the contractor and emergency vehicles will be required. When addressing the concerns about dividing some of the farm fields or properties in half, we understand that this is a hard decision for property owners and Indot to make.</p>
6,7,11	<p>The existing location of the curves will remain as shown in the original preliminary plans as presented at the public hearing. The speed limit for the new roadway will be 55 mph which is the speed limit of the existing road north and south of the new road. This will eliminate the need for slower advisory signs on the current road which are in place now but seem to be disregarded by some travelers. This uniform speed limit throughout the curves will allow motorists to more easily navigate the curves without having to make speed or steering corrections as they go through the curves. The cul-de sac will be eliminated on CR 11 based on the numerous comments presented in the public hearing. In order to keep the north south portion of CR 11 open to emergency vehicles, EMS and fire trucks in order to keep response time to a minimum, an offset access point off the south curve of the new SR 327 will be constructed near where the original cul-de-sac was located and would also tie CR 36 into CR 11 also. The existing SR 327 will remain open during most of the construction. There will be times when the connections between the old and new curves will necessitate a short term road closure to make the connections. Coordination between the contractor and emergency vehicles will be required.</p>
8	<p>There was a comment that Indot should provide additional traffic crash data. We have added an additional sheet showing data from 2013 to 2016. This data shows that total crashes increased by almost 3 times during that period compared to 2009 to 2012 and 24 of the 36 crashes were due to speed causing the vehicle to run off the road. Most of these accidents happened on the north curves where the advisory speed limit of 15 mph is shown right after a 55 mph speed limit. Since the new curve will be the same speed limit as the rest of the existing road, this should reduce the number of run offs.</p>