

INTERSECTION IMPROVMENT PROJECT

AUBURN ROAD AND DIEBOLD ROAD
AT UNION CHAPEL ROAD
ALLEN COUNTY, INDIANA

CATEGORICAL EXCLUSION
DES NO. 1173032

PREPARED FOR THE
INDIANA DEPARTMENT OF TRANSPORTATION



Prepared by:

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

Consulting Engineers & Land Surveyors

Indiana Department of Transportation

County Allen Route Union Chapel Road at Auburn and Diebold Roads Des. No. 1173032

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

Road No./County:	Auburn Road and Diebold Road at Union Chapel Road
Designation Number:	1173032
Project Description/Termini:	Intersection Improvements at Auburn Road and Diebold Road at Union Chapel Road

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

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager).
X	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, ES (Environmental Services).
	Categorical Exclusion, Level 4 – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, ES, FHWA.
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: ES, FHWA.

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

Approval

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

Release for Public Involvement

ESM Initials _____	Date _____
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BSZ
 ES Initials _____ Date 10-24-11

Certification of Public Involvement

<u>Rickie Clark</u> Manager, Public Hearings Signature	Date <u>12-13-11</u>
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Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

Reviewer Signature _____ Date _____

Name and organization of CE/EA Preparer: Elayna Stoner Phillips, Beam, Longest and Neff, LLC

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Part I - PUBLIC INVOLVEMENT

Every Federal action requires some level of public involvement, The level of public involvement should be commensurate with the proposed action.

Remarks: The opportunity for a public hearing regarding this project was advertised in The Ft. Wayne Journal Gazette and The News Sentinel on November 11, 18, and 28, 2011. In addition, the public notice was placed on the INDOT website and electronically delivered to subscribers of INDOT's ListServe program, which provides email updates regarding INDOT public involvement opportunities. Copies of the public notice were also mailed directly to property owners in the project area. The deadline to request a hearing or submit comments was November 30, 2011. No requests for a hearing were received; however, two property owners in the immediate project area requested additional design information. The design engineer responded to those inquires and resolution was achieved (see Appendix G). Copies of the public notice, proof of publication and mailing list are also provided in Appendix G. 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 July 13, 2011 to solicit comments on the "No Historic Properties Affected" determination with an established deadline of August 12, 2011. No dissenting comments were received by the established deadline and as such the Section 106 process was concluded.

Public Controversy on Environmental Grounds

Will the project involve substantial controversy concerning community and/or natural resource impacts? Yes No X

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

Opportunity for a Public Hearing Required Yes X No

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: Auburn Road and Diebold Road at Union Chapel Road

Funding Source: X Federal X State Local Private

PURPOSE AND NEED

Describe the problem that the project will address.

The purpose of the proposed project is to improve the existing intersections of Auburn Road and Diebold Road at Union Chapel Road. As part of the Interchange Justification (IJ) study prepared for the interchange at I-69 and Union Chapel Road, analysis revealed the need for intersection improvement projects at Auburn Road and Diebold Road to maintain an acceptable ability to carry the traffic. The Annual Average Daily Traffic (AADT) on Union Chapel Road for the year 2012 is 20,290 vehicles per day (VPD) and is projected to increase to 25,690 VPD in 2032. The 2012 AADT for Auburn Road is 19,577 VPD, and the 2032 AADT is projected at 24,788 VPD. The 2012 AADT for Diebold Road is 17,199 VPD, and the 2032 AADT is projected at 21,776 VPD.

As part of the IJ study, the intersections of Union Chapel Road at Auburn Road and Diebold Road were modeled to determine the Level of Service (LOS) at the intersections. 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 roadway's performance, with A being the best, and F the worst level of service. The modeling for the Union Chapel Road and Auburn Road intersection indicated a C LOS during the AM peak hour and C LOS, during the PM peak hour for the 2032 traffic volumes. The modeling for the Union Chapel Road and the Diebold Road intersection indicated a B LOS during the AM peak hour and a C LOS, during the PM peak hour for the 2032 traffic volumes.

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During design development, a dual-lane roundabout at the Auburn Road intersection was modeled using the same traffic data. The modeling indicated a B LOS during the AM peak hour and an A LOS during the PM peak hour. At the Diebold Road intersection, modeling indicated an A LOS during the AM peak hour and an A LOS during the PM peak hour with a dual-lane roundabout. While modifications to these intersections were expected in the future, the construction of the interchange accelerates the need.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE)

County: Allen
Municipality: City of Ft. Wayne

Limits of Proposed Work: Proposed improvements on Auburn Road will total 0.27 mile and the improvements on Diebold Road will total approximately 0.11 mile. Improvements on Union Chapel Road will total approximately 0.65 mile. Therefore, the total project length would be approximately (1.03 mile). This project total does not include the incidental construction.

Total Work Length: 1.03 mile

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

In the Remarks box below, describe in detail the scope of work for the project, including the preferred alternative.

PROJECT LOCATION

The referenced project is located in northern Allen County in Perry Township. Specifically, the project is located in Sections 25, 26 and 27 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-9).

EXISTING ROADWAYS

Union Chapel Road

Union Chapel Road is classified as an Urban Collector and consists of a two-way, east-west, roadway with 12-foot travel lanes and 2-foot shoulders. No sidewalks are present. Union Chapel Road is elevated over I-69 with no access to the interstate system. The posted speed on Union Chapel Road is 45 mph.

Auburn Road

Auburn Road is classified as an Urban Collector and consists of two-way, north-south, roadway with travel lanes that vary from 12-feet to 14-feet and no usable shoulders. No sidewalks are present. The intersection of Auburn Road and Union Chapel Road consists of a four-way intersection, controlled with a stop sign at all four quadrants and a suspended flashing red light. The posted speed limit is 40 mph.

Diebold Road

Diebold Road is classified as an Urban Local Street and consists of two-way, north-south, roadway with 12-foot travel lanes and 4-foot shoulders. No sidewalks are present. The intersection of Diebold Road and Union Chapel Road consists of a three-way "T" intersection, controlled with a stop sign on Diebold Road only. The posted speed limit is 45 mph.

PREFERRED ALTERNATIVE

The preferred alternative proposes the construction of dual-lane roundabouts at each intersection. The roundabouts will be dual-lane with two lane entrances at all connections. All exits from the roundabouts will have two lanes. Approximately 500-feet to 700-feet of each approaching leg to the roundabouts will need to be reconstructed to accommodate the addition of the roundabouts. The typical section of the roadways reconstructed as part of the project will be urban with curbs instead of shoulders. Coordination with the Northeastern Indiana Regional Coordinating Council (NIRCC) revealed that the 2030-II Bicycle and Pedestrian Plan, proposes a shoulder lane and trail along Auburn Road. A trail is also proposed along Union Chapel Road as part of the NIRCC 2030-II Bicycle and Pedestrian Plan (Appendix B-20). These planned shared-use features will be accommodated by constructing ADA accessible crosswalks at the roundabouts and by grading the roadside to accommodate future construction of these features.

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OTHER ALTERNATIVES CONSIDERED

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

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 improve the existing intersections of Auburn Road and Diebold Road at Union Chapel Road. If the "Do Nothing" alternative would have been selected, the level of service would have continued to deteriorate as a result of the increase in traffic projected for the area. 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. Signalized Intersections

Signalized intersection improvements were considered for the project. However, in consultation with NIRCC and the Allen County Highway Department, roundabouts were chosen as the preferred alternative as a result of increased level of service compared to traffic signals, superior safety performance and conformity with the proposed roundabout interchange at Union Chapel and I-69.

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

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ROADWAY CHARACTER

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

Union Chapel Road

Functional Classification:	Urban 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)	3,472 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.

Union Chapel Road at Auburn Road

Existing		Proposed	
Number of Lanes:	2	2	
Type of Lanes:	<u>East Leg:</u> One 12' through travel lane with a 12' left turn lane <u>West Leg:</u> One 12' through travel lane with 12' left and right turn lanes	2 lanes at 12' outside the roundabout in each direction 2 lanes at 13' at the roundabout entry and exits 2 circulatory roadway lanes at 16'	
Pavement Width:	24	24' pavement widths outside the roundabout 27' pavement widths at the roundabout entry 32' circulatory roadway width	ft.
Shoulder Width:	2	8	ft.
Median Width:	N/A	Varies by location. 0' minimum, 36' maximum	ft.
Sidewalk Width:	N/A	N/A	ft. in

Union Chapel Road at Diebold Road

Existing		Proposed	
Number of Lanes:	2	4	
Type of Lanes:	<u>East Leg:</u> 12' through travel lane with a 12' left turn lane <u>West Leg:</u> 12' through travel lane with a 12' flush median	<u>West Leg:</u> 3 lanes at 12' outside the roundabout (2 westbound, 1 eastbound) 2 lanes at 13' at the roundabout entry and exits 2 circulatory roadway lanes at 16' <u>East Leg:</u> 3 lanes at 12' outside the roundabout (2 eastbound, 1 westbound) tapering to 2, 12' lanes.	
Pavement Width:	36	36' pavement widths outside the roundabout 26' pavement widths at the roundabout entry and exits 32' circulatory roadway width	ft.
Shoulder Width:	2	N/A	ft.
Median Width:	N/A	Varies by location. 0' minimum 34' maximum	ft.
Sidewalk Width:	N/A	N/A	ft. in

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Remarks:

Union Chapel Road is classified as an Urban Collector and consists of a two-way, east-west, roadway with 12-foot travel lanes and 2-foot shoulders. No sidewalks are present. Proposed improvements to Union Chapel Road include the construction of dual-lane roundabouts at the intersections with Auburn Road and Diebold Road.

To accommodate an increase in traffic volumes at the intersections of Union Chapel Road with Auburn Road and Diebold Road, a portion of Union Chapel Road is currently planned to be reconstructed. The cross section would vary providing a 12-foot travel lane with raised median in each direction approaching the roundabouts at Auburn Road and Diebold Road. At the dual lane roundabouts, a section with 4 lanes of 13-foot width and 2-foot curb offsets is provided.

Entry curve lane widths to Auburn Road and Diebold Road would be 13-feet from both eastbound and westbound 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-feet and a roadway width of 32-feet. Departure lane widths would also be 13-feet in width along Union Chapel Road.

At Auburn Road, approximately 500-feet (400-feet west and 100-feet east) of Union Chapel Road would be reconstructed to build the roundabout. This section of the roadway would 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 would take place outside of this area to reconnect Union Chapel Road to the existing road grade. There would be approximately 700-feet of widening and resurfacing east of the roundabout and 500-feet west of the roundabout to assimilate the new construction into the existing roadway.

At Diebold Road, approximately 750-feet (400-feet east and 350-feet west) of Union Chapel Road would be reconstructed to build the roundabout. This section of the roadway would 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 would take place outside of this area to reconnect Union Chapel Road to the existing road grade. There would be approximately 550-feet of widening and resurfacing east of the roundabout and 400-feet west of the roundabout to assimilate the new construction into the existing roadway. Union Chapel Road improvements would total approximately 0.65 mile.

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Auburn Road

Functional Classification:	Urban Collector	
A.A.D.T. (2012)	19,577 V.P.D.	
A.A.D.T. (2032)	24,788 V.P.D.	
D.H.V. (2032)	3,350 V.P.H.	
Designed Speed (mph):	40	
Posted Legal Speed (mph):	40	
Trucks	4% A.A.D.T.	4% D.H.V.

	Existing	Proposed
Number of Lanes:	3	2
Type of Lanes:	<p><u>North leg:</u> Two 12' through travel lanes with a 12' left turn lane</p> <p><u>South leg:</u> Two 14' through travel lanes with a 12' left turn lane</p>	<p>2 lanes at 12' outside the roundabout in each direction</p> <p>2 lanes at 13' at the roundabout entry and exits</p> <p>2 circulatory roadway lanes at 16'</p>
Pavement Width:	40' south 36' north	24' pavement widths outside the roundabout 27' pavement widths at the roundabout entry 32' circulatory roadway width
Shoulder Width:	N/A	N/A
Median Width:	N/A	Varies by location. 0' minimum, 36' maximum
Sidewalk Width:	N/A	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

Remarks: Auburn Road is classified as an Urban Collector and consists of a two-way, north-south, roadway with travel lanes that vary from 12-feet to 14-feet. No sidewalks or usable shoulders are present. Proposed improvements to Auburn Road include the construction of a dual-lane roundabout.

To accommodate the increase in traffic due to the roundabout interchange, a four-lane cross-section would be provided for the reconstructed portion of Auburn Road. The cross section would vary from a two lane roadway at the northern and southern termini of Auburn Road to provide a section with 4 lanes of 13-foot width and 2-foot curb offsets. Entry curve lane widths to the roundabout would be 13-feet from both north and southbound lanes of Auburn 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-feet and a roadway width of 32-feet.

Departure lane widths would also be 13-feet to both Union Chapel Road and Auburn Road. The inscribed circle diameter of the roundabout would be 165-feet. The central island of a roundabout is the raised, non-traversable area encompassed by the circulatory roadway. The diameter of the central island of the Auburn Road roundabout would be 77-feet. A cross slope of 2% away from the central island would be used for the circulatory roadway. This superelevation promotes visibility by raising the elevation of the central island and helps to drain surface water away from the roundabout.

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 alerting motorists to the roundabout and the 25 m.p.h. operating speed. The design speed on Union Chapel Road approaching the roundabout will be 45 m.p.h.

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Remarks: 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 Auburn Road would be divided by a center splitter island which varies from 4-feet to 36-feet in width.

Approximately 1,050-feet of Auburn Road would be reconstructed to build the roundabout (650-feet north and 400-feet south of Union Chapel Road). This section of Auburn Road would feature curb and gutter, storm sewers. Widening and resurfacing with a shoulder section and roadside ditches would take place outside of this area to reconnect Auburn Road to the existing road grade. There would be approximately 350-feet of widening and resurfacing (100-feet north and 250-feet south). Auburn Road improvements will total approximately 0.27 mile.

Diebold Road

Functional Classification:	Urban Local Street	
A.A.D.T. (2012)	17, 199 V.P.D.	
A.A.D.T. (2032)	21,776 V.P.D.	
D.H.V. (2032)	2,943 V.P.H.	
Designed Speed (mph):	45	
Posted Legal Speed (mph):	45	
Trucks	4% A.A.D.T.	4% D.H.V.

	Existing		Proposed	
Number of Lanes:	3		4	
Type of Lanes:	Two 12' through travel lanes and with a 12' left turn lane		2 lanes at 12' outside the roundabout 2 lanes at 13' at the roundabout entry and exits 2 circulatory roadway lanes at 16'	
Pavement Width:	36	ft.	45' pavement widths outside the roundabout 13' pavement widths at the roundabout entry and exits 32' circulatory roadway width	ft.
Shoulder Width:	4	ft.	N/A	ft.
Median Width:	N/A	ft.	Varies by location. 0' min., 33' max.	ft.
Shared Use Path Width:	N/A	ft.	10' along the east side of Diebold Road and within the roundabout entry.	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

Remarks: Diebold Road is classified as an Urban Local Street and consists of a two-way, north-south, roadway with 12- foot wide travel lanes. No sidewalks or usable shoulders are present. Proposed improvements to Diebold Road include the construction of a dual-lane roundabout.

To accommodate the increase in traffic due to the roundabout interchange, a four-lane cross-section would be provided for the reconstructed portion of Diebold Road. The cross section would vary from a two lane roadway at the southern terminus of Diebold Road to provide a section with 4 lanes of 13-foot width and 2-foot curb offsets. Entry curve lane widths to the roundabout would be 13-feet from Diebold 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-feet and a roadway width of 32-feet.

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Remarks: Departure lane widths would also be 13-feet to both Diebold Road and Union Chapel Road. The inscribed circle diameter of the roundabout would be 165-feet. The central island of a roundabout is the raised, non-traversable area encompassed by the circulatory roadway. The diameter of the central island of the Diebold Road roundabout would be 75-feet. A cross slope of 2% away from the central island would be used for the circulatory roadway. This superelevation promotes visibility by raising the elevation of the central island and helps to drain surface water away from the roundabout.

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 alerting motorists to the roundabout and the 25 m.p.h. operating speed. The design speed on Union Chapel Road approaching the roundabout will be 45 m.p.h. The design speed on Diebold Road approaching the roundabout 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 Diebold Road and Union Chapel Road would be divided by a center splitter island which varies from 4-feet to 34-feet in width.

Approximately 400-feet of Diebold Road south of the roundabout will be reconstructed. This section of Diebold Road would feature curb and gutter, storm sewers and a shared-use path on the east 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 150-feet of widening and resurfacing south of the newly constructed roundabout. Diebold Road improvements will total approximately 0.11 mile.

DESIGN CRITERIA FOR BRIDGES

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

Structure Number(s):	N/A	Sufficiency Rating:
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	Existing		Proposed	
Bridge Type:	N/A		N/A	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Length of Channel Work:	N/A	ft.	N/A	ft.

Remarks: No bridge or culvert structures will be impacted as part of this project.

Will the structure be rehabilitated or replaced as part of the project?
 Yes
 No
 N/A

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MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION

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

Remarks: Traffic will be maintained during construction at each intersection using temporary pavement. There will be no official detour established for this project.

ESTIMATED PROJECT COST AND SCHEDULE

Engineering: \$421,700.00 (2011) Right-of-Way: \$409,000.00 Construction: \$3,020,000.00 (2012)
 Anticipated Start Date of Construction: 2012

Date project incorporated into STIP August 31, 2011
 If in an MPO area, location of project in TIP Page 63, 69 and page 74 of MPO TIP
 which was incorporated by reference into the STIP on August 31, 2011

RIGHT OF WAY

RIGHT OF WAY		
Land Use Impacts	Permanent	Temporary
Residential	2.3	0.11
Commercial	4.6	0.21
Agricultural	4.0	0.17
Forest	0.0	0.0
Wetlands	0.0	0.0
Other:	0.0	0.0
TOTAL (Acres)	10.9	0.49

Remarks:

To complete the proposed project, additional permanent right-of-way would be required. It is anticipated that approximately 10.9 acres of permanent right-of-way would be required. Approximately 4.6 acres of commercial land, 2.3 acres of residential land and 4.0 acres of agricultural land will be acquired. Less than 0.49 acre of temporary right-of-way would be required for grading and drive construction. Traffic will be maintained during construction.

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 50-feet to 54-feet on the south side and 40-feet to 50-feet on the south side of the roadway. The existing right-of-way along Auburn Road varies from 11-feet to 40-feet on the west side and 10-feet to 22-feet on the east side of the roadway. The existing right-of-way along Diebold Road is 50-feet on the east and west side of the roadway

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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>	<u>Yes</u>	<u>No</u>
Streams, Rivers, Watercourses & Jurisdictional Ditches	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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: There are no streams, rivers or jurisdictional ditches located within the project boundaries.

	<u>Presence</u>		<u>Impacts</u>	
	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>
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: <u>Small residential pond in northeast quadrant of the Auburn Road intersection</u>	<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). A small residential pond is located approximately 450' northeast of the Auburn Road intersection with Union Chapel Road; 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.

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

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

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

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

	<u>Documentation</u>		<u>ES Approval Dates</u>
	<u>Yes</u>	<u>No</u>	
Wetlands			
Wetland Determination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<hr/>
Wetland Delineation Report	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<hr/>
USACE Isolated Waters Determination	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<hr/>
Mitigation Plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<hr/>

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Individual Wetland Finding

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.

Yes	No

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

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-4). Beam, Longest and Neff (BLN) conducted a field investigation on March 26, 2011 to determine the presence of potential jurisdictional wetlands within the project area. No jurisdictional wetland areas were identified in the vicinity of either intersection project.

	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Terrestrial Habitat	<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 in the project area consists of a combination of residential, commercial and agricultural land. At the intersection of Auburn Road and Union Chapel Road, the northwest, northeast and southwest quadrants consist of residential land. A private golf course facility is located in the southeast quadrant. At the intersection of Diebold Road and Union Chapel Road, the northwest quadrant is occupied with a small residential structure and the northeast quadrant is occupied with a residential subdivision. The southeast and southwest quadrants consist of fallow agricultural land. The southwest quadrant is owned by Parkview Medical and has been zoned for future commercial development.

To complete the proposed project, additional permanent right-of-way would be required. It is anticipated that approximately 10.9 acres of permanent right-of-way would be required. Approximately 4.6 acres of commercial land, 2.3 acres of residential land and 4.0 acres of agricultural land will be acquired.

General flora in the project area consists of deciduous tree species. Ground cover adjacent consists mainly of meadow fescue and residential turf grass lawns. The golf course facility located in the southeast quadrant of Auburn Road and Union Chapel Road 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-4 to B-5) dated February 7, 2011, stated preference for the project alternative that has the least impact to the natural resources in the area; however, the USFWS is aware of the large medical facility under development to the south and understands the need to reconstruct the intersections to best service the increased traffic in the area.

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Karst

Does the proposed project involve the Karst Region of Indiana?
 Are karst features located within or adjacent to the footprint of the proposed project?
 If yes, will the project impact any of these karst features?

<u>Presence</u>		<u>Impacts</u>	
Yes	No	Yes	No
	X		
	X		

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

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 conducted a field survey on April 25, 2011 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.

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-13). The project is not located within the designated karst area of the state as identified in the October 13, 1993 MOU.

Threatened or Endangered Species

Within the known range of any federal species?
 Any critical habitat identified within project area?
 Federal species found in project area (based upon informal consultation)?
 State species found in project area (based upon consultation with IDNR)?
 Is Section 7 formal consultation required for this action?

<u>Presence</u>		<u>Impacts</u>	
Yes	No	Yes	No
X			X
	X		

Remarks:

The USFWS and the Indiana Department of Natural Resources (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*), the proposed endangered rayed bean mussel (*Villosa fabalis*) and the candidate eastern massasauga rattlesnake (*Sistrurus catenatus catenatus*). 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; however, the project was determined to not likely adversely affect these endangered, proposed 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. A copy of the USFWS letter is provided in Appendix B, pages B-4 to B-5.

The IDNR determined that no endangered, threatened or rare plant or animal species have been documented in the immediate vicinity of the project (Appendix B-8 to B-10). 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.

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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-6). The IDEM Groundwater Section was contacted to determine if the proposed project is located in a wellhead protection area. IDEM responded on January 19, 2011 that the project is not located within a wellhead protection area (Appendix B-12).

