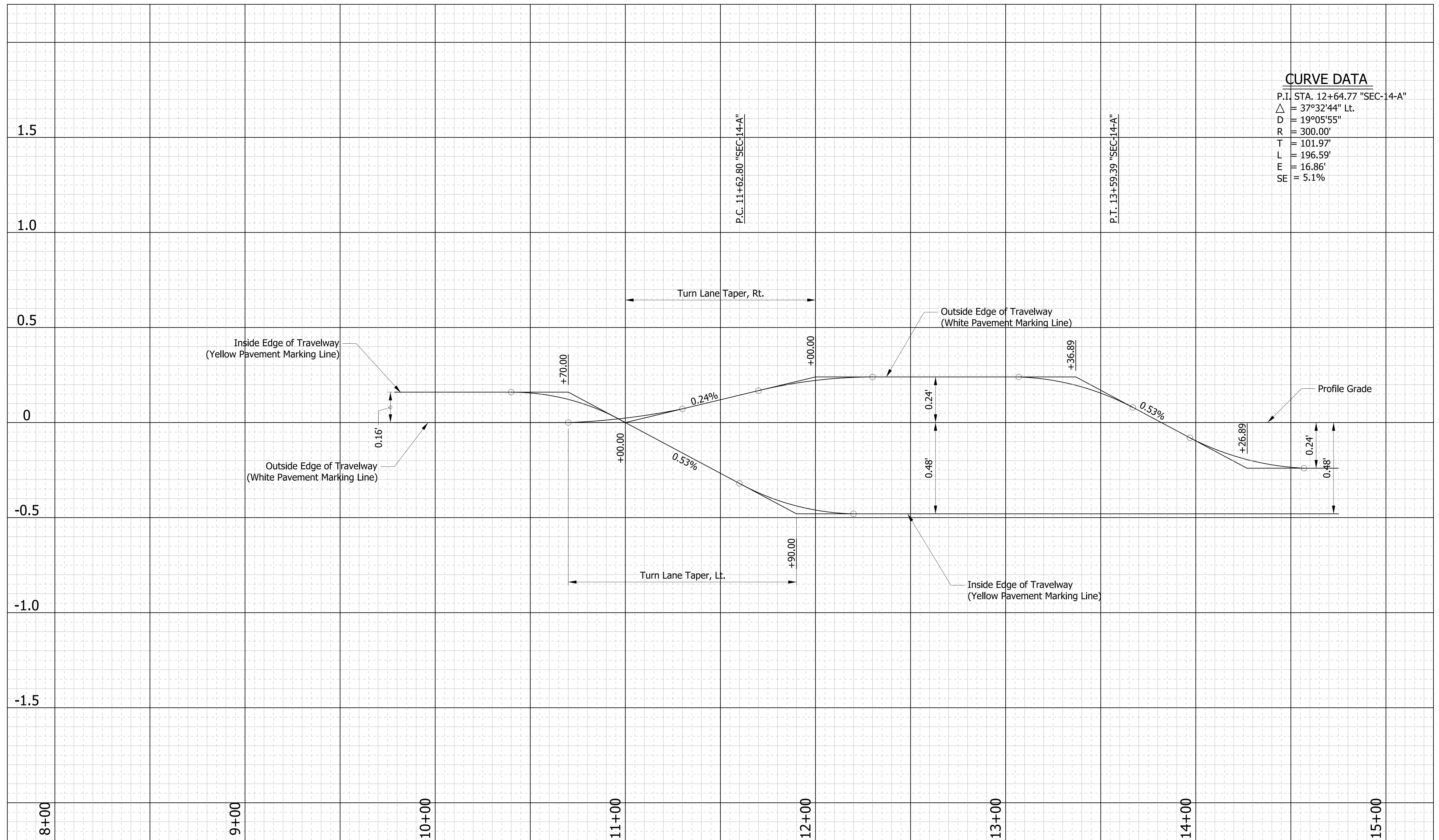


S:\COL\4000-1099\4060\338\Drawings\CAD\Plans\Sht Superlevation Diagram.dgn 3/3/2020 2:17:12 PM andreasb



**CURVE DATA**

P.I. STA. 12+64.77 "SEC-14-A"

$\Delta = 37^\circ 32' 44''$  Lt.

D = 19°05'55"

R = 300.00'

T = 101.97'

L = 196.59'

E = 16.86'

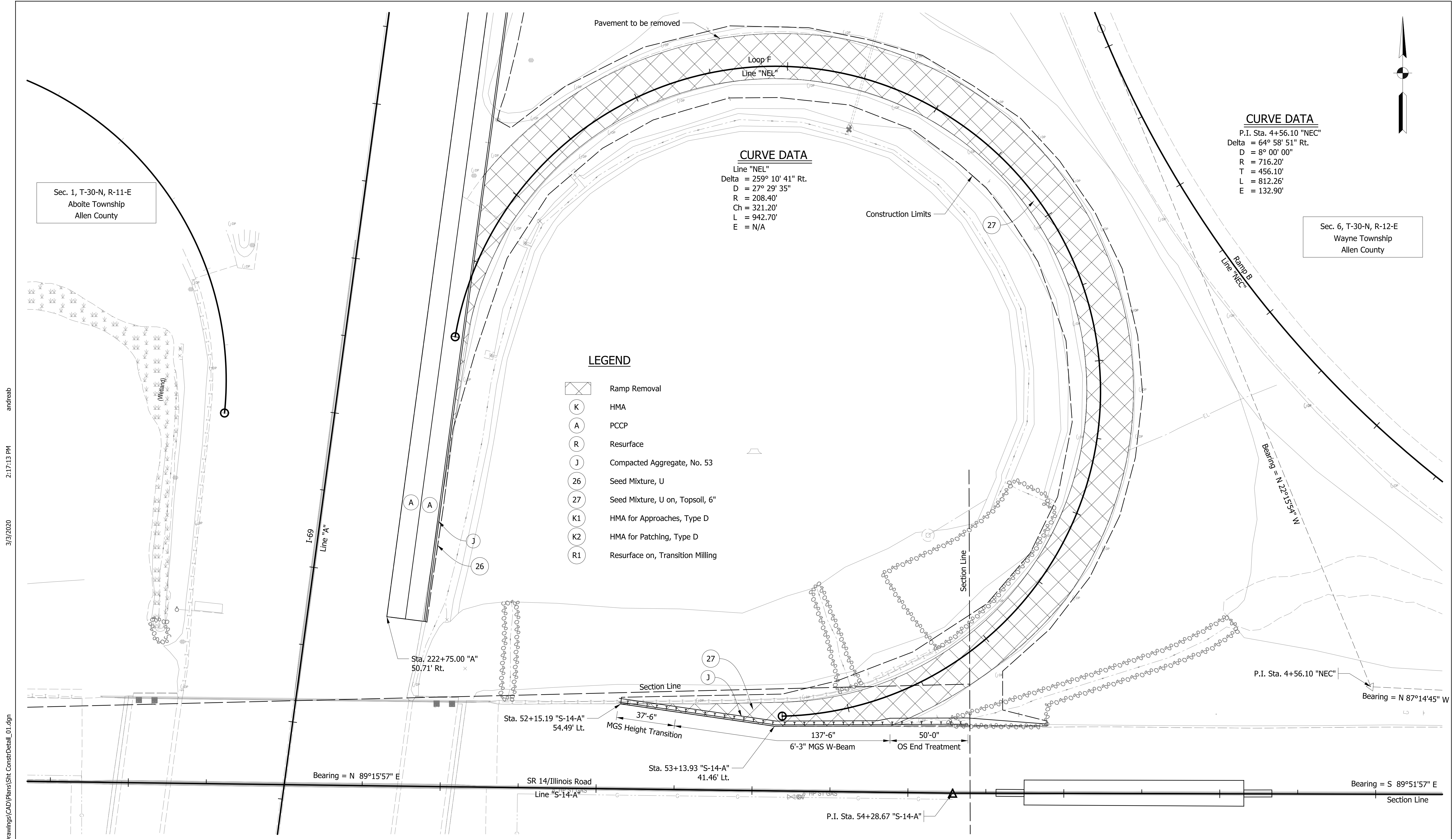
SE = 5.1%

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB	
CHECKED: ALB	CHECKED: MAR	

INDIANA  
DEPARTMENT OF TRANSPORTATION

**SUPERELEVATION DIAGRAM  
LINE "SEC-14-A"**

HORIZONTAL SCALE 1" = 25'	BRIDGE FILE NO. NA
VERTICAL SCALE	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 40 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091



Sec. 1, T-30-N, R-11-E  
Aboite Township  
Allen County

Sec. 6, T-30-N, R-12-E  
Wayne Township  
Allen County

**CURVE DATA**  
Line "NEL"  
Delta = 259° 10' 41" Rt.  
D = 27° 29' 35"  
R = 208.40'  
Ch = 321.20'  
L = 942.70'  
E = N/A

**CURVE DATA**  
P.I. Sta. 4+56.10 "NEC"  
Delta = 64° 58' 51" Rt.  
D = 8° 00' 00"  
R = 716.20'  
T = 456.10'  
L = 812.26'  
E = 132.90'

**LEGEND**

- Ramp Removal
- HMA
- PCCP
- Resurface
- Compacted Aggregate, No. 53
- Seed Mixture, U
- Seed Mixture, U on, Topsoil, 6"
- HMA for Approaches, Type D
- HMA for Patching, Type D
- Resurface on, Transition Milling

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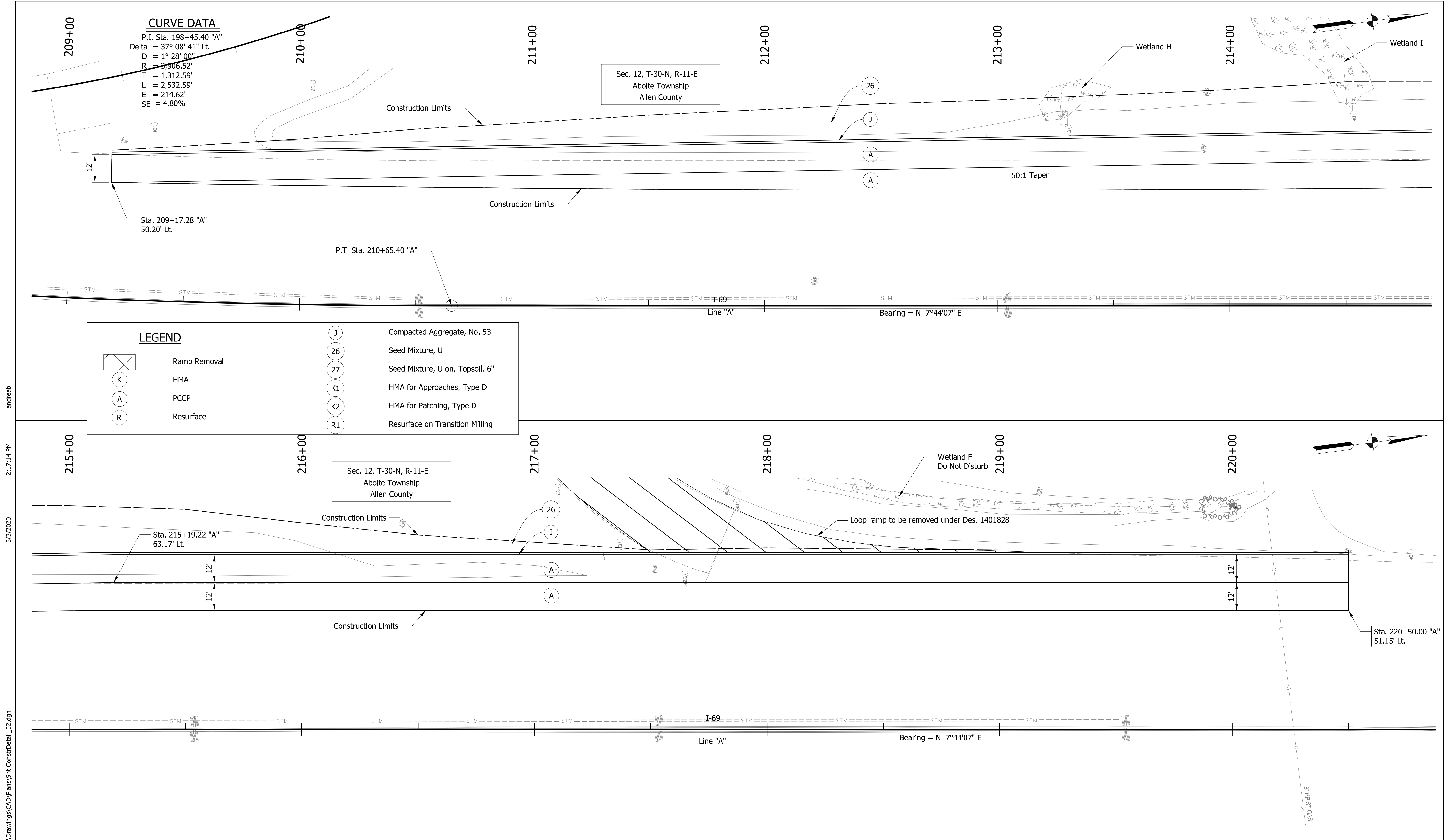
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB	
CHECKED: ALB	CHECKED: MAR	

**INDIANA DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION DETAILS**

**LOOP F REMOVAL**

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 30'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	41 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091



**LEGEND**

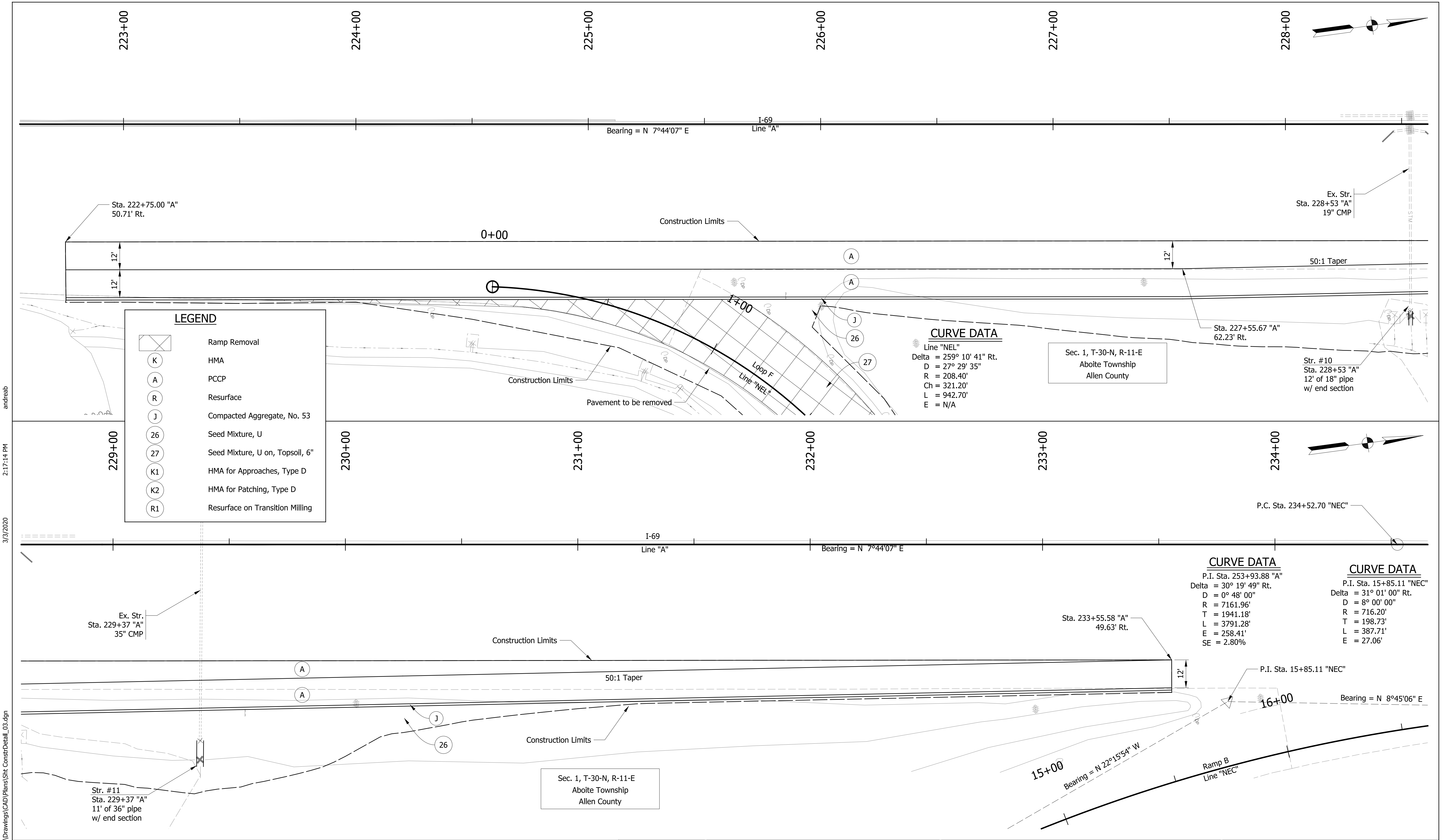
	Ramp Removal	(J)	Compacted Aggregate, No. 53
(K)	HMA	(26)	Seed Mixture, U
(A)	PCCP	(27)	Seed Mixture, U on, Topsoil, 6"
(R)	Resurface	(K1)	HMA for Approaches, Type D
		(K2)	HMA for Patching, Type D
		(R1)	Resurface on Transition Milling

