NT FORM
d from Lima
77 . 1 1 3 . 4 3 . 4
Exclusion Manusing Manager)
Exclusion Manus Services Division)
Exclusion Manua
and documentation A which the project is
Date
·
ve been satisfied.
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very Federa	Part I - P	PUBLIC INVOLVE	MENIT
very Federa	<u>raiti-r</u>		
	al action requires some level of public involvement process. The level of public invol	volvement, providing for ea	arly and continuous opportunities throughout t
If No	s the project have a historic bridge process , then: oportunity for a Public Hearing Required?	sed under the Historic Bridge	es PA*? No X
	ring is required for all historic bridges proc), and the ACHP.	cessed under the Historic B	ridges Programmatic Agreement between INDC
	public involvement activities (legal noticecial purpose meetings, newspaper articles		perty owners and residents (i.e. notice of enti is project.
Remarks:	A Public Involvement Plan was developed to information, and provide for public comments. Public Involvement Plan.		
	On February 28, 2011, prior to the start of any sent to all adjacent property owners indicating project. Refer to Appendix G, pages G-1 and letter and G-7 and G-8 for a list of property or	g the City of Fort Wayne was it G-2, for a copy of the typical	initiating survey work for the proposed
	Allen County Public Library. Refer to Appen- positive and negative comments regarding the traffic signal is needed at the intersection of F	dix G, pages G-15 through G- e design were received. The ne Hickory Trail was a reoccurring the meetings. Refer to Append	eed for a traffic study to determine whether a
	A legal public notice describing the project are published in the local newspaper The Fort Watcomments regarding the project for a 30-day and D-48, for a copy of the Public Notice Affi	ayne Journal Gazette on April period which expired May 20,	22, 2013. The public notice solicited 2013. Please refer to Appendix D, page D-47
	A legal public notice regarding the Section 4(Fort Wayne Journal Gazette and also posted of January 23, 2014. No responses were received Public Notice Affidavit.	on its website on the same day.	. The comment period deadline was given as
	normally be provided by following Federal H guidelines. However, the City of Fort Wayne to the scheduling and holding of a public hear authorization of this document to be advanced	lighway Administration (FHW has decided to eliminate the o ring due to the known level of d to public involvement. A pulse hearing, a two week comments	ffering of this opportunity and move directly public interest immediately subsequent to the blic hearing notice regarding this project will not period will be offered. After this document
	croversy on Environmental Grounds ect involve substantial controversy concern	ning community and/or natu	ral resource impacts? Yes No X
Remarks:	At this time, there are no known community	or natural resource controvers	sies regarding this project.

County	Allen	Ro	ute	Dupont Road	Des.	No. <u>090</u>	1798
	<u>Part II</u>	<u>- General Projec</u>		entification, Dentification	escription	and De	<u>esign</u>
	of the Project: ne of the Facilit	City of Fort Way y: Dupont Road	ne		INDO	Γ District: _	Ft. Wayne
Funding S	Source (<i>mark al</i>	I that apply): Federal	X	State Local X	Other*		
*If other is	selected, plea	se indentify the funding sou	ırce:				
PURPOS	SE AND NEE	D:					
		n problem that the project when CE Manual, Section IV.E			traffic problem	should NO7	be discussed
Purpose – volume.	This project inte	nds to enhance traffic mobilit	y, imp	rove vehicular and pedestri	an safety, and add	lress increasi	ng traffic
accidents o twenty-sev through F. waves of st volumes (2 per day (vp translates in	ccurred in the property of the cruster (27) of the cruster A LOS A rating top-and-go trafficated (2024) indicate a I and 34,932 version a high LOS I	the Northeastern Indiana Coord roject area. Over 60% of the to ashes included injuries. Traffic indicates a free flowing traffic. The projected Dupont Road LOS of E. The current 2014 are pd, respectively, with the design D approaching a LOS E. As staffic (ADT) that uses this seg	otal crace voluments of the voluments of	ashes were rear end collisions are rated based on a Learne, while a LOS F rating in traffic volumes indicate a learney are 2034 Average Annur volume being 3,493 vehicle existing segment of Dupone traffic properties.	ns, three (3) were evel of Service (L0 indicates a forced to LOS of E and the ual Daily Traffic cles per hour. This	head-on crass OS) scale rand traffic flow cl projected ten (AADT) are as design hour	hes, and ge from A haracterized by -year traffic 22,960 vehicles volume
Currently,	there are no exis	ting sidewalks along Dupont I	Road v	vithin the project limits.			
DDO IEC	T DESCRIPT	ION (PREFERRED ALT	TEDN	IATIVE).			
County:	Allen	· · · · · · · · · · · · · · · · · · ·	unicip	· · · · · · · · · · · · · · · · · · ·			
, -	Proposed Work	The construction of added	trave	l lanes and the rehabilitation Road (SR 3) to Coldwater F	_	sphalt surface	to the segment
Total Worl	k Length:	1.36 Mile(s)		Total Work Area:	N/A	Acre(s)	
If yes, who	en did the FHW	cation Study / Interchange J /A grant a conditional appro d; a copy of the approved 0	oval fo	or this project?		Yes ¹ Date:	No X equest for final
This is	s page 3 of 29	Project name: Dupon	t Road	Added Travel Lanes		Date:	February 6, 2014

County	Allen		Route	Dupont Road	De:	s. No.	0901798
preferred al	ternative. Inc	r, describe existing condi clude a discussion of logi ay deficiencies if these ar	cal termin				
Allen Coun eastern term Road. The	nty, Indiana. The minus is located location of the	n, Termini, and Descripti he projects western terminu I approximately 1.38 miles project can be further desc y. Please refer to Appendix	is is located east of Lir cribed as w	d at the intersection of na Road (SR 3) at the ithin Section 2 of Tow	Dupont Road and La intersection of Dupo riship 31 North, Ran	ima Road nt Road a ge 12 Ea	(SR 3). The and Coldwater
lanes at the	intersections.	Oupont Road to be improved The existing roadway crost existing roadway widens to	s section al	so includes roadway s	houlders but does no		
and comme		varies in width from 85 fee s. The roadway is currently					
New signal	controllers wi	ll be installed, which have	Intelligent	Transportation System	(ITS) capabilities.		
asphalt add asphalt that	ed travel lanes t is to remain in segment of the	urations / Right-of-Way – in each direction. The pro- acluding new pavement ma- roadway. Portions of the p	ject improv rkings for a	vements will also inclu a 16-foot Two-Way Le	de the resurfacing of eft-Turn Lane (TWL)	f the exist TL) for to	ring roadway
the south si	de, and a 5-foon	includes the construction of the sidewalk on the north sides as path, 10-foot by 16-foo	e. The pro	ject will also connect t	the Pufferbelly Trail	to Salom	on Park by the
of 2.83 acre		ray necessary for the constr t right-of-way and 4.04 acr fected.					
Design Crit Built-up) ro	teria per Figure	The project will be designed 53-6 of the Indiana Design speed limit of 45 mph. The 6 of the IDM.	n Manual (IDM) for the construct	tion/reconstruction o	f a Minor	Arterial (Urban,
The constru	action cost of the	ne project is estimated at \$1	10,000,000	. The project is anticip	pated to begin constr	ruction in	the fall of 2015.

Dupont Road Added Travel Lanes

Date: February 6, 2014

This is page 4 of 29 Project name:

		ma	іапа Бера	il liliterit Or Trails	ροιτατιστί	
County Alle	en		Route	Dupont Road	Des. No	. 0901798
OTHER ALTE	RNATIV	ES CONSIDERE	:D:			
Describe all disca vas not selected.		rnatives, including	the Do-Nothin	g Alternative and an e	xplanation of why eac	h discarded alternative
to discuss how tra recommendation of congestion that pr congestion manag	nsit was co of added ca ovides acc gement that	onsidered within the apacity. NIRCC utili urate, up-to-date informet state and local	corridor and ho zes a CMP whice primation on training the contraction on the contraction of the contraction of the contraction and the contraction	n Planning Organization whe Congestion Managen is a systematic and re- insportation system performs for safe and ollowing information on	gement Process (CMP) r gionally-accepted approa rmance and assesses alto effective integrated man	esulted in a ach for managing ernative strategies for lagement on operation
past twe Auburn improve capacity a "high corridor manage manage compon Addition	enty years. Road and ed. The second ratio excersisk conger protection ment; transferduce trainents of the nal transit	Recent improvement from Interstate 69 to tion of Dupont Roac eds 1.0 in both the rested corridor" exhibit a study has been committed to the consist service, ITS/signated demand on the comproposed project an service is not planne	ts have widened Tonkel Road. I between Lima norning and eventing traffic volumeled on the collization improver while I d will help mand or funded and	erienced substantial comed Dupont Road to includ The intersections with Common Road and Coldwater Road and Coldwater Roaming peak periods. The furnes that exceed 90% of orridor for access managements and bicycle/pede TS/signalization improvate travel demands, they would not sufficiently ridor is to increase capacity.	e four travel lanes from coldwater Road and Lima and is a two-lane rural de CMP designates this sect the capacity for over ningement purposes. In additional and betrian treatments have be been and bicycle/pedery will not significantly reduce vehicular traffic.	Coldwater Road to a Road have also been usign. The volume to tion of Dupont Road as the hours a day. A tion to access een considered to estrian treatments are educe vehicular traffic. The CMP concludes the
		z/No-Build) – The band no public emerge		Iternative would include nterruptions.	no cost, no inconvenien	ce to the traveling
				purpose since the safety as not a prudent alternat		
include reducing t	the overall , and LOS	construction costs. issues along the cor	This was detern	f reducing the length of the nined not to be a prudent to, this project was not co	alternative due to its ina	ability to solve the
direction with the determined not to	addition o be a prude	f a TWLTL. The bear ant alternative due to	nefits of this alto its inability to	alternative consists of mernative include reducing solve the congestion, safetot meet the purpose and	g the overall construction ety, and LOS issues alor	n costs. This was
No additional alte	rnatives w	ere considered.				
It would not corr It would not corr It would not corr It would not corr	ect existir ect existir ect the ex ect existir serious i	ng capacity deficier ng safety hazards; iisting roadway geo ng deteriorated con	ncies; ometric deficie aditions and m	practicable because ncies; aintenance problems; d general welfare of th	or	X X
This is page	5 of 29	Project name:	Dupont Road	Added Travel Lanes		Date: February 6, 2014

County	Allen		Route	Dupont Road		Des. I	No. <u>0901798</u>	
ROADWA	Y CHARACTE	₹:						
Current AD Design Ho	Classification: T: ur Volume (DHV): Speed (mph):		Arterial VPD (201 ruck Percer egal Speed	ntage (%)	Year ADT: 1.0 45	34,932	VPD (2034)	
Number of		Existing 2		Propose 4 / 1				
Type of La Pavement Shoulder V	Width:	Travel 11 ft. 6 ft.		Travel / Cer 11 / 16 N/A	nter Turn Lar ft. ft.	ne		
Median Wi		N/A ft.		14 10 / 5	ft. ft.			
Setting: Topograph	y:	X Urban X Level	Subu Rollir		Rural Hilly			
If the propos	sed action has mu	ltiple roadways, ti	his section s	hould be filled o	ut for each r	roadway.		
DESIGN C	RITERIA FOR E	RIDGES:						
Structure/N	IBI Number(s):	N/A		Suffici	ency Rating		Source of Inform	nation)
Duida Tua		Existing		Propose	d			
Bridge Typ Number of		N/A N/A		N/A N/A				
Weight Res		N/A ton		N/A	ton			
				N/A				
Height Res					ft.			
Curb to Cu		N/A ft.		N/A	ft.			
	Outside Width:	N/A ft.		N/A	ft.			
Shoulder V		N/A ft.		N/A	ft.			
Length of (Channel Work:			N/A	ft.			
Desc. Rema	ribe bridges and s arks:	tructures; provide	specific loc	ation information	n for small s	tructures.		
	There are no	o bridges or structu	res involved i	in the proposed pr	oject.	Yes	No	N/A
	ucture be rehabiliti sed action has mu	•	•	• •	should be fil			X
MAINTEN	IANCE OF TRA	FFIC (MOT) DU	JRING CO	NSTRUCTION	:			
Is a tempor Will the pro- Provision Provision Provision Will the pro- Is there sul	rary bridge propos rary roadway prop pject involve the us ons will be made for ons will be made to posed MOT substructions page 6 of 29 Pr	osed? se of a detour or r or access by local or through-traffic o accommodate a tantially change tl sy associated wit	I traffic and some some some some some some some some	so posted. usinesses. cial events or fe ental consequer	stivals. nces of the a	·	Yes X X X X Date: Feb	No

		Indiana Depa	irtment of Ti	ransportation	
County	Allen	Route	Dupont Road	Des. No	0901798
Remarks:	is potential for there to be and notification prior to ar proposed construction pha	disruptions to school build during the constructions. The different main	us routes, traveling on of the project w ntenance of traffic	project is anticipated to have public, and emergency servicill be required to make all averages for construction are donothe existing pavement who	ces. Proper coordination ware of the various escribed as follows:
	pavement widening for ad of Dupont Road. Phase I	ded travel lanes, sidewa will be from Lima Road 's Creek Boulevard/La	alks, driveways, and (SR 3) and extend Cabreah Lane and	d public approaches are const d east for approximately 4,00 go east for approximately 1,	tructed on the south side 0 feet. Phase IV will
		pleted during these pha		ement widening completed of de of Dupont Road. Phases I	
	Pufferbelly Trail will be construction. The propose	onstructed under Dupor d marked detour will b detour will result in an	nt Road, as well as e Lima Road (SR 3	ar. During Phase III, a pedes the roadway widening and s 3), Carroll Road, Corbin Roa ength of 2.87 miles. Phase II	dewalk/trail d, Union Chapel Road,
ESTIMAT	ED PROJECT COST A	ND SCHEDULE:			
Engineerin	ng: \$ <u>1,391,380</u> (20	13) Right-of-Way:	\$ 1,000,000	(2014) Construction:	\$ 10,000,000 (2016)
Anticipated	Start Date of Construction	Fall of 2015 Incorporated by refethe 2014-2017 STIP			
Date projec	ct incorporated into STIP	July 11, 2013			
Is the proje		Yes No			
If yes, Name of	MPO Northeastern India	na Regional Coordinat	ing Council (NIRC	CC)	
Location	of Project in TIP 2014 – 2	2017 (Page 49)	_		
Date of in	corporation by reference in	nto the STIP July	11, 2013		
RIGHT O	F WAY:				
				Amount (acr	29)
	Land Use Imp	pacts		Permanent	Temporary
Residentia	l			0.44	2.59
Commercia	al			0.63	0.81
Agricultura	1			0.0	0.0
Forest Wetlands				0.0	0.0
Other: Chi	urch			0.16	0.06
Other: Parl				1.60	0.58

2.83

4.04

TOTAL

County	Allen	Route	Dupont Road	Des. No.	0901798
widths (exis	oth Permanent and Temporary right-c sting and proposed) should also be d and there impacts on the environme	iscussed. A	Any advance acquisition or reacqu		
Remarks:	Right-of-Way – Anticipated right-of-temporary right-of-way. A total of 2.3 estimated for this project. The perman of-way will be required for the recons corridor. The existing average right-or feet. There are 64 properties along the proj	83 acres of panent right-or truction of of f-way width	permanent right-of-way and 4.04 acref-way will be required for widening of driveways and the re-grading of grass is approximately 80-feet. The properties of	es of temporar of the paveme sed areas with osed right-of-	y right-of-way is nt. Temporary right- in the project way width is 105-
	commercial, 2 are church properties, a				

Date: February 6, 2014

Dupont Road Added Travel Lanes

This is page 8 of 29 Project name:

County	/ Allen	Route	Dupont Road	Des. No.	0901798	

<u>Part III – Identification and Evaluation of Impacts of the Proposed Action</u>

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

Remarks:

Becketts Run – A segment of the Dupont Road corridor crosses Becketts Run. The addition of a new travel lane will require the existing culvert be replaced. As a result of the culvert replacement, an impact of approximately 170 linear feet is anticipated to Becketts Run.

Becketts Run is not listed on the Indiana Outstanding Rivers List nor is it listed as a Federal or State Wild, Scenic, or Recreational River. Furthermore, there are none of these listed waters within or adjacent to the project limits. However, because Becketts Run flows into the St. Joseph River, a navigable water of the United States, it is asserted by the US Army Corps of Engineers (USACE) that this and all associated tributaries and wetlands (bordering, contiguous, or neighboring to) are waters of the United States. Anticipated impacts to Becketts Run will consist of placement of riprap within the stream channel due to culvert replacement.

The USACE, in their early coordination response dated November 21, 2011, stated "Based on a review of applicable topographic maps, National Wetland Inventory, county soil survey, and aerial photographs, the project area contains waters and/or wetlands within the jurisdiction of the USACE. Any discharges of dredged and/or fill material into the waters in the proposed project area will require a USACE permit."

"Our assertion of jurisdiction is based on our documentation that Rahdert Drain, its tributaries, and their associated wetlands (bordering, contiguous, or neighboring to) are waters of the United States and recognition that the use, degradation, or destruction of these waters could affect interstate commerce. Rahdert Drain flows to North Drain #4, which flows into the Becketts Run, which flows into the St. Joseph River, a navigable water of the United States."

Please refer to Appendix C, pages C-8 through C-14, for a copy of the USACE letter.

The Indiana Department of Natural Resources (IDNR) Division of Fish and Wildlife, in their early coordination response letter dated December 6, 2011, has made the following recommendations regarding work in or near Becketts Run:

- 1. Bank Stabilization
 - a. Establish vegetation along the banks for stabilization and erosion control.
 - b. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage.
 - c. Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM).
 - d. The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for streambank/floodway stabilization purposes as soon as possible upon completion.
- 2. Riparian Habitat
 - a. Impacts that remove trees from a non-wetland, riparian area should be mitigated.
 - b. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five (5) trees, at least two (2) inches in diameter-at-breast height (dbh), for each tree removed that is ten (10) inches dbh or greater.
 - c. A native riparian forest mitigation plan should use at least five (5) canopy trees and five (5) understory trees or shrubs selected from the Woody Riparian Vegetation list or an approved equal.
 - d. A native riparian forest mitigation plan for impacts of less than one (1) acre in an urban area may involve fewer numbers of species and sizes of trees, depending on the level of impact.
 - e. A native herbaceous seed mixture should be planted consisting of at least ten (10) species, sedges, and wildflowers selected from the Herbaceous Riparian Vegetation list or an approved equal.

This is page	e 9 of 29	Project name:	Dupont Road Added Travel Lanes	Data:	February 6, 2014
i nis is bade	e 9 OT 29	Project name:	Dupont Road Added Travel Lanes	Date:	February 6, 2014

County	Allen		Route	Dupont Road	Des. No.	0901798
	Please refer to Appen	ndix C, pages (C -15 through	C-22, for a copy of the IDN	NR, Division of Fish an	d Wildlife response
				heir early coordination resp that might be affected by the		
	Please refer to Appen	ndix C, pages (C-23 and C-24	4, for a copy of the USFWS	response letter.	
	On January 4, 2013, (Index (QHEI) on Bed			conducted a field visit and he project.	completed a Qualitativ	e Habitat Evaluation
	Please refer to Appen	ndix F, pages F	F-11 and F-12,	, for a copy of the QHEI.		
Reservoirs Lakes Farm Pond Detention I	ds	ties		Presence X	Yes N	
Other:						
Remarks:	As determined by a remanagement facilities	s adjacent to o	r near the prop	posed project. Several stori	n water detention basin	s exist north of
Remarks:	management facilitie. Dupont Road, which two detention basins 003-286-30003), whi into bio-retention or I pond during a 100 ye the east pond by 0.65 For maintenance purp	will not be im on the south si ch will be indi- bio-swales for ar 24 hour stor inches. Please poses, the purc	pacted by the ide of Dupont irectly impacted treatment and rm event is esterned to Appethase of a perror and the perror and th	project, since the project ar project, since the project ar Road, located within Anto- ed. Two outfalls are planned I then into the existing pond timated to increase the water endix F, pages F-13 and F- manent easement around the experiment easement.	rea drains generally to to n Salomon Farm (817 V ed which would direct r ds. The overall hydrolog er depth of the west por 14, to review the hydrol	he south. There are West Dupont Road; oadway runoff, first gic impact to each id by 0.72 inches and logic analysis.
Remarks:	management facilitie. Dupont Road, which two detention basins 003-286-30003), whi into bio-retention or I pond during a 100 ye the east pond by 0.65 For maintenance purp	will not be im on the south si ch will be indi- bio-swales for ar 24 hour stor inches. Please poses, the purc	pacted by the ide of Dupont irectly impacted treatment and rm event is esterned to Appethase of a perror and the perror and th	project, since the project at Road, located within Anto- ed. Two outfalls are planned then into the existing pono- timated to increase the wate- endix F, pages F-13 and F- manent easement around the experimental easement.	rea drains generally to ton Salomon Farm (817 Ved which would direct reds. The overall hydrologier depth of the west por 14, to review the hydrologie ponds is planned. Plea	he south. There are West Dupont Road; oadway runoff, first gic impact to each and by 0.72 inches and logic analysis.
	management facilitie. Dupont Road, which two detention basins 003-286-30003), whi into bio-retention or I pond during a 100 ye the east pond by 0.65 For maintenance purp	will not be im on the south si ch will be indi- bio-swales for ar 24 hour stor inches. Please poses, the purc	pacted by the ide of Dupont irectly impacted treatment and rm event is esterned to Appethase of a perror and	project, since the project ar Road, located within Anto- ed. Two outfalls are planned I then into the existing pond timated to increase the wate- endix F, pages F-13 and F- manent easement around the	rea drains generally to ton Salomon Farm (817 Ved which would direct reds. The overall hydrologier depth of the west por 14, to review the hydrologie ponds is planned. Plea	he south. There are West Dupont Road; oadway runoff, first gic impact to each and by 0.72 inches and logic analysis.
V etlands	management facilitie. Dupont Road, which two detention basins 003-286-30003), whi into bio-retention or I pond during a 100 ye the east pond by 0.65 For maintenance purp	will not be im on the south si ch will be indi- bio-swales for ar 24 hour stor inches. Please poses, the purc	pacted by the ide of Dupont irectly impacted treatment and rm event is essected to Appear to App	project, since the project at Road, located within Antoided. Two outfalls are planned then into the existing poncitimated to increase the water endix F, pages F-13 and F-manent easement around the permanent easement. Presence	rea drains generally to ton Salomon Farm (817 Ved which would direct reals. The overall hydrologer depth of the west por 14, to review the hydrologe ponds is planned. Please with the salone of the west por 14 per 14 per 15 per 16 per	he south. There are West Dupont Road; oadway runoff, first gic impact to each and by 0.72 inches and logic analysis. ase refer to Cts No X
Wetlands Total wetl	management facilitie. Dupont Road, which two detention basins 003-286-30003), whi into bio-retention or I pond during a 100 ye the east pond by 0.65 For maintenance purp Appendix D, page D-	will not be im on the south si ch will be indi bio-swales for ar 24 hour stor inches. Please poses, the purc 51, to view th	pacted by the ide of Dupont irectly impacted treatment and rm event is essected to Appethase of a perment extent of the	project, since the project at Road, located within Antoled. Two outfalls are planned then into the existing ponditimated to increase the water endix F, pages F-13 and F-manent easement around the permanent easement. Presence	rea drains generally to to the Salomon Farm (817 Ved which would direct reals. The overall hydrologier depth of the west por 14, to review the hydrologie ponds is planned. Please Services Serv	he south. There are West Dupont Road; oadway runoff, first gic impact to each ad by 0.72 inches and logic analysis. ase refer to
Wetlands Total wetl	management facilitie. Dupont Road, which two detention basins 003-286-30003), whi into bio-retention or I pond during a 100 ye the east pond by 0.65 For maintenance pury Appendix D, page D-	will not be im on the south si ch will be indi bio-swales for ar 24 hour stor inches. Please poses, the purc 51, to view th	pacted by the ide of Dupont irectly impacted treatment and rm event is essected to Appethase of a perment extent of the	project, since the project at Road, located within Antoled. Two outfalls are planned then into the existing ponditimated to increase the water endix F, pages F-13 and F-manent easement around the permanent easement. Presence X I wetland area impacted:	rea drains generally to to the Salomon Farm (817 Ved which would direct reals. The overall hydrologier depth of the west por 14, to review the hydrologie ponds is planned. Please Services Serv	he south. There are West Dupont Road; oadway runoff, first gic impact to each ad by 0.72 inches and logic analysis. ase refer to
Wetlands Total wetl (If a determ	management facilitie. Dupont Road, which two detention basins 003-286-30003), whi into bio-retention or I pond during a 100 ye the east pond by 0.65 For maintenance pury Appendix D, page D- land area: 4.41 nination has not been No. Classification Palustrine	will not be im on the south si ch will be indi bio-swales for ar 24 hour stor inches. Please poses, the purc 51, to view th acre(s) made for nor	pacted by the ide of Dupont pacted in pupont irectly impacted treatment and rm event is esterned to Appethase of a perment extent of the Total prisolated/iso	project, since the project at Road, located within Antoged. Two outfalls are planned then into the existing ponditimated to increase the water endix F, pages F-13 and F-manent easement around the experiment easement. Presence X I wetland area impacted: I atted wetlands, fill in the Comments No impacts are ant	rea drains generally to to the Salomon Farm (817 Ved which would direct reals. The overall hydrologier depth of the west por 14, to review the hydrologie ponds is planned. Please Services Serv	he south. There are West Dupont Road; oadway runoff, first gic impact to each ad by 0.72 inches and logic analysis. ase refer to Cts No X e(s) pacted above.)
Wetlands Total wetl (If a determ	management facilitie. Dupont Road, which two detention basins 003-286-30003), whi into bio-retention or I pond during a 100 ye the east pond by 0.65 For maintenance pury Appendix D, page D- land area: 4.41 nination has not been Classification Palustrine Scrub/Shrub	will not be im on the south si ch will be indi bio-swales for ar 24 hour stor inches. Please poses, the purc 51, to view th acre(s) made for nor Total Size (Acres)	pacted by the ide of Dupont irectly impacted treatment and rm event is esterned to Apport the extent of the extent of the Total arisolated/iso	project, since the project at Road, located within Antoged. Two outfalls are planned then into the existing ponditimated to increase the water endix F, pages F-13 and F-manent easement around the experiment easement. Presence X I wetland area impacted: I atted wetlands, fill in the Comments No impacts are ant	rea drains generally to to the Salomon Farm (817 Ved which would direct reals. The overall hydrologer depth of the west por 14, to review the hydrologe ponds is planned. Please Sea Sea Sea Sea Sea Sea Sea Sea Sea Se	he south. There are West Dupont Road; oadway runoff, first gic impact to each ad by 0.72 inches and logic analysis. ase refer to Cts No X e(s) pacted above.)
Wetlands Total wetl (If a determ	management facilitie. Dupont Road, which two detention basins 003-286-30003), whi into bio-retention or I pond during a 100 ye the east pond by 0.65 For maintenance pury Appendix D, page D- land area: 4.41 nination has not been Classification Palustrine Scrub/Shrub	will not be im on the south si ch will be indi bio-swales for ar 24 hour stor inches. Please poses, the purc 51, to view th acre(s) made for nor Total Size (Acres)	pacted by the ide of Dupont irectly impacted treatment and rm event is esterned to Apport the extent of the extent of the Total arisolated/iso	project, since the project at Road, located within Antoged. Two outfalls are planned then into the existing ponditimated to increase the water endix F, pages F-13 and F-manent easement around the experiment easement. Presence X I wetland area impacted: I atted wetlands, fill in the Comments No impacts are ant	rea drains generally to to the Salomon Farm (817 Ved which would direct reals. The overall hydrologer depth of the west por 14, to review the hydrologe ponds is planned. Please Sea Sea Sea Sea Sea Sea Sea Sea Sea Se	he south. There are West Dupont Road; oadway runoff, first gic impact to each ad by 0.72 inches and logic analysis. ase refer to Cts No X e(s) pacted above.)

County _	Allen	Route Dupont Road	Des. No. 0901798
		<u>Documentation</u>	ES Approval Dates
Wetland De	elineation lated Waters Determination	X	Not required
would resu Substa Substa Unique Substa The pro	alt in (Mark all that apply and expantial adverse impacts to adjacent intially increased project costs; e engineering, traffic, maintenance intial adverse social, economic, or oject not meeting the identified no avoid, minimize, and mitigate we wetlands - Review of the Natura visit conducted on November 19, confirmed no wetlands are presen portions of the roadside ditches, the configuration of the constructed descriptions.	t homes, business or other improved e, or safety problems; or environmental impacts, or eeds. Vetland impacts need to be discussed I Resources Conservation Service (NRC 2012, by GAI as a result, a wetland det t in or adjacent to the project area. While hey do not qualify as waters of the U.S. itch. Wetland #1 depicted in the Nation	d properties;
Terrestrial Unique or H	Habitat High Quality Habitat	Presence X X	Impacts Yes No X X
Jse the rema	Habitat Description – The adjoin	ning land to the proposed project, approen developed for residential or comme	forested, grassland, farmland, lawn, etc). eximately 6.25 acres, is being used as lawn, ercial uses. Some trees and shrubs exist along the
	typical or to be expected in this ar Efforts to Avoid, Minimize, and recommendations made by the ID	orates were observed during the site visite rea: rabbits, squirrels, raccoons, opossur /or Mitigate Impacts – Due to the proposition of the USFWS, will be considered Wildlife recommendations are as follows	ximity of Becketts Run the following d.
	1. Riparian Habitat a. Impacts to trees rer b. Impacts to non-wet trees, at least two (inches dbh or great c. A native riparian for trees or shrubs sele d. A native riparian for fewer numbers of s e. A native herbaceou	moved from a non-wetland, riparian are cland forest under one (1) acre in an urb 2) inches in diameter-at-breast height (cer. orest mitigation plan should use at least ceted from the Woody Riparian Vegetationest mitigation plan for impacts of less species and sizes of trees, depending on	ca should be mitigated. can setting should be mitigated by planting five dbh), for each tree removed that is ten (10) five (5) canopy trees and five (5) understory ion list or an approved equal. I than one (1) acre in an urban area may involve the level of impact. sting of at least ten (10) species, sedges, and

	Allen	R	oute	Dupont Road	Des. No.	0901798
	2. W a. b. c. Additional re botanical re 1. Re le 2. M 3. D 5. D 10 5. D 6. D 7. A ar 8. M 9. A se	Tetland Habitat Due to the presence or portion Department of Environme All exposed soil areas shot Between November 1 and with erosion control blank Sites should be protected a stockpiles seeded, stable, a measures that should be implesources, include the following evegetate all bare and disturbing gumes, and native shrub and inimize and contain within the onot work in the waterway fish and Wildlife. To not cut any trees suitable for sose hanging bark) from Aprilo not excavate in the low flow e old structure. To not use broken concrete as all excavated material must be and off-site sedimentation of the proportiately designed measured in the total structure.	tential protein and consequences of the conseq	resence of wetlands on signagement (IDEM) 401 pit tabilized with temporary, all exposed soils left for with a bonded fiber matrix asonal flooding by keepin tained with silt fencing. It to avoid, minimize, or consist with a mixture of grasses od tree species as soon as cit limits in-channel disturbil 1 through June 30 with the bat roosting (greater thangh September 30. except for the placement of the placement	te, contact and coordinate rogram and also the USAC or permanent vegetation by longer than seven (7) day hydro-mulch. Ig traffic areas covered with compensate for impacts to find the second of the	with the Indiana E 404 program. y November 1. s should be stabilized th stone and soil ish, wildlife, and f tall fescue), rees and brush. oval of the Division of ing or dead, with prap, or removal of te such that erosion a. ed to prevent
	10. Se m ar 11. In 12. A	ediment from entering the street and all disturbed area and protect all disturbed stanufacturer's recommendation as a stall appropriate armament but outfall and headwall structuall material must be clean and	as are standed and standard st	abilized. nat are 3:1 or steeper with election and installation); the outfalls. The control of	erosion control blankets (seed and apply mulch on must conform to the bank	follow all other disturbed
		pendix C, pages C-15 throug			-	
		S has made the following state uSFWS requests that trees		the project be replaced as	s close to the impact area a	s possible.
	Please refer	to Appendix C, pages C-23 a	and C-2	4, for a copy of the USFV	VS response.	
		of animal movements observe tion of utilizing wildlife crossin			and other areas appear to	be the sole corridor for
		ect located within or adjac		-		No X X
	If yes, will	the project impact any of the	nese ka	arst features?		
	arks box to id October 13,	lentify any karst features w 1993)	ithin th	e project area. (Karst i	investigation must comp	ly with the Karst
arks:		ty is outside of the karst area	of the s	tate as defined in the Octo	ober 13, 1993, MOU from	the USFWS.

county _	Allen	Route Dup	ont Road	Des. No	0901798
			<u>P</u>	<u>resence</u>	<u>Impacts</u>
Within th Any critic Federal :		ederal species		X	Yes No X X
Is Sectio	n 7 formal consultation	required for this action?	Yes	No X	
emarks:	December 6, 2011, state taxus), a state species of preferred habitat are unl	and Wildlife – The IDNR, Divid "The Natural Heritage Progra' special concern, has been reconsikely as a result of this project."	m's data have been che ded near the project are	cked. The Americ ea. Impacts to the	can badger (<i>Taxidea</i> American badger or its
	threatened species. It is,	range of the bald eagle (<i>Haliae</i> however, still protected by the . No impacts are anticipated to	Bald and Golden Eagle		
	range of the Federally e <i>fabalis</i>), and the candida these species within the	early coordination letter, dated adangered Indiana bat (<i>Myotis s</i> te eastern massasauga rattlesna proposed project area, so we agadangered, and candidate species	odalis), the proposed en ke (Sistrurus catenatus ree that the proposed pr	ndangered rayed b catenatus). There	ean mussel (<i>Villosa</i> e is no habitat for any of
	Act of 1973, as amende	f for further consultation on this d. However, should new inform essary for the Federal agency to	ation arise pertaining to	project plans or a	
	Please refer to Appendix	C, pages C-23 and C-24, for a	copy of the USFWS res	sponse letter.	
ECTION	B – OTHER RESOU	RCES			
Wellhead Public W Resident Source V	later Resources d Protection Area later System(s) tial Well(s) Water Protection Area(s) urce Aquifer (SSA)		Presence X	Yes X	pacts No
Is th Is th Initi	is present, answer the me Project in the St. Jos ne FHWA/EPA SSA MC al Groundwater Assess ailed Groundwater Asses	eph Aquifer System? U Applicable? ment Required?	Yes	No	
This is p	page 13 of 29 Project	name: Dupont Road Added	Гravel Lanes		Date: February 6, 201

County _	Allen	Route	Dupont Road		Des. No.	0901798	
Remarks:	SSA – Allen County is outside of the Indiana.	St. Joseph	Aquifer System, the	only legally desigr	ated sole so	ource aquifer in	
	Public Water System – The City of impacts are anticipated to the system.					oject area. Minimal	
	Wellhead Protection Area – The IDEM - Office of Water Quality, in an early coordination letter dated November 9, 2011, stated "Upon review of the above referenced site, it has been determined that the site is not located within a Wellhead Protection Area."						
	Please refer to Appendix C, page C-3	3, for a cop	by of the IDEM – Off	ice of Water Quali	ty response	letter.	
Transver Project lo Homes lo	inal Encroachment rese Encroachment pocated within a regulated floodplain pocated in floodplain within 1000' up/		nm from project	resence	Yes	No	
Remarks:	Floodplain Encroachment – The professor of FEMA floodplain maps. Therefore, in 771, and 44 CFR.	oject does r	ot encroach upon a r	egulatory floodpla	in as determ	ined from available	
	Refer to Appendix F, pages F-3 and F	F-4, for a co	ppy of the FEMA floo	odplain maps.			
Farmland Agricultural Lands Prime Farmland (per NRCS)			Presence	Yes	mpacts No		
	nts (from Section VII of CPA-106/AD greater, see CE Manual for guidance.	-1000					
See CE Man	ual for guidance to determine which						
Remarks:	Farmland Conversion Form – The within the project limits.	NRCS state	es that the proposed p	project will not cau	se a convers	ion of prime farmland	
	Please refer to Appendix C, pages C-of farmland caused by this project.	29 and C-3	0, for the NRCS resp	onse and Form CP	A-106 conc	erning the conversion	
	Farmland Conversion Impacts – Since the NRCS stated that the proposed project will not cause a conversion of prime farmland within the project limits, this site needs 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.						

Date: February 6, 2014

Dupont Road Added Travel Lanes

This is page 14 of 29 Project name:

County _	Allen	Route	Dupont Road	Des. No. <u>0901798</u>	3	
SECTION	C – CULTURAL RESOURCE	S				
Minor Projects	Cates s PA Clearance	Eligible and/or	Listed	Dates	N/A X	
Results of Re	esearch	Resource Pr	<u>esent</u>			
Archaeology NRHP Buildir NRHP Distric NRHP Bridge	t(s)	X				
Project Effec	t					
No Historic P	roperties Affected N	lo Adverse E	ffect X Adverse I	Effect		
Historic Prope Historic Prope Archaeologica Archaeologica Archaeologica Archaeologica Archaeologica APE, Eligibility 800.11 Docum	erties Short Report erty Report al Records Check/ Review al Phase Ia Survey Report al Phase Ic Survey Report al Phase II Investigation Report al Phase III Data Recovery y and Effect Determination mentation	x X X X	ES/FHWA Approval Date(s) October 12, 2012 November 19, 2012 April 16, 2013 April 16, 2013 MOA Signature Dates (List	SHPO Approval Date(s) November 13, 2012 December 20, 2012 May 9, 2013 May 9, 2013 all signatories)		
Memorandum	of Agreement (MOA)					
Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.						
Remarks:	Area of Potential Effect (APE) – The APE consists of Dupont Road, from 645 feet west of its intersection with Lima Road (SR 3) to 425 feet east of its intersection with Coldwater Road, for a total length of 2.01 miles, with a maximum width of 550 feet north and 700 feet south of the centerline of Dupont Road.					
	Please refer to Appendix D, pages	D-7 through D	0-10, for a copy of the APE.			
	Coordination with Consulting Parties – The State Historical Preservation Officer (SHPO), INDOT, and FHWA are entitled to participate in the Section 106 process as automatic consulting parties. The following other individuals and organizations have been invited, in writing, to be consulting parties:					
	 organizations have been invited, in writing, to be consulting parties: Indiana Landmarks - Northern Regional Office Allen County/Fort Wayne Historical Society ARCH, Inc. Allen County Historian Allen County Board of Commissioners 					

Date: February 6, 2014

Dupont Road Added Travel Lanes

This is page 15 of 29 Project name:

County	Allen	Route I	Dupont Road	Des. No.	0901798	
		. 10 0.10	1	_ 000.		

Fort Wayne Historic Preservation Review Board

The above-listed parties have been provided with copies of the Historic Properties Report (HPR) and response postcards with which to accept or decline the invitation to be a consulting party. Of the above-listed parties, ARCH, Inc. accepted its invitation to be a consulting party. The Allen County Board of Commissioners declined its invitation to be a consulting party. No other responses were received.

Please refer to Appendix D, pages D-31 and D-32, for copies of the returned invitations.

Archaeology – An archaeological records check was performed on May 16, 2011. According to the records check results, there were three (3) previously discovered sites within the vicinity of the project area; however, they were all destroyed due to the further development of the area. Staff from ASC Group, Inc. (ASC) meeting the Secretary of Interior's Professional Qualification Standards, visited the project area on June 14-16, 2011. The Phase Ia Archaeological Field Reconnaissance Short Report did not identify any sites in the project area.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the IDNR within two (2) business days. In that event please call (317) 232-1646. Be advised that adherence to Indian Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

Please refer to Appendix D, pages D-20 through D-24, for a copy of the archaeological documentation.

Historic Properties – The State and National Register of Historic Places (NRHP) lists were checked for Allen County. The <u>Allen County Interim Report</u> of the Indiana Historic Sites and Structures Inventory (IHSSI) was also consulted. Four (4) previously documented above-ground properties within the APE were identified in the IHSSI; two (2) of these properties no longer exist. Staff from ASC meeting the Secretary of Interior's Professional Qualification Standards, visited the project area on July 12, 2011. The survey for above ground resources identified twelve (12) properties 50 years of age or older in the APE, and found one (1) above-ground resource that was recommended as NRHP-eligible within the APE. The resource, the Anton Salomon Farm (817 West Dupont Road; 003-286-30003) is a former farmstead, originally established in 1871, that is now operated as a museum and park by Fort Wayne Parks and Recreation. The property is eligible for the NRHP under Criterion C as a significant and largely intact example of a farm property of the period.

Please refer to Appendix D, pages D-25 through D-27, for a copy of historic properties summary.

Documentation, Findings – SHPO concurred with the documentation of the HPR in a letter dated November 13, 2012; and also concurred with the documentation of the Phase Ia Archaeological Field Reconnaissance Short Report on December 20, 2012. In the same letter, SHPO indicated the need for detailed information about the boundaries of the Anton Salomon Farm and how it could be affected by the project. More detailed information about the project, including NRHP boundary changes, was sent from ASC to SHPO on February 19, 2013; in a letter dated March 12, 2013, SHPO approved ASC's proposal to remove portions of the property's NRHP boundaries, notably around the Pufferbelly Trail and a detention pond north of the Anton Salomon Farm. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is No Adverse Effect; INDOT, acting on FHWA's behalf, signed the Section 106 finding of No Adverse Effect on April 16, 2013; SHPO concurred with the Section 106 finding of 'No Adverse Effect' on May 9, 2013.

Please refer to Appendix D, pages D-33, D-41, D-42, and D-44, for copies of the SHPO's letters and page D-1 for a copy of the signed finding.

Public Involvement – A public notice regarding the Section 106 finding of 'No Adverse Effect' was published on April 22, 2013, in <u>The Fort Wayne Journal Gazette</u> and also posted on its website on the same day. The comment period deadline was given as May 20, 2013. No responses were received. No further consultation or public involvement pertaining to the requirements of Section 106 is required. The Section 106 process has been completed and the responsibilities of the FHWA under Section 106 have been fulfilled.

Please refer to Appendix D, pages D-47 and D-48, for a copy of the Public Notice Affidavit.

This is page 16 of 29	Project name:	Dupont Road Added Travel Lanes	Date:	February 6, 2014

County Allen	Route Dupont Road	Des. No.	0901798
SECTION D – SECTION 4(f) RESOURCE	S/ SECTION 6(f) RESOURCES		
Parks & Other Recreational Land Publicly owned park Publicly owned recreation area Other (school, state/national forest, bikews	Presence X ay, etc.)	Yes No	
Programmatic Section 4(f)* "De minimis" Impact* Individual Section 4(f)	Evaluations Prepared X	FHWA Approval date	
Wildlife & Waterfowl Refuges National Wildlife Refuge National Natural Landmark State Wildlife Area State Nature Preserve	<u>Presence</u>	Yes No	
Programmatic Section 4(f)* "De minimis" Impact* Individual Section 4(f)	Evaluations Prepared	FHWA Approval date	
Historic Properties Sites eligible and/or listed on the NRHP	Presence X Evaluations Prepared	Yes No	
Programmatic Section 4(f)* "De minimis" Impact* Individual Section 4(f)	X	FHWA Approval date	
*FHWA approval of the environmental docume evaluation(s) discussed below.	nt also serves as approval of any Sec	tion 4f Programmat	ic and/or De minimis
Discuss Programmatic Section 4(f) and "de mi documentation must be separate Draft and F			

Date: February 6, 2014

Dupont Road Added Travel Lanes

This is page 17 of 29 Project name:

County	Allen	Route _	Dupont Road	Des. No.	0901798
		ns please refer to the "Pro nt satisfy the requirements o		the Preparation of En	vironmental Studies"
Remarks:	operated as a museu is subject to evaluati acre, consisting of a outside the NRHP be retention ponds on the property, although so of a Section 4(f) pro- property, further inco- Please refer to Appe	- Anton Salomon Farm (817 Vm and park by Fort Wayne Part on through Section 4(f) of the narrow strip along the parks by bundary. A 16.2 acre permane the north side of the property; to me of the easement may over perty to a transportation facility reasing the conversion of the andix D, page D-51 for a map sanent right-of-way impacts his	rks and Recreation Depa Transportation Act of 1 oundary with Dupont R nt easement also will be the retention ponds are of lap the NRHP-eligible by y will occur. The under trea into a suburban land thowing the easement be	artment, which is open to 1966. A permanent right-open is anticipated. The inacquired to release drainautside the NRHP-eligible boundary. As such, a permaking will widen the road lscape and impacting the permanent.	the public; as such it f-way impact of 0.85 mpacted area is age into modern boundary of the manent incorporation I in the vicinity of the property's setting.
	transportation use, the Adverse Effect. The to SAFETEA-LU; the acting on FHWA's the Section 106 find	ng will convert property from the INDOT, acting on FHWA's refore, FHWA hereby intends are by satisfying FHWA's respectable, signed the Section 106 ng of 'No Adverse Effect' on HPO's letter of concurrence.	s behalf, has determined to issue a 'de minimis' f ponsibilities under Secti finding of No Adverse I	the appropriate Section 1 inding for the Anton Salo on 4(f) for the historic pro- Effect on April 16, 2013;	06 finding is No omon Farm, pursuant operty. INDOT, SHPO concurred with
	Parks and other Recreational Land – The permanent right-of-way conversion of 0.85 acre and 16.2 acres of permanent easement of Anton Saloman Farm, a publicly owned park, will result in the conversion of park land to a transportation use. The right-of-way impact of 0.85 acre consists of a narrow strip along the parks northern boundary. The 16.2 acres of permanent easement, consists of land immediately surrounding the drainage way and pond for maintenance purposes. The City of Fort Wayne Parks and Recreation Department Officials, with jurisdiction over this property, in a letter dated July 11, 2013, stated with regards to the proposed improvements "It appears that there will not be any impact to the recreational activities, features, and attributes of the land currently being used as recreational space." As such the proposed project will have only a 'de minimis impact' on this Section 4(f) resource. Please refer to Appendix D, pages D-49 and D-50, for copies of the correspondence both to and from the Parks and Recreation Department. See page D-51 for a map showing the easement boundary, and pages D-52 through D-55 for plan sheets with the permanent right-of-way impacts highlighted.				
	2013, in <u>The Fort W</u> was given as January	– A public notice regarding the ayne Journal Gazette and also a 23, 2014. No responses were adix D, pages D-55 and D-56,	posted on its website or received. No further co	n the same day. The comm nsultation or public invol	nent period deadline
_	f) Involvement		Presence	Use Yes No	
•	f) Property	at satisfy the requirements of	of Section 6(f) Discus	es any Section 6(f) invo	lvement
Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discussion 5 (f) properties listed on the National Park Service's 'Detailed I the proposed project area. No lands that were either acquired with or in project. The IDNR early coordination responses did not mention any Seproposed project. Additionally, coordination with the City of Fort Way. LWCF funds used within the project area. Therefore, no further coordination with the coordination with the coordination coordination with the coordi				Fund (LWCF) online dataling of Grants' that occur voved by the LWCF will be on 6(f) resources within open and Recreation Dep	pase, there are no within or adjacent to be impacted by this or adjacent to the
	Please refer to Appe	ndix K, pages K-1 and K-2, fo	or the Allen County listing	ng.	_
This is	page 18 of 29 Proje	net name: Dunant Book A	dded Travel Lanes	r	Date: February 6, 20
11115 15	page to of 29 Proje	ect name: Dupont Road A	ducu Traver Lanes	L	Date: February 6, 20

County	Allen	Route	Dupont Road	Des. No. 090)1798
SECTION	E – Air Qualit	у			
<u>Air (</u>	Quality				
	nformity Status	of the Project		Yes No	
ls t	he project in an	air quality non-attainment or m	naintenance area?	X	
If Y	ES, then: Is the project in	the most current MPO TIP?		X	
	Is the project ex	cempt from conformity? NOT exempt from conformity,	then:	X	
	Is the project	ct in the Transportation Plan (X	
	Is a hot spo	t analysis required (CO/PM)?		X	
Lev	vel of MSAT Ana	lysis required?			
Lev	vel 1a Le	evel 1b X Level 2 L	evel 3 Level 4	Level 5	
Remarks:	Non-Attainn	nent Area and Exemption Dete	rmination – The proposed r	project is located within the C	ity of Fort
		shington and Perry Townships o			
	Refer to Appe	endix H, page H-2, for a copy of	the non-attainment map.		
		ce Air Toxics (MSAT) – The pu			
		vel lanes in each direction. This per teriteria pollutants and has not be			
	not result in c	changes in traffic volumes, vehicles SAT impacts of the project from	e mix, basic project location	n, or any other factor that wou	
	over the next	PA regulations for vehicle engine several decades. Based on regula	ations now in effect, an analy	ysis of national trends with El	PA's MOVES
		sts a combined reduction of over while vehicle-miles of travel are			
		evel of MSAT as well as the poss		-	
SECTION	F - NOISE				
Noise				Yes	No
	nalysis required	in accordance with FHWA reg	gulations and INDOT's tra] [
			•	. ,	
FS Review	of Noise Analy	No Yes/ Da	ate 14, 2013	\neg	
LO Review	or Noise Ariary	313 Watch	14, 2010		
Remarks:		tudy – The project is a Type I Procordance with 23 CFR 772 and I			
	GAI performed	a traffic noise study for the proje	ect. INDOT Noise Abateme	ent Criteria (NAC) for specific	land use
		sed in the evaluation of traffic no dure, effective July 13, 2011.	use impacts. These criteria	are outlined in the INDOT Tr	attic Noise
		this preliminary study was to ass	ess the effects of traffic nois	se from the proposed design a	nd
This is p			Added Travel Lanes	Date:	February 6, 2014

|--|

improvements project on future noise levels in the study area. Predicted noise levels were determined using Version 2.5 of the FHWA Traffic Noise Model (TNM). The FHWA TNM predicts noise levels at selected locations based on traffic data, roadway design, topographic features, and the relationship of the analysis site to the roadway. Based on review of the identified project limits, the project area contains sixty (60) noise sensitive areas (NSAs) representing 222 dwelling units consisting of single and multifamily residences, parks, a church, a pre-school, and a trail. Noise monitoring was performed at eleven (11) locations throughout the project corridor, and weather conditions were observed during each monitoring period. Existing and future noise levels at each of the sixty (60) NSAs, which were modeled as receptors, were determined using TNM. Twenty-two (22) of the sixty (60) receptors approach or exceed INDOT's Traffic NAC of 67 dB(A) for land use Category B (residential) and Category C (trails) and require noise mitigation analysis.

Preliminary barrier analyses were completed for the twenty-two (22) areas that were found to warrant mitigation measure consideration. Each of the barriers were analyzed and deemed as either not feasible or not reasonable under INDOT's Traffic Noise Analysis Procedure because the barrier would not be feasible due to access issues, cost, engineering issues, or the overall noise reduction design goals would not be achieved. For these reasons, GAI recommends that noise mitigation at these NSAs does not need to be evaluated further unless changes occur to the proposed Project during final design that would result in significant changes to the noise environment in those areas. Therefore, no mitigation measures are required.

Based on the studies thus far accomplished, the State of IN has not identified any locations where noise abatement is likely. Noise abatement at these locations is based upon preliminary design costs and design criteria. Noise abatement has not been found to be feasible or reasonable based on restrictions to pedestrian and vehicular traffic, noise reduction of five dB(A) was not achieved, the maximum cost of \$25,000 per benefited receptor was exceeded, or the barrier was not feasible from an engineering standpoint. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the project's final design and the public involvement processes.

Please refer to Appendix I, pages I-2 through I-21, for a copy of the Traffic Noise Study summary.

INDOT reviewed the noise study, and in an email dated March 14, 2013, concurred that the study has been completed in accordance with federal guidelines and state policy. Please refer to Appendix I, page I-1, for a copy of INDOT's email response.

SECTION G - COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors

Will the proposed action comply with the local/regional development patterns for the area? Will the proposed action result in substantial impacts to community cohesion?

Will the proposed action result in substantial impacts to local tax base or property values? Will construction activities impact community events (festivals, fairs, etc.)?

Does the community have an approved transition plan?

If No, are steps being made to advance the community's transition plan? Does the project comply with the transition plan? (explain in the remarks box)

Yes	No
X	
	X
	X
	X
X	
X	

Remarks:

Context Sensitive Solutions (CSS) – The following impacts were derived from several meetings with elected officials and city employees that were held throughout the environmental documentation and project development processes. During these meetings, the following Context Sensitive Solutions (CSS) were included in the design:

- A transportation facility developed so that it fits within its physical setting,
- The approach to design leads to preserving and enhancing scenic, aesthetic, historic, community, and environmental resources, while improving or maintaining safety, mobility, and infrastructure conditions,
- Considerations are made for bicycle and pedestrian access needs, and
- The proposed project assists in the development of strategies for smart growth.

This is page 20 of 29 Project name: Dupont Road Added Travel Lanes Date: February 6, 2014

County _	Allen	Route	Dupont Road	Des. No.	0901798	
	Dogitive Imports The pur	amagad musicat vvill use	ust in insurance devaluion	alan madastrian and historia	pofety. Additionally	
				alar, pedestrian, and bicycle s Parkview YMCA will be enh		
	construction. A combination	on of possible road closing the project corrido	sures, single-lane traffi or. Communication wit	veniences to local traffic and c, and/or detours may tempor h city officials indicates that	orarily impact some	
	d Cumulative Impacts cosed action result in subs	tantial indirect or cu	mulative impacts?		Yes No X	
Remarks:	economic growth, changes	in land use, and/or inc	lustrial growth. These	et impacts due to the improve impacts aren't considered to around the city. No substant	be substantial, as the	
	Cumulative Impacts – The proposed project is unlikely to cause cumulative impacts since the adjacent land has already been developed. The NIRCC Transportation Improvement Plan was reviewed and no projects adjacent to the proposed project area are anticipated to be completed within the same time period. As such, no cumulative impacts from nearby construction projects are anticipated.					
Will the property	ilities & Services bosed action result in subsites, emergency services, refacilities? Discuss how the	eligious institutions,	airports, public trans	Il facilities, public and portation or pedestrian	Yes No X	
Remarks:	III, due to the added travel inconveniences during the	distance, congestion, a remaining phases asso terruptions due to relo	and inconvenience. The ciated with construction	a result of road closure and of the proposed project may have on, such as: increased travel to ration costs, and construction	temporary times through the	
	Therefore Public Fire, Port access anticip Religion tempor institut continu Public project Trails	ore, no substantial imp Utilities – Only minor olice, and Emergency to sites along the prop ated. us Institutions – One a ary impacts due to inc ion will be contacted a ted operations. Transportation – There and therefore, can't b	pacts are anticipated. temporary impacts due Services – Maintenance osed project corridor the religious institution in the conveniences associated and notified of the const e is no public transport e impacted. en place with the City	e to utility relocations are an e of traffic will be set up to a hroughout construction. No the immediate area was idend with construction are anticipated with construction are anticipated with incomplete and any road closuration located within the vicin of Fort Wayne Parks and Re	ticipated. allow emergency substantial impact is tified. Only minor ipated. The religious tes to ensure nity of the proposed	
	Educat private constru	ional Facilities – One pre-school within the action and any road clo	church has pre-school project limits. These in osures to ensure continu	•	and notified of the	
	along the project corridor.	Prior to and during all ces will be contacted a	phases of construction nd notified of the cons	configured to allow emerger a, all public, emergency, relig truction and any road closur	gious institutions, and	

Date: February 6, 2014

Dupont Road Added Travel Lanes

This is page 21 of 29 Project name:

County	Allen	Route	Dupont Road	Des. No.	0901798				
During the	ental Justice (EJ) (Presidevelopment of the projectorequire an EJ analyn:	ct were EJ issues ide	ntified?	E	Yes No				
Are a	ny EJ populations locate he project result in advers			populations?	X X				
Remarks:	analysis, per INDOT's E and 107.07, and the com minority populations usi of concern for environment	Invironmental Justice pomunity of comparison (ong 2010 American Comental justice if the population or minority population ae COC.	licy, is required. The a COC), City of Fort Wamunity Survey (ACS) ation is more than 50 pain the AC is 25 perce	nt-of-way; therefore, an envi iffected community (AC), C tyne were reviewed for both census 5-year estimates. An percent minority or low-inco nt higher than the percentag	ensus Tracts 103.08 low-income and n AC has a population me or if the percentage				
		MINORITY COMPARISON							
		Affected Con Census Tract 103.08, Allen County, Indiana	nmunity AC Census Tract 107.07, Allen County, Indiana	Community of Compa Fort Wayne City, IN; Fo Metro Area	rt Wayne, IN				
		Estimate	Estimate	Estimate					
	Total:	5,289	4,932	253,721					
	White alone	4,797	4,327	181,864					
	Subtotal Minority Population	492	605	71,857					
	Percent Non-White Minority 125% of COC	9.30%	12.27%	28.32% 35.40%					
	EJ Population Potentially Present	NO	NO	33.40/0					
	which falls below the 12	The minority population percentage of the AC Census Tract 130.08 was 9.30% and 12.27% for Census Tract 107.07, which falls below the 125% threshold of the COC which is 35.40%. There will, therefore, be no disproportionally high adverse environmental or health impacts to minority populations of environmental justice concern as a result of the							
	Please refer to the table b	pelow for the results of t	he low-income compa	rison.					
This is	page 22 of 29 Project i	name: Dupont Road	Added Travel Lanes		Date: February 6, 2014				

Allen	Route Dupont I	Road	Des. No. 0901798
	LOW-INCOME (COMPARISON	
			Community of Comparison
	Census Tract 103.08, Allen County, Indiana	mmunity AC Census Tract 107.07, Allen County, Indiana	Fort Wayne City, IN; Fort Wayne, IN Metro Area
	Estimate	Estimate	Estimate
Total:	5,289	4,877	247,538
Income in the past 12 months below poverty level:	254	144	37,176
Percent Low-Income	4.80%	2.85%	15.02%
125% of COC			18.77%
EJ Population Potential	NO	NO	
The low-income population did was 4.80% and 2.85% for Censu There will, therefore, be no disp environmental justice concern as	not exceed 50%. The low-in is Tract 107.07, which falls roportionally high adverse e	come population percentage below the 125% threshold	of the COC which is 18.77%
The low-income population did was 4.80% and 2.85% for Censur There will, therefore, be no disp	not exceed 50%. The low-in as Tract 107.07, which falls roportionally high adverse es a result of the project.	come population percentage below the 125% threshold invironmental or health imp	of the COC which is 18.77%
The low-income population did was 4.80% and 2.85% for Censu There will, therefore, be no disp environmental justice concern as	not exceed 50%. The low-in is Tract 107.07, which falls is roportionally high adverse essa result of the project. hrough J-5, for a copy of the right and the project is a result of the project. hrough J-5, for a copy of the right arms ation of people, businesses uired? SRS) required?	come population percentage below the 125% threshold invironmental or health imperantal state.	of the COC which is 18.77%
The low-income population did was 4.80% and 2.85% for Censuration There will, therefore, be no dispensive environmental justice concern as Refer to Appendix J, pages J-1 to on of People, Businesses or Fairoposed action result in the relocations Information Survey (BIS) requestional Stage Relocation Study (Cy relocation coordination been initial.	not exceed 50%. The low-in is Tract 107.07, which falls is roportionally high adverse essa result of the project. hrough J-5, for a copy of the right and the project is a result of the project. hrough J-5, for a copy of the right arms ation of people, businesses uired? SRS) required?	come population percentago below the 125% threshold invironmental or health imperantally analysis data.	Yes No X X X X
The low-income population did was 4.80% and 2.85% for Censuration There will, therefore, be no dispensive environmental justice concern as Refer to Appendix J, pages J-1 to on of People, Businesses or Fairoposed action result in the relocations Information Survey (BIS) requestional Stage Relocation Study (Cy relocation coordination been initial.	not exceed 50%. The low-in is Tract 107.07, which falls is roportionally high adverse e is a result of the project. hrough J-5, for a copy of the right in the project is a copy of the right in the project in the project is a copy of the right in the project in the project is a copy of the right in the project in the project in the project is a copy of the project in the project	come population percentago below the 125% threshold invironmental or health imperantally analysis data.	Yes No X X X X
The low-income population did was 4.80% and 2.85% for Censuration There will, therefore, be no dispensive environmental justice concern as Refer to Appendix J, pages J-1 to on of People, Businesses or Fair roposed action result in the relocations Information Survey (BIS) requested at Stage Relocation Study (Cy relocation coordination been inition for relocations:	not exceed 50%. The low-in is Tract 107.07, which falls is roportionally high adverse es a result of the project. hrough J-5, for a copy of the ation of people, businesses uired? CSRS) required? iated for this project?	come population percentago below the 125% threshold invironmental or health imperantly analysis data. See or farms? O Farms: 0	Yes No X X X X X Other: Other: 0
The low-income population did was 4.80% and 2.85% for Censur There will, therefore, be no disp environmental justice concern as Refer to Appendix J, pages J-1 to the population of People, Businesses or Fair roposed action result in the relocations Information Survey (BIS) requested at Stage Relocation Study (Control of relocations: CSRS is required, discuss the result. There will be no businesses, fam.	not exceed 50%. The low-in is Tract 107.07, which falls is reportionally high adverse es a result of the project. hrough J-5, for a copy of the ation of people, businesses uired? CSRS) required? isted for this project? Businesses: Sults in the remarks box. ms, or residential relocations or a CSRS.	come population percentage below the 125% threshold invironmental or health imples analysis data. So or farms? O Farms: O	Yes No X X X X X Other:0

This is page 23 of 29 Project name: Dupont Road Added Travel Lanes Date: February 6, 2014

County _	Allen	<i>Indiana D</i>	-	artment of Tra Dupont Road	nsportation Des. No. 0901798
SECTION	H – HAZARDOUS MAT	ERIALS & R	EG	ULATED SUBST	ANCES
Red Flag In Phase I Env Phase II En	Materials & Regulated Survestigation vironmental Site Assessmental Site Assessment of Remediation	nt (Phase I ES nt (Phase II E required?	A)		Documentation X
ES Review	of Investigations	X	31 0	ate	
oclude a sur	mmary of findings for each i	nvestigation.			
Remarks:	Wayne, who concurred with within the project area. Plea Hazardous Material Concern It is recommended that addi UST's because they are clos item/property adjacent to or concern for contaminants. T Department, or with IDEM conducting further site assess Follow up: Additional at IDEM issued a No Furr removed. This item will Additional research was (Dupont Village), was j 17, 2010. Research on UST's having been rem	the recommense refer to App Secondaries arche to the anticip within the combination on the second factor of the s	datic da	ons in the report. The last E, pages E-1 through conducted to determine construction limits of tion limits should be go be found on file with Cabinet, as warranted. that possible contaminated on the LUST local atted August 17, 1998, feet. We identified UST facing the compliance with ID. It could be at 10412 Colder to 1998. These items.	r 7, 2011, by GAI and reviewed by the City of Fort RFI was conducted to identify areas of concern a E-22, for a copy of the RFI. the impacts, if any, of the identified LUST's and the project. The additional information for each gathered to determine the extents and area of a the City of Fort Wayne, Allen County Health The Local Public Agency (LPA) may consider nation is found within the project limits. Intel at 10412 Coldwater Road. It was found that indicating all contaminated soils had been illities. The first, located at 513 E. Dupont Road EM as of the most recent inspection on September water Road, found IDEM records of all five (5) is will not impact the project.
	December 12, 2011, by GAI elevation than the existing rehazardous material studies a	The existing badway. A HM re not warrante	JST SAF d.	's were determined to was completed on De	al surface investigation of UST's was conducted on be outside the construction limits and at a lower exember 12, 2011; it was determined that additional
	Please refer to Appendix E,	page E-23, for	a coj	by of the HMSAF.	