According to the IDNR water well database, there are three residential drinking water wells located in the northeast quadrant of Union Chapel Road and Auburn Road. In addition, there is approximately two to three water wells located in the northwest quadrant of Union Chapel Road and Diebold Road (Appendix D, page D-1). The project area is serviced with municipal drinking water and sewage disposal. 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			X
Is the project located in a FEMA designated floodplain?		X		
Homes located in floodplain within 1000' up/downstream from project.		X		

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

Remarks: According to a review of the FEMA Flood Insurance Rate Map (FIRM), the Ely Run floodplain crosses Union Chapel Road, west of Diebold Road, and then continues towards the southeast and crosses Diebold Road. This floodplain is designated as Zone AE. Zone AE corresponds to areas inundated by 100 year flooding, for which base flood elevations have been determined. The Diebold Road approach reconstruction will result in a transverse encroachment of flood Zone AE.

This project qualifies as a Category 1 project because there is no replacement or rehabilitation of any bridges or culverts. Although this project involves work within the horizontal limits of the 100 year floodplain, no work is being performed below the 100 year flood elevation and as a result this project does not encroach upon the base floodplain. A construction in floodway permit will not be required for this project.

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	<u>Presence</u>		<u>Impacts</u>	
	Yes	No	Yes	No
Farmland				
Agricultural Lands	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Prime Farmland (per NRCS)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NRCS Form AD-1006/CPA-106 scored \geq 160?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>		

Provide the NRCS Form AD-1006/CPA-106 score and state whether there is a significant loss of farmland as a result of the project in the remarks section.

Remarks:

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 (Appendix B-23 to B-24). The Form NRCS-CPA-106 was completed and the total point value assigned to the project was 89. 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.

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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 (HPR). 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 thousand feet to the north, south, east and west of each intersection (Appendix C-5 to C-7).

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 January 11, 2011, 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
Indiana Landmarks
Indiana Lincoln Highway Association, Inc

Archaeology: In March 2011, an archaeological field reconnaissance and records check was conducted by Pioneer Consulting Services, Inc (Appendix C-22 to C-23). The field reconnaissance revealed that no archaeological sites eligible for or listed on the National Register of Historic Places (NRHP) were present in the immediate vicinity of the project. The land adjacent to the intersection improvement areas 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 the Indiana Department of Transportation, Environmental Services (INDOT ES) for review prior to the Indiana State Historic Preservation Officer (SHPO) submission. On April 4, 2011, 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 May 2, 2011 (Appendix C-32 to C-33).

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 March 2011, Weintraut & Associates, Inc. completed the Historical Properties Report (HPR) (Appendix C-20 to C-21). 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 (DHPA). 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.

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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 NRHP 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 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 INDOT, Cultural Resources, for review prior to submission to the SHPO. The INDOT accepted the report on April 1, 2011. Subsequently the HPR was submitted to the SHPO and participating consulting parties on April 1, 2011 for a 30 day review. The SHPO concurred in the findings of the report in a letter dated May 2, 2011 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-32 to C-33). 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 May 2011, the "No Historic Properties Affected" finding was submitted to INDOT and on May 31, 2011, 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 August 10, 2011 the SHPO concurred with the "No Historic Properties Affected" determination (Appendix C-34).

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 July 13, 2011 to solicit comments on the "No Historic Properties Affected" determination. No comments were received by the established deadline of August 12, 2010 and as such the Section 106 process was concluded. A copy of the legal notice and publishers claim are provided as Appendix C-35 to C-37. A copy of the outgoing early coordination letter as provided to the consulting parties is presented as Appendix C-25 to C-27. The consulting party response forms are provided in Appendix C-10 to C-12.

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

Section 4(f) Involvement

	<u>Presence</u>		<u>Use</u>		<u>FHWA / ES Approval/dates</u>
	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>	
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"/>	
Other (school, state/national forest, bikeway, etc.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Programmatic Section 4(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>			_____
“De minimis“ Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>			_____

	<u>Presence</u>		<u>Use</u>		<u>FHWA / ES Approval/dates</u>
	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>	
Wildlife & Waterfowl Refuges					
National Wildlife Refuge	<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"/>			
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>			_____
“De minimis“ Impact	<input type="checkbox"/>	<input checked="" type="checkbox"/>			_____

	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>	<u>FHWA / ES approval/dates</u>
	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"/>			
Individual Section 4(f) Evaluation	<input type="checkbox"/>	<input checked="" type="checkbox"/>			_____
“De minimis“ Impact	<input type="checkbox"/>	<input checked="" 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 NRHP. One recreational facility was identified in close proximity to Auburn Road. 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.

Section 6(f) Involvement

	<u>Presence</u>		<u>Use</u>	
	<u>Yes</u>	<u>No</u>	<u>Yes</u>	<u>No</u>
Section 6(f) Property	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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-11).

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SECTION E – Air Quality

Air Quality

Conformity Status of the Project

	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 checked="" 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"/>
Is an MSAT level 1a Analysis required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is an MSAT level 1b Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 2 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 3 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 4 Analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is an MSAT level 5 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 NIRCC amendment to the 2030-II Regional Transportation Plan and the FY 2012-2015 Transportation Improvement Program (TIP) (Appendix F, pages F-1 to F-8). The 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.

This project is of a type qualifying as 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. 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.

SECTION F - NOISE

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

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

Remarks: Traffic Noise
 The proposed project is a Type III project. In accordance with 23 CFR 772 and the INDOT Highway Traffic Noise Policy, this action requires no formal noise analysis.

Construction Noise
 For the same reasons, Type III projects are also exempt from construction noise requirements. The contractor would be responsible for maintaining proper noise abatement measures, including the installation of mufflers on construction equipment.

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SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	X	
Will the proposed action result in substantial impacts to community cohesion?		X
Will the proposed action result in substantial impacts to local tax base or property values?		X
Will construction activities impact community events (festivals, fairs, etc.)?		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: The reconstruction of the intersections will provide an increased level of service for the traveling public in addition to emergency response services associated with the Parkview Medical Center.

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.

Indirect and Cumulative Impacts

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

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 located on the fringe of a heavily developed commercial area of northern Ft. Wayne. 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 construction of a new interchange at I-69 and Union Chapel Road, indirect impacts in the project area were evaluated for land use, secondary growth, and induced growth.

Minimal induced growth around the intersection improvement areas is possible; however, the Parkview Medical Center already has an expansion underway that will ultimately develop the majority of the area in the southwest quadrant of Union Chapel Road and Diebold Road and would not be considered growth resulting from the project. The northeast quadrant of Diebold Road and Union Chapel Road is occupied with a residential subdivision and is not likely to be redeveloped for commercial use. The southeast quadrant currently consists of vacant agricultural land. This land could be converted into commercial use; however, this area of land is a designated floodplain, and this may prohibit commercial conversion of the land.

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Remarks: The northwest quadrant is occupied with several residential structures; however, this land will be limited to development as a result of the limited access right of way that will result for the construction of the interchange at Union Chapel Road and I-69.

Located in the southeast quadrant of Union Chapel Road and Auburn Road, is the Autumn Ridge golf facility and residential subdivision. The northwest, northeast and southwest quadrants of this intersection are also occupied with residential subdivisions. This land is not likely to be converted to commercial development as a result of the intersection improvement at Auburn Road. 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.

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? Discuss the maintenance of traffic, and how that will affect public facilities and services.

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

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 intersection improvements will ultimately 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 to the south of the Diebold Road intersection will occur as a result of this project.

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 2011) 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 the acquisition of more than 0.5 acre 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 2011). Affected communities (AC) 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.

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Remarks:

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 AC's consist of Census Tract 103.01, Block Group 3, and Census Tract 103.04, Block Groups 1, 2 and 3. The results of the environmental justice analysis appear in the following table.

Minority by Race	Census Tract 103.4 Block Grp. 1	Census Tract 103.4 Block Grp. 2	Census Tract 103.4 Block Grp. 3	Census Tract 103.1 Block Grp. 3	City of Ft. Wayne COC
Total	1,290	1,710	3,435	3,518	205,727
Black or African American alone	30	12	14	44	35,391
American Indian & Alaska Native alone	0	0	7	9	653
Asian alone	10	21	66	45	3,156
Native Hawaiian & other Pacific Islander	0	0	2	1	73
Some other race alone	1	5	1	1	470
Two or more races	10	6	25	25	3,732
Hispanic or Latino	12	10	28	47	11,884
Poverty Status					
Total	1,211	1,559	3,639	3,505	201,459
Income below poverty level	30	13	33	39	25,204
Elevated Populations					
Percent Minority					
Minority: 125% of COC	4.9	3.2	4.2	4.9	26.9
AC>125% of COC	No	No	No	No	33.6
Percent Low-Income					
Low-Income: 125% of COC	2.5	0.8	0.9	1.1	12.5
AC>125% of COC	No	No	No	No	15.6

The demographic and impact analysis has revealed that no environmental justice populations are present in the immediate project area. No disproportionate impacts to any population groups will result from the project. No relocations will be necessary to complete the project. No businesses or farms will be adversely affected as a result of the right-of-way purchases. An aerial photograph illustrating the geographic location of the census tracts and block groups is provided in Appendix E, page E-5.

Relocation of People, Businesses or Farms:

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

Is a Business Information Survey (BIS) required?

Is a Conceptual Stage Relocation Study (CSRS) required?

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

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

Remarks:

There are no residential or commercial relocations associated with this project.

Indiana Department of Transportation

County Allen

Route Union Chapel Road at Auburn and Diebold Roads

Des. No. 1173032

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Documentation

Red Flag Investigation
 Hazardous Materials Site Assessment Form
 Phase I Initial Site Assessment (ISA)
 Phase II Preliminary Site Investigation (PSI)
 Design/Specifications for Remediation required?

Yes	No
X	
	X
	X
	X
	X

	No	Yes/ Date
ES Review of Investigations		September 14, 2011

Remarks: A Red Flag Survey was conducted in January 2011, to determine the presence of facilities or infrastructures that may require special consideration in design of the project. The Red Flag Survey was submitted to INDOT for review and approval. On September 14, 2011, the INDOT provided concurrence with the Red Flag Survey. No hazardous material sites were identified in the immediate project area. One Leaking Underground Storage Tank site was located on Auburn Road, approximately 1,000' north of Union Chapel Road. This site appears to be associated with a residential parcel and would likely not represent a concern for the intersection improvement activities. No additional recommendations or studies in regards to hazardous materials are necessary at this time. The Red Flag Survey is provided in Appendix D, pages D-1 to D-7).

Indiana Department of Transportation

County Allen

Route Union Chapel Road at Auburn and Diebold Roads

Des. No. 1173032

SECTION I – PERMITS CHECKLIST

	Required	Not Required
Army Corps of Engineers (404/Section10 Permit)		
Individual Permit (IP)		X
Nationwide Permit (NWP)		X
Regional General Permit (RGP)		X
Pre-Construction Notification (PCN)		X
Other		X
Wetland Mitigation required		X
IDEM		
Section 401 WQC		X
Isolated Wetlands determination		X
Rule 5	X	
Other		X
Wetland Mitigation required		X
Stream Mitigation required		X
IDNR		
Construction in a Floodway		X
Navigable Waterway Permit		X
Lake Preservation Permit		X
Other		X
Mitigation Required		X
US Coast Guard Section 9 Bridge Permit		X
Others (Please discuss in the Remarks section below)		X

Remarks: A Rule 5 Erosion Control Permit will be required as there will be greater than one acre of land disturbance. 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.

Indiana Department of Transportation

County Allen

Route Union Chapel Road at Auburn and Diebold Roads

Des. No. 1173032

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 that are considered “firm” will be included in the final construction specifications.

1. Minimize and contain within the project limits, the clearing of trees and brush. IDNR (For Consideration)
2. 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 (FIRM)
3. 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 (For Consideration)
4. 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, ES-Ecology (FIRM)
5. If permanent or temporary right-of-way is determined to be required, INDOT Environmental Services will be contacted immediately. INDOT, ES-Ecology (FIRM)
6. If any archaeological artifacts or human remains are uncovered during construction, federal law and regulations (16 USC 470, et seq.; 36 CFR 800.11, et al.) and State Law (IC 14-21-1) require that work must stop and that the discovery must be reported to the Division of Historic Preservation and Archaeology within two (2) business days. INDOT Cultural Resources (FIRM)
7. 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)
8. 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)
9. 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)

Indiana Department of Transportation

County Allen

Route Union Chapel Road at Auburn and Diebold Roads

Des. No. 1173032

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.

Remarks: Early coordination was initiated on January 11, 2011 with applicable federal, state, and local agencies. A copy of the outgoing early coordination letter is included in Appendix B-1 to B-3. 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	February 7, 2011	B-4 to B-5
USACE, Detroit District	February 8, 2011	B-6 to B-7
US Department of the Interior, National Park Service	No Comment	
IDNR Division of Water	March 9, 2011	B-8 to B-10
IDNR Division of Outdoor Recreation	February 7, 2011	B-11
IDEM - Groundwater Section	February 19, 2011	B-12
Indiana Geological Survey	January 27, 2011	B-13
IDEM electronic response	April 4, 2011	B-14 to B-18
INDOT – Office of Aviation	No Comment	
INDOT – Ft. Wayne District Office	February 14, 2011	B-19
Northeastern Indiana Regional Coordinating Council	February 9, 2011	B-20
City of Ft. Wayne	January 26, 2011	B-21 to B-22
NRCS		B-23 to B-24

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

SECTION 106 CONSULTING PARTIES
Federal Highway Administration
INDOT, Environmental Services – Cultural Resources Office
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

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
Permanent 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
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
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 • ES ⁶ • FHWA	Yes	Yes	Yes Yes	Yes Yes Yes

*These thresholds have changed from the March 2009 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

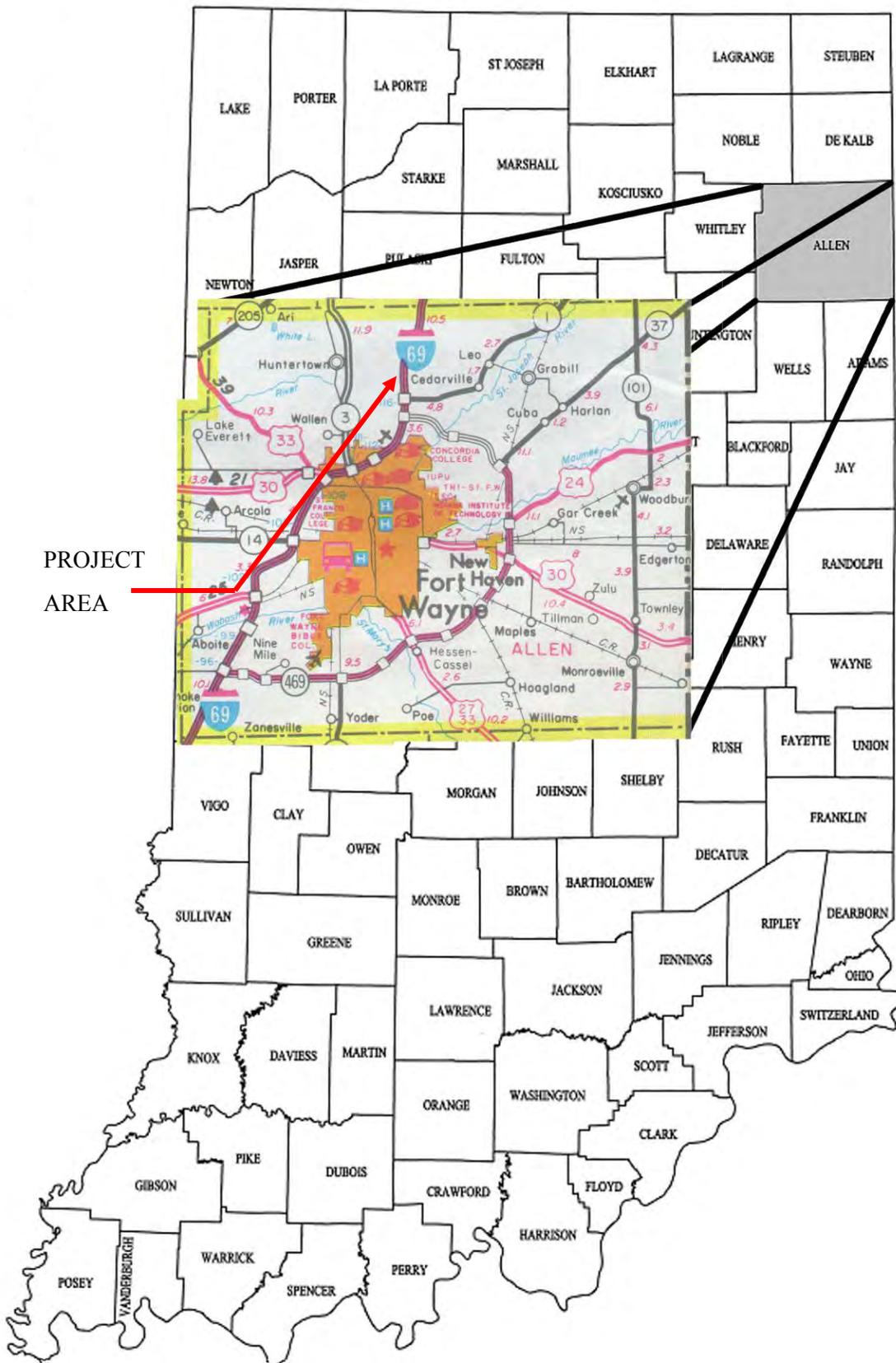
If the environmental document is being prepared as an EA, then this CE threshold chart is not applicable and should be removed.

APPENDICES

APPENDIX A

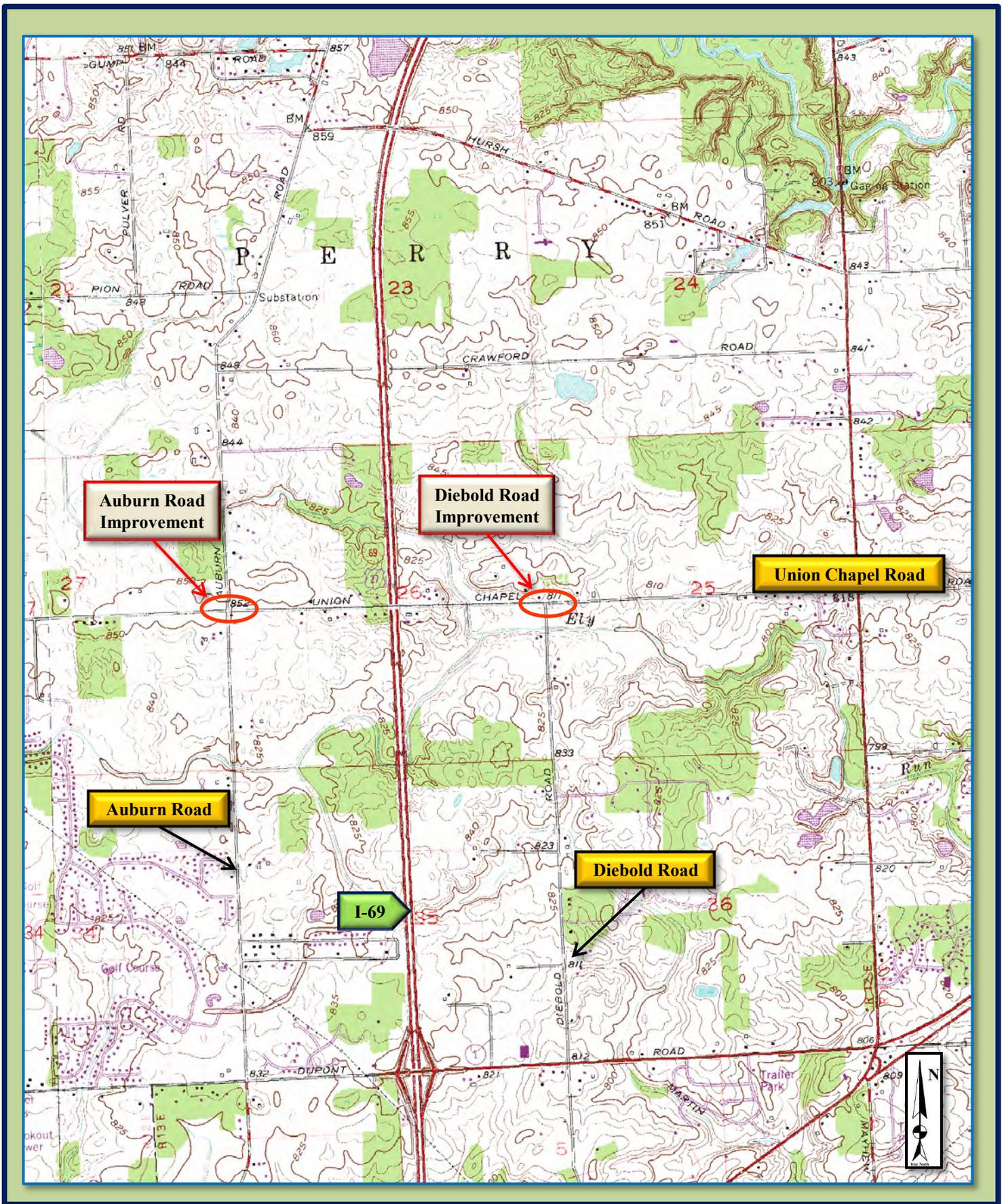
Exhibits

PROJECT
AREA



Project Location Map

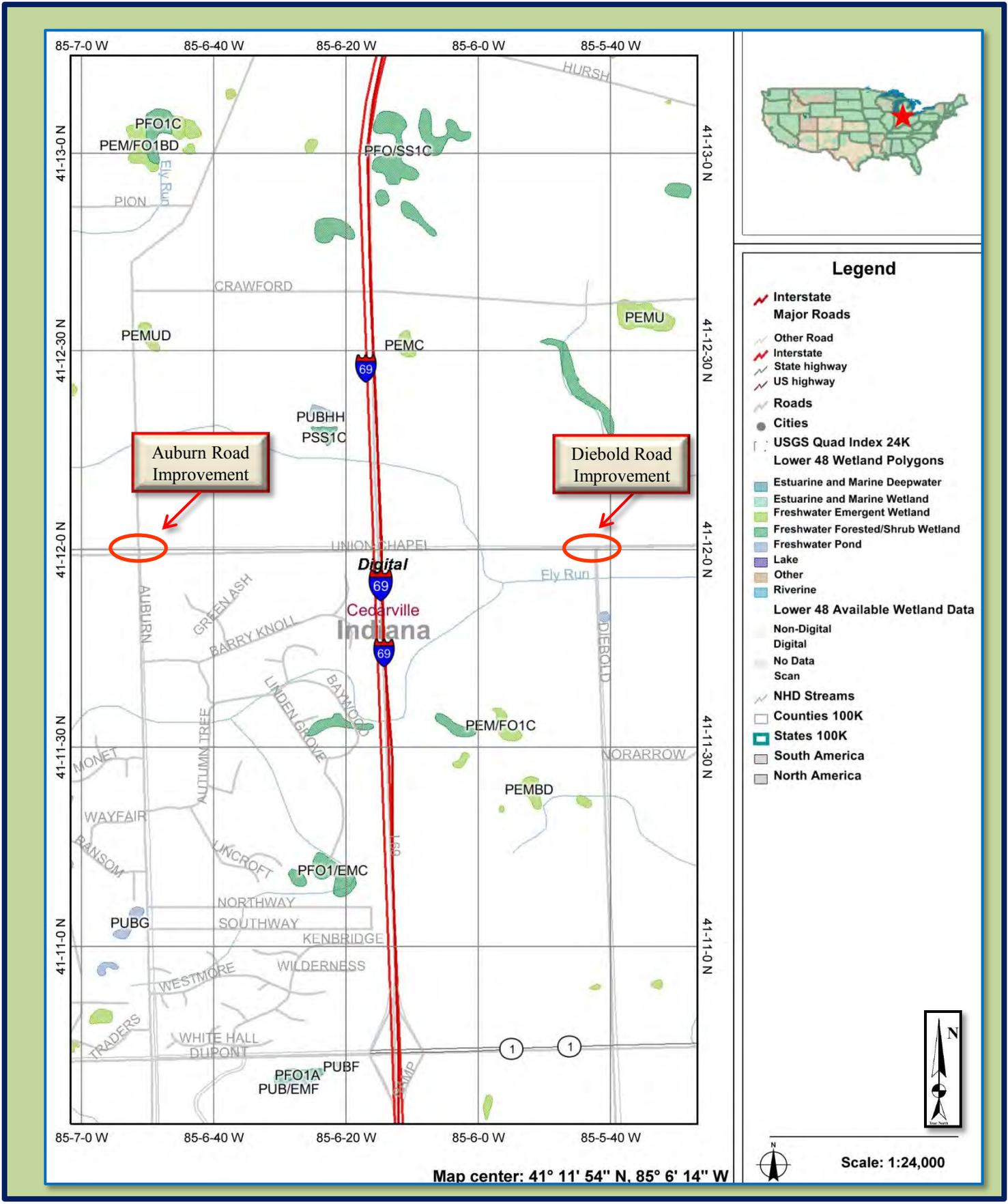
Intersection Improvement Project
Auburn Road and Diebold Road at Union Chapel Road
Allen County, Indiana