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RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB		
CHECKED: ALB	CHECKED: MAR		

**INDIANA DEPARTMENT OF TRANSPORTATION**  
**CONSTRUCTION DETAILS**  
**LINE "A"**

HORIZONTAL SCALE 1" = 20'	BRIDGE FILE NO. NA
VERTICAL SCALE NA	DESIGNATION NO. 1800091
SURVEY BOOK NO. NA	SHEETS 42 of 73
CONTRACT NO. R-41809	PROJECT NO. 1800091



**LEGEND**

	Ramp Removal
	HMA
	PCCP
	Resurface
	Compacted Aggregate, No. 53
	Seed Mixture, U
	Seed Mixture, U on, Topsoil, 6"
	HMA for Approaches, Type D
	HMA for Patching, Type D
	Resurface on Transition Milling

**CURVE DATA**

Line "NEL"  
Delta = 259° 10' 41" Rt.  
D = 27° 29' 35"  
R = 208.40'  
Ch = 321.20'  
L = 942.70'  
E = N/A

**CURVE DATA**

P.I. Sta. 253+93.88 "A"  
Delta = 30° 19' 49" Rt.  
D = 0° 48' 00"  
R = 7161.96'  
T = 1941.18'  
L = 3791.28'  
E = 258.41'  
SE = 2.80%

**CURVE DATA**

P.I. Sta. 15+85.11 "NEC"  
Delta = 31° 01' 00" Rt.  
D = 8° 00' 00"  
R = 716.20'  
T = 198.73'  
L = 387.71'  
E = 27.06'

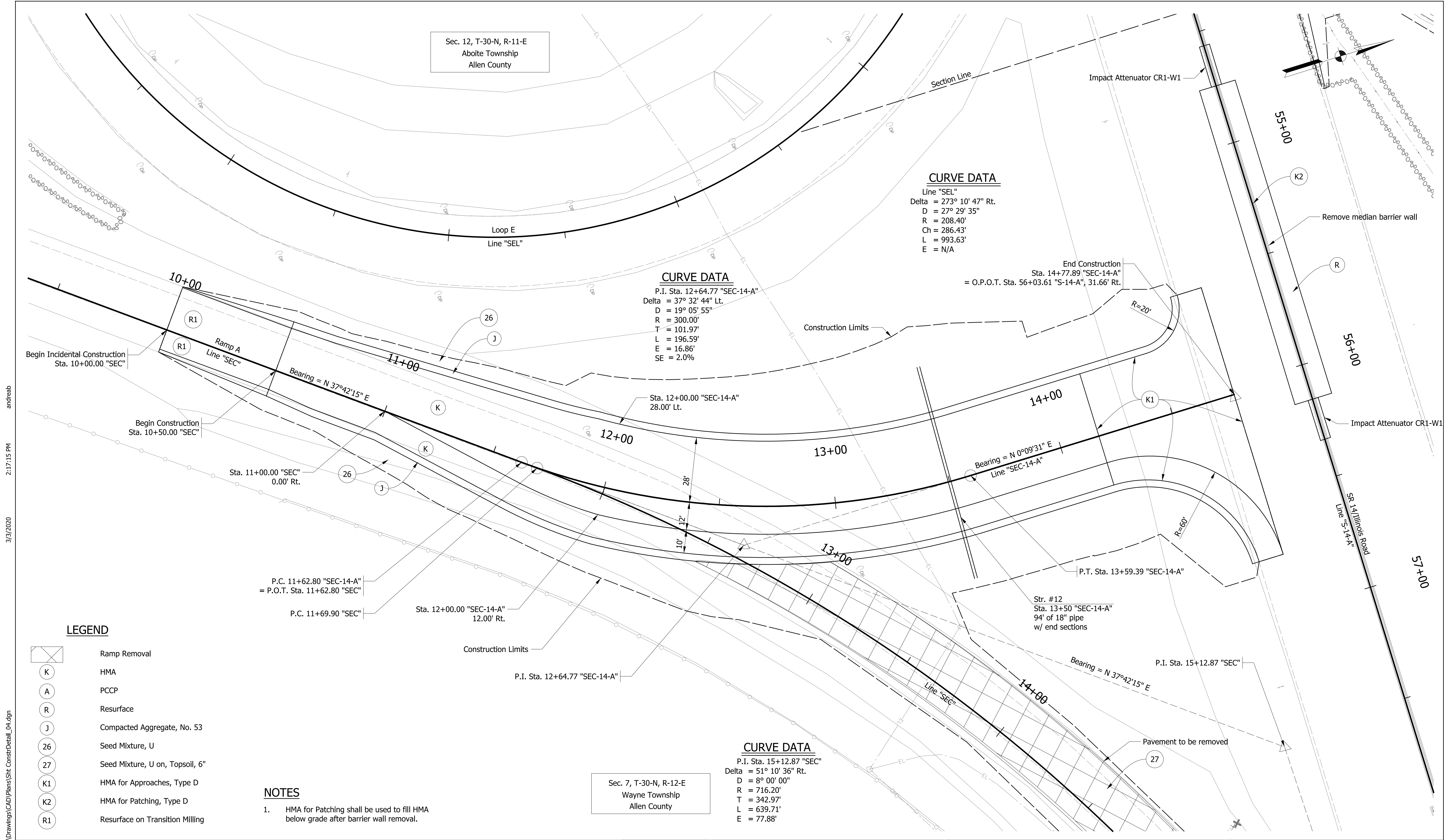
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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB	
CHECKED: ALB	CHECKED: MAR	

**INDIANA DEPARTMENT OF TRANSPORTATION**  
**CONSTRUCTION DETAILS**  
**LINE "A"**

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 20'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	43 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091





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Sec. 12, T-30-N, R-11-E  
Aboite Township  
Allen County

Sec. 7, T-30-N, R-12-E  
Wayne Township  
Allen County

**CURVE DATA**

Line "SEL"  
Delta = 273° 10' 47" Rt.  
D = 27° 29' 35"  
R = 208.40'  
Ch = 286.43'  
L = 993.63'  
E = N/A

**CURVE DATA**

P.I. Sta. 12+64.77 "SEC-14-A"  
Delta = 37° 32' 44" Lt.  
D = 19° 05' 55"  
R = 300.00'  
T = 101.97'  
L = 196.59'  
E = 16.86'  
SE = 2.0%

**CURVE DATA**

P.I. Sta. 15+12.87 "SEC"  
Delta = 51° 10' 36" Rt.  
D = 8° 00' 00"  
R = 716.20'  
T = 342.97'  
L = 639.71'  
E = 77.88'

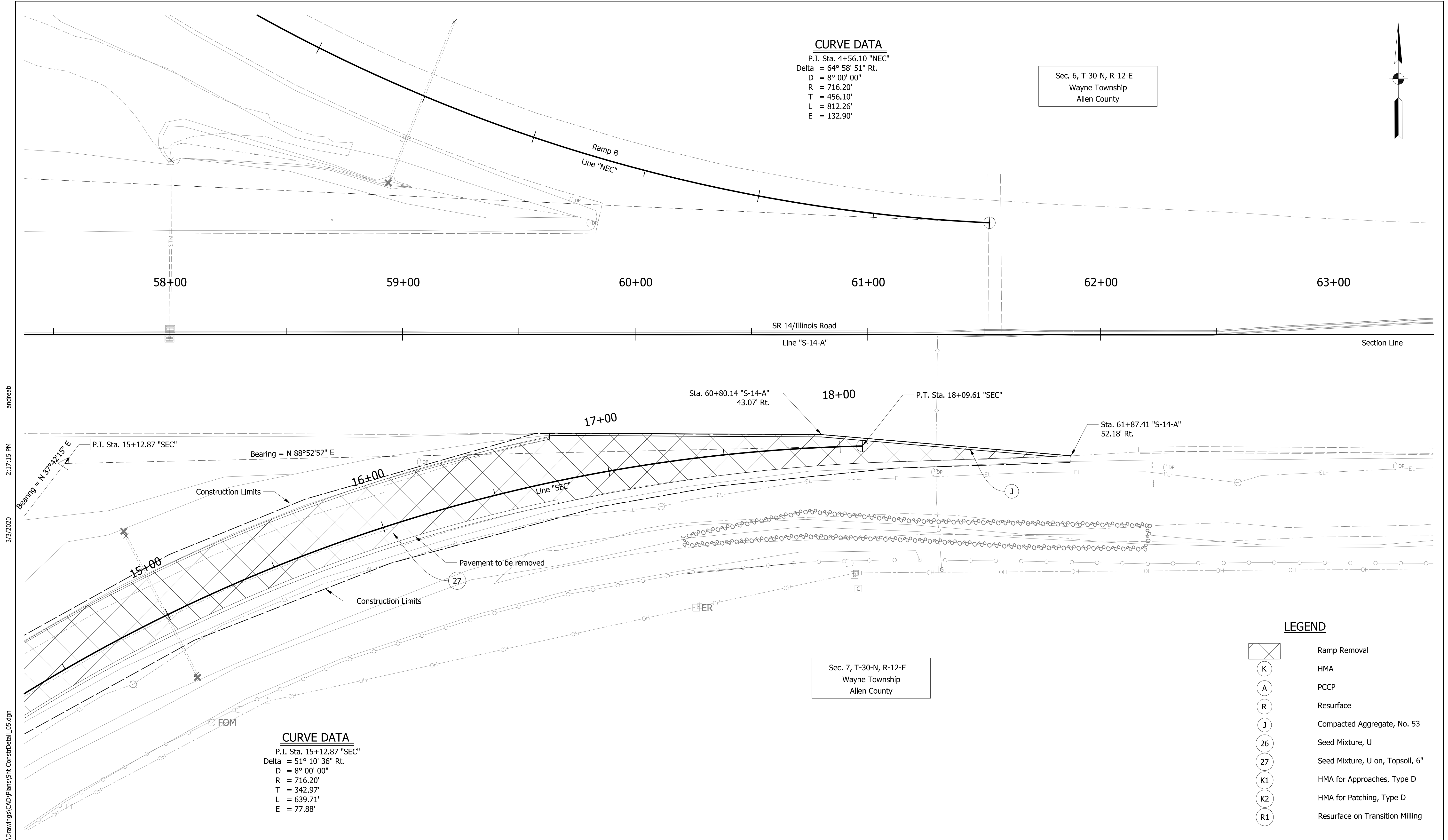
**LEGEND**

- Ramp Removal
- HMA
- PCCP
- Resurface
- Compacted Aggregate, No. 53
- Seed Mixture, U
- Seed Mixture, U on, Topsoil, 6"
- HMA for Approaches, Type D
- HMA for Patching, Type D
- Resurface on Transition Milling

**NOTES**

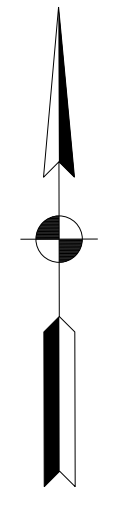
1. HMA for Patching shall be used to fill HMA below grade after barrier wall removal.

RECOMMENDED FOR APPROVAL _____		DESIGN ENGINEER _____ DATE _____		<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>		HORIZONTAL SCALE 1" = 20'		BRIDGE FILE NO. NA	
DESIGNED: ZMS		DRAWN: ACB				<b>CONSTRUCTION DETAILS</b>		VERTICAL SCALE NA	
CHECKED: ALB		CHECKED: MAR		<b>LINE "SEC-14-A"</b>				SURVEY BOOK NO. NA	
								CONTRACT NO. R-41809	



**CURVE DATA**  
 P.I. Sta. 4+56.10 "NEC"  
 Delta = 64° 58' 51" Rt.  
 D = 8° 00' 00"  
 R = 716.20'  
 T = 456.10'  
 L = 812.26'  
 E = 132.90'

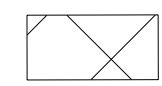

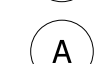





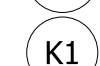

Sec. 6, T-30-N, R-12-E  
 Wayne Township  
 Allen County



**CURVE DATA**  
 P.I. Sta. 15+12.87 "SEC"  
 Delta = 51° 10' 36" Rt.  
 D = 8° 00' 00"  
 R = 716.20'  
 T = 342.97'  
 L = 639.71'  
 E = 77.88'

Sec. 7, T-30-N, R-12-E  
 Wayne Township  
 Allen County

**LEGEND**

-  Ramp Removal
-  HMA
-  PCCP
-  Resurface
-  Compacted Aggregate, No. 53
-  Seed Mixture, U
-  Seed Mixture, U on, Topsoil, 6"
-  HMA for Approaches, Type D
-  HMA for Patching, Type D
-  Resurface on Transition Milling

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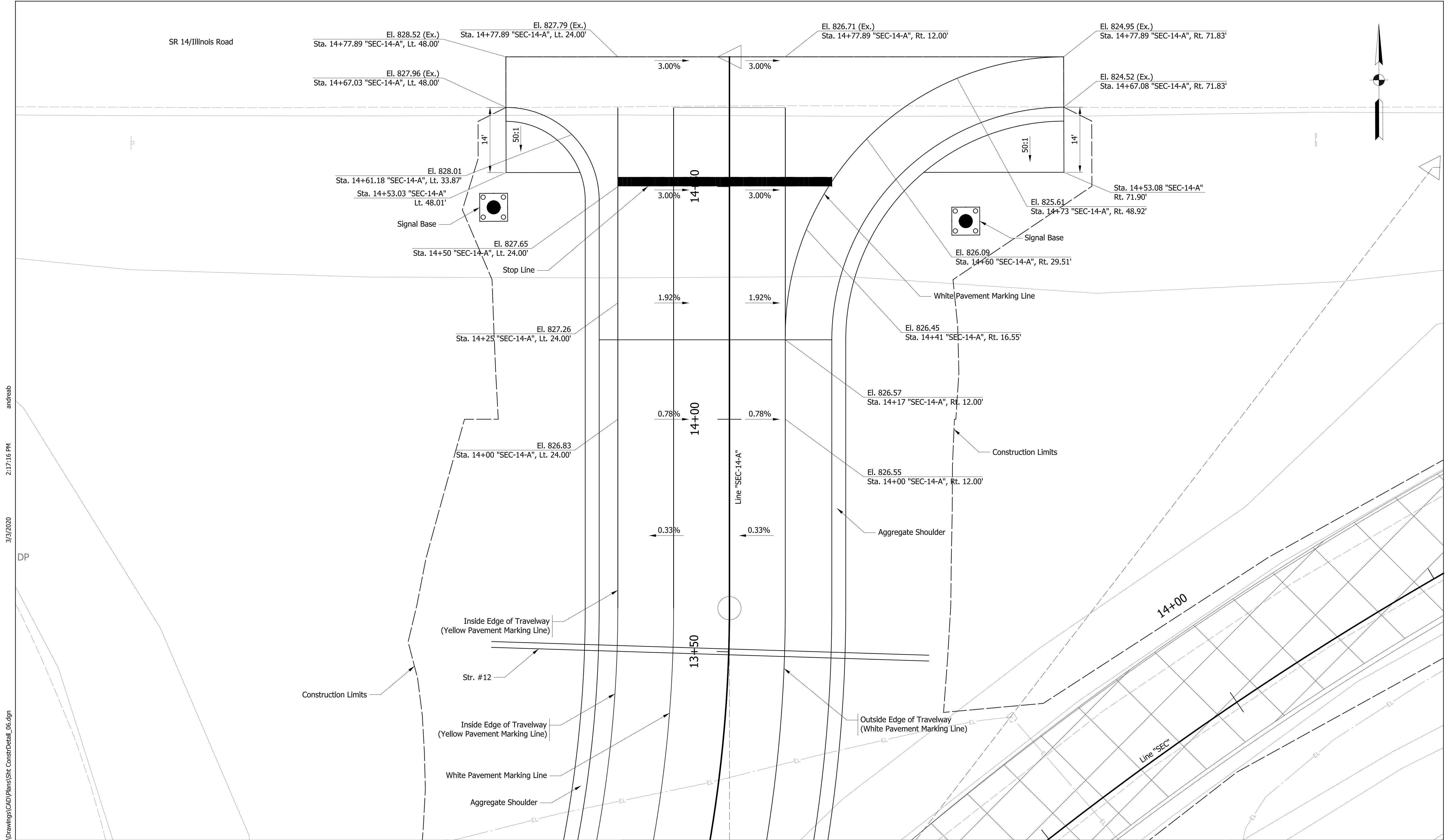
RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB	
CHECKED: ALB	CHECKED: MAR	