County _	Allen	Route	Dupont Road	Des. No. 0901798	
SECTION	I – PERMITS CHECKLIST				
Permits (ma	ark all that apply)		Likely Required		
Indi Nat Reg Pre Oth We Stre IDEM Sec Isol Rul Oth We Stre IDNR Cor Nav Lak Oth Miti US Coast 6	tland Mitigation required eam Mitigation required etion 401 WQC ated Wetlands determination e 5 er tland Mitigation required eam Mitigation required eam Mitigation required estruction in a Floodway rigable Waterway Permit e Preservation Permit		X		
Remarks:	The designer will obtain the following Army Corps of Engineers (404) – A IDEM – A Section 401 Water Qualit issued before a federal permit or licer IDEM (Rule 5) – The proposed projet disturbance, therefore, a Rule 5 Perm Other – An Allen County Drainage F	Regional G ty Certifications can be great includes it is necessar	ion (401 WQC) is a requir ranted. impacts to existing sewer ry to consider impacts to t	ed component of a federal permit an nfrastructure and more than one (1)	d must be

County	Allen	Route	Dupont Road	Des. No.	0901798
				-	·

SECTION J - ENVIRONMENTAL COMMITMENTS

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

Remarks:

The following is a list of all commitments as required by the individual agencies, organizations, or consultant.

- 1. Post "Do Not Mow or Spray" signs along the right-of-way. (IDNR, Division of Fish and Wildlife) firm
- 2. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30. (IDNR, Division of Fish and Wildlife) **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, Division of Fish and Wildlife) **firm**
- 4. If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the IDNR 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. (IDNR, Division of Historic Preservation and Archaeology) **firm**
- 5. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion. (IDNR, Division of Fish and Wildlife) **firm**
- 6. Implement temporary erosion and siltation control devices such as placement of straw bales in drainageways and ditches, covering exposed areas with burlap, jute matting, or straw, and grading slopes to retain runoff in basins. (US Fish and Wildlife) **firm**
- 7. Revegetate all disturbed soil areas immediately upon project completion. (US Fish and Wildlife) firm
- 8. 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. (Indiana Department of Environmental Management) **firm**
- 9. The use of cutback asphalt or asphalt emulsion containing more than 7% oil distillate is prohibited during the months of April through October. (Indiana Department of Environmental Management) **firm**
- Install silt fence or other erosion control measures around the perimeter of any wetlands and/or other waterbodies to remain undisturbed at the project site. (Indiana Department of Environmental Management) firm
- Stabilize all disturbed areas upon completion of land disturbing activities. (Indiana Department of Environmental Management) firm
- 12. Sediment-laden water, which otherwise would flow from the project site, shall be treated by erosion and sediment control measures appropriate to minimize sedimentation. (Indiana Department of Environmental Management) **firm**
- 13. Wastes and unused building materials shall be managed and disposed of in accordance with all applicable statutes and regulations. (Indiana Department of Environmental Management) **firm**
- 14. A stable construction site access shall be provided at all points of construction traffic ingress and egress to the project site. (Indiana Department of Environmental Management) **firm**
- 15. Public or private roadways shall be kept cleared of accumulated sediment that is a result of run-off or tracking. (Indiana Department of Environmental Management) firm

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This is page 26 of 29	Project name:	Dupont Road Added Travel Lanes	Date:	February 6, 2014
		Form Version: June 2013		

Attachment 2

County Note Des. No	County	Allen	Route	Dupont Road	Des. No.	0901798
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16. Coordination and notification prior to and during the construction of the project is required for disruptions to schools, religious institutions, health facilities, public, and emergency services. (Community of Fort Wayne) firm

- 17. Coordination and notification prior to and during the construction of the project is required for disruptions to the public water system. (City of Fort Wayne) **firm**
- 18. Local traffic will be permitted to access institutions and commercial properties in the area during each phase. (INDOT Fort Wayne District) **firm**
- 19. If any permanent structures or equipment utilized for the project penetrates the 100:1 slope from the airport, a FAA Form 7460 (Notice of Proposed Construction or Alteration) must be filed. (INDOT Office of Aviation) firm
- 20. If the scope of work or right-of-way amounts change, INDOT, Fort Wayne District Environmental Division will be contacted immediately. **firm**
- 21. Seed and protect all disturbed streambanks and slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for installation), seed and apply mulch on all other disturbed areas. (IDNR, Division of Fish and Wildlife) for further consideration
- 22. Plant five trees, at least two inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height. (IDNR, Division of Fish and Wildlife) **for further consideration**
- 23. 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. (Indiana Department of Environmental Management) for further consideration
- 24. Minimize and contain within the project limits in-channel disturbance and the clearing of trees and brush. (IDNR, Division of Fish and Wildlife) for further consideration
- 25. Do not work in the waterway from April 1 through June 30 without prior written approval of the Division of Fish and Wildlife. (IDNR, Division of Fish and Wildlife) **for further consideration**
- 26. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR, Division of Fish and Wildlife) **for further consideration**
- 27. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR, Division of Fish and Wildlife) **for further consideration**
- 28. Place all excavated material landward of the floodway. (IDNR, Division of Fish and Wildlife) for further consideration
- 29. Do not leave felled trees, brush, or other debris in the floodway. Remove all construction debris from the floodway. (IDNR, Division of Fish and Wildlife) **for further consideration**
- 30. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (US Fish and Wildlife) for further consideration

This is page 27 of 29	Project name:	Dupont Road Added Travel Lanes	Date:	February 6, 2014
		Form Version: June 2013 Attachment 2		

County Allen	Route Dupon	Road Des. No.	0901798
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SECTION K-EARLY COORDINATION

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

Remarks:

Early coordination information packages were sent to the following federal, state, and local agencies and organizations on November 3, 2011. INDOT and FHWA were also provided early coordination information packages. Please refer to Appendix C, pages C-2 and C-3, for a copy of the letter. The following table reflects if a response was received and the dates the response(s) were received from the resource agency/organization. Refer to Appendix C, pages C-4 through C-38, for copies of early coordination responses received.

RESOURCE AGENCY CONTACTED	RESPONSE	DATE RESPONSE ISSUED
United States Coast Guard, Ninth District	Yes	December 15, 2011
Department of the Army, Detroit District, Corps of Engineers	Yes	December 15, 2011 November 21, 2011
Indiana Department of Natural Resources, Division of Fish and Wildlife	Yes	December 6, 2011
U.S. Fish and Wildlife Service, Bloomington Field Office	Yes	December 3, 2011
Northeastern Indiana Regional Coordinating Council	Yes	December 2, 2011
Indiana Geological Survey	Yes	November 27, 2011
Indiana Department of Transportation, Ft. Wayne District Environmental Scoping Manager	Yes	November 15, 2011
U.S.D.A., Natural Resources Conservation Service, State Conservationist	Yes	November 14, 2011
Indiana Department of Transportation, Hearings Section, Manager	Yes	November 10, 2011
Indiana Department of Transportation, Office of Aviation	Yes	November 10, 2011
Indiana Department of Environmental Management, Ground Water Section, Drinking Water Branch, Office of Water Quality,	Yes	November 9, 2011
Indiana Department of Environmental Management, Web	Yes	November 3, 2011
National Park Service, Midwest Regional Office	No	
Federal Highway Administration, Division Administrator	No	"No Response Required"
U.S. Department of Housing & Urban Development, Chicago Regional Office	No	
Indiana Department of Environmental Management, Permits & Compliance Branch	No	

This is page 28 of 29 Project name: Dupont Road Added Travel Lanes Date: February 6, 2014

County Allen Route Dupont Road Des. No. 0901798

APPENDIX TABLE OF CONTENTS

Appendix A:	INDOT	Support	Documentation
Appendix A	IIIDOI	Support	Documentation

- 1. Threshold Table
- 2. STIP & TIP Approval Letter
- 3. 2014-2017 TIP (Page 49)

Appendix B: Graphics

- 1. Project Area Maps
 - Project Location Map
 - Aerial Map
 - o Topographic Map
- 2. Project Area Photographs
- 3. Design Graphics (Prelim. Drawings)

Appendix C: Early Coordination (Resource Agencies)

- 1. Early Coordination Letter
- 2. Early Coordination Responses

Appendix D:..... Section 106 of the DHPA & Section 4(f)

- 1. Signed Finding
- 2. Documentation
- 3. Report & Study Summaries
 - o Archaeological Report
 - Historic Property Report
- 4. Early Coordination Letter
- 5. Early Coordination Responses
- 6. Concurrence Letters
- 7. Proof of Public Notice Publication Affidavit
- 8. Section 4(f) Correspondence and Figures

Appendix E: Environmental Site Assessment(s)

- 1. Red Flag Investigation
- 2. Hazardous Materials Site Visit Form

Appendix F: Water Resources

- 1. National Wetlands Inventory Map
- 2. FEMA Flood Insurance Rate Maps
- NRCS Hydric Soils Maps
- 4. Becketts Run QHEI Form

Appendix G:..... Public Involvement

- 1. Notice of Entry for Survey or Investigation
- 2. Public Involvement Plan
- 3. Informational Meeting Public Comments with Responses
- 4. *Public Hearing Certification Package

Appendix H: Air Quality

- 1. TIP Document
- 2. Nonattainment Areas Map

Appendix I: Noise Analysis

- 1. Noise Analysis Approval
- 2. Noise Analysis Report Summary

- 1. Environmental Justice Data
- Appendix K: Miscellaneous Information
 - 1. LWCF List Allen County

Appendix J:..... Additional Studies

^{*} To be added following release for public involvement

APPENDIX A INDOT Support Documentation

Categorical Exclusion Level Thresholds

	Level 1	Level 2	Level 3	Level 4	
Relocations	None	≤ 2	> 2	> 10	
Right of way ¹	< 0.5 acres	< 10 acres	≥ 10 acres	≥ 10 acres	
Length of added Through lane	None	None	Any	Any	
Permanent Traffic pattern alteration	None	None	Yes	Yes	
New alignment	None	None	< 1 mile	$\geq 1 \text{ mile}^2$	
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 Or Historic Bridge Involvement ⁷	
Noise Analysis Required	No	No	Yes ³	Yes ³	
Threatened/Endangered Species*	"Not likely to Adversely Affect", or Falls within Guidelines of USFWS 9/8/93 Programmatic Response	N/A	N/A	"Likely to Adversely Affect" 4	
Sole Source Aquifer Groundwater Assessment	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Required	
Approval Level • ESM ⁵ • ES ⁶ • FHWA *These thresholds have changed from the	Yes	Yes	Yes Yes	Yes Yes Yes	

^{*}These thresholds have changed from the March 2011 Manual.

Permanent and/or temporary right of way.

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

Specialist.

3In accordance with INDOT's Noise Policy.

4If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.

⁵Environmental Scoping Manager

⁶Environmental Services Division

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



U.S. Department of Transportation Federal Transit Administration Federal Highway Administration Region V 200 West Adams Sl., Sulte 320 Chicago, IL 60606-5253

Indiana Division 575 N. Pennsylvania St., Rm 254 Indianapolis, IN 46204-1576

July 11, 2013

In Reply Refer To: HDA-IN

Ms. Brandye Hendrickson Interim Commissioner Indiana Department of Transportation 100 North Senate Avenue

Indianapolis, Indiana 46204

Dear Interim Commissioner Hendrickson:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have received and reviewed the Indiana Department of Transportation's (INDOT) FY 2014-2017 Statewide Transportation Improvement (STIP) Program document for the State of Indiana, and hereby give our conditional approval.

It is recognized that INDOT's first two Public Private Partnership (P3) projects, the Louisville-Southern Indiana Ohio River Bridges Project (LSIORB) and the I-69 Section 5 Project, are included in this STIP. The STIP is consistent with the most recent project finance plans. As the finance plan documents are updated in the coming months, INDOT has committed to updating the STIP to be consistent with the updated finance plans.

FHWA and FTA also note this new STIP includes an Americans with Disabilities Act (ADA) summary. We appreciate INDOT's efforts to develop projects that improve access to public services for everyone.

INDOT has improved the development and quality of the STIP this year. These improvements are discussed in an enclosure to this letter. However, FHWA and FTA are only able to grant conditional approval for the FY 2014-2017 STIP because several elements of the Statewide Planning Process still need improvement. These elements are also identified in the enclosure.

With the recent passage of the Moving Ahead for Progress in the 21st Century (MAP-21) Act, FHWA and FTA would like to take this opportunity to ask that INDOT and the Indiana Metropolitan Planning Organizations (MPOs) be aware of new requirements for performance-based plans and programs, as well as the more formal use of performance measures. FHWA and FTA would like to collaborate with INDOT and the MPOs in the coming months to begin this transition. FHWA would also specifically like to engage with INDOT on new ways of advancing safety improvements/programs and improving the obligation rates of Highway Safety Improvement Program (HSIP) funding.

FHWA & FTA's ANALYSIS OF INDIANA'S 2014-2017 STIP

INCORPORATION OF TRANSPORTATION IMPROVEMENT PROGRAMS:

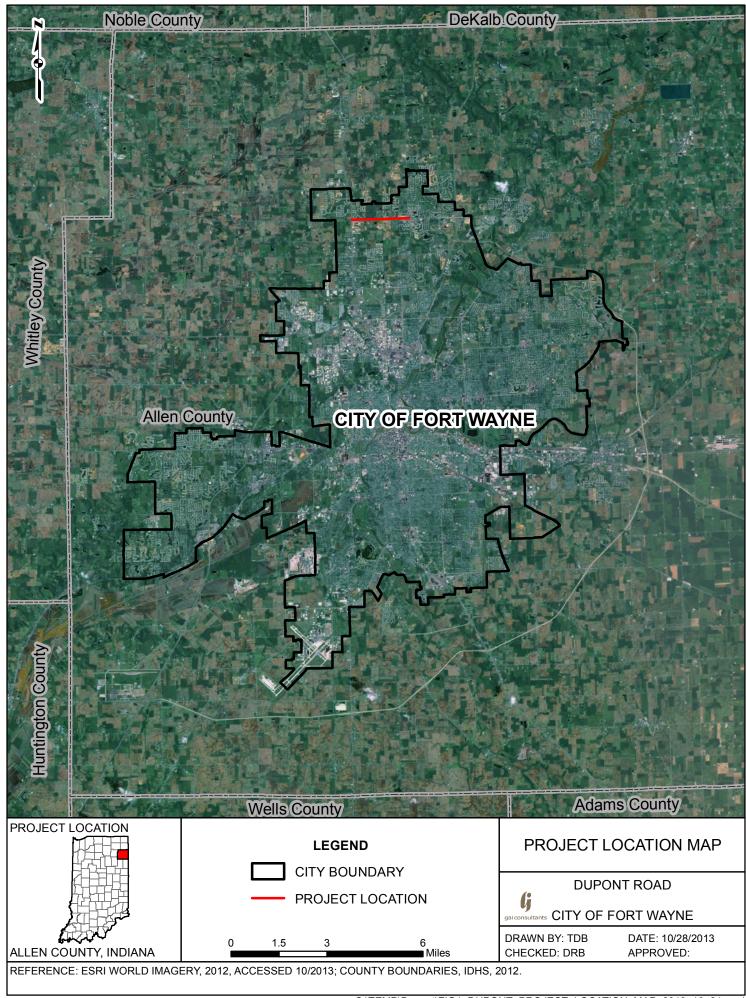
At the request of the Indiana Department of Transportation (INDOT), the following Metropolitan Planning Organization's (MPO's) Transportation Improvement Programs (TIPs) are accepted for incorporation into the 2014-2017 Statewide Transportation Improvement Program (STIP):

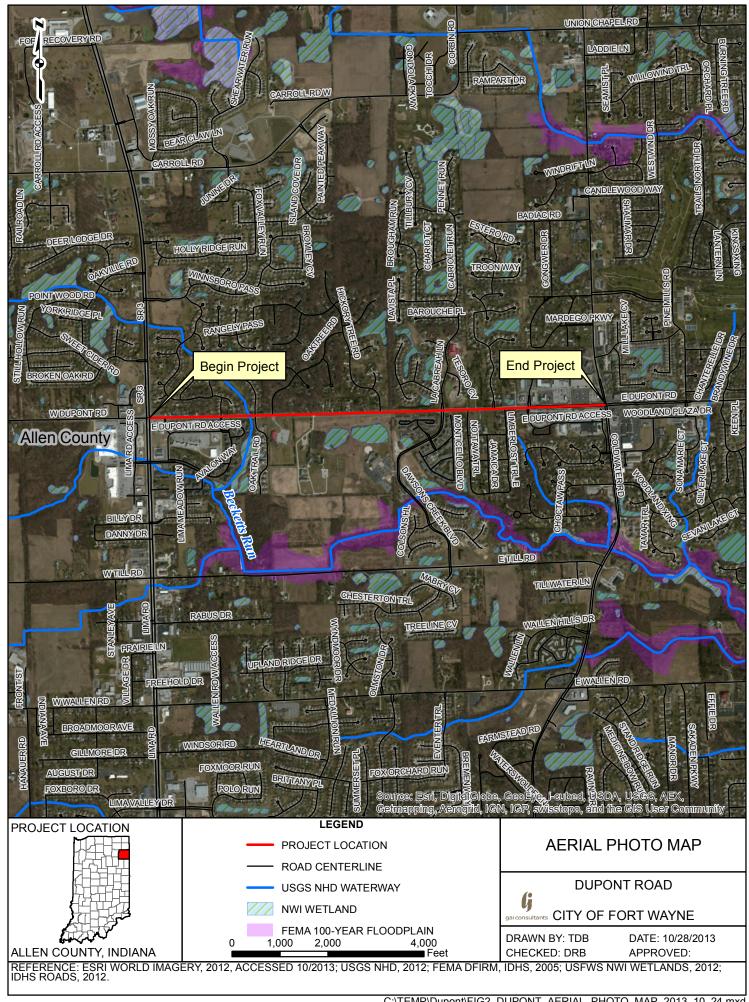
Metropolitan Planning Organization	TIP Coverage
Madison County Council of Government, covering the Anderson urbanized area	2012-2015
Bloomington/Monroe County Metropolitan Planning Organization, covering the Bloomington urbanized area	2014-2017
Columbus Area Metropolitan Planning Commission, covering the Columbus urbanized area	2012-2016
Evansville Metropolitan Planning Organization, covering the Evansville urbanized area	2013-2016
Northeastern Indiana Regional Coordinating Council, covering the Fort Wayne urbanized area	2014-2017
Indianapolis Metropolitan Planning Organization, covering the Indianapolis urbanized area	2012-2015
Kokomo-Howard County Governmental Coordinating Council, covering the Kokomo urbanized area	2011-2014
Area Plan Commission for Tippecanoe County, covering the Lafayette and West Lafayette urbanized areas	2014-2017
Kentuckiana Regional Planning and Development Agency, covering the Louisville-Southern Indiana urbanized area	2011-2015
Delaware-Muncie Metropolitan Plan Commission, covering the Muncie urbanized area	2012-2015
Northwestern Indiana Regional Planning Commission, covering the Northwestern Indiana urbanized area	2012-2015
Michiana Area Council of Governments, covering the South Bend, Mishawaka, Elkhart and Goshen urbanized areas	2014-2017
West Central Indiana Economic Development District, covering the Terre Haute and Brazil urbanized area	2012-2015
Ohio-Kentucky-Indiana Regional Council of Governments, covering the Cincinnati urbanized area	2012-2015

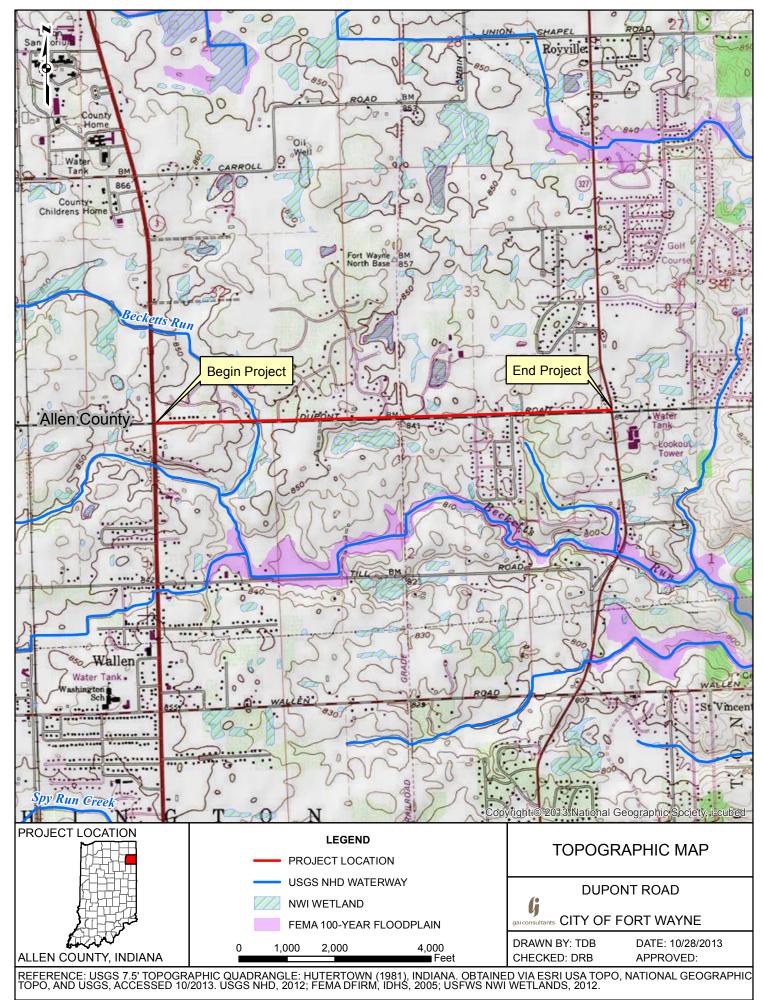
Enclosure Page 1 of 3

Project Location	LRP#		Est.			0				
(Description of Project) Fund Type	DES#	Phase	Cost (\$1000)	Year	Federal (\$1000)	State (\$1000)	Local (\$1000)	Pri- orty	LPA	A/M
Dupont Rd: Lima Rd (SR 3) to Coldwater Rd	25-013	PE	1226.2		981.0	0.0	245.2		(FW)	
(Added Travel Lanes)		45	1220.2	2011	901.0	0.0	243.2		L.W	
ITS Component - Signals Interconnected & Online	0901798	RW	1000.0	2014	800.0 ¹	0.0	200.0	1	FW	
(Added Travel Lanes)		CN	8750.0	2016	7000.0 ¹	0.0	1750.0	3	FW	
(Pedestrian Underpass) STP ¹ / TAP ²		CN	1250.0	2016	1000.0 ²	0.0	250.0	3	FW	
Engle Road Trail: Jefferson Blvd to Towpath Trail		PE	96.3	2011	77.0	0.0	19.3		FW	
(New Trail Construction)	1005158	RW	50.0	2013	40.0	0.0	10.0		FW	
		CN	710.0	2014	568.0	0.0	142.0	1	FW	13-26 13-30
TE/TAP										
Gump Rd: SR 3 to Coldwater Rd	25-030									
	0.400504	RW	1000.0	2011	800.0	0.0	200.0		AC	
(Road Reconstruction)	0400584	CN	8508.0	2014	6806.4	0.0	1701.6	1	AC	
STP										
Landin Rd: North River Rd to Maysville Rd	30-085									
	0710319	PE	400.0	2010	320.0	0.0	80.0		NH	
(Road Reconstruction/Realignment)		RW	625.0	2013	500.0	0.0	125.0		NH	
		CN	6002.5	2014	4802.0	0.0	1200.5	1	NH	
STP										
Liberty Mills Rd & West County Line Road	1297238									
(Intersection Improvement/Realignment)		PE	200.0	2014	160.0	0.0	40.0	1	AC	
(gg		RW	206.3	2015	165.0	0.0	41.3	2	AC	
		CN	1062.5	2017	850.0	0.0	212.5	4	AC	
Maplecrest Rd: Lake Ave to State Blvd	10-016									
	0500695	PE	540.0	2010	432.0	0.0	108.0		FW	
(Road Reconstruction)		RW	500.0	2013	400.0	0.0	100.0		FW	
ITS Component Signals Interconnected & Online		CN	4600.0	2014	3680.0	0.0	920.0	1	FW	
STP										
Maplecrest Rd: State Blvd to Stellhorn Rd	10-017									
(Pood Poconstruction)	1173162	PE	750.0	2014	600.0	0.0	150.0	1	FW	
(Road Reconstruction) ITS Component Signals Interconnected & Online		RW	500.0	2016	400.0	0.0	100.0	3	FW	
0.70		CN	6900.0	TBD	5520.0	0.0	1380.0		FW	
STP								j .	l	ш

APPENDIX B Graphics











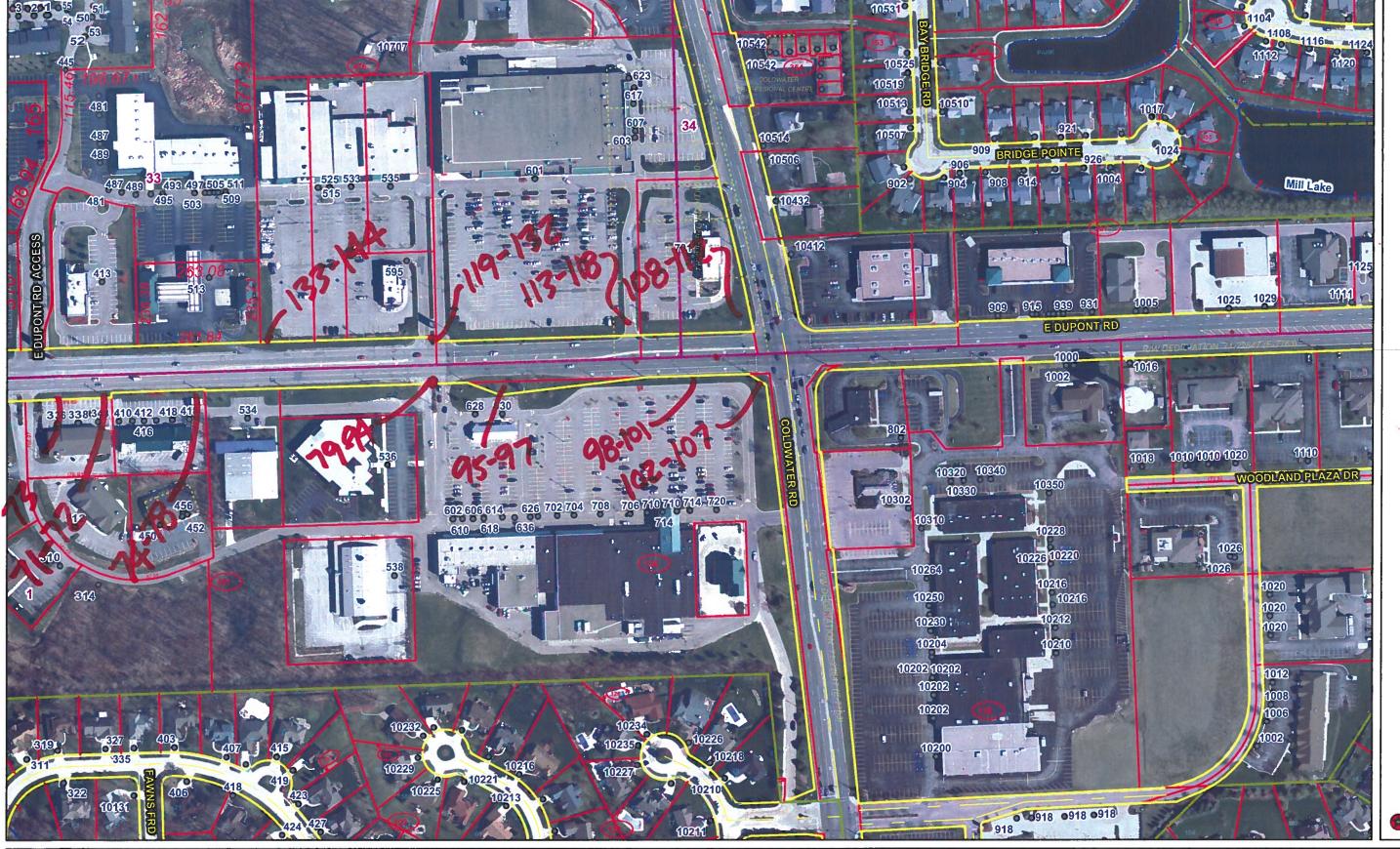


Allen County, Indiana

©2004 Board of Commissioners of the County of Allen North American Datum 1983 State Plane Coordinate System, Indiana East Photos: Spring 2009 / Contours:2009

Photos: Spring 2009 / Contours:2009

Although strict accuracy standards have been employed in the compilation of this map, Allen County does not warrant or guarantee the accuracy of the information contained herein and disclaims any and all liability resulting from any error or omission in this map.







Allen County, Indiana

©2004 Board of Commissioners of the County of Allen North American Datum 1983 State Plane Coordinate System, Indiana East Photos: Spring 2009 / Contours:2009

PHOTOS TAKEN 5-5-2011

190









gai consultants
Appendix B - 6

























































PROJECT DESIGNATION 0901798 0901798 CONTRACT R-34815

MAYOR

HONORABLE THOMAS C. HENRY

BOARD OF PUBLIC WORKS

ROBERT KENNEDY, CHAIR

KUMAR MENON, MEMBER

MIKE AVILA, MEMBER

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

DUPONT ROAD - FT. WAYNE, IN. PROJECT NO. 0901798 P.E. 0901798 R.W. 0901798 C.N.

Addded travel lanes beginning 512' East of the intersection of Lima Road (S.R. 3) and proceeding Easterly 8961' along Dupont Road to 100' West of the intersection of Coldwater Road. The project is located in Sections 32 & 33 of T32N and Sections 3 & 2 T31N, R13E, Allen County, Indiana

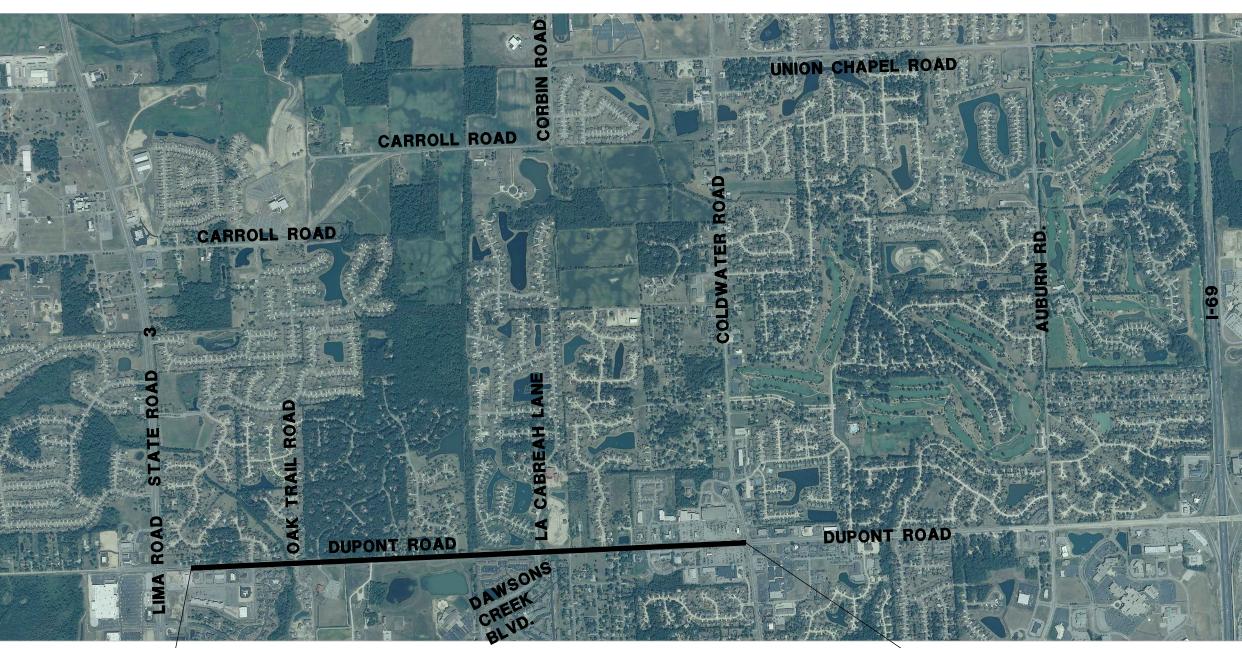
HUC No: 04100003100030

GROSS LENGTH:- 1.70 miles NET LENGTH:- 1.70 miles

LATITUDE N 41° 10′ 40″ LONGITUDE W 85° 08' 56"

SCALES:-

PLAN:- LONG:- 1:20 TRANS:- 1:20 PROFILE:- HORIZ:- 1" = 20' MAX GRADE:- 3.79%



BEGIN STP PROJECT No. 0901798 P.O.T. STA. 15+12.31 "PR-A"

END STP PROJECT No. 0901798 P.O.T. STA. 104+73.30 "PR-A"

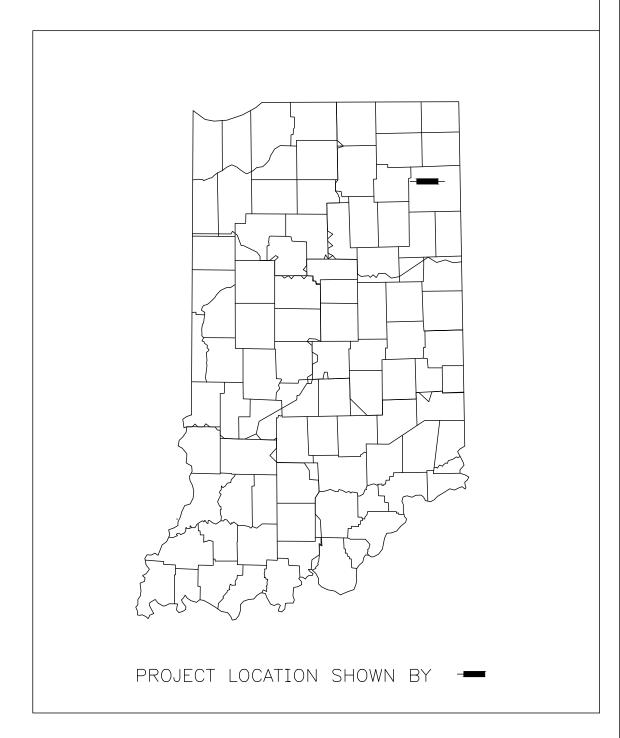
LOCATION MAP SCALE: N.T.S.

FT. WAYNE, INDIANA PERRY & WASHINGTON TOWNSHIP, ALLEN COUNTY

> gai consultants
> 1502 Magnavox Way

PLANS PREPARED BY:_	GAI CON	SULTANTS	`)		(260) 969	-8800
						PHONE	NUMBER
CERTIFIED BY:							
APPROVED							DATE
FOR LETTING:							
	INDIANA	DEPARTMENT	OF	TRANSPO	RTATION		DATE

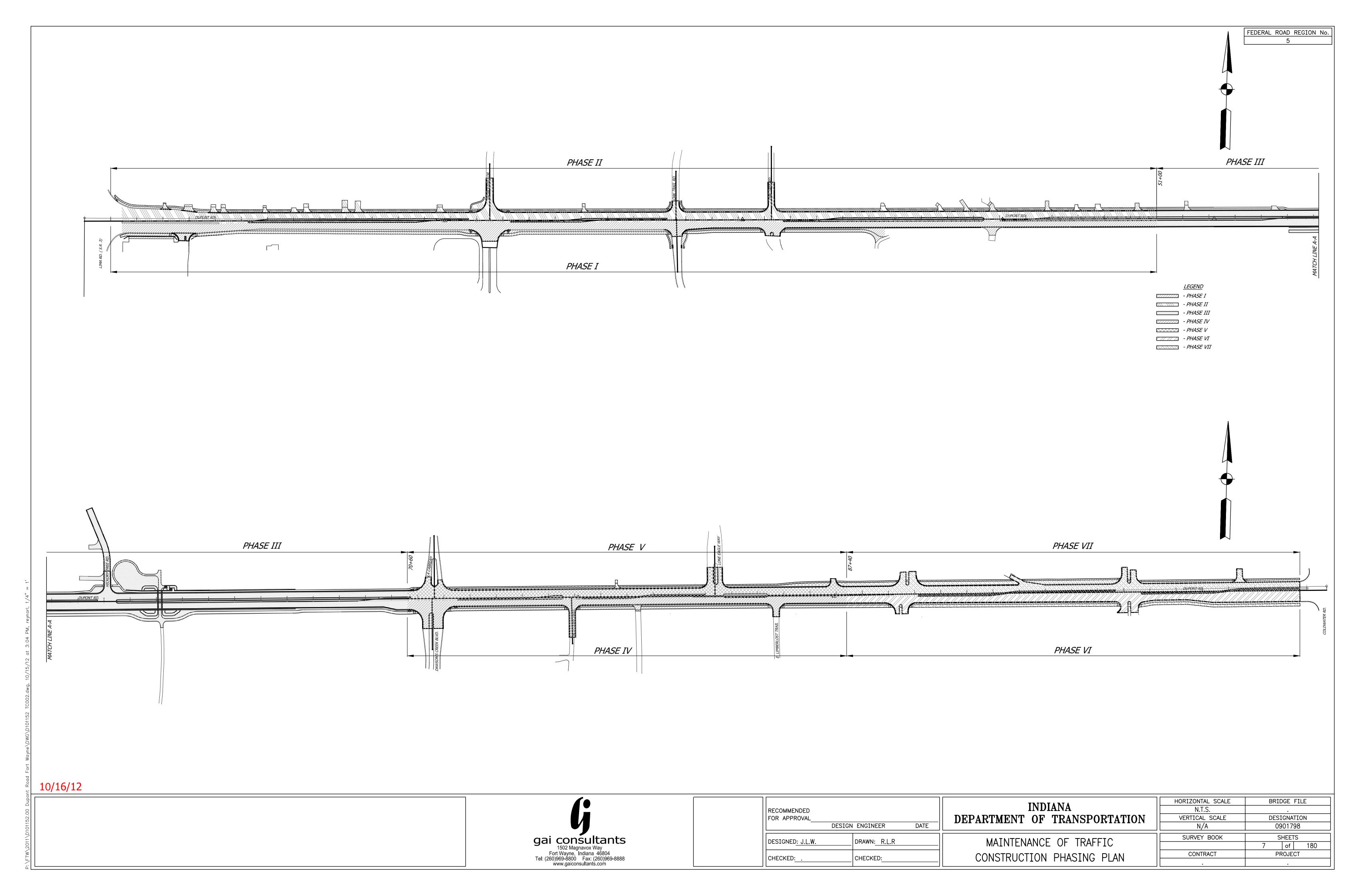
TRAFFIC DATA	DUPONT ROAD				
A.A.D.T. (2014)	22,960 V.P.D.				
A.A.D.T. (2034)	34,932 V.P.D.				
D.H.V.	3,493 V.P.H.				
DIRECTIONAL DISTRIBUTION	50 %				
TRUCKS	1 % A.A.D.T.				
	1 % D.H.V.				
EQUIVALENT SINGLE AXLE LOADS					
DESIGN DATA					
DESIGN SPEED	45 MPH				
PROJECT DESIGN CRITERIA	4R RECONSTRUCTION				
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL				
RURAL/URBAN	URBAN — INTERMEDIATE				
TERRAIN	LEVEL				
ACCESS CONTROL	NONE				

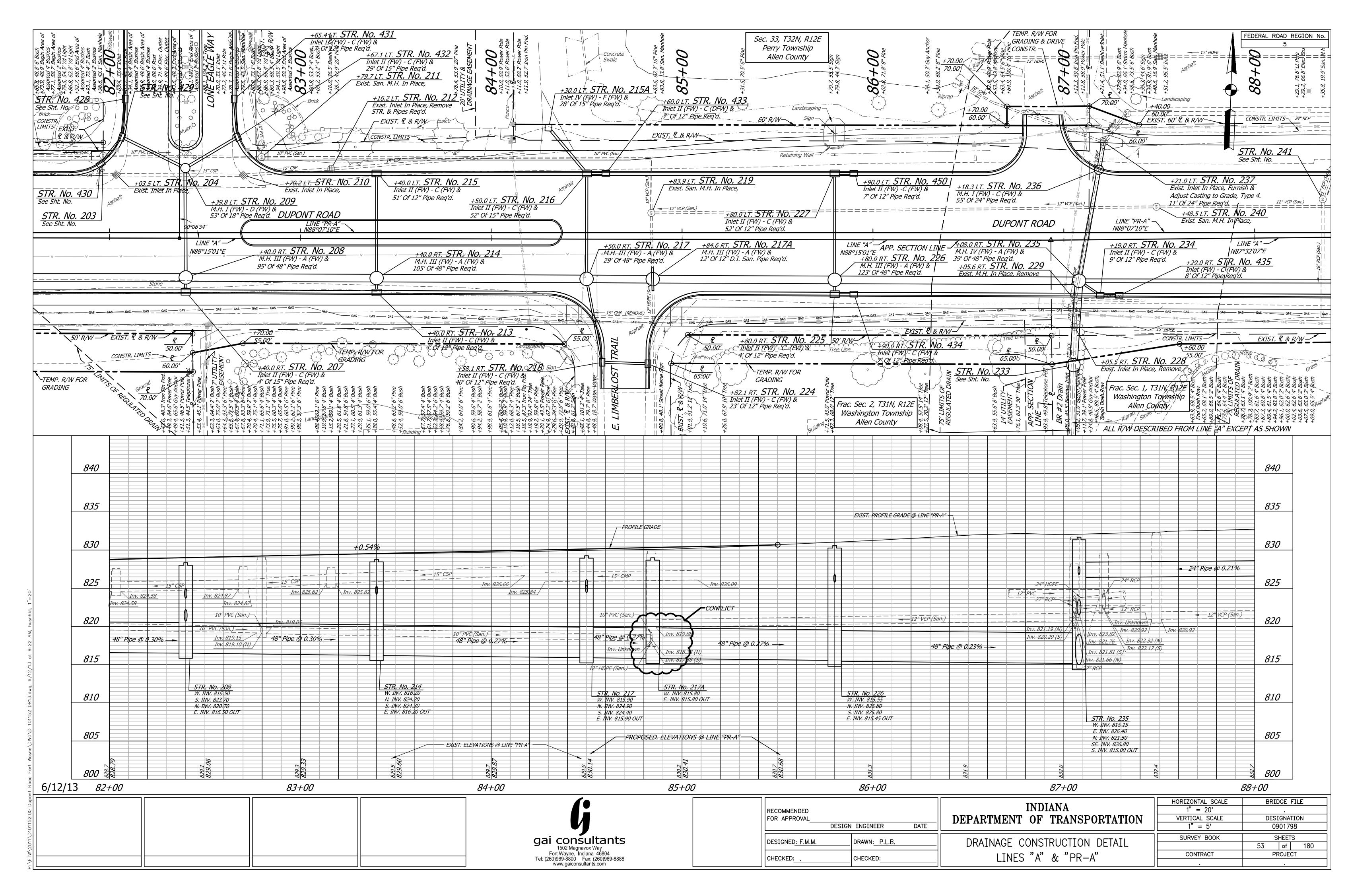


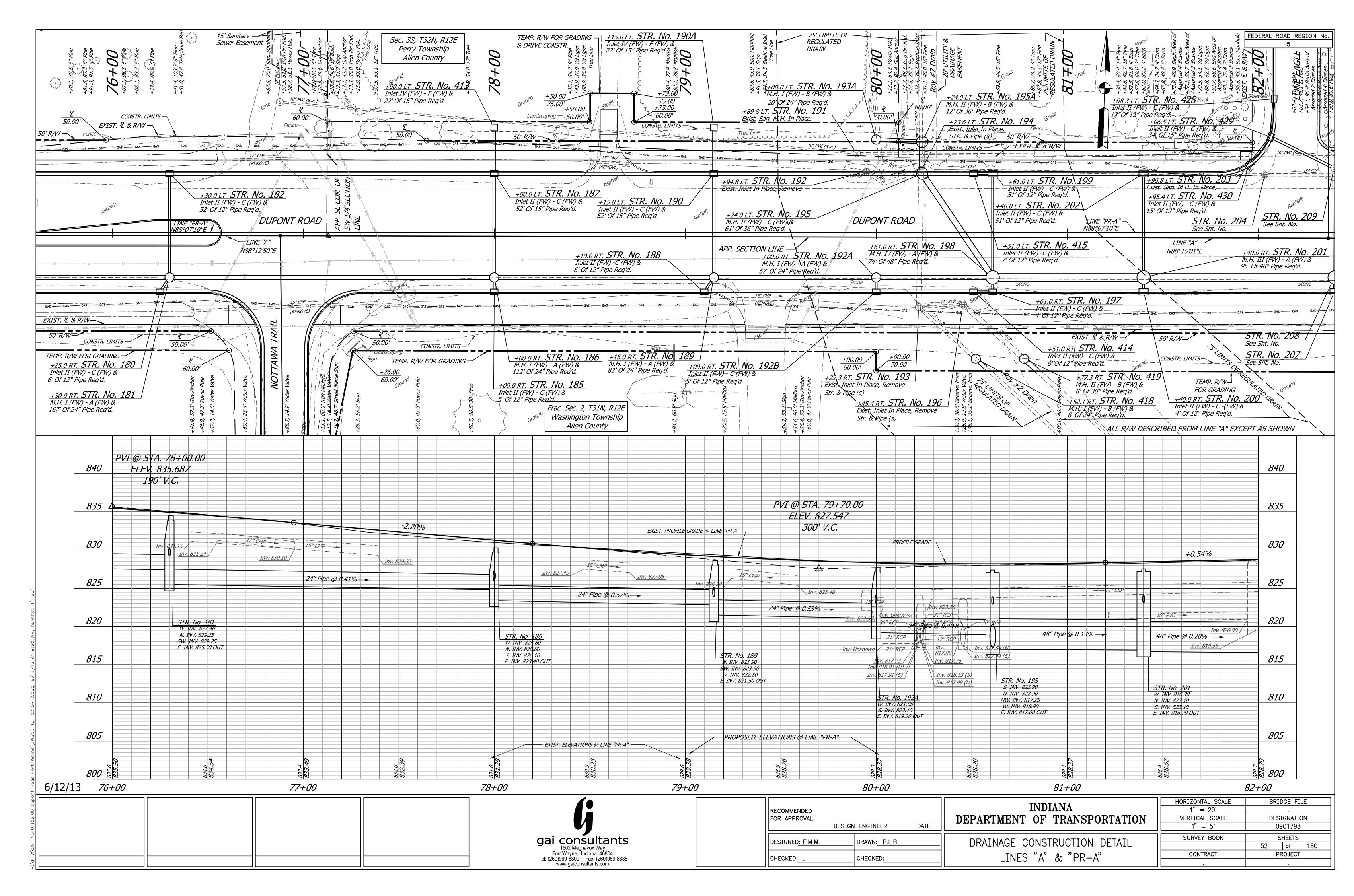
[INDIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED 2013 TO BE USED WITH THESE PLANS]

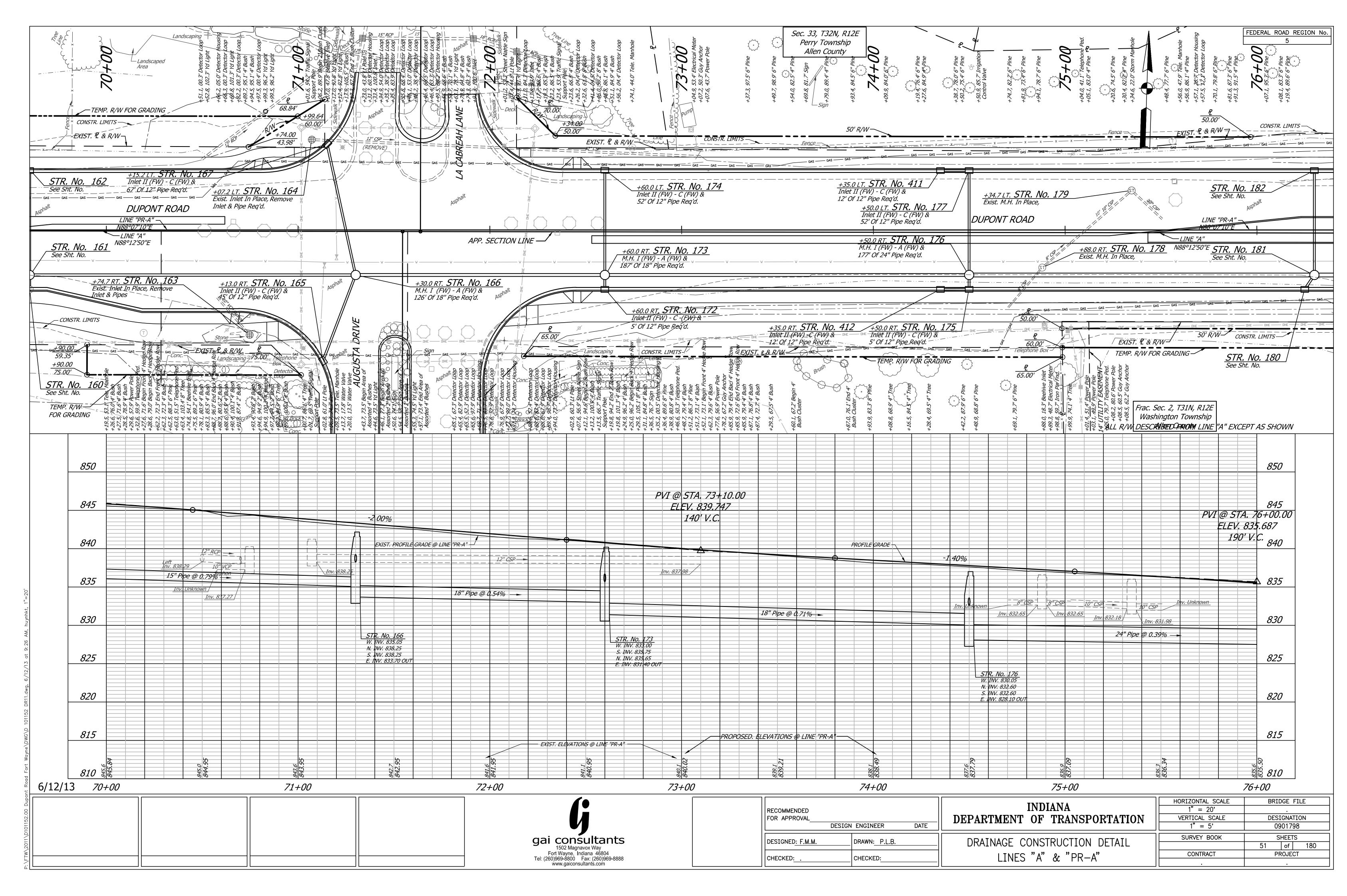
	DESIGNATION			
	0901798			
	SHEETS			
	1			
]	of	180	
CONTRACT	PROJECT			
R-34815	0901798			

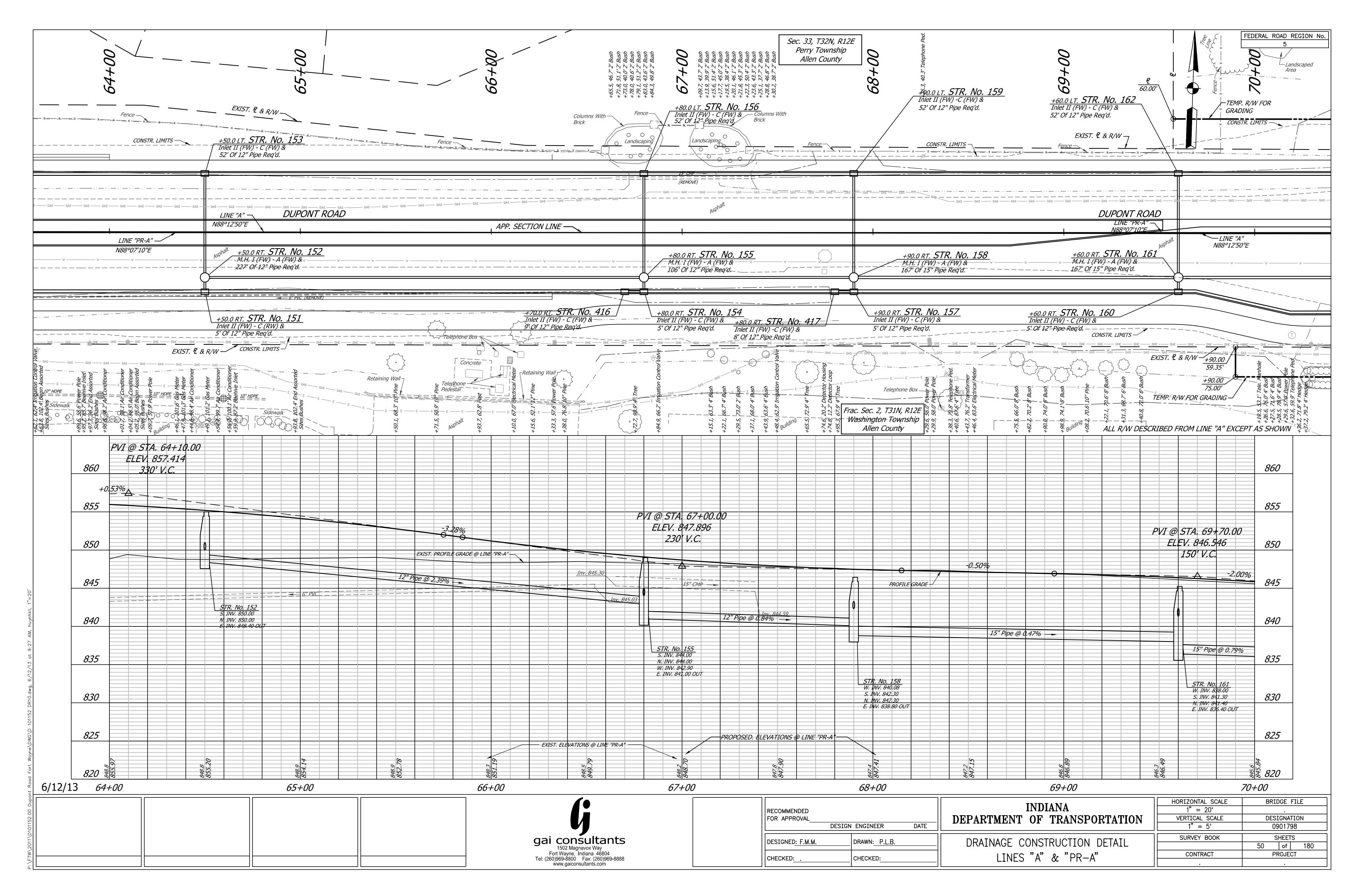
UTILITIES			GENERAL NOTES			INDEX FEDERAL ROAD REGION No. 5				
			All Earth Shoulders, Median Area, and Cut and Fill slopes shall be plain					DATE ADODTED "A"		
GAS -	NORTHERN INDIANA PUBLIC SERVICE CO. PHONE -	- VERIZON NORTH INC.	is specified. The final cross sections of the grading contract will be the original cross		SHEET NC	. DESIGNATION TITLE SHEET	APPROVAL	DATE ADOPTED "A" (LATEST REVISION "R"		
	(NIPSCO) 1501 HALE AVE.	8001 WEST JEFFERSON BLVD. FORT WAYNE, IN. 46804	However, partial or complete cross sections shall be taken if necessary	to determine the actual excavation quantities.	2	INDEX AND GENERAL NOTES TYPICAL CROSS SECTIONS				
	FT. WAYNE, IN. 46802 (260) 439-1221	(260) 461-3650 CONTACT PERSON:	The Paper Relocation will be cross sectioned by the Engineer before construction limits, between		3-4 5-6	PLAT NO. I TRAFFIC MAINTENANCE DETAILS				
	CONTACT PERSON: LISA OTIS	JEAN-PAUL KLONJI	removed as directed. The quantity of peat excavation shown on the plans has been estimate		7-14 15-31	PLAN AND PROFILE				
ELECTRIC -	- AEP	RVP FIBER OPTIC (FORMERLY U.S. X-CHANGE)	sections by using treatment of existing fills, treatment by removal, or treatment applies.		32-40 *	SPOT ELEVATION DETAILS - NOT USED DRAINAGE DETAILS				
	— 3514 LANDIN ROAD NEW HAVEN, IN. 46774	20 N. MONROE N.W. SUITE 450 GRAND RAPIDS, MI. 49503	** The plans show some of the utilities located within the limits of the corther various utility companies. The accuracy of the plans in this respect	ntract according to information obtained from t is not guaranteed by GAI.	63-66 *	EROSION CONTROL PLAN RETAINING WALL DETAILS - 78 & 79 NOT USED				
	(260) 421-1766	CONTACT PERSON:			80-83 84-99	SIGNALS LIGHTING - 99 NOT USED				
	CONTACT PERSON: TOM KANNING	TIM HALL (616) 988-7035			100-114	PAVEMENT MARKINGS AND SIGNING MISCELLANEOUS TABLES				
	NORTHEASTERN REMC	ATET INDIANA 240 N. MERIDIAN STREET			116-120 *					
	4901 EAST PARK 30 DRIVE P.O. BOX 171	ROOM 225 INDIANAPOLIS, IN. 46204			125-128 129 *	STRUCTURE DATA TABLE PIPE MATERIALS SHEET				
	COLUMBIA CITY, IN. 46725 (260) 244-6111	(317) 968-6017			130-180	CROSS SECTIONS				
	CONTACT PERSON: JERRY DECHANT	CONTACT PERSON: SCOTT OSTERMEIER			*	NOT IN SUBMITTAL				
CABLE TV	- CONCAST WATER -	AQUA SOURCE								
	720 TAYLOR STREET	2200 W. COOK ROAD								
	FORT WAYNE, IN. 46802 (260) 458-5179	FORT WAYNE, IN. 46818 (260) 489-1502								
	CONTACT PERSON: DAVID HARRIS	CONTACT PERSON: DUANE EMBURY								
STORM /		FORT WAYNE CITY UTILITIES								
SANTARY	_ FORT WAYNE CITY UTILITIES ONE MAIN STREET	ONE MAIN STREET FORT WAYNE, IN. 46802								
	FORT WAYNE, IN. 46802	(260) 427-2680								
	(260) 427-2680 CONTACT PERSON: GRAIG BERNDT	CONTACT PERSON: CRAIG BERNDT								
	REVISIONS									
	SHEET NO. DATE	REVISED								
			** Represents General Notes Required.							
	DETAIL INDEX SHEET NO. DESIGNATION									
) - - - - - - - - -	SHELT NO. DESIGNATION									
10/15/12										
				RECOMMENDED		INDIANA	HORIZONTAL SCALE N/A	BRIDGE FILE		
				FOR APPROVAL DESIGN ENGINEER DATE	$- \mathbf{DEPAR}$	TMENT OF TRANSPORTATION	VERTICÁL SCALE N/A	DESIGNATION 0901798		
			gai consultants	DESIGNED: F.M.M. DRAWN: P.L.B.		INFORMATION SHEET	SURVEY BOOK	SHEETS 2 of 180		
()			gai consultants 1502 Magnavox Way Fort Wayne, Indiana 46804 Tel: (260)969-8800 Fax: (260)969-8888 www.gaiconsultants.com	CHECKED: CHECKED:		- · · ·	CONTRACT	PROJECT		
.			vv vv vy gaiconsultants.com		(•	•		