Topographic Map

Intersection Improvement Project
 Auburn Road and Diebold Road at Union Chapel Road
 Allen County, Indiana
 USGS: Cedarville IND Quadrangle

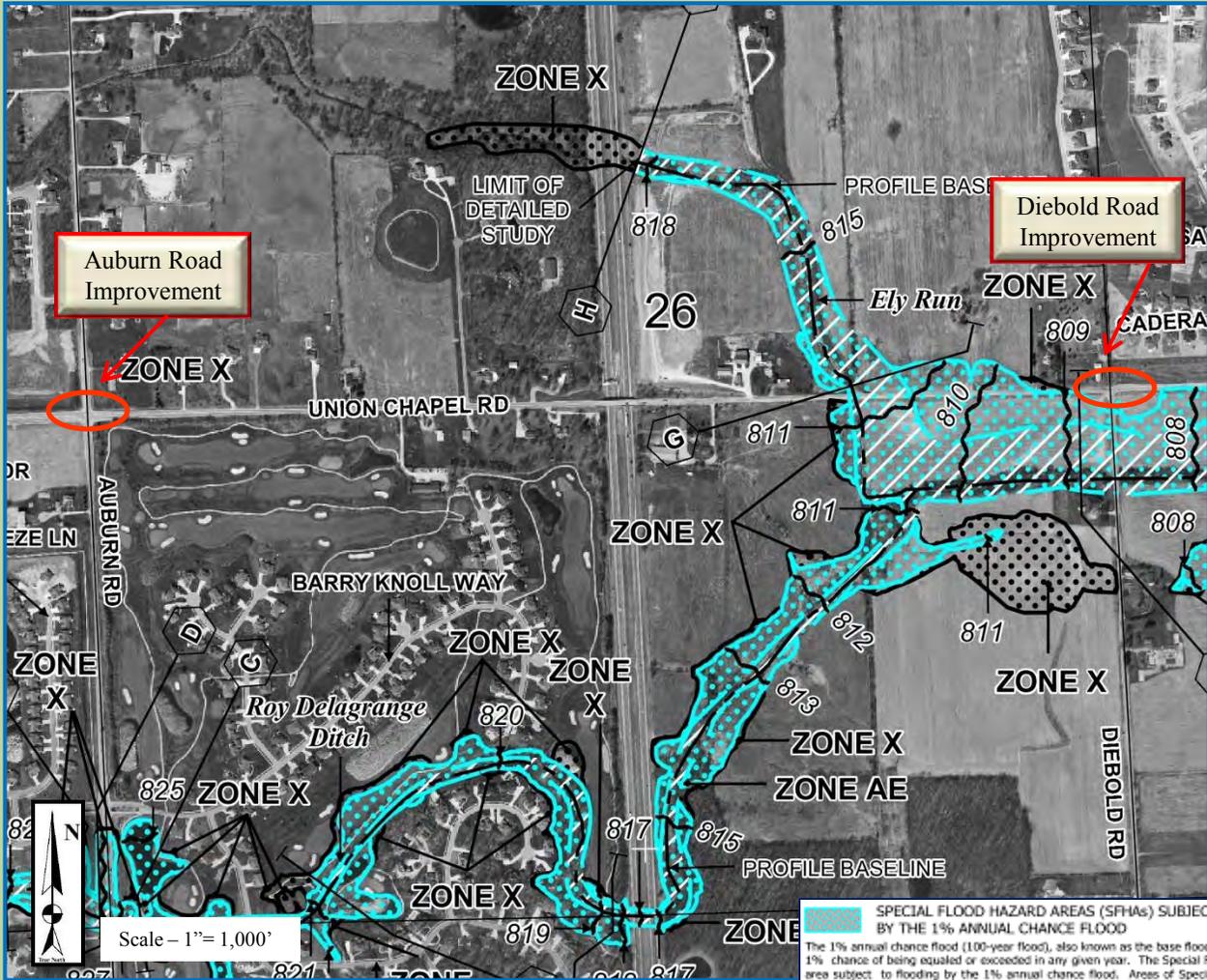




National Wetland Inventory Map

Intersection Improvement Project
 Auburn Road and Diebold Road at Union Chapel Road
 Allen County, Indiana





SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A No Base Flood Elevations determined.

ZONE AE Base Flood Elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

ZONE AR Special Flood Hazard Areas formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

ZONE A99 Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.

ZONE V Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

ZONE VE Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X 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.

OTHER AREAS

ZONE X Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
 0.2% annual chance floodplain boundary
 Floodway boundary

NFIP PANEL 0180G

FIRM
FLOOD INSURANCE RATE MAP

ALLEN COUNTY, INDIANA AND INCORPORATED AREAS

PANEL 180 OF 495

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ALLEN COUNTY	18000	0180	G
FORT WAYNE, CITY OF	18000	0180	G

Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

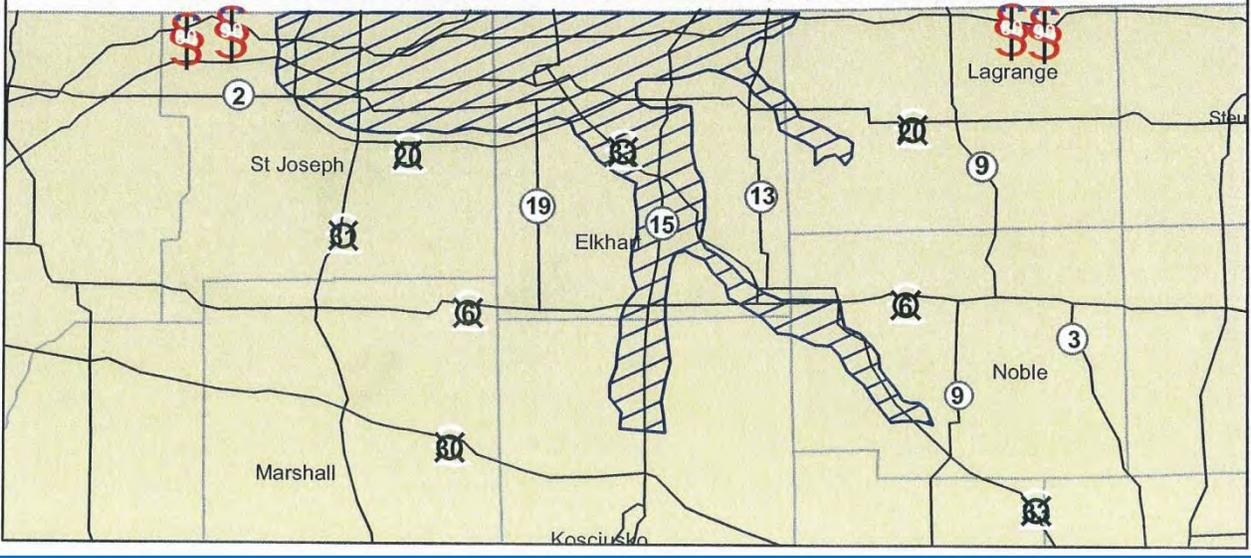
MAP REVISED AUGUST 3, 2009 MAP NUMBER 15003C0180G

Maurice River Basin Commission Federal Emergency Management Agency

Flood Insurance Rate Map

Intersection Improvement Project
 Auburn Road and Diebold Road at Union Chapel Road
 Allen County, Indiana





Sole Source Aquifer Map

Intersection Improvement Project
 Auburn Road and Diebold Road at Union Chapel Road
 Allen County, Indiana





Auburn Road Looking East From Union Chapel Road



Auburn Road Looking North From Union Chapel Road



Land Use in Northeast Quadrant of Auburn Road and Union Chapel Road



Land Use in Northwest Quadrant of Auburn Road and Union Chapel Road



Auburn Road Looking South From Union Chapel Road



Auburn Road Looking South From Union Chapel Road



Land Use in Southeast Quadrant of Auburn Road and Union Chapel Road



Land Use in Southwest Quadrant of Auburn Road and Union Chapel Road



Auburn Road Looking West From Union Chapel Road



Union Chapel Road Looking East From Diebold Road



View of Residence Located on the north side of Union Chapel Road at the "T" intersection with Diebold Road



Land Use in the Northeast Quadrant of Union Chapel Road and Diebold Road



View of Union Chapel Road Looking West
From Diebold Road



View of Diebold Road Looking South
From Union Chapel Road



Land Use in the Southeast Quadrant of Union Chapel Road
and Diebold Road



Land Use in the Southwest Quadrant of Union Chapel Road
and Diebold Road

APPENDIX B

Early Coordination



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



January 11, 2011

Indiana Department of Environmental Management
Drinking Water Branch/Groundwater Section
100 North Senate Avenue
Indianapolis, Indiana 46204
Attn: Mr. James Sullivan

Re: Intersection Improvement Projects
Des No.: Not Yet Assigned
Auburn Road and Diebold Road
at Union Chapel Road
Allen County, Indiana

Dear Mr. Sullivan:

Our firm has been selected by the Indiana Department of Transportation (INDOT) to prepare the environmental documentation and design necessary for the improvements of the Auburn Road and Diebold Road intersections with Union Chapel Road. 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.

INDOT is currently proposing intersection improvements on Union Chapel Road at the Auburn Road and Diebold Road. As part of the Interchange Justification study prepared for the interchange at I-69 and Union Chapel Road, analysis revealed the need for intersection improvement projects at Auburn Road and Diebold Road to maintain an acceptable ability to carry the traffic. While modifications to these intersections were expected in the future, the construction of the interchange accelerates the need. This letter is written to describe the proposed intersection improvement projects and to solicit your comments regarding the resources under your jurisdiction as early coordination.

Existing Roadways

Union Chapel Road

Union Chapel Road is classified as an Urban Collector and consists of a two-way, east-west, roadway with 14' travel lanes. No sidewalks or usable shoulders are present. Union Chapel Road is elevated over I-69 with no access to the interstate system. The posted speed on Union Chapel Road is 45 mph

Auburn Road

Auburn Road is classified as an Urban Collector and consists of two-way, north-south, roadway with 11' travel lanes and no usable shoulders. The intersection of Auburn Road and Union Chapel Road consists of a four-way intersection, controlled with a stop sign and a suspended flashing light. The posted speed limit is 40 mph.

Diebold Road

Diebold Road is classified as a Local Street and consists of two-way, north-south, roadway with 11' travel lanes and no usable shoulders. The intersection of Diebold Road and Union Chapel Road consists of a three-way "T" intersection, controlled with a stop sign on Diebold Road only. The posted speed limit is 45 mph.

Existing Land Use Conditions

Existing land use in the project areas consists of residential and agricultural. At the intersection of Auburn Road and Union Chapel Road, the northeast, northwest and southwest quadrants are occupied with residential parcels. The southeast quadrant is occupied by the Autumn Ridge Golf Course golf course facility. At the intersection of Diebold Road and Union Chapel Road, the northeast and northwest quadrants are occupied with residential parcels. The southeast and southwest quadrants consist of undeveloped agricultural ground in production.

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 or adjacent to the project areas according to the Cedarville, IN Quadrangle NWI (Appendix A-4). Once the weather is conducive, a field investigation will be conducted to determine the presence of any unidentified wetland conditions.

A review of the FEMA flood map revealed the presence of a floodplain in the vicinity of the Diebold Road and Union Chapel Road intersection. There are no floodplains present in the area of Auburn Road and Union Chapel Road. The FEMA Flood map has been provided as Appendix A-5.

Proposed Preliminary Alternatives

Two improvement alternatives are currently under consideration for this project. These alternatives are being assessed for their ability to satisfy the purpose and need of the project as well as potential impacts incurred.

1. Dual Lane Roundabout

To facilitate the proposed double lane roundabout interchange, a four-lane cross-section would be provided for the reconstructed portion of Union Chapel Road at the Auburn Road and Diebold Road intersections. Union Chapel Road would remain a two lane roadway between the new interchange over I-69 and the Auburn Road and Diebold Road intersections.

2. Signalized Installation with Auxiliary Right and Left Turn Lanes

This alternative would utilize standard traffic signals to control traffic flow at the intersections. Auxiliary right and left turn lanes would be installed to handle additional storage.

Right-of-Way

Permanent right-of-way would be required for both alternatives; however at the present time, it is unknown how much land would be required. No relocations are expected as a result of the project.

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 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.

Elayna Stoner Phillips
For: Jeffrey A. Vlach
Chief Environmental Analyst

cc: File # 101010



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

February 7, 2011

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

Project: Intersection Improvements Union Chapel Road at Auburn Road and Diebold Road
Location: Fort Wayne, Allen County

Dear Mr. Vlach:

This responds to your letter dated January 11, 2011, 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.

A new interchange is proposed for I-69 and Union Chapel Road, and traffic studies associated with that project have indicated that intersection improvements are needed at Auburn Road, west of the Interstate, and Diebold Road, east of the Interstate. Auburn Road is a through street and the 4-way intersection is controlled by stop signs, while Diebold Road T's into Union Chapel Road and is controlled by a stop sign, with no stop on Union Chapel Road. It is proposed to either construct roundabouts at the 2 intersections or to have signalized intersections with auxiliary right and left turn lanes. Since it is not yet known which type of intersection will be provided, it is not known how much new right-of-way would be required.

The 4 quadrants of Auburn Road and Union Chapel Road are quite heavily developed with residential areas and a golf course, with either private driveways or subdivision access roads reasonably close to the intersection. In the case of the golf course, a paved path and 2 tees are quite close to the intersection, which currently has left turn lanes in all quadrants and a right turn lane along eastbound Union Chapel Road. Given these space constraints, it would seem that a signalized intersection would require less new right-of-way than a roundabout and therefore would have less impact on the environment and adjacent landowners.

RECEIVED
FEB 13 2011

At the Diebold Road intersection, there is a private driveway immediately north of Diebold Road and a house that likely would have to be removed if a roundabout is constructed. Another private driveway is a short distance northwest of the intersection and may also be a constraint. To the northeast is a large subdivision with a vegetated buffer between the houses and Union Chapel Road, while both southern quadrants are currently farmland. Ely Run is crossed by Diebold Road a few hundred feet south of the intersection. Based upon the Flood Insurance Rate Map (FIRM) provided with your letter, most if not all of the cropland east and west of Diebold Road is within the floodway of Ely Run. We believe that a signalized intersection would require less new right-of-way and would therefore have less environmental impact. However, we are aware of all the medical facilities recently constructed or proposed further south along Diebold Road, so this intersection work will need to accommodate the increased traffic associated with these developments.

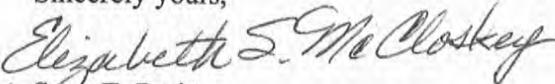
ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (Myotis sodalis), the proposed endangered rayed bean mussel (Villosa fabalis), and the candidate eastern massasauga rattlesnake (Sistrurus catenatus catenatus). 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 general area, which is consistent with our views concerning the Parkview Health Systems and Upper Ely Relief Sewer projects. However, with construction of either the roundabouts or signalized intersections, 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, proposed 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 reinstate consultation.

We appreciate the opportunity to comment at this early stage of project planning. 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

February 8, 2011

REPLY TO
ATTENTION OF:

Engineering & Technical Services
Regulatory Office
File No. LRE-2010-00179-102-J11

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 a jurisdictional determination and potential permit requirements concerning road improvements at the intersections of Union Chapel Road with Diebold Road and Union Chapel Road with Auburn Road (**Des. No. not yet assigned**) in Fort Wayne, Indiana (Section 26, Township 32 North, Range 12 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 Delagrang Legal Drain and Unnamed Tributaries to the Roy Delagrang Legal Drain were noted in the material provided. Also, your site photos appear to show the presence of wetland signatures adjacent to Ely Run near the intersection of Union Chapel Road and Diebold Road (southwest quadrant).

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.

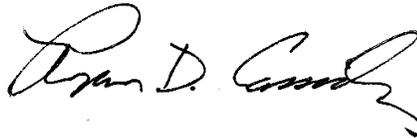
We recommend that your organization identify and accurately map all wetlands and waterways within the limits of the entire project area via the Federal Wetlands Delineation Manual. Specifically, we recommend that a delineation be conducted in the project area which depicts the Ordinary High Water Mark (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-J11.

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,



Ryan D. Cassidy
Project Manager
Michiana Branch Office

Enclosures

Copy Furnished

IDEM/Randolph, w/encl.
IDNR/Gromeaux, w/encl.
INDOT/Saxe, w/encl.

**State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife**

Early Coordination/Environmental Assessment

DNR #: ER-15538 **Request Received:** January 12, 2011

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

Project: Union Chapel Road intersection improvements at Auburn Road and Diebold Road

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: Both alternatives will require additional right-of-way area. We recommend Alternative 2, Signalized Installation with Auxiliary Right and Left Turn Lanes, as the alternative option because it may require less right-of-way acquisition due to the existing left turn lanes at the Auburn Road and Union Chapel Road intersection. This alternative would avoid and minimize impacts to natural resources.

Incidental construction and widening of the roadway may impact Ely Run south of the Diebold Road and Union Chapel Road intersection.

Avoid areas of concern to fish, wildlife, and botanical resources to the greatest extent possible. Be prepared to demonstrate avoidance, minimization, and mitigation of impacted resources. Following are recommendations for potential impacts identified in the proposed project area:

Any disturbance to the streambanks and riparian habitat will require stabilization and revegetation.

1. Bank Stabilization

Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be required. While hard armoring alone (e.g. riprap or glacial stone) may be required in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection while not compromising the benefits to fish and wildlife. The following is a link to a USDA / NRCS document that outlines many different bioengineering techniques for streambank stabilization:
<http://directives.sc.egov.usda.gov/17553.wba> (Choose Handbooks; Title 210 Engineering; National Engineering Handbook; Part 650 Engineering Field Handbook. Choose Chapter 16 from next window).

Attachments: A - General Information

**State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife**

Early Coordination/Environmental Assessment

Riprap should not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap should not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

2. Riparian Habitat

Impacts that remove trees from a non-wetland, riparian area require mitigation. When one or more acres of non-wetland forest are removed, replacement is at a 2:1 ratio based on area. If less than one acre of non-wetland forest is removed in a rural setting, replacement is at a 1:1 ratio based on area. If less than one acre of non-wetland forest is removed in an urban setting, the mitigation requirement involves planting 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 (5:1 mitigation based on the number of large trees). A native riparian forest mitigation plan should 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. A native riparian forest mitigation plan for impacts of less than one acre in an urban area may involve fewer numbers of species and sizes of trees, depending on the level of impact. Additionally, a native herbaceous seed mixture should be planted consisting of at least 10 species of grasses, sedges, and wildflowers selected from the Herbaceous 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).

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. 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.
5. 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.
6. 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.

THIS IS NOT A PERMIT

**State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife**

Early Coordination/Environmental Assessment

Contact Staff:

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

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: March 9, 2011

February 7, 2011

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

Re: Intersection Improvement Projects
Auburn Road and Diebold Road at Union Chapel Road
Allen County, Indiana

DES# Not Yet Assigned

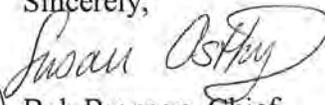
Dear Mr. Vlach:

This letter is in response to your request for a 6(f)3 determination regarding the proposed Intersection Improvement Projects, Auburn Road and Diebold Road at Union Chapel Road in Allen County, Indiana. Through your description of the projects 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 boundary; 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

January 19, 2011

Elayna Stoner Phillips
Beam, Longest & Neff
8126 Castleton Road
Indianapolis, Indiana 46203

RE: Wellhead Protection Area Proximity Determination
Intersections Of Auburn Road And Diebold Road
With 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

Project No. _____ Des. No. Not Yet Assigned

Project Description: Intersection Improvement Projects, Auburn Road and Diebold Road at Union Chapel Road, 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: January 27, 2011



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
Indianapolis, IN 46204

Beam, Longest and Neff, LLC
Mrs. Elayna Stoner Phillips
8126 Castleton Road
Indianapolis, IN 46250

Monday, April 04, 2011

Dear Grant Administrator or Other Finance Approval Authority:

RE: INDOT is currently proposing intersection improvements on Union Chapel Road at the Auburn Road and Diebold Road. As part of the Interchange Justification study prepared for the interchange at I-69 and Union Chapel Road, analysis revealed the need for intersection improvement projects at Auburn Road and Diebold Road to maintain an acceptable ability to carry the traffic. The referenced project is located in northern Allen County in Perry Township. Specifically, the project is located in Sections 25, 26 and 27 of Township 32 North, Range 13 East of the Cedarville USGS quad map.