**INDIANA DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION DETAILS**

**LINE "SEC"**

HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 20'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	45 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091

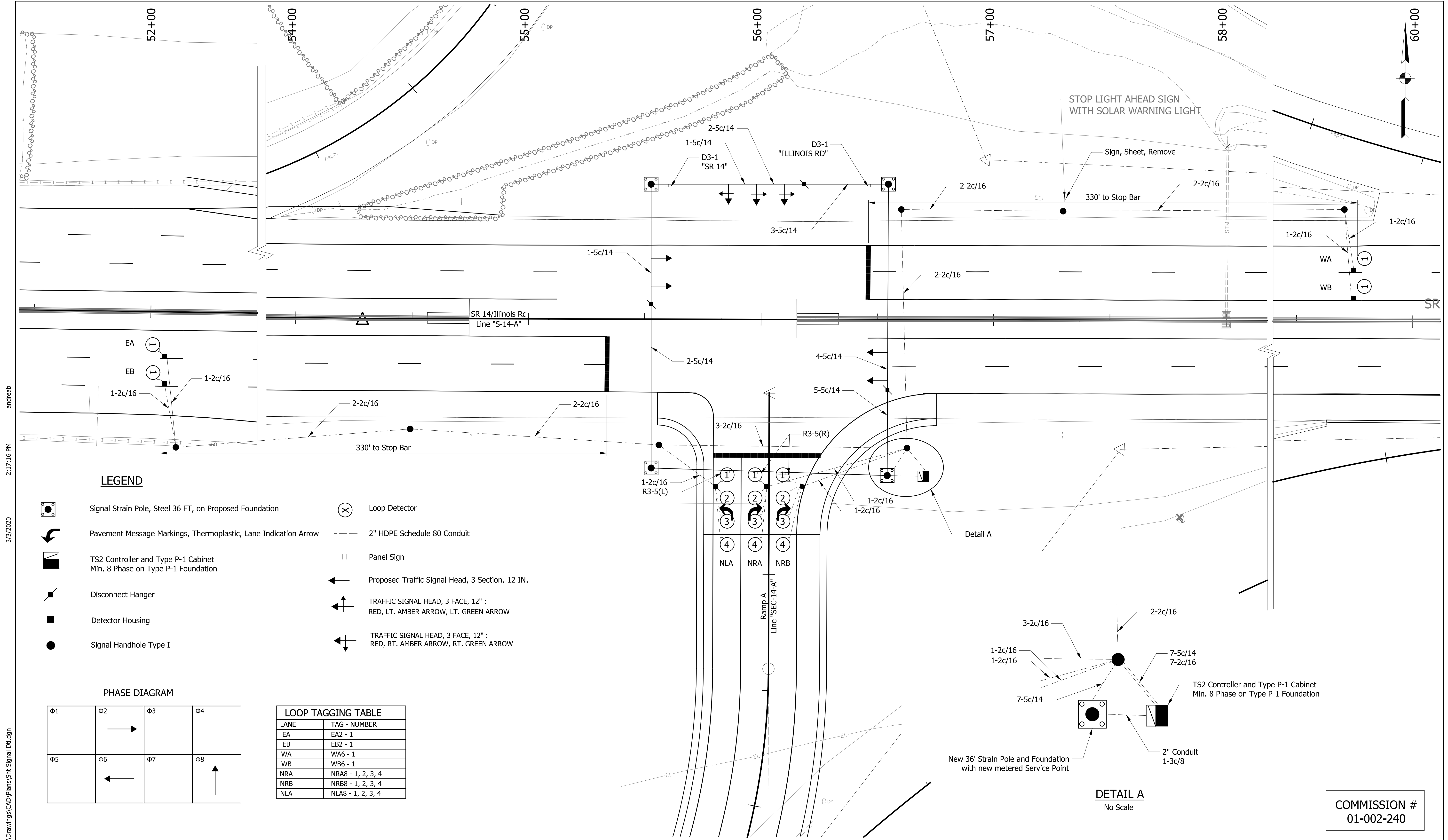


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RECOMMENDED FOR APPROVAL		DESIGN ENGINEER	DATE
DESIGNED: ZMS	DRAWN: ACB		
CHECKED: ALB	CHECKED: MAR		

**INDIANA DEPARTMENT OF TRANSPORTATION**  
**RAMP DETAIL**  
**LINE "SEC-14-A"**

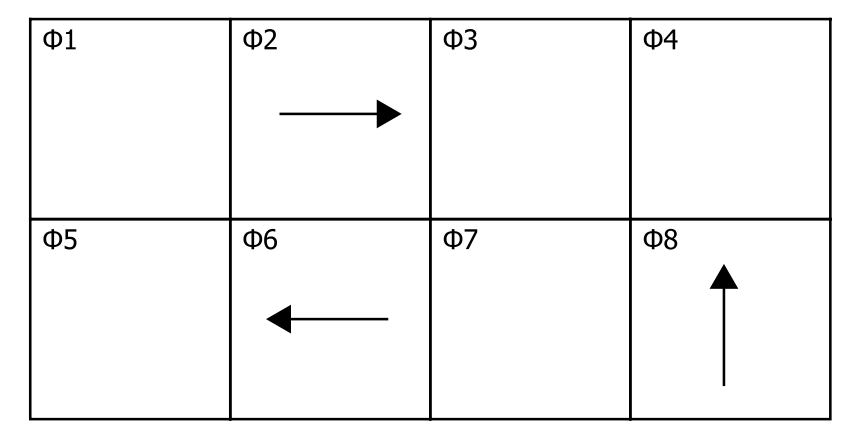
HORIZONTAL SCALE	BRIDGE FILE NO.
1" = 10'	NA
VERTICAL SCALE	DESIGNATION NO.
NA	1800091
SURVEY BOOK NO.	SHEETS
NA	46 of 73
CONTRACT NO.	PROJECT NO.
R-41809	1800091



**LEGEND**

- Signal Strain Pole, Steel 36 FT, on Proposed Foundation
- Pavement Message Markings, Thermoplastic, Lane Indication Arrow
- TS2 Controller and Type P-1 Cabinet Min. 8 Phase on Type P-1 Foundation
- Disconnect Hanger
- Detector Housing
- Signal Handhole Type I
- Loop Detector
- 2" HDPE Schedule 80 Conduit
- Panel Sign
- Proposed Traffic Signal Head, 3 Section, 12 IN.
- TRAFFIC SIGNAL HEAD, 3 FACE, 12" : RED, LT. AMBER ARROW, LT. GREEN ARROW
- TRAFFIC SIGNAL HEAD, 3 FACE, 12" : RED, RT. AMBER ARROW, RT. GREEN ARROW

**PHASE DIAGRAM**



LOOP TAGGING TABLE	
LANE	TAG - NUMBER
EA	EA2 - 1
EB	EB2 - 1
WA	WA6 - 1
WB	WB6 - 1
NRA	NRA8 - 1, 2, 3, 4
NRB	NRB8 - 1, 2, 3, 4
NLA	NLA8 - 1, 2, 3, 4

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**COMMISSION #**  
01-002-240

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE	BRIDGE FILE NO.
		1" = 20'	NA
DESIGNED: ZMS	SIGNAL DETAIL SR 14/ILLINOIS ROAD AT RAMP A	VERTICAL SCALE	DESIGNATION NO.
CHECKED: ALB		1800091	
DRAWN: ACB	SURVEY BOOK NO.	SHEETS	
CHECKED: MAR	NA	47	of 73
	CONTRACT NO.	PROJECT NO.	
	R-41809	1800091	





**STRUCTURE DATA TABLE**

STRUCTURE NUMBER	LOCATION			SIZE (in)	PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE	LENGTH (ft)	SKEW	COVER (ft)	FLOW LINE		SERVICE LIFE (yr.)	SITE DESIGNATION	PH	BACKFILL METHOD	STRUCTURAL BACKFILL, TYPE 2 CYS	STRUCTURAL BACKFILL, TYPE 5 CYS	GEOTEXTILES SYS	GRATED BOX END SECTION, TYPE 1 EA.	PIPE END SECTION EA.	REVEITEMENT RIPRAP TON	CONNECT TO STR. NO.	REMARKS				
	STATION	LEFT	RIGHT							CROSS	UPSTREAM													DOWN STREAM			
											ELEV.													ELEV.			
10	228+53 "A"			X	18	1	PIPE EXTENSION	6.0	1.8	816.28	816.17	75	NA	7.0	1	2.5			1								
11	229+37 "A"			X	36	1	PIPE EXTENSION	11.0	4.7	812.74	812.63	75	NA	7.0	1	18.5			1								
12	13+50 "SEC-14-A"			X	18	1	PIPE	94.0	4.5	819.00	818.55	75	NA	7.0	1	81.4				2							
<b>Total This Sheet</b>																102.4	0.0	0.0	2	2	0.0						

**PIPE MATERIAL TABLE**

INT. DES.	CONC.	PLASTIC PIPE	CORRUGATED STEEL PIPE / PIPE-ARCH	COR. ALUM. PIPE / P-ARCH	SPRAL RIB STEEL PIPE	STRUCTURAL PLATE PIPE / PIPE-ARCH
STRUCTURE #	10	11	12			
SMOOTH PIPE SIZE	18	36	18			
CORRUGATED PIPE SIZE	18	36	18			
SEMI SMOOTH PIPE SIZE	18	36	18			
RCP/RCHP(S)	CLASS II	II	II			
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)	D 0.01 RATING 1000	1000	1000			
CORRUGATED PE PIPE, TYPE S (S)*		X	X			
PROFILE WALL (RIBBED) PE PIPE (S)*		X	X			
PROFILE WALL (CLOSED) PE PIPE (S)*		X	X			
SMOOTH WALL PE PIPE (S)* / MAXIMUM DR		DR = 26	DR = 26			
CORRUGATED PP PIPE (S)		X	X			
PROFILE WALL PVC PIPE (S)		X	X			
SMOOTH WALL PVC PIPE (S)*		X	X			
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)		X	X			
FULLY BIT. PAVED & LINED (S)	CORR. PROFILE THICKNESS					
ZINC COATED ( C )	CORR. PROFILE THICKNESS	2 2/3" X 1/2"	0.138			
ZINC COATED W/ BPI ( C )	CORR. PROFILE THICKNESS	2 2/3" X 1/2"	0.168			
ZINC COATED W/ BPI ( C ) (LS)	CORR. PROFILE THICKNESS	2 2/3" X 1/2"	0.109	2 2/3" X 1/2"	2 2/3" X 1/2"	
ALUM. COATED TYPE 2 ( C )	CORR. PROFILE THICKNESS	0.109	0.109	5" X 1"	0.109	
ALUM. COATED TYPE 2 ( C ) (LS)	CORR. PROFILE THICKNESS	0.109	0.109	5" X 1"	0.109	
POLYMER PRECOATED GALVANIZED ( C )	CORR. PROFILE THICKNESS	2 2/3" X 1/2"	0.109	5" X 1"	0.109	
POLYMER PRECOATED GALVANIZED ( C ) (LS)	CORR. PROFILE THICKNESS	0.109	0.109	5" X 1"	0.109	
POLYMER PRECOATED GALVANIZED CORRUGATED STEEL PIPE TYPE 1A (S) (LS)	CORR. PROFILE THICKNESS	2 2/3" X 1/2"	0.109	2 2/3" X 1/2"	2 2/3" X 1/2"	
CORRUGATED ALUM. ALLOY ( C )	CORR. PROFILE THICKNESS	2 2/3" X 1/2"	0.06	0.075	0.06	
CORRUGATED ALUM. ALLOY W. BPI ( C )	CORR. PROFILE THICKNESS	3" X 1"	0.06			
ZINC COATED (SS)	CORR. PROFILE THICKNESS					
ZINC COATED W/ BPI (SS)	CORR. PROFILE THICKNESS	3/4"X 3/4" X 7 1/2"	0.109	3/4"X 3/4" X 7 1/2"	3/4"X 3/4" X 7 1/2"	
ALUM. COATED TYPE 2 (SS)	CORR. PROFILE THICKNESS	3/4"X 3/4" X 7 1/2"	0.109	3/4"X 3/4" X 7 1/2"	3/4"X 3/4" X 7 1/2"	
POLYMER PRECOATED GALVANIZED (SS)	CORR. PROFILE THICKNESS	3/4"X 3/4" X 7 1/2"	0.109	3/4"X 3/4" X 7 1/2"	3/4"X 3/4" X 7 1/2"	
STR. PLATE ALUMINUM ALLOY ( C )	CORR. PROFILE THICKNESS					
STR. PLATE ALUMINUM ALLPOY W/ CFP ( C )	CORR. PROFILE THICKNESS					
STR. PLATE STEEL ( C )	CORR. PROFILE THICKNESS					
STR. PLATE STEEL W/ CFP ( C )	CORR. PROFILE THICKNESS					

**LEGEND**

- RCP REINFORCED CONCRETE PIPE
- RCHP REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE
- PA POLYETHYLENE
- DR DIMENSION RATIO
- PVC POLYVINYL CHLORIDE
- BIT BITUMINOUS
- CORR CORRUGATION
- BPI BITUMINOUS PAVED INVERT
- ALUM ALUMINUM
- STR STRUCTURAL
- CFP CONCRETE FIELD PAVING
- (S) SMOOTH PIPE MATERIAL
- (C) CORRUGATED PIPE MATERIAL
- OK ACCEPTABLE FOR USE
- (LS) LOCK SEAM PIPE REQUIRED
- \* REFER TO INDOT STANDARD DRAWING 715-PHCL-18 OR 19 FOR NOMINAL DIAMETER APPROPRIATE FOR PAY ITEM DIAMETER
- \*\* TABULATED THICKNESS REFERS TO TOP & SIDE PLATES. BOTTOM PLATES SHALL BE OF NEXT GREATER AVAILABLE THICKNESS.