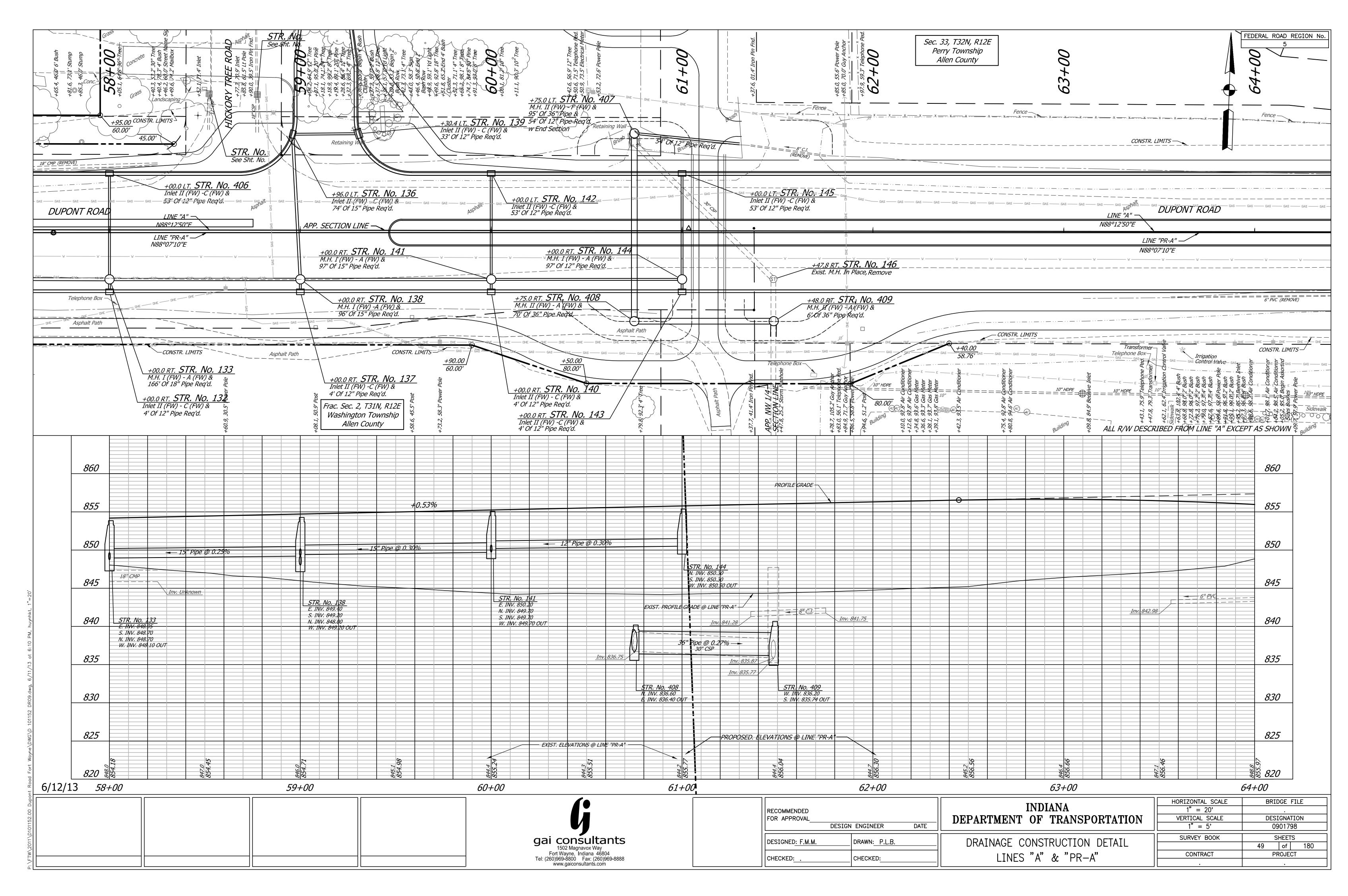


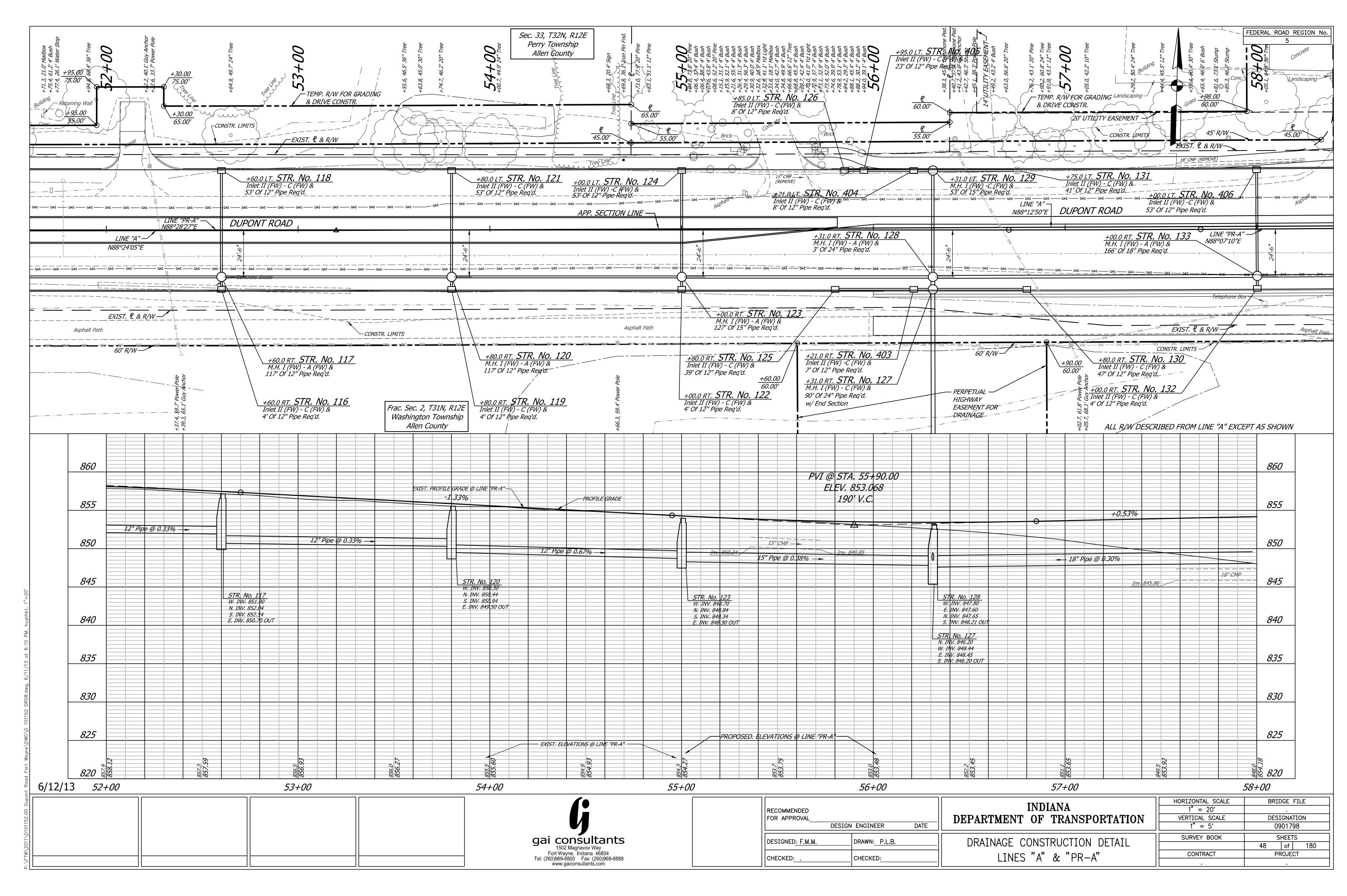


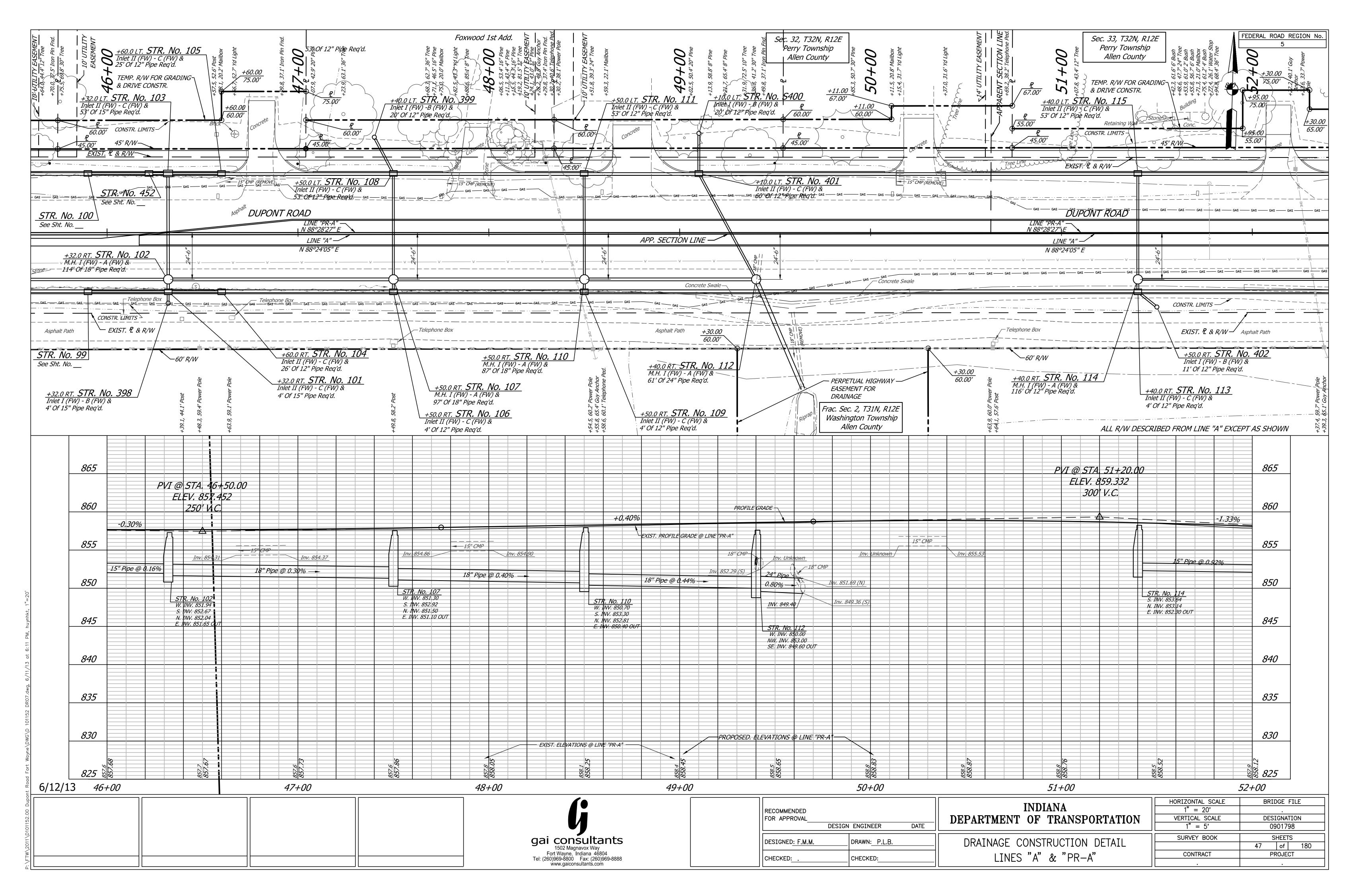


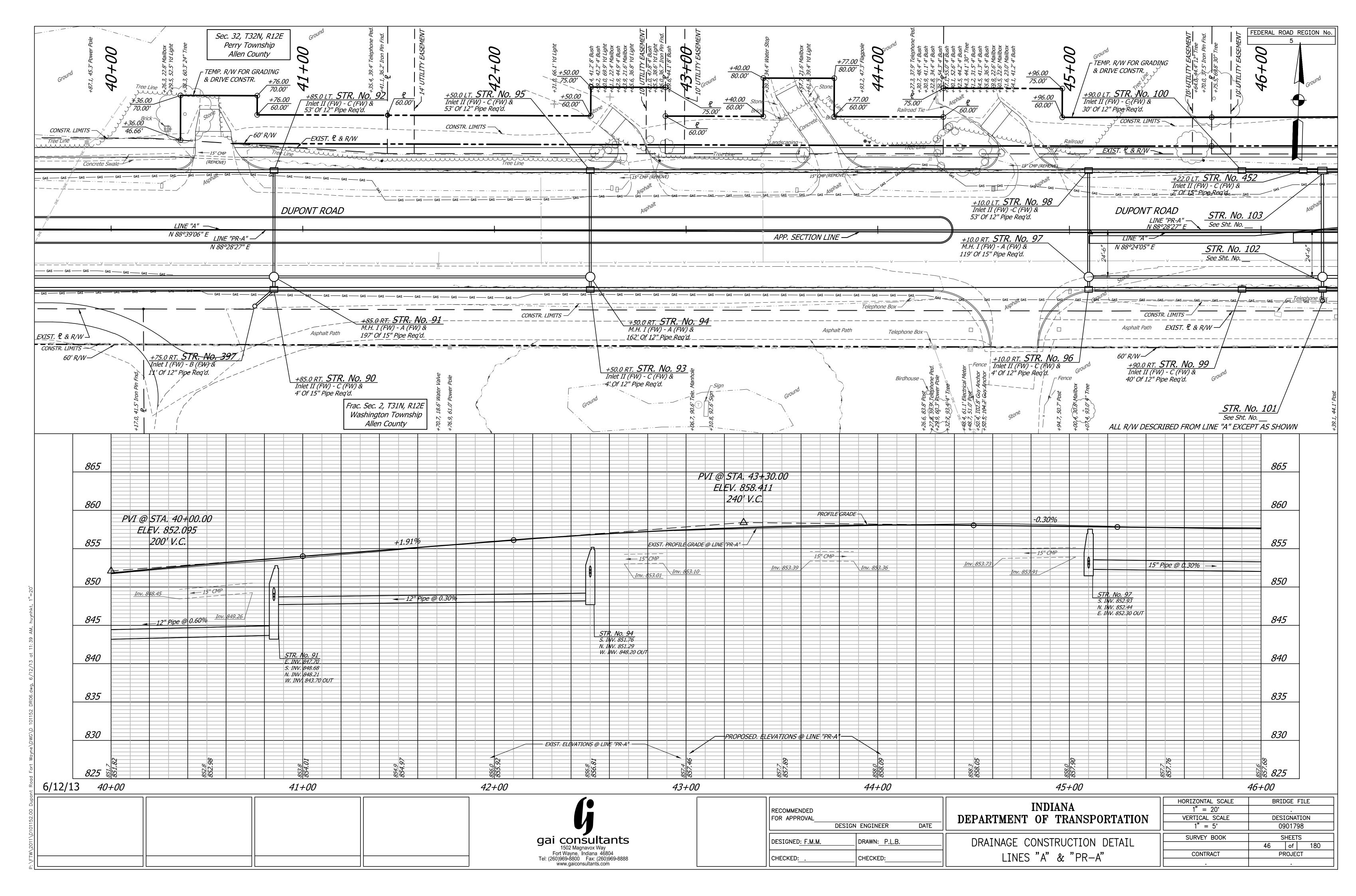


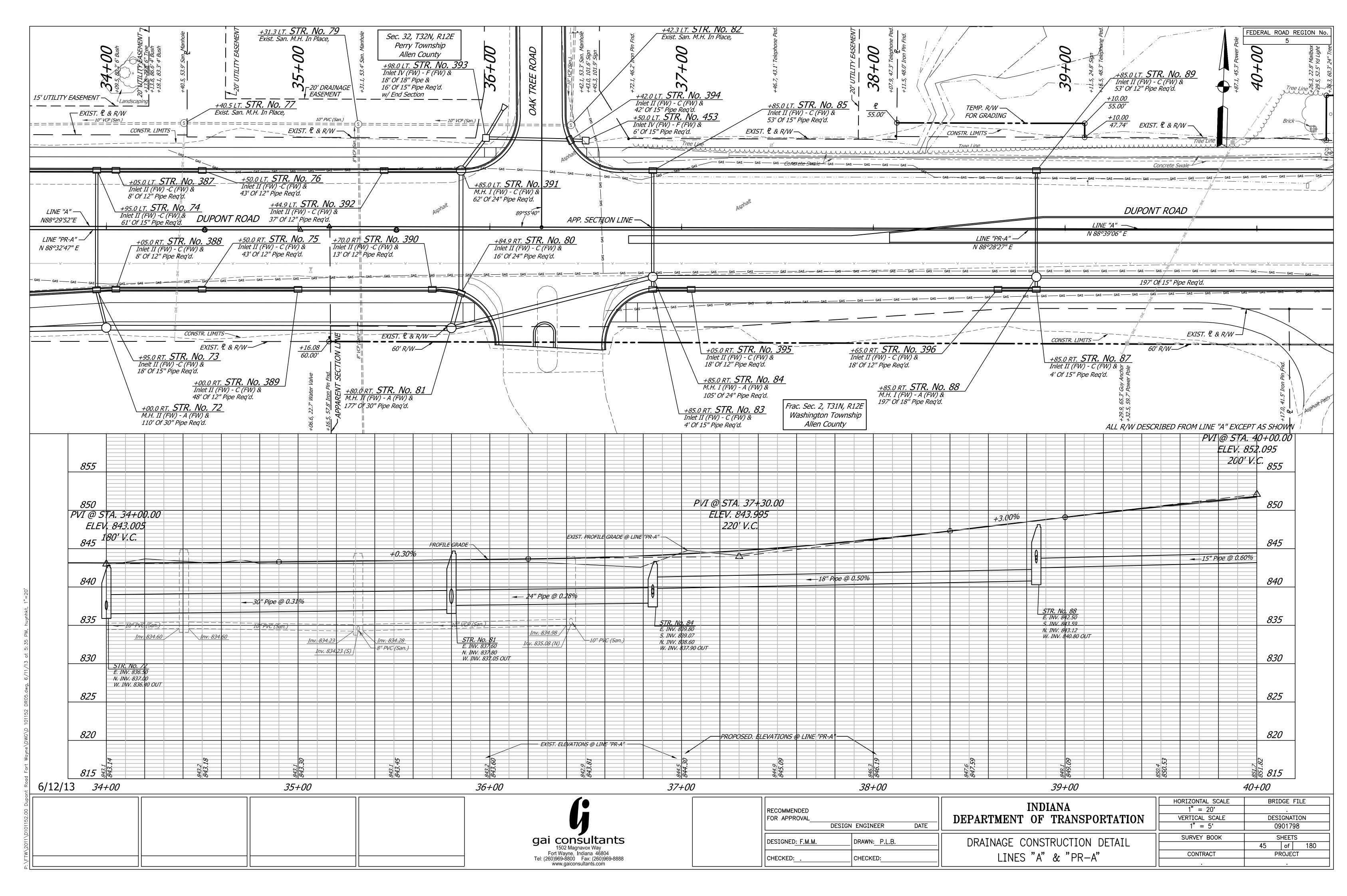


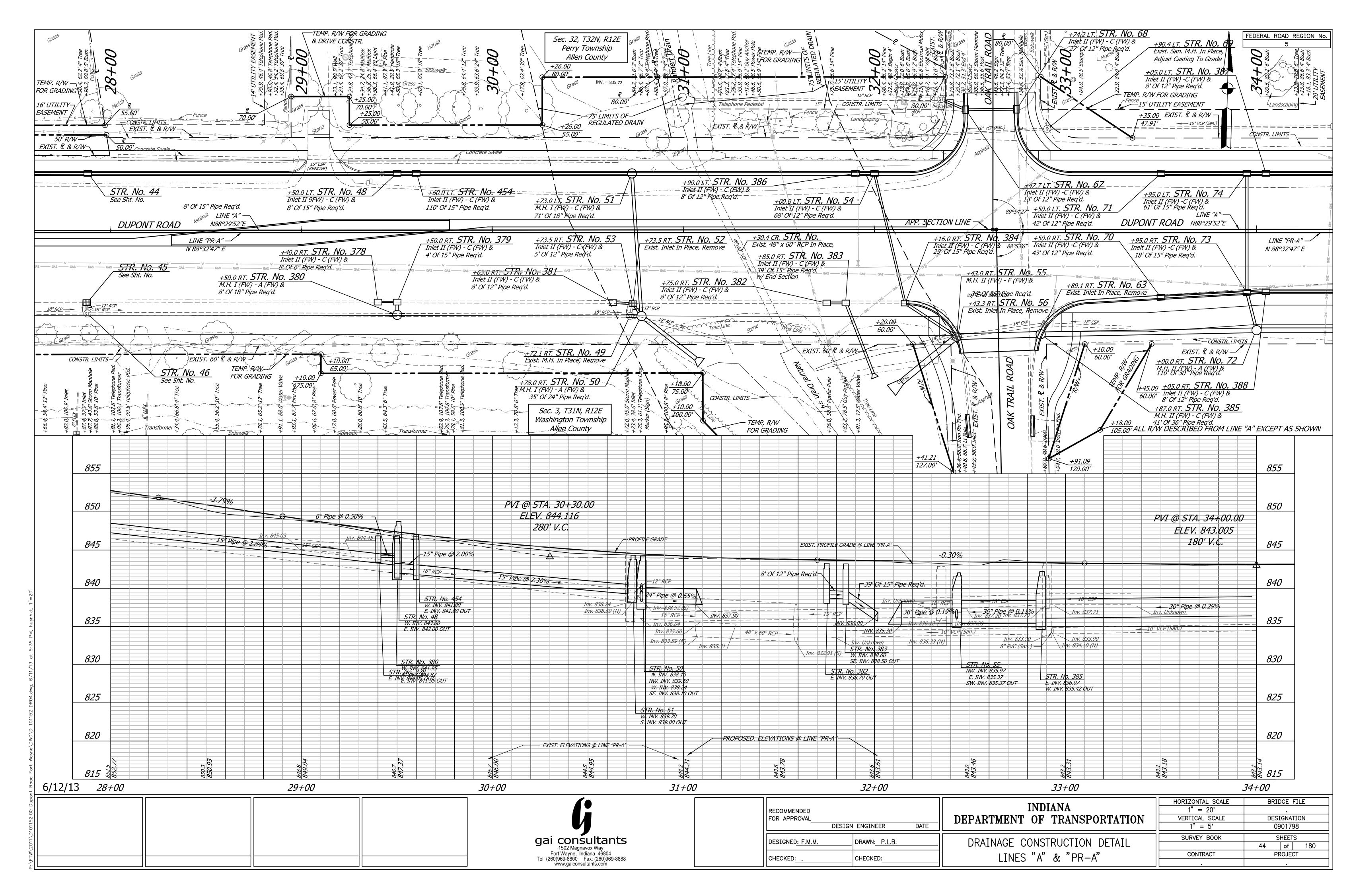


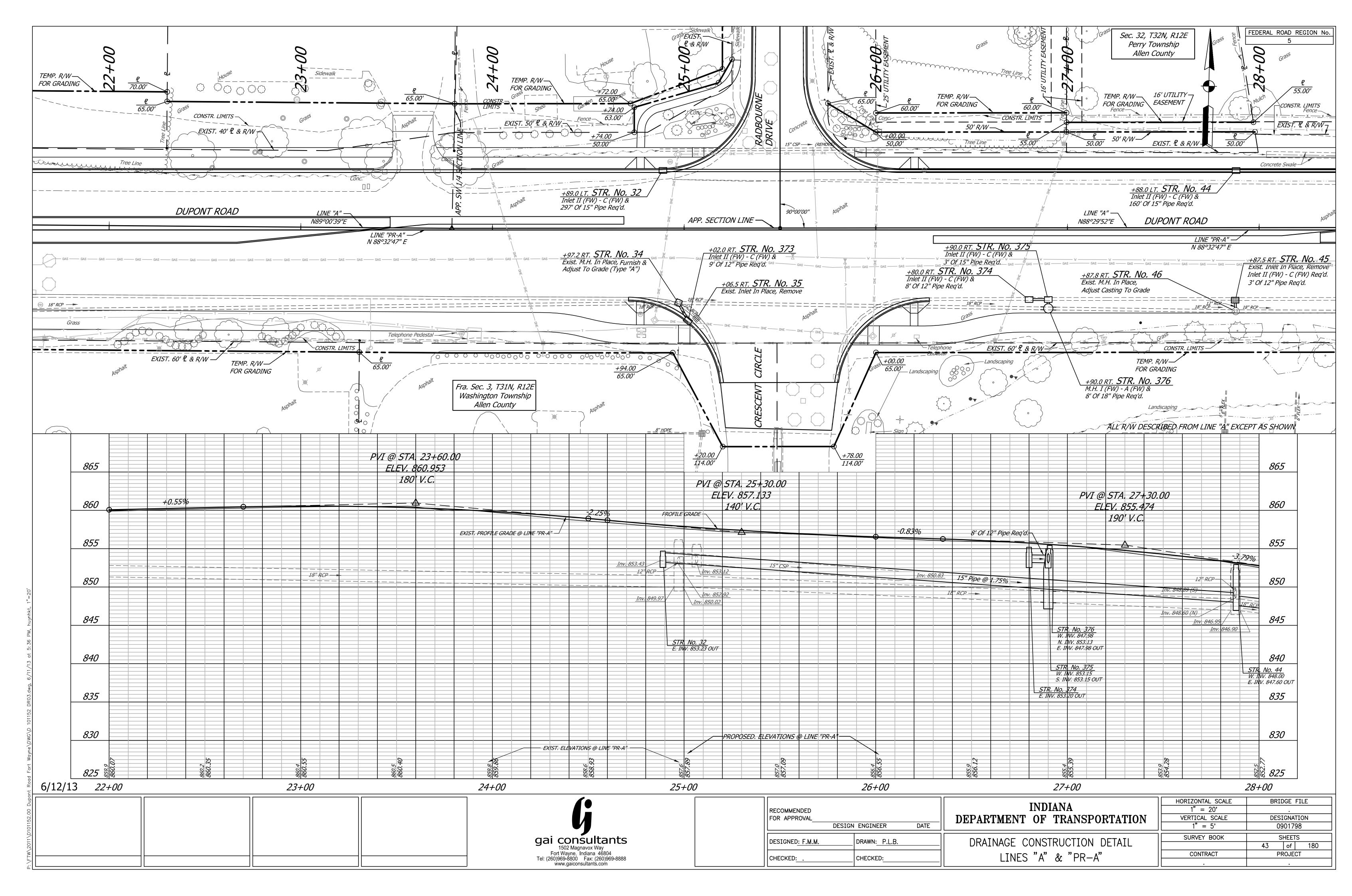


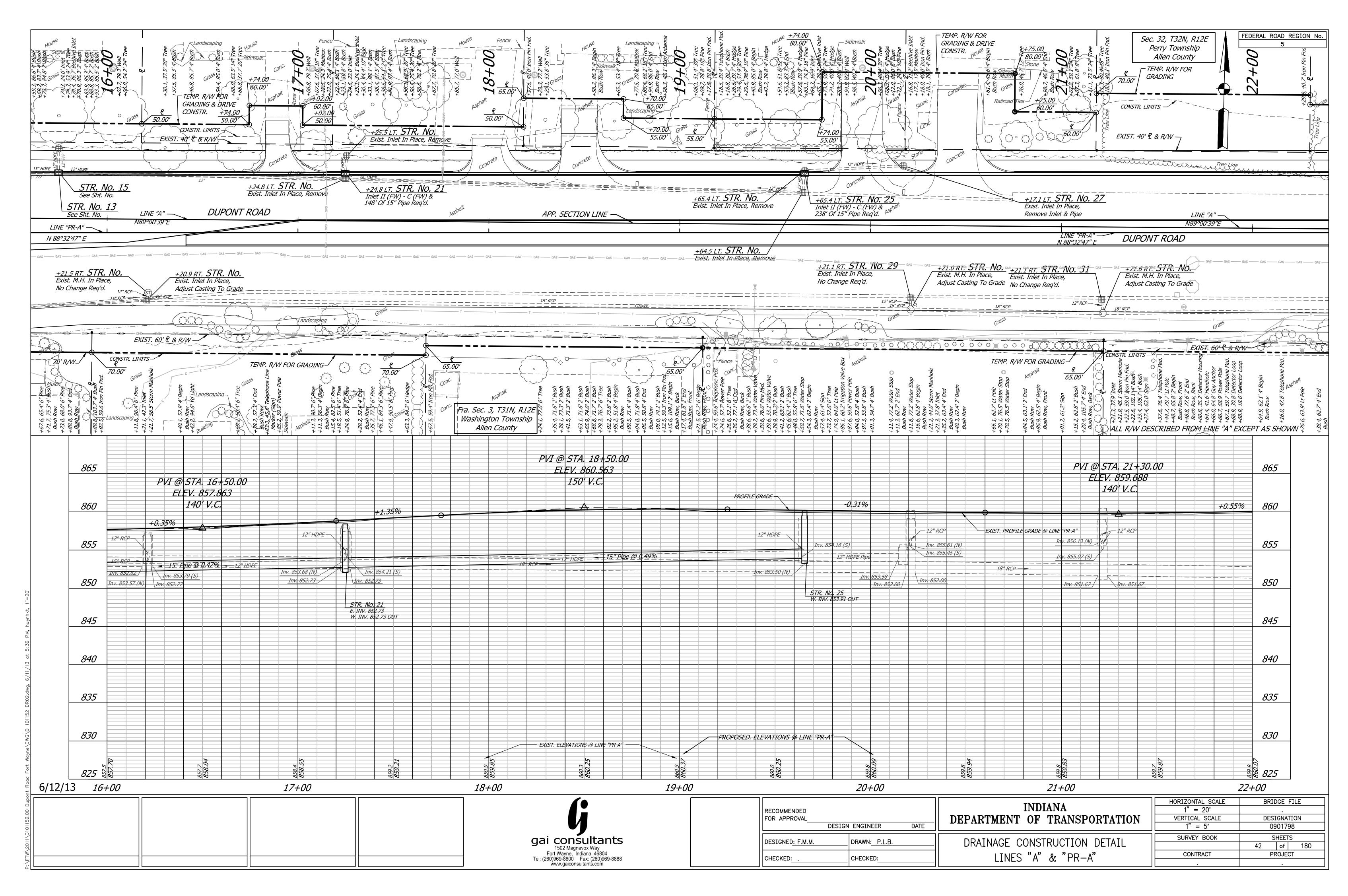


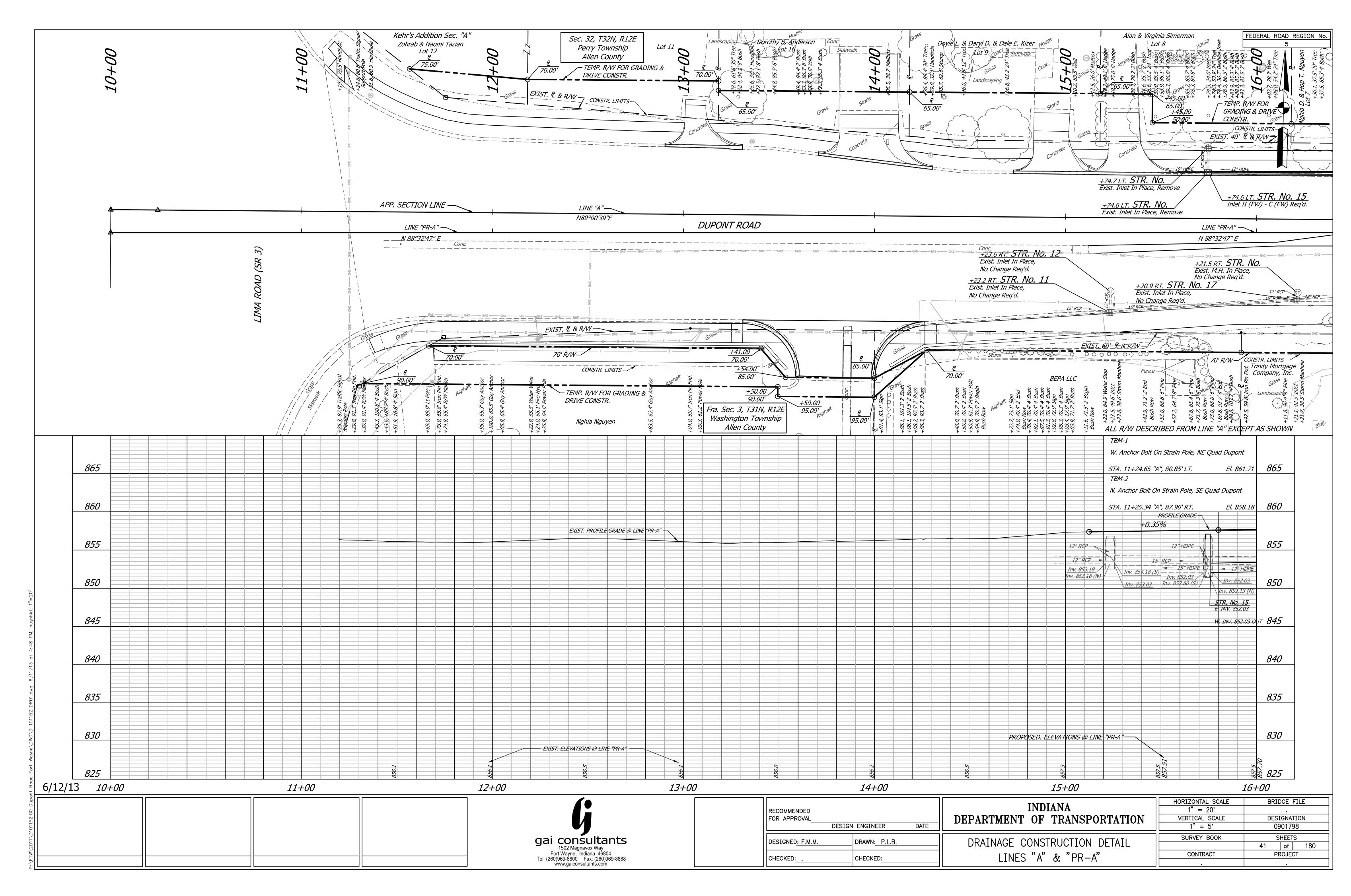


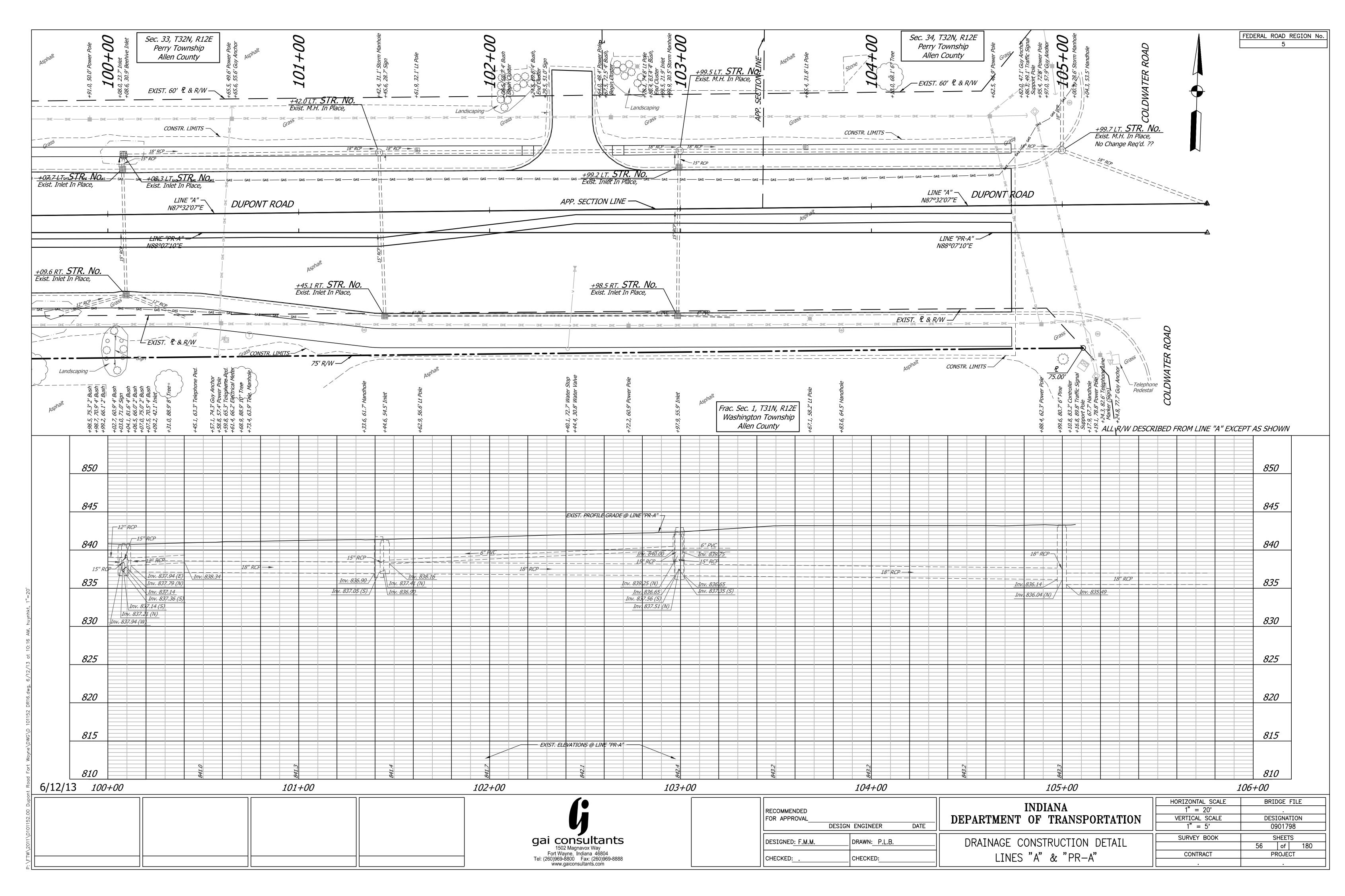












APPENDIX C

Early Coordination (Resource Agencies)



November 3, 2011

Ms. Christie Stanifer, Environmental Coordinator Division of Water, Environmental Unit Indiana Department of Natural Resources 402 West Washington Street, W264 Indianapolis, IN 46204-2641

RE: Des. No. 0901798, STP-0901798, Dupont Road Added Travel Lanes Project, Ft. Wayne, Allen County

Dear Ms. Stanifer:

The City of Fort Wayne has received funding from the Federal Highway Administration and Indiana Department of Transportation to construct added travel lanes to Dupont Road through the SAFETEA-LU Enhancement funding program.

The City of Fort Wayne intends to proceed with the project referenced above. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

We are submitting two (2) early coordination packages to you for distribution to the appropriate resource departments for review and comment. Section 106 and the historic properties documentation are being handled separately by others. If we do not receive your response within thirty (30) days, it will then be assumed that your agency or organization feels that there will be no significant effects as a result of this project or that you wish to offer no opinions concerning this project. However, should you find that an extension to respond is required a reasonable amount of time will be granted upon request. If you have any questions regarding this matter, please feel free to contact me at (317) 570-6800.

We look forward to your comments and concerns. Thank you for your time and consideration.

Sincerely,

Larry & Lawlor

Project Civil Technical Specialist I.lawlor@gaiconsultants.com

Attachments



November 3, 2011

Field Supervisor U. S. Fish and Wildlife Service Bloomington Field Office 620 South Walker Street Bloomington, IN 47403-2121

RE: Des. No. 0901798, STP-0901798, Dupont Road Added Travel Lanes Project, Ft. Wayne, Allen County

The City of Fort Wayne has received funding from the Federal Highway Administration and Indiana Department of Transportation to widen a portion of Dupont Road by adding travel lanes and a two-way left-turn lane. The City of Fort Wayne intends to proceed with the project referenced above. This letter is part of the Early Coordination Phase of the Environmental Review Process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into the study of the project's environmental impacts.

The proposed roadway will improve the existing roadway's ability to withstand the current traffic patterns. The existing roadway doesn't meet requirements for the amount and type of traffic that currently travel it. No sidewalks exist along the roadway making it unsafe for pedestrian traffic to utilize the route from the adjacent residential neighborhoods. This project will provide a safe and ADA compliant route for pedestrians to use.

This project is located on Dupont Road, from Lima Road (S.R. 3) to Coldwater Road, in Allen County. This section of Dupont Road is a Local Agency Urban Minor Arterial. The existing Dupont Road cross section consists of two 11-foot travel lanes with curb and gutter. The approximate existing right-of-way width varies between 85 feet to 125 feet throughout the project.

The proposed project will widen and resurface the existing roadway to facilitate four 11-foot travel lanes and a two-way left-turn lane (TWLTL). The proposed roadway will also consist of curb and gutter with, at minimum, a 10-foot multi-use path on the south side and a 5-foot sidewalk on the north side. All intersecting side streets will be improved to tie into the new vertical and horizontal alignments of Dupont Road. All intersections will remain controlled by signals or signs. The project will also address existing and future storm water drainage by using features to treat the first inch of rainfall on-site before draining into the storm sewers. There are four regulated drains that will need to be addressed for capacity within the project limits. The project will be approximately 7,180 feet or 1.36 miles in length. No changes to access control will be made to this corridor.

Proposed right-of-way is anticipated to vary from approximately 50 feet to 65 feet from the centerline of the proposed alignment. Additional permanent right-of-way/easement and temporary right-of-way is anticipated for this project. It is estimated that up to 84 parcels may be affected, including approximately 35 commercial and 49 residential.

Land use in the project vicinity is primarily residential and commercial. There are school and park properties in the project vicinity.

The preferred method of traffic maintenance is to construct the project in phases so that traffic will be able to continue to use a portion of the existing facility.

A Red Flag Investigation was performed and identified several potential items of concern within the project limits. A site visit was conducted and a Hazardous Materials Site Form was completed. A visual assessment for hazardous waste concluded no environmental concerns which might require sampling from any of the proposed right-of-way areas. Additionally, the Section 106 Process has begun and a Historic Property Report will be completed. Existing archaeological resources will be reviewed and/or inventoried upon request. In-stream outfall work or channel changes to the regulated drains may be required for improvements to the storm sewer to be completed.

The project process started in January, 2011, beginning with the 'Notice to Proceed' with early stages of the design and environmental documentation. The project is anticipated to be let in July, 2014, with construction beginning in the Fall of 2014.

Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency or organization feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable extension may be granted upon request.

If you have any questions regarding this matter, please feel free to contact Larry Lawlor at L.lawlor@gaiconsultants.com or (317) 570-6800.

Thank you for your time and consideration. We look forward to your comments and concerns.

Sincerely,

Larry S. Lawlor

Project Civil Technical Specialist

Chad A. Salzbrenner, PE, PLS

Project Manager

Enclosures

Cc: Chris Andrews, INDOT Environmental Coordinator

Field Supervisor, U.S. Fish and Wildlife Service, Bloomington Field Office

State Conservationist, Natural Resource Conservation Service

Office of Aviation, Indiana Department of Transportation

Regional Environmental Coordinator, Midwest Regional Office, National Park Service

Federal Highway Administration

Environmental Coordinator, Indiana Department of Natural Resources

Field Environmental Officer, Chicago Regional Office, U.S. Dept. of Housing & Urban Development

Chief, Groundwater Section, Indiana Department of Environmental Management

Manager, Public Hearings Office, Indiana Department of Transportation

U.S. Fish and Wildlife Service

Chief, Environmental Analysis Branch, Dept. of the Army, Detroit District, Corps of Engineers

Environmental Scoping Manager, Ft. Wayne District Office, Indiana Department of Transportation

Permits & Compliance Branch, Indiana Department of Environmental Management

Executive Director, Northeastern Indiana Regional Coordinating Council





Commander (dpb) Ninth Coast Guard District 1240 E. Ninth Street, Room 2047 Cleveland, OH 44199-2060

Phone: (216) 902-6087 FAX: (216) 902-6088

16590 B-292/lds December 15, 2011

Mr. Larry S. Lawlor Project Civil Technical Specialist GAI Consultants 6420 Castleway West Drive Indianapolis, IN 46250-1914

Dear Mr. Lawlor,

I am responding to your letter dated November 3, 2011 regarding the proposed widening of the DuPont Road in Ft. Wayne, IN. Des. No. 0901798, STP-0901798.

In accordance with the Coast Guard Authorization Act of 1982 (33 CFR 115.50(c)), a Coast Guard Bridge Permit will not be required for the proposed project. Additionally, based on the information provided, bridge lighting will not be required. If conditions on the waterway change the Coast Guard may require bridge lighting at a future time. You are encouraged to provide for navigation clearances that would allow small craft to pass at high water stages, and at least the same navigation clearances as the existing structure.

Though a Coast Guard Bridge Permit or bridge lighting is not required, you may still need to comply with the requirements of other federal, state, or local agencies. Please ensure these requirements are satisfied.

Please contact me at (216) 902-6087 if you have further questions or concerns regarding this matter.

Sincerely,

Chief, Bridge Branch

By direction of Commander, Ninth Coast Guard District

DEPARTMENT OF THE ARMY



DETROIT DISTRICT, CORPS OF ENGINEERS BOX 1027 DETROIT, MICHIGAN 48231-1027

December 15, 2011

IN REPLY REFER TO:

Planning Office Environmental Analysis Branch

Mr. Larry S. Lawlor Project Civil Technical Specialist gai consultants 6420 Castleway West Drive Indianapolis, Indiana 46250

Dear Mr. Stone:

This letter is in response to your November 3, 2011, request for comments on the Dupont Road Added Travel Lanes Project (Des. No. 0901798, STP-0901798) in Fort Wayne, Allen County, Indiana. The project extends approximately 2 miles along Dupont Road from State Road 3 to Coldwater Road. In accordance with our responsibilities, the following comments are provided under our civil works and floodplain management programs.

Our civil works program does not include any current plans to develop waterways in the vicinity of your project; nor do we have any current or proposed flood control studies for the area described in your letter.

Review of the applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Enclosure 1) indicates that the project would not involve work in a Federally-mapped floodplain. We recommend that you coordinate with county officials and with the Indiana Department of Natural Resources regarding the applicability of a floodplain permit prior to construction. This coordination would help ensure compliance with county and state floodplain management regulations and acts, such as the Indiana Flood Control Act (IC 13-2-22). If you obtain information that any part of your project would in fact impact the floodplain, you should consider other sites. This would be consistent with current Federal policy to formulate projects that, to the extent possible, avoid or minimize adverse impacts associated with use of the floodplain.

Our Regulatory Office has provided a response to your project proposal in a separate mailing, dated November 21, 2011 (Enclosure 2). All matters regarding the Corps Regulatory comments should be directed to the point of contact listed in their letter.

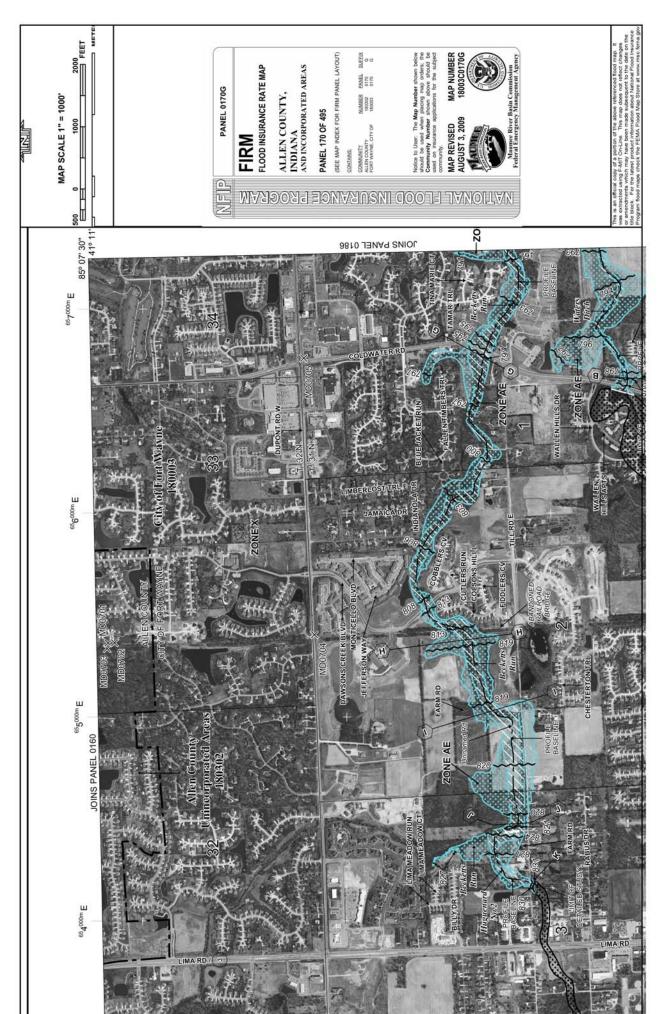
We appreciate the opportunity to comment on the Dupont Road Added Travel Lanes Project in Fort Wayne, Allen County, Indiana. Questions regarding our regulatory program should be directed to Mr. Donald Reinke, Chief, Compliance and Enforcement Branch, Regulatory Office, at 313-226-6812. Any other questions may be directed to Mr. Paul Allerding of my staff at 313-226-7590 or me at 313-226-2476.

Sincerely,

Charles A. Uhlarik, Chief

Environmental Analysis Branch

Enclosures



DEPARTMENT OF THE ARMY

DETROIT DISTRICT, CORPS OF ENGINEERS
REGULATORY OFFICE
477 MICHIGAN AVENUE
DETROIT, MICHIGAN 48226-2550

REPLY TO ATTENTION OF:

November 21, 2011

Engineering & Technical Services Regulatory Office File No. LRE-2011-00778-102-J11

Chad Salzbrenner gai consultants 6420 Castleway West Drive Indianapois, Indiana 46250-1914

Dear Mr. Salzbrenner,

This letter is in response to your recent correspondence regarding Department of the Army jurisdiction for the INDOT proposed project, Des. No 0901798: Dupont Road Added Travel Lanes, between Lima (S.R. 3) and Coldwater Road located in Perry and Washington Townships, Allen County, Indiana.

In the St. Joseph River and its tributaries, as in all waters of the United States, including their adjacent wetlands, any discharge of dredged and/or fill material must be authorized by the Department of the Army. The authority of the Corps of Engineers to regulate the discharge of dredged and/or fill material into the waters of the United States is contained in Section 404 of the Clean Water Act and regulations promulgated pursuant to that Act. The area of Corps jurisdiction under Section 404 extends to the OHWM, and to the upland boundary of any adjacent wetlands. Examples of projects involving discharges of dredged and/or fill material under the Corps' authority include but are not limited to filling and grading work, mechanized land clearing, the side casting of excavated material, permanent and temporary road fills, riprap, ditching, and the installation of certain pile-supported structures.

Based on a review of applicable topographic maps, National Wetland Inventory, county soil survey and aerial photographs, the project area contains waters and/or wetlands within the jurisdiction of the Corps of Engineers. Any discharges of dredged and/or fill material into the waters in the proposed project area will require a Corps permit.

Our assertion of jurisdiction is based on our documentation that Rahdert Drain, its tributaries and their associated wetlands (bordering, contiguous or neighboring to) are waters of the United States and recognition that the use, degradation, or destruction of these waters could affect interstate commerce. Rahdert Drain flows to N.D. #4, which flows into the Becketts Run, which flows into the St. Joseph River, a navigable water of the United States.

Enclosed with this letter is a Preliminary Jurisdictional Determination (PJD). This determination advises an interested party that the Corps of Engineers believes there may be waters and/or wetlands of the United States in the project area that fall under the Corps' regulatory authority. A PJD enables the Corps and a permit applicant or other affected party to resolve certain jurisdiction and permit issues without expending time on making an official determination of the Corps' jurisdiction. At any time, an

applicant/affected party may request an approved jurisdictional determination, which would provide an official determination of jurisdictional waters on a site. An approved JD can be administratively appealed (information regarding the appeals process would be provided to you should the situation arise). If use of a PJD satisfies your needs with respect to the above-discussed activity, please sign and return a copy of the PJD to our office within 30 days of the date of this letter. Should you not return a signed copy, it will be presumed that you agree with the terms and use of the PJD.

For your convenience, the necessary permit application can be found on our website at www.lre.usace.army.mil/regulatory. Plan view and cross-sectional view drawings, in 8 1/2" x 11" format, should accompany the application package. Drawings and the appropriate sections of the application form should include a description of all quantities, dimensions, and nature of materials to be placed and soil to be moved. Upon completion, please forward the completed wetland inventory and permit application to my attention at the address above. We also advise you to contact the Indiana Department of Environmental Management (IDEM) at (317) 234-5647 for a determination of state permit requirements.

To document your proposed activity, we have made your correspondence and photos of part of our permanent records. Should you have any questions, please contact me at (313) 226-7495 or by e-mail at sabrina.m.miller@usace.army.mil. Please refer to File Number: LRE-2011-00778-102 in all future communications with this office.

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, ORIGINAL SIGNED BY

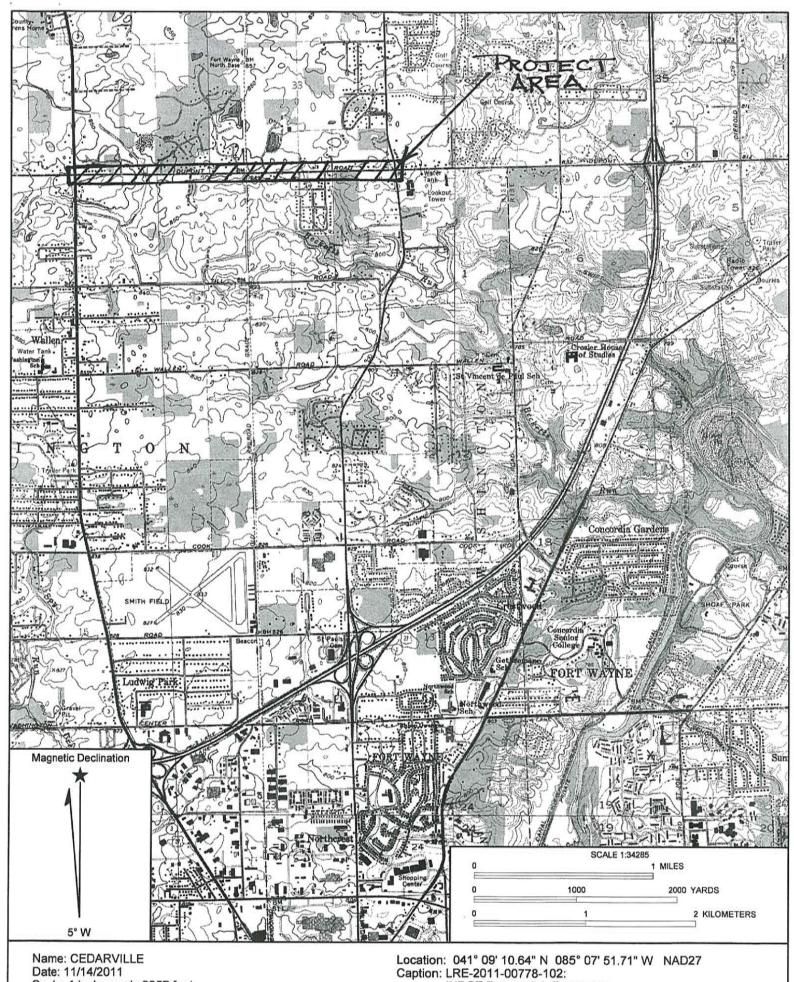
Sabrina M. Miller Regulatory Project Manager Compliance & Enforcement Branch

Enclosures

Project Area Map Preliminary Jurisdiction Determination

Copy Furnished

Chris Andrews (INDOT)
Jared Sanders (IDEM - Section 401 WQC Program)
Jason Randolph (IDEM- Section 410 WQC Program)
Larry Lawlor (gai consultants)



Scale: 1 inch equals 2857 feet

INDOT Dupont Rd. Expansion Des. No. 0901798,

PRELIMINARY JURISDICTIONAL DETERMINATION FORM

BACKGROUND INFORMATION

- A. REPORT COMPLETION DATE FOR PRELIMINARY JURISDICTIONAL DETERMINATION (JD): November 21, 2011
- B. NAME AND ADDRESS OF PERSON REQUESTING PRELIMINARY JD: Chad Salzbrenner, gai consultants, 64 Castleway west Dr., Indianapolis, Indiana, 46250-1914; on behalf of INDOT
- C. DISTRICT OFFICE, FILE NAME, AND NUMBER: Detroit District, INDOT- Dupont Road Expansion, LRE-2011-00778-102.
- D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION: Dupont Road between State Route 3 (Lima Road) and Coldwater Road (USE THE ATTACHED TABLE TO DOCUMENT MULTIPLE WATERBODIES AT DIFFERENT SITES)

State:IN County/parish/borough: Allen City: Fort Wayne Center coordinates of site (lat/long in degree decimal format): Lat. 41.17799° N, Long. -85.14844° W.

Universal Transverse Mercator:

Name of nearest waterbody: Rahdert Drain

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

Non-wetland waters: 1,700 linear feet:

width (ft) and/or

acres.

Cowardin Class:

Stream Flow:

Wetlands: 0.5 acres.

Cowardin Class: Emergent

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

Tidal:

Non-Tidal:

- E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):
 - Office (Desk) Determination. Date: November 18, 2011
 - ☐ Field Determination. Date(s):
- 1. The Corps of Engineers believes that there may be jurisdictional waters of the United States on the subject site, and the permit applicant or other affected party who requested this preliminary JD is hereby advised of his or her option to

request and obtain an approved jurisdictional determination (JD) for that site. Nevertheless, the permit applicant or other person who requested this preliminary JD has declined to exercise the option to obtain an approved JD in this instance and at this time.

In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an approved JD for the activity, the permit applicant is hereby made aware of the following: (1) the permit applicant has elected to seek a permit authorization based on a preliminary JD, which does not make an official determination of jurisdictional waters; (2) that the applicant has the option to request an approved JD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an approved JD could possibly result in less compensatory mitigation being required or different special conditions; (3) that the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) that the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) that undertaking any activity in reliance upon the subject permit authorization without requesting an approved JD constitutes the applicant's acceptance of the use of the preliminary JD, but that either form of JD will be processed as soon as is practicable; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a preliminary JD constitutes agreement that all wetlands and other water bodies on the site affected in any way by that activity are jurisdictional waters of the United States, and precludes any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an approved JD or a preliminary JD, that JD will be processed as soon as is practicable. Further, an approved JD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331, and that in any administrative appeal, jurisdictional issues can be raised (see 33 C.F.R. 331.5(a)(2)). If, during that administrative appeal, it becomes necessary to make an official determination whether CWA jurisdiction exists over a site, or to provide an official delineation of jurisdictional waters on the site, the Corps will provide an approved JD to accomplish that result, as soon as is practicable. This preliminary JD finds that there "may be" waters of the United States on the subject project site, and identifies all aquatic features on the site that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for preliminary JD (check all that apply - checked items should be included in case file and, where checked and requested, appropriately reference sources below):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of Regulatory Project Manager (REQUIRED) Signature and date of person requesting preliminary JD (REQUIRED, unless obtaining the signature is impracticable)

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

Early Coordination/Environmental Assessment

DNR #:

ER-16037

Request Received: November 7, 2011

Requestor:

GAI Consultants Incorporated

Larry S Lawlor

6420 Castleway West Drive Indianapolis, IN 46250-1914

Project:

Dupont Road added travel lanes project from Lima Road (SR 3) to Coldwater Road,

Fort Wayne; STP-0901798, Des. # 0901798

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.

The American badger (Taxidea taxus), a state species of special concern, has been

recorded near the project area.

Fish & Wildlife Comments:

Badgers are a wide ranging species that prefer an open, prairie-type habitat, with Indiana being at the eastern edge of their natural range. The range of the badger continues to expand as a result of land-use changes from forest to farmland and open pastureland. Impacts to the American badger or its preferred habitat are unlikely as a result of this project.

Incidental construction, widening of the roadway, and the installation of the stormwater system will likely impact Becketts Run and other tributary streams; however, we recommend submitting additional information regarding the potential outfall structures and in-stream work in order for us to adequately assess impacts to fish, wildlife, and botanical resources resulting from the project. We also recommend minimizing and avoiding tree removal within forested areas to the greatest extent possible.

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

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 needed. While hard armoring alone (e.g. riprap or glacial stone) may be needed 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 Northern 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 should be mitigated. Impacts to non-wetland forest over one (1) acre should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees).

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.

3) Wetland Habitat

Due to the presence or potential presence of wetlands on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetlands should be mitigated at the appropriate ratio (see http://www.in.gov/legislative/register/20061213-IR-312060562NRA.xml.pdf).

All exposed soil areas should be stabilized with temporary or permanent vegetation by November 1. Between November 1 and April 1, all exposed soils idle for longer than 7 days should be stabilized with erosion control blankets or with a bonded fiber matrix hydro-mulch. Sites should be protected from seasonal flooding by keeping traffic areas covered with stone and soil stockpiles seeded, stable and contained with silt fencing.

Additional measures that should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources, include the following:

- 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. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
- 6. Do not use broken concrete as riprap.

Attachments:

A - General Information

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

Early Coordination/Environmental Assessment

- 7. All excavated material must be properly spread or completely removed from the project site such that erosion and off-site sedimentation of the material is prevented.
- 8. Minimize the movement of resuspended bottom sediment from the immediate project area.
- 9. 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.
- 10. Seed and protect all disturbed slopes that are 3:1 or steeper with erosion control blankets (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
- 11. Install appropriate armament below pipe outfalls.
- 12. All outfall and headwall structures placed for bank stabilization must conform to the bank.
- 13. Fill material must be clean and free of metal, bricks, blocks, other large debris and contamination.

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.