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>) 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 of 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>).

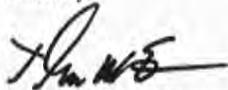
FINAL REMARKS

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) 234-3386, 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

INDOT is currently proposing intersection improvements on Union Chapel Road at the Auburn Road and Diebold Road. As part of the Interchange Justification study prepared for the interchange at I-69 and Union Chapel Road, analysis revealed the need for intersection improvement projects at Auburn Road and Diebold Road to maintain an acceptable ability to carry the traffic. The referenced project is located in northern Allen County in Perry Township. Specifically, the project is located in Sections 25, 26 and 27 of Township 32 North, Range 13 East of the Cedarville USGS quad map.

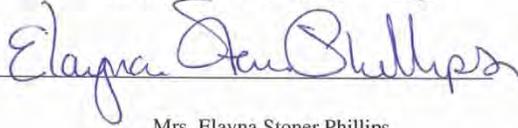
With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environmental Management that appears directly above. In addition, I understand that in order to complete the project in which I am interested, with a minimum impact to the environment, I must consider all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



Mrs. Elayna Stoner Phillips



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

Fort Wayne District
5333 Hatfield Rd
Fort Wayne, IN 46808

PHONE: (260) 484-9541
FAX: (260) 471-1039

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

January 14, 2011

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

Re: Early Coordination – Intersection Improvement Projects
Auburn and Diebold Rds at Union Chapel Rd.
Allen County, IN

Dear Mr. Vlach,

The Fort Wayne District has received your early coordination letter dated January 11, 2011. At this time we have no environmental concerns regarding the project. Please note that all document submittals for review should go through ERMS. If you have any questions please feel free to contact me at the above phone number.

Regards,

Jason Kaiser
Environmental/Scoping Manager

Northeastern Indiana Regional Coordinating Council



February 9, 2011

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

Re: Project #:
Des. #: Not Yet Assigned
Route #: Auburn Road and Diebold Road at Union Chapel Road
Description: Intersection Improvement Projects
County: Allen

Dear Mr. Vlach:

Members of our staff reviewed your letter and report, dated January 11, 2011, for the Auburn Road and Diebold Road at Union Chapel Road Intersection Improvement Project. We do not have any comments or concerns relating to any environmental impact. However, we do have comments related to this project.

- 1) In the 2030-II Transportation Plan, Auburn Road has a "Center Turn Lane Improvement" project identified from Dupont Road to Hursh Road. Union Chapel Road has a "Center Turn Lane Improvement" project identified from Auburn Road to Tonkel Road.
- 2) In the Bicycle-Pedestrian Transportation Plan (2030-II Transportation Plan), Auburn Road is identified with a "proposed trail" and "proposed shoulder lanes". Union Chapel Road is identified with a "proposed trail".

Thank you for the opportunity to comment on this project. If you have any questions concerning our comments, please do not hesitate to contact our office.

Sincerely,

Stacey Gorsuch
Principal Transportation Planner



CITY OF FORT WAYNE

THOMAS C. HENRY, MAYOR



January 26, 2011

Mr. Jeffrey A. Vlach
Chief Environmental Analyst
Beam, Longest & Neff, LLC
8126 Castleton Road
Indianapolis, Indiana 46250-2007

**Re: Intersection Improvements
Union Chapel Road at Auburn Road and Diebold Road, Allen County
INDOT Des. No. Not Yet Assigned**

Dear Jeffrey:

In response to your letter of Jan. 11, 2011, please be advised that the City of Ft. Wayne has public sanitary sewer and/or potable water facilities in the reference project areas. Our facilities are shown on the attached maps. The maps are representative only; the actual locations must be field verified.

The City has no current plans for changes to the water main that passes through the Union Chapel/Auburn Rd. intersection. We have no sewer facilities in or near the intersection, and none are planned at this time. We are planning construction of large sanitary sewer interceptors that will cross Auburn Rd. 1,700 ft. north and 2,500 ft. south of the intersection. If you need additional information on the interceptor plans, please contact:

Wendy Reust, PE
Ft. Wayne Utility Engineering
1 E. Main St., Rm. 480
Ft. Wayne, Indiana 46802
Office: 260-427-1367
Email: wendy.reust@cityoffortwayne.org

The Union Chapel/Diebold Rd. intersection will be partially reconfigured in 2011 as part of the Diebold Rd. reconstruction project. The City owns a 12 in. sanitary sewer force main and a 16 in. potable water main that pass through the intersection. Sometime in spring-2011, we will abandon the 12 in. force main in place. No changes are proposed for the 16 in. water main. A copy of the most recent plan sheet that I have for the proposed road work at the intersection is enclosed. For additional road design information, please contact:

Joe A. Dluzak, PE
GAI Consultants, Inc.
1502 Magnavox Way
Fort Wayne, Indiana 46804
Office: 260-969-8818
Email: j.dluzak@gaiconsultants.com

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One Main St. • Fort Wayne, Indiana • 46802-1804 • www.cityoffortwayne.org

An Equal Opportunity Employer

We prefer that you use Indiana 811 for utility locates.

I will be the point of contact for questions about City of Ft. Wayne utilities.

Please contact me if we can be of assistance.

Yours truly,



Craig Berndt
Program Manager
Development Services
1 East Main Street, Room 480
Fort Wayne, Indiana 46802-1804

Phone: 260-427-2680
Fax: 260-427-5737
craig.berndt@cityoffortwayne.org

cc: GAI Consultants
City Engineering
City Utility Engineering

United States Department of Agriculture



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

August 30, 2011

Elayna Stoner Phillips
Environmental Analyst
Beam, Longest and Neff, L.L.C.
8126 Castleton Road
Indianapolis, Indiana 46250

Dear Ms. Phillips:

The proposed project to make intersection improvements at Auburn Road and Diebold Road and Union Chapel Road in Allen County, Indiana, as stated in your letter received August 29, 2011, 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 with a large, looped "J" and "H".

JANE E. HARDISTY
State Conservationist

Enclosures

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency) Date Of Land Evaluation Request

Name Of Project Federal Agency Involved

Proposed Land Use *Intersection Improvement* County And State *Allen Co, IN*

PART II (To be completed by NRCS) Date Request Received By NRCS *8-29-11*

Does the site contain prime, unique, statewide or local important farmland? Yes No Acres Irrigated Average Farm Size *183*

Major Crop(s) *Corn* Farmable Land In Govt. Jurisdiction Acres: *411,230* % *97* Amount Of Farmland As Defined in FPPA Acres: *394,025* % *93*

Name Of Land Evaluation System Used *Ursa* Name Of Local Site Assessment System Date Land Evaluation Returned By NRCS *8-30-11*

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	<i>4.0</i>			
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>1663</i>
B. Total Acres Statewide And Local Important Farmland	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	<i>40.0019</i>
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	<i>98</i>

PART V (To be completed by NRCS) Land Evaluation Criterion
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points) *77* 0 0 0

PART VI (To be completed by Federal Agency)

Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points				
1. Area In Nonurban Use	<i>15</i>	<i>0</i>			
2. Perimeter In Nonurban Use	<i>10</i>	<i>3</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>0</i>			
5. Distance From Urban Builtup Area	<i>15</i>	<i>0</i>			
6. Distance To Urban Support Services	<i>15</i>	<i>0</i>			
7. Size Of Present Farm Unit Compared To Average	<i>10</i>	<i>0</i>			
8. Creation Of Nonfarmable Farmland	<i>10</i>	<i>3</i>			
9. Availability Of Farm Support Services	<i>5</i>	<i>3</i>			
10. On-Farm Investments	<i>20</i>	<i>0</i>			
11. Effects Of Conversion On Farm Support Services	<i>10</i>	<i>0</i>			
12. Compatibility With Existing Agricultural Use	<i>10</i>	<i>3</i>			
TOTAL SITE ASSESSMENT POINTS	160	<i>0 12</i>	0	0	0

PART VII (To be completed by Federal Agency)

Relative Value Of Farmland (From Part V)	100	<i>0 77</i>	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	<i>0 12</i>	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	<i>0 89</i>	0	0	0

Site Selected: Date Of Selection Was A Local Site Assessment Used? Yes No

Reason For Selection:
 Since this project recieved 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 re-evaluation of project impacts on prime farmland. It has been determined that this project will not have a significant impact on farmland.

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 EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
AUBURN ROAD AND DIEBOLD ROAD AT UNION CHAPEL ROAD
PERRY TOWNSHIP, ALLEN COUNTY, INDIANA
DES. NO.: PENDING
FEDERAL PROJECT NO.: PENDING**

AREA OF POTENTIAL EFFECT

(Pursuant to 36 CFR 800.4(a)(1)) The aboveground Area of Potential Effects (APE) for this project has been drawn to encompass properties on all sides of the undertaking. The archaeological APE for this project consists of the project footprint. (See Appendix A: APE Maps.)

ELIGIBILITY DETERMINATIONS

(Pursuant to 36 CFR 800.4(c)(2)) No properties listed, or eligible for listing, in the National Register of Historic Places are present within the APE.

EFFECT FINDING

No historic properties are present within the APE.

The Indiana Department of Transportation (INDOT), acting on behalf of the Federal Highway Administration (FHWA), has determined a finding of "No Historic Properties Affected" 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.

INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore, no Section 4(f) evaluation is required. **INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of "No Historic Properties Affected."**

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



Staffan Peterson, for FHWA
Manager, INDOT Cultural Resources Office

5/31/2011

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)
AUBURN ROAD AND DIEBOLD ROAD AT UNION CHAPEL ROAD
PERRY TOWNSHIP, ALLEN COUNTY, INDIANA
DES. NO.: PENDING
FEDERAL PROJECT NO.: PENDING**

1. DESCRIPTION OF THE UNDERTAKING

Allen County, with funding from the Federal Highway Administration (FHWA), intends to improve two intersections along Union Chapel Road, one at Auburn Road, and one at Diebold Road, located to the west and east of I-69. The 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. These interchanges will either utilize traffic signals or roundabouts. Intersection improvements are needed to assist with an increase in traffic flow that is anticipated with the construction of a new I-69 interchange at Union Chapel Road. This project is an attempt to facilitate changing traffic patterns due to the expansion of Parkview Regional Medical Center at the State Road I/Dupont Road interchange (approximately 1.5 miles to the south) and the rapid growth of housing developments in the area.

The Area of Potential Effects (APE) for this project encompasses properties on all sides of the undertaking. In order to best evaluate the extent of the APE, historians took into consideration the viewshed of the project from historic properties, as well as the increased traffic along Union Chapel Road from the project. For both intersections, the APE was extended out one thousand feet to the north, east, south, and west. The APE for archaeological resources is the project footprint. The archaeological APE was defined as the project footprint. The Indiana State Historic Preservation Officer (SHPO) expressed no objections to either APE as defined for aboveground or archaeological investigations. (See Appendix A: APE Maps, and Appendix E: Correspondence.)

**2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES
(Pursuant to 36 CFR 800.4(b))**

On January 11, 2011, Beam, Longest and Neff, L.L.C. (BLN) sent an early coordination letter describing the proposed project improvements to the following parties: Federal Highway Administration (FHWA), Indiana Department of Transportation (INDOT), Indiana State Historic Preservation Officer (SHPO), Fort Wayne Historic Preservation Commission, Allen County Historian, Indiana Landmarks, Allen County Courthouse Preservation Trust, Allen County/Fort Wayne Historical Society, Fort Wayne Architecture & Community Heritage, Inc. (ARCH, Inc.), Fort Wayne Historic Preservation Review Board, and the Indiana Lincoln Highway Association, Inc. Indiana Landmarks and the Indiana Lincoln Highway Association, Inc., declined the invitation to join consultation. ARCH, Inc. accepted the invitation to join consultation. No other responses to the invitation to join consultation were received. (See Appendix B: Consulting Parties.)

SHPO responded to the early coordination letter on February 9, 2011, stating "At this time, a complete analysis of the project is not possible," and asked for additional information, including documentation and research of the area, "to facilitate the identification and analysis of historic properties in the project area." (See Appendix E: Correspondence.)

On February 10, 2011, ARCH, Inc., responded to the early coordination letter stating "I would point out that a historic resource was surveyed at the intersection of Auburn and Union Chapel Roads in the 1992 Allen County Indiana Historic Sites and Structures Inventory, the Joseph N. Ur[b]ine farm at 12523 Auburn Road." (See Appendix E: Correspondence.)

Pursuant to 36 CFR 800.4(b), historians from Weintraut & Associates (W&A) reviewed the National Register of Historic Places (NR), Indiana Register of Historic Sites and Structures (SR), Indiana State Historical Architectural and Archaeological Research Database (SHAARD), the Allen County Survey

compiled by ARCH, Inc., and the Indiana Historic Sites and Structures Inventory (IHSSI) forms located at the Division of Historic Preservation & Archaeology (DHPA) for previously identified properties. There were no properties found in the APE that were listed in the NR or in the SR. Several properties had been previously identified in the ARCH report.

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 March 1, 2011, a historian and a researcher viewed all the properties in the APE, and photographed and recorded survey notes about contributing properties more than fifty years of age. (See Appendix C: Photographs.)

Pursuant to 36 CFR 800.4(b), archaeologists for Pioneer Consulting Services, Inc., completed an archaeological records review for the APE. Archaeologists also conducted a field reconnaissance of the site on March 3, 2011.

Historians completed a Historic Property Report (HPR) in March 2011. Historians identified four properties greater than fifty years of age within the APE; three of those properties are considered or rated Contributing. No properties within the APE were listed in or recommended eligible for listing in the NR. The Joseph N. Urbine Farm, discussed in the ARCH, Inc., letter of February 10, 2011, was identified and evaluated as a Contributing structure within the APE; it was recommended not eligible for listing in the National Register of Historic Places. (See Appendix D: Report Summaries.)

Archaeologists completed an Archaeological Field Reconnaissance Report on April 4, 2011. Archaeologists discovered no archaeological sites within the APE (although previous disturbance was documented). The report recommended “the project be allowed to proceed.” (See Appendix D: Report Summaries.)

BLN transmitted the HPR and archaeological report to the SHPO in letters dated April 1, 2011, and received by the SHPO office on April 5, 2011. (See Appendix E: Correspondence.)

In a letter dated May 2, 2011, SHPO concurred with the recommendations of the HPR and stated that the Contributing rating for Perry Township School No. 7 and the Joseph N. Urbine Farm “is the rating we believe still stands today.” SHPO concurred with the archaeological report, stating “we have not identified any currently known resources listed or eligible for inclusion in the National Register of Historic Places within the proposed project area.” The SHPO letter cautioned however, that if “archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, Indiana 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.” Finally, SHPO recommended INDOT, acting on behalf of FHWA, make the “necessary determination and findings” regarding the project. (See Appendix E: Correspondence.)

No further efforts, including consultation, to identify historic archaeological and aboveground resources took place.

3. BASIS FOR FINDING

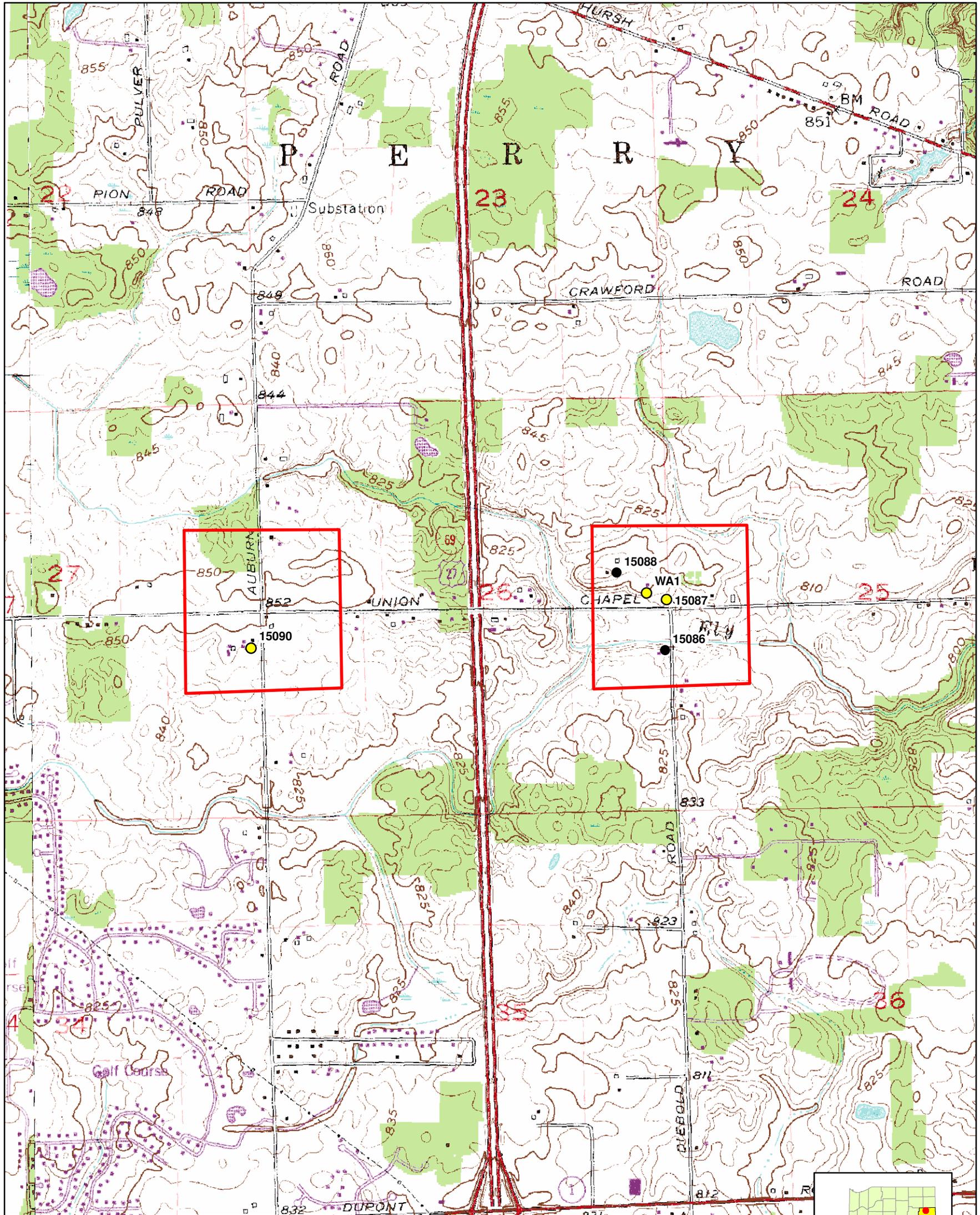
No historic properties are present within the APE. Therefore, a finding of “No Historic Properties Affected” is appropriate.

INDOT, acting on behalf of FHWA, has issued a finding of “No Historic Properties Affected.”

APPENDIX A. APE Maps



March 10, 2011



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

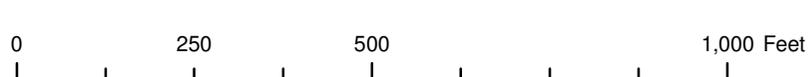
Legend

- Surveyed Properties
- No Longer Extant
- Proposed APE





March 10, 2011



Legend

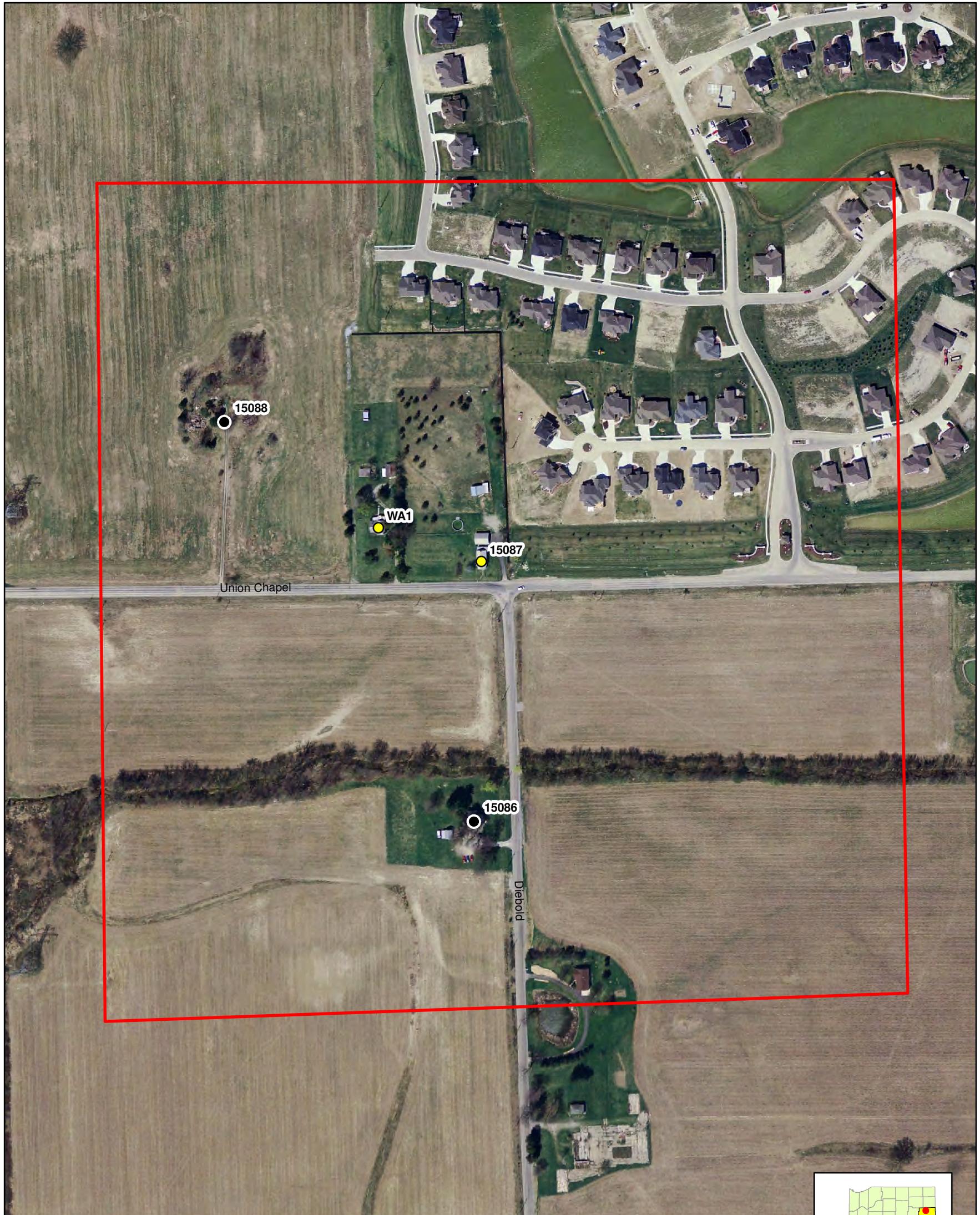
- Surveyed Properties
- Proposed APE



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



March 31, 2011



Legend

- Surveyed Properties
- No Longer Extant
- Proposed APE



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

APPENDIX B. Consulting Parties

List of Invited Consulting Parties

Federal Highway Administration (FHWA)

Indiana Department of Transportation (INDOT)

Indiana State Historic Preservation Office (SHPO)

Fort Wayne Historic Preservation Commission

Allen County Historian

Indiana Landmarks

Allen County Courthouse Preservation Trust

Allen County/Fort Wayne Historical Society

Fort Wayne Architecture & Community Heritage, Inc. (ARCH, Inc.)