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER _____ DATE _____	<b>INDIANA DEPARTMENT OF TRANSPORTATION</b>		HORIZONTAL SCALE NA	BRIDGE FILE NO. NA
	<b>MISCELLANEOUS TABLES</b>		VERTICAL SCALE NA	DESIGNATION NO. 1800091
DESIGNED: ZMS			DRAWN: ACB	SURVEY BOOK NO. NA
CHECKED: ALB	CHECKED: MAR	CONTRACT NO. R-41809	PROJECT NO. 1800091	

## **Appendix C**

### Early Coordination



## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-5113  
FAX: (317) 233-4929

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

November 12, 2019

### *Sample Early Coordination Letter*

Re: Des. Nos. 1800091, Interchange Modification I-69/SR14, Located on the west side of Fort Wayne, Allen County, Indiana

Dear :

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intends to proceed with the second phase of a project involving the SR 14 and I-69 interchange in Allen County, Indiana. This letter is part of the early coordination phase of the environmental review process. Burgess & Niple, Inc. (B&N) is 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.

The proposed project involves the closing and removal of the northeast loop ramp, and traffic will be rerouted onto the southeast ramp. The southeast ramp, which is currently a free-flow ramp from northbound I-69 to eastbound Illinois Road, will have approximately 315 feet of new alignment constructed so that the ramp intersects perpendicularly with Illinois Road. The approach at the intersection will consist of two left turn lanes and one right turn lane. Additionally, approximately 184 feet of the ramp will be reconstructed to correct superelevation for the new alignment. Pavement will be removed for the existing free-flow portion of the southeast ramp as well as the northeast loop, and those areas will be covered with topsoil and seed. No regrading in those areas is expected. The northbound acceleration lane will be extended approximately 483 feet for a total length of approximately 762 feet, along with a 600-ft merging taper.

A new traffic signal will be placed at the intersection of SR 14 and I-69 on the east side of the overpass. All work will occur within the existing right-of-way. The method of traffic maintenance has yet to be determined but should only require shoulder closures for installation of new guardrails.

The location of the interchange is primarily urban, with the majority of the surrounding land being maintained right-of-way grass areas with some adjacent commercial properties. Coordination with the INDOT Environmental Services-Ecological and Waterway Permitting will occur. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern long



ered bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately. The INDOT Cultural Resources Office (CRO) will review the project area for archaeological and historic resources for Section 106 compliance.

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

If you have any questions regarding this matter, please feel free to contact me at 317-237-2760 x1540 or by email at [matthew.kestner@burgessniple.com](mailto:matthew.kestner@burgessniple.com). Thank you in advance for your input.

Sincerely,

*Matthew Kestner*

Matthew Kestner  
Environmental Scientist  
Burgess & Niple

MK:  
Attachments  
Maps, Photographs, Agency Form (if required)  
List of ECL Recipients

*Attachments have been removed to prevent duplication within the CE*

**The following agencies received Early Coordination Letters:**

Field Environmental Officer  
Chicago Regional Office  
U.S. Department of Housing and Urban Development  
Metcalf Federal Building  
77 West Jackson Boulevard, Room 2401  
Chicago, IL 60604  
(Electronic Coordination)

Regional Environmental Coordinator  
Midwest Regional Office  
National Park Service  
601 Riverfront Drive  
Omaha, NE 68102

Field Supervisor  
U.S. Fish & Wildlife Service  
Northern Indiana Suboffice  
P.O. Box 2616  
Chesterton, IN 46304  
(Electronic Coordination)

Manager, Public Hearings  
Indiana Department of Transportation 100  
N. Senate Avenue, Rm. 642  
Indianapolis, IN 46204

Environmental Coordinator  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
Room W264, IGC South  
402 West Washington Street  
Indianapolis, IN 46204-2641  
(Electronic Coordination)

Indiana Geological Survey  
611 North Walnut Grove  
Bloomington, IN 47405  
(Electronic Coordination)

Federal Highway Administration  
Room 254, Federal Office Building  
575 North Pennsylvania Street  
Indianapolis, IN 46204  
(Electronic Coordination)

Chief, Groundwater Section  
Indiana Department of Environmental Management  
100 N. Senate Avenue  
Indianapolis, IN 46204

Environmental Section Manager  
Indiana Department of Transportation  
Fort Wayne Environmental Section

Indiana Department of Environmental Management  
(Electronic Coordination)

U.S. Army Corp of Engineers Detroit District  
ATTN: CELRL-RDN  
477 Michigan Ave.  
Detroit, MI 48226-2550

NIRCC Executive Director  
200 E. Berry St. Suite 230  
Fort Wayne, IN 46802

Allen County Council  
Edwin J. Rousseau Centre, Rm 102  
1 East Main Street  
Fort Wayne, IN 46802

Allen County Commissioners  
Citizens Square, Suite 410  
200 East Berry St.  
Fort Wayne, IN 46802

Allen County Environmental Management  
One Main Street, Suite 755  
Fort Wayne, IN 46802

Allen County Highway Department  
Citizens Square, Suite 280  
200 East Berry Street  
Fort Wayne, IN 46802

Utilities and Railroad Director  
100 N. Senate Ave. IGCN 642  
Indianapolis, IN 46204

Fort Wayne Trails, Inc.  
300 E. Main Street  
Fort Wayne, IN 46802

MS4 Coordinator  
200 East Berry St. Suite 270  
Fort Wayne, IN 46802



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

November 12, 2019

Consultation Code: 03E12000-2020-SLI-0241

Event Code: 03E12000-2020-E-01038

Project Name: Des. 1800091: I-69/SR 14 - Interchange Modification

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List



## Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

**Indiana Ecological Services Field Office**

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

## Project Summary

Consultation Code: 03E12000-2020-SLI-0241

Event Code: 03E12000-2020-E-01038

Project Name: Des. 1800091: I-69/SR 14 - Interchange Modification

Project Type: TRANSPORTATION

Project Description: The proposed project is located at the interchange of I-69 and SR 14 in Fort Wayne, IN. It is being completed in conjunction with the associated Des. No.: 1401828.

The preferred alternative consists of closing and removing the northeast loop ramp, and traffic will be rerouted onto Ramp A. Ramp A, which is currently a free-flow ramp from northbound I-69 to eastbound Illinois Road, will have approximately 315 feet of new alignment constructed so that the ramp intersects perpendicularly with Illinois Road. The approach at the intersection will consist of two left turn lanes and one right turn lane. Additionally, approximately 184 feet of the ramp will be reconstructed to correct superelevation for the new alignment. Pavement will be removed for the existing free-flow portion of Ramp A as well as Loop F (the northeast loop), and those areas will be covered with topsoil and seed. No regrading in those areas is expected. The northbound acceleration lane will be extended approximately 483 feet for a total length of approximately 762 feet, along with a 600-ft merging taper. (NOTE: the information about the southbound acceleration lane extension will be included in the Des. No. 1401828 environmental document).

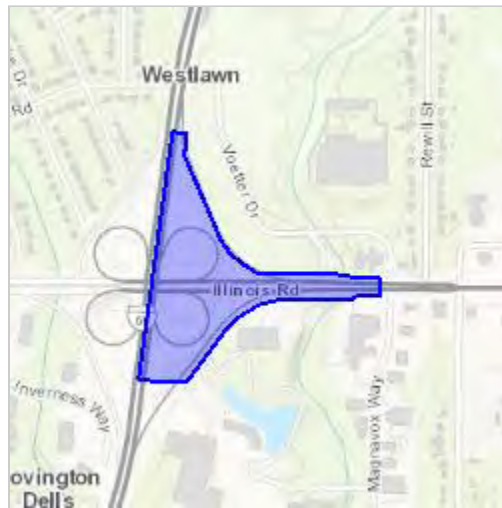
An 18" pipe culvert will be added under the new alignment of Ramp A to perpetuate drainage in this area. A new signal will be added at the new intersection of Ramp A and Illinois Road. Guardrail will also be modified on the northeast corner of the bridge. Since that loop ramp will be removed, approximately 225 feet of guardrail will be added along the edge of pavement on Illinois Road, and the curved guardrail along the loop ramp will be removed.

The adjacent land use is urban/suburban. No new right-of-way will be required. There will be no work below the ordinary high-water mark of any streams. Wetlands may be impacted by the proposed project. There will be no tree removal required. There is a wooded, riparian corridor located around Flaugh Ditch outside but adjacent to the study area that contains suitable wooded habitat for Indiana Bat and Northern Long-eared

Bat. There will be no permanent lighting associated with this project. Temporary lighting may be necessary and will be directed away from wooded habitat. Project letting is planned for December 9, 2020. Maintenance of traffic will keep all lanes open but will involve a lane shift and temporary barrier wall on I-69. A review of the USFWS database by INDOT - Fort Wayne District for Des. No. 1800091 on 11/12/2019 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/41.07515763737456N85.22705512675566W>



Counties: Allen, IN

## Endangered Species Act Species

There is a total of 2 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries<sup>1</sup>, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

- 
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

## Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is <b>final</b> critical habitat for this species. Your location is outside the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a> Species survey guidelines: <a href="https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf">https://ecos.fws.gov/ipac/guideline/survey/population/1/office/31440.pdf</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> <li>▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See <a href="http://www.fws.gov/midwest/endangered/mammals/nleb/index.html">www.fws.gov/midwest/endangered/mammals/nleb/index.html</a></li> </ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

## Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.





## United States Department of the Interior



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Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

November 22, 2019

Consultation Code: 03E12000-2020-I-0241

Event Code: 03E12000-2020-E-01257

Project Name: Des. 1800091: I-69/SR 14 - Interchange Modification

Subject: Concurrence verification letter for the 'Des. 1800091: I-69/SR 14 - Interchange Modification' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated to verify that the **Des. 1800091: I-69/SR 14 - Interchange Modification** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

**For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities:** If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

## **Project Description**

The following project name and description was collected in IPaC as part of the endangered species review process.

### **Name**

Des. 1800091: I-69/SR 14 - Interchange Modification

### **Description**

The proposed project is located at the interchange of I-69 and SR 14 in Allen County, Fort Wayne, IN. It is being completed in conjunction with the associated Des. No.: 1401828.

The preferred alternative consists of closing and removing the northeast loop ramp, and traffic will be rerouted onto Ramp A. Ramp A, which is currently a free-flow ramp from northbound I-69 to eastbound Illinois Road, will have approximately 315 feet of new alignment constructed so that the ramp intersects perpendicularly with Illinois Road. The approach at the intersection will consist of two left turn lanes and one right turn lane. Additionally, approximately 184 feet of the ramp will be reconstructed to correct superelevation for the new alignment. Pavement will be removed for the existing free-flow portion of Ramp A as well as Loop F (the northeast loop), and those areas will be covered with topsoil and seed. No regrading in those areas is expected. The northbound acceleration lane will be extended approximately 483 feet for a total length of approximately 762 feet, along with a 600-ft merging taper. (NOTE: the information about the southbound acceleration lane extension will be included in the Des. No. 1401828 environmental document).

An 18" pipe culvert will be added under the new alignment of Ramp A to perpetuate drainage in this area. A new signal will be added at the new intersection of Ramp A and Illinois Road. Guardrail will also be modified on the northeast corner of the bridge. Since that loop ramp will be removed, approximately 225 feet of guardrail will be added along the edge of pavement on Illinois Road, and the curved guardrail along the loop ramp will be removed.

The adjacent land use is urban/suburban. No new right-of-way will be required. There will be no work below the ordinary high-water mark of any streams. Wetlands may be impacted by the proposed project. There will be no tree removal required. There is a wooded, riparian corridor located around Flaugh Ditch outside but adjacent to the study area that contains suitable wooded habitat for Indiana Bat and Northern Long-eared Bat. There will be no permanent lighting associated with this project. Temporary lighting may be necessary and will be directed away from wooded habitat. Project letting is planned for December 9, 2020. Maintenance of traffic will keep all lanes open but will involve a lane shift and temporary barrier wall on I-69. A review of the USFWS database by INDOT - Fort Wayne District for Des. No. 1800091 on 11/12/2019 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

## Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

## Qualification Interview

1. Is the project within the range of the Indiana bat<sup>[1]</sup>?

[1] See [Indiana bat species profile](#)

**Automatically answered**

*Yes*

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup>?

[1] See [Northern long-eared bat species profile](#)

**Automatically answered**

*Yes*

3. Which Federal Agency is the lead for the action?

*A) Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction<sup>[1]</sup> activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

*No*

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces<sup>[1]</sup>?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

*No*

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum<sup>[1]</sup>?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

*No*

7. Is the project located **within** a karst area?

*No*

8. Is there *any* suitable<sup>[1]</sup> summer habitat for Indiana Bat or NLEB **within** the project action area<sup>[2]</sup>? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

*Yes*

9. Will the project remove *any* suitable summer habitat<sup>[1]</sup> and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

*No*

10. Does the project include activities **within documented Indiana bat habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

11. Does the project include activities **within documented NLEB habitat**<sup>[1][2]</sup>?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

*No*

12. Does the project include maintenance of the surrounding landscape at existing facilities (e.g., rest areas, stormwater detention basins)?

*No*

13. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

*No*

14. Does the project include slash pile burning?

*No*

15. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

*No*

16. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

*No*

17. Will the project involve the use of **temporary** lighting *during* the active season?

*Yes*

18. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

*Yes*



19. Will the project install new or replace existing **permanent** lighting?

*No*

20. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

*Yes*

21. Will the activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season<sup>[1]</sup>?

[1] Coordinate with the local Service Field Office for appropriate dates.

*No*

22. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

*Yes*

23. Will the project raise the road profile **above the tree canopy**?

*No*

24. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season*

25. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

*Yes*

26. **Lighting AMM 1**

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

*Yes*

## **Project Questionnaire**

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

*Yes*

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

*No*

## **Avoidance And Minimization Measures (AMMs)**

This determination key result includes the commitment to implement the following Avoidance and Minimization Measures (AMMs):

### **GENERAL AMM 1**

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

### **LIGHTING AMM 1**

Direct temporary lighting away from suitable habitat during the active season.

## **Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat**

This key was last updated in IPaC on March 16, 2018. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

**From:** McCloskey, Elizabeth <elizabeth\_mccloskey@fws.gov>  
**Sent:** Wednesday, November 13, 2019 2:01 PM  
**To:** Kestner, Matthew <Matthew.Kestner@burgessniple.com>  
**Subject:** Re: [EXTERNAL] Early Coordination Letter SR 14/ I69 Des. 1800091

Good afternoon, because the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, the U.S. Fish and Wildlife Service will not be providing a comment letter.

Elizabeth McCloskey  
U.S. Fish and Wildlife Service  
Northern Indiana Suboffice  
Chesterton, Indiana

On Tue, Nov 12, 2019 at 11:24 AM Kestner, Matthew <[Matthew.Kestner@burgessniple.com](mailto:Matthew.Kestner@burgessniple.com)> wrote:

Please find the attached Early Coordination Letter for SR-14/I-69 Interchange Modification in Allen County, Indiana Des. 1800091.

Thank you,

**Matt Kestner, GIT**

**Geologist**

THIS IS NOT A PERMIT
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**State of Indiana**  
**DEPARTMENT OF NATURAL RESOURCES**  
**Division of Fish and Wildlife**  
**Early Coordination/Environmental Assessment**

DNR #: ER-21993

Request Received: November 12, 2019

**Requestor:** Burgess and Niple Inc  
 Matthew Kestner  
 251 North Illinois Street, Suite 920  
 Indianapolis, IN 46204-1935

**Project:** I-69 and SR 14/Illinois Road interchange modifications, Fort Wayne; Des #1800091

**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.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

**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 Flaugh Ditch. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

**Fish & Wildlife Comments:** We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more 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).

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas within the project area using a mixture of grasses (excluding all varieties of tall fescue), sedges, and wildflowers native to Northern Indiana and specifically for stream bank/floodway stabilization purposes 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 or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.

