

Legal Notice
Of
Public Hearing

The City of Fort Wayne will hold a Public Hearing on Wednesday, June 18, 2014, beginning at 6:00 p.m., at the North Side High School located at 475 East State Boulevard, Fort Wayne, Indiana for the proposed State Boulevard Reconstruction Project between Spy Run and Cass Street, Fort Wayne, Allen County. An open house session will take place from 6:00 p.m. until 6:30 p.m. with the formal presentation beginning at 6:30 p.m.

The purpose of the public hearing is to offer all interested persons an opportunity to comment on the environmental document, 800.11(e) documentation for Section 106, and preliminary design plans for the proposed project.

The City of Fort Wayne is developing a federal-aid project to improve corridor connectivity along State Boulevard for both motorists and pedestrians alike. Currently, the existing corridor does not provide a safe traveling environment for motorists, bicyclists, or pedestrians, as the existing roadway is congested and exhibits substandard sight distance and geometrics. In addition, State Boulevard is often impassable due to roadway flooding caused by Spy Run Creek and/or the Saint Mary's River. This project, which begins at Cass Street and extends east to Spy Run, has an approximate length of 2,370 feet.

The proposed project involves widening the existing 2-lane section of State Boulevard between Clinton Street and Cass Street to four (4) lanes while correcting the substandard horizontal curve. Beginning at Cass Street and extending to Clinton Street, State Boulevard would have four (4) 10-foot travel lanes, two (2) in each direction. Between Oakridge Road and Clinton Street, the travel lanes would be separated by an 8-foot-wide raised median. The horizontal and vertical alignment would be modified between Westbrook Drive and Clinton Street to correct substandard geometrics as well as alleviate roadway flooding at Spy Run Creek. The horizontal alignment would shift a maximum of approximately 190 feet south of existing State Boulevard. The vertical alignment would be raised approximately seven (7) feet at the proposed bridge over Spy Run Creek. The roadway from Clinton Street to Spy Run Avenue would consist of four (4) 11-foot travel lanes, two (2) in each direction, separated by a 12 foot 2-way left turn lane. As appropriate, left turn lanes would be installed at the intersections. Combined concrete curb and gutters would be constructed throughout the corridor. A raised median containing landscape elements would be constructed where left turn lanes are not required between Oakridge Road and Clinton Street. New decorative lighting would be installed along the project and the existing traffic signals at Clinton Street and Spy Run Avenue would be modified as necessary.

Access to existing State Boulevard would be via a new access road, which would extend from the new State Boulevard alignment north to the existing intersection of Oakridge Road and State Boulevard. The existing State Boulevard intersections with Eastbrook Drive and Terrace Drive would be eliminated and turned into cul-de-sacs.

New sidewalks, varying in width from five (5) feet to ten 10 feet would be constructed on both sides of the roadway. The sidewalk would be constructed adjacent to the curb throughout the corridor. A sodded, landscaped utility strip, typically five (5) feet wide, would be installed between the back of curb and sidewalk where available space permits.

A new bridge structure would replace the existing bridge over Spy Run Creek. The proposed bridge would be elevated approximately seven (7) feet to eliminate roadway flooding along State Boulevard. As a part of this project, a new pedestrian bridge would be constructed over State Boulevard at the existing abandoned railroad crossing. Sidewalk ramps would extend from proposed State Boulevard to the pedestrian bridge approach connecting State Boulevard to the future Pufferbelly Trail. The pedestrian bridge and ramps would be utilized by the proposed Pufferbelly Trail, which would be constructed by others.

The proposed project would require an estimated 15 residential relocations from the Brookview-Irvington Historic District in order to provide the right-of-way necessary to widen State Boulevard on the new alignment.

For the entire proposed project, a total of approximately 3.80 acres of new permanent and 2.50 acres of temporary right-of-way would be required. Based on 2015 costs, the estimated cost of the project is \$10,372,000.

The proposed action impacts items listed on or eligible for inclusion on the National Register of Historic Places (NRHP). The FHWA has issued an “adverse effect” finding for the project due to impacts to the Fort Wayne Park and Boulevard System Historic District (NRHP, 2010), Brookview-Irvington Park Historic District (NRHP, 2011) and the Bridge over Spy Run Creek (NBI No. 0200273).

The undertaking would affect the Fort Wayne Park and Boulevard System Historic District. In correcting the substandard horizontal curve and widening the roadway, the project would acquire right-of-way from the District and alter the historic location of State Boulevard. In addition, Eastbrook Drive (contributing feature) would be eliminated to the south of State Boulevard. The undertaking also proposes the removal of the existing bridge over Spy Run Creek, a contributing property. The realigned State Boulevard profile would have a significant increase in vertical elevation (approximately 7-feet) as it passes over Spy Run Creek, introducing a visual barrier through the historic district as well as diminishing the presence of the sloping hills and natural features (contributing feature). A prefabricated trail bridge, access ramps, and retaining walls (associated with the Pufferbelly trail) would be constructed over contributing State Boulevard at the abandoned New York Central Railroad bridge, introducing a new visual element to the District.