Fort Wayne Historic Preservation Review Board

Indiana Lincoln Highway Association, Inc

List of Designated/Accepted Consulting Parties

FHWA

INDOT

SHPO

ARCH, Inc.

CONSULTING PARTY EARLY COORDINATION

INTERSECTION IMPROVEMENT PROJECTS
AUBURN ROAD AND DIEBOLD ROAD AT UNION CHAPEL ROAD
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

TODD ZEIGER, INDIANA LANDMARKS

ADDRESS

402 W WASHINGTON

TELEPHONE NUMBER

574 232-4534

EMAIL tzeiger@indianalandmarks.org

DATE 1-20-11

SIMPLY FOLD THIS SHEET, STAPLE, AND MAIL.

CONSULTING PARTY EARLY COORDINATION

INTERSECTION IMPROVEMENT PROJECTS
AUBURN ROAD AND DIEBOLD ROAD AT UNION CHAPEL ROAD
ALLEN COUNTY, INDIANA

PLEASE COMPLETE AND RETURN TO OUR OFFICE WITHIN
30 DAYS OF RECEIPT (1/13/11 rec'd)

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 X (place a check)

NAME AND TITLE OF CONSULTING PARTY CONTACT

Jan Shupert-Arick, Pres., Ind. Lincoln Highway
Assoc.

ADDRESS

2924 Devon Drive, Ft. Wayne, IN 46815

TELEPHONE NUMBER

260-471-5670

EMAIL

arickjan@gmail.com

DATE

2/15/11

SIMPLY FOLD THIS SHEET, STAPLE, AND MAIL.

APPENDIX C. Photographs



3827 Union Chapel Rd - House - S Elevation



12930 Auburn Rd - N & W Ele



12930 Auburn Rd - W & S ele



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



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



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 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

APPENDIX D. Report Summaries



Historic Property Report
Intersection Improvement Projects:
Auburn Road and Diebold Road at Union Chapel Road
Perry Township, Allen County, Indiana
DES No.: Pending
Federal Project No.: Pending

Prepared for
Federal Highway Administration
/Indiana Department of Transportation

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

March 2011

Executive Summary:

Intersection Improvement Projects: Auburn Road and Diebold Road at Union Chapel Road. Perry Township, Allen County, Indiana

Allen County with funding from the Federal Highway Administration intends to improve two intersections along Union Chapel Road, one at Auburn Road and one at Diebold Road. The study area for this undertaking 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 2).

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.

Four properties more than fifty years of age are located within the APE and were evaluated for this project. Three of these properties

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

**Archaeological Field Reconnaissance
Intersection Improvements to Union Chapel Road at
Auburn and Diebold Roads
Des. No. Not Assigned
Allen County, Indiana**

Prepared for:
Beam, Longest and Neff, LLC
8126 Castleton Road
Indianapolis, Indiana 4624046250

Prepared by:

Mitchell Zoll

Mitchell K. Zoll
Principal Investigator

Pioneer Consulting Services, Inc.
2620 West Kilgore Avenue
Muncie Indiana 47304
(765) 284-0459
mzoll2@gmail.com

revised

April 4, 2011

PCS Project # 11FR8

Abstract

An archaeological reconnaissance was conducted near Fort Wayne in Allen County, Indiana at the request of Beam, Longest and Neff, LLC. No archaeological sites were discovered and previous disturbance to portions of the project area was documented. It was recommended that the project be allowed to proceed.

APPENDIX E. Correspondence



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



January 11, 2011

Indiana Department of Environmental Management
Drinking Water Branch/Groundwater Section
100 North Senate Avenue
Indianapolis, Indiana 46204
Attn: Mr. James Sullivan

Re: Intersection Improvement Projects
Des No.: Not Yet Assigned
Auburn Road and Diebold Road
at Union Chapel Road
Allen County, Indiana

Dear Mr. Sullivan:

Our firm has been selected by the Indiana Department of Transportation (INDOT) to prepare the environmental documentation and design necessary for the improvements of the Auburn Road and Diebold Road intersections with Union Chapel Road. 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.

INDOT is currently proposing intersection improvements on Union Chapel Road at the Auburn Road and Diebold Road. As part of the Interchange Justification study prepared for the interchange at I-69 and Union Chapel Road, analysis revealed the need for intersection improvement projects at Auburn Road and Diebold Road to maintain an acceptable ability to carry the traffic. While modifications to these intersections were expected in the future, the construction of the interchange accelerates the need. This letter is written to describe the proposed intersection improvement projects and to solicit your comments regarding the resources under your jurisdiction as early coordination.

Existing Roadways

Union Chapel Road

Union Chapel Road is classified as an Urban Collector and consists of a two-way, east-west, roadway with 14' travel lanes. No sidewalks or usable shoulders are present. Union Chapel Road is elevated over I-69 with no access to the interstate system. The posted speed on Union Chapel Road is 45 mph

Auburn Road

Auburn Road is classified as an Urban Collector and consists of two-way, north-south, roadway with 11' travel lanes and no usable shoulders. The intersection of Auburn Road and Union Chapel Road consists of a four-way intersection, controlled with a stop sign and a suspended flashing light. The posted speed limit is 40 mph.

Diebold Road

Diebold Road is classified as a Local Street and consists of two-way, north-south, roadway with 11' travel lanes and no usable shoulders. The intersection of Diebold Road and Union Chapel Road consists of a three-way "T" intersection, controlled with a stop sign on Diebold Road only. The posted speed limit is 45 mph.

Existing Land Use Conditions

Existing land use in the project areas consists of residential and agricultural. At the intersection of Auburn Road and Union Chapel Road, the northeast, northwest and southwest quadrants are occupied with residential parcels. The southeast quadrant is occupied by the Autumn Ridge Golf Course golf course facility. At the intersection of Diebold Road and Union Chapel Road, the northeast and northwest quadrants are occupied with residential parcels. The southeast and southwest quadrants consist of undeveloped agricultural ground in production.

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 or adjacent to the project areas according to the Cedarville, IN Quadrangle NWI (Appendix A-4). Once the weather is conducive, a field investigation will be conducted to determine the presence of any unidentified wetland conditions.

A review of the FEMA flood map revealed the presence of a floodplain in the vicinity of the Diebold Road and Union Chapel Road intersection. There are no floodplains present in the area of Auburn Road and Union Chapel Road. The FEMA Flood map has been provided as Appendix A-5.

Proposed Preliminary Alternatives

Two improvement alternatives are currently under consideration for this project. These alternatives are being assessed for their ability to satisfy the purpose and need of the project as well as potential impacts incurred.

1. Dual Lane Roundabout

To facilitate the proposed double lane roundabout interchange, a four-lane cross-section would be provided for the reconstructed portion of Union Chapel Road at the Auburn Road and Diebold Road intersections. Union Chapel Road would remain a two lane roadway between the new interchange over I-69 and the Auburn Road and Diebold Road intersections.

2. Signalized Installation with Auxiliary Right and Left Turn Lanes

This alternative would utilize standard traffic signals to control traffic flow at the intersections. Auxiliary right and left turn lanes would be installed to handle additional storage.

Right-of-Way

Permanent right-of-way would be required for both alternatives; however at the present time, it is unknown how much land would be required. No relocations are expected as a result of the project.

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 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.

Elayna Stoner Phillips
For: Jeffrey A. Vlach
Chief Environmental Analyst

cc: File # 101010

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



February 9, 2011

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

Federal Agency: Federal Highway Administration

Re: Early coordination information regarding intersection improvements of Auburn Road and Diebold Road at Union Chapel Road (DHPA #11189)

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 January 11, 2011, and received on January 12, 2011, 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
- ❖ Describe the current and past land uses within the project area; in particular, state whether or not the ground is known to have been disturbed by construction, excavation, grading, or filling, and, if so, indicate the part or parts of the project area that have been disturbed and the nature of the disturbance; agricultural tilling generally does not have a serious enough impact on archaeological sites to constitute a disturbance of the ground for this purpose.
- ❖ Please include a map showing the boundaries of the project, including all areas that will be affected by ground-disturbing activities.

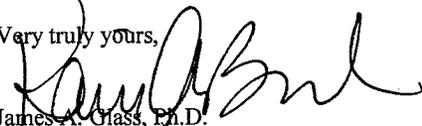
For further guidance on the indicated information, please refer to Appendix AA of INDOT's Indiana Cultural Resources Manual (<http://www.in.gov/indot/7287.htm>). Please keep in mind that additional information may be requested in the future.

With regard to consulting parties, we are not aware of any parties who have not been invited to participate in the consultation process who should be invited.

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

If you have questions about archaeological issues please contact Wade T. Tharp at (317) 232-1650 or wtharp1@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 #11189.

Very truly yours,


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

JAG:WTT:TLG:tlg

emc: Staffan D. Peterson, Ph.D., Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Elayna Stoner Phillips, Beam, Longest and Neff, L.L.C.



The mission of ARCH is to advocate for the protection and preservation of historically and culturally significant assets and historic places in Allen County and northeast Indiana.

February 10, 2011
Jeffrey A. Vlach
Chief Environmental Analyst
Beam, Longest and Neff
8126 Catleton Road
Indianapolis, IN 46250

Dear Mr. Vlach,

I am writing in response to your early coordination information packet dated January 11, 2011 in regard to the proposed intersection improvements located on Union Chapel Road at the intersections of Auburn and Diebold Roads. (No Des. No.) ARCH agrees to be a Consulting Party in this matter and thanks you for the invitation. I would point out that a historic resource was surveyed at the intersection of Auburn and Union Chapel roads in the 1992 Allen County Indiana Historic Sites and Structures Inventory, the Joseph N. Urvine farm at 12523 Auburn Road (003-104-15090).

Sincerely yours,

Michael Galbraith
Preservation Specialist, ARCH, Inc.
mgalbraith@archfw.org



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

April 1, 2011

Ms. Karie A. Brudis
Division of Historic Preservation and Archaeology
Indiana Department of Natural Resources
402 West Washington Street, Room W274
Indianapolis, Indiana 46204

Re: Intersection Improvement Projects
DHPA #11189
Des No.: Not Yet Assigned
Auburn Road and Diebold Road
at Union Chapel Road
Allen County, Indiana

Dear Ms. Brudis:

Beam, Longest and Neff, LLC is pleased to provide a copy of the Historic Properties Report (HPR) for the aforementioned project. This documentation is submitted for your review and approval, concurrent with submittal to the participating consulting parties for a 30-day comment period.

The attached HPR was prepared by Weintraut and Associates, Inc., which is included as a Qualified Professional satisfying the *Secretary of Interiors Professional Qualification Standards*, as defined in Appendix A of 36 CFR Part 61. The HPR was previously submitted to the INDOT Office of Environmental Services (OES) for review and concurrence prior to this submission to the State Historic Preservation Officer (SHPO) and consulting parties. If you have any questions, or require additional information, please contact this office.

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

Elayna Stoner Phillips
Elayna Stoner Phillips
Environmental Analyst

cc: File No. 101010-10
Ms. Mary Kennedy, INDOT, OES



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

April 1, 2011

Ms. Karie A. Brudis
Division of Historic Preservation and Archaeology
Indiana Department of Natural Resources
402 West Washington Street, Room W274
Indianapolis, Indiana 46204

Re: Intersection Improvement Projects
DHPA #11189
Des No.: Not Yet Assigned
Auburn Road and Diebold Road
at Union Chapel Road
Allen County, Indiana

Dear Ms. Brudis:

Beam, Longest and Neff, LLC is pleased to provide a copy of the Archaeological Field Reconnaissance Report prepared for the referenced project.

The attached Report was prepared by Pioneer Consulting Services, Inc. which is included as a Qualified Professional satisfying the *Secretary of Interiors Professional Qualification Standards*, as defined in Appendix A of 36 CFR Part 61. The Report was previously submitted to the INDOT Office of Environmental Services (OES) for review prior to this submission. This documentation is submitted for your review and approval. If you have any questions, or need any additional information, please contact this office. Thank you for your cooperation in the development of this project.

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

Elayna Stoner Phillips
Elayna Stoner Phillips
Environmental Analyst

cc: File No. 101010-10
Mr. Shaun Miller, INDOT CRS

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



May 2, 2011

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

Federal Agency: Federal Highway Administration ("FHWA")

Re: Archaeological field reconnaissance report (Zoll, 03/23/2011) and historic property report (Moore, 03/2011) regarding intersection improvements of Auburn Road and Diebold Road at Union Chapel Road (DHPA No. 11189)

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 April 1, 2011, and received on April 5, 2011, for the above indicated project in Perry Township, Allen County, Indiana.

In regard to buildings and structures, we concur with Weintraut and Associates' assessment that Perry Township School No. 7 at 3926 Union Chapel Road (Indiana Historic Sites and Structures Inventory Form – Allen County site # 003-104-15087), the Joseph N. Urbine Farm at 12523 Auburn Road (site # 003-104-15090) and the House at 3827 Union Chapel Road are not eligible for inclusion in the National Register of Historic Places. Also, we note that Perry Township School No. 7 and the Joseph N. Urbine Farm were rated Contributing on the Indiana Historic Sites and Structures Inventory Form and is the rating we believe still stands today.

In regard to the Archaeological field reconnaissance report (Zoll, 03/23/2011), based upon the submitted information and 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. Therefore, we concur with the recommendation of the archaeologist that no further archaeological investigation appears necessary.

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.

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:

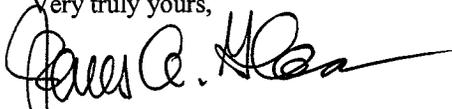
- 1) If the INDOT believes that a determination of "no historic properties affected" accurately reflects its assessment, then it shall provide documentation of its finding as set forth in 36 C.F.R. § 800.11 to the Indiana SHPO, notify all consulting parties, and make the documentation available for public 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 Wade T. Tharp at (317) 232-1650 or wtharp1@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 No. 11189.

Very truly yours,



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

JAG:TLG:WTT:wt

emc: Staffan D. Peterson, Ph.D., Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Elayna Stoner Phillips, Beam, Longest and Neff, L.L.C.
Mitchell K. Zoll, Pioneer Consulting Services, Inc.



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



August 10, 2011

Staffan D. Peterson, Ph.D.
Manager, Cultural Resources Office
Environmental Services Division
Indiana Department of Transportation
100 North Senate Avenue, IGCN, 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 intersection improvements of Auburn Road and Diebold Road at Union Chapel Road (Designation No. 1173032; DHPA No. 11189)

Dear Dr. Peterson:

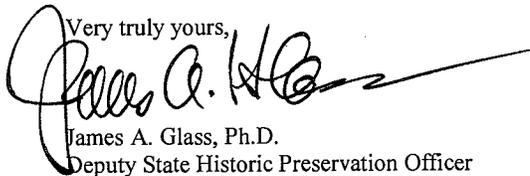
Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation, the Indiana State Historic Preservation 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 July 11, 2011, and received on July 12, 2011, 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. Additionally, 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 May 21, 2011, 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 Wade T. Tharp at (317) 232-1650 or wtharp1@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 No. 11189.

Very truly yours,

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

JAG:WTT:TLG:tlg

emc: Staffan D. Peterson, Ph.D., Indiana Department of Transportation
Mary Kennedy, Indiana Department of Transportation
Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Elayna Stoner Phillips, Beam, Longest and Neff, L.L.C.

The Journal Gazette

Account # 1066712 - 920615
Beam, Longest and Neff, LLC

Allen County, Indiana

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 **155**

COMPUTATION OF CHARGES

155 lines, 1 column(s) wide equals
155 equivalent lines at \$ 0.381 cents per line \$ 59.06

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 \$ 59.06

DATA FOR COMPUTING COST

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

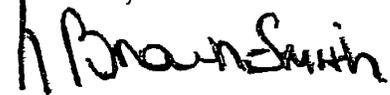
Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

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>7/13/2011</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: July 13, 2011

ATTACH COPY OF ADVERTISEMENT HERE

Public Notice

The Indiana Department of Transportation (INDOT) is currently proposing intersection improvements on Union Chapel Road at the Auburn Road and Diebold Road intersections. As part of the Interchange Justification study that was prepared for the new interchange at I-69 and Union Chapel Road, analysis revealed the need for intersection improvement projects at Auburn Road and Diebold Road to maintain an acceptable level of service to carry the traffic. While modifications to these intersections were expected in the future, the construction of the interchange accelerates the need. INDOT is planning to undertake these intersection improvements 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. Auburn Road intersects Union Chapel Road west of I-69 and is classified as an Urban Collector consisting of two-way, north-south, roadway with 11' travel lanes and no usable shoulders. The intersection of Auburn Road and Union Chapel Road consists of a four-way intersection, controlled with a stop sign and a suspended flashing light. The posted speed limit is 40 mph. Diebold Road intersects Union Chapel Road east of I-69 and is classified as a Local Street and consisting of two-way, north-south, roadway with 11' travel lanes and no usable shoulders. The intersection of Diebold Road and Union Chapel Road consists of a three-way "T" intersection controlled with a stop sign on Diebold Road only. The posted speed limit is 45 mph.

Two improvement alternatives were considered for this project. Alternative No. 1 consisted of signalized intersection improvements and Alternative No. 2 consisted of the roundabout style of intersection. These alternatives were assessed for their ability to satisfy the purpose and need of the project as well as potential impacts incurred. In consultation with Northeastern Indiana Regional Coordinating Council (NIRCC) and the Allen County Highway Department, roundabouts were chosen as the preferred alternative. Roundabouts were selected as a result of the increased level of service and superior safety performance compared to traffic signals. The roundabout alternative was also selected for general conformity with the roundabouts that would be constructed at the adjacent interchange.

The roundabouts will be dual-lane roundabouts, with two lane entrances at all connections. Roadway approach reconstruction along Auburn Road and Diebold Road would extend approximately 500 to 700 feet to the east, west, north and south, to accommodate the addition of the roundabouts. The typical section of the roadways reconstructed as part of the project will be urban with curbs instead of shoulders. In the NIRCC 2030-II Bicycle and Pedestrian Plan, a shoulder lane and trail are proposed along Auburn Road. A trail is also proposed along Union Chapel Road. Allen County will be constructing a shoulder lane along Diebold Road in 2011. These planned shared-use features will be accommodated by constructing handicap accessible

crosswalks at the intersections, and by grading the roadside to accommodate future construction of these features. Bicycle exit and entrance ramps will be constructed at shoulder lanes. Union Chapel Road would remain a two lane roadway between the new interchange over I-69 and the Auburn Road and Diebold Road intersections.

To complete the proposed project, additional permanent right-of-way would be required. It is anticipated that approximately 10.9 acres of permanent right-of-way would be required. Approximately 4.6 acres of commercial land, 2.3 acres of residential land and 4.0 acres of agricultural land will be acquired. Less than 0.5 acre of temporary right-of-way would be required for grading and drive construction. Traffic will be maintained during construction at each intersection using temporary pavement.

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 May 31, 2011. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.6(a)(4), the documentation specified in 36 CFR 800.11(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 August 12, 2011 and address any comments to:

Mrs. Elayna Stoner Phillips
Beam, Longest, and Neff, LLC
8126 Castleton Road
Indianapolis, IN 46250
Phone: (317) 849-5832
Fax: (317) 841-4280

7--13 920615

APPENDIX D

Red Flag Survey

Date: August 5, 2011

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

From: Elayna Stoner Phillips
Beam, Longest and Neff, LLC
8126 Castleton Road
Indianapolis, Indiana
estoner@b-l-n.com

Re: Des No. 1173032
Intersection Improvement Project
Auburn Road and Diebold Road at Union Chapel Road
Allen County, Indiana

Narrative:

The project proposes to reconstruct the existing intersections with dual lane roundabouts. Approximately 10 acres of permanent right-of-way will be required to complete the project.

Infrastructure			
Indicate items of concern found within 0.5 mile, including an explanation why each item within the 0.5 mile radius will/will not impact the project:			
Other road projects	1	Airports	0
Cemeteries	0	Hospitals	1
Railroads	0	Recreational Facilities	1
Religious Facility	0	Schools	0
Trails	1	Pipelines (Gas)	1

Explanation:

Other Road Projects: A new interchange is proposed for Union Chapel Road and Interstate 69. Construction of this project is proposed to be initiated in the fall of 2011/spring 2012.

Trails: In the Northeastern Indiana Regional Coordinating Council (NIRCC) 2030-II Bicycle and Pedestrian Plan, a shoulder lane and trail are proposed along Auburn Road. A trail is also proposed along Union Chapel Road as part of the NIRCC 2030-II Bicycle and Pedestrian Plan. These planned shared-use features will be accommodated by constructing ADA accessible crosswalks at the roundabouts and by grading the roadside to accommodate future construction of these features.

Hospitals: The Parkview Medical Center is located approximately 0.5 mile to the south of the Diebold Road intersection with Union Chapel Road. The intersection improvements will enhance mobility in the immediate area of the medical center. There may temporary inconveniences associated with construction; however, the improved intersections will enhance mobility in the area of the medical center.