**THIS IS NOT A PERMIT**

**State of Indiana  
DEPARTMENT OF NATURAL RESOURCES  
Division of Fish and Wildlife  
Early Coordination/Environmental Assessment**

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- 6. 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.
- 7. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

**Contact Staff:**

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife  
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



**Date:** December 11, 2019

Christie L. Stanifer  
Environ. Coordinator  
Division of Fish and Wildlife



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

100 North Senate Avenue - Indianapolis, IN 46204  
(800) 451-6027 - (317) 232-8603 - [www.idem.IN.gov](http://www.idem.IN.gov)

Burgess and Niple  
Matthew Kestner  
251 N. Illinois Ave.  
Indianapolis , IN 46204

Date 11/11/2019

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed project involves the closing and removal of the northeast loop ramp, and traffic will be rerouted onto the southeast ramp. The southeast ramp, which is currently a free-flow ramp from northbound I-69 to eastbound Illinois Road, will have approximately 315 feet of new alignment constructed so that the ramp intersects perpendicularly with Illinois Road. The approach at the intersection will consist of two left turn lanes and one right turn lane. Additionally, approximately 184 feet of the ramp will be reconstructed to correct superelevation for the new alignment. Pavement will be removed for the existing free-flow portion of the southeast ramp as well as the northeast loop, and those areas will be covered with topsoil and seed. No regrading in those areas is expected. The northbound acceleration lane will be extended approximately 483 feet for a total length of approximately 762 feet, along with a 600-ft merging taper. A new traffic signal will be placed at the intersection of SR 14 and I-69 on the east side of the overpass. All work will occur within the existing right-of-way. The method of traffic maintenance has yet to be determined but should only require shoulder closures for installation of new guardrails.

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> (<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



1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana ) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<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> (<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> (<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.

6. 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> (<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> (<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] (<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> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<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.

7. 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.
8. 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.
9. 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.
10. 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:

1. 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> (<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.

2. 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> (<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 in-home 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](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf) ([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](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/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

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> (<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> (<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> (<http://www.in.gov/isdh/19131.htm>).

5. 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> (<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](http://www.ai.org/legislative/iac/t03260/a00020.pdf) (<http://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.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<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:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<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 it is 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> (<http://www.in.gov/idem/5284.htm>), is used.

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## 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 involves the closing and removal of the northeast loop ramp, and traffic will be rerouted onto the southeast ramp. The southeast ramp, which is currently a free-flow ramp from northbound I-69 to eastbound Illinois Road, will have approximately 315 feet of new alignment constructed so that the ramp intersects perpendicularly with Illinois Road. The approach at the intersection will consist of two left turn lanes and one right turn lane. Additionally, approximately 184 feet of the ramp will be reconstructed to correct superelevation for the new alignment. Pavement will be removed for the existing free-flow portion of the southeast ramp as well as the northeast loop, and those areas will be covered with topsoil and seed. No regrading in those areas is expected. The northbound acceleration lane will be extended approximately 483 feet for a total length of approximately 762 feet, along with a 600-ft merging taper. A new traffic signal will be placed at the intersection of SR 14 and I-69 on the east side of the overpass. All work will occur within the existing right-of-way. The method of traffic maintenance has yet to be determined but should only require shoulder closures for installation of new guardrails.

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: 1/2/2020

Signature of the INDOT  
Project Engineer or Other Responsible Agent 

Date: 1/15/2020

Signature of the  
For Hire Consultant 

Matthew Kestner

## Organization and Project Information

**Project ID:**  
**Des. ID:** 1800091  
**Project Title:** Interchange Modification I-69/SR14  
**Name of Organization:** Burgess and Niple  
**Requested by:** Matthew Kestner

## Environmental Assessment Report

1. Geological Hazards:
  - Moderate liquefaction potential
  - Floodway
2. Mineral Resources:
  - Bedrock Resource: High Potential
  - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
  - None documented in the area

\*All map layers from Indiana Map ([maps.indiana.edu](http://maps.indiana.edu))

### **DISCLAIMER:**

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

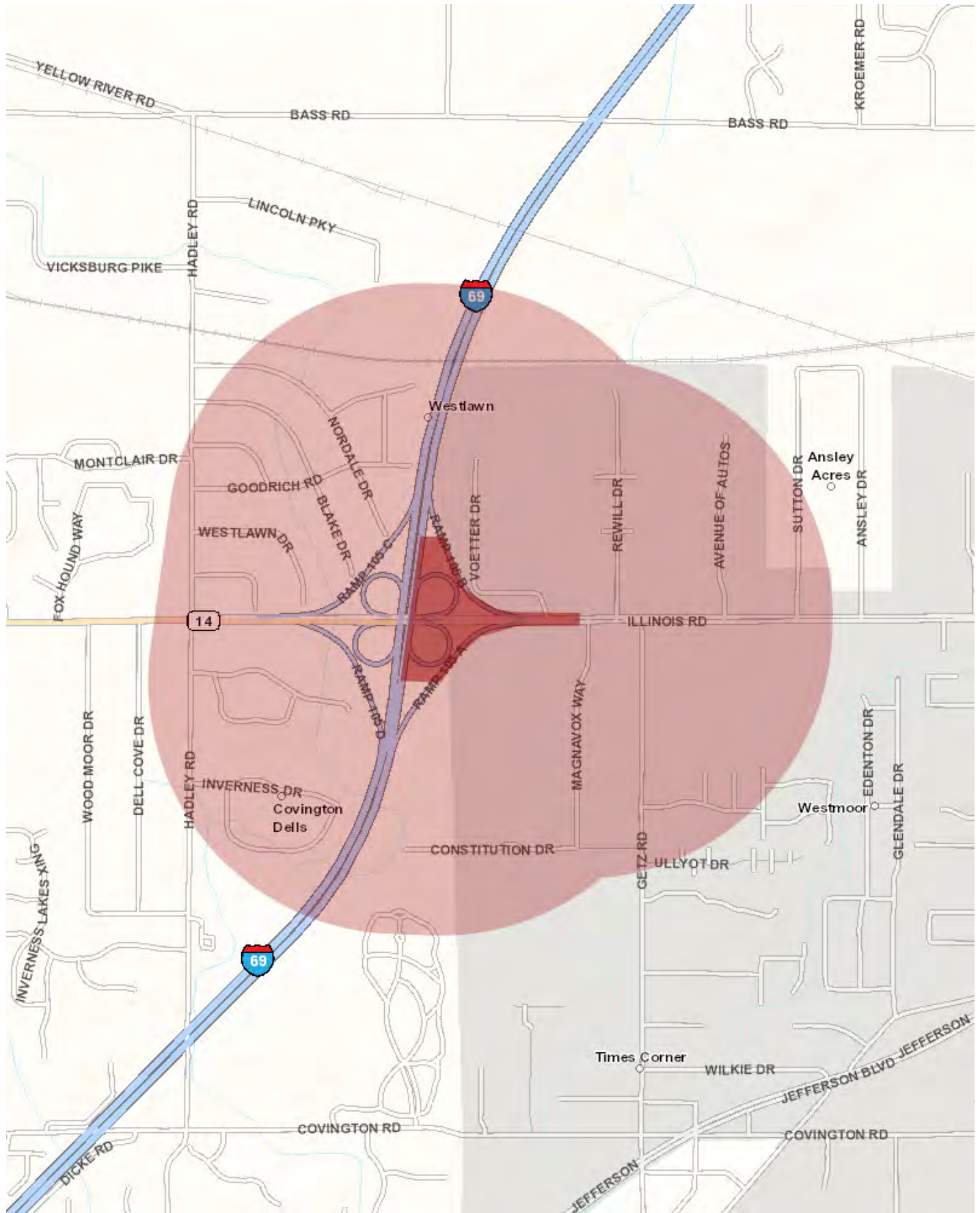
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)

Phone: 812 855-7428

Date: November 11, 2019





# Metadata:

- [https://maps.indiana.edu/metadata/Geology/Seismic\\_Earthquake\\_Liquefaction\\_Potential.html](https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html)
- [https://maps.indiana.edu/metadata/Geology/Industrial\\_Minerals\\_Sand\\_Gravel\\_Resources.html](https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html)
- [https://maps.indiana.edu/metadata/Hydrology/Floodplains\\_FIRM.html](https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html)
- [https://maps.indiana.edu/metadata/Geology/Bedrock\\_Geology.html](https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html)

# Northeastern Indiana Regional Coordinating Council



November 27, 2019

Mr. Matthew Kestner  
 Environment Scientist, Burgess & Niple  
 100 North Senate Avenue Room N642  
 Indianapolis, IN 46204

Re: Early Coordination  
 DES 1800091 Interchange Modification I-69 and SR 14  
 Location: Allen County

Dear Mr. Kestner:

Members of our staff reviewed your letter and report, dated November 12, 2019, concerning the Early Coordination of the Interchange Modification project. The NIRCC staff has the following comments relating to the early coordination phase of the environmental review process with this project, see below.

#### Design Comments:

- A trail should be incorporated within the project area. Coordination is needed with the Fort Wayne Greenways Manager, Dawn Ritchie, to ensure this trail can be constructed through the interchange.
  - o There is a proposed trail stretching from Magnavox Way to Hadley Rd. The trail will be along the south side of Illinois Rd from Magnavox Way to the planned signal being installed with this project on the east side of the interchange. At that point the trail will use the signal to cross the eastbound lanes of Illinois Rd to the center of the roadway. The trail will then continue west in the center of Illinois Rd/SR 14 (between the eastbound and westbound lanes) to the signal on the west side of the interchange where the trail will cross to the north side of SR 14 and continue to the Hadley Rd intersection.

#### Infrastructure:

- A Natural Gas Pipeline intersects the project area running east/west on the south side of SR 14. It is a Northern Indiana Public Service Co pipeline.
- There is an existing trail located at the intersection of Magnavox Way and Illinois Rd.
- There is a proposed trail stretching from Magnavox Way to Hadley Rd. The trail will be along the south side of Illinois Rd from Magnavox Way to the planned signal being installed with this project on the east side of the interchange. At that point the trail will use the signal to cross the eastbound lanes of Illinois Rd to the center of the roadway. The trail will then continue west in the center of Illinois Rd/SR 14 (between the eastbound and westbound lanes) to the signal on the west side of the interchange where the trail will cross to the north side of SR 14 and continue to the Hadley Rd intersection.

Hazardous:

- A UST (Underground Storage Tank) site is located at 6302 Illinois Rd with name "Finish Line Car Wash" and AI ID# 4585. The VFC (Virtual File Cabinet) shows this site is in compliance so there should be no impact.
- A LUST (Leaking Underground Storage Tank) site is located at 6310 Illinois Rd with name "Herdrich Petroleum Cummings III" and AI ID# 2532. According to the VFC a letter dated 2, 21, 2002 states that soil analysis indicate total petroleum hydrocarbons were below at, or below 40 parts per million. Additionally lab results from ground water screening indicate that gasoline contaminants were below the appropriate lab method detection limit. Based on this information no further action was required at that time. No impact is expected.
- A LUST site/ERC (Environmental Restrictive Covenant) site is located at 6205 Illinois Rd with AI ID# 14956. According to the VFC there was contamination at this site which is located adjacent to the project. Further investigation may be required.

Water Resources:

- There is a floodway associated with Flaugh Ditch which intersects the eastern project limits.

Historic:

- There is a potential historic district located near the project. It is a subdivision with some surrounding houses along Hadley Rd located at the southwest corner of Hadley Rd and SR 14. This area was selected by the ARCH (Architecture and Community Heritage) of Fort Wayne as a potential site for applying for National Registry status. All the homes in this area were built during the post war era (1940-1973).
- There is another subdivision made up of post war era housing which is located at the northwest corner of I-69 and SR 14. This subdivision is almost completely made up of housing built between 1940 and 1973 and the boundaries are I-69, SR 14, Hadley Rd, and the Railroad to the north.
- There is also some post war era housing located just east of the project area but it is not as large or complete as the previous 2 listed subdivision areas and it is also surrounded by dense commercial development.

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

Sincerely,



Stacey Gorsuch  
Principal Transportation Planner



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

Matthew Kestner  
Burgess and Niple  
Matthew.kestner@burgessniple.com

November 15, 2019

**Re: Early Coordination Review, Des. 1800091**

I-69 and State Road 14 – Interchange Modification, Allen County, Indiana

Dear Mr. Kestner:

The Indiana Department of Transportation (INDOT) Environmental Services Division (ESD) appreciates the opportunity to assist you on the project referenced above. Pursuant to your early coordination request for an environmental review, we have performed a preliminary search of the project area.

There appears to be at least **four** active project you should be aware near the project area. A summary of this project is provided below. Contact information for the project manager is listed below if you would like to request additional information.

**DES: 1800562** – ITS Traffic Management System from I-469 to State Road 1

Project Sponsor: Indiana Department of Transportation

Project Manager: Damien Perry

Timeline: Construction 2020

**DES: 1600115** – HMA Overlay on State Road 14 at I-69 interchange

Project Sponsor: Indiana Department of Transportation

Project Manager: Damien Perry

Timeline: Construction 2021

**DES: 1401828** – Interchange Modification of I-69 and State Road 14

Project Sponsor: Indiana Department of Transportation

Project Manager: Damien Perry

Timeline: Construction 2021

**DES: 1900619** – Concrete Pavement Restoration on I-69 from US 24 to US 30

Project Sponsor: Indiana Department of Transportation

Project Manager: John Langmaid

Timeline: Construction 2022

If your project will require the use of state right-of-way please contact the In-House Services Manager at the INDOT Fort Wayne District Office.

As always, be sure to follow all applicable processes as well as federal and state laws and local requirements. Thank you for the opportunity to assist you with your project. If you have any questions, please contact a member of my staff, Meghan Hinkle: 317-232-1490 or [MHinkle@indot.IN.gov](mailto:MHinkle@indot.IN.gov).

Sincerely,

A handwritten signature in cursive script, appearing to read "Ron Bales".

Ron Bales  
Environmental Policy Manager,  
Environmental Services Division

**Aldridge, Mathew**

---

**From:** Herron, Toni N <ToHerron@indot.IN.gov>  
**Sent:** Thursday, November 21, 2019 8:38 AM  
**To:** Kestner, Matthew  
**Subject:** RE: Early Coordination Letter SR 14/ I69 Des. 1800091

Hi Matt,

I have reviewed the enclosed early coordination packet and do not have any environmental concerns regarding the project (Des. No. 1800091) at this time. Therefore, we will not be providing a comment letter. Let me know if you have any questions.

Thank you,

**Toni N. Herron**  
**Environmental Manager II**

5333 Hatfield Road  
Fort Wayne, IN 46808  
**Office:** (260) 399-7341 x14341  
**Email:** [ToHerron@indot.in.gov](mailto:ToHerron@indot.in.gov)



---

**From:** Kestner, Matthew [<mailto:Matthew.Kestner@burgessniple.com>]  
**Sent:** Tuesday, November 12, 2019 12:23 PM  
**To:** Novak, Karen <[KNovak@indot.IN.gov](mailto:KNovak@indot.IN.gov)>  
**Subject:** Early Coordination Letter SR 14/ I69 Des. 1800091

\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\*

---

Please find the attached Early Coordination Letter for SR-14/I-69 Interchange Modification in Allen County, Indiana Des. 1800091.

Thank you,

**Matt Kestner, GIT**  
**Geologist**

**Burgess & Niple, Inc.**  
317.237.2760 x1540  
Cell 304.580.1098  
251 N. Illinois Ave.  
Indianapolis, IN 46204  
[burgessniple.com](http://burgessniple.com)



## Aldridge, Mathew

---

**From:** Perry, Damien N (INDOT) <DPerry1@indot.IN.gov>  
**Sent:** Friday, January 17, 2020 1:38 PM  
**To:** Bland, Andrea  
**Subject:** RE: Des. 1800091 Trail

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Andrea,

To summarize the meeting: it was determined that INDOT would like Strand to look at potentially adding in slope grading around the ramps for a "sidewalk shelf", but only within the limits of our project. Please investigate how feasible this would be to add to our project and how it would impact things like drainage or environmental aspects. We also would want to make sure that the signal modification and new installation wouldn't hinder a trail being installed in the future.

NIRCC, the city, and INDOT would like to meet in the future to discuss these findings and our next steps forward. Please let me know approximately what date you could provide these findings; I will coordinate a meeting time between those three parties and Strand.

Thank you and have a good weekend.