Date: December 6, 2011

Christie L. Stanifer Environ. Coordinator

Division of Fish and Wildlife

Herbaceous Riparian Vegetation

Danier Name	Octobrillo Nome -	Circ / Class	Indiantar
Common Name	Scientific Name		Indicator
Hog-Peanut		herbaceous vine	
Ground-Nut	Apios americana	herbaceous vine	
Panicled Aster	Aster lanceolatus		FACW
Side-Flowering Aster	Aster lateriflorus	wildflower	FACW-
False Nettle	Boehmeria cylindrica.	wildflower	OBL
Blue-Joint Grass	Calamagrostis canadensis	grass	OBL
Emory's Sedge	Carex emoryi	sedge	OBL ,
Shoreline Sedge	Carex hyalinolepis	sedge	OBL
Lakebank Sedge	Carex lacustris	sedge	OBL
Larger Straw Sedge	Carex normalis	sedge	FACW
Hairy-Fruit Sedge	Carex trichocarpa	sedge	OBL
Fox Sedge	Carex vulpinoidea	sedge	OBL
Wild or Streambank Chervil	Chaerophyllum procumbens	wildflower	FAC+
Wood-Reed	Cinna arundinacea	grass	FACW
Honewort	Cryptotaenia canadensis	wildflower	FAC
American Beakgrain	Diarrhena americana	grass	FACU
Wild Cucumber	Echinocystis lobata	herbaceous vine	
Canada Wild Rye	Elymus canadensis	grass	FAC-
Virginia Wild Rye	Elymus virginicus	grass	FACW-
Riverbank Wild Rye	Elymus riparius	grasš	FACW
Spotted Joe-Pye-Weed	Eupatorium maculatum	wiidflower	OBL
Boneset	Eupatorium perfoliatum	wildflower	FACW+
White Snakeroot	Eupatorium rugosum	wildflower	FACU .
White Avens	Geum canadense	wildflower	FAC
Fowl Manna Grass	Glyceria striata	grass	OBL
False Sunflower	Heliopsis helianthoides	wildflower	FAC-
Bottlebrush Grass	Hystrix patula	grass	FACU
Orange Jewelweed	Impatiens capensis	wildflower	FACW
Yellow Jewelweed	Impatiens pallida	wildflower	FACW
Soft Rush	Juncus effusus	rush	OBL
Wood Nettle	Laportea canadensis	wildflower	FACW
Rice Cut Grass	Leersia oryzoides	grass	OBL
White Grass	Leërsia virginica 😁	grass -	FACW
Great Blue Lobelia	Lobelia siphilitica	wildflower	FACW+
American Bugleweed	Lycopus americanus	wildflower	OBL
Virginia Blue Bells	Mertensia virginica	wildflower	FACW
Hairy Sweet-Cicely	Osmorhiza claytonii	wildflower	FACU -
Switch Grass	Panicum virgatum	grass	FAC+
Wild Blue Phlox	Phlox divaricata	wildflower	FACU
Clearweed	Pilea pumila	wildflower	FACW.
Green-Headed Coneflower	Rudbeckia laciniata	wildflower	FACW+
Three-Lobed Coneflower	Rudbeckia triloba	wildflower	FAC-
Clustered Black-Snakeroot	Sanicula odorata	wildflower	FAC+
Dark Green Bulrush	Scirpus atrovirens	bulrush	OBL
mente disenting animati	1	•	•

Wool-Grass	Scirpus cyperinus	bulrush	OBL
River Bulrush	Scirpus fluviatilis	bulrush	OBL
Drooping Bulrush	Scirpus pendulus	bulrush	OBL
Soft-Stem Bulrush	Scirpus validus	bulrush	OBL
Cup-Plant	Silphium perfoliatum	wildflower	FACW-
Late Goldenrod	Solidago gigantea	wildflower	FACW
Prairie Cordgrass	Spartina pectinata	grass	FACW+
American Germander	Teucrium canadense	wildflower	FACW-
Blue Vervain	Verbena hastata	wildflower	FACW+
Wingstem	Verbesina alternifolia	wildflower	FACW

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non name		Č		Tree,	C		
non name							
	Species name	Region 3 status	Type of plant	Shrub, Vine	Region (N, C, S)	Coefficient of	Comment
	Acer negundo	FACW.	arge Understory Tree	T	N, C, S	1	
Red Maple Acer n	Acer nigrum	FAC I	arge Canopy Tree	1	N, C, S	9	1
	Acer rubrum	FAC	arge Canopy Tree	T	N, C, S	5	
	Acer saccharinum	FACW	arge Canopy Tree	j-	N, C, S	*	
Sugar Maple Acer s	Acer saccharum	FACU	arge Canopy Tree	H-	N, C, S	₹.	
9	•	FAC+ I	arge Understory Tree	上	N, C, S	5	
Indigobush	sa		Medium Shrub	S	S	က	
eberry	oa Oa	FACW-	Medium Shrub	S	N, C, S	8	
Purple Chokeberry Aronia		FACW I	Medium Shrub	S	N	8	
	Asimina triloba	FAC	Small Understory Tree	T	N, C, S	6	
River Birch Betula		FACW	Small Canopy Tree	1	N, S	2	
American Hornbeam Carpir	Carpinus caroliniana	FAC	Medium Understory Tree	L	N, C, S	5	
Bittemut Hickory Carya		FAC	arge Canopy Tree	1=	N, C, S	5	
		FACW	arge Canopy Tree	T	S*	4	Extreme southwestern counties
rk Hickory		FACW	arge Canopy Tree	1	N, C, S	8	
		FACU	Large Canopy Tree		N, C, S	4	
	ata	FACW	Large Understory Tree	j	S	7	
	alis.	FAC.	Large Canopy Tree	Ŀ	N, C, S	ဇ	
	identalis	OBL	Medium Shrub	S	N, C, S	2	
	Cercis canadensis	FACU	Small Understory Tree	L	N, C, S	3	
e-leaf Dogwood	Cornus alternifolia	FACU-	Small Understory Tree	<u>.</u>	N, C, S	ω.	
/ Silky	Cornus obliqua	FACW+	Medium Shrub	တ	N, C, S	ည	
Dogwood	Corbus drummondii		Medium Shrub	S	N, C, S	2	
	Cornie florida	FACU-	Small Understory Tree	ļ	ა ა ა	4	Susceptible to dogwood anthracnose
·	Cornus racemosa	FACW-	Medium Shrub	တ	N, C, S	2	
STOOM STOOM	Cornis serices	FACW	Medium Shrub	S	Z	4	
	Corvlus americana	FACU-	Medium Shrub	တ	N, C, S	4	
Loughorn	Cratagonie cris-dalli	FAC	Small Understory Tree	L	S, C, S	4	
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Downy Hawthorn	Crataegus mollis	FACW-	Small Understory Tree	N.	C, S	2	
Dotted hawthorn	Crataegus punctata		Small Understory Tree	<u>z</u>	် လ	2	Okay in floodplains; not in extreme southwestern counties
Persimmon	Diospyros virginiana	FAC	Medium Understory Tree	<u>S</u>		2	
American Beech	Fagus grandifolia	FACU	Large Canopy Tree	1 -	S, S	8	
Honey Locust	Gleditsia triacanthos	FAC	Small Canopy Tree	Z L		-	
Kentucky Coffeetree	Gymnocladus dioicíus	FACU	Large Canopy Tree	Ž ⊢		4	
Witch Hazel	Hamamelis virginiana	FACU	Small Understory Tree	z '		ß	
Smooth Hydrangea	Hydrangea arborescens	FACU-		S S			
Common Winterberry	llex verticillata	FACW+	Medium Shrub	N,	C, S	ω	
Butternut (White Walnut)	Juglans cinerea	FACU+	Small Canopy Tree	Z L	<i>ဖ</i> ပ	۲v	Scattered within range; susceptible to butternut canker
Black Walnut	Jugians nigra	FACU	Large Canopy Tree	ż	S,	2	
Spicebush	Lindera benzoin	FACW-	Medium Shrub	z v	s,s	ဌ	
Sweet Gum	Liquidambar styracifiua	FACW	Large Canopy Tree	တ		4	
Tuliptree	Liriodendron tulipifera	FACU+	Large Canopy Tree	z Z	C, S	4	
Wild Sweet Crabapple	Malus coronaria		Medium Understory Tree	Z	s S		
Common Moonseed	Menispermum canadense	FAC	Low Vine	<i>z</i>	c,s	က	
Black Gum	Nyssa sylvatica	FAC	Large Understory Tree	ī, Ņ		ധ	
Hop Hornbeam	Ostrya virginiana	FACU-	Medium Understory Tree	⊤ \		ഹ	
Virginia Creeper	Parthenocissus quinquefolia FAC-	FAC-	Vine	V. N.	C, S	2	
Common Ninebark	Physocarpus opulifolius	FACW-	Small Shrub	'N S	c, s	2	
American Sycamore	Platanus occidentalis	FACW	Large Canopy Tree	T,	c,s	3	
Eastern Cottonwood	Populus deltoides	FAC	Large Canopy Tree	T,	C, S	1	
Swamp Cottonwood	Populus heterophylla	OBL	Large Canopy Tree	T,	S	8	Scattered within its range
Quaking Aspen	Populus tremuloides	FAC	Small Canopy Tree	z L		2	
American Plum	Prunus americana	UPL	Small Understory Tree	z ⊏	C, S	4	Also along riverbanks
Black Cherry	Prunus serotina	FACU	Small Canopy Tree	Z,	C, S	1	
Common Hop-tree	Ptelea trifoliata	FACU+	Medium Shrub	S N,	C, S	4	
White Oak	Quercus alba	FACU	Large Canopy Tree	т , С,	C, S	5	
Swamp.White Oak	Quercus bicolor	FACW+	Large Canopy Tree	, N	C, S	7	
Southern Red Oak	Quercus faicata	FACU-	MedLg. Canopy Tree	<u>.*</u> ⊢		Ŕ	Far southern and southwestern counties
Shingle Oak	Quercus imbricaria	FAC-	Medium Canopy Tree	z L	C, S	3	

							•
Overcup Oak	Quercus lyrata	OBL	Medium Canopy Tree	L	*S	7	Extreme southwestern counties
Bur Oak	Quercus macrocarpa	FAC-	Large Canopy Tree	E	N.C.S	5	
Swamp Chestnut Oak	Quercus michauxii	FACW	MedLg. Canopy Tree		<u>*</u>	7	Far southern and southwestern counties
Chinkapin Oak	Quercus muehlenburgii	UPL	MedLg. Canopy Tree	<u> </u>	S S	4	Also along well-drained
Pin Oak	Quercus palustris	FACW	Small Canopy Tree	E	N.C.S	3	
Northern Red Oak	Quercus rubra	FACU	Large Canopy Tree	 	S S	4	
Shumard Oak	Quercus shumardii	FACW-	Large Canopy Tree	1	လ <u>(</u> ၁	7	
Post Oak	Querous stellata	FACU-	SmMed. Canopy Tree	<u> </u>	* 50	ιΩ	Seasonally swampy woods in SW counties
Staghorn Surnac	Rhus typhina		Large Shrub	တ	z	2	
Pasture Gooseberry	Ribes cynosbati	FACW	Small Shrub	တ	N, C, S	4	
Carolina Rose	Rosa carolina	FACU-	Small Shrub	တ	N, C, S	4	
Peachleaf Willow	Salix amygdaloides	FACW	Small Canopy Tree	1=	z	4	
Sandbar Willow	Salix interior	OBL	Medium Shrub	S	N, C, S	.	
Black Willow	Salix nigra	OBL	Large Understory Tree		N, C, S	က	
Elderberry	Sambucus canadensis	FACW-	Medium Shrub	S	N, C, S	2	
Bristly Greenbriar	Smílax hispida	FAC	Vine	Λ	N, C, S	3	
American Bladdernut	Staphylea trifolia	FAC	Medium Shrub	S	N, C, S	2	
Bald Cypress	Taxodium distichum	OBL	Large Canopy Tree	<u> </u>	\ \$	10	Only in Vanderburgh, Posey, Warrick, Knox, Gibson Co.
American Basswood	Tilia americana	FACU	Large Canopy Tree	T	N, C, S	5	
American Elm	Ulmus americana	FACW-	Large Canopy Tree		ა : :	თ	disease; typically grows as a small understory tree
Slippery Elm	Ulmus rubra	FAC	Large Canopy Tree	느	N, C, S	က	
Nannyberry	Viburnum lentago	FAC+	Medium Shrub	S	z	5	
Black Haw	Viburnum prunifolium	FACU	Medium Shrub	<u>.</u> છ	ပ (၁,၁	4	
Riverbank Grape.	Vitis riparia	FACW-	Vine.	>	N, C, S		
Prickly ash	Zanthoxylum americanum		Medium Shrub	S	_ z	က	



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



December 3, 2011

Mr. Larry S. Lawlor **GAI** Consultants 6420 Castleway West Drive Indianapolis, Indiana 46250-1914

Project No.: Des. 0901798, STP-0901798

Project:

Added Travel Lanes to Dupont Road

Location: Fort Wayne, Allen County

Dear Mr. Lawlor:

This responds to your letter dated November 3, 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.

The proposed project consists of the widening and resurfacing of about 1.36 miles of Dupont Road between Lima Road and Coldwater Road in northern Fort Wayne. The roadway will be widened to 4 11-foot through lanes and a 2-way left turn lane; a multi-use path will be provided along the south side of the roadway and a sidewalk will be constructed along the north side. Intersection improvement with connecting roadways will also occur. Additional permanent and temporary rights-of-way will be needed.

We are not aware of any wetlands near Dupont Road that might be affected by the widening project, but Becketts Run may be impacted. Also, Saloman Farm Park is located along the south side of Dupont Road within the project area and likely is a Section 4(f) property (a public park, recreation area, or wildlife and waterfowl refuge, or historic site of national, State, or local significance as determined by the Federal, State, or local officials having jurisdiction over the site). It will also be necessary to determine whether or not any Land and Water Conservation

Fund monies have been used at Salomon Farm Park; pursuant to the LWCF Act, land proposed to be taken out of recreational use must go through a Section 6(f)(3) conversion process prior to any change in land use. Otherwise, we request that trees lost to the project be replaced as close to the impact area as possible.

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 habitat for any of these species within the proposed project area, so we agree 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 reinitiate consultation.

We appreciate the opportunity to comment at this early stage of project planning. If project plans change, please recoordinate with our office as soon as possible. If you have any questions, please contact Elizabeth McCloskey at (219) 983-9753 or elizabeth mccloskey@fws.gov.

Sincerely yours,

Elizabeth S. McCloskey Scott E. Pruitt Jor Supervisor

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

Northeastern Indiana Regional Coordinating Council



December 2, 2011

Larry Lawlor Project Civil Technical Specialist 6420 Castleway West Drive Indianapolis, IN 46250-1914

RE: Des. No. 0901798, Dupont Road Added Travel Lanes Project, City of Fort Wayne,

Allen County

Dear Mr. Lawlor:

Members of our staff reviewed your letter dated November 3, 2011 concerning early coordination of the environmental review process for the Dupont Road added travel lanes project in Fort Wayne (#0901798). We have the following comments relating to this project.

Natural Gas pipeline: Crossing Dupont Rd just west of Coldwater Rd.

PIPELINES (IGS) --

Natural Gas, Crude Oil, and Refined Oil Pipelines, 1988 (1:63,360)

Shows the locations and extents of known natural gas, crude oil, and refined products pipelines.

Digitized from data compiled for the creation of the following published map: Indiana Geological Survey Miscellaneous Map 53.

FGDC metadata: PIPELINES_IGS_IN

Lust Location: Located near the Dupont Rd and Coldwater Rd intersection.

LUST LOCATIONS --

Leaking Underground Storage Tanks, 2010 (Source scale is unknown)

Shows known sites with leaking underground storage tanks. Regulated underground storage tanks (USTs) contain regulated substances including petroleum and hazardous substances such as those typically found at gasoline stations, fleet fueling facilities, and industrial sites. If a release from a UST system is suspected or confirmed, the owner and operator must report it to the Indiana Department of Environmental Management. These sites are called Leaking USTs. Actions must be taken as described in the UST rules - 329 IAC 9-4 and 5.

Provided by personnel of the Indiana Department of Environmental Management, Office of Land Quality.

Data are current as of April 16, 2010. FGDC metadata: LUST_IDEM_IN

Potential Wetland Stream: Becketts Run located just west of Oak Trail Rd.

WETLAND LINES --

National Wetland Inventory, as Lines, 1992 (1:3,000,000)

Shows features of wetlands, lakes, ponds, streams and other water resources, as defined by the U.S. Fish and Wildlife Service and compiled from the National Wetland Inventory. Aerial photointerpretation techniques were used, with the objective of providing better geospatial information on wetlands than found on the U.S. Geological Survey topographic maps. Wetland boundaries are generalized and are not exact, nor are they comparable to boundaries derived from ground surveys.

This layer is intended for use with its companion layers of Wetland points and Wetland polygons.

FGDC metadata: WETLAND_NWI_LINE_IN

Park and Historic District: Salomon Farm is located on the south side of Dupont Rd approximately 3,000 ft east of SR 3.

 Ft Wayne/Allen County Parks Originator: Allen County iMap Last Updated: 20070516 Title: GISData.SDE.Parks

Publication_Place: Fort Wayne, IN Publisher: Allen County iMap

• Fort Wayne Local Historic Districts. Fort Wayne's Historic Preservation Commission, Division of Community Development.

Cultural Facility: Praise Evangelical Lutheran (Preschool – Kindergarten, church) - 1115 W Dupont Rd

Originator: Allen County iMap Last Updated: 20070516 Title: GISData.SDE.Schools Publication_Place: Fort Wayne, IN Publisher: Allen County iMap

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

Cc: Chad Salzbrenner, Project Manager, GAI Consultants

Project	No. <u>STP-</u> ()901798	Des. No. <u>0901798</u>
Project	Description:	Dupont Road Added Trav	vel Lanes Project, Ft. Wayne, Allen County, Indiana
Name o	of Organization	n requesting early coordina	tion:
	GAI Cons	sultants, Inc.	
	QUES	TIONNAIRE FOR THE	INDIANA GEOLOGICAL SURVEY
1)		nd/or problem () geographic features exist within the p	ic, () geological, () geophysical, or project limits? Describe:
2)	Have existing No	or potential mineral resour	ces been identified in this area? Describe:
3)	Are there any Describe:		al resources extraction sites located nearby?
This in	formation was	furnished by:	
	Robin Ru		Title: <u>Geologist</u>
		Walnut Grove, Bloomington	
Phone:	812-855-742	28	Date: November 27, 2011

November 15, 2011

Mr. Larry Lawlor Project Civil Technical Specialist GAI Consultants 6420 Castleway West Drive Indianapolis, IN 46250

Re: Early Coordination – Des. No. 0901798

Dupont Road Added Travel Lanes

City of Fort Wayne Allen County, Indiana

Dear Mr. Lawlor,

The Fort Wayne District has received your early coordination letter dated November 3, 2011. At this time we have no environmental concerns regarding the project.

Please make all future environmental review submittals through ERMS. If you have any questions please feel free to contact me.

Regards,

Jennifer Didrick Environmental Scientist

United States Department of Agriculture



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

November 14, 2011

Larry S. Lawlor Project Civil Technical Specialist GAI Consultants 6420 Castleway West Drive Indianapolis, IN 46250

Dear Mr. Lawlor:

The proposed project to add travel lanes on Dupont Road in the City of Ft. Wayne, Allen County, Indiana, as referred to in your letter received November 7, 2011, will not cause a conversion of prime farmland.

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

Sincerely,

JANE E. HARDISTY

State Conservationist

Enclosures

Helping People Help the Land

An Equal Opportunity Provider and Employer

NRCS-CPA-106

(Rev. 1-91)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PARTI (To be completed by Federal Agency)		3. Date of Land Evaluation Request 11/4/11 Sheet 1 of 1				
Name of Project		5. Federal Agency Involved FHWA				
2. Type of Project Road Reconstruction	6. Cou	6. County and State Allen County, Indiana				
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 2. Person Completing Form			Form	
 Does the corridor contain prime, unique statewide or local import (If no, the FPPA does not apply - Do not complete additional par 	ant farmland? ts of this form).	YES NO	X 4	. Acres Irrigated Ave	rage Parm Size	
5. Major Crop(s) 6. F	Farmable Land in Gove	rnment Jurisdicti	on 7.	Amount of Farmland	As Defined in FPPA	
	Acres: Name of Local Site Ass	% essment System	10	Acres: Date Land Evaluation	% on Returned by NRCS	
		F1000000000000000000000000000000000000		11-14-		
PART III (To be completed by Federal Agency)		Altern Corridor A		r For Segment		
A. Total Acres To Be Converted Directly		0	Corrido	or B Corridor	C COFFIGOR D	
B. Total Acres To Be Converted Indirectly, Or To Receive Servi	ces	0				
C. Total Acres In Corridor		0	0	0	0	
PART IV (To be completed by NRCS) Land Evaluation I	nformation					
A. Total Acres Prime And Unique Farmland						
B. Total Acres Statewide And Local Important Farmland		-	_			
C. Percentage Of Farmland in County Or Local Govt. Unit To E	Be Converted	-	_			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or	ligher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Informati	ion Criterion Relative					
value of Farmland to Be Serviced or Converted (Scale of 0 -	100 Points)					
PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR	658.5(c)) Maximun	1				
Area in Nonurban Use	15					
Perimeter in Nonurban Use	10					
Percent Of Corridor Being Farmed	20					
Protection Provided By State And Local Government	20					
Size of Present Farm Unit Compared To Average	10					
Creation Of Nonfarmable Farmland	25					
7. Availability Of Farm Support Services	5					
8. On-Farm Investments	20					
Effects Of Conversion On Farm Support Services	25					
10. Compatibility With Existing Agricultural Use	10					
TOTAL CORRIDOR ASSESSMENT POINTS	160	0	0	0	0	
PART VII (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)	100					
Total Corridor Assessment (From Part VI above or a local site assessment)	160	0	0	0	0	
TOTAL POINTS (Total of above 2 lines)	260	0	0	0	0	
Corridor Selected: Z. Total Acres of Farmland	s to be 3. Date Of	Selection:	4. Was A L	ocal Site Assessment	Used?	
Converted by Project:	//-	16-11				
Signature of Person Completing this Part:			2.	DATE // -/Le		
NOTE: Complete a form for each segment with more	than one Alterna	te Corridor				

Larry Lawlor

From: Sent: Clark, Rickie [RCLARK@indot.IN.gov] Thursday, November 10, 2011 4:50 PM

To:

Larry Lawlor

Subject: Attachments: DES# 0901798 Dupont Road Added Travel lanes project, Fort Wayne, Allen County Community Context Audit Public Involvement Plan.pdf; PublicInvolvementSpecialistsPIP-

ForMajor-MinorProjectsTEMPLATE.doc

Good Afternoon Larry,

I received an early coordination notification letter for the project listed above. The reason we're requesting to be notified at the early coordination stage is to try to develop public involvement plans and raise public awareness of transportation improvement projects earlier in the project development phase when it makes sense to engage the public/stakeholders. For larger projects (EIS, EA) INDOT/LPA's do a great job engaging the public. For smaller jobs (CE) there may be other opportunities to engage the public prior to the hearings phase, so I wanted to send the following templates for consideration as this project develops and to also let you know that my office is available to help with any public outreach efforts you may wish to use as this project develops.

The templates may be helpful in documenting any public involvement activities implemented during project development or perhaps encourage discussion in identifying any public involvement needs for the project. The public involvement plan could be as simple as using a more detailed Notice of Survey with additional contact info, and the normal Public Hearings phase......or a detailed Notice of Survey, a media release/advisory, the Public Hearings phase, in addition to Sec. 106 or something like that.

My office is available to provide support and/or resources to bolster any public involvement activities you may wish to implement or just discuss. I think the key here is to not necessarily require action but to document that there was some level of thought given towards public involvement at the early stages of development.

I appreciate the time and opportunity to comment.

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

Questionnaire for the Indiana Department of Transportation, Office of Aviation

Project No:	Des/Bridge No:	0901798	
Project Description:			
Dupont Rd. Added travel lanes	project, City	y of Fort Wayn	ıe,
Allen County, Indiana			
Requested By: GAI Consultants			
Are there any existing or proposed airpor	ts within or near t	he project limits?	YES
If yes, describe any potential conflicts with the project.	ı air traffic during	g or after the constr	cuction of

The Smith Field Airport is located approximately 11,000'

South of the project.

If any permanent structures or equipment utilized for the project penetrates the 100:1 slope from the airport FAA form 7460 (Notice of Proposed contstruction or alteration) must be filed. For assistance contact Marcus Dial, INDOT Office of Aviation, 317-232-1494.

This information was furnished by:

Name: James W. Kinder

Title: Chief Airport Inspector – INDOT Office of Aviation

Date: November 10, 2011

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

November 9, 2011

66-33 Mr. Larry Lawlor **GAI Consultants** 6420 Castleway West Drive Indianapolis, Indiana 46250

Dear Mr. Lawlor:

RE: Wellhead Protection Area Proximity Determination 1614 West Dupont Road To 701 East Dupont 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 many have not been approved by this office. In these cases, we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's 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.

An Equal Opportunity Employer

∄ames Sullivan, Chief **Ground Water Section Drinking Water Branch**

Office of Water Quality

JS:gml

Appendix C -



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

City of Fort Wayne Shan Gunawardena One Main Street Fort Wayne, IN 46802 GAI Consultants, Inc. Larry Lawlor 6420 Castleway West Drive Indianapolis, IN 46250

Thursday, November 03, 2011

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed project will widen and resurface the existing roadway to facilitate four 11-foot travel lanes and a two-way left-turn lane. The proposed roadway will also consist of curb and gutter with, at minimum, a 10-foot multi-use path on the south side and a 5-foot sidewalk on the north side. All intersecting side streets will be improved to tie into the new vertical and horizontal alignments of Dupont Road. The project will also address existing and future storm water drainage and four regulated drains within the project limits. The project will be approximately 7,180 feet or 1.36 miles in length.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: http://www.in.gov/idem/5283.htm.

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

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, Kosciosko, 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.

- 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 Wetlands Program. To learn more about the Wetlands Program, visit:
 http://www.in.gov/idem/4384.htm.
- 3. If the USACE determines that a wetland or other water body 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 (OWQ) 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 OWQ Wetlands Program at 317-233-8488.
- 4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: http://www.in.gov/idem/4384.htm for the appropriate staff contact to further discuss your project.
- 5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
 - O IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - O IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - O IC 14-28-1 Flood Control Act 310 IAC 6-1
 - O IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - O IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
 - O IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: http://www.in.gov/dnr/water/9451.htm. Contact the DNR Division of Water at 317-232-4160 for further information.

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.

- 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 resubmittal. 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.

- For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources Division of Fish and Wildlife (317/232-4080) for addition project input.
- 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.
- 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.
- 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 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:

 Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (http://www.in.gov/idem/4148.htm) under specific conditions. You also can seek an open burning variance from IDEM.

However, 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) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

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.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures 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 3-5 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.

 The U.S. EPA and the 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/4145.htm.)

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If inhome radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, 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.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

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/isdh/regsvcs/radhealth/radon.htm, http://www.in.gov/isdh/regsvcs/radhealth/radon.htm, http://www.in.gov/isdh/regsvcs/radhealth/radon.htm, http://www.in.gov/isdh/regsvcs/radhealth/radon.htm, http://www.in.gov/isdh/regsvcs/radhealth/radon.htm.

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four 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.

However, 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 http://www.in.gov/icpr/webfile/formsdiv/44593.pdf.

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit: http://www.in.gov/idem/4983.htm.

- 4. 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/isdh/19131.htm.
- Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule (http://www.ai.org/legislative/iac/T03260/A00080.PDF).
- 6. 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 (View at: 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.
- 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 atdem.state.in.us.

LAND QUALITY

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

- 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.
- 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.
- 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.
- If 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.
- 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).
- 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. See: http://www.in.gov/idem/4999.htm.

FINAL REMARKS

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

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of

the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that is it the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at http://www.in.gov/idem/5284.htm, is used.

Sincerely,

Thomas W. Easterly Commissioner

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

Project Description

The proposed project will widen and resurface the existing roadway to facilitate four 11-foot travel lanes and a two-way left-turn lane. The proposed roadway will also consist of curb and gutter with, at minimum, a 10-foot multi-use path on the south side and a 5-foot sidewalk on the north side. All intersecting side streets will be improved to tie into the new vertical and horizontal alignments of Dupont Road. The project will also address existing and future storm water drainage and four regulated drains within the project limits. The project will be approximately 7,180 feet or 1.36 miles in length.

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

Date: 05 14 2013

Signature of the INDOT
Project Engineer or Other Responsible Agent

Shan Gunawardona

Date: __

Signature of the For Hire Consultant

Dave Beno

Representing the Company: GAI Consultants, Inc.

APPENDIX D

Section 106 of the DHPA & Section 4(f)

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

Dupont Road Added Travel Lanes, Fort Wayne, Allen County, Indiana DES. NO.: 0901798

AREA OF POTENTIAL EFFECT (Pursuant to 36 CFR Section 800.4(a)(1))

The Area of Potential Effect (APE) consists of Dupont Road, from 645 ft west of its intersection with Lima Road/SR 3 to 425 ft east of its intersection with Coldwater Road, for a total length of 2.01 miles, with a maximum width of 550 ft north and 700 ft south of the centerline of Dupont Road.

ELIGIBILITY DETERMINATIONS (Pursuant to 36 CFR 800.4(c)(2))

Anton Salomon Farm (817 West Dupont Road; 003-286-30003): The property is a former farmstead, originally established in 1871, that is now operated as a museum and park by Fort Wayne Parks and Recreation. The two-story single-family house has a stone foundation, wood clapboard walls, an asphalt shingle roof, and 4/4 windows. A modern addition is on the rear of the house. A number of outbuildings are present on the property, including two modern pole barns, a privy with wood siding, a summer kitchen/smokehouse constructed of brick masonry walls, a transverse frame barn with wood siding, and a German bank barn with a stone foundation and wood clapboard siding. The property is eligible for the National Register of Historic Places (NRHP) under Criterion C as a significant and largely intact example of a farm property of the period.

EFFECT FINDING

Anton Salomon Farm (817 West Dupont Road; 003-286-30003): No Adverse Effect

INDOT, acting on FHWA's behalf, has determined a No Adverse Effect finding is appropriate for this undertaking.

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

Anton Salomon Farm (817 West Dupont Road; 003-286-30003): This undertaking will convert property from the Anton Salomon Farm, a section 4(f) historic property, to a transportation use; the INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is No Adverse Effect; therefore FHWA hereby intends to issue a "de minimis" finding for the Anton Salomon Farm, pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with FHWA's Section 106 determination of No Adverse Effect.

Patrick Carpenter, for FHWA

Cultural Resources Manager

INDOT Cultural Resources Office

4-16-2013

Approved Date

FEDERAL HIGHWAY ADMINISTRATION DOCUMENTATION OF SECTION 106 FINDING OF NO ADVERSE EFFECT

SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER

PURSUANT TO 36 CFR Section 800.5(c)

Dupont Road Added Travel Lanes, Fort Wayne, Allen County, Indiana DES. NO.: 0901798
FEDERAL PROJECT NO.:

1. DESCRIPTION OF THE UNDERTAKING

The City of Fort Wayne is proposing to add travel lanes to Dupont Road from Lima Road/SR 3 at the west end to Coldwater Road at the east end, a distance of approximately 1.8 miles (Appendix A). As part of the project, the city will acquire a perpetual easement to allow drainage to modern retention ponds on the north side of Salomon Farm Park.

Per Federal Highway Administration- Indiana Division (FHWA-IN) Procedures, Federal-aid highway construction projects qualify as "undertakings" as defined in 36 CFR 800.16(y) and are subject to review under FHWA-IN/Indiana Department of Transportation (INDOT) Section 106 Procedures. Federal-aid funds would be used for planning and/or construction of the proposed improvements. Section 106 is thus applicable.

The Area of Potential Effect (APE) consists of Dupont Road, from 645 ft west of its intersection with Lima Road/SR 3 to 425 ft east of its intersection with Coldwater Road, for a total length of 2.01 miles, with a maximum width of 550 ft north and 700 ft south of the centerline of Dupont Road (Appendix A). The project area is set within a medium-density urban area north of downtown Fort Wayne (Appendix B). The land use in proximity is primarily commercial and institutional near the intersections of Lima and Coldwater Roads, and suburban residential in between the two intersections. Topographically, most of the project area is flat with gradual changes in elevation, and with wide open spaces in areas that have not been developed into housing or commercial business. Most of the buildings within the APE were built less than 30 years ago, with most of the development coming in the 1980s and 1990s, although there are scattered properties built before these dates.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Efforts to identify historic properties in the APE included a check of records available at the Indiana Department of Natural Resources-Division of Historic Preservation and Archaeology (DHPA), historical/architectural and archaeological fieldwork, and communication with consulting parties. DHPA serves as Indiana's State Historic Preservation Office (SHPO).

Sources of information examined at DHPA included National Register of Historic Places (NRHP) listings, Indiana Register of Historic Sites and Structures listings, the *Fort Wayne Interim Report*, the SHAARD database, archaeological site maps, cultural resource management reports, and cemetery records. There are no NRHP-listed or Indiana Register of Historic Sites and Structures-listed resources in the APE. Four aboveground resources have previously been recorded in the APE, although the field survey found that two have been demolished since being recorded. One of the two extant aboveground resources, the Anton Salomon Farm (003-286-30003), is rated as Outstanding. The other, the G.O. Waters Barn (003-286-30001), is rated as Contributing. Three previously recorded archaeological sites recorded by a prior survey were identified within or adjacent to the project area, but the field survey determined that the sites have been destroyed by subsequent development.

The results of the field surveys were reported in a Historic Property Report (HPR) and a Phase Ia Archaeological Field Reconnaissance Report (Appendix C). The survey for aboveground resources identified 12 properties 50 years of age or older in the APE. One property, the Anton Salomon Farm (003-286-30003), at 817 West Dupont Road, was recommended eligible for the NRHP under Criterion C, for being an excellent example of an intact

agricultural property. The archaeological survey did not identify any sites in the project area. INDOT, on behalf of FHWA, has reviewed these reports.

The SHPO, INDOT, and FHWA are entitled to participate in the Section 106 process as a consulting party. The following other individuals and organizations have been invited, in writing, to be consulting parties (Appendix D).

- Indiana Landmarks- Northern Regional Office
- Allen County/Fort Wayne Historical Society
- ARCH, Inc.
- Allen County Historian
- Allen County Board of Commissioners
- Fort Wayne Historic Preservation Review Board

The above-listed parties have been provided with copies of the HPR and response postcards with which to accept or decline the invitation to be a consulting party. Michael Galbraith of ARCH, Inc., accepted consulting party status, but did not provide comments on the HPR or identify additional historic properties in the APE. Nelson Peters of the Allen County Board of Commissioners declined consulting party status (Appendix E). No other invited parties responded with a postcard or comments. In a letter dated November 13, 2012, DHPA concurred that the Anton Salomon Farm at 817 West Dupont Road is eligible for the NRHP under Criterion C and that the other aboveground properties are not eligible for inclusion in the NRHP. DHPA also stated that they were not aware of any additional parties to be invited to consult in the Section 106 review of the project (Appendix E). In a letter dated December 20, 2012, DHPA stated that they have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the project area and concurred that no further archaeological investigations appear necessary. However, DHPA disagreed with the submittal of an Indiana archaeological short report and requested an archaeological field reconnaissance survey report. The letter also requested information about how the Anton Salomon Farm might be affected by the project. Following consultation between INDOT and DHPA, the request for a full archaeological field reconnaissance survey report was rescinded (Appendix E).

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Anton Salomon Farm (817 West Dupont Road; 003-286-30003): The property is a former farmstead, originally established in 1871, that is now operated as a museum and park by Fort Wayne Parks and Recreation. The two-story single-family house has a stone foundation, wood clapboard walls, an asphalt shingle roof, and 4/4 windows. A modern addition is on the rear of the house. A number of outbuildings are present on the property, including two modern pole barns, a privy with wood siding, a summer kitchen/smokehouse constructed of brick masonry walls, a transverse frame barn with wood siding, and a German bank barn with a stone foundation and wood clapboard siding. The property is eligible for the NRHP under Criterion C as a significant and largely intact example of a farm property of the period.

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

Anton Salomon Farm (817 West Dupont Road; 003-286-30003): The undertaking will require the acquisition of a strip of permanent right-of-way along the north edge of the parcel, although this land is outside the NRHP-eligible boundary of the Anton Salomon Farm. A permanent easement also will be acquired to release drainage into modern retention ponds on the north side of the property; the retention ponds are outside the NRHP-eligible boundary of the property, although some of the easement may overlap the NRHP-eligible boundary. The undertaking will widen the road in the vicinity of the property, further increasing the conversion of the area into a suburban landscape and impacting the property's setting.

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

As described in 36 CFR 800.5(1), the criteria of adverse effect has been applied to this undertaking. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify that property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Upon considering the criteria of adverse effect, INDOT, on behalf of the FHWA and in consultation with DHPA, has concluded that this undertaking will result in a No Adverse Effect finding.

The following specific examples of adverse effects as listed in 800.5(a)(2) have been applied to this undertaking:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR Part 68) and applicable guidelines;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to a Native American tribe or Native Hawaiian organization; and
- Transfer, lease, or sale of a property out of Federal ownership or control without adequate and legally
 enforceable restrictions or conditions to ensure long-term preservation of the property's historic
 significance.

When considering the aforementioned examples of adverse effects as stipulated in 800.5(2), this undertaking has been determined to have No Adverse Effect.

Anton Salomon Farm (817 West Dupont Road; 003-286-30003): The undertaking will not destroy, damage, alter, or move the historic property. The undertaking will not change the property's use. The undertaking will not change physical features within the property's setting that contribute to its historic significance. There are no contributing historic features in the north part of the property, and a modern multi-purpose trail and modern retention ponds already exist along the south side of Dupont Road adjacent to the property's NRHP-eligible boundary. Although the road widening will alter the setting of the property, the extensive modern residential and institutional development in the area already has removed most of the rural character of the surrounding area, and the road widening will not be as visible from the farm's buildings as much of the development already is. The undertaking is not anticipated to introduce new atmospheric or audible elements. The undertaking will not cause the neglect of the property, nor is it under Federal ownership or control.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

Michael Galbraith of ARCH, Inc., accepted consulting party status, but has not provided any comments regarding the project. DHPA has concurred with the recommendations of the HPR and archaeology report. Information regarding possible impacts to the Anton Salomon Farm was provided to DHPA and the consulting party on February 19, 2013. This additional information included a revision of the proposed NRHP-eligible boundary for the Anton Salomon Farm to exclude the modern retention ponds on the north side of the property, a map showing the proposed easement for drainage into the retention ponds, and a map showing the strip right-of-way take along the north edge of the property. DHPA responded with a letter dated March 12, 2013, in which they agreed with the proposal to remove the retention ponds from the NRHP-eligible boundary and also suggested that the NRHP-

eligible boundary need only extend north to the south edge of the Pufferbelly Trail, which runs parallel to and along the south side of Dupont Road. The letter reiterated DHPA's concurrence with the HPR and archaeology recommendations and then indicated that it would be appropriate at this time for INDOT, on behalf of FHWA, to make the necessary determinations and findings (Appendix E). No response was received from ARCH, Inc.

A public notice regarding the APE and No Adverse Effect finding will be issued for this project in a local newspaper concurrently with the issuance of these findings to the consulting parties. A 30-day comment period will be given. This document will be revised, if necessary, after the public notice to reflect any comments received.

APPENDIX

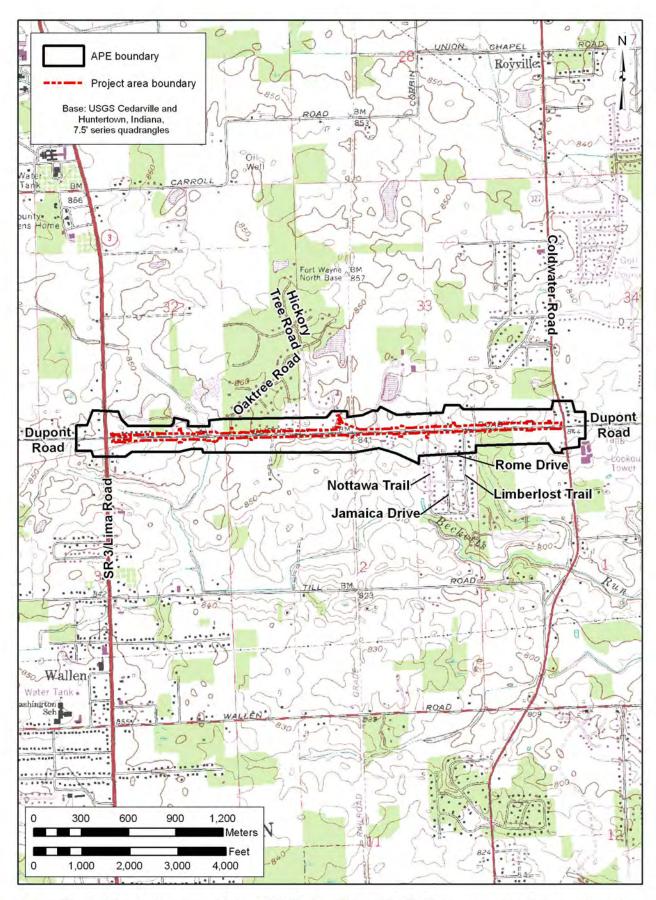
- A. MAPS
- B. PHOTOGRAPHS
- C. ABSTRACTS AND SUMMARIES FROM THE HISTORIC PROPERTY REPORT AND PHASE IA ARCHAEOLOGICAL SURVEY
- D. LIST OF CONSULTING PARTIES
- E. CORRESPONDENCE OF CONSULTING PARTIES

APPENDIX A

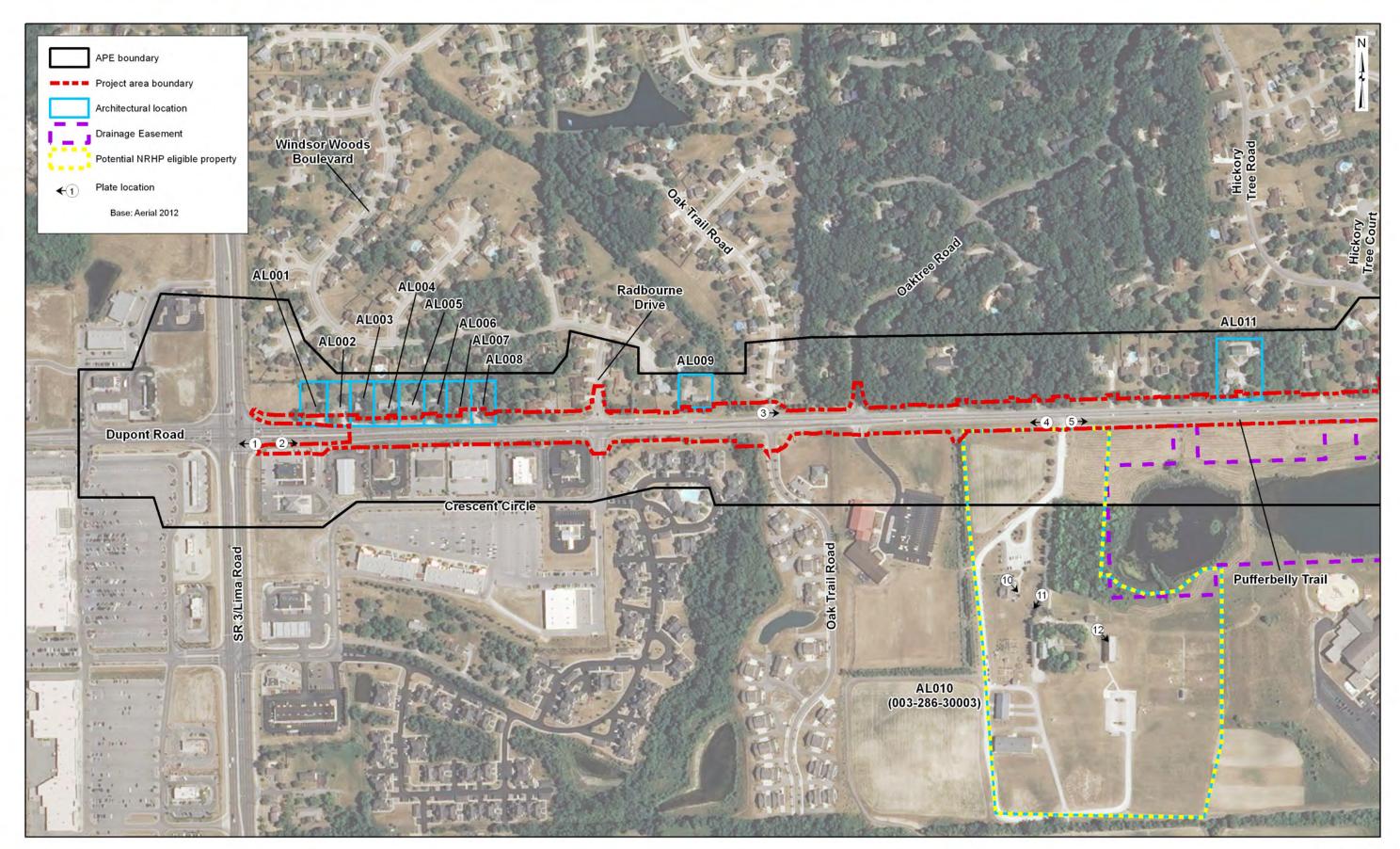
MAPS



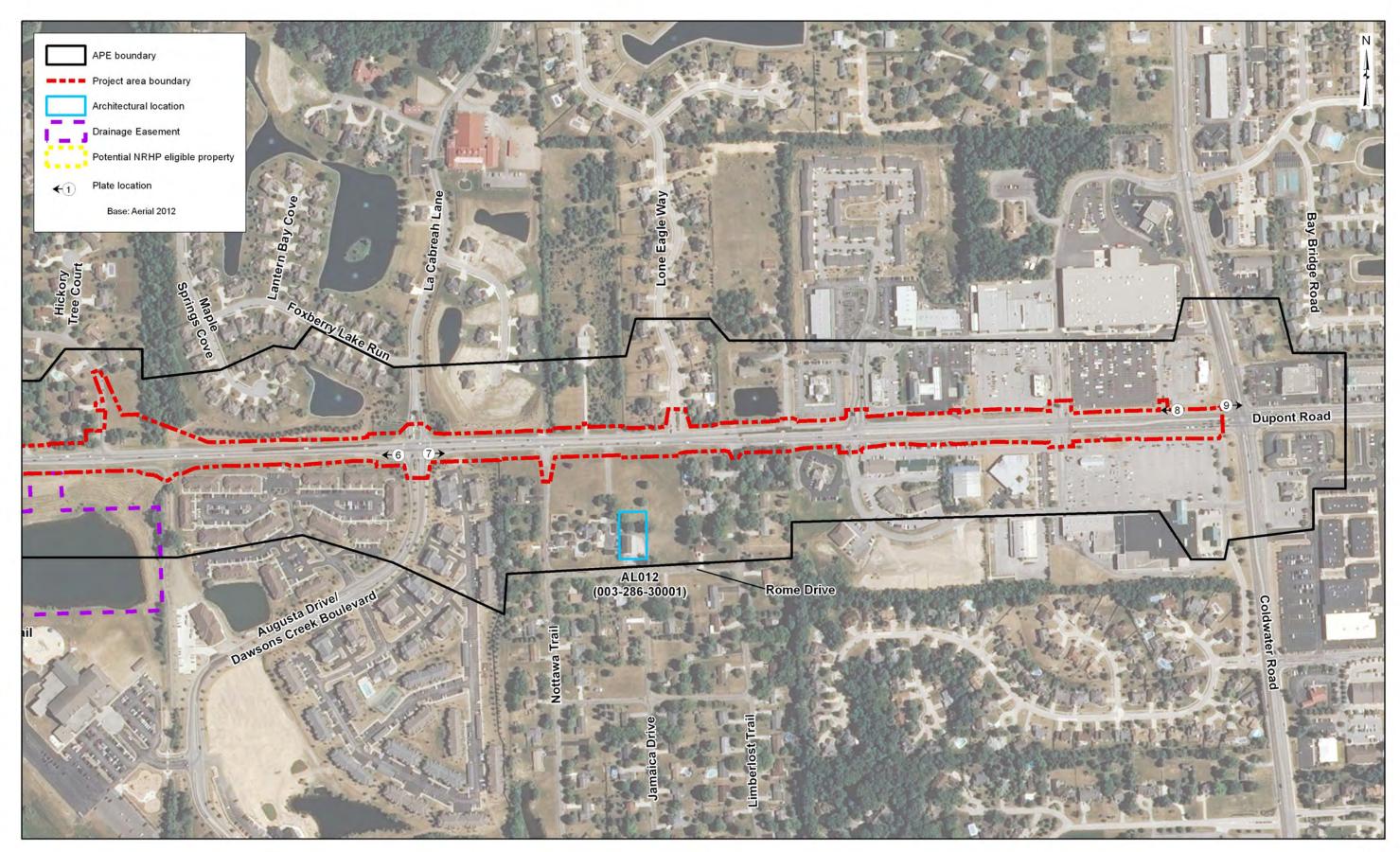
Appendix A, Map 1. Indiana map showing vicinity of APE.



Appendix A, Map 2. Portions of the 1981 Cedarville and 1981 Huntertown, Indiana quadrangles (USGS 7.5' topographic maps) showing the APE and project area.



Appendix A, Map 3 Sheet 1 of 2 Appendix D - 9



Appendix A, Map 3 Sheet 2 of 2 Appendix D - 10

APPENDIX B

PHOTOGRAPHS



Plate 1. View of Dupont Road at the intersection with Lima Road/SR 3, looking west.



Plate 2. View of Dupont Road from east of Lima Road/SR 3, looking east.



Plate 3. View of Dupont Road from Oak Trail Road, looking east.



Plate 4. View of Dupont Road from east of Oaktree Road, looking west.



Plate 5. View of Dupont Road from east of Oaktree Road, looking east.



Plate 6. View of Dupont Road from Augusta Drive/Dawsons Creek Boulevard, looking west.



Plate 7. View of Dupont Road from Augusta Drive/Dawsons Creek Boulevard, looking east.



Plate 8. View of Dupont Road at the intersection of Coldwater Road, looking west.

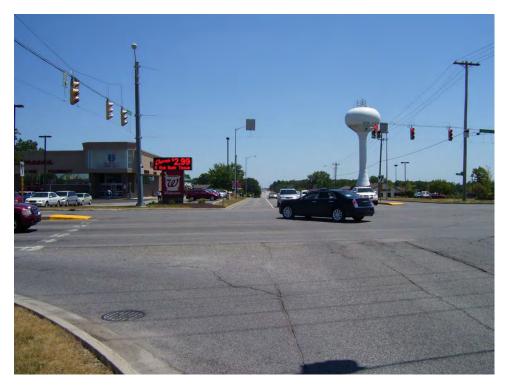


Plate 9. View of Dupont Road at the intersection of Coldwater Road, looking east.



 $Plate\ 10.\ AL010/003-286-30003/817\ West\ Dupont\ Road,\ house,\ looking\ southeast.$



Plate 11. AL010/003-286-30003/817 West Dupont Road, barns, looking southwest.



Plate 12. AL010/003-286-30003/817 West Dupont Road, barn, looking southeast.

APPENDIX C

ABSTRACTS AND SUMMARIES FROM THE HISTORIC PROPERTY REPORT AND PHASE IA ARCHAEOLOGICAL SURVEY

INDIANA SHORT REPORT

Phase Ia Archaeological Survey for the Proposed Dupont Road Added Travel Lanes from SR 3/Lima Road to Coldwater Road (Des. No. 0901798) in Perry and Washington Townships, Fort Wayne, Allen County, Indiana

By

Samuel P. Snell, MS, RPA

Submitted By:
Mark McClain
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300
mmcclain@ascgroup.net

Submitted To: GAI Consultants 1502 Magnavox Way Fort Wayne, Indiana 46804 260.969.8800

Lead Agency: Indiana Department of Transportation

November 19, 2012

James a. Angoly

James A. Snyder, MA, Principal Investigator



INDIANA DEPARTMENT OF NATURAL RESOURCES DIVISION OF HISTORIC PRESERVATION AND ARCHAEOLOGY

402 West Washington Street, Room W274 Indianapolis, Indiana 46204-2739 Telephone Number: (317) 232-1646 Fax Number: (317) 232-0693 E-mail: dhpa@dnr.IN.gov

Where applicable, the use of this form is recommended but not required by the Division of Historic Preservation and Archaeology.

Author: Samuel P. S	Snell
	Date (month, day, year): November 19, 2012
roject Title: Road to	Ia Archaeological Survey for the Proposed Dupont Road Added Travel Lanes from SR 3/Lima o Coldwater Road (Des. No. 0901798) in Perry and Washington Townships, Fort Wayne, County, Indiana
	PROJECT OVERVIEW
roject Description:	The project involves proposed Dupont Road Added Travel Lanes from SR 3/Lima Road to Coldwater Road (Des. No. 0901798) in Fort Wayne, Perry and Washington townships, Allen County, Indiana (Figures 1 and 2). The proposed improvements to the roadway include added travel lanes from SR 3/Lima Road at the western end to Coldwater Road at the eastern end (Figure 3).
NDOT Designation	Number/ Contract Number: 0901798 Project Number: n/a
OHPA Number: n/a	Approved DHPA Plan Number: n/a
repared For: GAI	Consultants
ontact Person: Ch	ad Salzbrenner
ddress: 1502 Mag	gnavox Way
ity: Fort Wayne	State: IN ZIP Code: 46804
elephone Number:	260.969.8800 Email Address: c.salzbrenner@gaiconsultants.com
rincipal Investigato	r: Jim Snyder, MA
gnature:	
ompany/Institution	ASC Group, Inc.
ddress: 9376 Cast	legate Drive
ity: Indianapolis	State: IN ZIP Code: 46256
elephone Number:	317.915.9300.102 Email Address: jsnyder@ascgroup.net

PROJECT LOCATION

Civil Township: Perry and Washington		
Legal Location:		
1/4, 1/4, 1/4, Section:	Township: 32N	Range: 12E
1/4, 1/4, 1/4, Section:	Township: 31N	Range: 12E
1/4, 1/4, 1/4, Section:	Township:	Range:
1/4, 1/4, 1/4, Section:	Township:	Range:
Topographic Map Datum: NAD 1927 Grid Alignme	ent: SW	
Comments: See attached		
Property Owner: Various and unknown		
	REA DETAILS	
		es: 11.3 acres: 28.0
PROJECT AF Length meters: 2,871 feet: 9,418 Width meters: 04		es: 11.3 acres: 28.0
PROJECT AF Length meters: 2,871 feet: 9,418 Width meters: 04 Natural Region: Bluffton Till Plain Section	1.0 feet: 135.0 hectare	es: 11.3 acres: 28.0
PROJECT AF Length meters: 2,871 feet: 9,418 Width meters: 04 Natural Region: Bluffton Till Plain Section Topography: Dissected upland	1.0 feet: 135.0 hectare ndiana.edu/viewer.htm) lopes; 2–6 percent slopes, mo 6–12 percent slopes, moderate	oderately eroded; Morley
PROJECT AF Length meters: 2,871 feet: 9,418 Width meters: 04 Natural Region: Bluffton Till Plain Section Topography: Dissected upland Soil Association: Blount-Glywood-Morley (http://inmap.ir	1.0 feet: 135.0 hectare ndiana.edu/viewer.htm) lopes; 2–6 percent slopes, mo 6–12 percent slopes, moderate	oderately eroded; Morley
PROJECT AF Length meters: 2,871 feet: 9,418 Width meters: 04 Natural Region: Bluffton Till Plain Section Topography: Dissected upland Soil Association: Blount-Glywood-Morley (http://inmap.ir Blount silt loam, 0–2 percent slopes; 2–6 percent silt loam, 2–6 percent slopes, moderately eroded; 6 slopes, severely eroded; and Pewamo silty clay loahtm)	1.0 feet: 135.0 hectare ndiana.edu/viewer.htm) lopes; 2–6 percent slopes, mo 6–12 percent slopes, moderate	oderately eroded; Morley
PROJECT AF Length meters: 2,871 feet: 9,418 Width meters: 04 Natural Region: Bluffton Till Plain Section Topography: Dissected upland Soil Association: Blount-Glywood-Morley (http://inmap.ir Blount silt loam, 0–2 percent slopes; 2–6 percent silt loam, 2–6 percent slopes, moderately eroded; slopes, severely eroded; and Pewamo silty clay loahtm) Drainage: St. Marys	1.0 feet: 135.0 hectare ndiana.edu/viewer.htm) lopes; 2–6 percent slopes, moderate im (http://websoilsurvey.nrcs.	oderately eroded; Morley ely eroded; 6–12 percent usda.gov/app/HomePage

Previously Reported Sites within One Mile of the Project (include citations):

Three previously recorded sites, 12Al126-12Al128 (Buehrig 1979), are within and adjacent to the project area/survey area. But have been completely destroyed by residential and commercial development since 1979 (Figure 3, Sheets 1 and 2). The DHPA GIS has 12A1126 and 12A1127 located in the wrong location and two separate locations for 12Al128. The locations as recorded from the archaeological report (Buehrig 1979) were used as the definitive location of the three sites. Buehrig (1979) determined that the sites were not eligble for the National Register of Historic Places (NRHP). Shaun Miller of the INDOT was consulted and agreed that a short report was warranted in this case as it is clear that the sites have been completely destroyed by development.

12Al1845-12Al1849 (Beard 1993)

12Al1851 (Sherrill 1993)

12Al2084-12Al2090, 12Al2093-12Al2095 (White 2005)

12Al2084 (White 2006)

Cultural Resource Management reports, other research reports, grant reports on file at DHPA or other institutions

Previous Archaeological Studies within One Mile of the Project (include citations):

Archaeological records at the DHPA indicate that 14 CRM projects, consisting of one records check (Martin 1998) and 11 archaeology surveys (Beard 1993; Buehrig 1979; Burkett 1988; Carson 2004; Evans 1991; McGowan 2006; Martin 1999; Scuoteguazza 1996; Sherrill 1993; Somers 2006; Zoll 2009) and two Indiana University-Purdue University Fort Wayne (IPFW) grant reports (White 2005, 2006) have been conducted.

See attached.

List other institutions:	n/a		
Cemetery Records			
E. P. 10.1		The Martin Comment	

Results: There are no cemeteries located within the records check area.

McGregor Industrial Site records (in applicable counties)

Results: n/a

County Interim Report

There are no NRHP-listed or Indiana Register of Historic Places-listed properties within the project area/survey area. Examination of the Fort Wayne interim report (Indiana Historic Sites and Structures Inventory [IHSSI] 1996) identified four previously inventoried properties nearby. Two of the properties, 003-286-30002 (a farm on 101 West Dupont Road) and 003-286-30004 (a farm on 10220 Lima Road), have been demolished since they were documented in 1990. The remaining two properties are located off of the south side of Dupont Road. The G.O. Waters Barn (003-286-30001) is located in the eastern portion of the project area/survey area and has been given a rating of Contributing, meaning that while the property would contribute to a NRHP-eligible historic district, it does not have the architectural significance under Criterion C for listing as an individual property. The Anton Salomon Farm (003-286-30003) is found in the western portion of the project area/survey area and has been given a rating of Outstanding, the highest possible rating, and is likely to be significant under Criterion C. The NRHP Criteria for Evaluation have not been formally applied to any properties within the Area of Potential Effect (APE). For a complete listing and discussion of the historic properties, see Nelson (2012).

Results:

X Historic Maps

Results:

One historical map (Unigraphic 1973 [1898]) was reviewed. The Unigraphic (1973 [1898]) map does not show any houses either within or adjacent to the project area/survey area.

Known Cultural Manifestations and/or Additional Information:

Cultural manifestations near the project area reflect the general cultural sequence of the state from Paleoindian through historic American. Within Allen County, based on the SHAARD, there are 35 Paleoindian; 2 Paleoindian/Early Archaic; 173 Early Archaic; 38 Middle Archaic; 210 Late Archaic; 40 Early Woodland; 42 Middle Woodland; 128 Late Woodland; 1 Mississippian; and 168 Historic sites.

Field Supervisor:	Samuel P. Snell
Field Crew: Jon C	riss
Surface Visibility:	n/a
Factors Affecting \	/isibility: n/a
Visual Walkover	
Interval 5 m 🔲 1	0 m ⊠ 15 m ☐ Other (describe below) ⊠
Number of Shovel	Test Units Excavated: 1
Describe Methods:	Visual Inspection: Areas of obvious physical disturbance and 20 percent slope were visually inspected. This consisted of a walkover at 10-m (32.8-ft) intervals. In some areas, this was generally sufficient to document obvious disturbances such as paving. If grass or other vegetation obscured the ground surface then it was walked and signs of disturbance (landscaping, utilities, drainage ditches, etc.) were noted. Photographs were taken as appropriate. Soil Coring: In some areas a soil core was used to determine whether the location was disturbed or intact. A sample of the soil was taken with a 1.9-cm (0.75-in) soil core and was examined to determine if the stratigraphic profile was intact. If the profile was intact, a shovel probe was excavated. If the profile was not intact, the location was recorded as disturbed. Cores were placed at a regular interval as determined in the field based on whether the area being examined appeared disturbed and if that disturbance appeared to continue along the project area/survey area. If areas were thought to be possibly intact, a closer interval and more cores were used. If the disturbance appeared to continue for a distance, larger intervals were used. Shovel Probing: This consisted of excavating 30-cm (12-in) diameter shovel probes where needed. The shovel probes were excavated until subsoil was encountered and penetrated 10 cm (4 in) or to a maximum depth of 50 cm (20 in). The fill from the shovel probes was screened through 0.25-in hardware cloth and each shovel probe was backfilled. A record was kept of all shovel probes that included relevant stratigraphic information such as soil texture, soil color, and the presence/absence of cultural materials.
Attach photographs	documenting disturbances below
Describe Disturban	ces: n/a
Comments: A total	al of 49 soil cores were advanced in areas of potentially intact soils, all were disturbed.
	Results
Archaeological archaeological r	records check has determined that the project area does not have the potential to contain esources.
Archaeological resources.	records check has determined that the project area has the potential to contain archaeological
Phase Ia reconn	aissance has located no archaeological resources in the project area.
Phase Ia reconn	aissance has identified landforms conducive to buried archaeological deposits.
Actual Area Survey	red hectares: 20.0 acres: 48.7
Comments: See at	tached

	Ia archaeological reconnaissance is recommended.
The archaeological records check has archaeological resources and no furth	determined that the project area does not have the potential to contain a work is recommended before the project is allowed to proceed.
The Phase Ia archaeological reconnai recommended that the project be allo	ssance has located no archaeological sites within the project area and it is wed to proceed as planned.
have the potential to contain buried a	ssance has determined that the project area includes landforms which rchaeological deposits. It is recommended that Phase Ic archaeological ted before the project is allowed to proceed.
	ssance has determined that the project area is within 100 feet of a ent Plan is required per IC-14-21-1-26.5.
Cemetery Name: n/a	
Other Recommendations/Commitments:	In the unlikely event that archaeological deposits or human remains are encountered during the construction phase of the project, all work must cease within 30.5 m (100 ft) and archaeologists from the DHPA and the INDOT-CRO must be notified.
must be reported to the Department of (317) 232-1646.	Natural Resources within two (2) business days. In that event, pleas
	Attachments
☐ Figure showing project location within	
	in Indiana.
☐ USGS topographic map showing the	in Indiana. project area (1:24,000 scale).
 ☒ Figure showing project location withi ☒ USGS topographic map showing the ☒ Aerial photograph showing the project ☒ Photographs of the project area. 	in Indiana. project area (1:24,000 scale).
 ✓ USGS topographic map showing the ✓ Aerial photograph showing the project 	in Indiana. project area (1:24,000 scale).
 ✓ USGS topographic map showing the project ✓ Aerial photograph showing the project ✓ Photographs of the project area. ☐ Project plans (if available) Other Attachments Phase Ia Survey Dup 	in Indiana. project area (1:24,000 scale).
 ✓ USGS topographic map showing the project ✓ Aerial photograph showing the project ✓ Photographs of the project area. ☐ Project plans (if available) Other Attachments: Phase Ia Survey Dup Washington Townsh	in Indiana. project area (1:24,000 scale). et area, land use and survey methods. pont Road Added Travel Lanes (Des. No. 0901798) in Perry and
 ✓ USGS topographic map showing the project ✓ Aerial photograph showing the project ✓ Photographs of the project area. ☐ Project plans (if available) Other Attachments: Phase Ia Survey Duy Washington Townsh References Cited: See attached 	in Indiana. project area (1:24,000 scale). et area, land use and survey methods. pont Road Added Travel Lanes (Des. No. 0901798) in Perry and hips, Fort Wayne, Allen County
 ✓ USGS topographic map showing the project ✓ Aerial photograph showing the project ✓ Photographs of the project area. ☐ Project plans (if available) Other Attachments: Phase Ia Survey Duy Washington Townsh References Cited: See attached 	in Indiana. project area (1:24,000 scale). et area, land use and survey methods. pont Road Added Travel Lanes (Des. No. 0901798) in Perry and hips, Fort Wayne, Allen County

Historic Properties Report for Dupont Road Added Travel Lanes, from Lima Road/SR 3 to Coldwater Road (Des No. 0901798), Fort Wayne, Allen County, Indiana

By

Ross Nelson, MA, MS

Submitted By:
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300
317.915.9301 fax

Submitted To:

GAI Consultants, Inc. 1502 Magnavox Way Fort Wayne, Indiana 46804 260.969.8800

Lead Agency: City of Fort Wayne

Douglas S. Terpstra, MS, Principal Investigator

Douglas S. Jerpstra

October 5, 2012

ABSTRACT

ASC Group, Inc., under contract with GAI Consultants, Inc., has completed a historic properties report for the Dupont Road Added Travel Lanes project, from Lima Road/SR 3 to Coldwater Road (Des No. 0901798), in Fort Wayne, Allen County, Indiana. Proposed improvements to the roadway include added travel lanes from Lima Road at the west end to Coldwater Road at the east end, a distance of approximately 1.8 miles. The Area of Potential Effect consists of Dupont Road, from 645 ft west of its intersection with Lima Road/SR 3 to 425 ft east of its intersection with Coldwater Road, for a total length of 2.01 miles, with a maximum width of 550 ft north and 700 ft south of the centerline of Dupont Road.