Recreational Resources: The Autumn Ridge golf course facility is located in the southeast quadrant of Auburn Road and Union Chapel Road. Right-of-way will be purchased from the golf course to facilitate the Auburn Road intersection project.

Pipelines: A natural gas pipeline is located approximately 900' south of the two intersection projects. It is not anticipated that the intersection improvement project will impact this utility line.

INDOT representative concurrence: BTL (Initial)

Water Resources			
Indicate items of concern found within 0.5 mile, including an explanation why each item within the 0.5 mile radius will/will not impact the project:			
Canal Routes – Historic	0	Canal Structures – Historic	0
Wetland Line	0	Floodplain-DFIRM	1
Rivers, Streams and Lakes	1	Wetlands	0
Wetland Points	0	Lakes – Impaired*	0
Streams – Impaired*	0	Cave Entrance Density	0
Sinkhole Areas	0	Karst Springs	0
Drinking Water Wells	1	Sinking-Stream Basins	0

* Reason for impairment, if applicable:

Explanation:

Rivers, Streams, and Lakes: The Ely Run waterway and floodplain cross Diebold Road approximately 400’ south of Union Chapel Road. A residential pond is located approximately 450’ northeast of the Auburn Road intersection with Union Chapel Road.

Drinking Water Wells: Drinking water wells are located in the immediate vicinity of both intersections. The project area is supplied with a municipal drinking water/sewage system; however, these wells may still be in use.

Floodplains: The Ely Run floodplain is designated as Zone AE, which corresponds to special flood hazard areas subject to inundation by the 1% annual chance flood (100 year flood). Base flood elevations have been determined for Zone AE.

There will be no impacts to any of these identified resources as a result of the project.

INDOT representative concurrence: BTL (Initial)

Mining/Mineral Exploration			
Indicate items of concern found within 0.5 mile, including an explanation why each item within the 0.5 mile radius will/will not impact the project:			
Oil Wells	0	Gas Wells	0
Mines – Surface	0	Mines – Underground	0
Petroleum Fields	0		

Explanation: The Red Flag Survey did not reveal any mineral resources in the project vicinity.

INDOT representative concurrence: BTL (Initial)

Hazardous Material Concerns

Indicate items of concern found within 0.5 mile, including an explanation why each item within the 0.5 mile radius will/will not impact the project:

Confined Feeding Operation	0	Construction Demolition Waste	0
Industrial Waste Sites	0	Leaking UG Storage Tanks	1
Open Dump Waste Sites	0	NPDES Pipe Locations	0
NPDES Facilities	0	Corrective Active Sites	0
Restricted Waste Sites	0	Septage Waste Sites	0
Solid Waste Landfills	0	Superfund Sites	0
Tire Waste Sites	0	Underground Storage Tanks	0
Voluntary Remediation	0	Brownfields	0
Waste Transfer Stations	0	Waste Treatment Storage Disposal	0
Manufactured Gas Plant	0	State Cleanup Site	0
Etiological Waste Site	0	Lagoon	0
IDEM 303d Listed Streams*	0	IDEM 303d Listed Rivers*	0
IDEM 303d Listed Lakes*	0		

* Reason for impairment, if applicable:

Explanation: No hazardous material sites were identified in the immediate project area. One Leaking Underground Storage Tank site was located on Auburn Road, approximately 1,000' north of Union Chapel Road. This site appears to be associated with a residential parcel and would likely not represent a concern for the intersection improvement activities.

INDOT representative concurrence: BTL (Initial)

Ecological Information

The IDNR reviewed the Indiana Natural Heritage Database and determined that no endangered, threatened or rare plant or animal species have been documented in the immediate vicinity of the project.

INDOT representative concurrence: BTL (Initial)

Cultural 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. In addition, the *Allen County Interim Report, Indiana Historic Sites and Structures Inventory* was reviewed. Based on the information provided in the State and National Registers, no listed or eligible resources are located in the immediate vicinity of the project area. Additionally, as a result of the archaeological investigations, no sites that could qualify for inclusion on the National Register of Historic Places (NRHP) were located. On May 31, 2011 the INDOT determined that a No Historic Properties Affected determination was appropriate for the project.

INDOT representative concurrence: BTL (Initial)

Recommendations

No recommendations associated with hazardous materials, endangered species, mineral resources, water resources or cultural resources are necessary to complete this project.

INDOT representative concurrence: _____ (Initial)

Graphics:

A map for each report section with a 0.5 mile radius buffer showing all items identified as possible items of concern is attached.

Elayna Stoner Phillips

Elayna Stoner Phillips
Environmental Analyst
Beam, Longest and Neff, LLC



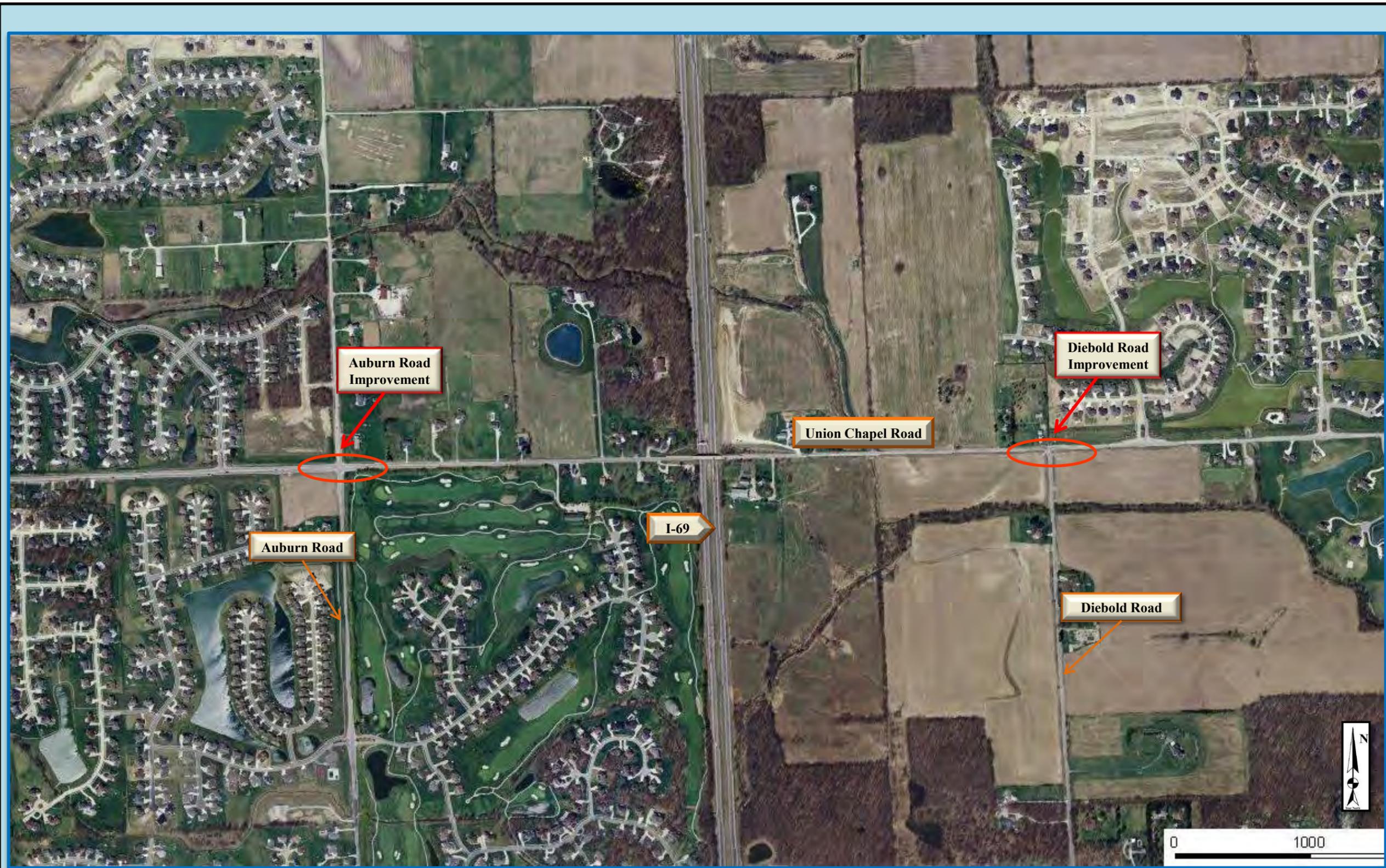
Legend

- Airports (NTAD)
 - + (blue)
- Airports - Public (INDOT)
 - + (pink)
- Cemeteries
 - + (black)
- Hospitals (IDHS)
 - ▲ (green)
- Recreational Facilities
 - ▲ (yellow)
- Religious Facilities
 - ▲ (red)
- Schools - Higher Education (ICHE)
 - 2-YR PUBLIC (light green)
 - 4-YR PUBLIC (pink)
 - INDEPENDENT (light blue)
- Pipelines (IGS)
 - Crude Oil (yellow)
 - Natural Gas (black)
 - Refined Products (green)
- Rail System - Active
 - (yellow)
- Rail System - Active and Abandoned
 - Active (yellow)
 - Abandoned (black)
- Trails
 - Open (green)
 - Under Development (dashed green)
 - Planned (dotted green)

Red Flag Survey: Infrastructure Resources

Intersection Reconstruction Project
 Auburn Road and Diebold Road at Union Chapel Road
 Allen County





Legend

- Quarries - Abandoned
⌘
- Sand & Gravel Pits - Abandoned
⌘
- Industrial Mineral Sites (Active 2001)
⌘
- Petroleum Wells
 - ⊠ Abandoned Gas Storage
 - Gas
 - ⊙ Gas Storage
 - Oil
 - + Other
- Industrial Minerals Data
■
- Mines - Surface
■
- Mines - Underground
■

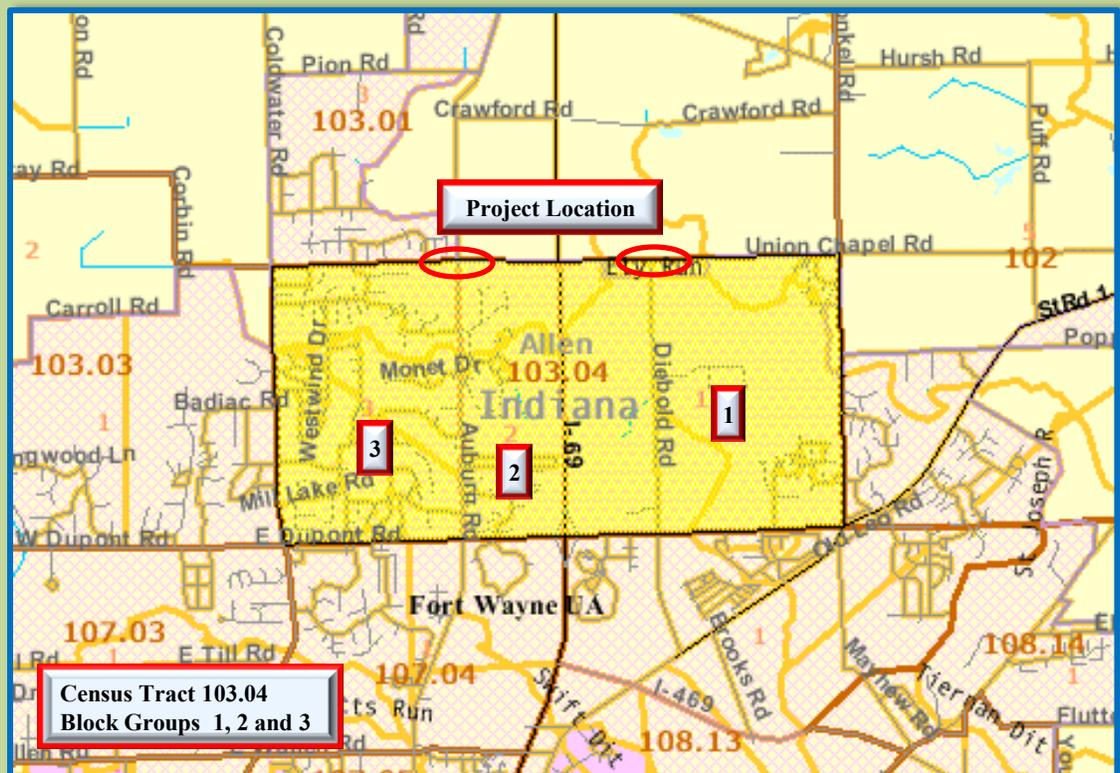
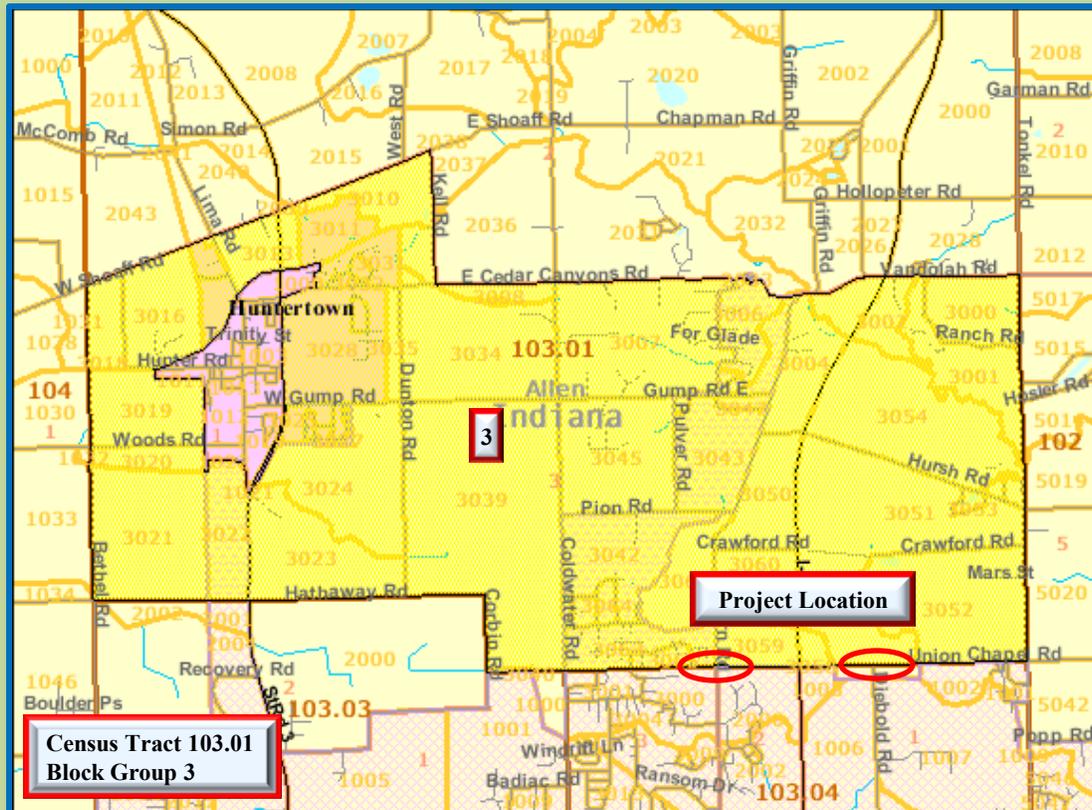


Red Flag Survey: Wetland/Ecological Resources

Intersection Reconstruction Project
 Auburn Road and Diebold Road at Union Chapel Road
 Allen County, Indiana

APPENDIX E

Environmental Justice (EJ)



Minority by Race	Census Tract 103.4 Block Group. 1	Census Tract 103.4 Block Group. 2	Census Tract 103.4 Block Group. 3	Census Tract 103.1 Block Group. 3	City of Ft. Wayne COC
Total	1,290	1,710	3,435	3,518	205,727
Black or African American alone	30	12	14	44	35,391
American Indian & Alaska Native alone	0	0	7	9	653
Asian alone	10	21	66	45	3,156
Native Hawaiian & other Pacific Islander	0	0	2	1	73
Some other race alone	1	5	1	1	470
Two or more races	10	6	25	25	3,732
Hispanic or Latino	12	10	28	47	11,884
Poverty Status					
Total	1,211	1,559	3,639	3,505	201,459
Income below poverty level	30	13	33	39	25,204
Elevated Populations					
Percent Minority					
Minority: 125% of COC	4.9	3.2	4.2	4.9	26.9
AC>125% of COC	No	No	No	No	33.6
Percent Low-Income					
Low-Income: 125% of COC	2.5	0.8	0.9	1.1	12.5
AC>125% of COC	No	No	No	No	15.6

COC Community of Comparison
AC Affected Community

US Census Data

Intersection Reconstruction Project
Auburn Road and Diebold Road at Union Chapel Road
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	Block Group 3, Census Tract 103.04, Allen County, Indiana	Fort Wayne city, Indiana
Total:	1,211	1,559	3,639	201,459
Income in 1999 below poverty level:	30	13	33	25,204
Under 5 years	0	0	0	3,406
5 years	0	0	0	669
6 to 11 years	14	0	0	3,192
12 to 17 years	0	0	0	2,552
18 to 64 years	16	13	33	13,586
65 to 74 years	0	0	0	892
75 years and over	0	0	0	907
Income in 1999 at or above poverty level:	1,181	1,546	3,606	176,255
Under 5 years	146	123	192	12,467
5 years	22	44	77	2,663
6 to 11 years	126	212	360	15,174
12 to 17 years	121	178	359	14,447
18 to 64 years	665	918	2,202	109,497
65 to 74 years	61	41	266	11,382
75 years and over	40	30	150	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 1, Census Tract 103.04, Allen County, Indiana	Block Group 2, Census Tract 103.04, Allen County, Indiana	Block Group 3, Census Tract 103.04, Allen County, Indiana	Fort Wayne city, Indiana
Total:	1,290	1,710	3,435	205,727
Not Hispanic or Latino:	1,278	1,700	3,407	193,843
White alone	1,227	1,656	3,292	150,368
Black or African American alone	30	12	14	35,391
American Indian and Alaska Native alone	0	0	7	653
Asian alone	10	21	66	3,156
Native Hawaiian and Other Pacific Islander alone	0	0	2	73
Some other race alone	1	5	1	470
Two or more races	10	6	25	3,732
Hispanic or Latino:	12	10	28	11,884
White alone	6	9	19	4,863
Black or African American alone	0	0	0	361
American Indian and Alaska Native alone	0	0	0	153
Asian alone	0	0	0	49
Native Hawaiian and Other Pacific Islander alone	0	0	0	13
Some other race alone	5	1	8	5,523
Two or more races	1	0	1	922



APPENDIX F
Air Conformity Analysis
and
NIRCC 2012-2015 TIP



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N925
Indianapolis, Indiana 46204

PHONE: (317) 232-5496
FAX: (317) 232-1499

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

May 24, 2011

Mr. Dan Avery
Executive Director
Northeastern Indiana Regional Coordinating Council
Room 630 City County Building
1 Main St
Ft. Wayne, IN 46802

Dear Mr. Avery:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2012-2015 Transportation Improvement Program for Northeastern Indiana Regional Coordinating Council. State and locally initiated transportation projects were reviewed for accuracy and compliance under the Safe, Accountable, Flexible, Efficient, and Transportation Equity Act: A Legacy for Users of 2005. (SAFETEA-LU)

It is my pleasure to inform you that on behalf of Governor Mitchell E. Daniels Jr., I approve your FY 2012-2015 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2012-2015 timeline and will be included by reference in the FY 2012-2015 Indiana Statewide Transportation Improvement Program. However, projects not shown by reference will be amended into the INSTIP upon request.

If you should have any questions, please feel free to contact Audra Blasdel at 317-234-5142.