### **Damien N. Perry**

#### ***Project Manager***

Capital Program Management  
 Indiana Department of Transportation  
 5333 Hatfield Road  
 Fort Wayne, IN 46808

**Office:** (260) 969-8266

**Email:** [dperry1@indot.in.gov](mailto:dperry1@indot.in.gov)




---

**From:** Bland, Andrea [mailto:Andrea.Bland@strand.com]  
**Sent:** Wednesday, January 15, 2020 9:53 AM  
**To:** Perry, Damien N (INDOT) <DPerry1@indot.IN.gov>  
**Subject:** Des. 1800091 Trail Estimate

**\*\*\*\* This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*\***

Hi Damien,

I've attached a preliminary trail estimate for the portion that would go between the ramp terminals. A few of the assumptions we made are as follows:

- The same concrete and ornamental railing section as the I-69/Dupont Road interchange
- The average of the low 3 bids for the concrete railing and ornamental railing pay items on Dupont Road inflated 6 years (bid history is minimal for those pay items)
- We used bridge overlay items for the trail section on the bridge, and HMA for sidewalk/milling items for the trail sections between the bridge and ramp terminals
- This work would be bundled with current INDOT contract, so items like temporary barrier wall are not included since they are used in other phases

Please let me know if you have any questions on assumptions, pay items, etc. Thanks!

Andrea



**Andrea Bland, P.E.**

Strand Associates, Inc.®

812.372.9911 ext. 4416

[andrea.bland@strand.com](mailto:andrea.bland@strand.com) | [www.strand.com](http://www.strand.com)

P.E. (IN)

*Excellence in Engineering Since 1946.*



**From:** Perry, Damien N (INDOT) <[DPerry1@indot.IN.gov](mailto:DPerry1@indot.IN.gov)>  
**Sent:** Friday, April 17, 2020 10:46 AM  
**To:** Rape, Marc <[Marc.Rape@strand.com](mailto:Marc.Rape@strand.com)>; Hoy, Jason <[Jason.Hoy@strand.com](mailto:Jason.Hoy@strand.com)>  
**Subject:** Trail Coordination, R-41809, 1800091, I-69 and SR 14 Interchange Modification

Good morning Marc and Jason,

As you know, back in December of 2019, there was Early Coordination correspondence with the city of Fort Wayne and NIRCC for the interchange modification project 1800091. This project is on construction contract R-41809 with des 1600015, resurface of SR 14, and des 1401828, interchange modification. From the Early Coordination, the city and NIRCC both approached INDOT to build a trail through the interchange, wishing to add that project to contract R-41809. Through several meetings and coordination efforts with the municipalities, INDOT, and Strand, it was determined that this is not the optimum time to install trail facilities through the interchange because of deadlines and restrictions on the current contract layout. However, it was agreed upon that there will be modifications to the current interchange projects. Those modifications included grading the side slopes to provide a base of a trail/sidewalk shelf, grading to incorporate ADA curb ramps (using PROWAG standards), adjusting signal pole locations, and using signal equipment that will allow pedestrian movements.

On 3/24/2020, there was a follow-up meeting with all parties involved and, at that meeting, Strand presented the modifications. All parties involved were satisfied with incorporating them into the project intending to ease trail installation through the interchange area in the future. At this time, there is no intent in installing a full trail through this interchange or adding a trail project into contract R-41809.

Please let me know if you have any questions.

Thank you,

**Damien N. Perry**

***Project Manager***

Capital Program Management  
Indiana Department of Transportation  
5333 Hatfield Road  
Fort Wayne, IN 46808  
**Office:** (260) 969-8266  
**Email:** [dperry1@indot.in.gov](mailto:dperry1@indot.in.gov)



## **Appendix D**

Section 106 of the NHPA

## Minor Projects PA Project Assessment Form

---

**Date:** 12/16/2019

**Project Designation Number:** 1800091

**Route Number:** I-69

**Project Description:** Interchange Modification at SR 14 Interchange (NE Loop and SE Ramp)

The preferred alternative consists of closing and removing the northeast loop ramp, and traffic will be rerouted onto Ramp A. Ramp A, which is currently a free-flow ramp from northbound I-69 to eastbound Illinois Road, will have approximately 315 feet of new alignment constructed so that the ramp intersects perpendicularly with Illinois Road. The approach at the intersection will consist of two left turn lanes and one right turn lane. Additionally, approximately 184 feet of the ramp will be reconstructed to correct superelevation for the new alignment. Pavement will be removed for the existing free-flow portion of Ramp A as well as Loop F (the northeast loop), and those areas will be covered with topsoil and seed. No regrading in those areas is expected. The northbound acceleration lane will be extended approximately 483 feet for a total length of approximately 762 feet, along with a 600-ft merging taper. (NOTE: the information about the southbound acceleration lane extension will be included in the Des. No. 1401828 environmental document).

All work is expected to occur within the existing r/w of I-69 and SR 14

**Feature crossed (if applicable):**

**Township:** Wayne and Aboite Townships

**City/County:** Fort Wayne/Allen County

**Information reviewed (please check all that apply):**

General project location map       USGS map       Aerial photograph

Written description of project area       General project area photos

Previously completed archaeology reports       Interim Report

Previously completed historic property reports

Soil survey data       Bridge inspection information

Other (please specify): SHAARD Online Map, Streetview images

**Does the project appear to fall under the Minor Projects PA?**    yes       no

**If yes, please specify category and number (applicable conditions are highlighted):**

A-2. All work within interchanges and within medians of divided highways in previously disturbed soils.

B-2. Installation of new lighting, signals, signage and other traffic control devices under the following conditions [***BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied***]:

**Condition A (Archaeological Resources)**

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. **Work occurs in previously disturbed soils; OR**
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

**Condition B (Above-Ground Resources)**

**Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.**

B-3. Construction of added travel, turning, or auxiliary lanes (e.g., bicycle, truck climbing, acceleration and deceleration lanes) and shoulder widening under the following conditions [***BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied***]:

**Condition A (Archaeological Resources)**

One of the two conditions listed below must be met (*EITHER Condition i or Condition ii must be satisfied*):

- i. **Work occurs in previously disturbed soils; OR**
- ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

**Condition B (Above-Ground Resources)**

**Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.**

**If no, please explain:**

**Additional comments:**

With regard to above-ground resources, an INDOT Cultural Resources Office (CRO) historian, who meets the Secretary of the Interior's Professional Qualification Standards per 36 CFR Part 61, checked the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Allen County. No listed properties were identified. In addition, the INDOT CRO historian reviewed the Indiana Historic Buildings, Bridges and Cemeteries Map. There are post-World War II neighborhoods on the west side of I-69 that were surveyed and identified as "Contributing." These neighborhoods do not appear to have the requisite level of significance or integrity to be considered National Register eligible. In any case, these properties are on the opposite side of I69 and will not be affected. No properties rated Notable or Outstanding were identified.

The project occurs in highly developed, modern suburban context with a mix of business and commercial structures including several big-box stores. The properties in the project area are modern.

Based on the available information, as summarized above, no above-ground concerns exist.

With regard to archaeological resources, the proposed project will remove the northeast loop and modify the I-69 ramp to eastbound SR 14 by creating a "T" intersection with a stop light. All work will occur in previously disturbed interstate and highway right-of-way which consists of cut and fill soils, gore areas, the SR 14 grade separation, drainage ditches, and berms. The soils in the project area have been completely disturbed by construction of the interchange. According to SHAARD GIS, there are no archaeological sites recorded in or adjacent to the project area. Since work is limited to excavation work in previously disturbed soils, there are no archaeological concerns.

**INDOT Cultural Resources staff reviewer(s):** Patrick Carpenter and Shaun Miller

*\*\*\*Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

## **Appendix E**

### Red Flag and Hazardous Materials



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 232-5113  
FAX: (317) 233-4929

**Eric Holcomb, Governor**  
**Joe McGuinness,**  
**Commissioner**

Date: January 22, 2020

To: Site Assessment & Management  
Environmental Policy Office - Environmental Services Division  
Indiana Department of Transportation  
100 N Senate Avenue, Room N642  
Indianapolis, IN 46204

From: Rick Fitch  
Fort Wayne District  
251 N. Illinois Ave.  
Indianapolis, IN 46204  
Rick.fitch@burgessniple.com

Re: RED FLAG INVESTIGATION  
DES #1800091, State Project  
Interchange Modification  
Interstate 69 and State Route 14  
Allen County, Indiana

## PROJECT DESCRIPTION

Brief Description of Project: I-69 at SR 14/Illinois Rd. Interchange Modification in Allen County, Indiana is bundled with Contract No. R-41809 and Des. No. 1600115. Des. No. 1800091 is the second phase of the interchange modification. Des. No. 1401828 is phase one of the project which involved the western portion of the interchange. The second phase (Des. No. 1800091) involves similar work as to phase one. Phase 2 consists of closing and removing the northeast loop ramp, and traffic will be rerouted onto Ramp A. Ramp A, which is currently a free-flow ramp from northbound I-69 to eastbound Illinois Road, will have approximately 315 feet of new alignment constructed so that the ramp intersects perpendicularly with Illinois Road. The approach at the intersection will consist of two left turn lanes and one right turn lane. Additionally, approximately 184 feet of the ramp will be reconstructed to correct superelevation for the new alignment. Pavement will be removed for the existing free-flow portion of Ramp A as well as Loop F (the northeast loop), and those areas will be covered with topsoil and seed. No regrading in those areas is expected. The northbound acceleration lane will be extended approximately 483 feet for a total length of approximately 762 feet, along with a 600-ft merging taper. (NOTE: the information about the southbound acceleration lane extension will be included in the Des. No. 1401828 environmental document).

An 18" pipe culvert will be added under the new alignment of Ramp A to perpetuate drainage in this area. A new signal will be added at the new intersection of Ramp A and Illinois Road. Guardrail will also be modified on the northeast corner of the bridge. Since that loop ramp will be removed, approximately 225 feet of guardrail will be added along the edge of pavement on Illinois Road, and the curved guardrail along the loop ramp will be removed.

Bridge and/or Culvert Project: Yes  No  Structure # \_\_\_\_\_

If this is a bridge project, is the bridge Historical? Yes  No  , Select  Non-Select

(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Proposed right of way: Temporary  # Acres \_\_\_\_\_ Permanent  # Acres \_\_\_\_\_, Not Applicable

Type of excavation: Excavation will occur in previously disturbed soils for new guardrail installation, ramp removal, culvert installation, and a new traffic signal. Excavation will be <5 ft. below ground surface (bgs) for guardrail installation, ramp removal and culvert installation. The four new footers for the traffic signal will require excavation within previously disturbed soils to a depth of 12 ft-bgs approximately 600 ft east of the SR 14 bridge overpass of I-69 at the location of the new intersection.

Maintenance of traffic: Road closure will be avoided during construction. Once the new ramp alignment is completed, existing traffic patterns will become shifted to the new pattern. Traffic will be maintained with shoulder closure for installation of guardrails and the new traffic signal. Temporary traffic signals will not be used.

Work in waterway: Yes  No  Below ordinary high water mark: Yes  No

State Project:  LPA:

Any other factors influencing recommendations:

**INFRASTRUCTURE TABLE AND SUMMARY**

<b>Infrastructure</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	<b>2*</b>	Recreational Facilities	<b>N/A</b>
Airports <sup>1</sup>	<b>N/A</b>	Pipelines	<b>1</b>
Cemeteries	<b>1*</b>	Railroads	<b>2</b>
Hospitals	<b>N/A</b>	Trails	<b>5</b>
Schools	<b>N/A</b>	Managed Lands	<b>N/A</b>

<sup>1</sup>In order to complete the required airport review, a review of public airports within 3.8 miles (20,000 feet) is required.

**Explanation:**

Religious Facilities: \*Two (2) religious facilities are located within the 0.5 mile search radius (located via Google Maps). The nearest facility is 0.18 mile southeast of the project area. No impact is expected.

Cemeteries: \*One (1) cemetery is located within the 0.5 mile search radius (located via Google Maps). Greenlawn Memorial Park Cemetery is located approximately 0.44 mile south of the project area. No impact is expected.

Pipelines: One (1) pipeline is located within the 0.5 mile search radius. One (1) pipeline, Northern Indiana Public Service Co., crosses the project area. Coordination with INDOT Utilities and Railroads should occur.

Railroads: Two (2) railroads are located within the 0.5 mile search radius. The closest railroad is located approximately 0.27 mile north of the project area. No impact is expected.

Trails: Five (5) trail segments are located within the 0.5 mile search radius. Two (2) potential/planned trail segments, associated with SR 14/Illinois Road Corridor, cross the project area. Coordination with Fort Wayne Trails, Inc. will occur.

[www.in.gov/dot/](http://www.in.gov/dot/)

***An Equal Opportunity Employer***



## WATER RESOURCES TABLE AND SUMMARY

<b>Water Resources</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	<b>N/A</b>	Canal Routes - Historic	<b>N/A</b>
Karst Springs	<b>N/A</b>	NWI - Wetlands	<b>14</b>
Canal Structures – Historic	<b>N/A</b>	Lakes	<b>4</b>
NPS NRI Listed	<b>N/A</b>	Floodplain - DFIRM	<b>40</b>
NWI-Lines	<b>2</b>	Cave Entrance Density	<b>N/A</b>
IDEM 303d Listed Streams and Lakes (Impaired)	<b>N/A</b>	Sinkhole Areas	<b>N/A</b>
Rivers and Streams	<b>12</b>	Sinking-Stream Basins	<b>N/A</b>

### Explanation:

**NWI-Lines:** Two (2) NWI-Lines are located within the 0.5 mile search radius. The closest NWI-Line is located approximately 0.10 mile south of the project area. No impact is expected.

**Rivers and Streams:** Twelve (12) rivers and streams segments are located within the 0.5 mile search radius. One (1) river and stream (Flaugh Ditch) is located within the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

**NWI-Wetlands:** Fourteen (14) NWI-wetlands are located within the 0.5 mile search radius. The closest NWI-wetland is located 0.10 mile southeast of the project area. No impact is expected.

**Lakes:** Four (4) lakes are located within the 0.5 mile search radius. One lake is located 0.10 mile southeast of the project area. No impact is expected.

**Floodplain:** Forty (40) floodplain polygons are located within the 0.5 mile search radius. The project area is located within one of the floodplain polygons. Coordination with INDOT Ecology and Waterway Permitting will occur.

## URBANIZED AREA BOUNDARY SUMMARY

### Explanation:

**Urbanized Area Boundary (UAB):** This project lies within the Fort Wayne UAB. Post construction Storm Water Quality Best Management Practices (BMPs) may need to be considered. An early coordination letter with topographic and aerial maps showing the project area should be sent to the Fort Wayne MS4 Coordinator at 200 East Berry St., Suite 270, Fort Wayne, IN 46802.

**MINING AND MINERAL EXPLORATION TABLE AND SUMMARY**

<b>Mining/Mineral Exploration</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	<b>N/A</b>	Mineral Resources	<b>N/A</b>
Mines – Surface	<b>N/A</b>	Mines – Underground	<b>N/A</b>

Explanation:

No mining/mineral resources were identified within the 0.5 mile search radius.

**HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY**

<b>Hazardous Material Concerns</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	<b>N/A</b>	Manufactured Gas Plant Sites	<b>N/A</b>
RCRA Generator/ TSD	<b>2</b>	Open Dump Waste Sites	<b>N/A</b>
RCRA Corrective Action Sites	<b>N/A</b>	Restricted Waste Sites	<b>N/A</b>
State Cleanup Sites	<b>N/A</b>	Waste Transfer Stations	<b>N/A</b>
Septage Waste Sites	<b>N/A</b>	Tire Waste Sites	<b>N/A</b>
Underground Storage Tank (UST) Sites	<b>3</b>	Confined Feeding Operations (CFO)	<b>N/A</b>
Voluntary Remediation Program	<b>N/A</b>	Brownfields	<b>N/A</b>
Construction Demolition Waste	<b>N/A</b>	Institutional Controls	<b>1</b>
Solid Waste Landfill	<b>N/A</b>	NPDES Facilities	<b>6</b>
Infectious/Medical Waste Sites	<b>N/A</b>	NPDES Pipe Locations	<b>N/A</b>
Leaking Underground Storage (LUST) Sites	<b>3</b>	Notice of Contamination Sites	<b>N/A</b>

Explanation:

**RCRA Generator/TSD:**

Two (2) RCRA Generator/TSD are located within the 0.50 mile search radius. The nearest RCRA Generator is located 0.25 mile east of the project area. Hires Auto Parts, 5809 Illinois Rd., AI ID: 1277 is a Conditionally Exempt Small Quantity Hazardous Waste Generator whose Hazardous Waste Handler Identification form was updated on March 29, 2002. No impact is expected.