The project area is set within a medium-density urban area north of downtown Fort Wayne. The land use in proximity is primarily commercial and institutional near the intersections of Lima and Coldwater Roads, and suburban residential in between the two intersections. Topographically, most of the project area is flat, with gradual changes in elevation, and with wide open spaces in areas that have not been developed into housing or commercial business. Most of the buildings within the Area of Potential Effect were built less than 30 years ago, with most of the development coming in the 1980s and 1990s, although there are scattered properties built before these dates.

The survey examined all buildings and structures within the Area of Potential Effect. All buildings and structures 50 years of age or older were photographed, recorded on maps, and evaluated for National Register of Historic Places eligibility. Twelve properties 50 years of age or older were identified within the Area of Potential Effect. One property, the Anton Salomon Farm (003-286-30003) on 817 West Dupont Road, is recommended eligible for the National Register of Historic Places under Criterion C, for being an excellent example of an agricultural property with several significant historic buildings.



Plate 21. AL012/003-286-30001/103 West Dupont Road, barn, looking northeast.

CONCLUSIONS

Twelve properties 50 years of age or older were evaluated as part of this study. There are no NRHP-listed properties or properties in the Indiana Register of Historic Sites and Structures within the APE. One property, the Anton Salomon Farm (003-286-30003), on 817 West Dupont Road, is recommended eligible for the NRHP under Criterion C, for being an excellent example of an intact agricultural property. No portion of the APE is recommended eligible for the NRHP as a historic district. Although there are a few buildings within the APE that are a reminder of the area's agricultural past, the number of non-contributing buildings vastly outnumber the contributing buildings in the APE, limiting its potential as a NRHP historic district.

APPENDIX D

LIST OF CONSULTING PARTIES

First Name	Last Name	Agency/Organization	Address	City	State	Zip Code	Accepted/Declined Consulting party status
James	Glass	Indiana Department of Natural Resources- Division of Historic Preservation and Archaeology	402 W. Washington St., Room W274	Indianapolis	IN	46204-2739	Accepted
Todd	Zeiger	Indiana Landmarks – Northern Regional Office	402 West Washington Street	South Bend	IN	46601	No Response
Todd	Pelfrey	Allen County/Fort Wayne Historical Society	302 East Berry Street	Fort Wayne	IN	46802	No Response
Michael	Galbraith	ARCH, Inc.	818 Lafayette Street	Fort Wayne	IN	46802	Accepted
Thomas	Castaldi	Allen County Historian	13707 Brook Hollow Court	Fort Wayne	IN	46814-9740	No Response
Nelson	Peters	Allen County Board of Commissioners	City County Building Rm 200, 1 East Main Street	Fort Wayne	IN	46802	Declined
Don	Orban	Fort Wayne Historic Preservation Review Board	200 East Berry Street, Suite 320	Fort Wayne	IN	46802	No Response

APPENDIX E

CORRESPONDENCE OF CONSULTING PARTIES

Nelson Peters Allen County Board of Commissioners City County Building, Room 200 1 East Main Street Fort Wayne, Indiana 46802

Re: Proposed Dupont Road Added Travel Lanes, from Lima Road/SR 3 to Coldwater Road (Des No. 0901798), Fort Wayne, Allen County, Indiana

I DO _____ DO NOT ___ wish to be a Consulting Party to participate in the Section 106 Process for the above mentioned project.

PLEASE NOTE: If you check "I Do" above, please return comments within thirty (30) days after receipt.

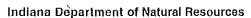
IN-396, EC Sent to CPs 10-18-12

Michael Galbraith ARCH, Inc. 818 Lafayette Street Fort Wayne, Indiana 46802

Re: Proposed Dupont Road Added Travel Lanes, from Lima Road/SR 3 to Coldwater Road (Des No. 0901798), Fort Wayne, Allen County, Indiana

I DO X DO NOT wish to be a Consulting Party to participate in the Section 106 Process for the above mentioned project.

PLEASE NOTE: If you check "I Do" above, please return comments within thirty (30) days after receipt.





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



November 13, 2012

Douglas S. Terpstra
Principal Investigator
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

Federal Agency: Federal Highway Administration ("FHWA")

Re: "Historic Properties Report for Dupont Road Added Travel Lanes, from Lima Road/SR 3 to Coldwater Road (Des. No. 0901798), Fort Wayne, Allen County, Indiana" (DHPA No. 14056)

Dear Mr. Terpstra:

Pursuant to Section 106 of the National Historic Preservation Act, as amended (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 and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer has reviewed the materials under your cover dated October 19, 2012 and received on October 22, for the aforementioned project in Allen County, Indiana.

We are not aware of any additional parties who should be invited to consult in the Section 106 review of this project.

For the purposes of the Section 106 review of this undertaking, we agree that the Anton Salomon Farm at 817 West Dupont Road (AL010; IHSSI No. 003-286-30003), as identified and evaluated in the historic properties report ("HPSR"), is eligible for inclusion in the National Register of Historic Places under Criterion C.

We also agree that the other above-ground properties identified in the HPSR would not be eligible for inclusion in the National Register.

Because the only substantive information we have received so far about the identification and evaluation of cultural resources pertains to above-ground properties, we will be glad to comment further once we have received information about the proposed archaeological area or areas of potential effects and about archaeological resources located therein.

If you have questions about our comments here, then please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Questions about archaeological issues should be directed to Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. In all future correspondence regarding Des. No. 0901798, please refer to DHPA No. 14056.

⊁gry truly yours

ames A. Glass, Ph.D.

Deputy State Historic Preservation Officer

JAG:JLC:jlc

eme: Patrick Carpenter, Indiana Department of Transportation Mary Kennedy, Indiana Department of Transportation Shaun Miller, Indiana Department of Transportation Melany Prather, Indiana Department of Transportation Douglas Terpstra, ASC Group, Inc.



Indiana Department of Natural Resources

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



December 20, 2012

Mark S. McClain Project Manager ASC Group, Inc. 9376 Castlegate Drive Indianapolis, Indiana 46256

Federal Agency: Federal Highway Administration ("FHWA")

Re: Indiana archaeological short report (Snell, 11/19/12) regarding the Dupont Road Added travel Lanes from SR 3 / Lima Road to Coldwater Road (Des. No. 0901798; DHPA No. 14056)

Dear Mr. McClain:

Pursuant to Section 106 of the National Historic Preservation Act, as amended (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 and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer has reviewed the report under your cover dated November 19, 2012, and received on November 20, 2012, for the aforementioned project in the City of Fort Wayne, Perry Township and Washington Township, Allen County, Indiana.

Based upon 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 ("NRHP") within the project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Snell, 11/19/12), that no further archaeological investigations appear necessary in the proposed project area.

Because the locations of known archaeological sites were resurveyed, an archaeological field reconnaissance survey report—rather than an Indiana archaeological short report—should be submitted. The text and maps should include, identify, and address all four (4) archaeological sites within, and immediately adjacent to, the proposed project area, and that were reported by Buehrig (1979)—site 12Al126 ("DuPont Road #1"), site 12Al127 ("DuPont Road #2"), site 12Al128 ("DuPont Road #3"), and the site that was not issued a state site number ("DuPont Road #4"). (Please refer to the notes included in the DHPA copy of the report for clarification about the site numbers. Additionally, please note that DuPont Road #4 will require a site number.) Also, we are unable to identify an assessment of NRHP eligibility for the archaeological sites in the Buehrig report (1979); please clarify, or revise, if necessary.

Thank you for submitting the resurvey forms for archaeological sites 12Al126, 12Al127, and 12Al128 to the DHPA SHAARD database. We will review these reports. Please note that after DuPont Road #4 has been assigned an archaeological site number, a resurvey form should be submitted for it to the SHAARD database.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

Please provide detailed information about how the Anton Salomon Farm at 817 West Dupont Road (AL010; IHSSI No. 003-286-30003), which was identified and evaluated as eligible for the National Register in the historic properties report (Nelson, 10/5/12) might be affected by this project.

If you have questions about our comments on buildings or structures, then please contact John L. Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-

Mark S. McClain December 20, 2012 Page 2

1695 or wtharp1@dnr.IN.gov. In all future correspondence regarding Des. No. 0901798, please refer to DHPA No. 14056.

Kery truly yours,

James A. Glass, Ph.D.

Deputy State Historic Preservation Officer

JAG:JLC:WTT:wt

emc: Patrick A. Carpenter, Indiana Department of Transportation Mary Kennedy, Indiana Department of Transportation

Shaun Miller, Indiana Department of Transportation
Melany Prather, Indiana Department of Transportation
Douglas S. Terpstra, ASC Group, Inc.
Mark S. McClain, ASC Group, Inc.

James A. Snyder, ASC Group, Inc.

From: jackie luzar [jluzar@ascgroup.comcastbiz.net]

Sent: Monday, February 04, 2013 9:04 AM To: c.salzbrenner@gaiconsultants.com

Cc: Shaune Skinner; mmcclain@ascgroup.net

Subject: FW: In re: IASR (Snell, 11/19/12) (Des. #0901798; DHPA #14056)....

Hello Chad,

The Dupont Road Archaeology is officially cleared and the DHPA is finished discussing with INDOT.

The DHPA will not be requiring a long report---INDOT was the agency that originally advised using the short report form. Mr. Tharp indicates that the original date of December 20 that DHPA sent out may be used as the concurrence date in the CE document.

Please, let us know if you need any additional information.

Thank you, Jackie

From: Tharp, Wade [WTharp1@dnr.IN.gov] Sent: Thursday, January 31, 2013 7:17 PM

To: jnelson@ascgroup.net

Cc: Laswell, Jeffrey; Miller, Shaun (INDOT); Carpenter, Patrick A; Jones,

Rick; Carr, John

Subject: In re: IASR (Snell, 11/19/12) (Des. #0901798; DHPA #14056)....

In re: Indiana archaeological short report (Snell, 11/19/12) regarding Dupont Road added travel lanes, from Lima Road / SR 3 to Coldwater Road (Des. #0901798; DHPA #14056)

Hello Jackie:

In regard to our telephone conversation of earlier this afternoon, during several recent telephone conversations between myself and Jeff Laswell (INDOT), I received clarification about the information initially submitted to the DHPA via the above-referenced Indiana archaeological short report (Snell, 11/19/12) and to which the third and fourth paragraphs of the December 20, 2012, DHPA response letter to the above-referenced submission refers. In this specific case, the submission of a archaeological field reconnaissance survey report (to replace the Indiana archaeological short report) is unnecessary, and the DuPont Road #4 site does not need to be assigned an archaeological site number (as cultural materials were not identified there). Thank you for following up on this issue.

As a reminder, our letter also requested additional information about the Anton Salomon Farm; this should be directed to John Carr (DHPA).

Regards,

WTT

Wade T. Tharp Archaeologist

State of Indiana Department of Natural Resources Division of Historic

Preservation and Archaeology

402 W. Washington Street

Room W274, Indiana Government Center South Indianapolis, Indiana 46204-2739 E-mail: WTharp1@dnr.in.gov<mailto:WTharp1@dnr.in.gov>

Telephone: (317) 232-1650

General Office Telephone: (317) 232-1646 General Office Fax: (317) 232-0693



CULTURAL AND ENVIRONMENTAL CONSULTANTS

February 19, 2013

John Carr Indiana Department of Natural Resources Division of Historic Preservation and Archaeology 402 West Washington Street, W274 Indianapolis, Indiana 46204-2739

Re: Dupont Road Added Travel Lanes project (Des. No. 0901798; DHPA No. 14056), in Fort Wayne, Allen County, Indiana

Dear Mr. Carr:

This letter is written in response to a letter from Dr. James Glass of your office dated December 20, 2012, and your e-mail dated on February 5, 2013, to ASC Group, Inc.'s Indianapolis office, regarding the Dupont Road Added Travel Lanes project (Des. No. 0901798; DHPA No. 14056), in Fort Wayne, Allen County, Indiana. ASC Group has enclosed with this letter the additional information that DHPA had requested.

The NRHP-eligible boundaries of the Anton Salomon Farm at 817 West Dupont Road (AL010; IHSSI No. 003-286-30003) have been reduced to exclude a modern retention pond located in the northeast corner of the NRHP-eligible boundary that was depicted in the HPR. The NRHP-eligible boundary includes the contributing as well as non-contributing buildings and structures and the surrounding land.

Attached is an aerial map (2012) of the property; it displays the proposed edge of pavement, proposed curb, and proposed right-of-way related to the project. As is shown on the aerial map, the historic boundaries of the NRHP-eligible property extend to the edge of the existing roadway. The widening will occur primarily to the north of the road, although a strip of right-of-way will be taken along the north edge of the tract of land on which the Salomon Farm property is located. This proposed right-of-way extends to the south side of the Pufferbelly multi-use trail that parallels Dupont Road and is found within the NRHP-eligible boundary. The north edge of the Salomon Farm property where impacts from the undertaking will occur does not retain any historic features or characteristics. We anticipate a finding of No Adverse Effect for this undertaking. The undertaking will not destroy, alter, or move historic features of the property, change the property's use, or introduce new visual elements into the property's setting that are more intrusive than the existing alterations to the property.

If any additional information is needed, do not hesitate to contact us. Once you have reviewed this material and provided comments, we will prepare the Finding of Effects document for distribution to all consulting parties. Thank you very much.

Sincerely,
Pers Tille

Ross Nelson

Architectural Historian

ASC Group, Inc.

Enclosures

cc: Patrick Carpenter, INDOT

Chad Salzbrenner, GAI Consultants

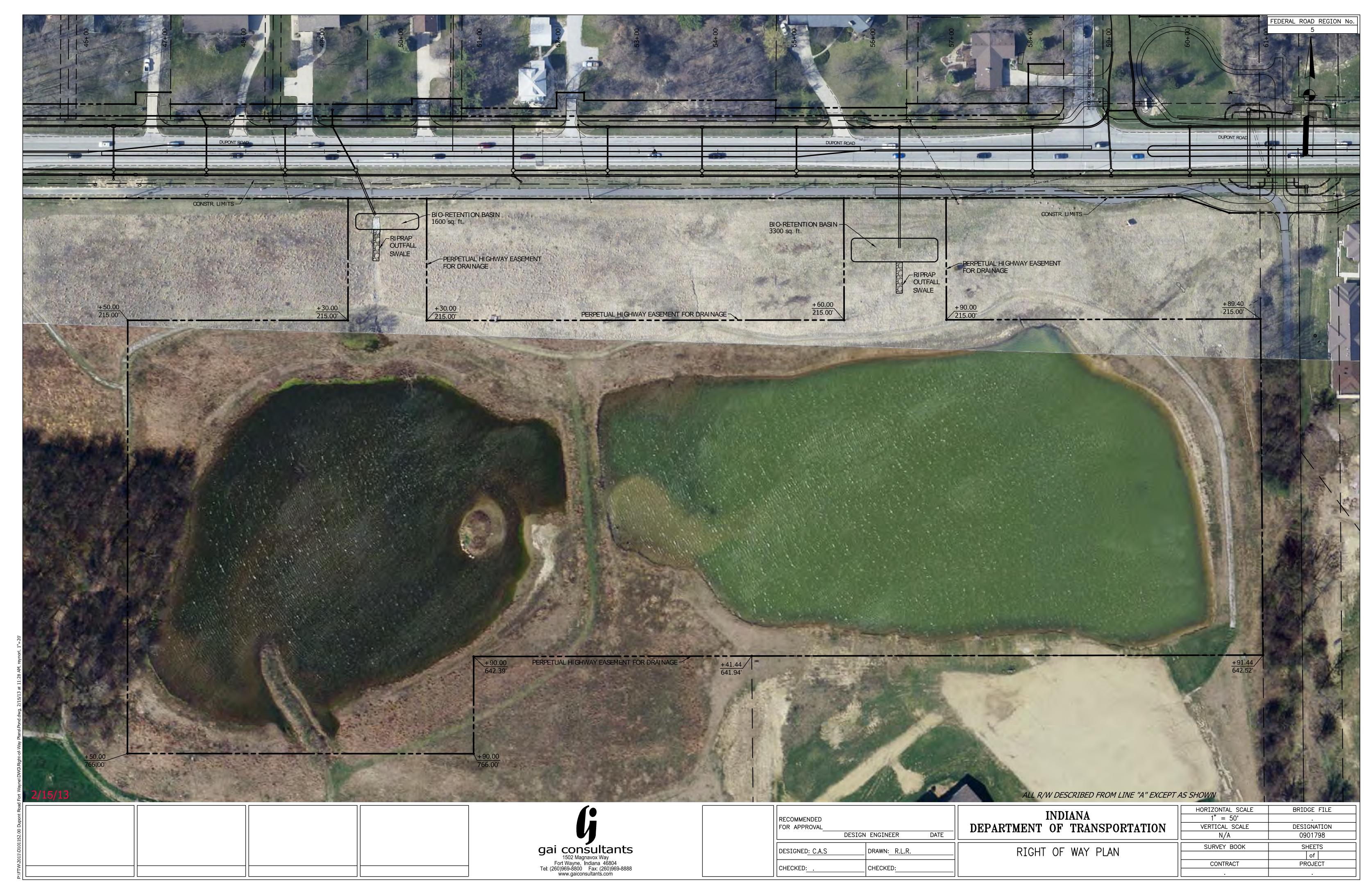
RN/clc

9376 Castlegate Drive • Indianapolis, IN 46256 • 317.915.9300 phone • 317.915.9301 fax

Columbus, OH · Cleveland, OH · Harrisburg, PA · Pittsburgh, PA · Huntington, WV

Appendix D - 38

IN-396, DHPA Ltr.







Indiana Department of Natural Resources

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



March 12, 2013

Ross Nelson Architectural Historian ASC Group, Inc. 9376 Castlegate Drive Indianapolis, Indiana 46256

Federal Agency: Indiana Department of Transportation ("INDOT"),

on behalf of Federal Highway Administration ("FHWA")

Re: Additional information about the Dupont Road Added Travel Lanes Project and clarification of the proposed historic property boundary of the Anton Saloman Farm at 817 West Dupont Road (Des. No. 0901798; DHPA No. 14056)

Dear Mr. Nelson:

Pursuant to Section 106 of the National Historic Preservation Act, as amended (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement . . . Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the information included in and with your letter dated February 19, 2013, and received on February 21, for the aforementioned project in the City of Fort Wayne, Perry Township and Washington Township, Allen County, Indiana.

We agree with your proposal to remove the modern, non-contributing retention pond from the historic property boundary of the Anton Saloman Farm (AL010; IHSSI No. 003-286-30003). You indicated in your letter that you consider the south edge of Dupont Road to be the northern historic property boundary for that part of the property lying to the west of the retention pond. The INDOT Cultural Resources Office had suggested that the south edge of the existing Pufferbelly Trail, running parallel to and along the south side of Dupont Road, might be an appropriate historic property boundary. Based on the information available to us, and having consulted our survey and registration staff, we agree with INDOT that the northern edge of the historic property boundary should extend no farther north than the south edge of the paved Pufferbelly Trail. The Pufferbelly Trail, although fairly innoccuous, would be a modern intrusion on the historic farm, if it were to be included within the historic property boundary. Furthermore, no structures or objects that would contribute to the historic farm's significance appear to lie between the trail and the south edge of the road.

As previously indicated, based upon 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 ("NRHP") within the project area; and we concur with the opinion of the archaeologist, as expressed in the Indiana archaeological short report (Snell, 11/19/12), that no further archaeological investigations appear necessary in the proposed project area.

In regard to our previous request for revisions to the archaeological report, Jeffrey Laswell (INDOT) provided further information and clarifications via a December 21, 2012 e-mail message to Wade Tharp (DHPA). The Indiana archaeological short report (Snell, 11/19/12) has been determined to be acceptable as submitted.

Thank you for submitting the resurvey forms for archaeological sites 12Al126, 12Al127, and 12Al128 to the DHPA SHAARD database. They have been reviewed and approved.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

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

- 1) If INDOT believes that a finding of No Adverse Effect accurately reflects its assessment, then it shall provide documentation of its finding as set forth in 36 C.F.R. § 800.11(e) to the Indiana SHPO, notify all other consulting parties, and make the documentation available for public inspection (36 C.F.R. §§ 800.5[b]-[c] and 800.2[d][2]).
- 2) If, on the other hand, INDOT believes that a finding of Adverse Effect accurately reflects its assessment, then it shall forward the information to the 36 C.F.R. § 800.11(e) documentation to FHWA, which shall provide notification to the Advisory Council on Historic Preservation by providing the documentation in 36 C.F.R. § 800.11(e) as stated in 36 C.F.R. § 800.6(a)(1). Additionally, the FHWA may proceed to provide documentation of its finding as set forth in 36 C.F.R. § 800.11(e) to the Indiana SHPO and all other consulting parties and make the documentation available for public inspection and proceed to seek ways to avoid, reduce and mitigate effects as stated in 36 C.F.R. § 800.6 (a)(2)-(5).

Please be advised that prior to the INDOT's or FHWA's 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 our comments here, then please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Questions about archaeological issues should be directed to Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. In all future correspondence regarding Des. No. 0901798, please continue to refer to DHPA No. 14056.

Very truly yours,

Ron McAhron

Deputy Director

Indiana Department of Natural Resources

had W. Shides

JAG:JLC:WTT:wt

emc: Patrick A. Carpenter, Indiana Department of Transportation Mary Kennedy, Indiana Department of Transportation Shaun Miller, Indiana Department of Transportation Melany Prather, Indiana Department of Transportation Mark McClain, ASC Group, Inc.
Douglas Terpstra, ASC Group, Inc.
Ross Nelson, ASC Group, Inc.
Carol Croto, ASC Group, Inc.
Chad Salzbrenner, GAI Consultants

From: <u>Laswell, Jeffrey</u>
To: <u>jim snyder</u>

Subject: FW: Phase Ia Archaeological Survey DuPont Road Added Travel Lanes SR/Lima Rd to Coldwater Rd, Ft. Wayne

Allen Co, IN (Des. No. 0901798)

Date: Monday, November 19, 2012 9:01:24 AM

Hi Jim,

Would you mind forwarding this to Mr. Salzbrenner? The email shown on the short report did not seem to work.

Thanks!

Jeff

From: Laswell, Jeffrey

Sent: Monday, November 19, 2012 8:57 AM To: 'salzbrenner@gaiconsultants.com'

Cc: Miller, Shaun (INDOT); 'jim snyder'; 'mmcclain@ascgroup.comcastbiz.net'; Smith, Gregory

Subject: Phase Ia Archaeological Survey DuPont Road Added Travel Lanes SR/Lima Rd to Coldwater Rd,

Ft. Wayne Allen Co, IN (Des. No. 0901798)

Mr. Salzbrenner:

The above referenced archaeological report was reviewed by INDOT Cultural Resources personnel who meet the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61. The INDOT, Cultural Resources Office (CRO) agrees with the conclusions and recommendations made by Snell (11/14/2012). However, INDOT, CRO respectfully requests the following minor revision prior to forwarding the final report to SHPO.

1. Under Results section, please check both Phase Ia boxes since fieldwork was conducted as part of a Phase Ia reconnaissance.

Once the above revision has been made, please submit one copy of the archaeology report to SHPO for review and concurrence. In addition, we ask that the SHPO submittal letter be sent to INDOT, CRO care of Shaun Miller at smiller@indot.in.gov<mailto:smiller@indot.in.gov> during the time of submission. If there are any questions or concerns regarding this project, please contact Mr. Jeffrey Laswell of this office at jlaswell@indot.in.gov<mailto:jlaswell@indot.in.gov> or (317) 233-2093.

Sincerely,

Jeffrey Laswell Archaeologist INDOT Environmental Services Cultural Resources Office 100 N. Senate Ave. IGCN - Room N642 Indianapolis, Indiana 46204-2216 (317) 233-2093

Michael R. Pence, Governor Robert E. Carter, Jr., Director



Indiana Department of Natural Resources

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



May 9, 2013

Patrick Carpenter
Manager, Cultural Resources Section
Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Federal Agency: Indiana Department of Transportation ("INDOT"), on behalf of

Federal Highway Administration ("FHWA")

Re: Finding of No Adverse Effect, with supporting documentation, for Dupont Road Added Travel

Lanes, Fort Wayne, Allen County, Indiana (Des. No. 0901798; DHPA No. 14056)

Dear Mr. Carpenter:

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 and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the materials submitted under ASC Group's cover letter dated April 17, 2013, and received the same day, for the aforementioned project to be conducted from Lima Road/SR 3 to Coldwater Road, in Perry and Washington townships, Allen County, Indiana.

We concur with INDOT's April 16, 2013, Section 106 finding, on behalf of FHWA, of No Adverse Effect for this undertaking.

We also concur that this undertaking will not adversely affect the only historic property identified within the relevant areas of potential effects, the Anton Salomon Farm at 817 West Dupont Road.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

If you have questions about archaeological issues, please contact Wade T. Tharp at (317) 232-1650 or wtharp1@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 233-1949 or jcarr@dnr.IN.gov.

Until further notice, please continue to address any future Section 106 correspondence for the Indiana SHPO to Chad W. Slider, Assistant Director for Environmental Review, Division of Historic Preservation and Archaeology, Indiana Department of Natural Resources, 402 West Washington Street, Room W274, Indianapolis, Indiana 46204.

Very truly yours,

Chris Smith

Interim Deputy Director

Indiana Department of Natural Resources

Chal W. Shila

Patrick Carpenter May 9, 2013 Page 2

CS:JLC:jlc

cc: Mark McClain, ASC Group, Inc.

emc: Patrick Carpenter, Indiana Department of Transportation Shaun Miller, Indiana Department of Transportation Melany Prather, Indiana Department of Transportation Mark McClain, ASC Group, Inc. Chad Salzbrenner, GAI Consultants From: Kennedy, Mary

To: <u>Carol Croto</u>; <u>Carpenter</u>, <u>Patrick A</u>

Cc: jnelson@ascgroup.net; "Ross Nelson"; dterpstra@ascgroup.net; c.salzbrenner@gaiconsultants.com;

constance.burnett@cityoffortwayne.org; jim.deathe@cityoffortwayne.org; shan.gunawardena@ci.ft-wayne.in.us; dawn.ritchie@cityoffortwayne.org; dave.ross@cityoffortwayne.org; Smith, Gregory; Kaiser, Jason; Padgett, Kim

Marie; Glass, James

Subject: RE: Historic Property Report (Dupont Road Added Travel Lanes, (Des No. 0901798), Allen County, Indiana) to

INDOT for approval

Date: Friday, October 12, 2012 4:02:19 PM

Carol:

Thank you for the submittal. We have reviewed the document and think that it is fine to send out to consulting parties for review. Please copy our office when you do so (emc preferred).

Please don't hesitate to let us know if you have any questions or need anything.

Have a nice weekend.

Mary E. Kennedy
Indiana Department of Transportation
(317) 232-5215
mkennedy@indot.in.gov

From: Carol Croto [mailto:ccroto@ascgroup.comcastbiz.net]

Sent: Friday, October 05, 2012 4:33 PM **To:** Carpenter, Patrick A; Kennedy, Mary

Cc: jnelson@ascgroup.net; 'Ross Nelson'; dterpstra@ascgroup.net; c.salzbrenner@gaiconsultants.com **Subject:** Historic Property Report (Dupont Road Added Travel Lanes, (Des No. 0901798), Allen County,

Indiana) to INDOT for approval

Patrick,

Attached, please find for your review and approval, the Historic Property Report for the Dupont Road Added Travel Lanes (Des No. 0901798), Fort Wayne, Allen County, Indiana.

If you have questions, please let us know.

Thank you!!

Carol Croto ASC Group, Inc. 317-915-9300, ext. 104 ccroto@ascgroup.net

The Journal Gazette

Account # 1066253 - 1054344

Allen County, Indiana

ASC Group Inc

PUBLISHER'S CLAIM

LINE	COUNT		
LINE	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	55	
СОМІ	PUTATION OF CHARGES 55 lines, 1 column(s) wide equals 55 equivalent lines at \$ 2.560 cents per line	. Sp.	\$ 140.80
	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)		-
<u></u>	TOTAL AMOUNT OF CLAIM		\$ 140.80
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:

4/22/2013

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

Public Notice

Public Notice

The City of Fort Wayne, with the assistance of the Indiana Department of Transportation (INDOT), is planning the Dupont Road Added Travel Lanes project, from Lima Road/SR 3 to Coldwater Road (Des No. 0901798), in Fort Wayne, Allen County, Indiana. Proposed improvements to the roadway include added travel lanes from Lima Road at the west end to Coldwater Road at the east end, a distance of approximately 1.8 miles. The Area of Potential Effect consists of Dupont Road, from 645 ft west of its intersection with Lima Road/SR 3 to 425 ft east of its intersection with Coldwater Road, for a total length of 2.01 miles, with a maximum width of 550 ft north and 700 ft south of the centerline of Dupont Road.

The proposed action does impact

terline of Dupont Road.

The proposed action does impact items listed on or eligible for the National Register of Historic Places. The Federal Highway Administration has issued a "No Adverse Effect" finding for the project. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). Pursuant to 36 CFR 800.6(a)(4), the documentation specified in 36 CFR 800.11(e) is available for inspection at ASC Group at the contact listed below. This documentation serves as the basis for the Federal Highway Administration's "No Adverse Effect" finding. The views of the public on this finding are being sought. Please reply to the contact listed below.

Please reply no later than May 20, 2013.

Mark McClain
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256
Phone: 317.915.9300
mmcclain@ascgroup.net
1054344 hspaxlp

March 21, 2013

Mr. Steve McDaniel
Deputy Director of Park Maintenance
Fort Wayne Parks & Recreation
705 East State Blvd.
Fort Wayne, IN 46805

City of Fort Wayne, Dupont Road (Des No 0901798), Salomon Farm Park

Dear Mr. McDaniel:

On behalf of the City of Fort Wayne, GAI Consultants, Inc. (GAI) is writing to request your concurrence that the proposed widening and resurfacing of Dupont Road will not adversely affect Salomon Farm Park. The plans for the proposed project include the use of 0.85 acre of permanent right-of-way, as well as 16.2 acres of permanent easement belonging to Salomon Farm Park. Since Solomon Farm Park is a recreational park open to the public, it is subject to evaluation through Section 4(f) of the Transportation Act of 1966. The right-of-way impact of 0.85 acre consists of a narrow strip along the parks northern boundary. The 16.2 acres of permanent easement, consists of land immediately surrounding the drainage way and pond for maintenance purposes. Please find attached the Right-of-way Plan which shows the area anticipated to be impacted by the project.

Based on the project having limited impacts to the park, this could fall under a *de minimis* 4(f) Evaluation. A *de minimis* finding simply means that the official with jurisdiction over the resource protected by Section 4(f) is in agreement with the City of Fort Wayne and the Federal Highway Administration (FHWA) that the impacts to the resource are minor. In order for the FHWA to issue a finding of *de minimis*, it is required that officials with jurisdiction over the park provide, in writing, concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection.

Please review this information and provide a written concurrence or disagreement that the project will not adversely affect Salomon Farm Park. If you concur, please include a statement that this project should be given a *de minimis* finding.

Please contact me at 260-969-8872 ext. 3572 or <u>c.salzbrenner@gaiconsultants.com</u> if you have any questions or need additional information.

Chad Salzbrenner, PE, PLS

Senior Project Engineer

Sincerely,

GAI Consultants, Inc.

David R. Beno

Project Environmental Specialist

Enclosures: Right-of-way Plan



705 E. State Blvd. Fort Wayne, IN 46805

(260) 427-6000

www.fortwayneparks.org



July 11, 2013

David R. Beno Project Environmental Specialist GAI Consultants, Inc. 1502 Magnovox Way Fort Wayne, IN 46804

Re:

Section 4(f) Coordination

Dupont Road – Salomon Farm Park

Fort Wayne, IN Des. No. 0901798

Dear Mr. Beno:

The staff of the Fort Wayne Parks and Recreation Department has reviewed your packet dated March 21, 2013 with regards to improvements proposed for Dupont Road Construction in Fort Wayne, Indiana. It appears that there will not be any impact to the recreational activities, features and attributes of the land currently being used as recreational space.

If you have any questions of the Fort Wayne Parks and Recreation Department regarding the Park land in the scope of work, please feel free to contact me at your earliest convenience.

Sincerely,

Steve McDaniel

Deputy Director of Park Maintenance

Fort Wayne Parks and Recreation Department

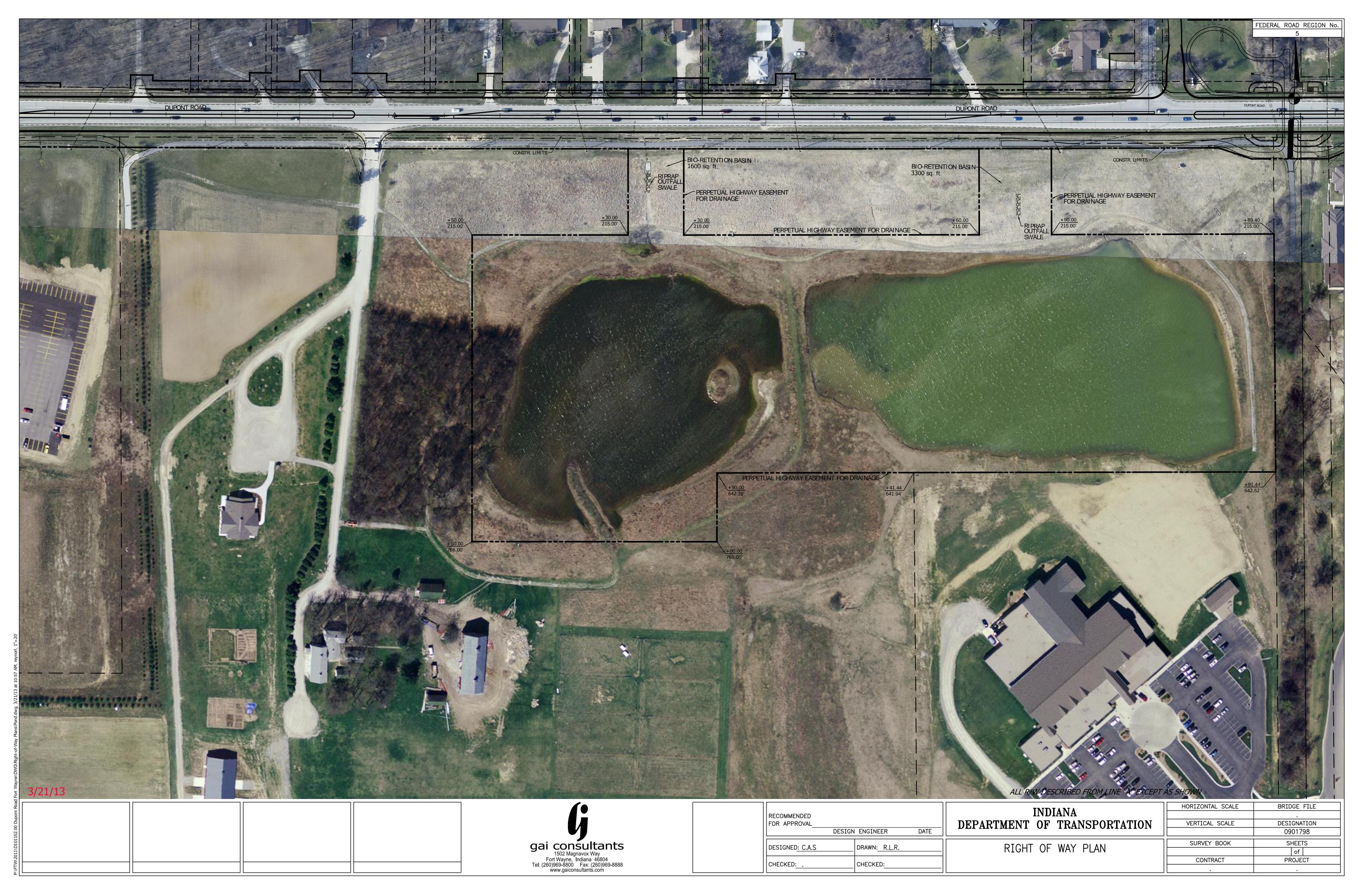
705 E. State Blvd.

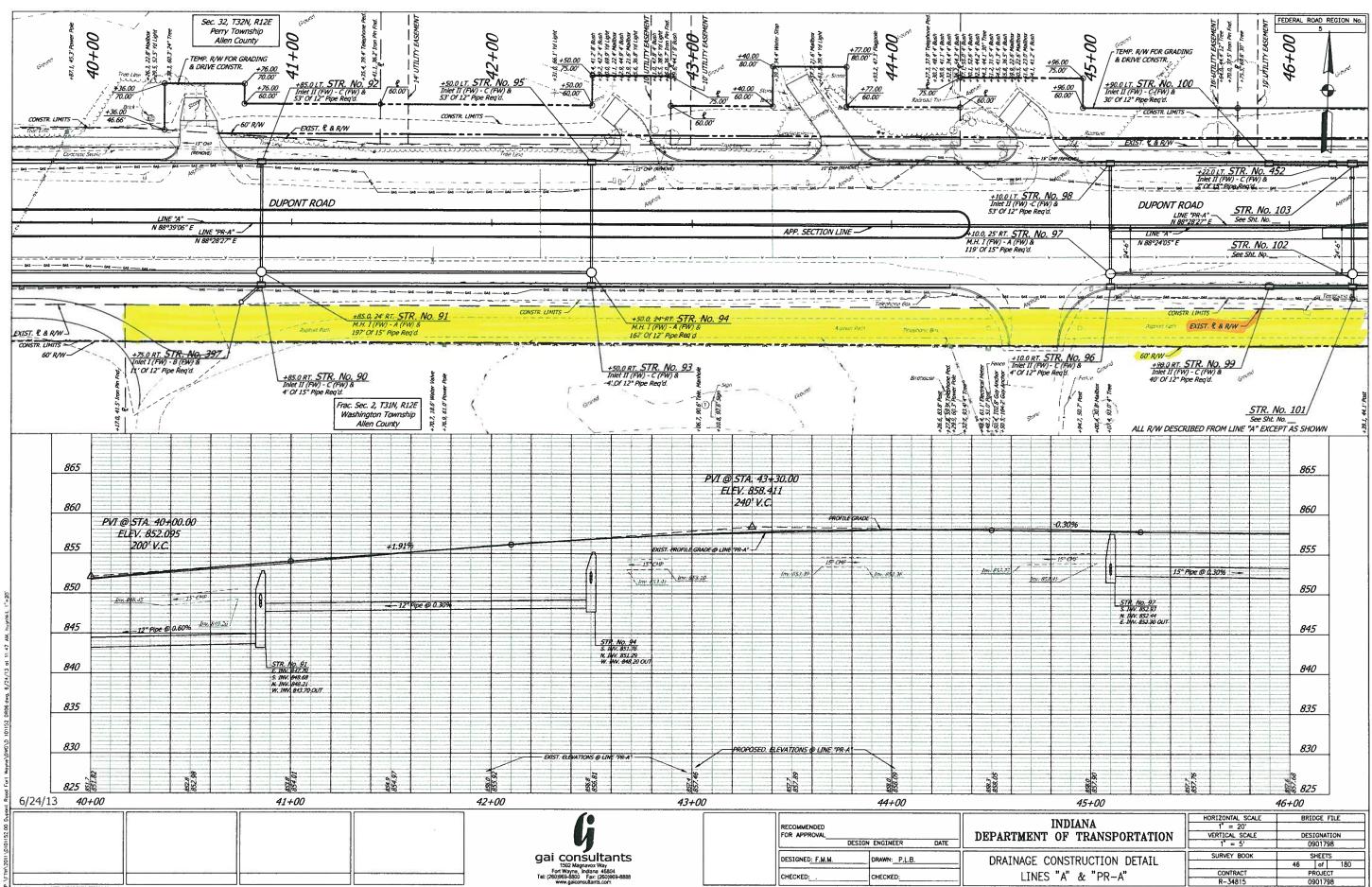
Fort Wayne, IN 46805

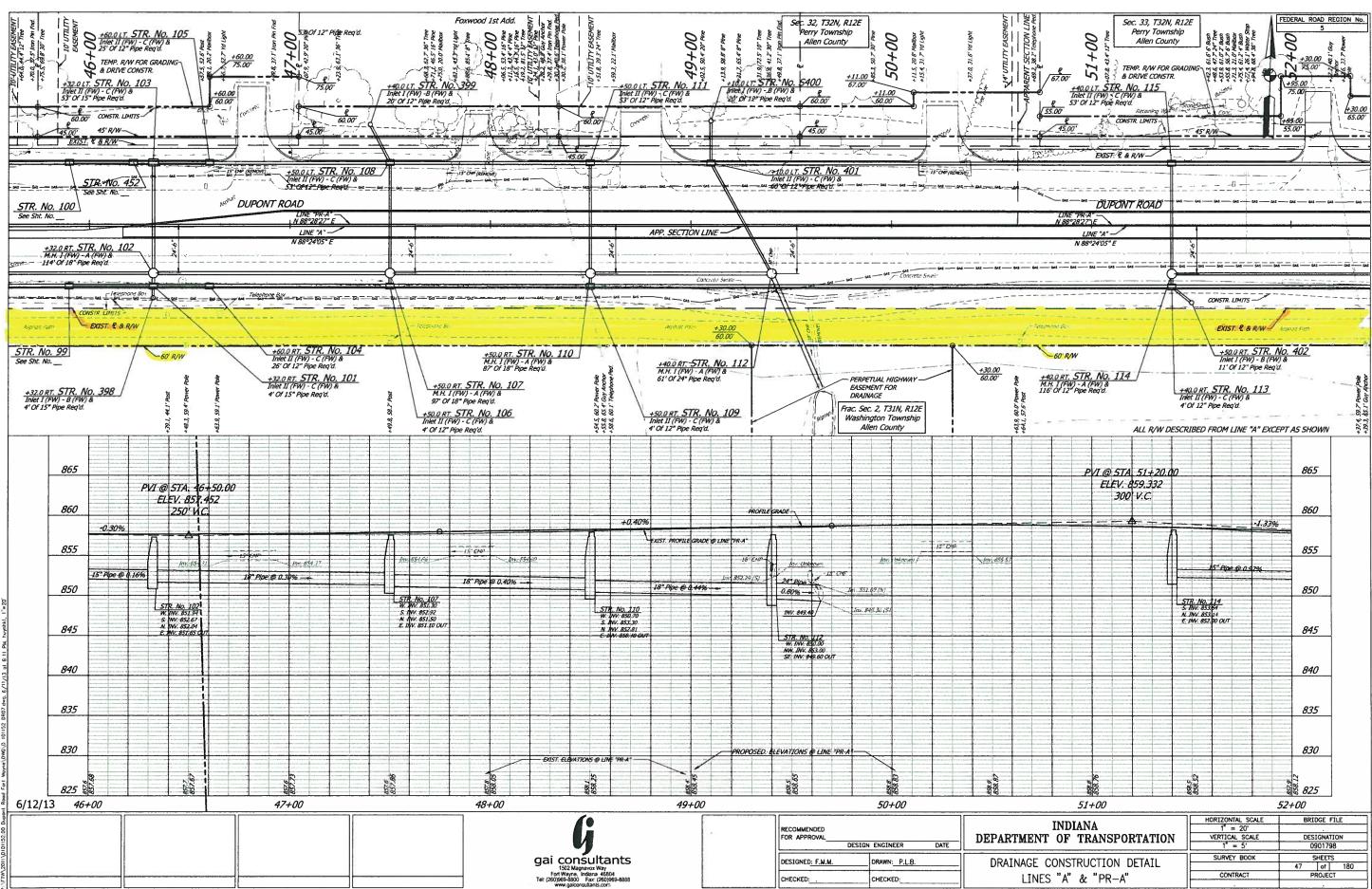
Cc:

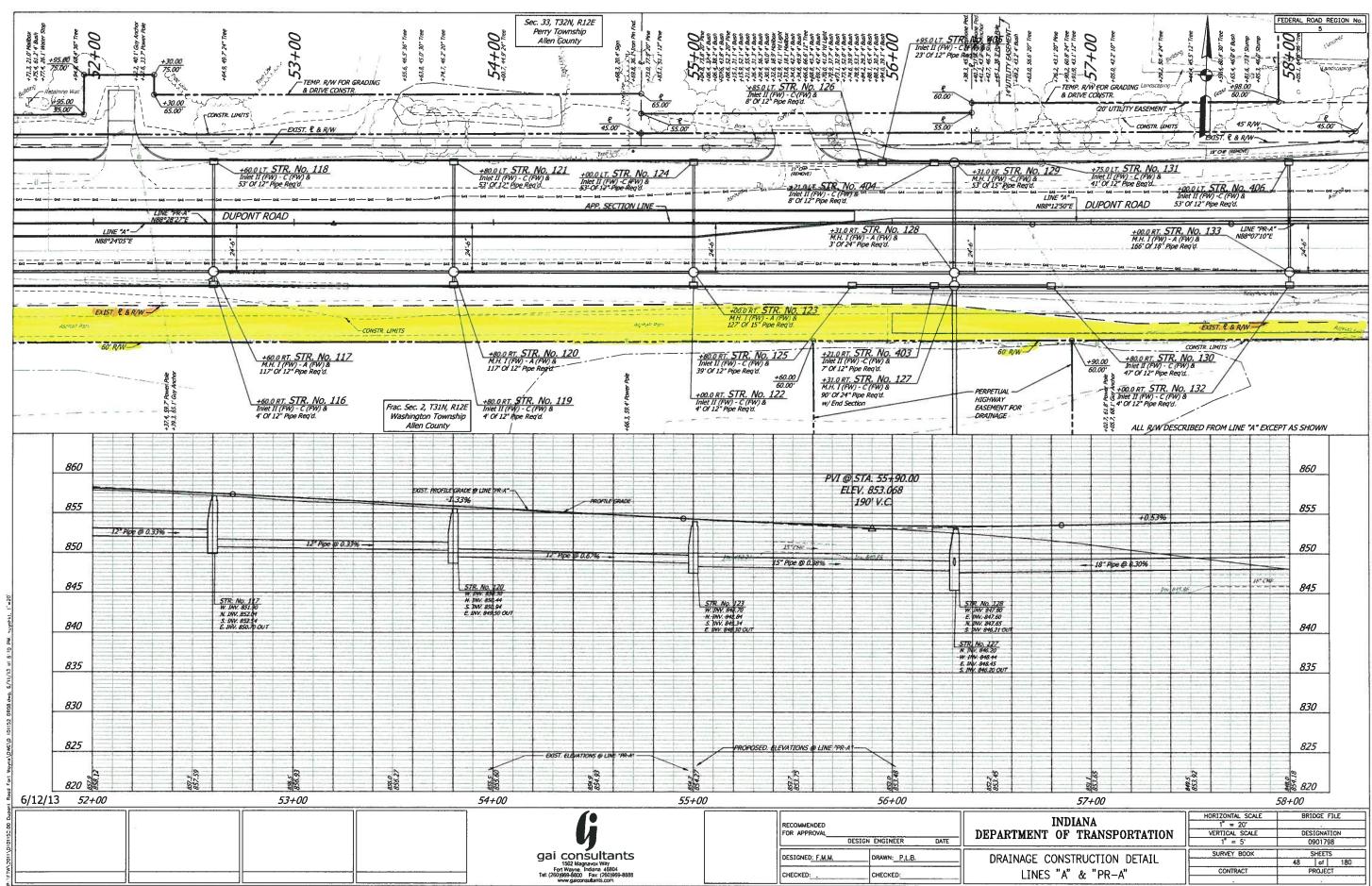
Al Moll, Director of the Fort Wayne Parks and Recreation

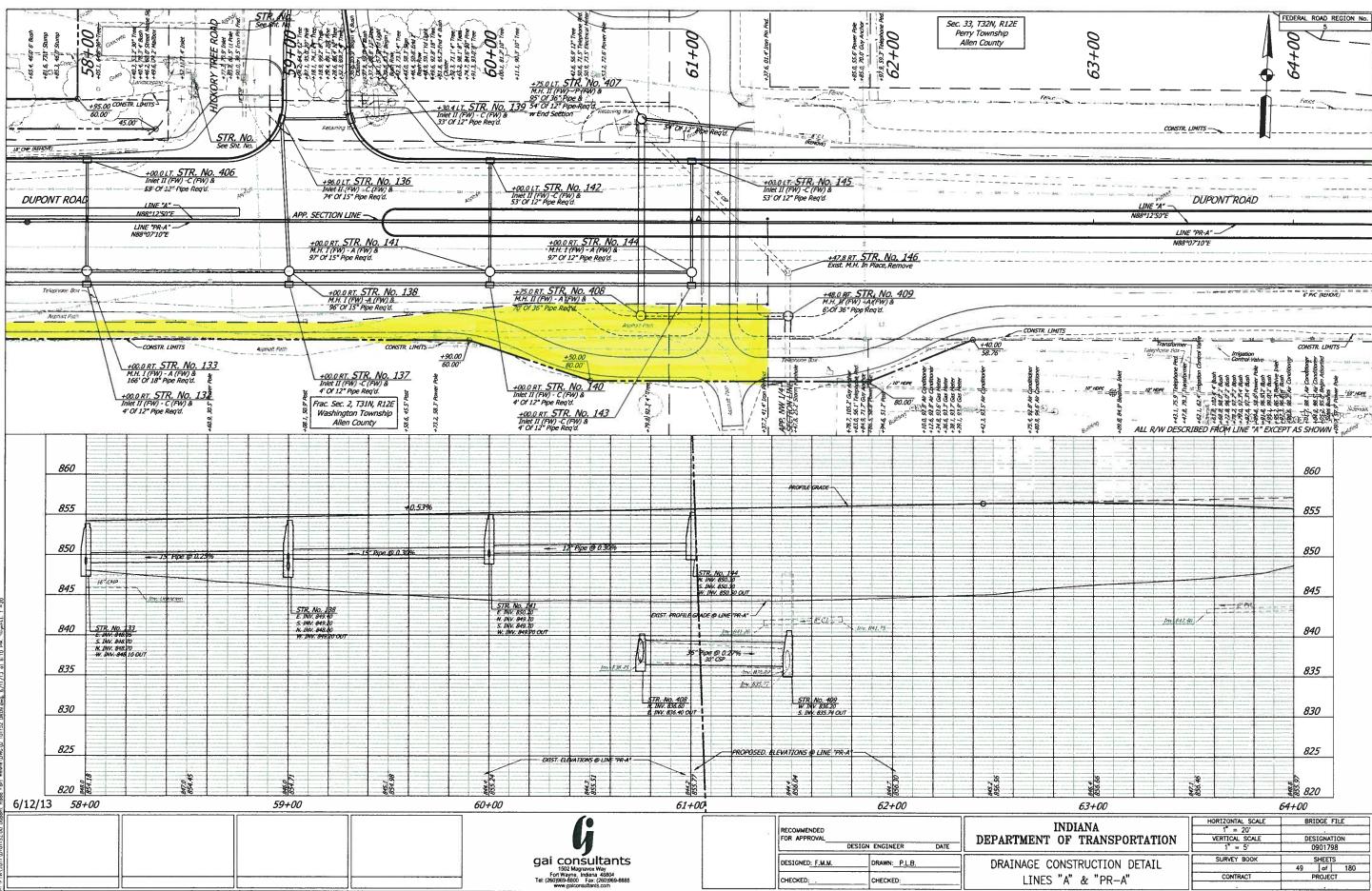
Shan Gunawardena, City of Fort Wayne Engineer











The Journal Gazette

Allen County, Indiana

'Account # 1067465 - 1100031

GAI Consultants

	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	66		
COM	PUTATION OF CHARGES 66 lines, 1 column(s) wide equals 66 equivalent lines at \$ 2.560 cents per line		\$ 168.96	
	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		\$ 168.96	-
DATA	A FOR COMPUTING COST			
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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:

12/24/2013

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

oosted on the same day as it

T. Brown-Smith Legal Clerk

DES# 0901798

PUBLIC NOTICE

The City of Fort Wayne is planning to undertake a road construction project funded in part by the Federal Highway Administration. The project (Des. No. 0901798) is located on Dupont Road in Allen County. The project will involve the construction of added travel lanes and the rehabilitation of the existing asphalt surface to the segment of Dupont Road between Lima Road and Coldwater Road.

and Coldwater Road.

The project will require the permanent use of 0.85 acre as permanent rightof-way and 16.2 acres of permanent easement of property, belonging to Anton Salomon Farm a public park/recreational facility. The designed action will not adversely impact the activities, features, and attributes that qualify the property for protection under Section 4(f) of the Department of Transportation Act of 1966 and in accordance with SAFETEA-LU Section 6009 (a). As such, it is the intent of INDOT, along with the Federal Highway Administration to issue a finding of de minimis. In accordance with SAFETEA-LU Section 6009 (a), the views of the public are being sought regarding the effect of the proposed project on the public recreational area. Please respond with any comments no later than January 23, 2014 to the contact information below.

Jeff Weaver GAI Consultants, Inc. 1502 Magnavox Way Fort Wayne, IN 46804 j.weaver@gaiconsultants.com 260-969-8800 ext. 3511

260-969-8800 ext. 3511

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111 (h)(1) states: 'Each state must have procedures approved by the FHWA to carry out a public involvement/public hearing program.' 23 CFR 450.212 (a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process necessary approved by the Federal Highway Administration, U.S. Department of Transportation and the Indiana Department of Transportation and the Indiana Department of Transportation on August 16, 2012.

APPENDIX E

Environmental Site Assessment(s)

December 7, 2011



Mr. Shan Gunawardena, P.E. Department of Engineering City of Fort Wayne Indiana One Main Street Fort Wayne, IN 46802

Re: Red Flag Investigation

Des. No: 0901798

Dupont Road Added Travel Lanes Project

Fort Wayne, Allen County, Indiana

Narrative:

The Dupont Road (State Road 3) Added Travel Lanes project will involve the widening and rehabilitation of approximately 1.36 miles of existing roadway from Lima Road (S.R. 3) to Coldwater Road within the City of Fort Wayne. The existing roadway cross section consists of two 11-foot wide travel lanes. The existing roadway widens to a 5 lane cross section at both the west and east ends. The roadway will be widened to facilitate four (4) 11-foot travel lanes with a 16-foot two-way left-turn lane. Where no two-way left-turn lane is required, a non-mountable raised median with landscaping will be provided. A 10-foot multi-use path on the south side with a 5-foot sidewalk on the north side shall be provided. A grade separation to connect the Pufferbelly Trail to Salomon Park will be included in the project.

Existing right-of-way varies throughout the length of the project from an estimated 85 feet to 125 feet. Right-of-way acquisition of both temporary and permanent right-of-way is anticipated for various construction elements of this project. Excavation along the project will primarily involve common excavation for the roadway and side ditch areas.

SUMMARY

Infrastructure

Indicate items of concern found within $\frac{1}{2}$ mile, including an explanation why each item within the $\frac{1}{2}$ mile radius will/will not impact the project:						
Other road projects Not Found Airports Not Found						
Cemeteries	Cemeteries Not Found Hospitals Not Found					
Railroads Found Recreational Facilities Found						
Religious Facility Not Found Schools Not Found						
rails Found Pipelines Found						

Explanation: Items found within the ½ mile radius around the project were the following: 1 railroad, 1 recreational facility, 5 trails, and 1 pipeline. Refer to Maps 1a and 1b for Infrastructure item

locations.

Railroads

One railroad was identified to be within the project limits impact area. This railroad is operated by Penn Central Railroad and is located approximately ½ mile to the west of the beginning of the project at Lima Road (State Road 3). Since the railroad doesn't cross the project and is located at the edge of the impact area, this item will not impact this project.

Recreational Facilities

One recreational facility was identified to be within the project limits impact area. This facility is referred to as the Salomon Farm Park and is owned and operated by the Fort Wayne Parks and Recreation Department. This park is directly adjacent to the project and is considered a Section 4(f) property. This item will impact this project.

Trails

Five identified trails fall within the ½ mile boundary. Three of the trails either cross the project or come right up to the project. The trail that comes up to the south edge and parallels the project is the Salomon Farm Loop. This project is open for use to the public. The second trail crossing the project is the Schoaff Park to Salomon Park trail. This is a planned trail. A third trail, The Pufferbelly Trail from Dupont Road to Carroll Road, is a rail to trail project and crosses the Dupont Road project. This segment of the Pufferbelly Trail project is planned. All of these trails fall under the jurisdiction of the Fort Wayne Parks and Recreation Department. Two of the remaining three trails are planned and not constructed. Neither of these two trails cross or are adjacent to the project. The final existing trail, a rail to trail project, is located at the far west edge of the ½ mile boundary.

The Salomon Farm Loop, Pufferbelly Trail, and the Schoaff Park to Salomon Park trails will impact this project. The other two trails will not impact this project.

Pipelines

One pipeline item was identified belonging to the Northern Indiana Fuel & Light Co., Inc. This is an intrastate pipeline that crosses the intended construction limits of the project. This item will impact the project.

LPA representative concurrence:	(Initial)
Li A representative concurrence.	 miliai

Water Resources

Indicate items of concern found within $\frac{1}{2}$ mile, including an explanation why each item within the $\frac{1}{2}$ mile radius will/will not impact the project:					
Canal Routes – Historic Not Found Canal Structures – Historic Not Not Found					
Rivers, Streams, and Lakes Found Floodplain - DFIRM Not Found					
Wetland Line	Found	Wetlands	Found		
Wetland Points	Not Found	Lakes – Impaired*	Not Found		
Streams – Impaired*	Not Found	Cave Entrance Density	Not Found		
Sinkhole Areas Not Found Karst Springs			Not Found		
		Sinking-Stream Basins	Not Found		

^{*} Reason for impairment, if applicable:

Explanation: Items found within the ½ mile radius around the project were the following: 9 rivers-streams-

lakes, 3 wetland lines, and 23 wetlands. Refer to Maps 2a through 2c for Water Resource item

locations.

Rivers, Streams, and Lakes

All of the identified items are outside the construction impact area of the project. A review of current aerials indicated these items are likely used for storm water detention for the subdivisions they lie within. These items will not impact this project.



Wetland Lines

Three wetland lines were identified. Only one of these identified intersect or fall within the project construction limits. This wetland line is located to the south of the project and continues south approximately 1,130 feet. The identified wetland line of concern will impact this project.

Wetland

Four of the 23 separate wetlands identified are located adjacent to the project limits. All of these isolated wetlands are located at the east end of the project. These items will impact this project.

LPA representative concurrence:	(Initial)	
Mining/Mineral Exploration		

Indicate items of concern found within $\frac{1}{2}$ mile, including an explanation why each item within the $\frac{1}{2}$ mile radius will/will not impact the project:						
Oil Wells	Oil Wells Not Found Gas Wells Not Found					
Mines – Surface Not Found Mines – Underground Not Found						
Petroleum Fields Not Found						

Explanation:	There were no items found within the ½ mile radius around the project. Refer to Maps 3a
	and 3b for Mining/Mineral Exploration item locations.

_PA representative concurrence:

Ecological Information

From the Allen County listing of the Indiana Natural Heritage Data Center (Figures 4a and 4b) information on endangered, threatened, or rare (ETR) species and high quality natural communities:

- + 33 aquatic species, terrestrial species (vertebrate/invertebrate), avian species, and vascular plants from the state list.
- + 4 aquatic species, terrestrial species (vertebrate/invertebrate), avian species, and vascular plants from the federal list.
- + 0 state and or federal habitats listed.

This item will impact this project.	
LPA representative concurrence:	(Initial)

Cultural Resources

The area along Dupont Road is archaeologically sensitive and there are several areas that have potentially undisturbed soils.

There are potentially 12 properties over 50 years of age identified as part of this investigation for the Dupont Road project. One property, the Anton Salomon Farm (003-286-30003), on 817 West Dupont Road, is recommended eligible for the NRHP under Criterion A, for its historical importance, and Criterion C, for being architecturally significant. Although there have been alterations to the form and appearance of the farmhouse, in December 1990, Architectural and Cultural Heritage (ARCH) gave the Anton Salomon Farm the rating of "Outstanding" even after the alterations on the farmhouse were made.

LPA representative concurrence:	(Initial)
LI A IEDIESCIIIALIVE CONCUITENCE.	(IIIIIIai)



Hazardous Material Concerns

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

^{*} Reason for impairment, if applicable:

Explanation: Items found within the $\frac{1}{2}$ mile radius around the project were the following: 1 leaking

underground storage tank and 4 underground storage tanks. Refer to Maps 6a through 6c for

Hazardous Material Concern item locations.

Leaking Underground Storage Tanks (LUST's)

Refer to Maps 7a through 7c for other concerns and information.

One LUST was identified within the ½ mile boundary and located on a property adjacent to the anticipated impact area of the construction limits. This LUST access point is located at 10412 Coldwater Road. This item will impact this project.

Underground Storage Tanks

Two of the four identified UST are located on properties adjacent to the anticipated impact area of the construction limits. These items are located at 513 E. Dupont Road (Convenience Store and Gas) and 10412 Coldwater Road (Dupont Deli). These items will impact this project.