Sincerely,

Michael B. Cline
Commissioner
Indiana Department of Transportation

MBC/JAH/jh

cc: Bob Zier
Jim Stark
Jay DuMontelle
Audra Blasdel
Roy Nunnally
Joyce Newland
Jeanette Wilson
Robert Alderman
Michelle Allen



U.S. Department
of Transportation
Federal Highway
Administration

Indiana Division

575 North Pennsylvania Street, Room 254
Indianapolis, Indiana 46204

August 31, 2011

In Reply Refer To:
HDA-IN

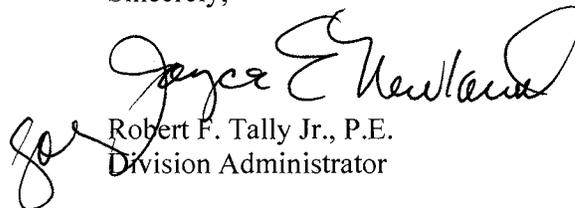
Mr. Jim Stark
Deputy Commissioner
Planning and Project Management
100 North Senate Avenue
Indianapolis, IN 46204

Dear Mr. Stark:

We have completed our review of Amendment #12-03 to the FY 2012-2015 Indiana Statewide Transportation Improvement Program (STIP) as transmitted by INDOT's letter dated via e-mail August 26, 2011. FHWA approves it 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 F. Tally Jr., P.E.
Division Administrator

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



DES	Route Type	Number	Location	County	Work Type	Work Category	Phase	Phase Year	Amount	Funding	Remarks
1005478	US	24	over Burnett's Creek, 7.8mi E of E jct with SR 39	White	Small Structure Replacement	District Small Structure Project	RW	2012	\$ 80,000	NHS	Amend into current STIP
1005478	US	24	over Burnett's Creek, 7.8mi E of E jct with SR 39	White	Small Structure Replacement	District Small Structure Project	CN	2012	\$ 630,000	NHS	Amend into current STIP
1173333	US	35	from SR 18 to US 24	Cass	Surface Treatment, Microsurface	District Pavement Project (Non-I)	CN	2012	\$ 1,314,000	STP	Amend into current STIP
0900544	US	35	0.69mi s of jct SR 16 in Royal Center	Cass	Small Structure Replacement	District Pavement Project (Non-I)	CN	2012	\$ 600,000	STP	Amend into current STIP
1173032	Local	Union Chapel Rd	at Auburn Rd & Diebold Rd Intersections	Allen	Intersect. Improv. W/ Added Turn Lanes	Intersection Improvement Project	RW	2012	\$ 112,500	STP	change in year 2011 to 2012
1173219	Local	bike	IPFW Pedestrian Bridge over Coliseum Blvd	Allen	Bike/Pedestrian Facilities	State Transportation Enhancement Project	PE	2012	\$ 360,000	STP	State TE
1173208	Local	bike	SR1/Dupont Rd Trail Crossing of I-69	Allen	Bike/Pedestrian Facilities	Interchange Modification Project	CN	2013	\$ 299,000	STP	State TE
1173213	Local	1001	IR 1001, Amber Road at NS in Town of Aboite	Allen	Railroad Protection	Railroad Grade Crossing Project	PE	2012	\$ 30,000	STP	New Project, CN and PE not in STIP
1173213	Local	1001	IR 1001, Amber Road at NS in Town of Aboite	Allen	Railroad Protection	Railroad Grade Crossing Project	CN	2013	\$ 300,000	STP	New Project, CN and PE not in STIP
1173214	Local	1001	IR 1001, Tillman Road at CFE southeast of Fort Wayne	Allen	Railroad Protection	Railroad Grade Crossing Project	PE	2012	\$ 30,000	STP	New Project, CN and PE not in STIP
1173214	Local	1001	IR 1001, Tillman Road at CFE southeast of Fort Wayne	Allen	Railroad Protection	Railroad Grade Crossing Project	CN	2013	\$ 300,000	STP	New Project, CN and PE not in STIP
9706420	SR	2	from 0.8mi W of I-65 to 0.9mi E of I-65	Lake	Interchange Modification	Added Travel Lanes Project	CN	2012	\$ 7,447,000	STP	Corridor 082 Component
0801043	I	65	over SR 2 (NBL and SBL)	Lake	Bridge Painting	Added Travel Lanes Project	CN	2012	\$ 133,000	IM	Corridor 082 Component
1006487	SR	2	from 0.8mi W of I-65 to 0.9mi E of I-65	Lake	Signs, Lighting, Signals And Markings	Added Travel Lanes Project	CN	2012	\$ 460,300	STP	Corridor 082 Component

Transportation Improvement Program

2012-2015

NIRCC
Northeastern Indiana Regional Coordinating Council

IX. INDOT PROJECTS FY 2012-2015

LOCATION	Project Description	FY 12	PHASE	TOTAL SHARE	FEDERAL SHARE	STATE SHARE	YEAR
*Union Chapel intersections with Auburn Rd and Diebold Rd	<i>Intersection Improvements</i>		RW	\$225,000	\$180,000	\$45,000	2012
*Union Chapel intersections with Auburn Rd and Diebold Rd	<i>Intersection Improvements</i>		CN	\$470,000	\$376,000	\$94,000	2012
*IPFW Pedestrian Bridge over Coliseum Blvd	<i>Bike/Pedestrian Facilities</i>		PE	\$360,000	\$288,000	\$72,000	2012
*Amber Road & NS Railroad Crossing (.45 mile south of US 24)	<i>Railroad Grade Crossing Project</i>		PE	\$30,000	\$30,000	\$0	2012
*Tillman Road & CFE Railroad Crossing (750' west of I-469)	<i>Railroad Grade Crossing Project</i>		PE	\$30,000	\$30,000	\$0	2012
LOCATION	Project Description	FY 13	PHASE	TOTAL SHARE	FEDERAL SHARE	STATE SHARE	YEAR
*SR 1/Dupont Rd Trail crossing of I-69	<i>Bike/Pedestrian Facilities</i>		CN	\$299,000	\$239,200	\$59,800	2,013
US 24 E: Phase I, II, III, IV (I-469 to Ohio State Line)	<i>Transfer/Relinquishment</i>		CN	\$1,300,000	\$0	\$1,300,000	2013
US 24: from .49 mi w/o I-69 (Liberty Mills Rd) to .35 mi e/o I-69 (Lutheran Hospital Entrance)	<i>HMA Overlay, Preventive Maintenance</i>		CN	\$400,000	\$320,000	\$80,000	2013
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line	<i>Small Structure Replacement</i>		PE	\$10,000	\$8,000	\$2,000	2013
US 30: at US 33, 0.66 mile W of I-69	<i>Interchange Modification</i>		PE	\$30,000	\$24,000	\$6,000	2013
I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24	<i>Bridge Replacement</i>		CN	\$3,723,900	\$3,351,510	\$372,390	2013
I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1	<i>Bridge Rehabilitation</i>		PE	\$30,000	\$27,000	\$3,000	2013
I-69: at SR 1 (Dupont Rd) Interchange	<i>Interchange Modification</i>		CN	\$4,000,000	\$3,600,000	\$400,000	2013
SR 930: from I-69 to 7.48 mi e/o I-69	<i>HMA Overlay, Preventive Maintenance</i>		CN	\$3,502,000	\$2,801,600	\$700,400	2013
SR 930: 1.1 miles E of I-469 at the Intersection of Green St in New Haven	<i>Added Travel Lanes, Construct Turn Lanes</i>		PE RW	\$20,000 \$300,000	\$16,000 \$240,000	\$4,000 \$60,000	2013 2013
SR 930: from 1.23 mi east of US 27 (Parnell Ave) to 2.18 mi east of US 27 (Crescent Ave)	<i>Added Travel Lanes</i>		PE RW	\$30,000 \$100,000	\$24,000 \$80,000	\$6,000 \$20,000	2013 2013
Pedestrian Bridge over Crescent Ave (IPFW)	<i>Bridge Inspection</i>		PE	\$75,000	\$60,000	\$15,000	2013
*Amber Road & NS Railroad Crossing (.45 mile south of US 24)	<i>Railroad Grade Crossing Project</i>		CN	\$300,000	\$300,000	\$0	2013
*Tillman Road & CFE Railroad Crossing (750' west of I-469)	<i>Railroad Grade Crossing Project</i>		CN	\$300,000	\$300,000	\$0	2013

Project Location (Description of Project)	LRP # DES #	Phase	Est. Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)
SR 930: bridges over NS Railroad, 5.36 mi e/o US 27 (Bridge Deck Replacement)	0800240	CN	1207.0	2012	965.6	241.4
SR 930: 1.1 miles E of I-469 at the Intersection of Green St in New Haven (Added Travel Lanes, Construct Turn Lanes)	0100843	PE PE RW CN	100.0 20.0 300.0 1270.0	2012 2013 2013 2015	80.0 16.0 240.0 1016.0	20.0 4.0 60.0 254.0
SR 930: from 1.23 mi east of US27 (Parnell Ave) to 2.18 mi east of US 27 (Crescent Ave) (Added Travel Lanes)	0401082	PE PE RW CN	750.0 30.0 100.0 6000.0	2012 2013 2013 2014	600.0 24.0 80.0 4800.0	150.0 6.0 20.0 1200.0
*SR 930: Various locations within the Fort Wayne District (Planning/Feasibility/Corridor Study Project)	1173154	PE	80.0	2012	72.0	8.0
Pedestrian Bridge Crossing - IPFW (Bridge Inspection)	0710276	PE PE	200.0 75.0	2011 2013	160.0 60.0	40.0 15.0
*Union Chapel intersections with Auburn Rd and Diebold Rd (Intersection Improvements)	1173032	PE RW CN	75.0 225.0 470.0	2011 2012 2012	60.0 180.0 376.0	15.0 45.0 94.0
*IPFW Pedestrian Bridge over Coliseum Blvd (Bike/Pedestrian Facilities)	1173219	PE	360.0	2012	288.0	72.0

Indiana Department of Transportation

Projects FY 12 - 15

-  Road Projects
-  Bridge Project
-  Intersection Project
-  Interchange Modification
-  Railroad Protection Upgrade

Other Map Features

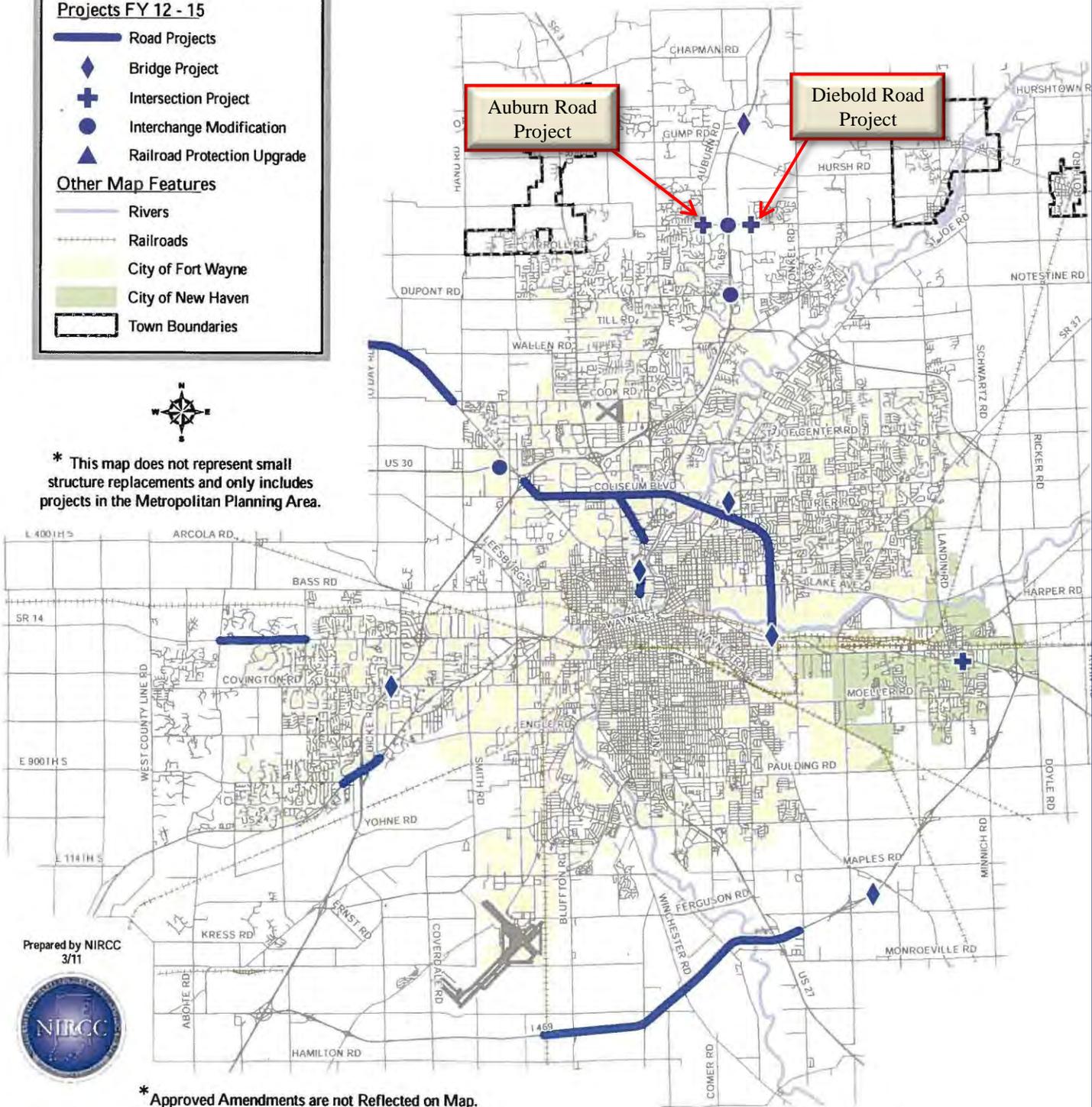
-  Rivers
-  Railroads
-  City of Fort Wayne
-  City of New Haven
-  Town Boundaries



* This map does not represent small structure replacements and only includes projects in the Metropolitan Planning Area.

Auburn Road Project

Diebold Road Project



Prepared by NIRCC
3/11



* Approved Amendments are not Reflected on Map.

APPENDIX G
Public Involvement
Documentation



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue Room N642
Indianapolis, Indiana 46204-2216

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

LEGAL NOTICE OF PLANNED IMPROVEMENT

The Indiana Department of Transportation (INDOT) proposes to reconstruct and improve the existing intersections of Auburn Road and Diebold Road at Union Chapel Road. As part of the Interchange Justification (IJ) study prepared for the interchange at I-69 and Union Chapel Road, analysis revealed the need for intersection improvement projects at Auburn Road and Diebold Road to maintain an acceptable ability to carry the traffic. The project is located in northern Allen County in Perry Township.

The preferred alternative proposes the construction of dual-lane roundabouts at each intersection. The roundabouts would be dual-lane with two lane entrances at all connections. All exits from the roundabouts would have two lanes. Approximately 500' to 700' of each approaching leg to the roundabouts would need to be reconstructed to accommodate the addition of the roundabouts. The typical section of the roadways reconstructed as part of the project would be urban with curbs instead of shoulders. The Northeastern Indiana Regional Coordinating Council 2030-II Bicycle and Pedestrian Plan proposes a shoulder lane and trail along Auburn Road. A trail is also proposed along Union Chapel Road. These planned shared-use features would be accommodated by constructing ADA accessible crosswalks at the roundabouts and by grading the roadside to accommodate future construction of these features.

The portion of Union Chapel Road to be reconstructed would provide 12' travel lanes, one in each direction, with a raised median approaching the roundabouts at Auburn Road and Diebold Road. At the dual lane roundabouts, a 4 lane cross section, and 2' curb offsets would be provided. Entry curve lane widths to Auburn Road and Diebold Road would be 13' from both eastbound and westbound Union Chapel Road. The circulatory roadway width would be two lanes at 16' and a roadway width of 32'. Departure lane widths would also be 13' in width along Union Chapel Road. Union Chapel Road improvements would total approximately 0.65 mile in length.

At Auburn Road, approximately 500' (400' west and 100' east) of Union Chapel Road would be reconstructed to build the roundabout. This section of the roadway would 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 would take place outside of this area to reconnect Union Chapel Road to the existing road grade. There would be approximately 700' of widening and resurfacing east of the roundabout, and 500' west of the roundabout to assimilate the new construction into the existing roadway. Approximately 1,050' of Auburn Road would be reconstructed to build the roundabout (650' north and 400' south of Union Chapel Road). This section of Auburn Road would feature curb and gutter and storm sewers. Widening and resurfacing with a shoulder section and roadside ditches would take place outside of this area to reconnect Auburn Road to the existing road grade. Auburn Road improvements would total approximately 0.27 mile in length.

At Diebold Road, approximately 750' (400' east and 350' west) of Union Chapel Road would be reconstructed to build the roundabout. This section of the roadway would 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 would take place outside of this area to reconnect Union Chapel Road to the existing road grade.

www.in.gov/dot/

An Equal Opportunity Employer



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue Room N642
Indianapolis, Indiana 46204-2216

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

There would be approximately 550' of widening and resurfacing east of the roundabout and 400' west of the roundabout to assimilate the new construction into the existing roadway. Approximately 400' of Diebold Road south of the roundabout will be reconstructed. This section of Diebold Road would feature curb and gutter, storm sewers and a shared-use path on the east 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 150' of widening and resurfacing south of the newly constructed roundabout. Diebold Road improvements will total approximately 0.11 mile in length.

To complete the proposed project, additional permanent right-of-way would be required. It is anticipated that approximately 10.9 acres of permanent right-of-way would be required. Approximately 4.6 acres of commercial land, 2.3 acres of residential land and 4.0 acres of agricultural land will be acquired. Less than 0.49 acre of temporary right-of-way would be required for grading and drive construction. Traffic will be maintained during construction. Construction is anticipated to begin in 2012.

All interested persons may request a formal public hearing for the project. If a public hearing is determined to be in the best interest of the public, a legal notice would be advertised with the date, time and location for the public hearing. In addition, a copy of the legal notice would be mailed directly to all adjacent property owners. Otherwise, any comments or materials received for the record would be considered in the decision-making process. **INDOT respectfully requests that comments regarding this project be submitted by November 30, 2011 for consideration as part of the decision making process.** Please address any comments to Mr. Rickie Clark, INDOT Office of Public Involvement, (317) 232-6601 rclark@indot.gov.

The environmental document is available for public review in the following offices:

1. INDOT Central Office, through Mr. Rickie Clark. The office is located at 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204, Phone # (317) 232-6601 rclark@indot.in.gov
2. The INDOT Ft. Wayne District Office, through Mr. Jason Kaiser. The office is located at 5333 Hatfield Road, Ft. Wayne, Indiana 46808, Phone # (260) 484-9541.
3. Main Library, 900 Library Plaza, Fort Wayne, IN 46802; (260) 421-1200.
4. A copy of the environmental document is available via the INDOT website. Please visit our site at: www.in.gov/indot/2366.htm

This notice is published in compliance with Code of Federal Regulations (CFR), Title 23, Section 771 (CFR 771.111 (h) (1) which states: "Each state must have procedures approved by the Federal Highways Administration (FHWA) to carry out a public involvement/public hearing program." 23 CFR 450.212 (a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all revision of the process necessary" approved by the FHWA, U.S. Department of Transportation, and INDOT on April 1, 2009.

Rickie Clark, INDOT Office of Public Involvement (317) 232-6601 rclark@indot.in.gov

The News-Sentinel

Account # 1066219 - 947867

Allen County, Indiana

Office of Environmental Service Waterway Permits

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

202

COMPUTATION OF CHARGES

202 lines, 1 column(s) wide equals

202 equivalent lines at \$ 0.761 cents per line \$ 153.72

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

\$ 153.72

DATA FOR COMPUTING COST

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

Number of Insertions 3

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 3 times.

The dates of publication being as follows:

11/11/2011

11/18/2011

11/28/2011

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: November 28, 2011

ATTACH COPY OF ADVERTISEMENT HERE

The Journal Gazette

Account # 1066219 - 947867

Allen County, Indiana

Office of Environmental Service Waterway Permits

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 202

COMPUTATION OF CHARGES

202 lines, 1 column(s) wide equals

202 equivalent lines at \$ 0.761 cents per line \$ 153.72

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 \$ 153.72

DATA FOR COMPUTING COST

Width of single column in picas 9.8 Size of type 7point.
Number of Insertions 3

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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:

11/11/2011 11/18/2011 11/28/2011

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

T. Brown-Smith
Legal Clerk

Date: November 28, 2011

ATTACH COPY OF ADVERTISEMENT HERE

**LEGAL NOTICE
OF
PLANNED IMPROVEMENT**

The Indiana Department of Transportation (INDOT) proposes to reconstruct and improve the existing intersections of Auburn Road and Diebold Road at Union Chapel Road. As part of the Interchange Justification (IJ) study prepared for the interchange at I-69 and Union Chapel Road, analysis revealed the need for intersection improvement projects at Auburn Road and Diebold Road to maintain an acceptable ability to carry the traffic. The project is located in northern Allen County in Perry Township.

The preferred alternative proposes the construction of dual-lane roundabouts at each intersection. The roundabouts would be dual-lane with two lane entrances at all connections. All exits from the roundabouts would have two lanes. Approximately 500' to 700' of each approaching leg to the roundabouts would need to be reconstructed to accommodate the addition of the roundabouts. The typical section of the roadways reconstructed as part of the project would be urban with curbs instead of shoulders. The Northeastern Indiana Regional Coordinating Council 2030-11 Bicycle and Pedestrian Plan proposes a shoulder lane and trail along Auburn Road. A trail is also proposed along Union Chapel Road. These planned shared-use features would be accommodated by constructing ADA accessible crosswalks at the roundabouts and by grading the roadside to accommodate future construction of these features.

The portion of Union Chapel Road to be reconstructed would provide 12' travel lanes, one in each direction, with a raised median approaching the roundabouts at Auburn Road and Diebold Road. At the dual lane roundabouts, a 4 lane cross section, and 2' curb offsets would be provided. Entry curve lane widths to Auburn Road and Diebold Road would be 13' from both eastbound and westbound Union Chapel Road. The curbside roadway width would be two lanes at 15' and a roadway width of 32'. Departure lane widths would also be 13' in width along Union Chapel Road. Union Chapel Road improvements would total approximately 0.65 mile in length.

At Auburn Road, approximately 500' (400' west and 100' east) of Union Chapel Road would be reconstructed to build the roundabout. This section of the roadway would 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 would take place outside of this area to reconnect Union Chapel Road to the existing road grade. There would be approximately 700' of widening and resurfacing east of the roundabout, and 500' west of the roundabout to assimilate the new construction into the existing roadway. Approximately 1,050' of Auburn Road would be reconstructed to build the roundabout (650' north and 400' south of Union Chapel Road). This section of Auburn Road would feature curb and gutter and storm sewers. Widening and resurfacing with a shoulder section and roadside ditches would take place outside of this area to reconnect Auburn Road to the existing road grade. Auburn Road improvements would total approximately 0.27 mile in length.

At Diebold Road, approximately 750'

(400' east and 350' west) of Union Chapel Road would be reconstructed to build the roundabout. This section of the roadway would 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 would take place outside of this area to reconnect Union Chapel Road to the existing road grade. There would be approximately 550' of widening and resurfacing east of the roundabout and 400' west of the roundabout to assimilate the new construction into the existing roadway. Approximately 400' of Diebold Road south of the roundabout will be reconstructed. This section of Diebold Road would feature curb and gutter, storm sewers and a shared-use path on the east 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 150' of widening and resurfacing south of the newly constructed roundabout. Diebold Road improvements will total approximately 0.11 mile in length.

To complete the proposed project, additional permanent right-of-way would be required. It is anticipated that approximately 10.9 acres of permanent right-of-way would be required. Approximately 4.6 acres of commercial land, 2.3 acres of residential land and 4.0 acres of agricultural land will be acquired. Less than 0.49 acre of temporary right-of-way would be required for grading and drive construction. Traffic will be maintained during construction. Construction is anticipated to begin in 2012.

All interested persons may request a formal public hearing for the project. If a public hearing is determined to be in the best interest of the public, a legal notice would be advertised with the date, time and location for the public hearing. In addition, a copy of the legal notice would be mailed directly to all adjacent property owners. Otherwise, any comments or materials received for the record would be considered in the decision-making process. INDOT respectfully requests that comments regarding this project be submitted by November 30, 2011 for consideration as part of the decision making process. Please address any comments to Mr. Rickie Clark, INDOT Office of Public Involvement, (317) 232-6601 rclark@indot.gov.

The environmental document is available for public review in the following offices:

1. INDOT Central Office, through Mr. Rickie Clark. The office is located at 100 North Senate Avenue, Room N642, Indianapolis, Indiana 46204. Phone # (317) 232-6601 rclark@indot.in.gov
2. The INDOT Ft. Wayne District Office, through Mr. Jason Kaiser. The office is located at 5333 Hatfield Road, Ft. Wayne, Indiana 46808, Phone # (260) 484-9541.
3. Main Library, 900 Library Plaza, Fort Wayne, IN 46802; (260) 421-1200.
4. A copy of the environmental document is available via the INDOT website. Please visit our site at: www.in.gov/indot/2366.htm

This notice is published in compliance with Code of Federal Regulations (CFR), Title 23, Section 771 (CFR 771.111 (h) (1) which states: "Each

**LEGAL NOTICE
OF
PLANNED IMPROVEMENT**

The Indiana Department of Transportation (INDOT) proposes to reconstruct and improve the existing intersections of Auburn Road and Diebold Road at Union Chapel Road. As part of the Interchange Justification (IJ) study prepared for the interchange at I-69 and Union Chapel Road, analysis revealed the need for intersection improvement projects at Auburn Road and Diebold Road to maintain an acceptable ability to carry the traffic. The project is located in northern Allen County in Perry Township.