**Underground Storage Tank (UST) Sites:**

Three (3) UST sites are located within the 0.50 mile search radius. Finish Line Car Wash (Shell), 6302 Illinois Rd., AI ID: 4585 is located adjacent to the project area. IDEM conducted an Underground Storage Tank Inspection on September 8, 2016 and the facility was found to be in compliance with equipment, operating, and maintenance requirements set forth in Indiana's UST Rule 329 IAC 9. No impact is expected.

**Leaking Underground Storage (LUST):**

Three (3) Leaking Underground Storage Tanks are located within the 0.50 mile search radius. Former Shell Station, 6310 Illinois Rd., AI ID: 2532 is located adjacent to the project area. Please note that this Former Shell is on the same property as the Finish Line Car Wash (Shell) discussed above under the UST section. According to an Initial Site Characterization dated December 11, 2001, laboratory results from soil samples did not exhibit Total Petroleum Hydrocarbons (TPH) above the LUST cleanup objectives in place at that time, which was 100 parts per million (ppm). Groundwater was not encountered in borings up to 30' bgs. IDEM issued a No Further Action letter on February 21, 2002. No impact is expected.

**Institutional Controls:**

One (1) Institutional Control is located within the 0.5 mile search radius. The closest Institutional Control, Speedway 5161, 6205 Illinois Road, AI ID: 14956, is 0.10 mile east of the project area. An Environmental Restrictive Covenant (ERC) was recorded on January 17, 2013 and restricts groundwater use and residential land use due to petroleum contamination. The contamination appears to be limited to the site property. IDEM issued No Further Action status to the site on May 9, 2013. No impact is expected.

**NPDES Facilities:**

Six (6) NPDES Facilities are located within the 0.5 mile search radius. There are two NPDES facilities located adjacent to the project area. Belle Tire Service Center, 6320 Illinois Rd., Permit #: INR 10L609, and The Tube on Illinois, 701 Voetter Dr., Permit #: INR 10P225. According to the IDEM Stormwater database, the permits for both facilities are in effect. Coordination with Belle Tire Service Center and The Tube on Illinois will occur.

**ECOLOGICAL INFORMATION SUMMARY**

The Allen County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is attached with ETR species highlighted. A preliminary review of the Indiana Natural Heritage Database by INDOT Environmental Services did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects"

**RECOMMENDATIONS SECTION**

Include recommendations from each section. If there are no recommendations, please indicate N/A:

**INFRASTRUCTURE:**

Trails: Two (2) potential/planned trail segments, associated with SR 14/ Illinois Road Corridor, cross the project area. Coordination with Fort Wayne Trails, Inc. will occur.

Pipelines: One (1) pipeline, Northern Indiana Public Service Co., crosses the project area. Coordination with INDOT Utilities and Railroads will occur.

**WATER RESOURCES:**

The presence of the following water resources will require the preparation of a Waters of the US Report and coordination with INDOT ES Ecology and Waterway Permitting:

One (1) stream segment, Flaugh Ditch, flows through the project area.

The project area is located within a floodplain (coordination only).

**URBANIZED AREA BOUNDARY:**

This project lies within the Fort Wayne UAB. Post construction Storm Water Quality Best Management Practices (BMPs) may need to be considered. An early coordination letter with topographic and aerial maps showing the project area should be sent to the Fort Wayne MS4 Coordinator at 200 East Berry St., Suite 270, Fort Wayne, IN 46802.

**MINING/MINERAL EXPLORATION: N/A****HAZMAT CONCERNS:****NPDES Facilities:**

There are two NPDES facilities located adjacent to the project area. Belle Tire Service Center, 6320 Illinois Rd., Permit #: INR 10L609, and The Tube on Illinois, 701 Voetter Dr., Permit #: INR 10P225. According to the IDEM Stormwater database, the permits for both facilities are in effect. Coordination with Belle Tire Service Center and The Tube on Illinois will occur.

**ECOLOGICAL INFORMATION:**

Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects"

INDOT Environmental Services concurrence:

**Aaron Aldred** Digitally signed by Aaron Aldred  
Date: 2020.01.22 14:26:24 -05'00'  
\_\_\_\_\_(Signature)

Prepared by:

Rick Fitch

Environmental Planner

Burgess & Niple

**Graphics:**

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

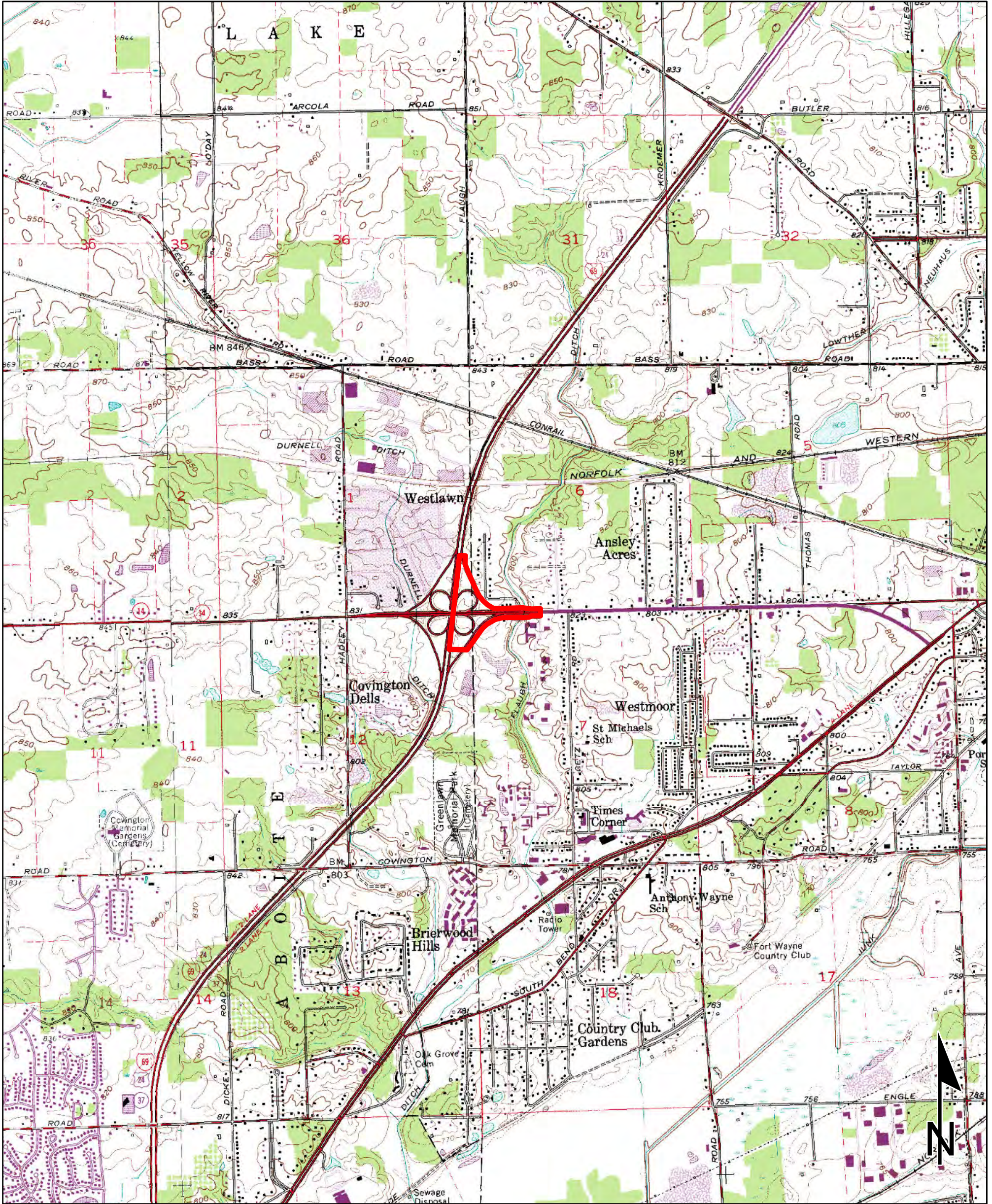
URBANIZED AREA BOUNDARY: YES

MINING/MINERAL EXPLORATION: N/A

HAZMAT CONCERNS: YES



Red Flag Investigation - Project Location  
 I-69 / State Route 14  
 Des. 1800091 Interchange Modification  
 Allen County, Indiana



Sources: 0.5 0.25 0 0.5 Miles  
 Non Orthophotography

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

Orthophotography - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

Map Projection: UTM Zone 16 N Map Datum: NAD83

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

FORT WAYNE WEST  
 INDIANA  
 7.5 MINUTE SERIES  
 (TOPOGRAPHIC)

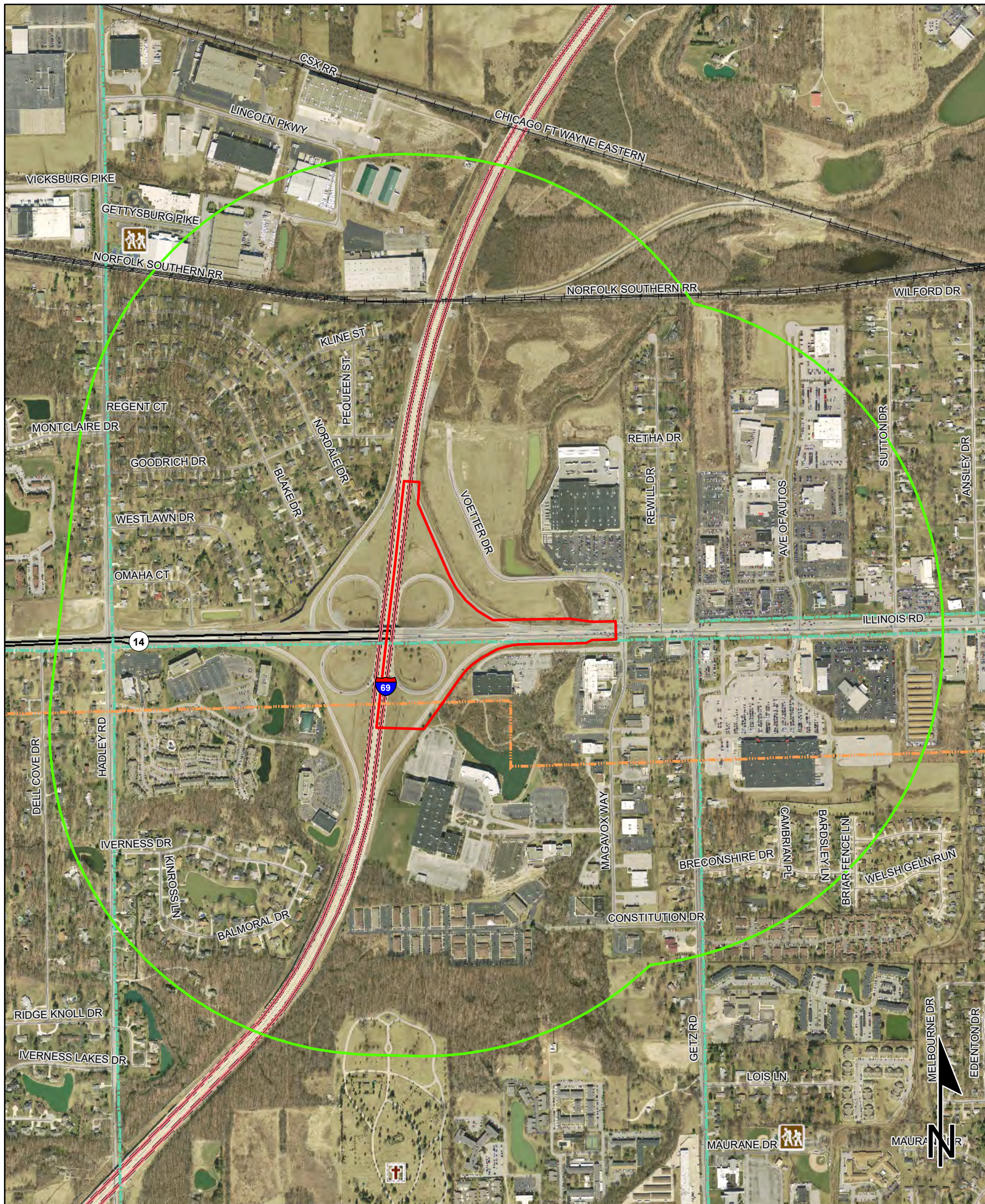


# Red Flag Investigation - Infrastructure

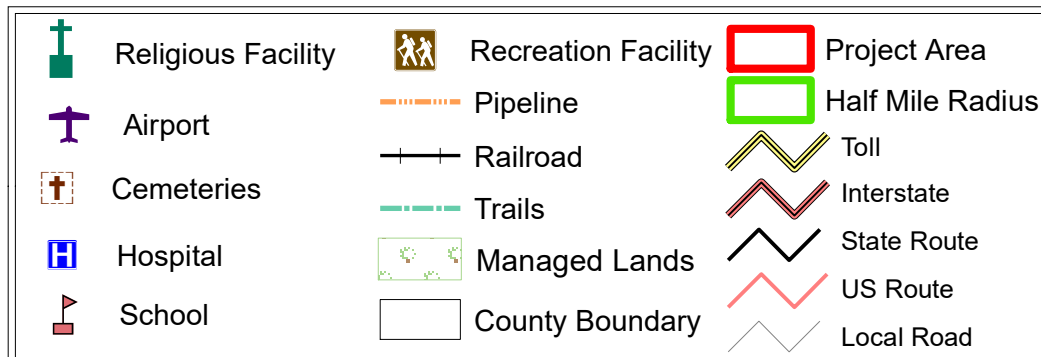
## I-69 / State Route 14

### Des. 1800091 Interchange Modification

#### Allen County, Indiana



**Sources:** 0.15 0.075 0 0.15 Miles  
**Non Orthophotography Data** - Obtained from the State of Indiana Geographical Information Office Library  
**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83  
**This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.**