LPA representative concurrence:	(Initial)	
Other Concerns		

Recommendations

<u>Infrastructure</u>

It is recommended that INDOT design standards for driveways, shoulders, etc., be followed with respect to Salomon Farm Park and accesses. It is also recommended that coordination with the Fort Wayne Parks and Recreation Department be conducted on a regular basis.

Additionally, it is recommended that the INDOT utility coordination procedures be followed to identify any conflicts with utilities and specifically the Northern Indiana Fuel & Light Co., Inc. pipeline.

Water Resources

It is recommended that further wetland investigation be conducted by site visit and by additional studies as required to determine the extents and limits of any impacts to the wetland areas identified.

It is recommended the appropriate permitting agencies should be consulted to determine the need for permits for all impacts to the adjacent wetlands, etc.

Although no floodplain was indicated on the Indiana GIS mapping system, it is recommended the FEMA floodplain maps be consulted to further determine the location of any floodplain within proximity of this project.

Mining/Mineral Exploration

There are no recommendations for this resource.

Ecological Information

It is recommended additional field visits and inspections be completed to determine if any of the 33 state and/or 4 federal sited species exist within the impact area of the project limits.

Cultural Resources

It is recommended a full Section 106 and 4(f) review of the project area be included with the environmental documentation for the project.

It is recommended both an archaeological records check and Phase la reconnaissance is conducted.

Hazardous Material Concerns

It is recommended that additional research be conducted to determine any impacts that identified LUST's and UST's may have since they are close to the anticipated construction limits of the project. The additional information for each item/property adjacent to or within the construction limits should be gathered to determine the extents and area of concern for contaminants. This information may be found on file with the City of Fort Wayne, Allen County Health Department, or with IDEM's online Virtual File Cabinet as warranted. The LPA may consider conducting further site assessments in the event that possible contamination is found within the project limits.

LPA representative concurrence: (Initial)

Larry Lawlor

Project Civil Technical Specialist

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Indianapolis, IN 46250

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Chad A. Salzbrenner, PE, PLS

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1502 Magnavox Way

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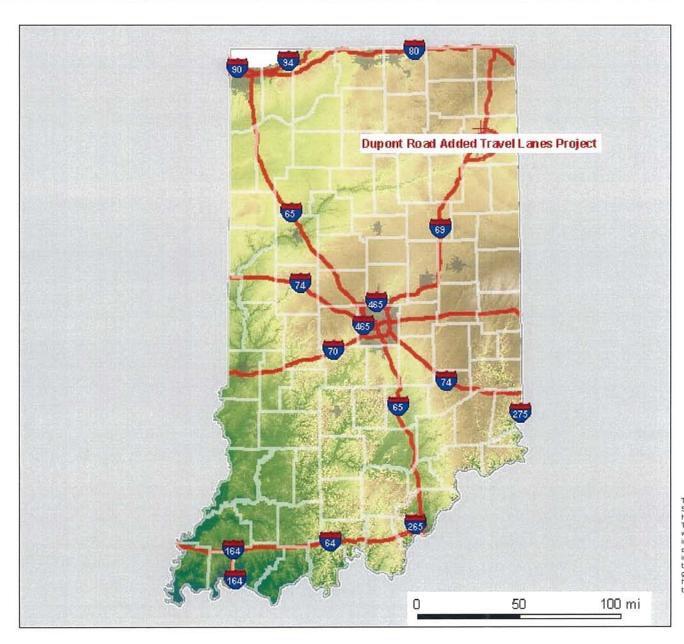
c.salzbrenner@gaiconsultants.com

260.969.8872

Graphics:

An Indiana GIS map for each report section with a $\frac{1}{2}$ mile radius buffer around all project area(s) showing all items identified as possible items of concern is attached. Cultural Resources map was obtained from the City of Fort Wayne Cultural Resource Inventory website.



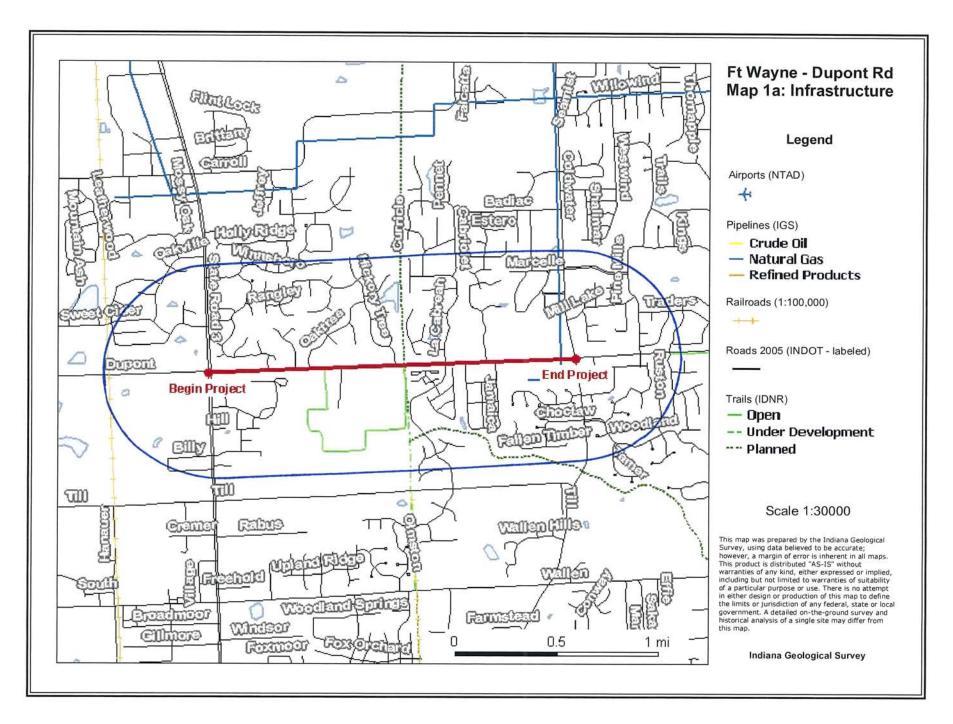


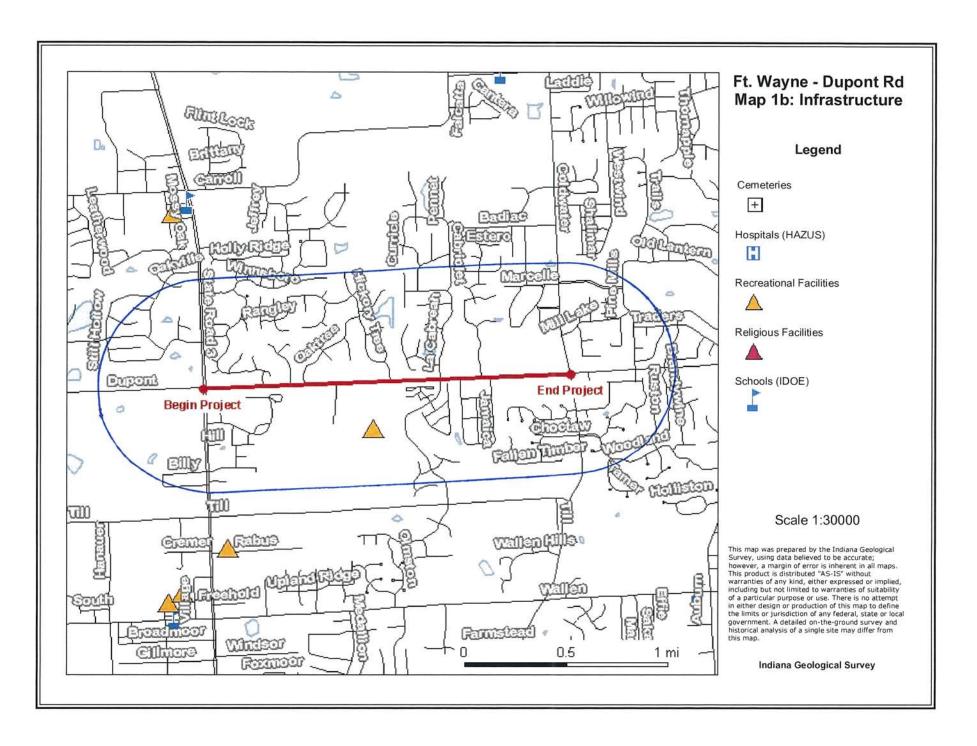
Ft Wayne - Dupont Rd State Location Map

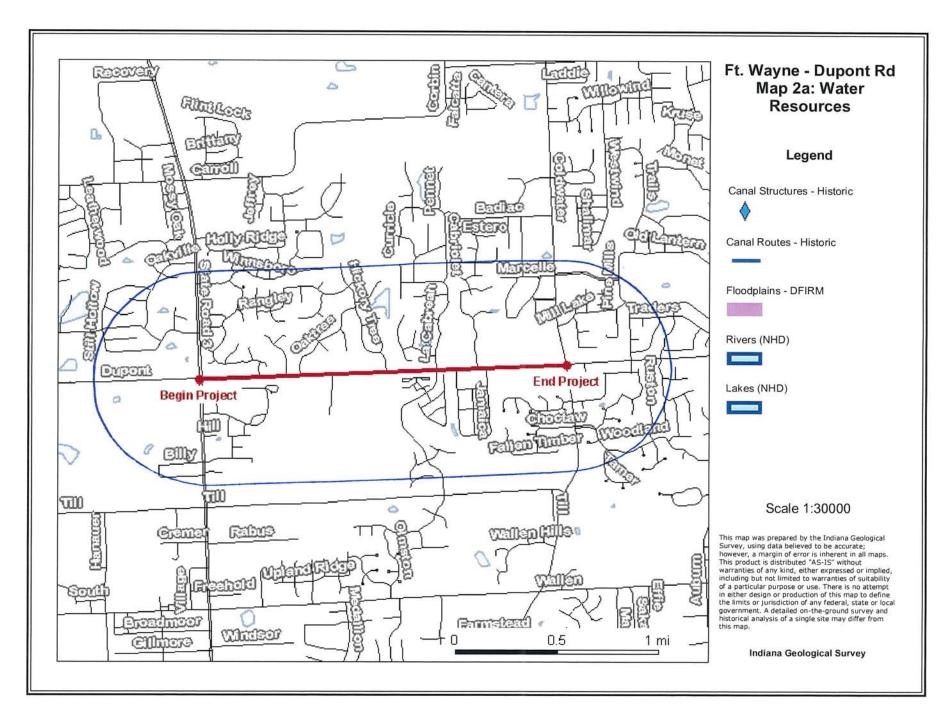
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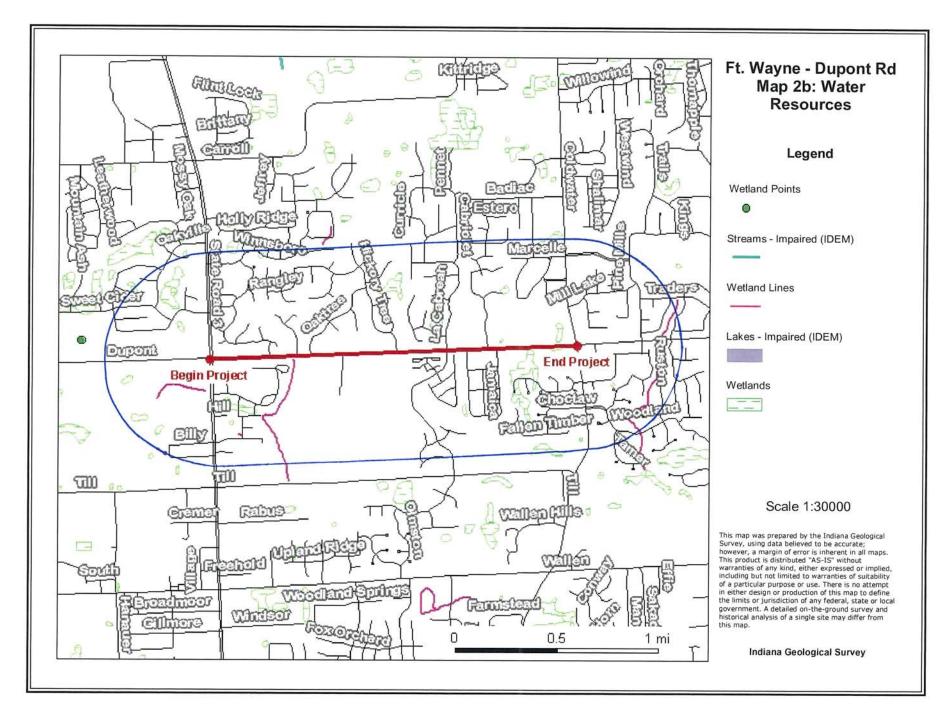
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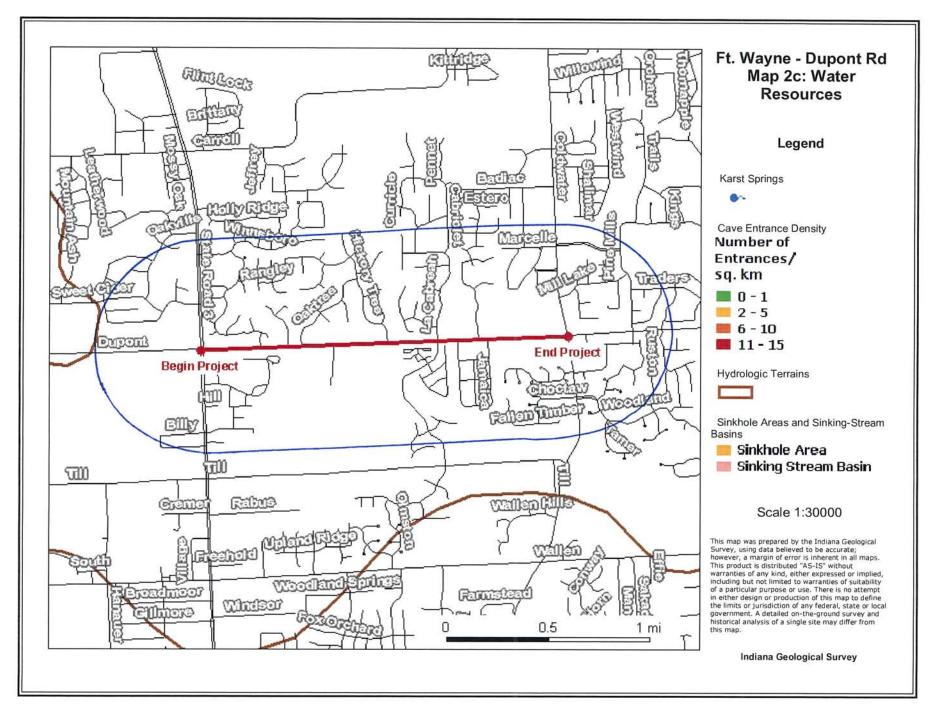
Indiana Geological Survey

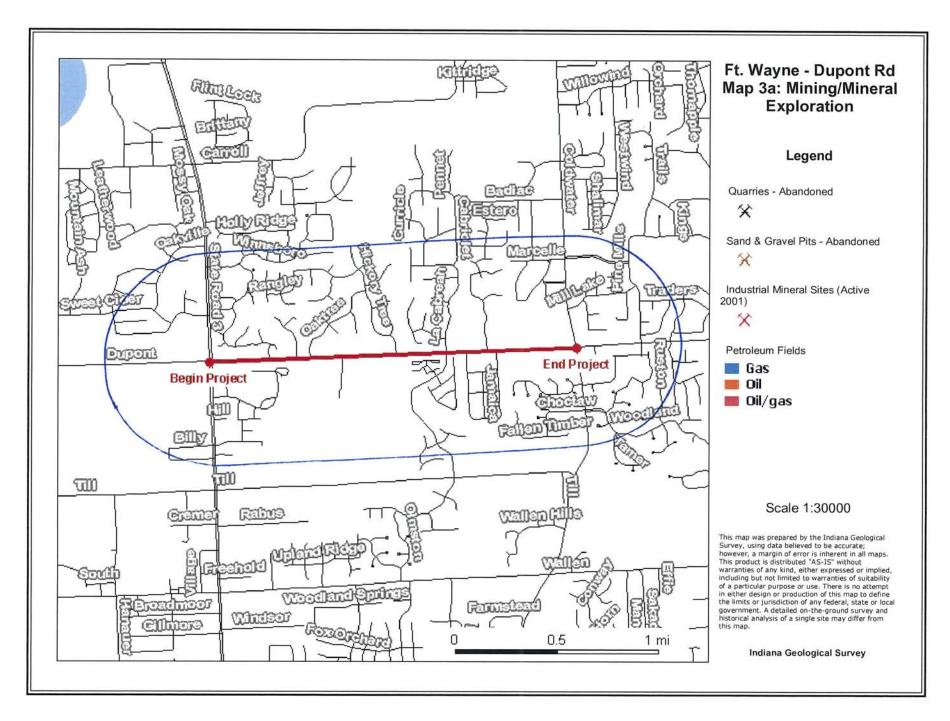


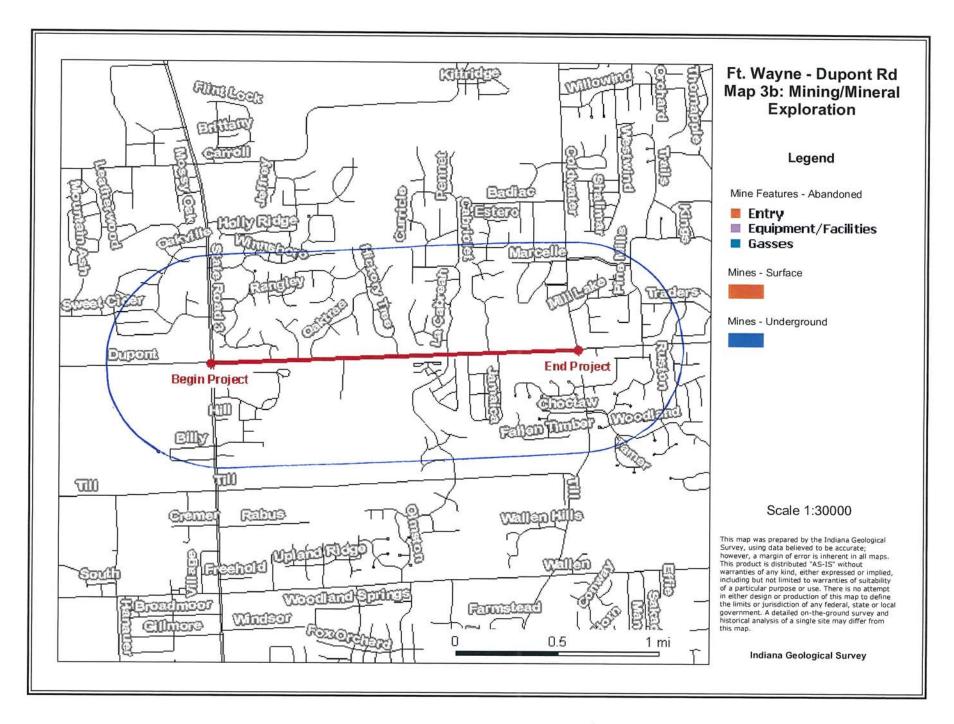












${\bf Indiana\ County\ Endangered,\ Threatened\ and\ Rare\ Species\ List}$

County: Allen

Species Name		Common Name	FED	STATE	GRANK	SRANK
Mollusk: Bivalvia (Mussels)						
Epioblasma obliquata perobliqua		White Cat's Paw Pearlymussel	LE	SE	G1T1	SX
Epioblasma torulosa rangiana		Northern Riffleshell	LE	SE	G2T2	SX
_ampsilis fasciola		Wavyrayed Lampmussel		SSC	G5	S3
Obovaria subrotunda		Round Hickorynut		SSC	G4	S1
Pleurobema clava		Clubshell	LE	SE	G2	S1
⊃tychobranchus fasciolaris		Kidneyshell		SSC	G4G5	S2
Quadrula cylindrica cylindrica		Rabbitsfoot	C	SE	G3G4T3	S1
Toxolasma lividus		Purple Lilliput		SSC	G3	S2
/illosa fabalis		Rayed Bean	C	SSC	G2	S1
Insect: Odonata (Dragonflies & Damselflies) Fachopteryx thoreyi		Gray Petaltail		SR	G4	S2S3
Fish		•				
Moxostoma valenciennesi		Greater Redhorse		SE	G4	S2
Percina evides		Gilt Darter		SE	G4	S1
Amphibian						
Ambystoma laterale		Blue-spotted Salamander		SSC	G5	S2
Hemidactylium scutatum		Four-toed Salamander		SE	G5	S2
Rana pipiens		Northern Leopard Frog		SSC	G5	S2
Reptile						
Clemmys guttata		Spotted Turtle		SE	G5	S2
Clonophis kirtlandii		Kirtland's Snake		SE	G2	S2
Emydoidea blandingii		Blanding's Turtle		SE	G4	S2
Sistrurus catenatus catenatus		Eastern Massasauga	С	SE	G3G4T3T4Q	S2
Bird						G.
Asio flammeus		Short-eared Owl		SE	G5	S2
Bartramia longicauda		Upland Sandpiper		SE	G5	S3B
Buteo lineatus		Red-shouldered Hawk		SSC	G5	S3
Buteo platypterus		Broad-winged Hawk	No Status	SSC	G5	S3B
Circus cyaneus		Northern Harrier		SE	G5	S2
Dendroica cerulea		Cerulean Warbler		SE	G4	S3B
Falco peregrinus		Peregrine Falcon	No Status	SE	G4	S2B
Haliaeetus leucocephalus		Bald Eagle	LT,PDL	SE	G5	S2
xobrychus exilis		Least Bittern		SE	G5	S3B
_anius ludovicianus		Loggerhead Shrike	No Status	SE	G4	S3B
Nyctanassa violacea		Yellow-crowned Night-heron		SE	G5	S2B
Nycticorax nycticorax		Black-crowned Night-heron		SE	G5	S1B
Phalaropus tricolor		Wilson's Phalarope		SSC	G5	SHB
Sturnella neglecta		Western Meadowlark		SSC	G5	S2B
Гуto alba		Barn Owl		SE	G5	S2
Indiana Natural Heritage Data Center Division of Nature Preserves Indiana Department of Natural Resources This data is not the result of comprehensive county surveys.	Fed: State: GRANK: SRANK:	LE = Endangered; LT = Threatened; C = candid SE = state endangered; ST = state threatened; SI SX = state extirpated; SG = state significant; WI Global Heritage Rank: G1 = critically imperiled globally; G4 = widespread and abundant globall globally; G? = unranked; GX = extinct; Q = un State Heritage Rank: S1 = critically imperiled in G4 = widespread and abundant in state but with state; SX = state extirpated; B = breeding status;	R = state rare; SSC = L = watch list globally; G2 = impe y but with long term certain rank; T = taxo state; S2 = imperiled long term concern; S	riled globall; concerns; G nomic subur d in state; S3 G = state sig	s of special concern; y; G3 = rare or uncor 5 = widespread and a nit rank i = rare or uncommor gnificant; SH = histor	ibundant n in state; rical in

unranked

Appendix E - 14

Indiana County Endangered, Threatened and Rare Species List

County: Allen

Species Name	Common Name	FED	STATE	GRANK	SRANK
Wilsonia citrina	Hooded Warbler		SSC	G5	S3B
Mammal					
Lynx rufus	Bobcat	No Status	SSC	G5	S1
Taxidea taxus	American Badger		SSC	G5	S2
Vascular Plant					
Andromeda glaucophylla	Bog Rosemary		SR	G5	S2
Armoracia aquatica	Lake Cress		SE	G4?	S1
Chelone obliqua var. speciosa	Rose Turtlehead		WL	G4T3	S3
Circaea alpina	Small Enchanter's Nightshade		SX	G5	SX
Coeloglossum viride var. virescens	Long-bract Green Orchis		ST	G5T5	S2
Crataegus succulenta	Fleshy Hawthorn		SR	G5	S2
Euphorbia obtusata	Bluntleaf Spurge		SE	G5	S1
Phlox ovata	Mountain Phlox		SE	G4	S1
Platanthera psycodes	Small Purple-fringe Orchis		SR	G5	S2
Poa alsodes	Grove Meadow Grass		SR	G4G5	S2
Scutellaria parvula var. parvula	Small Skullcap		SX	G4T4	SX
Spiranthes lucida	Shining Ladies'-tresses		SR	G5	S2
Spiranthes magnicamporum	Great Plains Ladies'-tresses		SE	G4	S1
High Quality Natural Community					
Forest - flatwoods central till plain	Central Till Plain Flatwoods		SG	G3	S2
Forest - floodplain mesic	Mesic Floodplain Forest		SG	G3?	S1
Forest - floodplain wet-mesic	Wet-mesic Floodplain Forest		SG	G3?	S3
Forest - upland dry	Dry Upland Forest		SG	G4	S4
Forest - upland dry-mesic	Dry-mesic Upland Forest		SG	G4	S4
Forest - upland mesic	Mesic Upland Forest		SG	G3?	S3
Lake - pond	Pond		SG	GNR	SNR
Prairie - dry-mesic	Dry-mesic Prairie		SG	G3	S2
Wetland - marsh	Marsh		SG	GU	S4
Wetland - swamp forest	Forested Swamp		SG	G2?	S2
Wetland - swamp shrub	Shrub Swamp		SG	GU	S2
Other Geomorphic - Nonglacial Erosional Feature - Water Fall and Cascade	Water Fall and Cascade			GNR	SNR

Indiana Natural Heritage Data Center Division of Nature Preserves Indiana Department of Natural Resources This data is not the result of comprehensive county surveys.

State:

GRANK:

Fed: LE = Endangered; LT = Threatened; C = candidate; PDL = proposed for delisting

SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern;

 $SX = state \ extirpated$; $SG = state \ significant$; $WL = watch \ list$

Global Heritage Rank: G1 = critically imperiled globally; G2 = imperiled globally; G3 = rare or uncommon globally; G4 = widespread and abundant globally but with long term concerns; G5 = widespread and abundant

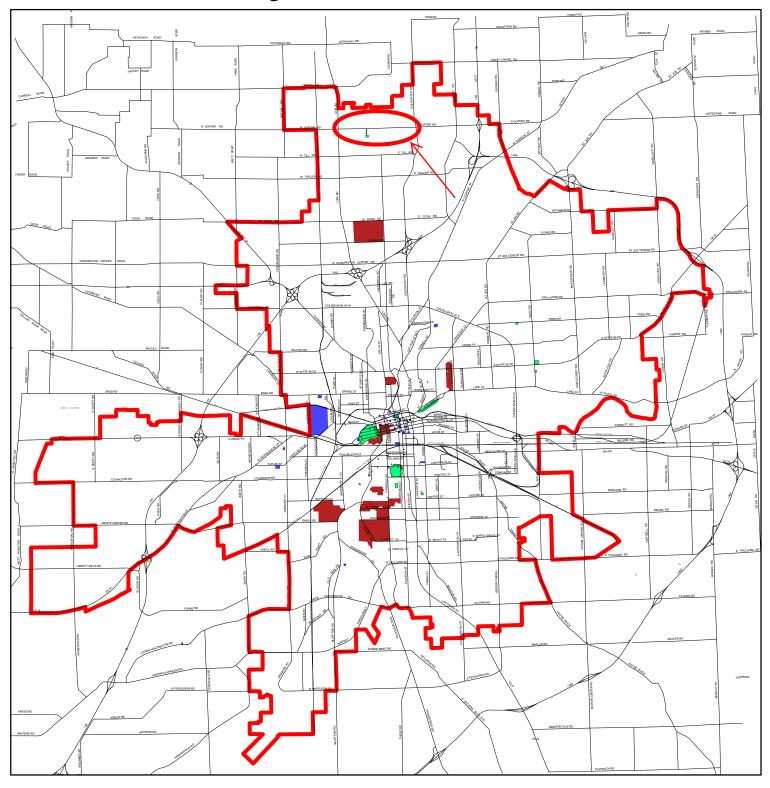
globally; G? = unranked; GX = extinct; Q = uncertain rank; T = taxonomic subunit rank

SRANK: State Heritage Rank: S1 = critically imperiled in state; S2 = imperiled in state; S3 = rare or uncommon in state; G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in

G4 = widespread and abundant in state but with long term concern; SG = state significant; SH = historical in state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Appendix E - 15

Fort Wayne Historic Districts



Legend



National Register Districts

National Register Buildings & Places



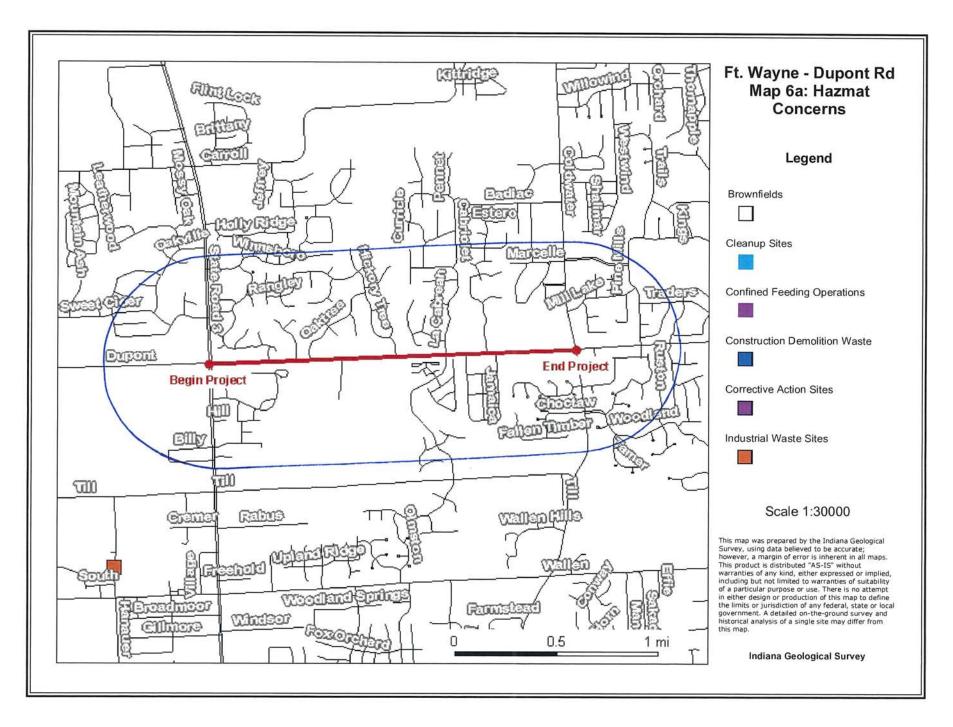


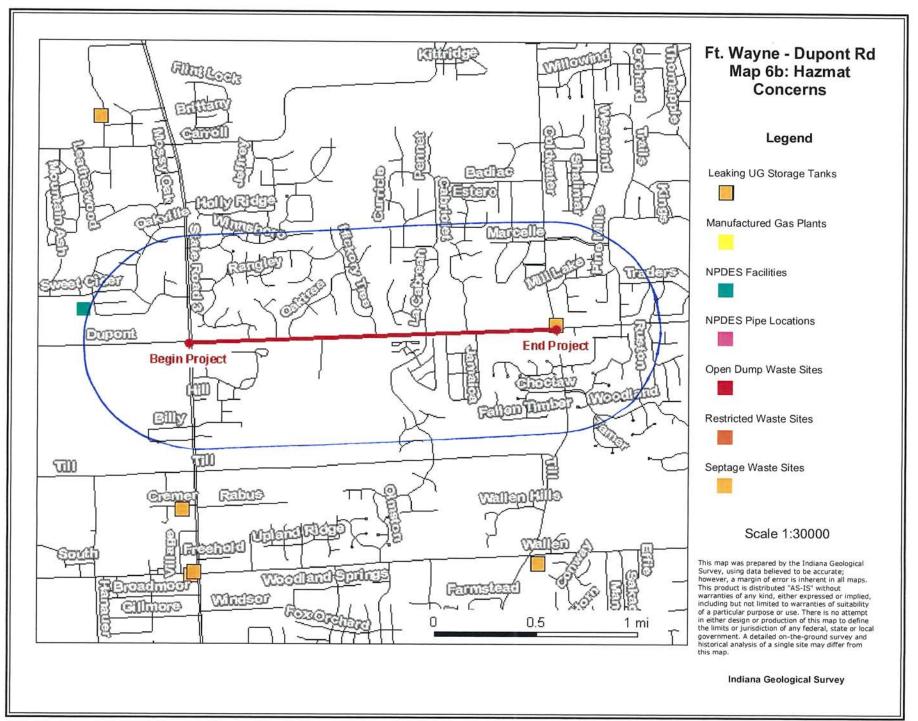


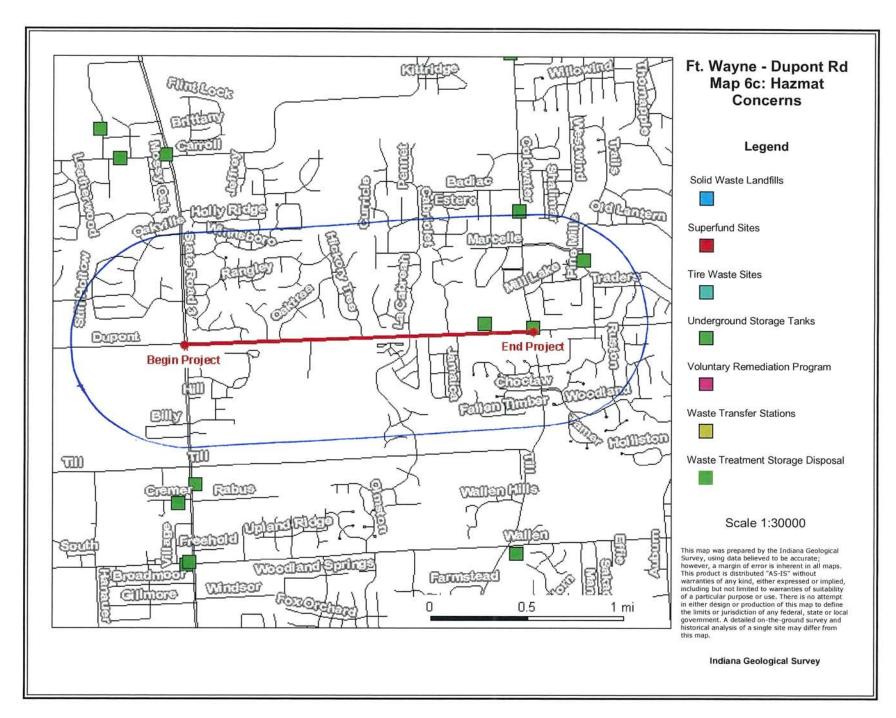


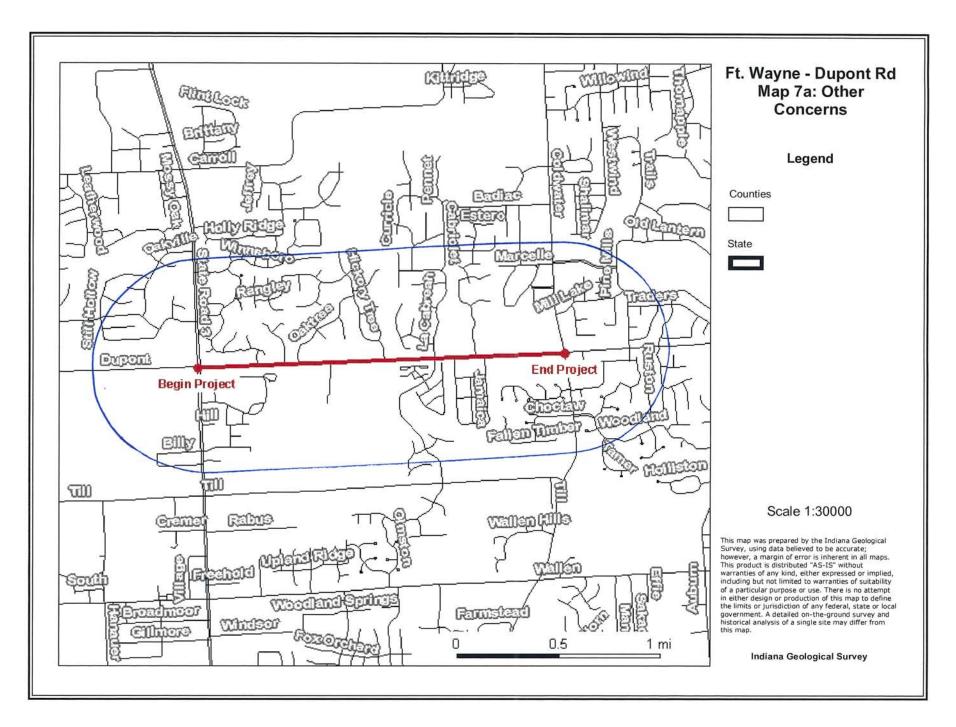
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Prepared by Fort Wayne Community Development GIS

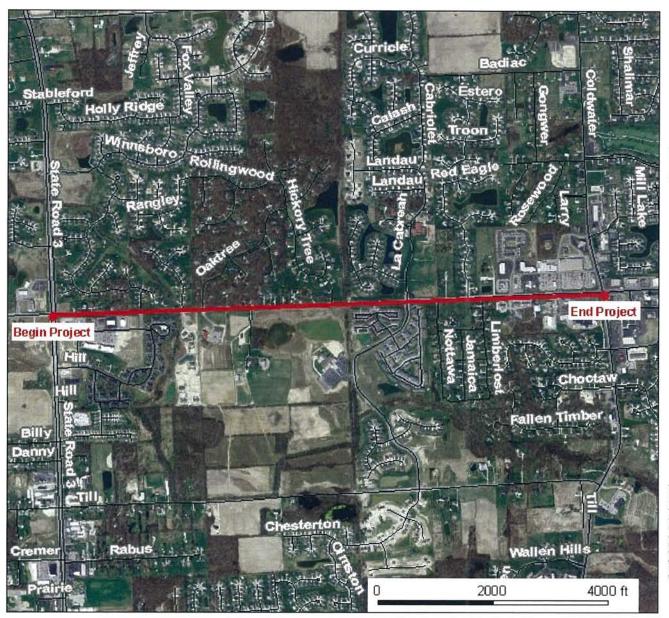
Appendix E - 16











Ft. Wayne - Dupont Rd Map 7b: Other Concerns (Aerial Map)

Legend

cities_in_2mln



Scale 1:20000

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Indiana Geological Survey



Ft. Wayne - Dupont Rd Map 7c: Other Concerns

Legend

Elevation Contours

Scale 1:20000

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Indiana Geological Survey

HAZARDOUS MATERIALS SITE VISIT FORM

Dupont Road Dupont Road Dupont Road Type of Road Project Added Travel Lanes Description of area (either general location or exact location of parcel) Dupont Road from Lina Road (SR : east approximately 1.36 miles to Coldwater Road on north side of Fort Wayne, Indiana.	Des#	0901798		Proje	ct # 0901798		
Person completing this Field Check Greq Clark Property 1. Has a Red Flag Investigation been completed? Eyes No Notes: Red Flag Investigation completed December 7, 2011. 2. Right-of-Way Requirements: No New ROW Extrip ROW Minor Take Whole Parcel Take Information Not Available Notes: To widen road from two 11-foot travel lanes to four 11-foot travel lanes with 16-foot center left-turn lane. 3. Land Use History and Development: (Industrial, Light Industry, Commercial, Agricultural, Residential, Other—also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.) Setting (rural or urban): Urban area on north side of Fort Wayne, Indiana. Current Land Uses: Residential, commercial, office park, church, YMCA, Salomon Farm Pa and Trail. (Visual Inspection.) Previous Land Uses: Residential, commercial and agricultural. (Aerial Photos.) Adjacent Land Uses: Residential and commercial. (Visual Inspection.) Describe any structures on the property: None. 4. Visual Inspection: Property Adjoining Property Adjoining Property Storage Structures: Evidence of Contamination: Underground Tanks X Junkyard Surface Tanks Auto Graveyard Mato Gr	Road #	Dupont Road				Added Travel	Lanes
Person completing this Field Check Greg Clark Yes No 1. Has a Red Flag Investigation been completed? Yes No Notes: Red Flag Investigation completed December 7, 2011. 2. Right-of-Way Requirements: No New ROW Strip ROW Minor Take Whole Parcel Take Information Not Available Notes: To widen road from two 11-foot travel lanes to four 11-foot travel lanes with 16-foot center left-turn lane. 3. Land Use History and Development: (Industrial, Light Industry, Commercial, Agricultural, Residential, Other—also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.) Setting (rural or urban): Urban area on north side of Fort Wayne, Indiana. Current Land Uses: Residential, commercial, office park, church, YMCA, Salomon Farm Parand Trail. (Visual Inspection.) Previous Land Uses: Residential, commercial and agricultural. (Aerial Photos.) Adjacent Land Uses: Residential and commercial. (Visual Inspection.) Describe any structures on the property: None. 4. Visual Inspection: Property Adjoining Property Adjoining Property Storage Structures: Evidence of Contamination: Underground Tanks X Junkyard Surface Tanks X Auto Graveyard Transformers Surface Staining Oil Sheen Oil Sheen Oil Sheen Oil Sheen Dumps Ponds/Lagoons X Odors Vegetation Damage Basins Dumps Basins Dumps Fill Dirt Evidence ———————————————————————————————————	Descri	ption of area (either ge	eneral locatio	n or exact locati	on of parcel) Dupor	nt Road from	Lima Road (SR 3)
1. Has a Red Flag Investigation been completed? Myes	east	approximately 1.36	miles to	Coldwater Roa	ad on north side	of Fort Wayne	e, Indiana.
Notes: Red Flag Investigation completed December 7, 2011. 2. Right-of-Way Requirements: □ No New ROW Strip ROW □ Minor Take □ Whole Parcel Take □ Information Not Available Notes: To widen road from two 11-foot travel lanes to four 11-foot travel lanes with 16-foot center left-turn lane. 3. Land Use History and Development: (Industrial, Light Industry, Commercial, Agricultural, Residential, Other — also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.) Setting (rural or urban): Urban area on north side of Fort Wayne, Indiana. Current Land Uses: Residential, commercial, office park, church, YMCA, Salomon Farm Pa and Trail. (Visual Inspection.) Previous Land Uses: Residential, commercial and agricultural. (Aerial Photos.) Adjacent Land Uses: Residential and commercial. (Visual Inspection.) Describe any structures on the property: None. 4. Visual Inspection: Property Adjoining Property Adjoining Property Storage Structures: Evidence of Contamination: Underground Tanks X Junkyard Surface Tanks X Junkyard Surface Tanks Auto Graveyard Transformers Surface Staining Sumps Oil Sheen Oil Sheen Ponds/Lagoons X Odors Vegetation Damage Property Septiments Surface Staining Sumps Dumps Sasins Dumps Sasins Dumps Sasins Dumps Sasins Sasins Sain Surface Staining S	Person	completing this Field	Check Gr	reg Clark	highly	12-12-11	
2. Right-of-Way Requirements: □ No New ROW Strip ROW □ Minor Take □ Whole Parcel Take □ Information Not Available Notes: To widen road from two 11-foot travel lanes to four 11-foot travel lanes with 16-foot center left-turn lane. 3. Land Use History and Development: (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.) Setting (rural or urban): Urban area on north side of Fort Wayne, Indiana. Current Land Uses: Residential, commercial, office park, church, YMCA, Salomon Farm Pa and Trail. (Visual Inspection.) Previous Land Uses: Residential, commercial and agricultural. (Aerial Photos.) Adjacent Land Uses: Residential and commercial. (Visual Inspection.) Describe any structures on the property: None. 4. Visual Inspection: Property Adjoining Property Adjoining Property Storage Structures: Evidence of Contamination: Underground Tanks X Junkyard Surface Tanks X Junkyard Auto Graveyard Transformers Surface Staining Oil Sheen Oil Sheen Oil Sheen Ondors Ponds/Lagoons X Odors Vegetation Damage Basins Dumps Fill Dirt Evidence — —	1. Ha s	s a Red Flag Investig	ation been co	ompleted?	ĭ Yes □ No		
No New ROW Strip ROW Minor Take Whole Parcel Take Information Not Available	Notes:	Red Flag Investi	gation com	pleted Decemb	er 7, 2011.		
3. Land Use History and Development: (Industrial, Light Industry, Commercial, Agricultural, Residential, Other – also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.) Setting (rural or urban): Urban area on north side of Fort Wayne, Indiana. Current Land Uses: Residential, commercial, office park, church, YMCA, Salomon Farm Pa and Trail. (Visual Inspection.) Previous Land Uses: Residential, commercial and agricultural. (Aerial Photos.) Adjacent Land Uses: Residential and commercial. (Visual Inspection.) Describe any structures on the property: None. 4. Visual Inspection: Property Adjoining Property Storage Structures: Evidence of Contamination: Underground Tanks X Junkyard Property Surface Tanks Auto Graveyard Ponds/Lagoons Oil Sheen Oil Sheen Ponds/Lagoons X Odors Drums Vegetation Damage Basins Dumps Landfills Fill Dirt Evidence	_	• •		Minor Take	□ Whole Parcel Take	e □ Informatio	n Not Available
Other — also, indicate source of data: visual inspection, aerial photos, U.S.G.S. topo maps, etc.) Setting (rural or urban): Urban area on north side of Fort Wayne, Indiana. Current Land Uses: Residential, commercial, office park, church, YMCA, Salomon Farm Pa and Trail. (Visual Inspection.) Previous Land Uses: Residential, commercial and agricultural. (Aerial Photos.) Adjacent Land Uses: Residential and commercial. (Visual Inspection.) Describe any structures on the property: None. 4. Visual Inspection: Property Adjoining Property Property Storage Structures: Evidence of Contamination: Underground Tanks X Junkyard Surface Tanks Auto Graveyard Transformers Surface Staining Sumps Oil Sheen Oldors Ponds/Lagoons X Odors Drums Vegetation Damage Basins Dumps Landfills Fill Dirt Evidence	Notes:				nes to four 11-fo	oot travel lam	nes with
Current Land Uses: Residential, commercial, office park, church, YMCA, Salomon Farm Pa and Trail. (Visual Inspection.) Previous Land Uses: Residential, commercial and agricultural. (Aerial Photos.) Adjacent Land Uses: Residential and commercial. (Visual Inspection.) Describe any structures on the property: None. 4. Visual Inspection: Property Adjoining Property Storage Structures: Evidence of Contamination: Underground Tanks X Junkyard Surface Tanks Auto Graveyard Surface Staining Transformers Surface Staining Oil Sheen Ponds/Lagoons X Odors Drums Vegetation Damage Basins Dumps Landfills Fill Dirt Evidence	3. Lai	-	-	•	•		
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Adjacent Land Uses: Residential and commercial. (Visual Inspection.) Describe any structures on the property: None. 4. Visual Inspection: Property Adjoining Property Storage Structures: Evidence of Contamination: Underground Tanks X Junkyard		Current Land Uses: Rand Land Land Land Land Land Land Land L	esidential nd Trail.(, commercial, Visual Inspec	office park, ch	urch, YMCA, S	alomon Farm Parl
Describe any structures on the property: None. 4. Visual Inspection: Property Adjoining Property Storage Structures: Evidence of Contamination: Underground Tanks X Junkyard Surface Tanks Auto Graveyard Transformers Surface Staining Sumps Oil Sheen Ponds/Lagoons X Odors Drums Vegetation Damage Basins Landfills Fill Dirt Evidence		Previous Land Uses:	Residentia	al, commercia	l and agricultura	al. (Aerial Pl	notos.)
4. Visual Inspection: Property Adjoining Property Storage Structures: Underground Tanks X Junkyard Surface Tanks Surface Staining Oil Sheen Ponds/Lagoons X Odors Drums Vegetation Damage Basins Landfills Fill Dirt Evidence		Adjacent Land Uses:	Residenti	al and commen	ccial. (Visual In	nspection.)	
Storage Structures: Underground Tanks Surface Tanks Transformers Sumps Oil Sheen Ponds/Lagoons Drums Drums Basins Landfills Property Evidence of Contamination: X Junkyard Surface Staining Oil Sheen Odors Vegetation Damage Dumps Landfills Fill Dirt Evidence		Describe any structur	es on the pro	perty: None.			
Storage Structures:Evidence of Contamination:Underground TanksXJunkyardSurface TanksAuto GraveyardTransformersSurface StainingSumpsOil SheenPonds/LagoonsXOdorsDrumsVegetation DamageBasinsDumpsLandfillsFill Dirt Evidence	4. Vis	ual Inspection:	Property			Property	•
Underground Tanks X Junkyard Surface Tanks Auto Graveyard Transformers Surface Staining Sumps Oil Sheen Ponds/Lagoons X Odors Drums Vegetation Damage Basins Dumps Landfills Fill Dirt Evidence		Gr. Gr.		Property	E		Property
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Transformers Surface Staining Sumps Oil Sheen Ponds/Lagoons X Odors Drums Vegetation Damage Basins Dumps Landfills Fill Dirt Evidence		•		X	•		
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Ponds/Lagoons X Odors Drums Vegetation Damage Basins Dumps Landfills Fill Dirt Evidence							
Drums Vegetation Damage Basins Dumps Landfills Fill Dirt Evidence		-					
Basins Dumps Landfills Fill Dirt Evidence		_		<u> </u>			
Landfills Fill Dirt Evidence					-	ge	
					-		
Cinci vent pipes of mi pipes							
Other		Onor					
5. Is a Phase I, Initial Site Assessment required? Yes No Underground tanks set back from ROW and at lower elevation than existing roadway.						han evieting	roadway

(Write additional notes on back)

APPENDIX FWater Resources



U.S. Fish and Wildlife Service

National Wetlands Inventory

NWI Map - Dupont Road (West)

Nov 23, 2011

Wetlands

Freshwater Emergent

Freshwater Forested/Shrub

Estuarine and Marine Deepwater

Estuarine and Marine

Freshwater Pond

Lake

Riverine

Other



This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

User Remarks:

Identified: PSS1C, PUBG, and PUBGx.



U.S. Fish and Wildlife Service

National Wetlands Inventory

NWFI Map - Dupont Road (East)

Nov 23, 2011

Wetlands

Freshwater Emergent

Freshwater Forested/Shrub

Estuarine and Marine Deepwater

Estuarine and Marine

Freshwater Pond

Lake

Riverine

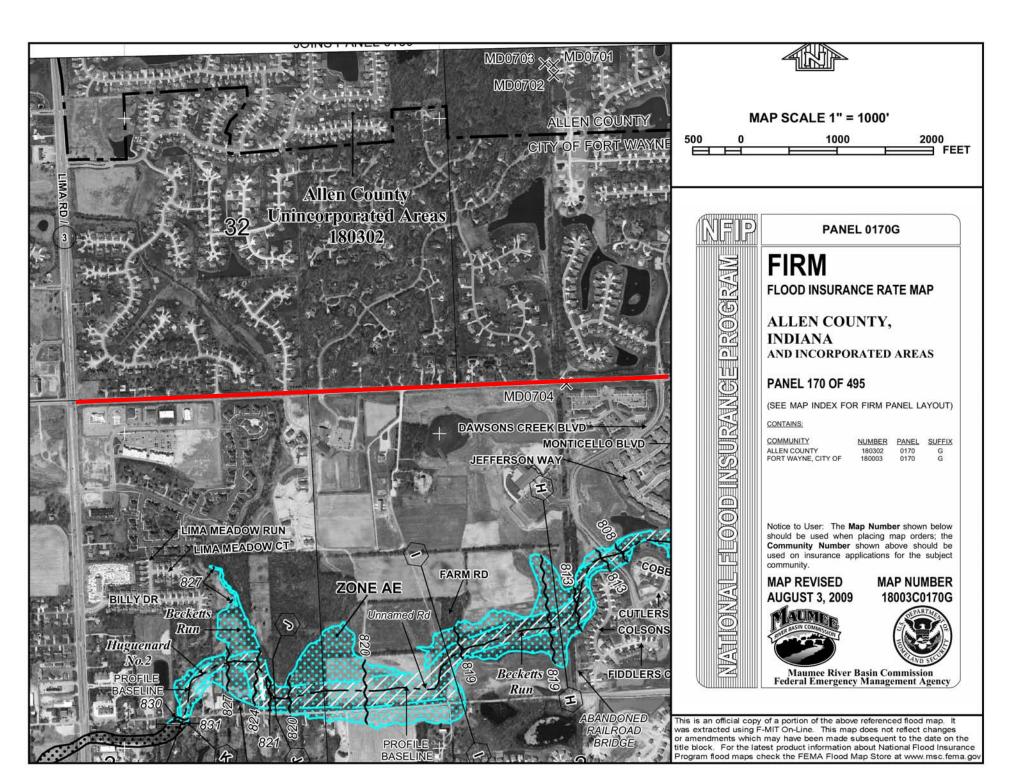
Other

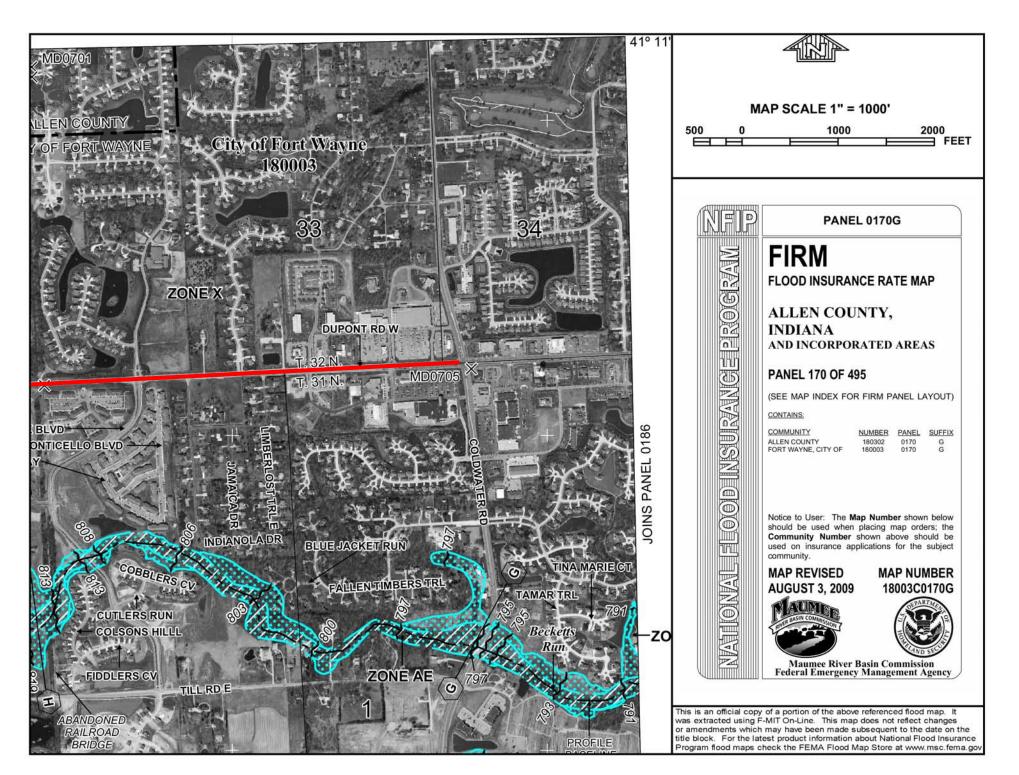


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User Remarks:

Identified - PUBG, PUBGx





12/19/2011 Page 1 of 6

Web Soil Survey National Cooperative Soil Survey

Natural Resources Conservation Service

USDA

Hydric Rating by Map Unit-Allen County, Indiana (Dupont Road (Lima Rd to Coldwater Rd))

MAP LEGEND

Area of Interest (AOI)

Area of Interest (AOI)

Soils

Soil Map Units

All Hydric Soil Ratings

Partially Hydric Not Hydric Unknown Hydric

Not rated or not available

Political Features

Cities Water Features

Streams and Canals

Transportation

Interstate Highways Rails

Major Roads US Routes

Local Roads

MAP INFORMATION

Map Scale: 1:15,800 if printed on A size (8.5" × 11") sheet.

The soil surveys that comprise your AOI were mapped at 1:15,840.

Please rely on the bar scale on each map sheet for accurate map measurements.

Source of Map: Natural Resources Conservation Service Web Soil Survey URL: http://websoilsurvey.nrcs.usda.gov Coordinate System: UTM Zone 16N NAD83

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Allen County, Indiana Survey Area Data: Version 10, Mar 16, 2011

Date(s) aerial images were photographed: 7/14/2003

imagery displayed on these maps. As a result, some minor shifting The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background of map unit boundaries may be evident.

Hydric Rating by Map Unit

Hydric Rating by Map Unit— Summary by Map Unit — Allen County, Indiana (IN003)								
Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI				
BmA	Blount silt loam, 0 to 2 percent slopes	Not Hydric	20.2	13.2%				
BmB	Blount silt loam, 2 to 6 percent slopes	Not Hydric	8.8	5.7%				
BmB2	Blount silt loam, 2 to 6 percent slopes, moderately eroded	Not Hydric	10.9	7.1%				
MrB2	Morley silt loam, 2 to 6 percent slopes, moderately eroded	Not Hydric	48.3	31.5%				
MrC2	Morley silt loam, 6 to 12 percent slopes, moderately eroded	Not Hydric	15.9	10.4%				
MsC3	Morley soils, 6 to 12 percent slopes, severely eroded	Not Hydric	2.4	1.5%				
MsD3	Morley soils, 12 to 18 percent slopes, severely eroded	Not Hydric	6.2	4.1%				
Pe	Pewamo silty clay loam	All Hydric	37.7	24.6%				
RIB2	Rawson loam, 2 to 6 percent slopes, moderately eroded	Not Hydric	0.5	0.3%				
W	Water	Not Hydric	0.4	0.3%				
Wh	Washtenaw silt loam	All Hydric	2.0	1.3%				
Totals for Area of In	terest		153.2	100.0%				

Description

This rating indicates the proportion of map units that meets the criteria for hydric soils. Map units are composed of one or more map unit components or soil types, each of which is rated as hydric soil or not hydric. Map units that are made up dominantly of hydric soils may have small areas of minor nonhydric components in the higher positions on the landform, and map units that are made up dominantly of nonhydric soils may have small areas of minor hydric components in the lower positions on the landform. Each map unit is designated as "all hydric," "partially hydric," "not hydric," or "unknown hydric," depending on the rating of its respective components.

"All hydric" means that all components listed for a given map unit are rated as being hydric, while "not hydric" means that all components are rated as not hydric. "Partially hydric" means that at least one component of the map unit is rated as hydric, and at least one component is rated as not hydric. "Unknown hydric" indicates that at least one component is not rated so a definitive rating for the map unit cannot be made.

Hydric soils are defined by the National Technical Committee for Hydric Soils (NTCHS) as soils that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part (Federal Register, 1994). Under natural conditions, these soils are either saturated or inundated long enough during the growing season to support the growth and reproduction of hydrophytic vegetation.

The NTCHS definition identifies general soil properties that are associated with wetness. In order to determine whether a specific soil is a hydric soil or nonhydric soil, however, more specific information, such as information about the depth and duration of the water table, is needed. Thus, criteria that identify those estimated soil properties unique to hydric soils have been established (Federal Register, 2002). These criteria are used to identify map unit components that normally are associated with wetlands. The criteria used are selected estimated soil properties that are described in "Soil Taxonomy" (Soil Survey Staff, 1999) and "Keys to Soil Taxonomy" (Soil Survey Staff, 2006) and in the "Soil Survey Manual" (Soil Survey Division Staff, 1993).

If soils are wet enough for a long enough period of time to be considered hydric, they should exhibit certain properties that can be easily observed in the field. These visible properties are indicators of hydric soils. The indicators used to make onsite determinations of hydric soils are specified in "Field Indicators of Hydric Soils in the United States" (Hurt and Vasilas, 2006).

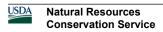
References:

Federal Register. July 13, 1994. Changes in hydric soils of the United States.

Federal Register. September 18, 2002. Hydric soils of the United States.

Hurt, G.W., and L.M. Vasilas, editors. Version 6.0, 2006. Field indicators of hydric soils in the United States.

Soil Survey Division Staff. 1993. Soil survey manual. Soil Conservation Service. U.S. Department of Agriculture Handbook 18.



Soil Survey Staff. 1999. Soil taxonomy: A basic system of soil classification for making and interpreting soil surveys. 2nd edition. Natural Resources Conservation Service. U.S. Department of Agriculture Handbook 436.

Soil Survey Staff. 2006. Keys to soil taxonomy. 10th edition. U.S. Department of Agriculture, Natural Resources Conservation Service.

Rating Options

Aggregation Method: Absence/Presence

Aggregation is the process by which a set of component attribute values is reduced to a single value that represents the map unit as a whole.

A map unit is typically composed of one or more "components". A component is either some type of soil or some nonsoil entity, e.g., rock outcrop. For the attribute being aggregated, the first step of the aggregation process is to derive one attribute value for each of a map unit's components. From this set of component attributes, the next step of the aggregation process derives a single value that represents the map unit as a whole. Once a single value for each map unit is derived, a thematic map for soil map units can be rendered. Aggregation must be done because, on any soil map, map units are delineated but components are not.

For each of a map unit's components, a corresponding percent composition is recorded. A percent composition of 60 indicates that the corresponding component typically makes up approximately 60% of the map unit. Percent composition is a critical factor in some, but not all, aggregation methods.

The aggregation method "Absence/Presence" returns a value that indicates if, for all components of a map unit, a condition is always present, never present, partially present, or whether the condition's presence or absence is unknown. The exact phrases used for a particular attribute may vary from what is shown below.

"Always present" means that the corresponding condition is present in all of a map unit's components.

"Never present" means that the corresponding condition is not present in any of a map unit's components.

"Partially present" means that the corresponding condition is present in some but not all of a map unit's components, or that the presence or absence of the corresponding condition cannot be determined for one or more components of the map unit.

"Unknown presence" means that for components where presence or absence can be determined, the corresponding condition is never present, but the presence or absence of the corresponding condition cannot be determined for one or more components.

The result returned by this aggregation method quantifies the degree to which the corresponding condition is present throughout the map unit.

Tie-break Rule: Lower

The tie-break rule indicates which value should be selected from a set of multiple candidate values, or which value should be selected in the event of a percent composition tie.

OWQ Biological Studies QHEI (Qualitative Habitat Evaluation Index)

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Dupont Road Improvements Outfall Pond Analysis

Fort Wayne, Indiana Project No. D101152.00 April 2013

Purpose

An analysis was conducted in order to calculate the impacts of the proposed Dupont Road Improvement project on the two ponds located on the south side of Dupont Road between Oak Tree Road and La Cabreah Lane. These ponds are used as discharge locations for the proposed storm sewer.