The undertaking would require the removal of approximately 15 contributing residential resources (not individually NRHP eligible) from the Brookview-Irvington Park Historic District, which would also result in a change to the orientation of the Brookview neighborhood plat (contributing resource). The realignment of State Boulevard and change in elevation would also result in the bifurcation of the district. Most of the contributing resources located within the project area would be removed from their historical locations: State Boulevard realignment, removal of residential resources, and the removal of the bridge over Spy Run Creek. Through the realignment of State Boulevard, the conversion of both Eastbrook Drive and Terrace Drive (north of State Boulevard) to cul-de-sacs, the replacement of the bridge over Spy Run Creek, and the removal of 15 contributing properties, the landscape of the area would be modified altering the character and setting of the district by creating much larger open public spaces. The construction of a prefabricated trail bridge over State Boulevard at the abandoned New York Central Railroad would also change the character of the district along State Boulevard.

The bridge over Spy Run Creek, located near the center of the project area, would be removed as it does not provide a sufficient waterway opening and is in poor condition. As part of the Indiana Historic Bridge Inventory project, the bridge was determined to be Non-Select. The bridge has been marketed for re-use for the past six months and information about the bridge can be found on the INDOT Historic Bridge Marketing website: <http://www.in.gov/indot/2532.htm>. The removal or demolition would be consistent with the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana State Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana’s Historic Bridges” (Historic Bridge PA). The public hearing will be the last opportunity for a responsible party to step forward and provide the necessary sureties to obtain ownership of the bridge.

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 the 36 CFR 800.11(e) is available for inspection at the locations referenced below. This documentation serves as the basis for the Federal Highway Administration’s “adverse effect” finding. The views of the public on this finding are being sought.

The Fort Wayne Park and Boulevard System Historic District, Brookview-Irvington Park Historic District, and the Bridge over Spy Run Creek have been identified within the limits of the proposed project as Section 4(f) Resources. As a result of FHWA’s “adverse effect” finding there is a Section 4(f) use. An Individual Section 4(f) evaluation has also been prepared documenting the preferred alternative which causes the least overall harm in light of the statute’s preservation purpose. The proposed action includes all possible planning to minimize harm to each of the identified 4(f) resources. Additionally, 0.55 acre of permanent right-of-way and 0.12 acre of temporary right-of-way will be acquired from Vesey Park, which is also a Section 4(f) resource. This impact has been determined to be *de minimis* with regard to Section 4(f).

The Federal Highway Administration (FHWA) and the Indiana Department of Transportation have agreed this project falls within the guidelines of an Environmental Assessment (EA) document.

The Public Hearing will consist of an informal Q&A session involving the project management team and a formal presentation regarding the project. Public statements for the record will be taken after the presentation. Individuals interested in participating in the public statement session may sign the speaker's schedule prior to the presentation.

All comments collected before, during, and for a period of 30 days after the hearing will be addressed in the Finding of No Significant Impact (FONSI) request document submitted to the FHWA.

Before and after the formal hearing, the EA document and the 800.11(e) documentation for Section 106 will be available for review. Anyone interested in talking to the engineers about the project may do so before or after the formal hearing. Conversations prior to or after the formal hearing will not be part of the official record.

A copy of the EA document and the 800.11(e) documentation for Section 106 are available for viewing at the following locations on or after June 4, 2014.

- Allen County Public Library, 900 Library Plaza, Fort Wayne, Indiana 46802. Phone: (260) 421-1200
- Allen County Public Library, 2201 Sherman Boulevard, Fort Wayne, Indiana 46808. Phone (260) 421-1335
- Fort Wayne Transportation Engineering Department, Citizens Square, Ste. 210, 200 East Berry Street, Fort Wayne, Indiana 46802. Phone: (260) 427-1356

In accordance with the “Americans With Disabilities Act”, if you have a disability for which the City of Fort Wayne needs to provide accommodations, please call Briana Hope at American Structurepoint, Inc., at (317) 547-5580, by Monday, June 16, 2014.

This notice is published in compliance with Title 23, Code of Federal Regulations, Section 771.111(h) entitled “Early Coordination, Public Involvement and Project Development,” and the Indiana Public Involvement Manual approved by the Federal Highway Administration, US Department of Transportation, on April 1, 2009.

Please direct any questions or comments concerning this project to Briana Hope, American Structurepoint, Inc., 7260 Shadeland Station, Indianapolis, Indiana 46256. (317) 547-5580, bhope@structurepoint.com. Comments on the proposed project will be accepted for 30 days after the Public Hearing. Comments or concerns brought forth by the public during this process will be addressed in the FONSI request document submitted to the FHWA.