The preferred alternative proposes the construction of dual-lane roundabouts at each intersection. The roundabouts would be dual-lane with two lane entrances at all connections. All exits from the roundabouts would have two lanes. Approximately 500' to 700' of each approaching leg to the roundabouts would need to be reconstructed to accommodate the addition of the roundabouts. The typical section of the roadways reconstructed as part of the project would be urban with curbs instead of shoulders. The Northeastern Indiana Regional Coordinating Council 2030-II Bicycle and Pedestrian Plan proposes a shoulder lane and trail along Auburn Road. A trail is also proposed along Union Chapel Road. These planned shared-use features would be accommodated by constructing ADA accessible crosswalks at the roundabouts and by grading the roadside to accommodate future construction of these features.

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state must have procedures approved by the Federal Highways Administration (FHWA) to carry out a public involvement/public hearing program." 23 CFR 450.212 (a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all revision of the process necessary" approved by the FHWA, U.S. Department of Transportation, and INDOT on April 1, 2009.

Rickie Clark, INDOT Office of Public Involvement (317) 232-6601
rclark@indot.in.gov
11-11-18-28 947867

Clark, Rickie

County

City Officials

From: Clark, Rickie
Sent: Thursday, November 10, 2011 6:04 PM
To: 'lara.dorsett@co.allen.in.us'; 'joel.hoffman@co.allen.in.us'; 'alan.gull@co.allen.in.us'; 'mike.eckert@co.allen.in.us'; 'randall.knach@co.allen.in.us'; 'edgar.ridenour@co.allen.in.us'; 'dave.ross@ci.ft-wayne.in.us'; 'mario.trevino@ci.ft-wayne.in.us'; 'thomas.henry@ci.ft-wayne.in.us'
Subject: Proposed reconstruction and improvement to existing intersections of Auburn Road, Diebold Road at Union Chapel Road

From: indot-legalnotices-bounces@lists.in.gov [mailto:indot-legalnotices-bounces@lists.in.gov] **On Behalf Of** INDOT Legal Notices
Sent: Thursday, November 10, 2011 5:55 PM
To: indot-legalnotices-bounces@lists.in.gov; INDOT Legal Notices
Cc: Kaiser, Jason; Long, David (State Sen.); Kiefer, Chris; Dillon, Gary; Heuer, Kathleen; chair@indianacat.org; dan.avery@co.allen.in.us; news@chestertontribune.com; comments@hecweb.org; Wyss, Thomas; Espich, Jeff; Ripley, Michael; Elayna Stoner-Phillips; dennis@indianahighspeedrail.org; Borrer, Randy; Pond, Phyllis; Peters, Kimberlee; Moses, Win; Leckie, John; Kruse, Dennis (State Sen.); Alderman, Robert; McGrannahan-Roberson, Linda; GiaQuinta, Ben; Holdman, Travis; Shaffer, Benjamin; Mayo, Toni
Subject: [Indot-legalnotices] FW: INDOT Public Involvement ListServeAnnouncement

LIST SERVE

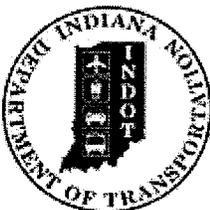
Good Evening INDOT List Serve Subscribers,

Please see the following **Legal Notice of Planned Improvement** below regarding a proposed reconstruction and improvement project to the existing intersections of Auburn Road and Diebold Road at Union Chapel Road in **Allen County**.

Also, as a reminder, you may view the INDOT Public Hearings/Meetings calendar by visiting www.in.gov/indot and selecting the "Public Involvement" link. This will allow you to discover what public involvement events are scheduled during the month. Also accessible via this page is the INDOT Public Involvement Procedures Manual which describes the agency's commitment and approach to public involvement and proactive stakeholder outreach, outlining all applicable federal and state regulations regarding public involvement in transportation decision making. In addition, the INDOT website is a resource in regards to accessing information for projects under various stages of development.

Thank you for your time this evening and please have a safe and wonderful weekend.

Rickie Clark, INDOT Office of Public Involvement
(317) 232-6601
rclark@indot.in.gov



INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

LEGAL NOTICE OF PLANNED IMPROVEMENT

Clark, Rickie

From: Clark, Rickie
Sent: Wednesday, November 23, 2011 5:10 PM
To: Clark, Rickie; indot-legalnotices-bounces@lists.in.gov; INDOT Legal Notices
Cc: Kiefer, Chris; McGrannahan-Roberson, Linda; Mayo, Toni; Alderman, Robert; Peters, Kimberlee; Elayna Stoner-Phillips; Espich, Jeff; GiaQuinta, Ben; Heuer, Kathleen; Ripley, Michael; Borrer, Randy; Moses, Win; Pond, Phyllis; Dillon, Gary; Holdman, Travis; Kruse, Dennis (State Sen.); Long, David (State Sen.); Wyss, Thomas; Irwin, Kim; comments@hecweb.org; smeyer@hecweb.org; dennis@indianahighspeedrail.org; chair@indianacat.org; news@chestertontribune.com; Leckie, John; Kaiser, Jason; Shaffer, Benjamin; dan.avery@co.allen.in.us
Subject: RE: [Indot-legalnotices] INDOT Public Involvement List Serve Announcement

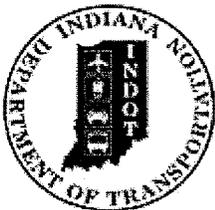
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Thank you for your time this evening and please have a safe and wonderful Thanksgiving Holiday.

Rickie Clark, INDOT Office of Public Involvement
(317) 232-6601
rclark@indot.in.gov



INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

LEGAL NOTICE OF PLANNED IMPROVEMENT

The Indiana Department of Transportation (INDOT) proposes to reconstruct and improve the existing intersections of Auburn Road and Diebold Road at Union Chapel Road. As part of the Interchange Justification (IJ) study prepared for the interchange at I-69 and Union Chapel Road, analysis revealed the need for intersection improvement projects at Auburn Road and Diebold Road to maintain an acceptable ability to carry the traffic. The project is located in northern Allen County in Perry Township.

The preferred alternative proposes the construction of dual-lane roundabouts at each intersection. The roundabouts would be dual-lane with two lane entrances at all connections. All exits from the roundabouts

Clark, Rickie

From: Richard Kees [rkees@qualitycraftedhomes.com]
Sent: Saturday, November 26, 2011 4:09 PM
To: Clark, Rickie
Cc: 'Denny Kees'; 'Duane Kees'
Subject: roundabout at Diebold and Union Chapel rds.

November 26, 2011

Dear Mr. Clark,

Our company, Quality Crafted Homes, Inc. owns property directly to the North of Diebold road where it dead ends at Union Chapel. Our property then runs west along Union Chapel and contains approximately 3 acres. We are in the process of running a gravity sewer along with our neighbor to the west of our property and as I understand, the engineer has already received the permit. We are concerned about the entrance to our property from the roundabout as well as the impact it may have on the property. We therefore request a meeting with your office to address our concerns. I am asking you to contact one of my two sons which e mail I have copied for your convenience. I will be out of town much of the winter.

Sincerely,

Richard Kees

President, Quality Crafted Homes, Inc.

Clark, Rickie

From: Clark, Rickie
Sent: Monday, December 05, 2011 3:02 PM
To: 'Benjamin Carnahan'
Subject: RE: roundabout at Diebold and Union Chapel rds.

For some reason I could only see the names too.....but after some tinkering the missing e-mail addresses may be found below:

Denny Kees: denny@qualitycraftedhomes.com
Duane Kees: duane@qualitycraftedhomes.com

Rickie

From: Benjamin Carnahan [<mailto:bcarnahan@b-l-n.com>]
Sent: Monday, December 05, 2011 2:32 PM
To: Clark, Rickie
Subject: RE: roundabout at Diebold and Union Chapel rds.

Rickie-

Per Mr. Kees email, we need to contact Duane or Denny, who were copied in the original email. Richard Kees is out of state right now. It is Duane and Denny's email addresses I can't see.

-Ben

From: Clark, Rickie [<mailto:RCLARK@indot.IN.gov>]
Sent: Monday, December 05, 2011 2:12 PM
To: Benjamin Carnahan
Subject: RE: roundabout at Diebold and Union Chapel rds.

Hi Ben,

I wanted to touch base with you regarding the inquiry below submitted by Mr. Kees. In the e-mail Mr. Kees request a meeting with INDOT. In your e-mail below you mention that you did not have a way to contact Mr. Kees.....I see the e-mail address of: rkees@qualitycraftedhomes.com.

I don't have a phone number but could get one if you need it. The deadline for receiving public comments has come and gone and I believe we only received just a couple comments. (1) Mr. Kees and (2) Matt Hirschy

Rickie

From: Benjamin Carnahan [<mailto:bcarnahan@b-l-n.com>]
Sent: Monday, November 28, 2011 4:25 PM
To: Clark, Rickie
Subject: RE: roundabout at Diebold and Union Chapel rds.

Rickie-

I see exactly what you see below. I have no way to contact Mr. Kees' sons because their email addresses are not visible to me when you forward it. You will need to right click on the Denny and Duane's email addresses in Outlook and copy & paste the email addresses in an email to me manually.

Clark, Rickie

From: Clark, Rickie
Sent: Monday, December 05, 2011 3:24 PM
To: 'Richard Kees'; 'Denny Kees'; 'Duane Kees'; 'Benjamin Carnahan'
Subject: RE: roundabout at Diebold and Union Chapel rds.

Good Afternoon Gentleman,

I wanted to briefly contact you regarding the 11/26 e-mail below. Presently, INDOT is working with our design consultant in regards to the concerns you've presented below, and will be contacting you soon regarding this project. At this time we do have e-mail addresses, however wondered if there was a contact telephone number in which we could contact you directly to discuss the project proposal further or coordinate a time to meet if necessary.

Sincerely,

Rickie Clark, INDOT Office of Public Involvement
(317) 232-6601

From: Richard Kees [<mailto:rkees@qualitycraftedhomes.com>]
Sent: Saturday, November 26, 2011 4:09 PM
To: Clark, Rickie
Cc: 'Denny Kees'; 'Duane Kees'
Subject: roundabout at Diebold and Union Chapel rds.

November 26, 2011

Dear Mr. Clark,

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Sincerely,

Richard Kees

President, Quality Crafted Homes, Inc.

Clark, Rickie

From: Denny Kees [denny@qualitycraftedhomes.com]
Sent: Tuesday, December 06, 2011 8:18 AM
To: Clark, Rickie; Richard Kees; 'Duane Kees'; Benjamin Carnahan
Subject: Re: roundabout at Diebold and Union Chapel rds.

my cell is 260.610.6500
office is 260.657.5959

Denny Kees
22712 Antwerp Road
Harlan IN 46743
Cell: 260-610-6500
Fax: 260-657-5011
E-Mail: denny@qualitycraftedhomes.com

----- Original Message -----

From: Clark, Rickie
To: Richard Kees ; 'Denny Kees' ; 'Duane Kees' ; Benjamin Carnahan
Sent: Monday, December 05, 2011 3:24 PM
Subject: RE: roundabout at Diebold and Union Chapel rds

Good Afternoon Gentleman,

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(317) 232-6601

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Sent: Saturday, November 26, 2011 4:09 PM
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Cc: 'Denny Kees'; 'Duane Kees'
Subject: roundabout at Diebold and Union Chapel rds.

November 26, 2011

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Clark, Rickie

From: Benjamin Carnahan [bcarnahan@b-l-n.com]
Sent: Tuesday, December 13, 2011 10:34 AM
To: Clark, Rickie
Cc: Elayna Stoner-Phillips
Subject: FW: Union Chapel Rd / Diebold Rd Roundabout

Rickie-

After several exchanges of voice mails, I finally spoke with Denny Kees via telephone today. Mr. Kees asked for a copy of the aerial display that was available at the FW District for viewing. I sent him the PDF in the email below.

Mr. Kees also had concerns about a proposed sanitary sewer he is constructing from his property to an existing sewer along Ely Run. As stated below, I has already reviewed plans for the proposed sewer as part of our utility coordination with the City of Fort Wayne Utilities.

I believe we have addressed Mr. Kees concerns.

Thanks,
Ben

From: Benjamin Carnahan
Sent: Tuesday, December 13, 2011 10:28 AM
To: 'Denny Kees'
Cc: 'deb@qualitycraftedhomes.com'
Subject: Union Chapel Rd / Diebold Rd Roundabout

Mr. Kees-

Per our telephone discussion today, please find attached a PDF showing the proposed project on an aerial photograph. Currently, we show a small parcel of temporary right-of-way required to reconnect your drive to the proposed construction.

Also, as I noted in our discussion, we have coordinated with the Mr. Craig Berndt of City of Fort Wayne Utilities regarding the proposed sanitary sewer connecting your property to the Ely Run Interceptor. We have not identified any conflicts with the roundabout project and the proposed sewer.

Please feel free to contact me if you have any further questions.

Thanks,
Ben

Benjamin S. Carnahan, P.E.
Beam, Longest and Neff, L.L.C.
8126 Castleton Road
Indianapolis, IN 46250
317-849-5832
Fax: 317-841-4280

CONFIDENTIALITY NOTICE

This e-mail message and documents accompanying this transmission contain confidential information that is legally privileged. This information

Clark, Rickie

From: MHirschy@brotherhoodmutual.com
Sent: Tuesday, November 15, 2011 7:53 AM
To: Clark, Rickie
Subject: Auburn Road and Diebold Road intersections

Mr. Clark

My name is Matt Hirschy and I live at 2507 Union Chapel Road, Fort Wayne, IN. I have great interest in the proposed reconstruction of the Auburn Road and Diebold Road intersections with Union Chapel Road since I live on Union Chapel Road and my property could possibly be affected by the project.

I reviewed the environmental document, but I would like to know if a detailed drawing of the proposed changes to both intersections is available.

If you could please let me know where I can obtain a detailed drawing of the proposed changes I would appreciate it.

Thanks
Matt Hirschy

IMPORTANT NOTICE

The information in this e-mail and in any attachments is the property of Brotherhood Mutual Insurance Company and is confidential. If you are not the intended recipient, you should delete this message from your system and immediately notify the sender. Unless otherwise indicated by Brotherhood Mutual Insurance Company, you may not copy or send this e-mail or any attachments to any other person nor disclose the contents to others if such action conveys confidential information to our competitors or is in any other way reasonably likely to be adverse to the interests of Brotherhood Mutual Insurance Company.

Clark, Rickie

From: Clark, Rickie
Sent: Wednesday, November 16, 2011 10:55 AM
To: 'MHirschy@brotherhoodmutual.com'
Subject: FW: Auburn - Diebold Hearing Displays
Attachments: Diebold-Hearing-Display-Reduced.pdf; Auburn-Hearing-Display-Reduced.pdf

Good Morning Mr. Hirschy,

Per your request, attached above are two project maps which may provide better detail regarding the proposed project.

Sincerely,

Rickie Clark, INDOT Office of Public Involvement
(317) 232-6601



UNION CHAPEL ROAD
 INTERSECTION IMPROVEMENTS
 PRELIMINARY: 11-8-2011

BLIN
 Brian Lippow and Neil T. Lee
 Consulting Engineers & Architects

Clark, Rickie

From: MHirschy@brotherhoodmutual.com
Sent: Monday, November 28, 2011 10:59 AM
To: Clark, Rickie
Subject: Re: FW: Auburn - Diebold Hearing Displays
Attachments: Diebold-Hearing-Display-Reduced.pdf; Auburn-Hearing-Display-Reduced.pdf

Mr. Clark

In a follow up to my phone message, I just have two questions related to the project.

- 1) It appears from the drawings, that heading east on Union Chapel from Auburn Road the median ends prior to James and Lisa Wolf's house. I just wanted to confirm that is the case and that the median does not go down in front of my house.
- 2) I would just like a little explanation as to why the state decided to put in roundabouts instead of traffic signals at the intersections. I believe I saw in one document that the cost to put in the roundabouts exceeded \$3 million. I do not know the cost to put traffic lights in, but my guess is that it is substantially less than \$3 million. If you could give me a little clarification on that decision it would be appreciated.

You can either email me back or call me at 260-446-2444.

Thanks
Matt Hirschy

From: "Clark, Rickie" <RCLARK@indot.IN.gov>
To: <MHirschy@brotherhoodmutual.com>
Date: 11/16/2011 10:56 AM
Subject: FW: Auburn - Diebold Hearing Displays

Good Morning Mr. Hirschy,

Per your request, attached above are two project maps which may provide better detail regarding the proposed project.

Sincerely,

Rickie Clark, INDOT Office of Public Involvement
(317) 232-6601

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Clark, Rickie

From: Clark, Rickie
Sent: Monday, November 28, 2011 2:32 PM
To: 'Elayna Stoner-Phillips'; 'Benjamin Carnahan'
Cc: Peters, Kimberlee
Subject: FW: FW: Auburn - Diebold Hearing Displays
Attachments: Diebold-Hearing-Display-Reduced.pdf; Auburn-Hearing-Display-Reduced.pdf

Please see the inquiry below and advise accordingly when you have a chance.

Thanks,

Rickie

From: MHirschy@brotherhoodmutual.com [<mailto:MHirschy@brotherhoodmutual.com>]
Sent: Monday, November 28, 2011 10:59 AM
To: Clark, Rickie
Subject: Re: FW: Auburn - Diebold Hearing Displays

Mr. Clark

In a follow up to my phone message, I just have two questions related to the project.

1) It appears from the drawings, that heading east on Union Chapel from Auburn Road the median ends prior to James and Lisa Wolf's house. I just wanted to confirm that is the case and that the median does not go down in front of my house.

2) I would just like a little explanation as to why the state decided to put in roundabouts instead of traffic signals at the intersections. I believe I saw in one document that the cost to put in the roundabouts exceeded \$3 million. I do not know the cost to put traffic lights in, but my guess is that it is substantially less than \$3 million. If you could give me a little clarification on that decision it would be appreciated.

You can either email me back or call me at 260-446-2444.

Thanks
Matt Hirschy

From: "Clark, Rickie" <RCLARK@indot.IN.gov>
To: <MHirschy@brotherhoodmutual.com>
Date: 11/16/2011 10:56 AM
Subject: FW: Auburn - Diebold Hearing Displays

Good Morning Mr. Hirschy,

Per your request, attached above are two project maps which may provide better detail regarding the proposed project.

Sincerely,

Rickie Clark, INDOT Office of Public Involvement
(317) 232-6601

Clark, Rickie

From: Benjamin Carnahan [bcarnahan@b-l-n.com]
Sent: Tuesday, November 29, 2011 9:43 AM
To: Clark, Rickie; Elayna Stoner-Phillips
Cc: Peters, Kimberlee
Subject: RE: Auburn - Diebold Hearing Displays

Rickie-

I spoke to Mr. Hirschy by telephone today at 9:30 am. I confirmed for Mr. Hirschy that the raised median will stop approximately 100 feet west of the driveway of James and Lisa Wolf's house. Mr. Hirschy stated he had heard that median was planned for the entire length between Auburn Road and the I-69 interchange. He was happy that was not the case. I also confirmed that the current plans do not show R/W being purchased from the Hirschy property.

Mr. Hirschy asked why roundabouts were chosen over traffic signals since the construction cost is presumably higher. I reiterated the statements in the environmental document that roundabouts were selected in consultation with the Northeastern Indiana Regional Coordinating Council (NIRCC) and the Allen County Highway Department alternative because increased level of service compared to traffic signals, superior safety performance compared to signalized intersections and conformity with the roundabouts at the adjacent interchange.

Mr. Hirschy asked about the timing of the proposed construction. I stated that the current schedule calls for the roundabout at Diebold Road and Union Chapel Road is planned for construction in the fall of 2012; and the roundabout at Auburn Road and Union Chapel Road is planned for construction in the Spring of 2013.

Mr. Hirschy thanked me for taking the time to answer his questions.

Please feel free to contact our office if you have any questions.

Thanks,
Ben

From: Clark, Rickie [mailto:RCLARK@indot.IN.gov]
Sent: Monday, November 28, 2011 2:32 PM
To: Elayna Stoner-Phillips; Benjamin Carnahan
Cc: Peters, Kimberlee
Subject: FW: Auburn - Diebold Hearing Displays

Please see the inquiry below and advise accordingly when you have a chance.

Thanks,

Rickie

From: MHirschy@brotherhoodmutual.com [mailto:MHirschy@brotherhoodmutual.com]
Sent: Monday, November 28, 2011 10:59 AM
To: Clark, Rickie
Subject: Re: FW: Auburn - Diebold Hearing Displays

Mr. Clark

In a follow up to my phone message, I just have two questions related to the project.

1) It appears from the drawings, that heading east on Union Chapel from Auburn Road the median ends prior to James and Lisa Wolf's house. I just wanted to confirm that is the case and that the median does not go down in front of my house.

RC 11-7-11

Copy of LEGAL NOTICE MAILED

Quality Crafter Homes
22712 Antwerp Road
Harlan, Indiana 46743

Autumn Ridge Golf Course
11420 Auburn Road
Fort Wayne, Indiana 46845

Mr. Ronald Hoot
13428 Auburn Road
Fort Wayne, Indiana 46845

Mr. & Mrs. Damian Miller
12523 Union Chapel Road
Fort Wayne, Indiana 46845

Mr. & Mrs. Larry Smith
12732 Auburn Road
Fort Wayne, Indiana 46845

Jay and Kay, LLC
Chapel Court Villas
P.O. Box 80130
Fort Wayne, Indiana 46898

Mr. & Mrs. Gregory Newport
12826 Auburn Road
Fort Wayne, Indiana 46845

Mr. & Mrs. Jamie Till
12930 Auburn Road
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12233 Autumn Breeze Drive
Fort Wayne, Indiana 46845

Hawthorne Park Community
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10808 La Cabreah Lane
Fort Wayne, Indiana 46845

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Fort Wayne, Indiana 46845

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Mr. & Mrs. Todd Lewis
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