Methodology

In order to determine the volume of runoff discharged into the ponds, the Soil Conservation Service Curve Number method was used for the hydrologic analysis. The Technical Release 55 methodology was used to calculate times of concentration (**Table 1**).

Table 1: Watershed Properties for Hydrologic Analysis

Watershed	Area (acres)	Time of Concentration (min)	Weighted Curve Number
West Existing			80
West Proposed	27.87	39.2	81
East Existing	38.09	62.0	80
East Proposed	36.09	62.0	81

The City of Fort Wayne rainfall data tables were used to determine rainfall depths (**Table 2**). The Hydraflow Hydrographs extension for AutoCAD 2012 was used to calculate the volume of runoff for the existing and proposed conditions using the Huff rainfall distributions (**Table 3**).

Table 2: Rainfall Depth (inches)

Storm	10	100
Duration (hr)	Year	Year
0.5	1.49	2.14
1	1.78	2.61
2	2.16	3.10
3	2.40	3.45
6	2.88	4.08
12	3.24	4.68
24	3.60	5.28

Results

Results of the hydrologic analysis show that the volume of runoff increases by 9,662 cubic feet and 13,292 cubic feet for the 100 year – 24 hour storms on the west watershed and the east watershed, respectively (**Table 3**). Because details of the pond outfall are unknown, the critical duration storm could not be established. Instead the 100 year – 24 hour storm was selected for further analysis.

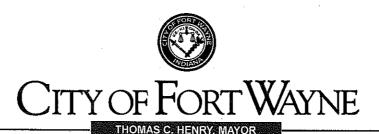
Table 3: Hydrologic Analysis Results

Storm	Storm		Runoff \	olume Ent	ering Pond	s (cu. ft.)	
Return Period	Duration	W	est Watersh	ed	E	ast Watersh	ed
(Yr)	(hr)	Existing	Proposed	Increase	Existing	Proposed	Increase
	0.5	28,088	30,709	2,621	38,640	42,246	3,606
	1	43,552	47,232	3,680	59,914	64,976	5,062
	2	66,972	71,656	4,684	92,133	98,576	6,443
10	3	82,988	88,128	5,140	114,166	121,237	7,071
	6	117,420	123,620	6,200	161,534	170,063	8,529
	12	144,948	151,809	6,861	199,404	208,843	9,439
	24	173,612	181,078	7,466	238,837	249,108	10,271
	0.5	65,725	70,319	4,594	115131	122,306	7,175
	1	97,534	102,965	5,431	134,177	141,649	7,472
	2	134,097	140,675	6,578	184,476	193,526	9,050
100	3	161,541	168,745	7,204	222,230	232,142	9,912
	6	213,256	221,398	8,142	293,375	304,575	11,200
	12	264,618	273,597	8,979	364,034	376,385	12,351
	24	317,518	327,180	9,662	436,807	450,099	13,292

Because the analysis did not include calculating the outflow from the ponds, the entire increase in volume was used as a way to conservatively estimate the increase in water surface elevation for each pond. Based on a normal pool of 3.7 acres for the west pond and 5.6 acres for the east pond, the increase in volume was divided by the pond surface area to estimate the increased depth. This method assumes that the ponds have vertical side slopes. Because the side slopes are not vertical, any increase in water depth also increases the surface area. Therefore, assuming vertical side slopes generates a conservative estimate of the increase in depth.

Using the method described above, the increase in water depth for the west pond is calculated at 0.72 inches for the 100 year -24 hour storm. The increase in water depth for the east pond is calculated at 0.65 inches for the 100 year -24 hour storm. Due to several conservative assumptions as discussed above, the actual expected increase in water depth is expected to be less than calculated.

APPENDIX GPublic Involvement



February 28, 2011

RE: Notice of Roadway Improvements

Dupont Road Added Travel Lanes - Lima to Coldwater

Dear Property Owner:

This is to notify you that the City of Fort Wayne has initiated the development of a roadway improvement project along Dupont Road between Lima and Coldwater Roads. You are receiving this letter because you own property in the vicinity of the project area.

The project will involve the widening of Dupont Road from the existing 2-lane section to 4-lanes. The widening will be between Lima Road and Coldwater Road. It will also include providing a multi-use path (trail) on the south side of and sidewalk on the north side of Dupont between Lima and Coldwater.

This roadway project has been identified in the City's long range transportation plan and is on schedule to be under development at the present time. The roadway will be designed to urban street design standards utilizing context sensitive guidelines. In addition to the widening of the roadway to four lanes, a center left-turn lane will also be provided where needed at public road intersections and where not needed, this center lane will be designed as a landscaped median. Street lighting will also be provided. The scope of this project also includes a grade separated crossing of the Pufferbelly Trail along the old New York Central Rail Corridor where it will cross Dupont Road. The roadway project is currently expected to be under construction in spring of 2014.

The City of Fort Wayne has hired the services of GAI Consultants, a local firm, to perform the preliminary engineering work on this project. This work will include developing plans and bid documents. As these plans are being developed, it is our intention to hold several public meetings to get your input on various elements of the proposed design as well as keep you apprised of the overall progress of the project.

If you have any questions or concerns please feel free to call met at 427-1172.

Sincerely,

Shan R. Guna Wardena, P.E., PTOI

Traffic Engineer

S:\Public Works\Transportation Engineering Share\Project Files\Active\Dupont Road Added Travel Lanes - Lima to Coldwater - 12227\Property Owner ENGAGE • INNOVATE • PERFORM

Letter - Notice of Project (2).doc

Indiana Department of Transportation Notice of Entry for Survey or Investigation

If you have received a "Notice of Entry for Survey or Investigation" from INDOT or an INDOT representative, you may be wondering what it means. In the early stages of a project's development, INDOT must collect as much information as possible to ensure that sound decisions are made in designing the proposed project. Before entering onto private property to collect that data, INDOT is required to notify landowners that personnel will be in the area and may need to enter onto their property. Indiana Code, Title 8, Article 23, Chapter 7, Section 26 deals with the department's authority to enter onto any property within Indiana.

Receipt of a Notice of Entry for Survey or Investigation does not necessarily mean that INDOT will be buying property from you. It doesn't even necessarily mean that the project will involve your property at all. Since the Notice of Entry for Survey or Investigation is sent out in the very early stages and since we want to collect data within AND surrounding the project's limits more landowners are contacted than will actually fall within the eventual project limits. It may also be that your property falls within the project limit, but we will not need to purchase property from you to make improvements to the roadway. Another thing to keep in mind is that when you receive a Notice of Entry for Survey or Investigation, very few specifics have been worked out and actual construction of the project may be several years in the future.

Before INDOT begins a project that requires them to purchase property from landowners, they must first offer the opportunity for a public hearing. If you were on the list of people who received a Notice of Entry for Survey or Investigation, you should also receive a notice informing you of your opportunity to request a public hearing. These notices will also be published in your local newspaper so interested individuals who are not adjacent to the project will also have the opportunity to request a public hearing. If a public hearing is to be held, INDOT will publicize the date, location, and time. INDOT will present detailed project information at the public hearing, comments will be taken from the public in spoken and written form, and question and answer sessions will be offered. Based on the feedback INDOT receives from the public, a project can be modified and improved to better serve the public.

So, if you received a "Notice of Entry for Survey or Investigation", remember:

- 1. You do not need to take any action at this time. It is merely letting you know that people in orange/lime vests are going to be in your neighborhood.
- 2. The project is still in its very early planning stages.
- 3. You will be notified of your opportunity to comment on the project at a later date.

For Dupont Road, Ft. Wayne

This Public Involvement Plan has been developed for the Dupont Road Added Travel Lanes project. The segment of Dupont Road to added travel lanes is classified as an LPA Urban Minor Arterial and is located between Lima Road (S.R.3) and Coldwater Road in the northwest corner of Fort Wayne. It provides connectivity between the west terminus at Lima Road and the east terminus at Coldwater Road. The project corridor is approximately 1.36 miles long.

The project corridor contains primarily residential and commercial properties. A few residential subdivisions are located along the project. It is anticipated that the entire length of the project along Dupont Road would involve construction of the added travel lanes, resurfacing of remaining existing pavement, construction of curbs and gutters, a 10-foot multi-use path on the south side, and a 5 foot sidewalk on the north side. A new storm sewer system is also anticipated. The existing horizontal alignment will not require any horizontal realignment. The vertical alignment will be corrected as necessary to meet INDOT design criteria for vertical curvature, stopping sight distances, and storm drainage. The project development began in the Winter of 2010 and construction is currently scheduled for 2014.

The City of Fort Wayne recognizes that a key component in the success of any transportation project depends on many factors, none of which are more essential than the involvement of its community members. It also understands the importance of involving the public in information exchange when providing transportation facilities and services to best meet the City's transportation challenges. Therefore, the City of Fort Wayne supports the policy of the Indiana Department of Transportation (INDOT) in their Local Public Agency's Project Development Process (PDP) to promote public involvement opportunities and information exchange activities in planning, developing, designing, construction, operations, and maintenance of transportation projects. The public involvement procedures, as outlined in this plan, provide opportunities for early and continuing involvement of the public in developing transportation plans, programs, and projects and provide complete public information, timely public notice, and public access to key decisions.

An open line of communication between local officials, the public and the Project Management Team is a key component in developing a transportation plan that will best address the concerns of the community. The Project Management Team involved with this project consists of representatives of the City of Wayne; the INDOT Fort Wayne District Office, and the consulting firm of GAI Consultants, Inc. This Team will manage the overall project relative to interpretations of scope and products, achieving the project schedule milestones, resolving project issues, implementing agency and public involvement activities, and coordinating the City of Fort Wayne and other members of the project team.

The public involvement process begins with the gathering of information from the local officials and community members that will be involved with the project. The process continues by providing information to these same stakeholders and keeping them informed of the project's progress and direction. This exchange of information is a dynamic process that continues throughout the life of the project. Goals of this Public Involvement Plan include the following:

- Identify potential project stakeholders such as local officials and community members impacted by the project.
- Develop partnering activities that assist with gathering information from stakeholders.
- Foster a positive relationship with stakeholders and keep them informed of the project progress.
- Adequately evaluate potential levels of controversy to address specific concerns and develop context sensitive plans.
- Work together to develop a transportation solution that has broad public support.

Provide productive forums for members of the public to provide comments.

Elements of the Public Involvement Plan developed for the Dupont Road Added Travel Lanes project consists of:

I. Public Information

A. Notice of Survey

Prior to the start of any field investigations, a 'Notice of Survey' letter briefly describing the project will be sent to all adjacent property owners. This letter will be sent a minimum of 5 business days prior to any start of field investigations.

B. Public Hearing at NEPA stage of Development

The Public Hearing will be held once preliminary plans have been developed and a draft environmental document has been approved. The Public Hearing will be advertised via a public notice that will be run twice in the legal notice section of the local newspaper(s). The first notice will be at least 15 days prior to the hearing. The second notice will be approximately 5 to 7 days prior to the hearing. The notice will also be mailed to individual property owners within the project area and project stakeholders on INDOT's statewide and project mailing lists. The notice will specify the date, time, place and purpose of the hearing, contain a brief description of the project and will specify where the pertinent project documentation is available for inspection. In addition, the notice provides contact information for requesting assistance for persons with disabilities.

The Public Hearing will be held at a place and time generally convenient for persons affected by or interested in the proposed undertaking. The hearing location will be accessible in order to accommodate people with disabilities. Representatives of the Project Management Team will explain the following information:

- The project's purpose, need and consistency with the goals and objectives of the local transportation plan,
- The project's alternatives and major design features,
- The social, economic, environmental and other impacts of the project,
- The relocation assistance program and the right-of-way acquisition process
- The availability of the appropriate environmental document
- Procedures for receiving both oral and written statements from the public

At this hearing, the Project Management Team will provide a description of the scope and location of the project, preliminary locations of new right-of-way acquisition, maintenance of traffic schemes, and a preliminary opinion of probable construction costs. A set of preliminary design plans and the environmental document will be on-hand for public review and comment. The Project Management Team will make a PowerPoint presentation to help describe the project.

In cooperation with INDOT, the City of Fort Wayne is committed to providing a Public Hearing format that allows full public participation. Therefore, the Project Management Team will provide the opportunity for an attendee to choose from at least three methods to provide comment which will include:

- Public statements before an audience of concerned citizens, with a transcript made of these statements.
- Verbal comments made privately during the meeting to a tape recorder, which the Project Management Team will include in the hearing transcript
- Written comments which will be accepted in person at the public hearing, by mail or via the internet/e-mail.

A transcript will be made of verbal statement and comments made at the public hearing. The transcript is accompanied by copies of all written statements from the public, both submitted at the public hearing and during an announced period after the hearing (typically between 2 to 4 weeks). A summary of public hearing proceedings in addition to addressing all substantive comment will be included in the final environmental document.

C. Notice of Soliciting Comments on Historic Impacts

As a part of completing the Section 106, regarding potential impacts to historic properties, a notice of the historic impacts findings soliciting public comments shall be made in accordance with FHWA regulations

II. Resource Agency Coordination

The National Environmental Policy Act of 1969 (NEPA) calls for an examination and consideration of impacts of a proposed action on sensitive resources for a project such as this project. These resources include, but are not limited to, floodplains, wetlands, endangered species, historic and archaeological sites, parks, air quality, wildlife habitat, etc. There also are the transportation needs that must be fulfilled and socio-economic impacts that require consideration. Because of impacts to resources, socio-economic impacts and needed transportation improvements, there is a balanced decision-making process that considers a range of factors of both impacts to the resources and the transportation needs. To produce better environmental decisions, agencies with special expertise or jurisdiction by law are included in the study process. This resource agency involvement begins early in the study to identify important issues related to the proposed action and continues throughout the study to avoid conflict later, ensuring full input from the various agencies.

III. Section 106 Consulting Party Coordination

Congress set forth the importance of historic and archaeological resources upon the fabric of American life as a part of the National Historic Preservation Act (1966) (NHPA), which states that "the historical and cultural foundations of the Nation should be preserved as part of our community life and development in order to give a sense of orientation to the American people." As a result of the NHPA, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts within the Area of Potential Effects (APE). This consulting party involvement begins early in the study to identify important issues related to the proposed action and continues throughout the study to avoid conflict later, ensuring full input from the various agencies.

Following the initiation of the project and at various key points (milestones) throughout the project development process, the Project Management Team will make the most current information related to the study available for review and comment. The Project Management Team members will review all comments received and will incorporate comments into the development of the project as appropriate.

May 3, 2012

RE:

Notice of Public Meeting

Roadway Project on Dupont Road Added Travel Lanes - Lima to Coldwater

Dear Property Owner:

This is to notify you that the City of Fort Wayne has initiated the development of a roadway improvement project along Dupont Road between Lima and Coldwater Roads. You are receiving this letter because you own property in the vicinity of the project area.

The project will involve the widening of Dupont Road from the existing 2-lane section to 4-lanes. The widening will be between Lima Road and Coldwater Road. It will also include providing a multi-use path (trail) on the south side of and sidewalk on the north side of Dupont between Lima and Coldwater.

This project has been identified in the City's long range transportation plan. The roadway will be designed to urban street design standards utilizing context sensitive guidelines. In addition to the widening of the roadway to four lanes, a center left-turn lane will also be provided where needed at public road intersections and where not needed, this center lane will be designed as a landscaped median. Street lighting will also be provided. The scope of this project also includes a grade separated crossing of the Pufferbelly Trail along the old New York Central Rail Corridor where it will cross Dupont Road. The roadway project is currently expected to be under construction in 2014.

The City of Fort Wayne has hired the services of GAI Consultants, a local firm, to perform the preliminary engineering work on this project. This work will include developing plans and bid documents.

A public meeting has been scheduled for this project to allow stakeholders an opportunity to review the preliminary plans and provide input. This meeting will be held at 6:00 PM on Thursday June 7, 2012 in the meeting room of the <u>Dupont Branch of the Allen County Public Library</u>, located at 536 East Dupont Road, Fort Wayne, IN 46825.

If you have any questions or concerns please feel free to call met at 427-1172.

Sincerely.

Shan R. Gunawardena, P.E., PTOE

Traffic Engineer

ID No.	Name	Mailing Address	Mailing City	Loacation Address	Parcel Number	Subdivision
1	NGHIA NGUYEN	1035 CORAL ISLE CV	Fort Wayne IN 46845	1522 W DUPONT RD	02-02-32-380-023.000-091	KEHR'S ADD.
2	CAN & HOP NGUYEN	1035 CORAL ISLE CV	Fort Wayne IN 46845	1514 W DUPONT RD	02-02-32-380-024.000-091	KEHR'S ADD.
3	JAMES R THOMAS	13112 WAPPES RD	CHURUBUSCO IN 46723	1502 W DUPONT RD	02-02-32-380-025.000-091	KEHR'S ADD.
4	TFHC LLC	1311 RANGELY PASS	Fort Wayne IN 46845	1438 W DUPONT RD	02-02-32-380-026.000-091	KEHR'S ADD.
5	CINDY J COCHRAN	1420 W DUPONT RD	Fort Wayne IN 46825	1420 W DUPONT RD	02-02-32-380-027.000-091	KEHR'S ADD.
6	NGHIA NGUYEN	1342 W DUPONT RD	Fort Wayne IN 46825	1342 W DUPONT RD	02-02-32-380-028.000-091	KEHR'S ADD.
7	NGHIA NGUYEN	1342 W DUPONT RD	Fort Wayne IN 46825	1342 W DUPONT RD	02-02-32-380-029.000-091	KEHR'S ADD.
8	DAVID & DEBRA WILSON	10405 RADBOURNE DR	Fort Wayne IN 46845	10405 RADBOURNE DR	02-02-32-452-004.000-091	
9	RORY J SIREN	10411 RADBOURNE DR	Fort Wayne IN 46845	10411 RADBOURNE DR	02-02-32-452-003.000-091	WINDSOR WOODS
10	ROGER & CONNIE BUCHTMAN	10414 RADBOURNE DR	Fort Wayne IN 46845	10414 RADBOURNE DR	02-02-32-453-013.000-091	WINDSOR WOODS
11	LAWRENCE & LORETTA HERB	1209 WINDSOR WOODS BLVD S	Fort Wayne IN 46845	1209 WINDSOR WOODS BLVD S	02-02-32-453-014.000-091	WINDSOR WOODS
12	FLAGSTAR BANK FSB	5151 CORPORATE DR	Troy MI 48098	1202 WINDSOR WOODS BLVD S	02-02-32-453-015.000-091	WINDSOR WOODS
13	BRUCE & SALLY AINSLIE	1202 W DUPONT RD	Fort Wayne IN 46825	1202 W DUPONT RD	02-02-32-453-016.000-091	
14	OAKMONT HOMEOWNERS ASSOCIATION	10620 OAK TRAIL RD	Fort Wayne IN 46845	10620 OAK TRAIL RD	02-02-32-454-001.000-091	OAKMONT
15	JAMES MACDONALD	10407 OAK TRAIL RD	Fort Wayne IN 46845	10407 OAK TRAIL RD	02-02-32-454-013.000-091	OAKMONT
16	DAVID KNISPEL	10410 OAK TRAIL RD	Fort Wayne IN 46845	10410 OAK TRAIL RD	02-02-32-455-011.000-091	OAKMONT
17	MARY A BEAR	10402 OAK TRAIL RD	Fort Wayne IN 46845	10402 OAK TRAIL RD	02-02-32-455-012.000-091	OAKMONT
18	PETER A MAROTTI	10405 OAKTREE RD	Fort Wayne IN 46845	10405 OAKTREE RD	02-02-32-455-018.000-091	WOODMONT SEC. 1
19	DAVID & ALLA KISTLER	10410 OAKTREE RD	Fort Wayne IN 46845	10410 OAKTREE RD	02-02-32-478-018.000-091	WOODMONT SEC. 1
20	PAUL & KATHLEEN OETTEL	1004 W DUPONT RD	Fort Wayne IN 46825	1004 W DUPONT RD	02-02-32-478-019.000-091	
21	EARL & JANE MORRIS	932 W DUPONT RD	Fort Wayne IN 46825	932 W DUPONT RD	02-02-32-478-020.000-091	FOXWOOD 1ST ADD.
22	TERRY & JACQUELINE CARBONI	920 W DUPONT RD	Fort Wayne IN 46825	920 W DUPONT RD	02-02-32-478-021.000-091	FOXWOOD 1ST ADD.
23	ROBERT & CINDY SCOTTON	904 W DUPONT RD	Fort Wayne IN 46825	904 W DUPONT RD	02-02-32-478-022.000-091	FOXWOOD 1ST ADD.
24	GARY & DOROTHY KOLKMAN	830 W DUPONT RD	Fort Wayne IN 46825	830 W DUPONT RD	02-02-32-478-023.000-091	FOXWOOD 1ST ADD.
25	JOSEPH VORNDRAN	820 W DUPONT RD	Fort Wayne IN 46825	820 W DUPONT RD	02-02-32-478-024.000-091	FOXWOOD 1ST ADD.
26	JOHN & BEVERLY MANLEY	808 W DUPONT RD	Fort Wayne IN 46825	808 W DUPONT RD	02-02-32-478-025.000-091	FOXWOOD 1ST ADD.
27	CHERYL & JOHN DISSER	732 W DUPONT RD	Fort Wayne IN 46825	732 W DUPONT RD	02-02-32-478-026.000-091	FOXWOOD 1ST ADD.
28	JAMES B CHRISTIE	309 CALASH RUN	Fort Wayne IN 46845	716 W DUPONT RD	02-02-33-351-009.000-091	
29	LOU ANN & RICHARD HENSEL	630 W DUPONT RD	Fort Wayne IN 46825	630 W DUPONT RD	02-02-33-351-010.000-091	
30	JAMES & HELEN JOSEPH	10401 HICKORY TREE RD	Fort Wayne IN 46845	10401 HICKORY TREE RD	02-02-33-351-013.000-091	WOODMONT SEC IV
31	STEPHEN SWINEHART	10415 HICKORY TREE RD	Fort Wayne IN 46845	10415 HICKORY TREE RD	02-02-33-351-012.000-091	WOODMONT SEC IV
32	WOODMONT CMMUNITY ASSOCIATION	619 E DUPONT RD # 157	Fort Wayne IN 46825		02-02-33-354-007.000-091	WOODMONT SEC IV
33	INDIANA TRAILS FUND INC	PO BOX 402	Indianapolis IN 46206		02-02-33-151-002.001-091	
34	VILLAS OF LA CABREAH COMMUNITY	619 E Dupont Rd Pmb 118	Fort Wayne IN 46825		02-02-33-355-001.000-091	The Villas Of La Cabreah Block M
35	VILLAS OF LA CABREAH COMMUNITY	619 E Dupont Rd Pmb 118	Fort Wayne IN 46825		02-02-33-379-007.000-091	Villas of La Cabreah Block Q
36	VILLAS OF LA CABREAH COMMUNITY	619 E Dupont Rd Pmb 118	Fort Wayne IN 46825		02-02-33-379-006.000-091	Villas of La Cabreah Block N
37	TESORO AT LACABREAH COMM ASSOC INC	9822 ROBERTS RD	Woodburn IN 46797		02-02-33-382-018.000-091	Tesoro At La Cabreah Block T
38	LACABREAH COMMUNITY ASSOCIATION INC	619 EAST DUPONT RD PMB 162	Fort Wayne IN 46825		02-02-33-382-019.000-091	Tesoro At La Cabreah Block U
39	KENNETH & REBECCA VANDERPOOL	110 W Dupont Rd	Fort Wayne IN 46825	110 W Dupont Rd	02-02-33-451-002.000-091	
40	DAVID & MARY MAYNARD	10405 LONE EAGLE WAY	Fort Wayne IN 46845	10405 Lone Eagle Way	02-02-33-451-012.000-091	Eagle Lake Sec I Lot 42
41	WILLIAM L SCHRADER	10421 Lone Eagle Way	Fort Wayne IN 46845	10421 Lone Eagle Way	02-02-33-451-011.000-091	Eagle Lake Sec I Lot 41
42	JAMES & JENNIFER RICHEY	10424 Lone Eagle Way	Fort Wayne IN 46845	10424 Lone Eagle Way	02-02-33-452-009.000-091	Eagle Lake Sec I Lot 2
43	DOUGLAS & KAREN MILLER	10410 Lone Eagle Way	Fort Wayne IN 46845	10410 Lone Eagle Way	02-02-33-452-010.000-091	Eagle Lake Sec I Lot 1
44	HEALTH SOLUTIONS LLC	2710 Northaven Ct	Fort Wayne IN 46825	227 E Dupont Rd	02-02-33-452-011.000-091	
45	JEFFREY & ELIZABETH PULAWSKI	10348 Limberlost Trl	Fort Wayne IN 46825	10348 Limberlost Trl	02-07-02-230-001.000-073	Limberlost Acres Sec A Lot 2
46	JEFFREY & ELIZABETH PULAWSKI	10348 Limberlost Trl	Fort Wayne IN 46825	10348 Limberlost Trl	02-07-02-230-002.000-073	Limberlost Acres Sec A Lot 4
47	SCOTT LEE GOHEEN SR	10310 Limberlost Trl	Fort Wayne IN 46825	10310 Limberlost Trl	02-07-02-230-003.000-073	Limberlost Acres Sec A Lot 6
48	JEFFREY & ELIZABETH PULAWSKI	10332 E Limberlost Trl	Fort Wayne IN 46825	10332 E Limberlost Trl	02-07-02-227-004.000-073	Limberlost Acres Sec A Lot 5
49	DAVID & PAULA DEWALD	10335 Limberlost Trl	Fort Wayne IN 46825	10335 Limberlost Trl	02-07-02-227-003.000-073	Limberlost Acres Sec A Lot 3
50	DAVID & PAULA DEWALD	10335 Limberlost Trl	Fort Wayne IN 46825	10335 Limberlost Trl	02-07-02-227-002.000-073	Limberlost Acres Sec A Lot 1
51	IDEA LLC	619 E Dupont Rd #146	Fort Wayne IN 46825	101 W Dupont Rd	02-07-02-227-001.000-073	

52	RONNIE & LINDA MCCHESNEY	10319 Nottawa Tri	Fort Wayne IN 46825	10319 Nottawa Tri	02-07-02-226-001.000-073	Limberlost Acres Sec B Lot 67
53	RONNIE & LINDA MCCHESNEY	10319 Nottawa Trl	Fort Wayne IN 46825	10319 Nottawa Trl	02-07-02-226-002.000-073	Limberlost Acres Sec B Lot 68
54	EMPIRIAN DAWSONS CREEK LLC	c/o Tax Dept 25 Philips Pkwy	Montvale NJ 07645	401 Augusta Way	02-07-02-204-004.000-073	
55	DAWSONS CREEK PROFESSIONAL VILLAGE INC	8120 S Westfield Dr	Columbia City IN 46725	10347 Dawsons Creek Blvd	02-07-02-204-003.000-073	
56	CITY OF FORT WAYNE BOARD OF PARK COMM.	705 E State Blvd	Fort Wayne IN 46805		02-07-02-100-004.000-073	
57	PRAISE EVANGELICAL LUTHERAN CHURCH	1115 W Dupont Rd	Fort Wayne IN 46825	1115 W Dupont Rd	02-07-02-100-001.000-073	
58	TOM ENTERPRISES LLC	2909 SWEET CIDER RD	Fort Wayne IN 468218	1135 W DUPONT RD	02-07-03-226-003.000-073	
59	GRD GROUP INC	9822 ROBERTS RD	Woodburn IN 46797	OAK TRAIL RD	02-07-03-226-003.002-073	
60	EL-AD AVALON AT NORTHBROOK LLC	1301 INTERNATIONAL PKWY STE 200	Fort Lauderdale FL 33323	10210 AVALON WAY	02-07-03-226-002.000-073	
61	GRABILL BANK	PO BOX 99	Grabill IN 46741	1401 W DUPONT RD	02-07-03-226-001.000-073	
62	BWW PROPERTIES LLC	1475 W SCOTT CT	LaPorte IN 46350	1425 W DUPONT RD	02-07-03-201-005.000-073	
63	FT INVESTMENTS LLC	C/O FRANCO TRAINA PO BOX 40192	Fort Wayne IN 46804	1499 W DUPONT RD	02-07-03-201-005.003-073	
64	THE THORNSON GROUP LLC	1505 W DUPONT RD	Fort Wayne IN 46825	1505 W DUPONT RD	02-07-03-201-005.002-073	
65	TRINITY MORTGAGE CO INC	1551 W DUPONT RD	Fort Wayne IN 46825	1551 W DUPONT RD	02-07-03-201-005.001-073	
66	BEPA LLC	P O BOX 450 / 101 N POLK ST	Monroe IN 46772	1611 W Dupont Rd	02-07-03-201-004.000-073	
67	CALILLC	304 Twin Eagles Blvd W	Huntertown IN 46748	10330 Lima Rd	02-07-03-201-001.001-073	
68	STATE OF INDIANA	100 N Senate Ave	Indianapolis IN 46204		02-02-32-380-020.001-091	Kehrs Addn
69	ZOHRAB & NAOMI TAZIAN	10104 Woodland Plaza Cv	Fort Wayne IN 46825	1614 W Dupont Rd	02-02-32-380-017.000-091	Kehrs Lot 12 Ex Pt To Rd
70	ZOHRAB & NAOMI TAZIAN	10104 Woodland Plaza Cv	Fort Wayne IN 46825	1614 W Dupont Rd	02-02-32-380-019.000-091	Kehrs Lot 11 Ex Pt To Rd
71	DOROTHY ANDERSON	1608 W Dupont Rd	Fort Wayne IN 46825	1608 W Dupont Rd	02-02-32-380-020.000-091	Kehrs Lot 10 Ex Pt To County
72	DOYLE KIZER	1905 Billy Dr	Fort Wayne IN 46818	1602 W Dupont Rd	02-02-32-380-021.000-091	Kehrs Lot 9 Ex Pt To County
73	ALAN & VIRGINIA SIMERMAN	1532 W Dupont Rd	Fort Wayne IN 46825	1532 W Dupont Rd	02-02-32-380-022.000-091	Kehrs Lot 8 Ex Pt To County
74	CASA PROPERTIES LLC	7539 W Jefferson Blvd	Fort Wayne IN 46804	411 E Dupont Rd	02-02-33-452-013.000-091	
75	BKCAP LLC	4220 Edison Lakes Pkwy	Mishawaka IN 46545	413 E Dupont Rd	02-02-33-476-007.000-091	
76	NANUA & TAMBER LLC	513 E Dupont Rd	Fort Wayne IN 46825	411 Dupont Rd	02-02-33-476-008.000-091	
77	BANTRY BAY LLC	515 E Dupont Rd	Fort Wayne IN 46825	531 E Dupont Rd	02-02-33-476-009.000-091	
78	BANTRY BAY LLC	515 E Dupont Rd	Fort Wayne IN 46825	537 E Dupont Rd	02-02-33-476-010.000-091	
79	BANTRY BAY LLC	515 E Dupont Rd	Fort Wayne IN 46825	509 E Dupont Rd	02-02-33-476-011.000-091	
80	FREELAND REALTY LLC	7100 W Jefferson Blvd	Fort Wayne IN 46804	E Dupont Rd	02-02-33-476-012.000-091	
81	KROGER LIMITED PARTNERSHIP I	5960 Castleway West Dr	Indianapolis IN 46250	621 E Dupont Rd	02-02-33-476-013.000-091	
82	WENDYS OF FORT WAYNE INC	20 North Union	Rochester NY 14607		02-02-33-476-014.000-091	
83	DUPONT CROSSING LLC	c/o Aviva Investors N America	Des Moines IA 50309	602 -714 E Dupont Rd	02-07-01-126-002.000-073	
		699 Walnut St Ste 1800 H17				
84	BOARD OF COMMISSIONERS	1 Main St	Fort Wayne IN 46802		02-07-01-126-001.000-073	
85	ALLEN COUNTY PUBLIC LIBRARY BULDING CORP	900 Webster	Fort Wayne IN 46802	526 E Dupont Rd	02-07-01-101-005.000-073	
86	MICHAEL & BETH TAYLOR	534 E Dupont Rd	Fort Wayne IN 46825	534 E Dupont Rd	02-07-01-101-004.000-073	
87	HELLER DEVELOPMENT CORP	10812 Coldwater Rd Ste 1300	Fort Wayne IN 46845	410 -418 E Dupont Rd	02-07-01-101-003.000-073	
88	HELLER DEVELOPMENT CORP	10812 Coldwater Rd Ste 1300	Fort Wayne IN 46845	336 E Dupont Rd	02-07-01-101-002.000-073	
89	ROGERS MARKETS INC	P O Box 10359	Fort Wayne IN 46851	312 E Dupont Rd	02-07-01-101-006.000-073	
90	LAKE CITY BANK	P O Box 1387	Warsaw IN 46581-1387	302 E Dupont Rd	02-07-01-101-001.000-073	
91	MR G & ASSOCIATES LLC	11928 Westwind Dr	Fort Wayne IN 46845	310 E Dupont Rd	02-07-01-101-008.000-073	
92	ROGERS MARKETS INC	P O Box 10359	Fort Wayne IN 46851	314 E Dupont Rd	02-07-01-101-009.000-073	
93	BRIAN & DEANNA LAMLEY	10302 LIMBERLOST TRL	Fort Wayne IN 46825	10302 LIMBERLOST TRL	02-07-02-230-004.000-073	LIMBERLOST ACRES ADD. SEC. A
94	LARRY & KATHRYN UNDERWOOD	10222 LIMBERLOST TRL	Fort Wayne IN 46825	10222 LIMBERLOST TRL	02-07-02-230-006.000-073	LIMBERLOST ACRES ADD. SEC. A
95	THOMAS & MARY JANE GOODWIN	309 ROME DR	Fort Wayne IN 46825	309 ROME DR	02-07-02-227-006.000-073	LIMBERLOST ACRES ADD. SEC. A
96	WINDSOR WOODS ASSOCIATION INC	PBM 156 619 E DUPONT RD	Fort Wayne IN 46825	N/A	02-02-32-453-005.000-091	WINDSOR WOODS
97	VILLAS AT NORTHBROOK COMM ASSOC INC	1634 AUTUMN RUN	Fort Wayne IN 46845		02-07-03-226-003.050-073	
98						
99						

NAME	ADDRESS	CITY	ZIP CODE
Scott Monnett (PARKVIEW)	10001 DAWSON'S CREEK BIOD.	Ft. Wayne	46825
Brenda Hothaway	11112 LaVista Place	Ft. Wayne	46845
HOWARD Rical Ruthering	10412 MAPLE SPRINGS COOR	FT WAYN	46845
Steve Raper	1625 N. Post Pd. 46219	Indy	46219
Ched Salsbrenner	1502 Negravox Way 46804	Ft. Wayne	46804
Stacen Gorsuch	11121 Bushnell G Fw 46845	FW	46845
Many Manuard	10405 Lone Eagle Way FW 46845	FW	46845
Link & Redgin laints	227 Soaning Eagle & 48845	FW	ā
Buan Soffen	12608 Conesta Com 46845	FW	46845
Eagle Wable	215 Eagle Crest Ct- 46845	- Iw	46845
MRT STLVESTER	11502 Pennet Run 46845	Fω	46845
John Van Naarden	219 Sorry Egle Ct	FW	40845
TERRI GIAZA	10504 HICKORY TREE DD. 46845	FW	46845

NAME	<u>ADDRESS</u>	CITY	ZIP CODE
Ed Ruppel	306 Red Eagle Pass	FW	46845
Hogel Thedda	12502 GHAPEL CV	FZU	46845
Robert GOODLAND	1835 CURDES AVE	Fw	46805
JOHN DISSER	732 W Dulont RD	FW	44825
SELEY MANTIN	10609 HICKORY TAEK ED	FU	16845
Bob & Sandy Leisler	905 Oak Binch Ct.	FW	46845
Stone Bew Litalisee	of 309 Topleery Take Ren	von	46045
/apolin	309 Upland Ridge DR	FW	46225
Richal Agelores	Box 482 Horrerado		46748
Ken & Rebecca Vander	good 110 W. Dupont Rd.	Ft. W	46825
Brian Pierson	1625 N Post Rd	Indels	46142
Angela Level	11441 Brougham Run	Ft. W	46845
RICHARD SOLARD	1/3/5 Charrof Gt.	FWA	46845

NAME	ADDRESS	CITY	ZIP CODE
Darlene Hoover	210 Estero Rd	HWayne	46845
Tom K4811NG	10908 LOVE BAGIE WM	FORT WAYNE	46845
TOMERT HMILLER	11819 PENNET RUN	/ {	
Jina Maurer	WEED Avalon Way	l' /	46825
B. 11 Spahn	226 TROON WAY	Fort WAYNE	46845
Marilyn Green Mokee	11608 Tillbury CV		46845
Cindy & Shelby Cochra	n 1428 W. Dupont Rd	Fort Wayne	46825
GARG ORMHIG HAMBER	16404 MARCE SPRINGS LA	FU	46845
Mary Poter Paunessa	220 Red Eagle Pass	FW	46845
Vancy Warren	19808 Hokoy neeth	Ja	46845
DAVE SMITH	322 PED BASIL PASS	FW	46845
LISTIN CRAW	11209 Chariot Con Fart Wagne 10		46845
Joe's Heather Vorndran	820 W. DuPout Ro Hanna	FW	46825

NAME	ADDRESS	CITY	ZIP CODE
BOS Francis	917 Rollingues of Lane	Fort wayne	46845
Romie Willwerth	11020 la Cabreal: Un	It wayne	46845
Phil & Barb Ross	10609 lone Engle Way	Et wanne	46845
Jame Maris	932 W. Duport Rd	- *	46825
Marin Dijan	10915 Country Wood Tr.	FW	46845
Rev. Dr. Paul Dancy	1115 W. Dupout, Fraise Luther	rane EW	46825

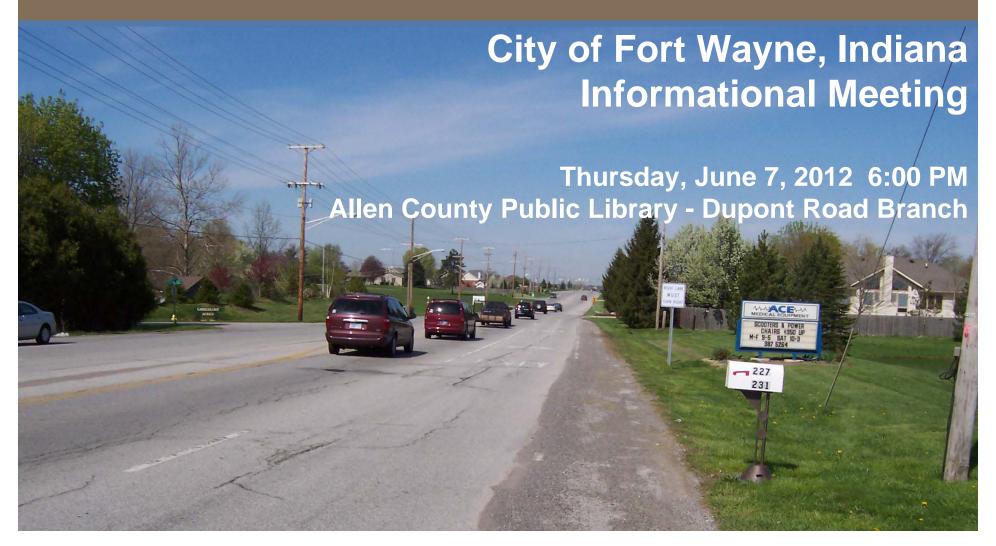
<u>NAME</u>	ADDRESS	CITY	ZIP CODE
Alicia Levitt - Praise Lutheran	1115 W Dupont Rd #	FW	46825
Alicia Levill - home	1220 Rangely Paso	FW	4845
Jeff Ericksw	11530 Tillbury CovE.	FW	46845
A D. M: Kee	11608 Villbury Core	FW	46845
FRED JEHLE	403 FOXBERRY LAKE RUN	FW	46845
Marrey Dongwel	10533 Maple Springs CV.	FW	46845
DENNY WAGET	318 CAUSHRUN	FW	46845
Jack + Beverly Warry	808 W. DupoNT	Fu	46525
Doretta Buck	920 Oak Branch Ct.	90	46845
Debt Nick Hodgman	11309 Brougham Run.	Fω	46845
Chris Mc Cesley	10821 Country 0000 TR. 46845	FW	46845
Sprie Teghtmeyer	10 428 Maple Sa Cove	FW	46845
Unda Dykhuizen	10727 Country wood Trail	FW	46845

Abby Graham Bobbie Snambaugh STEVE MEIER Pardon Fairng Whenman John Didier (count) Gring Simerman	ADDRESS WO3 COCK THE CT 623 Oak The Ct 10518 Lone Eagle Way 326 Fox berry Lake Kun 1532 W Dypont Gl 8213 Bocketts Lidge 1532 W. Dupont Rd	Ft Wayne Ft Wayne Ft Wayne II II Ft Wayne II II	21P CODE 40845 46845 46845 46825 46825 46825

Dupont Road Added Travel Lanes Project

Lima Road to Coldwater Road







Welcome!!!

- + Informational Meeting
- + Introductions
- + Presentation
- + Public Comments
- + Informal Question and Answer in the project display area with project engineers







How to Submit a Public Comment

- + Comment Sheets at sign-in area
- + Mail Comments to City of Fort Wayne
 - Shan Gunawardena
 - City of Fort Wayne Department of Public Works
 - Citizens Square
 - 200 East Berry St., Suite 200
 - Fort Wayne, IN 46802
- + Email
 - shan.gunawardena@cityoffortwayne.org
 - c.salzbrenner@gaiconsultants.com





Project Team

- + Shan Gunawardena City of Fort Wayne
- + GAI Consultants
- + United Consulting
- + ASC Group











Purpose and Need

- + 2030-II Transportation Plan (NIRCC)
- Enhance mobility and improve safety by addressing existing congestion / delay
- + Mobility and safety for pedestrians and bicycles in order to establish a "liveable street"
- + Sidewalks provide connectivity to the planned Pufferbelly Trail, Soloman Farms and the Parkview YMCA
- + 115 crashes have occurred in the project area (2008-2010)
 - 60% of the total crashes were rear-end collisions.
 - Three were head-on crashes
 - 27 of the crashes included injuries





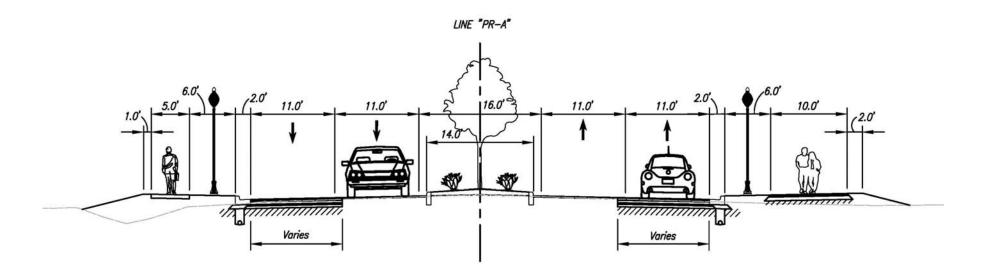
Design Elements

- + Currently a two lane road
- + Widen to five (5) lane section
 - Two 11 foot wide lanes in each direction
 - Center Left Turn Lane at intersections
 - Landscaped median
- + 10 foot wide multi-use path on south side of Dupont Road
 - Connect to Solomon Park Trail and future Pufferbelly Trail
- + 5 foot wide sidewalk on north side of Dupont Road
- Pufferbelly Trail overpass
- + Lighting
- + Treat first 1 inch of rainfall





Typical Section

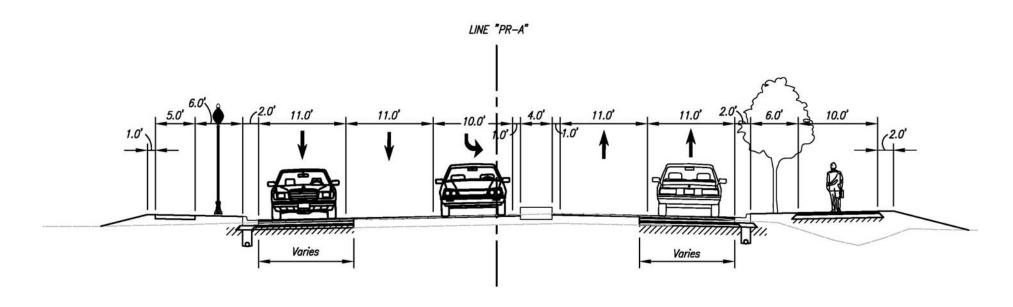


TYPICAL SECTION - RAISED MEDIAN





Typical Section

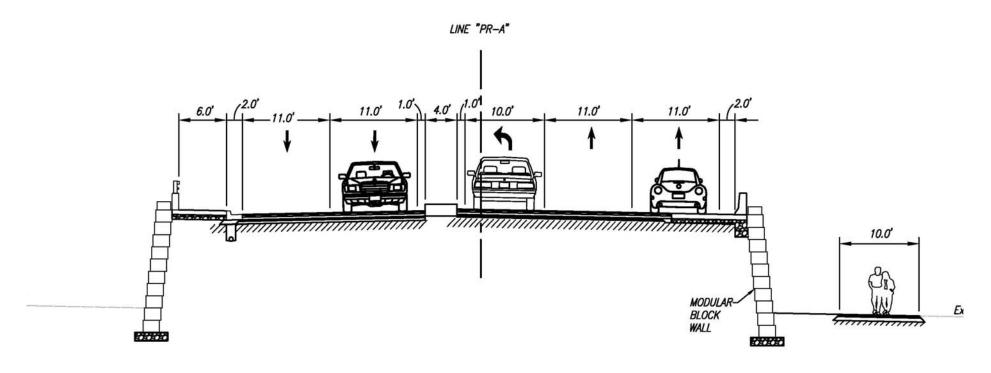


TYPICAL SECTION - LEFT TURN LANE





Typical Section



TYPICAL SECTION - LEFT TURN LANE WITH WALLS





Typical Plan View – Salomon Farm Park









Typical Plan View – Pufferbelly Trail







Typical Plan View – Hickory Tree Road







Traffic Signal Delay Improvement

Dawsons Creek Blvd/La Cabreah Ln & Dupont Rd							
2015 PM PEAK							
Existing Geometrics	Eastbound	Westbound	Northbound	Southbound	Total		
Approach Delay	26.6	49.1	19.9	73.9	169.5		
Approach Belay	20.0	73.1	19.9	70.0	109.5		
Approach Level of Service	С	D	В	Е			
Intersection Delay	37.7						
Intersection Level of Service	D						
2015 PM PEAK							
Proposed Geometrics	Eastbound	Westbound	Northbound	Southbound	Total		
Approach Delay	27.8	20.4	12.0	21.4	81.6		
Approach Level of Service	С	D	В	E			
Intersection Delay	22.0						
Intersection Level of Service	С						





Unsignalized Intersection Improvement

Residential & Dupont Rd						
2015 PM PEAK Existing Geometrics	Eastbound	Westbound	Southbound			
Approach Delay	1.3	0	0 466.1			
Approach Level of Service	А	А	F			
Intersection Delay	13.3					
Intersection Level of Service	С					
2015 PM PEAK Proposed Geometrics	Eastbound	Westbound	Southbound			
Approach Delay	0.3	0	25.3			
Approach Level of Service	А	А	D			
Intersection Delay	0.8					
Intersection Level of Service	Α					





Pufferbelly Underpass







Pufferbelly Underpass







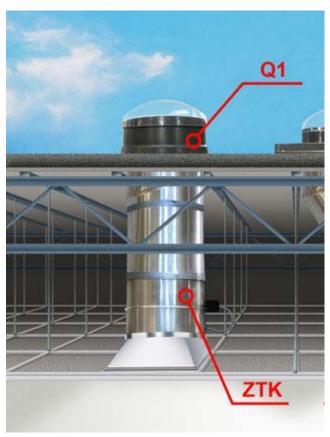
Pufferbelly Underpass







Pufferbelly Underpass Daylighting









Pufferbelly Underpass Retaining Walls







Estimated Investment and Schedule

- + Project Investment: \$12 Million
- + Complete Environmental: 2012
- + Begin Right-of-Way Acquisition: 2013
- + Construction scheduled to begin: 2015



Thank You





Dupont Road Added Travel Lanes

Responses to Comments from Public Meetings – June 7 and June 28, 2013 Location: Dupont Branch, Allen County Public Library

Comment #1

Grade separated crossing of the Pufferbelly Trail should be included as part of the roadway design for the safety of pedestrians and bicyclists.

Response #1

The grade separation will be constructed as part of this project and will also include the tie in with the trail on the south side as well as the tie in from Woodmont. The trail on the north side will be constructed as part of a separate project.

Comment #2

During construction, verify the smoothness of the trail/sidewalk. Some areas on the new trail along Lima Road are very rough and make it hard to ride bikes or push strollers on.

Response #2

This will be verified by city inspectors during construction of the project.

Comment #3

Post the plans and images of the grade separated crossing on the City's website.

Response #3

This has been done. They are available at the following link:

http://www.cityoffortwayne.org/publicworks/transportation-projects/244-dupont-road-widening-lima-to-coldwater.html

Comment #4

The Blvd style design of Dupont Road with the trail and pedestrian facilities is very impressive. This design provides insight for a lasting project. The design takes a major east west artery and converts it to a beautiful boulevard. Project will provide pedestrian/bike connectivity between residential and commercial areas and cut down on vehicular traffic.

Response #4

The project is being designed to be context sensitive due to the types of land uses that it serves. Although it is a major thoroughfare, it also services adjacent residential, commercial, institutional (i.e. school, church) and office land uses. The objective is to provide a safe passage for all road users including motorists, pedestrians and bicyclists and create an aesthetic corridor that will enhance property values for all land uses. While movement of vehicular traffic is important, the accommodation of pedestrians and non-motorized vehicles is also important. Other considerations include reclamation of green spaces

to off set additional impermeable surfaces so that we minimize the impacts of storm drainage and flooding of adjacent rivers and streams. Also being considered is the treatment of the first 1-inch of rainfall before it reaches the outfalls so that all solid particles and oils are trapped before they flow into the Beckett's Run Stream.

Comment #5

The group behind the trail project never approached the residents of Woodmont with the plan to have the trail connection between the Pufferbelly Trail and the Dupont Road sidewalks go through the common area of Woodmont. This will incur losses of the Woodmont monument signage, loss of trees at the entrance and loss of property.

Response #5

The plan to use the common area of Woodmont that is undeveloped in order to provide a connector to the proposed Pufferbelly Trail was considered because of the need to provide ADA (Americans with Disabilities Act) accessibility to the trail from the proposed sidewalk on the north side of Dupont Road, which will be part of the widening project. The non-profit group, Fort Wayne Trails, Inc. and its predecessor, Northwest Allen Trails, Inc., were not aware of the need for the common area to be utilized until the Dupont Road widening project was planned and studied; therefore, they were unable to share information that was not available at the time they communicated with you. The decision to elevate Dupont Road and provide a safe, ADA-accessible connection to the Pufferbelly Trail through Woodmont's common area was a decision made by the City, not the trails volunteers and advocates. The Woodmont Homeowners' Association will be compensated for any of its common area needed for the roadway project and for any loss of trees. Also, the neighborhood will be compensated for the movement of its monument sign. Additional trees will be planted in the area as part of the Dupont Road widening project and the Pufferbelly Trail project.

Comment #6

The grade separated crossing of the Pufferbelly Trail is a waste of money. It would be better to install a traffic signal at Hickory Tree to allow trail users to cross Dupont road.

Response #6

The grade separation of the trail crossing was considered as part of the roadway project because of the amount of traffic that Dupont Road is expected to carry. Crossing this vehicular traffic at grade by the number of trail users anticipated to use the Pufferbelly Trail is not a safe condition. Grade separation of this heavy pedestrian/motorist crossing was considered for the primary safety benefit of trail users. Also stopping vehicular traffic at a signal to allow trail users to cross Dupont Road would reduce the capacity on Dupont Road and introduce additional delays to vehicular traffic.

Comment #7

The tunnel under Dupont Road is a potential source of problems with vandalism and all that goes with a hidden, secluded, pathway.

Response #7

The design of the grade separated crossing will be such that pedestrians will be able to see daylight through the underpass without any dark spots. This will make the crossing more attractive to trail users. And the underpass will be illuminated at night so that no dark hidden areas will be created.

Comment #8

The roadway alignment should be moved about three to five feet to the south along the Solomon Farm Property section. This would eliminate the need for removal of several trees, bushes, fences, driveway lights, etc. Property on the south is Solomon Farms and is undeveloped.

Response #8

The existing centerline of Dupont Road is being maintained and all improvements are being offset from this centerline. The roadway alignment is not being shifted to the north. Most of the area on the north side that will be needed for the construction is currently occupied by a ditch. The proposed sidewalk will be on the back slope of this existing ditch. The existing ditch will be filled in and drainage will be accomplished via storm sewers. The elimination of the ditch would make the land on the north side more easily maintainable. A minimum number of trees will be impacted and the project will be designed around any mature trees that could be preserved. Any other features that need to be relocated such as landscaping, monuments walls, lighting, etc. will be compensated for. The lots are deep enough that no building structures will be impacted.

Shifting the roadway alignment to the south between Oak Tree and Hickory Tree would create deflections in the centerline of the roadway which is an undesirable roadway operational characteristic.

Comment #9

The landscaped median across the properties whose drives are on Dupont Road will be inconvenienced by not being able to make left turns into or out of their homes.

Response #9

The intent of the project is to provide a context sensitive design that will enhance the adjacent land uses and property values. While we recognize the relative inconvenience to residents of not being able to turn left into or out of their drives, the value added by providing a landscaped median in a residential area is significant. Such a boulevard type median can serve as a focal point of the street or as an identifiable gateway into a neighborhood. Other desirable features of the proposed landscaped median include:

- more aesthetic streetscape with tree canopies over the roadway,
- slower travel speeds provided by a calmer street,
- more pedestrian friendly,
- more environmentally friendly,
- reduced traffic noise,
- less impacts to storm drainage by reducing storm water runoff,
- provide areas for snow storage,
- provide pedestrian refuge areas, and
- increased safety by reducing head- on and left-turn crashes.

By providing a network of pedestrian facilities that connect area neighborhoods with one another as well as other activity centers with the neighborhoods (such as the commercial areas on the east and west ends of the project with the residential areas in the middle as well as the YMCA, church, and school with one another) fewer short distance vehicular trips could be made to those areas that can be accessed by the sidewalk/trail facilities. Finally, the landscaped median allows an opportunity for some permeable surface areas to be recovered within the right-of-way to minimize negative impacts of urbanization.

Comment #10

It is unfair to all the homeowners on Woodmont to have all the homeowners on the north side of Dupont Road to make U-turns at the Woodmont addition entrance or cut through their neighborhood to travel east form their homes or return form the west to their homes. A center turn lane should be provided for these residents just like on Maplecrest Road between Stellhorn and St. Joe Ctr.

Response #10

As stated above, one of the goals of this project is to provide a good network of pedestrian facilities that will connect all the activity centers in the area, thus eliminating the need for short distance vehicular trips. There are currently 10 homes on the north side of Dupont Road which will be affected by the median. Therefore, it is anticipated that the left-turn vehicular movements that will be restricted by the installation of the landscaped median would be minimal. Those left-turn movements made by passenger cars could be accommodated by U-turns made the proposed median openings. There should be no need for vehicles to cut through neighborhoods in order to get to their residences. As stated in response #9, the benefits of this median as significant.

Comment #11

The Pufferbelly Trail along with the grade separated crossing will be a huge boon to the community and will connect the YMCA, Solomon Farms and other destinations with many north side neighborhoods. The grade separated crossing should be constructed with the Dupont Road widening and the Pufferbelly Trail should continue to the north of Dupont Road.

Response #11

The roadway project will address the crossing of the Pufferbelly Trail with Dupont Road by providing a grade separated crossing. It will also reconstruct the trail on the south side of Dupont as well as the connector on the north side between the sidewalk and the trail, utilizing the common area in Woodmont. The trail north of this area will be constructed as a separate project. We expect this section of the Pufferbelly Trail to be heavily travelled. Also, Dupont Road will see increased traffic due to the development of the Parkview Hospital complex. Having a grade separated crossing between the trail and the roadway is the safest way to minimize conflicts between motorists and trail users.

Comment #12

We are excited about the Dupont Road widening and Pufferbelly trail projects and the added value they will bring to our neighborhoods. The trails offer something for everyone and make Fort Wayne a more desirable place to live in.

Response #12

Trails do indeed add value to our community by improving our quality of life and making our community more connected and safer for pedestrians and bicyclists. Trails make our communities more livable; improve the economy through tourism and civic improvement; preserve and restore open space; and provide opportunities for physical activity to improve fitness and mental health. We appreciate your support!

Comment #13

I understand that the need for a traffic signal at Hickory Tree is based on actual traffic counts and not on resident counts or decision by city government. If the counts indicate that a signal is needed, then one needs to be installed. I am requesting that a traffic study be performed to determine if a traffic signal is warranted at this location.

Response #13

A traffic study will be performed to determine the need for a traffic signal at this intersection.

Comment #14

We understand that neighborhood would be compensated for the signs for Woodmont at Hickory Tree and Oak Tree. However the neighborhood would like to keep the signs. Please review the options of moving/replacing/retaining these signs at both entrances.

Response #14

During the right-of-way phase of this project, all the above concerns will be addressed.

Comment #15

Consider the trail connection between the Pufferbelly and Dupont sidewalk on the north side to be on the LaCabreah side instead of the Woodmont side.

Response #15

We did consider this. However, the topography and the proximity of existing structures make the Woodmont side a more appropriate location for the connection.

Comment #16

Please time the traffic signals on Dupont between Lima and LaCabreah for better traffic flow.

Response #16

We are currently in the process of installing the necessary hardware at the signals at Radbourne and Dawson's Creek/La Cabreah to make the timing of the signals more conducive to through traffic on Dupont Road. This work will be completed within the next few months.

Comment #17

There is an existing center left-turn lane between Nottawa Trail and 110 West Dupont Road. This left-turn lane needs to be retained to provide the same access as existing to both these properties.

Response #17

This existing center turn lane will be retained.

Comment #18

Need to provide a right-turn lane on westbound Dupont at Hickory Tree Road. This right-turn lane would improve traffic flow and safety as vehicles turning into Woodmont would be away from the through traffic as they crest the hill just east of Hickory Tree Road.

Response #18

With the proposed 4-lane section on Dupont Road, the need for a dedicated right turn lane into Hickory Tree Road would be minimized. Furthermore, the crest of the hill west of Hickory Tree is being designed so that the stopping sight distance for the posted speed of 45 MPH is met for westbound traffic.

Comment #19

Provide a southbound right-turn lane on Hickory Tree Road at Dupont utilizing some of the existing pavement where Hickory Tree will be relocated to the east.

Response #19

The proposed width of Hickory Tree Road where it intersects Dupont will be widened out for a length of about 50 feet to allow for a dedicated southbound right-turn lane.

Comment #20

Provide a center refuge area on Dupont for vehicles turning left out of Woodmont at Hickory Tree Road.

Response #20

There will be a 16-foot area in the median (between the eastbound and westbound lanes on Dupont Road) where vehicles turning left out of Hickory Tree as well as other public streets along the corridor will be able to take refuge in while turning left.

Comment #21

The project will improve property values in the Woodmont Addition. Would there be a way for residents in Woodmont to access the grade separated pedestrian underpass from the neighborhood via a path rather than ride their bikes on the grass?

Response #21

The proposed trail connection that will utilize the common area at the northeast corner of Dupont and Hickory Tree Road will provide this connection for residents to access the Pufferbelly Trail from the neighborhood.

Comment #22

Would like to have full access – left and right turns – into and out of Hickory Tree Road.

Response #22

Full access will be provided at this location

Comment #23

I am the first house on Hickory Tree Road off Dupont. I am interested in how the improvements will affect my property – including driveway, sidewalk and property lines.

Response #23

At Hickory Tree, the change between the existing and proposed roadway elevations on Dupont Road is approximately 7.65 feet. If Hickory Tree Road were left at the existing location, the drive grade into 10401 Hickory Tree would be very steep. In order to make this grade less severe, the approach of Hickory Tree Road is being moved further to the east. This will allow for a longer drive approach to this residence at a less severe grade. By doing this, the road right-of-way for Hickory Tree will be moved to the east as well and the remainder could be deeded to the owner of this lot. All sidewalk and drive connections will be restored.

Comment #24

The snow removal on the sidewalk will be an additional burden on property owners.

Response #24

Snow removal on the sidewalk on Dupont Road will not be the responsibility of the adjacent property owners.

Comment #25

Praise Lutheran Church is concerned about safety for traffic in and out of their facility during construction. A school zone was established in front of their facility about two years ago, but they would also like to see a left-turn lane on Dupont Road into their facility as there have been several accidents of church members being hit while waiting to turn from Dupont Road.

Response #25

A dedicated left-turn lane will be provided into Praise Lutheran Church along Westbound Dupont Road. Traffic will be maintained for both directions on Dupont Road at this location during construction.

Comment #26

The elevation of the roadway to accommodate the grade separated pedestrian crossing of the Pufferbelly Trail will create a hazardous condition, particularly during the winter months.

Response #26

The approach grades along Dupont Road at the grade separated crossing of the Pufferbelly Trail are 0.5% from the west and 3.28% from the east. These grades are well within normal tolerances for vertical curves on roadways in this region where the maximum permissible grade is 6.5%.

Comment #27

A referendum should be held on the and only of 50% of the people (not just the responding group) is supportive, should the project be approved.

Response #27

This project has been in the NIRCC 2030 long range transportation plan that has been developed with public comment and available for public review. The need for the project is based on area growth and the need to provide adequate transportation infrastructure to handle the area's mobility needs. The project has also been approved by the Fort Wayne Common Council at a public meeting, where opportunity for public comment was provided. The project is being developed with public stakeholder input so that all affected parties will have an opportunity to provide feedback on the proposed design. To date, we have held a public stakeholder meeting, a meeting to address Woodmont Neighborhood concerns, and are available to address any other public concerns upon request. In addition to this, an opportunity for a formal public hearing will be offered when the environmental portion of the project is completed.

Comment #28

The only improvement that is needed on Dupont Road is a traffic signal at Hickory Tree Road.

Response #28

This project has been in the NIRCC 2030 long range transportation plan that has been developed with public comment and available for public review. The need for the project is based on area growth and the need to provide adequate transportation infrastructure to handle the area's mobility needs. Per promulgated law, the installation of a traffic signal is based on specific criteria as set forth in the Indiana Manual on Uniform Traffic Control Devices. If a traffic study warrants the need for a traffic signal, one will be considered. However if it is deemed that a signal is not warranted, a signal will not be installed. A traffic study will be initiated to make this determination.

Comment #29

The trail will increase crime in the neighborhood committed by outsiders. The construction of the trail will invite outsiders into the neighborhood and decrease property values.

Response #29

Our community has nearly 70 miles of public trails and greenways. We do not have a crime problem on our trails or in the adjacent neighborhoods as a result of trail users straying from the trail. Trail users are generally very respectful of private property and do not leave the trail to go into adjacent neighborhoods, unless they live in that neighborhood or are visiting friends/family. Many studies have been done in both Indiana and throughout the country that prove recreational facilities, including trails, increase adjacent property values. Please visit the website http://www.americantrails.org/resources/adjacent/index.html to learn more about trails and their impact on adjacent landowners and neighborhoods. This website includes studies performed in Indiana.

APPENDIX H
Air Quality

2035 Transportation Plan Projects - Allen County

The list below includes the air quality "Non-Exempt" and "Exempt" highway and transit projects. The numbers preceding the highway projects corresponds to the time periods analyzed for air quality conformity. The 2035 Transportation Plan Project Identification Number, as listed in the 2014-2017 TIP, has been provided following the description for each project (XX-XXX). XX- indicates the initial plan the project was listed in, -XXX indicates the project number as listed below.

The time periods are:

Period 1 2010-2015

Period 2 2016-2020

Period 3 2021-2030

Period 4 2031-2035

Highway Improvements

Air Quality Non-Exempt Projects

New Construction

New two-lane construction

3 Connector Street – Wells Street to Spy Run Avenue (30-001)

3 Paul Shaffer Drive – Clinton Street to California Road (30(II)-002)

Interchange-new construction

3 Interstate 69 at Hursh Road (25-003)

Widening Projects

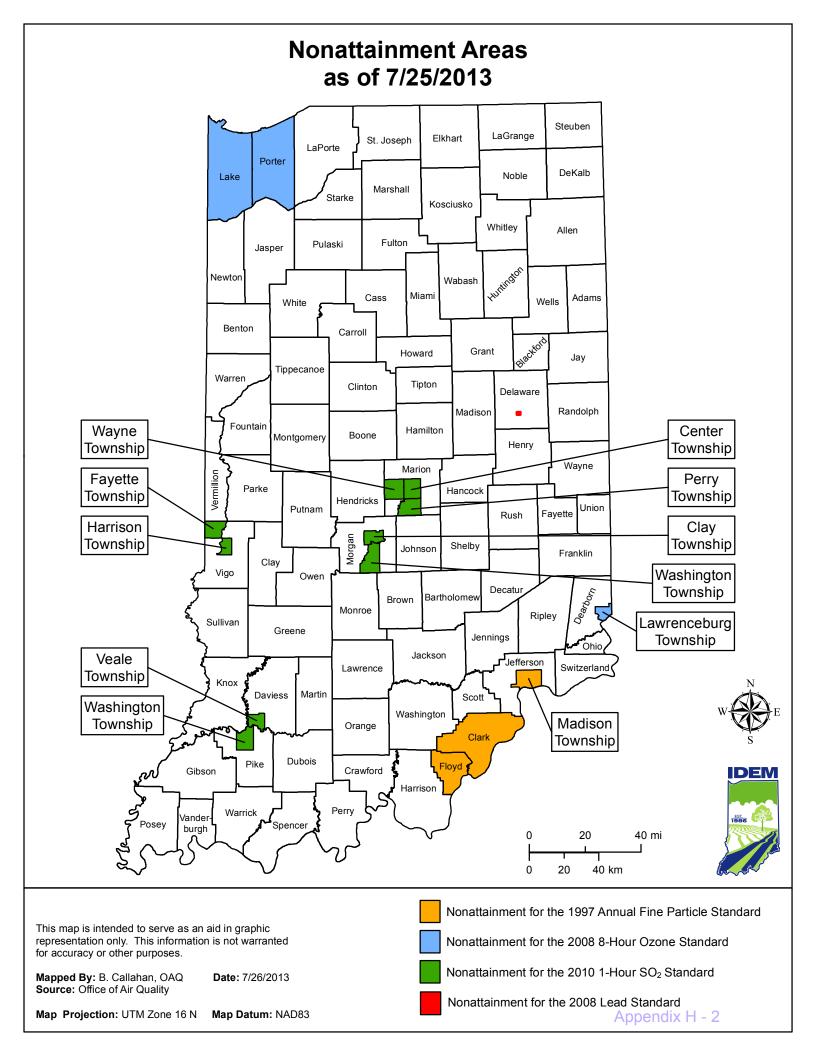
Widen to six lanes

3 Crescent Avenue – Sirlin Drive to Coliseum Boulevard (30(II)-004)

2 SR 930/Coliseum Blvd – Parnell Avenue to Crescent Avenue (10-005)

Widen to four lanes

- 3 Adams Center Road State Road 930 to Moeller Road (25-006)
- 3 Ardmore Avenue Covington Road to Engle Road (30-007)
- 4 Ardmore Avenue Engle Road to Lower Huntington Road (30-008)
- 3 Bluffton Road Winchester Road to Old Trail Road (30(II)-009)
- 3 Clinton Street Auburn Road to Wallen Road (25-010)
- 4 Clinton Street Wallen Road to Dupont Road/State Road 1 (25-011)
- 2 Diebold Road Clinton Street to Dupont Road/State Road 1 (35-012)
- 2 Dupont Road Coldwater Road to Lima Road/State Road 3 (25-013)
- 3 Hillegas Road s/o Bass Road to Washington Center Road (25-014)
- 4 Huguenard Road Washington Center Road to Cook Road (25-015)
- 2 Maplecrest Road Lake Avenue to State Boulevard (10-016)
- 2 Maplecrest Road State Boulevard to Stellhorn Road (10-017)



APPENDIX I

Noise Analysis

From: <u>Bales, Ronald</u>
To: <u>Chad Salzbrenner</u>

Cc: Coordinator2; Worsham, Susan; Kaiser, Jason; Smith, Gregory; John Weber

Subject: RE: Dupont Road noise analysis Des 0901798

Date: Thursday, March 14, 2013 8:48:19 AM

Attachments: <u>image001.png</u>

image002.png image003.png image004.png image005.png image006.png

INDOT –Environmental Services Division (ES) has reviewed the noise study for the above-referenced project and found it to be technically sufficient. As you are aware, INDOT no longer comments on recommendations provided in noise studies for local agency projects. However it is our assessment that the study has been completed in accordance with federal guidelines and state policy.

Please let us know if you have any questions. Thank you.

Ron Bales Senior Environmental Manager INDOT, Environmental Services Division 317-234-4916 rbales@indot.in.gov

From: Chad Salzbrenner [mailto:c.salzbrenner@gaiconsultants.com]

Sent: Tuesday, March 12, 2013 3:47 PM

To: Coordinator2; Worsham, Susan; Kaiser, Jason

Cc: Bales, Ronald; Chad Salzbrenner

Subject: Dupont Road noise analysis Des 0901798

GAI has uploaded the revised noise analysis report to ERMS Fort Wayne District. The name of the file is "ENV NoiseRpt 0901798 for Roadway Services"

Attached are the TNM files required by Ron Bales whom I have copied with this e-mail. I do not believe these can be uploaded to ERMS.

Please feel free to contact me if you have any questions or require additional information.

Thank you,

Chad A. Salzbrenner, PE, PLS

Engineering Manager

GAI Consultants, Inc.

1502 Magnavox Way Fort Wayne, IN 46804

260.969.8800 ext. 8872 | F 260.969.8888 | C 260.615.7181 |





Traffic Noise Study

Indiana Department of Transportation Dupont Road: Lima Road to Coldwater Road Design Project Fort Wayne, Indiana

GAI Project Number: D101152.00 September 2012, Revised January 2013 and March 2013

Prepared For: Indiana Department of Transportation Fort Wayne District 5333 Hatfield Road Fort Wayne, Indiana 46808

Prepared By: GAI Consultants, Inc.
Pittsburgh Office
385 East Waterfront Drive
Homestead, Pennsylvania 15120-5005



1.0 EXECUTIVE SUMMARY

GAI Consultants, Inc. (GAI) performed a traffic noise study for the Indiana (IN) Department of Transportation (INDOT) for the Dupont Road: Lima Road to Coldwater Road Design Project (Project), located in Allen County, IN. This Project involves the widening and modification of the existing roadway to enhance mobility and improve safety for vehicles as well as pedestrians and bicycles. The purpose of this preliminary study was to assess the effects of traffic noise from the proposed improvement and design Project on future noise levels in the study area.

INDOT Noise Abatement Criteria (NAC) for specific land use activities were used in the evaluation of traffic noise impacts. These criteria are based on INDOT's implementation of regulations in Title 23 Code of Federal Regulations, Part 772, United States Department of Transportation, Federal Highway Administration (FHWA), "Procedures for Abatement of Highway Traffic Noise and Construction Noise". These criteria were outlined in the INDOT *Traffic Noise Analysis Procedure*, effective July 13, 2011.

Predicted noise levels were determined using Version 2.5 of the FHWA Traffic Noise Model (TNM). The FHWA TNM predicts noise levels at selected locations based on traffic data, roadway design, topographic features, and the relationship of the analysis site to the roadway.

Based on review of the identified Project limits, the Project area contains *60* noise sensitive areas (NSAs) consisting of single family residences, apartments, parks, a church, a preschool, and a trail. Noise monitoring was performed at 11 locations throughout the Project corridor, and weather conditions were observed during each monitoring period. Existing and future noise levels at each of the *60* NSAs, which were modeled as receivers, were determined using TNM. Twenty-two of the *60* receptors represent areas where abatement procedures were considered under INDOT and FHWA criteria.

Preliminary barrier analyses were completed for the 22 areas that were found to warrant mitigation measure consideration. Each of the barriers were analyzed and deemed as either not feasible or not reasonable under INDOT's *Traffic Noise Analysis Procedure* because the barrier would not be feasible due to access issues, cost, engineering issues, or the overall noise reduction design goals would not be achieved. For these reasons, GAI recommends that noise mitigation at these NSAs does not need to be evaluated further unless changes occur to the proposed Project during final design that would result in significant changes to the noise environment in those areas. Therefore, no mitigation measures are required.

2.0 INTRODUCTION

GAI conducted a traffic noise study for the Project for INDOT. Dupont Road is currently a two-lane road between Lima and Coldwater Roads, except at both the east and west ends where it widens out to five lanes. The proposed Project will develop a five-lane section which includes two lanes in each direction and a center left-turn lane where needed. Where it is not needed, the center lane will be designed as an un-mountable median with landscaping. It is also desirable to provide 10-foot wide multi-use paths on both sides, or at a minimum, a 10-foot multi-use path on the south side with a five-foot sidewalk on the north side. These multi-use paths/pedestrian facilities will extend beyond the limits of the widening to connect Lima Road and Coldwater Road. An extension to the Pufferbelly Trail, which will run north-south across Dupont Road just west of Dawson's Creek, will also be designed as part of this Project.

The traffic noise study conducted by GAI included identification of NSAs and receptors, determination of peak noise hour, short-term traffic noise monitoring, existing traffic conditions noise modeling, and design year build conditions noise modeling to determine noise impacts associated with the proposed improvements. The Study was completed following the procedures described in INDOT's *Traffic Noise Analysis Procedure*, effective July 13, 2011. At impacted receptors, preliminary noise abatement measures were evaluated according to INDOT's feasibility and reasonableness procedures. The following report is a summary of the traffic noise analysis and preliminary abatement considerations.

3.0 NOISE SENSITIVE RECEPTOR ANALYSIS

GAI conducted a traffic noise evaluation to determine existing ambient noise levels, existing noise levels at NSA, predicted design year traffic noise levels, and possible noise impacts associated with the proposed Project.

3.1 Ambient Noise Monitoring

The ambient noise monitoring locations were located within the Project limits and adjacent to Dupont Road. These areas included residences, apartments, parks, schools, or churches that have the potential to be affected by operational noise resulting from the proposed Project. Eleven short-term noise monitoring locations were employed in performing the traffic noise analysis, and were used to validate the traffic noise model. Location 1 is located in a residential area on Windsor Woods Blvd near the intersection with Radbourne Drive. Location 2 is located near the intersection of Dupont Road and Lima Road (State Route 3). Location 3 is located in front of an apartment complex near the intersection of DuPont Road and La Cabreah Lane. Location 4 is located in Salomon Park, about 20 feet south of Dupont Road. Location 10 is located in a city park, adjacent to a YMCA and associated grounds. Location 11 is located east of the intersection of Dupont Road and Lone Eagle Way. Location 12 is in a residential area near the intersection of Dupont Road and Hickory Tree Road. Location 13 is located in a residential area at the intersection of Dupont Road and Oak Tree Lane. Location 14 is located south of the parking area of a church and preschool near Oak Tree Lane. Location 15 is located between Dupont Road and a home day care center near Nottowa Trail. Location 16 is located near residences and apartment buildings along Avalon Way and Northbrook Blvd. The ambient noise monitoring locations are shown on Figure 1.

Short term traffic noise monitoring was performed during the Design Hourly Volume period to comply with guidelines established in INDOT's *Traffic Noise Analysis Procedure*. This peak traffic hour established the existing, worst case noise levels at several locations within the corridor. For this roadway, the peak noise hours were assumed to be approximately 4:30 PM to 5:45 PM (depending on the monitoring location) to reflect the traffic conditions with the highest volume of vehicles. One 15-minute sampling period, generally during the peak noise hours, was measured to determine the existing short-term noise level at each location. Noise level data was recorded at five second intervals for the 15-minute duration of each test.

Traffic noise monitoring was performed during the peak noise hours on June 20-21, 2012. The monitored existing traffic noise levels (see Table 1) were used to validate the accuracy of the computer modeling. The existing traffic noise measurements were conducted in accordance with the FHWA's Measurement of Highway-Related Noise, FHWA PD 96-046, dated May 1996. The measurements were obtained with a Quest SoundPro DL-1-1/1 Sound Level Meter that was calibrated with a QC-20 Calibrator before and after each sampling period. Equipment calibration certificates are provided in Appendix A. Meteorological

conditions, consisting of temperature, wind speed, humidity, and cloud cover, were recorded along with conducting noise measurements at each receptor. Traffic volumes, classified according to the appropriate vehicle type, were also recorded during each sampling period in order to validate modeled existing traffic noise levels. A vehicular speed of 40 miles per hour (mph) was utilized for all traffic on Dupont Road, Lima Road, and Coldwater Road, and 20 mph on all the minor intersecting roadways. Copies of the noise monitoring data sheets for each receptor are included in Appendix B.

3.2 Model Validation

The modeling process was initiated with model validation as part of the calibration process. To ensure accurate noise level predictions, the monitored noise levels were compared to noise levels generated by the computer model. This comparison ensured that there were no discrepancies between the monitoring and modeling techniques. A difference of three dB(A) or less between the monitored and modeled noise levels is considered acceptable by INDOT *Traffic Noise Analysis Procedure*. However, not all of the modeled noise levels were within these tolerance limits. Therefore, justifications are provided below for the locations that did not meet the validation requirements. Table 1 shows the existing monitored and modeling data for the model validation of the eleven receptor locations.

The noise level results for five locations were not within the validation limits due to the following:

- Location 2: The field monitored noise level at the Dupont Road and Lima Road intersection was 62.1 dB(A), lower than the modeled noise level obtained from TNM of 66.6 dB(A). The difference in noise levels could have resulted from less traffic or long lines of vehicles at the intersection during monitoring, which would not match the noise levels calculated by TNM.
- Location 3 and 15: The field monitored noise levels at La Cabreah Lane and Nottawa Trail were significantly lower than the noise levels obtained from TNM. During field monitoring, heavy congestion was noted through the intersection. Therefore, the field monitored noise levels do not represent typical peak hour noise levels, since there was no free flow traffic along the monitored intersections.
- Location 12: The field monitored noise level at Hickory Tree Road was greater than the modeled noise level obtained from TNM. During field monitoring, vehicles speeding into the minor roadway were observed during the afternoon rush. Therefore, the field monitored noise levels would be higher, since the roadway speed limit was modeled at a lower value than observed in the field.
- Location 16: The field monitored noise level at Radbourne Drive was lower than the modeled noise level obtained from TNM. Significant wind gusts were noted during the field monitoring period, which could have affected the recorded noise levels.

3.3 Noise Modeling

Traffic noise predictions were determined using the FHWA TNM Version 2.5 for the existing year, and design year build conditions. The existing year for this Project is 2007 and the design year is 2034. Noise receptor locations are shown on Figure 2.

The TNM input parameters consisted of existing and design year roadway coordinates and elevations, existing peak hourly and design year projected peak hourly traffic volumes, vehicle

speed and types, noise receptor coordinates and elevations, and site-specific conditions for sound attenuation. The roadway and topography input parameters within the Dupont Road right-of-way (ROW) for the design year build conditions were obtained from preliminary design plans dated June 2012. INDOT's *Traffic Noise Analysis Procedure* requires the traffic characteristics that will yield the worst hourly traffic noise impact for the design year be used to predict noise levels and assess noise impacts. The existing peak hourly traffic volumes for the roadways were provided by the Northeastern IN Regional Coordinating Council and were also recorded during field monitoring for comparison. The vehicle speeds utilized for the existing and design year models were 40 mph for traffic on Dupont Road, Lima Road and Coldwater Road. The average vehicular speeds on the side roads were assumed to be 20 mph. The existing and design year peak hourly volumes were used to model roadway traffic in TNM. The traffic count sheets and projection tables are included in Appendix C.

Noise receptors were placed to represent individual residential units, multiple residential units, and along the Pufferbelly Trail. *Many receptors were modeled as worst case scenario and represent two or more residences or dwelling units, as identified in the TNM results included in Appendix D.* The number of receptors along the trail was determined utilizing the algorithm provided in INDOT's Traffic Noise Analysis Procedure. Per Fort Wayne Trails, the Pufferbelly Trail counter registered 140,422 users in 2012. However, users typically go around the Salomon Farm loop twice. Therefore, there is a usage of approximately 192 users per day. The algorithm is as follows: (192 users per day/2.53 people on average per family in IN per most recent census data) x (3,500 feet of trail within 500 feet/16,404 feet total length of loop) = 16.19 receptors. Sixteen receptors were modeled along the trail.

Several existing site conditions that could affect sound propagation, such as: building rows, berms, paved medians, parking lots, waterbodies, and forested areas, were modeled in TNM. Two existing berms were placed parallel and north of Dupont Road between Hickory Tree Road and Lone Eagle Way. These berms block visibility from Dupont Road to the adjacent residential areas. A parking lot and three waterbodies were included in the model as well as two forested areas that block line of sight to the roadway.

3.4 Results

The existing noise levels and the predicted design year noise levels are presented in Table 2. As shown by the modeled existing noise levels, 22 receptors approach or exceed INDOT's Traffic NAC of 67 dB(A) for land use Category B (residential) and Category C (trails). INDOT's *Traffic Noise Analysis Procedure* defines "approach" as one dB(A) below the NAC. INDOT's *Traffic Noise Analysis Procedure* defines a substantial noise increase as a 15 dB(A) or more increase above existing noise levels. None of the receptors will experience a substantial noise increase over existing levels.

The TNM modeling results indicate that noise impacts will occur at 22 of the *60* receptor locations due to the construction of the proposed Project. Since the predicted design year build noise levels approach or exceed the NAC for 22 of the receptors modeled (receptors 1, 2, 3, 4, 7, 9, 11, 15, 16, 17, and 29-40), noise abatement considerations are warranted and a preliminary feasibility and reasonableness analysis for providing noise abatement was completed for those NSAs. TNM inputs and results are included in Appendix D. A 66 dB(A) line map is included as Figure 4 as a reference for future projects.

4.0 NOISE MITIGATION ANALYSIS

There are many noise abatement measures that can be utilized to reduce traffic noise levels. They may include sound barriers, earthen berms, avoiding NSAs, reducing speed limits, and traffic control devices. Because the proposed roadway Project involves an existing highway within a limited ROW, sound barrier walls are the most effective and viable option for reducing traffic noise levels at the nearby noise sensitive receptors. Earthen berms require a lot of space to construct, which is not available on this Project. NSAs cannot be avoided because of the existing highway corridor in the residential area. Reducing speed limits and utilizing traffic control devices are not viable due to existing traffic conditions.

Preliminary analysis of the feasibility and reasonableness of wall sound barriers was conducted for the 22 impacted noise sensitive receptors which were found to warrant mitigation measure consideration under INDOT and FHWA criteria. The TNM Version 2.5 computer model was used to determine sound barrier configurations (locations, heights, and lengths), noise reductions, barrier square footage per benefited receptor, and cost, and verify that the results meet the feasibility and reasonableness criteria established in the *Traffic Noise Analysis Procedure*. Per this policy, a barrier is considered *feasible* when at least 50 percent of the impacted receptors units received a noise reduction of five dB(A) or more and meet sound engineering practices and standards. Per this policy, a barrier is considered *reasonable* if at least 50 percent of the benefited receptor unit owners desire the mitigation procedure, if the base material and design cost is less than or equal to \$25,000 per benefited receptor, and if the barrier reduces design year exterior noise levels by at least seven dB(A) for the majority of impacted, first row receptors.

The noise barriers were evaluated at a height of six feet to 18 feet using two-foot intervals to determine the available noise reduction at each receptor. The *Traffic Noise Analysis Procedure* states that using the \$25,000 per benefited receptor corresponds to approximately 833 square feet of noise barrier per receptor based on 2011 bid prices. This is approximately \$30 per square foot. This value is utilized for estimating the total cost of each barrier. The results of the barrier analysis for each warranted receptor site is discussed in Sections 4.1 through 4.9, and shown in Table 3. The location of the evaluated barriers is shown on *Figure 3*. The barrier modeling data and results are included in Appendix D.

4.1 Noise Study Area 1

A sound barrier was evaluated to abate noise from the proposed intersection improvement Project to the impacted receptors in NSA 1, shown on Figure 3. **Noise receptors 1, 18, and 19** represent **a total of 35** single family residences, located east of the intersection of Dupont Road and Lima Road, north of Dupont Road. No sound barrier was considered, since a sound barrier at NSA 1 would restrict access to pedestrian and vehicular travel to/from the residences **with driveways along Dupont Road**. Therefore, the noise wall was deemed not feasible. No further evaluation should be required.

4.2 Noise Study Area 2

A sound barrier was evaluated to abate noise from the proposed intersection improvement Project to the impacted receptors in NSA 2, shown on Figure 3. NSA 2 represents four receptor units (all single family residences) located in a residential area along Radbourne Drive. The sound barrier considered is a noise wall that runs along the north side of Dupont Road, since barrier placement along the west side of Radbourne Drive would not be feasible due to pedestrian and vehicular travel to/from the affected residences.



The modeled sound barrier achieved a maximum noise reduction of 0.7 dB(A) at 10 feet. This reduction does not meet the five dB(A) reduction goal for at least 50 percent of the receptor units. Therefore this barrier is not feasible. No further evaluation should be required.

4.3 Noise Study Area 3

A sound barrier was evaluated to abate noise from the proposed intersection improvement Project to the impacted receptors in NSA 3, shown on Figure 3. NSA 3 has *eight* apartment *buildings*, *represented by noise receptors 3, 20, 21, 22, 23, 24, 25, and 26,* located on the south side of Dupont Road between Radbourne Drive and Oak Trail Road. The sound barrier considered for NSA 3 is a noise wall that runs along the south side of Dupont Road between the road and the apartment *buildings*.

Although the modeled sound barrier achieved a significant noise reduction, the barrier is not feasible from an engineering standpoint, since it would cause sight distance issues, and could limit access to roadways. Therefore, the barrier is not feasible, and no further evaluation should be required.

4.4 Noise Study Area 4

A sound barrier was evaluated to abate noise from the proposed intersection improvement Project to the impacted receptors in NSA 4, shown on Figure 3. NSA 4 represents **10** receptor **units** (single family residence) near the intersection of Dupont Road and Oak Trail Road. The sound barrier considered is a noise wall that runs along Dupont Road between the road and the residence.

The modeled sound barrier achieved a maximum noise reduction of 3.6 dB(A) at 18 feet. This reduction does not meet the five dB(A) reduction goal for at least 50 percent of the receptor units. Therefore this barrier is not feasible. No further evaluation should be required.

4.5 Noise Study Area 7

A sound barrier was evaluated to abate noise from the proposed intersection improvement Project to the impacted receptors in NSA 7, shown on Figure 3. NSA 7 represents *three* receptor units (*three* single family residences) at the northwest corner of the intersection of Dupont Road and Hickory Tree Road. The sound barrier considered is a noise wall that runs along Dupont Road partially blocking the residences from the traffic noise. However, the barrier does not run parallel to Hickory Tree Road, since this would restrict access to pedestrians and vehicles from several residences located on the minor road.

The modeled sound barrier achieves a noise reduction of 6.3 dB(A) at 10 feet for at least 50 percent of the receptor units. Therefore, the barrier is feasible. However, a 12-foot barrier was required to meet the seven dB(A) noise reduction goal for reasonableness, which increased barrier cost to approximately \$29,726 per receptor, which is over the \$25,000 limit per benefited receptor. Therefore, a barrier is not reasonable at NSA 7, and no further evaluation should be required.

4.6 Noise Study Area 9

A sound barrier was evaluated to abate noise from the proposed intersection improvement Project to the impacted receptors in NSA 9, shown on Figure 3. NSA 9 has *five* apartment buildings, *represented by noise receptors 9, 47, 48, 49, and 50, located* at the southeast corner of the intersection of Dupont Road and La Cabreah Lane. The sound barrier



considered is a noise wall that runs along the south side of Dupont Road between the road and the apartment buildings. Although the modeled sound barrier achieved a significant noise reduction, the barrier is not feasible from an engineering standpoint, since it would cause sight distance issues, and could limit access to roadways. Therefore, the barrier is not feasible, and no further evaluation should be required.

4.7 Noise Study Area 11 and 15

A sound barrier was evaluated to abate noise from the proposed intersection improvement Project to the impacted receptors in NSA 11 and 15, shown on Figure 3. NSA 11 and NSA 15 each represent *four* receptor *units* (single family residences) located at either side of Lone Eagle Way. The sound barriers considered are two noise walls that run along the north side of Dupont Road between the road and each of the residences.

The modeled sound barriers at NSA 11 and 15 achieved a noise reduction of 3.3 and 2.8 dB(A), respectively, at a barrier height of 18 feet. This reduction does not meet the five dB(A) reduction goal for at least 50 percent of the receptor units. Therefore the barriers are not feasible. No further evaluation should be required.

4.8 Noise Study Area 16 and 17

A sound barrier was evaluated to abate noise from the proposed intersection improvement Project to the impacted receptors in NSA 16 and 17, shown on Figure 3. NSA 16 and NSA 17 represent *a total of seven* receptor *units* (single family residences) located at either side of East Limberlost Trail. The sound barriers considered are two noise walls that run along the south side of Dupont Road between the road and each of the residences.

Although the modeled sound barrier for NSA 16 achieved a significant noise reduction, the barrier is not feasible from an engineering standpoint, since it would cause sight distance issues, and could limit access to roadways. Therefore, the barrier is not feasible, and no further evaluation should be required.

The modeled sound barrier for NSA 17 achieved a noise reduction of 5.9 dB(A) at a barrier height of eight feet for at least 50 percent of the receptor units. Therefore, the barrier is feasible. However, a 12-foot barrier was required to meet the seven dB(A) noise reduction goal for reasonableness, which increased barrier cost to approximately \$60,729 per receptor, which is over the \$25,000 limit per benefited receptor. Therefore, a barrier is not reasonable at NSA 17, and no further evaluation should be required.

4.9 Noise Study Area 29-40

A sound barrier was evaluated to abate noise from the proposed intersection improvement Project to the impacted receptors in NSA 29 through 40, shown on Figure 3. NSA 29 through 40 each represent one receptor unit (equivalent to one single family residence) located along Pufferbelly Trail. The sound barrier considered is a noise wall that runs along the south side of Dupont Road between the eastbound lane and Pufferbelly Trail starting east of the Salomon Farm entrance.

Although the modeled sound barrier for NSA 29 through 40 achieved a significant noise reduction, the barrier is not feasible from an engineering standpoint, since it would cause sight distance issues, could limit access to Salomon Farm, and there would be design issues due to the existing ditch between Dupont Road and Pufferbelly Trail. Therefore, the barrier is not feasible, and no further evaluation should be required.



5.0 CONSTRUCTION NOISE

Construction noise is considered short-term noise and noise levels will vary depending on the construction activity and phase of construction. Noise associated with construction activities will be intermittent and temporary as equipment is operated only on an as-needed basis. Both the magnitude and frequency of construction noise may vary considerably over the course of the day and from week-to-week or month-to-month. This variation is dependent on the construction activity as well as changing weather conditions and the effects of seasonal vegetative cover. Roadway construction activities will be confined to the roadway ROW. Construction equipment will be operated on an as-needed basis and the contractor should maintain the equipment to manufacturer's specifications to minimize noise levels. Nearby residences may hear construction noise at times, but the noise will be temporary at any given location.

6.0 PUBLIC INVOLVEMENT

Public involvement is important during the noise assessment design phase to address the concerns of affected residents and those who have concerns about the overall existing noise requirement. Informational meetings open to the public regarding this Project were held by the city of Fort Wayne on June 7 and June 28, 2012. Based on a summary of comments provided by attendees, noise was not a major concern of those in attendance. These contacts were often to obtain information, as well as to identify the Project's status, and receive input and identify concerns. Public Involvement will continue throughout the remainder of the improvement Project. Any additional issues, comments, or concerns will be addressed as they materialize.

7.0 CONCLUSIONS AND RECOMMENDATIONS

The results of the traffic noise modeling show that traffic noise levels at NSAs 5, 6, 8, 10, 12, 13, 14, 18 through 28, and 41 through 60 will not approach or exceed the NAC. GAI recommends that traffic noise impacts do not need to be evaluated further at these locations during final highway design unless changes occur to the proposed Project during final design that would result in significant changes to the noise environmental in those areas.

The results of the traffic noise modeling show that traffic noise impacts requiring mitigation considerations will be observed at NSAs 1, 2, 3, 4, 7, 9, 11, 15, 16, 17, and 29 through 40. Predicted design year build noise levels at those NSAs will approach or exceed the NAC. Therefore, preliminary noise barrier analyses were conducted for the impacted NSAs.

Based on the studies thus far accomplished, the State of IN has not identified any locations where noise abatement is likely. Noise abatement at these locations is based upon preliminary design costs and design criteria. Noise abatement has not been found to be feasible or reasonable based on restrictions to pedestrian and vehicular traffic, noise reduction of five dB(A) was not achieved, the maximum cost of \$25,000 per benefited receptor was exceeded, or the barrier was not feasible from an engineering standpoint. A reevaluation of the noise analysis will occur during final design. If during final design it has been determined that conditions have changed such that noise abatement is feasible and reasonable, the abatement measures might be provided. The final decision on the installation of any abatement measure(s) will be made upon the completion of the Project's final design and the public involvement processes.

8.0 CLOSURE

This report has been prepared to aid INDOT in their identification of sound levels that may impact nearby NSAs and potential mitigation measures. The scope of this analysis and report is limited to the specific Project, location, and time frame described in this report. If additional data concerning this study is obtained, GAI should be informed so that we may examine the data and, if necessary, modify or revise the conclusions presented in this report.

Sincerely,

GAI Consultants, Inc.

Phoebe Cuevas-Molina, E.I.T., LEED AP

Phal am molim

Project E.I.T.

John W. Weber, P.E., AICP Senior Project Engineer

PC:JWW/gmg

d101152001tns rev2-pc/gmg rev lmg d10

Traffic Noise Study, Indiana Department of Transportation Dupont Road: Lima Road to Coldwater Road Design Project, Fort Wayne, Indiana

TABLES

gai consultants

Table 1

VALIDATION RESULTS: SUMMARY OF MONITORED VS. MODELED NOISE LEVELS

Location	L _{eq} (h) monitored dB(A)	L _{eq} (h) modeled dB(A)	Difference
1	66.7	68.0	1.3
2	62.1	66.6	4.5
3	59.6	66.8	7.2
4	64.6	65.5	0.9
10	49.7	47.9	- 1.8
11	65.9	66.4	0.5
12	69.6	65.0	- 4.6
13	61.7	60.0	- 1.7
14	50.6	50.8	0.2
15	50.0	55.7	5.7
16	57.1	62.3	5.2

Notes:

dB(A) = Decibels on the A-weighted scale

 $L_{eq}(h)$ = Hourly equivalent noise level

= Locations did not meet validation requirements, see Section 3.2.

Table 2
TNM RESULTS: SUMMARY OF EXISTING VS. PROPOSED NOISE LEVELS

Receptor	Existing (2007)	Proposed (2034)	Difference
1	65.6	69.1	3.5
2	63.7	67.5	3.8
3	62.3	66.4	4.1
4	63.1	66.5	3.4
5	52.1	55.7	3.6
6	52.1	58.3	6.2
7	65.0	67.0	2.0
8	47.9	51.4	3.5
9	63.9	66.2	2.3
10	50.1	53.8	3.7
11	62.1	66.0	3.9
12	62.0	64.6	2.6
13	51.8	54.7	2.9
14	49.9	53.7	3.8
15	64.2	66.8	2.6
16	64.6	67.7	3.1
17	65.3	68.0	2.7
18	54.2	57.6	3.4
19	51.3	55.3	4.0
20	57.9	60.3	2.4
21	60.5	65.2	4.7
22	61.1	65.2	4.1
23	55.6	59.9	4.3
24	50.5	54.3	3.8
25	57.7	55.2	-2.5
26	48.7	52.0	3.3
27	48.7	53.2	4.5
28	54.7	58.3	3.6
29	64.7	66.9	2.2
30	68.3	71.2	2.9
31	68.3	71.3	3.0
32	67.6	70.3	2.7
33	67.4	70.3	2.9
34	67.4	70.5	3.1



Table 2 (Continued)

Receptor	Existing (2007)	Proposed (2034)	Difference
35	67.2	70.4	3.2
36	66.9	70.3	3.4
37	67.8	71.6	3.8
38	68.1	70.9	2.8
39	67.7	70.4	2.7
40	67.1	70.5	3.4
41	54.3	58.2	3.9
42	49.2	54.1	4.9
43	52.6	56.1	3.5
44	53.7	56.9	3.2
45	51.7	55.2	3.5
46	50.0	53.7	3.7
47	54.2	60.2	6.0
48	56.6	59.4	2.8
49	51.3	54.7	3.4
50	51.9	57.6	5.7
51	57.5	55.5	-2.0
52	55.3	58.6	33
53	53.1	55.5	2.4
54	50.6	53.6	3.0
55	50.3	54.3	4.0
56	47.3	54.0	6.7
57	49.2	51.8	2.6
58	48.7	51.3	2.6
59	46.6	49.7	3.1
60	57.3	60.9	3.6

Notes:

dB(A) = Decibels on the A-weighted scale

 $L_{eq}(h)$ = Hourly equivalent noise level

= Impacted residential receptors (noise levels approach or exceed 67 dB(A) per the INDOT Traffic Noise Analysis Procedure)

Table 3

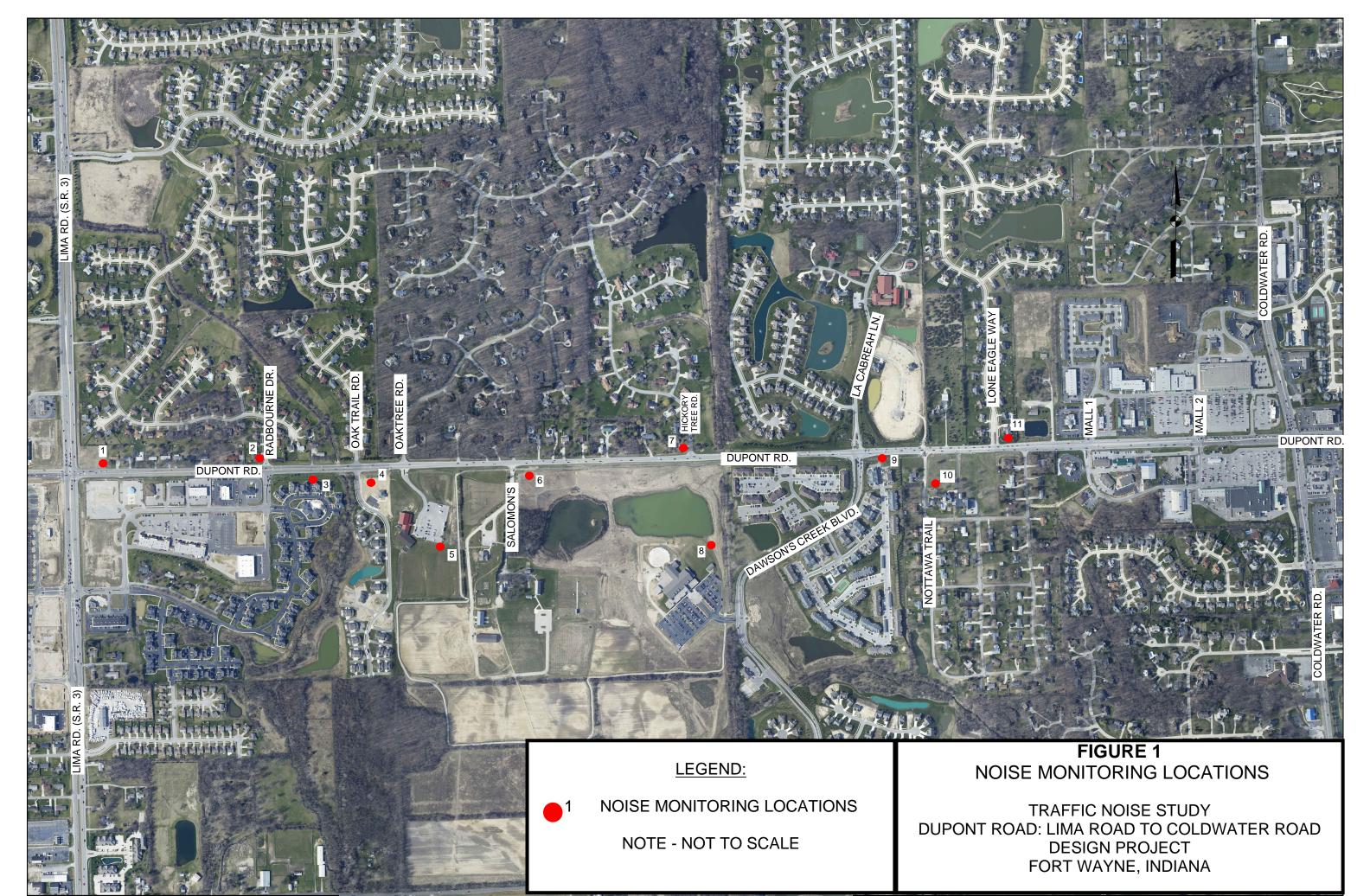
BARRIER RESULTS: PROPOSED VS. PROPOSED WITH BARRIERS NOISE LEVELS

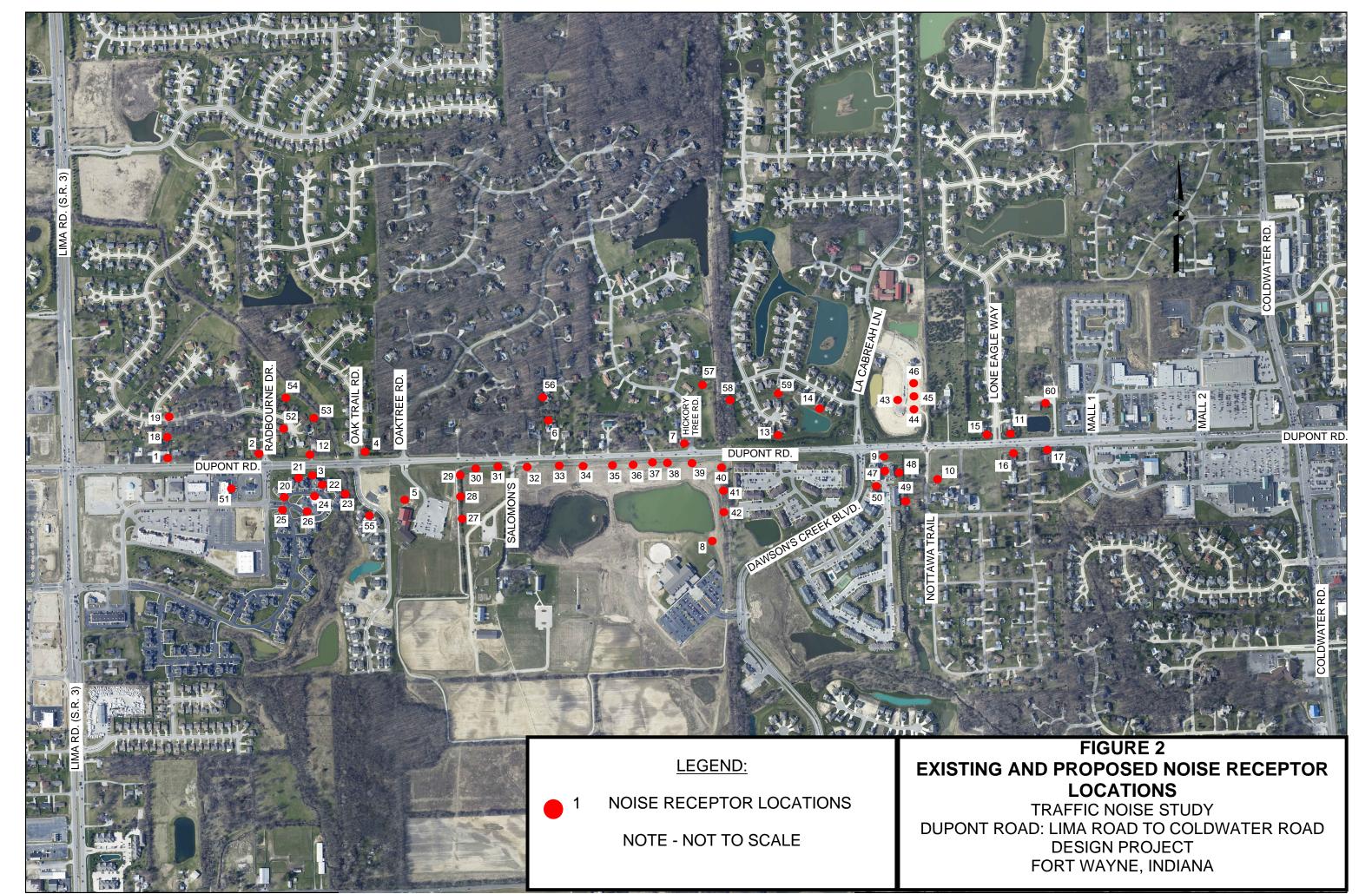
Receptor	Proposed (2034)	Proposed with Barrier	Difference
2	67.6	66.9	- 0.6
3	66.2	55.1	- 11.1
4	66.6	63.0	- 3.6
7	67.4	59.5	- 7.9
9	66.4	64.2	- 2.2
11	66.1	62.8	- 3.3
15	67.1	64.3	- 2.8
16	67.7	60.3	- 7.4
17	68.1	60.9	- 7.2
29	66.9	66.9	0.0
30	71.2	71.2	0.0
31	71.3	71.3	0.0
32	70.4	65.8	- 4.6
33	70.4	59.4	- 11.0
34	69.3	58.1	- 11.2
35	68.1	57.7	- 10.4
36	70.4	59.4	- 11.0
37	71.7	58.1	- 13.6
38	71.1	57.7	- 13.4
39	67.6	58.4	- 9.2
40	70.5	70.4	- 0.1

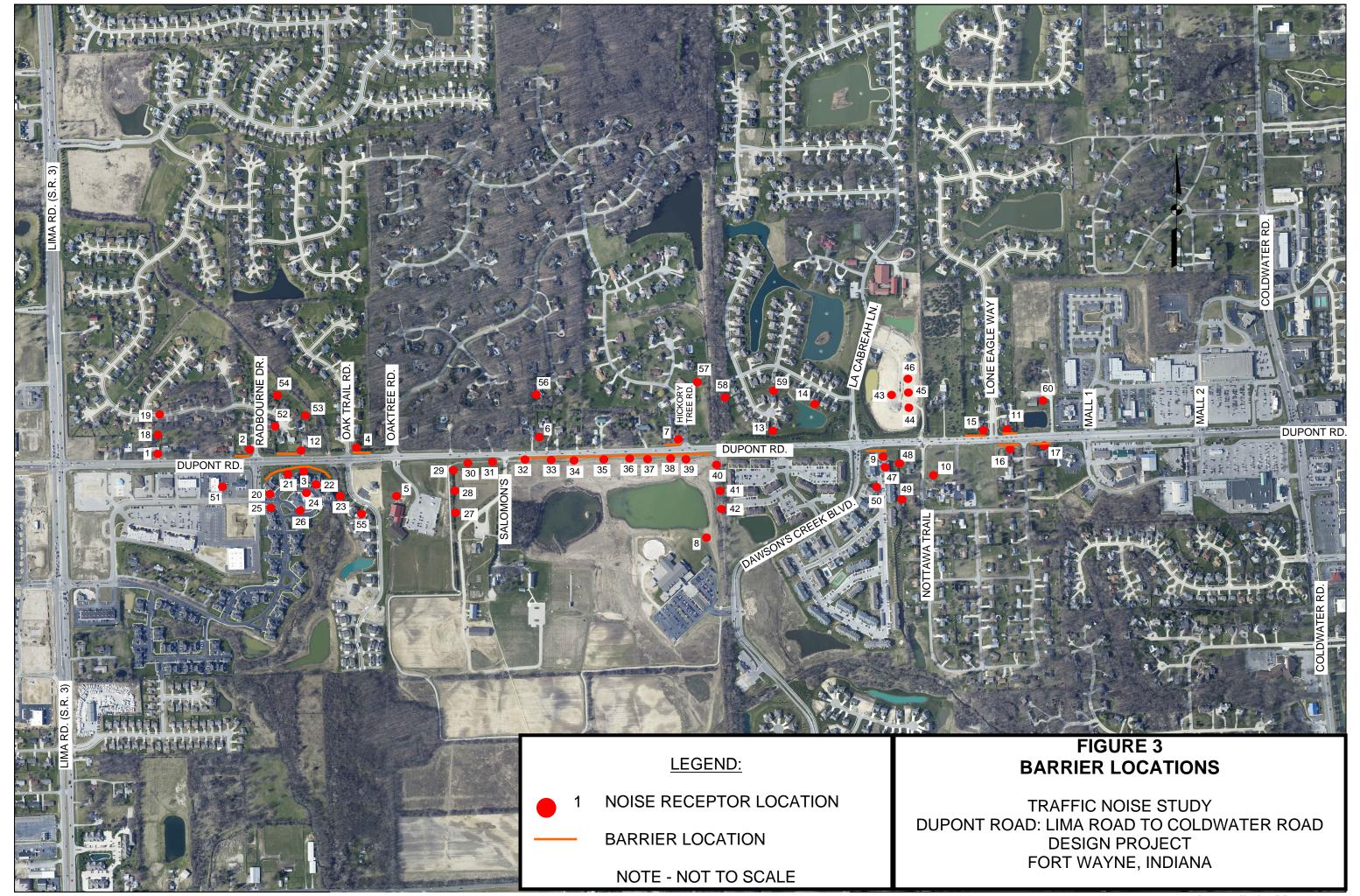


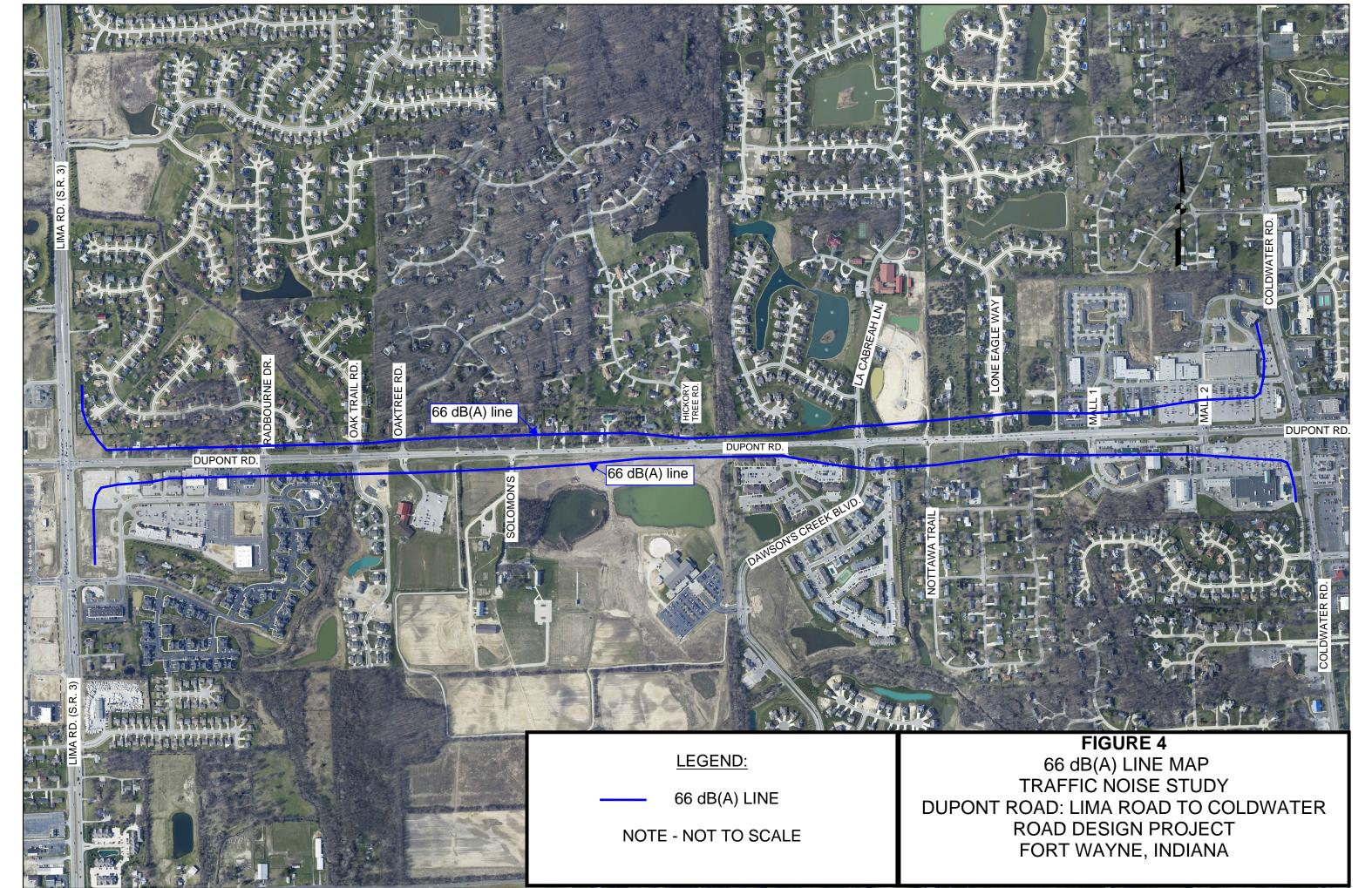
FIGURES











APPENDIX JAdditional Studies





Des No 0901798

Legend:

Boundaries		Features			
	State		Major Road		
	'10 County		Street		
	'10 Census Tract		Stream/Waterbody		
	'10 Block Group				

10 Block Group
Items in grey text are not visible at this zoom level

106.03

1 of 1

Becketts Run

107.05

1,08.13

103.05

103.06

107.06

U.S. Census Bureau



B03002

HISPANIC OR LATINO ORIGIN BY RACE

Universe: Total population

2006-2010 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides intercensal estimates of the population for the nation, states, and counties.

		3.08, Allen County, iana		7.07, Allen County, iana	Fort Wayne city, Indiana
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total:	5,289	+/-366	4,932	+/-297	253,721
Not Hispanic or Latino:	5,199	+/-371	4,786	+/-316	234,723
White alone	4,797	+/-416	4,327	+/-374	181,864
Black or African American alone	181	+/-246	273	+/-166	38,527
American Indian and Alaska Native alone	0	+/-119	0	+/-119	641
Asian alone	126	+/-93	90	+/-67	6,911
Native Hawaiian and Other Pacific Islander alone	0	+/-119	0	+/-119	117
Some other race alone	0	+/-119	4	+/-7	380
Two or more races:	95	+/-99	92	+/-81	6,283
Two races including Some other race	0	+/-119	0	+/-119	131
Two races excluding Some other race, and three or more races	95	+/-99	92	+/-81	6,152
Hispanic or Latino:	90	+/-68	146	+/-135	18,998
White alone	65	+/-61	60	+/-48	9,259
Black or African American alone	0	+/-119	0	+/-119	365
American Indian and Alaska Native alone	0	+/-119	0	+/-119	99
Asian alone	0	+/-119	0	+/-119	147
Native Hawaiian and Other Pacific Islander alone	0	+/-119	0	+/-119	0
Some other race alone	25	+/-30	86	+/-128	7,900
Two or more races:	0	+/-119	0	+/-119	1,228
Two races including Some other race	0	+/-119	0	+/-119	819
Two races excluding Some other race, and three or more races	0	+/-119	0	+/-119	409

	Fort Wayne city, Indiana
	Margin of Error
Total:	+/-367
Not Hispanic or Latino:	+/-635
White alone	+/-1,026
Black or African American alone	+/-781
American Indian and Alaska Native alone	+/-208
Asian alone	+/-439
Native Hawaiian and Other Pacific Islander alone	+/-68
Some other race alone	+/-227
Two or more races:	+/-785
Two races including Some other race	+/-83
Two races excluding Some other race, and three or more races	+/-766
Hispanic or Latino:	+/-576
White alone	+/-993
Black or African American alone	+/-256
American Indian and Alaska Native alone	+/-72
Asian alone	+/-144
Native Hawaiian and Other Pacific Islander alone	+/-119
Some other race alone	+/-953
Two or more races:	+/-276
Two races including Some other race	+/-219
Two races excluding Some other race, and three or more races	+/-161

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2006-2010 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Explanation of Symbols:

- 1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
- 2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
 - 3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
 - 4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
- 5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
- 6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- 7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
 - 8. An '(X)' means that the estimate is not applicable or not available.

U.S. Census Bureau



B17001

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

Universe: Population for whom poverty status is determined 2006-2010 American Community Survey 5-Year Estimates

Note: This is a modified view of the original table.

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, for 2010, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. For 2006 to 2009, the Population Estimates Program provides intercensal estimates of the population for the nation, states, and counties.

	Census Tract 103 Indi	.08, Allen County, iana	Census Tract 107 Indi	Fort Wayne city, Indiana	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate
Total:	5,289	+/-366	4,877	+/-297	247,538
Income in the past 12 months below poverty level:	254	+/-193	144	+/-70	37,176
Income in the past 12 months at or above poverty level:	5,035	+/-352	4,733	+/-318	210,362

	Fort Wayne city, Indiana
	Margin of Error
Total:	+/-1,613
Income in the past 12 months below poverty level:	+/-2,124
Income in the past 12 months at or above poverty level:	+/-2,588

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

While the 2006-2010 American Community Survey (ACS) data generally reflect the December 2009 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2000 data. Boundaries for urban areas have not been updated since Census 2000. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2006-2010 American Community Survey

Explanation of Symbols:

- 1. An '**' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
- 2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
 - 3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
 - 4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
- 5. An '***' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
 - 6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
- 7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
 - 8. An $^{\prime}(X)^{\prime}$ means that the estimate is not applicable or not available.

APPENDIX KMiscellaneous Information

United States Department of the Interior National Park Service Land & Water Conservation Fund

Detailed Listing of Grants Grouped by County

Grant ID & Element	Type	Grant Element Title	Grant Sponsor	Amount	Status	Date Approved	Exp. Date	Cong. District
ALLI	EN							
30 - XXX	A	FRANKE PARK	FORT WAYNE PARK BOARD	\$3,750.00	C	12/30/1967	7/31/1969	4
32 - XXX	A	KREAGER PARK	FORT WAYNE PARK BOARD	\$54,110.00	C	12/30/1967	6/24/1969	4
67 - XXX	A	FOX ISLAND NATURAL PARK	ALLEN COUNTY PARK BOARD	\$97,213.65	C	5/14/1970	12/31/1972	4
97 - XXX	D	JURY PARK DEVELOPMENT	NEW HAVEN-ADAMS TWP. PARK BOARD	\$24,640.91	C	8/30/1971	6/30/1974	4
105 - XXX	A	FRANKE PARK-AFRICAN VELDT	FORT WAYNE PARK BOARD	\$49,297.50	C	2/15/1972	12/31/1974	4
153 - XXX	D	MOSER PARK LIGHTING PROJECT	NEW HAVEN-ADAMS TWP. PARK BOARD	\$11,535.12	C	5/24/1973	12/31/1975	4
188 - XXX	A	LAND ACQ. FOR FRANKE PARK	FORT WAYNE PARK BOARD	\$13,150.00	C	2/4/1975	12/31/1977	4
201 - XXX	D	FOSTER PARK LIGHTED TENNIS COURTS	FORT WAYNE PARK BOARD	\$39,603.98	C	3/3/1975	12/31/1977	4
315 - XXX	A	D/FOX ISLAND PARK ACQ.	ALLEN COUNTY PARK BOARD	\$62,500.00	C	5/1/1978	6/30/1980	4
369 - A	C	D/FOX ISLAND PARK - PHASE III	ALLEN COUNTY PARK BOARD	\$137,184.93	C	2/26/1980	12/31/1984	4
369 - K	R	MOSER PARK POND	NEW HAVEN-ADAMS TWP. PARK BOARD	\$12,500.00	C	2/26/1980	12/31/1984	4
369 - N	A	FRANKE PARK - FOX ACQUISITION	FORT WAYNE PARK BOARD	\$40,000.00	C	2/26/1980	12/31/1984	4
371 - XXX	C	JEHL PARK	FORT WAYNE PARK BOARD	\$40,074.50	C	1/9/1980	12/31/1984	4
392 - XXX	D	HAVENHURST PARK DEVELOPMENTS	NEW HAVEN-ADAMS TWP. PARK BOARD	\$50,000.00	C	2/9/1981	12/31/1985	4
396 - XXX	D	SHERMAN ST. RIVERGREENWAY	FORT WAYNE PARK BOARD	\$280,000.00	C	7/27/1981	12/31/1986	4
408 - XXX	D	ALLEN COUNTY ROADSIDE PARKS	ALLEN COUNTY PARK BOARD	\$5,782.14	C	9/23/1983	6/30/1988	4
419 - XXX	D	FT. WAYNE RIVERGREENWAY-PHASE II	FORT WAYNE PARK BOARD	\$75,000.00	C	3/20/1984	6/30/1989	4
465 - XXX	D	ST. MARY'S RIVERGREENWAY	FORT WAYNE PARK BOARD	\$48,877.00	C	6/27/1988	12/31/1992	4
469 - XXX	D	ST. MARY'S RIVERGREENWAY-PHASE II	FORT WAYNE PARK BOARD	\$100,000.00	C	7/18/1989	6/30/1994	4
500 - XXX	C	GRABILL COMMUNITY PARK EXPANSION	GRABILL PARK BOARD	\$34,200.00	C	5/20/1994	6/30/1999	4
526 - XXX	C	BUCKNER FARM PARK	FORT WAYNE PARK BOARD	\$178,300.00	C	4/1/2002	12/31/2006	3
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Appendix K - 1

United States Department of the Interior National Park Service Land & Water Conservation Fund

Detailed Listing of Grants Grouped by County

Grant ID & Element	Type	e Grant Element Title Grant Sponsor		Amount	Status	Date Approved	Exp. Date	Cong. District
AL	LEN							
527 - XXX	D	METEA PARK NATURE CENTER	ALLEN COUNTY PARK BOARD	\$200,000.00	C	4/4/2002	12/31/2006	99
570 - XXX	D	KREAGER PARK BOUNDLESS PLAYGROUND	FORT WAYNE PARK BOARD	\$200,000.00	C	5/5/2010	12/31/2014	3
			ALLEN County Total:	\$1,757,719.73		County Count:	23	
BA	RTHOLO	DMEW						
269 - XXX	D	CLIFTY PARK DEV	COLUMBUS PARK BOARD	\$88,376.89	C	2/4/1977	12/31/1980	2
398 - XXX	C	D/HARRISON RIDGE PARK	COLUMBUS PARK BOARD	\$87,490.47	C	2/13/1981	12/31/1985	2
399 - XXX	C	D/ANDERSON FALLS NATURE PRESERVE	BARTHOLOMEW COUNTY PARK BOARD	\$55,000.00	C	2/17/1981	12/31/1985	2
412 - XXX	D	HARRISON RIDGE PARK - PHASE II	COLUMBUS PARK BOARD	\$9,174.47	С	6/21/1983	9/15/1984	2
518 - XXX	C	D/MCCULLOUGHS RUN PARK	COLUMBUS PARK BOARD	\$143,166.85	C	9/6/2000	12/31/2006	9
			BARTHOLOMEW County Total:	\$383,208.68		County Count:	5	
BE	NTON							
27 - XXX	D	FOWLER COMMUNITY SWIMMING POOL	FOWLER PARK BOARD	\$15,879.30	C	12/28/1967	9/1/1969	3
66 - XXX	D	FOWLER PARK	VIGO COUNTY PARK BOARD	\$7,950.74	C	3/13/1970	9/1/1971	5
535 - XXX	D	FOWLER POOL AND PARK RENOVATIONS	FOWLER PARK BOARD	\$117,970.00	C	3/19/2003	12/31/2008	5
569 - XXX	R	FOWLER PARK POOL REPLACEMENT	FOWLER PARK BOARD	\$133,737.09	C	3/30/2009	12/31/2013	1
			BENTON County Total:	\$275,537.13		County Count:	4	
BL	ACKFOR	RD						
347 - XXX	C	D/MONTPELIER COMMUNITY PARK	MONTPELIER PARK BOARD	\$55,186.00	C	2/23/1979	6/30/1984	5
			BLACKFORD County Total:	\$55,186.00		County Count:	1	