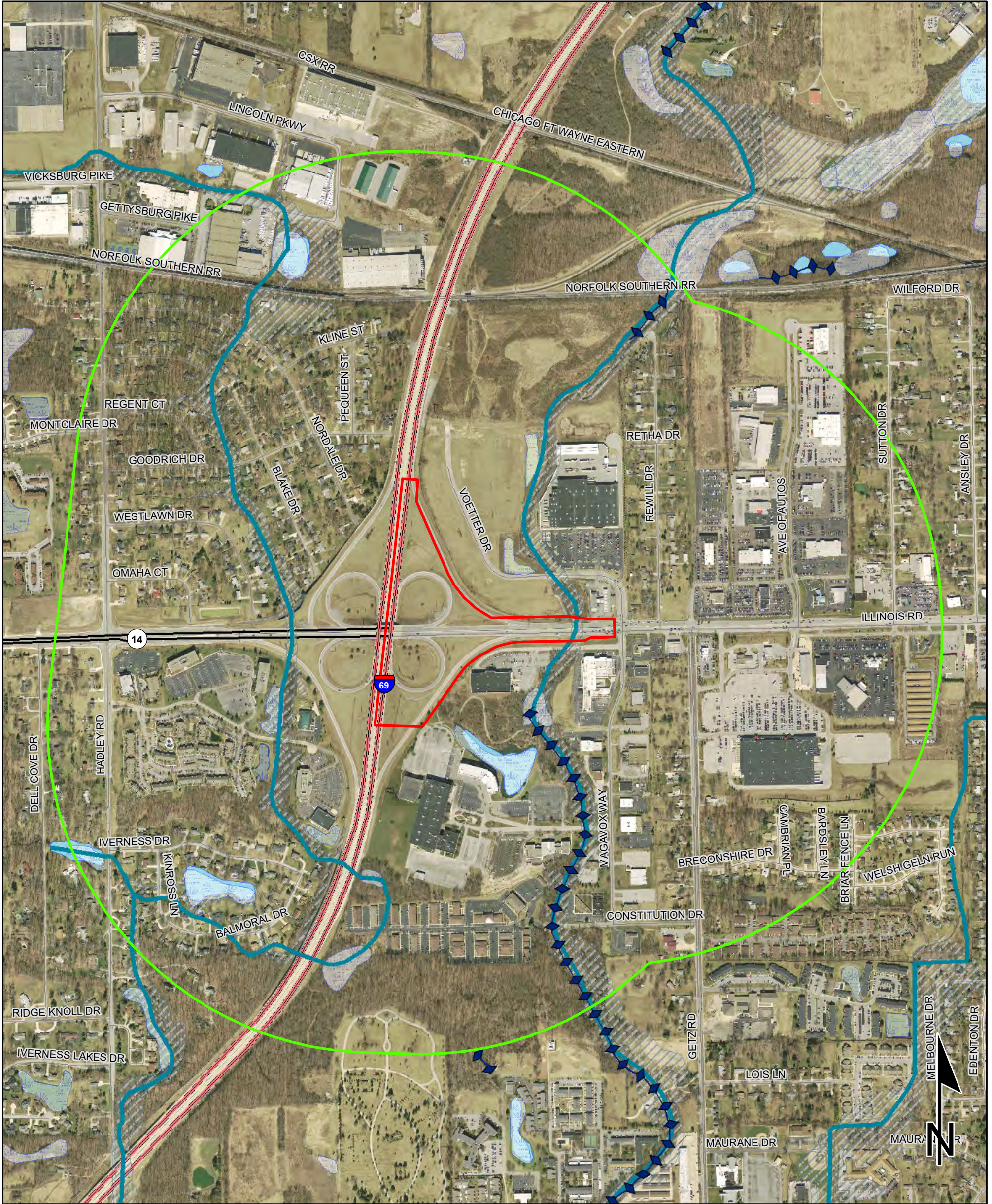


# Red Flag Investigation - Water Resources

## I-69 / State Route 14

### Des. 1800091 Interchange Modification

#### Allen County, Indiana



Sources: 0.15 0.075 0 0.15 Miles

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

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	NWI - Point		Wetlands		Project Area
	Karst Spring		Lake		Half Mile Radius
	NWI - Line		Floodplain - DFIRM		Toll
	Impaired_Stream_Lake		Cave Entrance Density		Interstate
	NPS NRI listed		Sinkhole Area		State Route
	River		Sinking-Stream Basin		US Route
	Canal Structure - Historic		County Boundary		Local Road
	Canal Route - Historic				

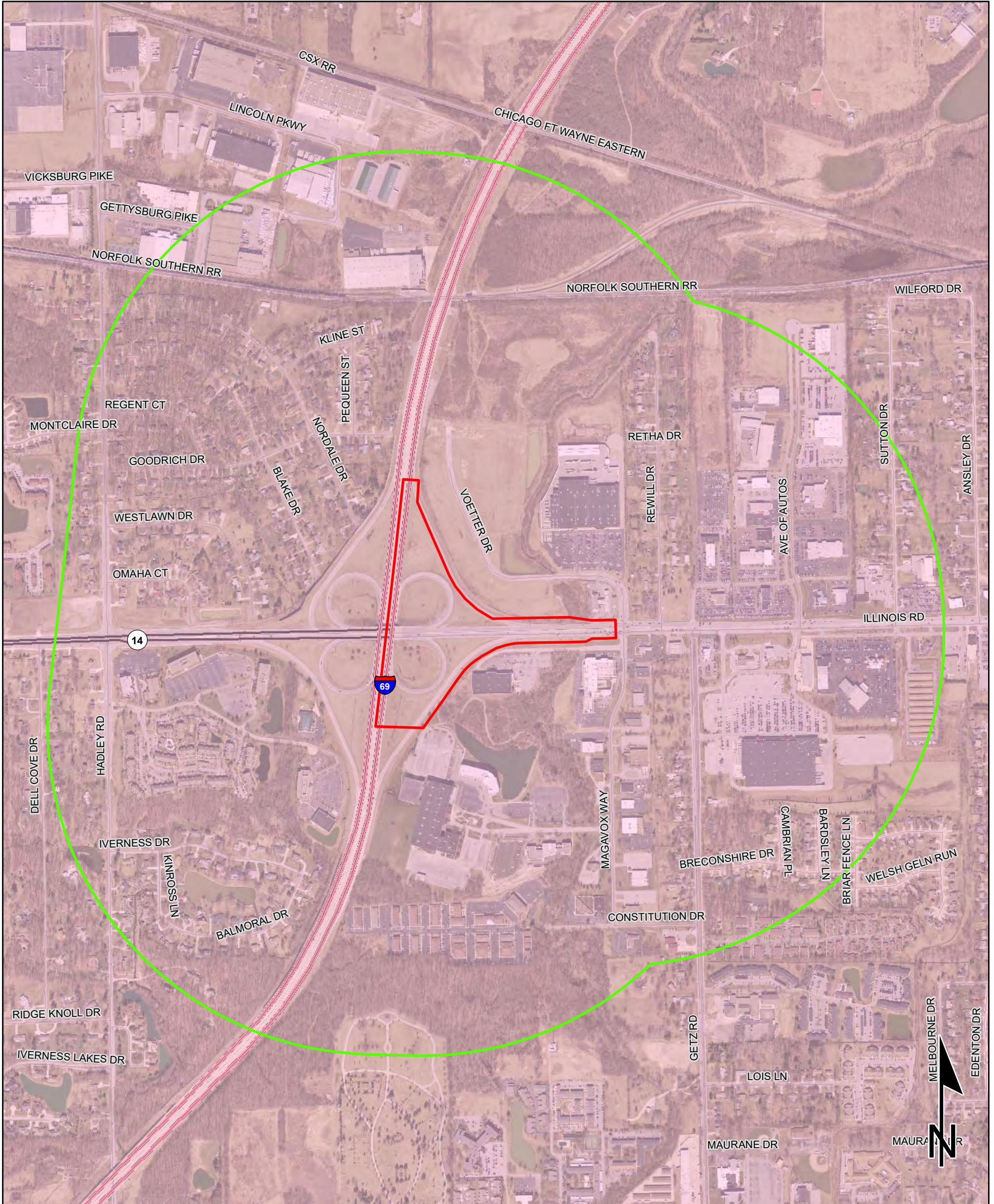


# Red Flag Investigation - Urbanized Area Boundary

## I-69 / State Route 14

### Des. 1800091 Interchange Modification

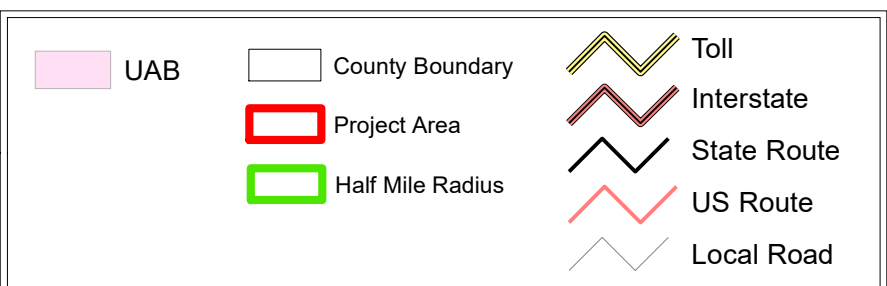
#### Allen County, Indiana



**Sources:**  
**Non Orthophotography** 0.2 0.1 0 0.2 Miles  
**Data** - Obtained from the State of Indiana Geographical Information Office Library

**Orthophotography** - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))  
**Map Projection:** UTM Zone 16 N **Map Datum:** NAD83

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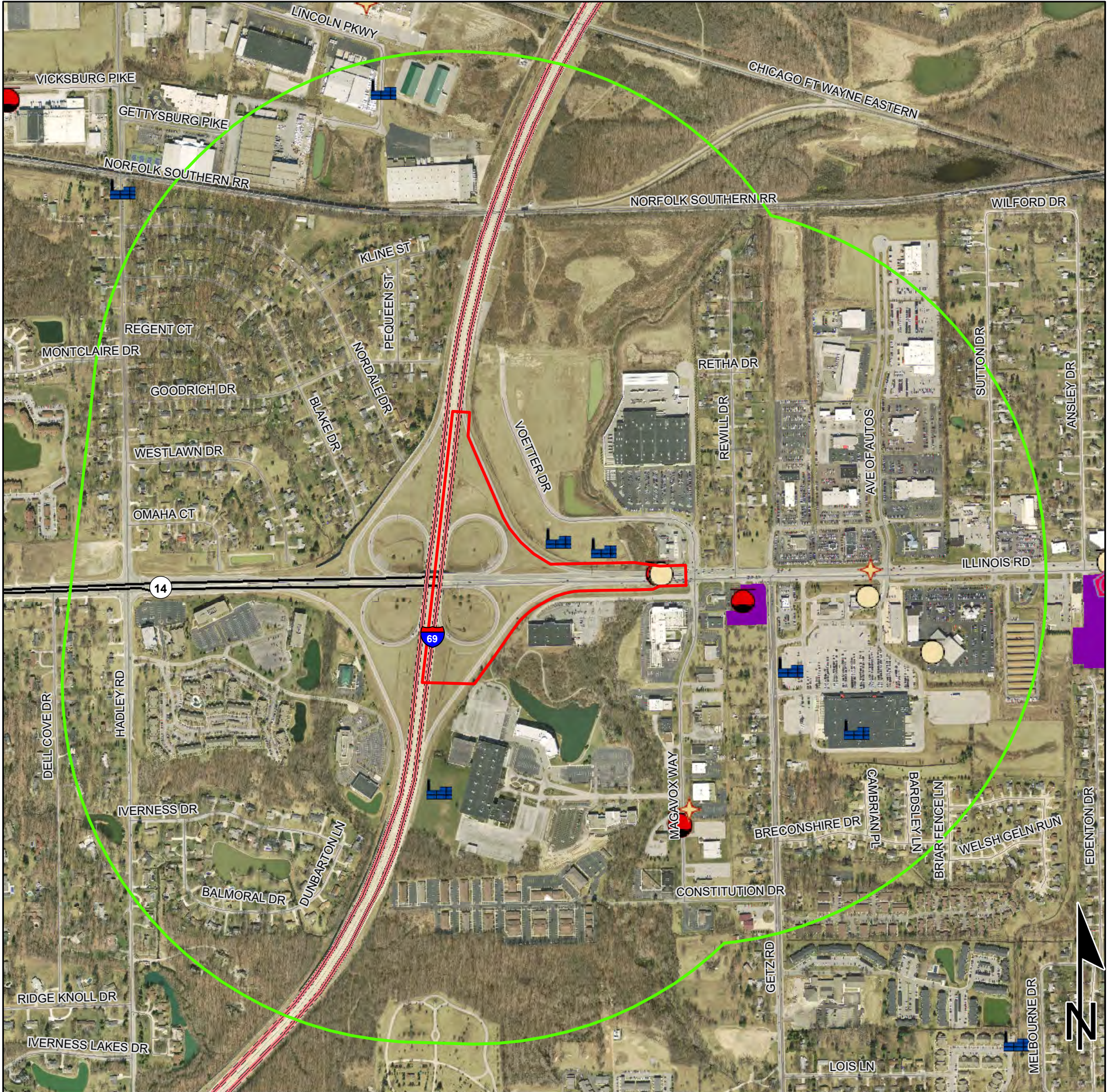


# Red Flag Investigation - Hazardous Material Concerns

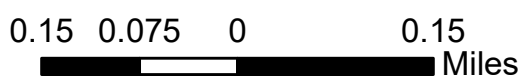
## I-69 / State Route 14

### Des. 1800091 Interchange Modification

#### Allen County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice_of_Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Toll
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				



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

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



Indiana County Endangered, Threatened and Rare Species List

County: Allen

Species Name	Common Name	FED	STATE	GRANK	SRANK
<b>Mollusk: Bivalvia (Mussels)</b>					
Epioblasma obliquata perobliqua	White catspaw	LE	SE	G1T1	SX
Epioblasma rangiana	Northern Riffleshell	LE	SE	G2	S1
Lampsilis fasciola	Wavyrayed Lampmussel		SSC	G5	S3
Ligumia recta	Black Sandshell			G4G5	S2
Obovaria subrotunda	Round Hickorynut	C	SE	G4	S1
Pleurobema clava	Clubshell	LE	SE	G1G2	S1
Ptychobranthus fasciolaris	Kidneyshell		SSC	G4G5	S2
Quadrula cylindrica cylindrica	Rabbitsfoot	LT	SE	G3G4T3	S1
Toxolasma lividus	Purple Lilliput	C	SSC	G3Q	S2
Villosa fabalis	Rayed Bean	LE	SE	G2	S1
<b>Insect: Odonata (Dragonflies &amp; Damselflies)</b>					
Gomphus fraternus	Midland Clubtail			G5	S2
Tachopteryx thoreyi	Gray Petaltail		WL	G4	S3
<b>Fish</b>					
Moxostoma valenciennesi	Greater Redhorse		SE	G4	S2
Percina evides	Gilt Darter		SE	G4	S1
<b>Amphibian</b>					
Acris blanchardi	Blanchard's Cricket Frog		SSC	G5	S4
Ambystoma laterale	Blue-spotted Salamander		SSC	G5	S2
Hemidactylium scutatum	Four-toed Salamander		SSC	G5	S2
<b>Reptile</b>					
Clemmys guttata	Spotted Turtle	C	SE	G5	S2
Clonophis kirtlandii	Kirtland's Snake		SE	G2	S2
Emydoidea blandingii	Blanding's Turtle	C	SE	G4	S2
Sistrurus catenatus	Eastern Massasauga	LT	SE	G3	S2
<b>Bird</b>					
Asio flammeus	Short-eared Owl		SE	G5	S2
Bartramia longicauda	Upland Sandpiper		SE	G5	S3B
Buteo platypterus	Broad-winged Hawk		SSC	G5	S3B
Certhia americana	Brown Creeper			G5	S2B
Circus hudsonius	Northern Harrier		SE	G5	S2
Cistothorus palustris	Marsh Wren		SE	G5	S3B
Falco peregrinus	Peregrine Falcon		SSC	G4	S2B
Haliaeetus leucocephalus	Bald Eagle		SSC	G5	S2
Ixobrychus exilis	Least Bittern		SE	G5	S3B
Lanius ludovicianus	Loggerhead Shrike		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

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

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State: SE = state endangered; ST = state threatened; SR = state rare; SSC = state species of special concern; SX = state extirpated; SG = state significant; WL = watch list  
GRANK: 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 state; SX = state extirpated; B = breeding status; S? = unranked; SNR = unranked; SNA = nonbreeding status unranked

Indiana County Endangered, Threatened and Rare Species List

County: Allen

Species Name	Common Name	FED	STATE	GRANK	SRANK
<i>Setophaga cerulea</i>	Cerulean Warbler		SE	G4	S3B
<i>Setophaga citrina</i>	Hooded Warbler		SSC	G5	S3B
<i>Sturnella neglecta</i>	Western Meadowlark		SSC	G5	S2B
<i>Tyto alba</i>	Barn Owl		SE	G5	S2
<b>Mammal</b>					
<i>Taxidea taxus</i>	American Badger		SSC	G5	S2
<b>Vascular Plant</b>					
<i>Andromeda glaucophylla</i>	Bog Rosemary		ST	G5T5	S2
<i>Carex cephaloidea</i>	Thinleaf Sedge		ST	G5	S2
<i>Carex decomposita</i>	Cypress-knee Sedge		ST	G3G4	S2
<i>Carex trichocarpa</i>	Hairy-fruit Sedge		WL	G4	S3
<i>Chelone obliqua</i> var. <i>speciosa</i>	Rose Turtlehead		WL	G4T3	S3
<i>Circaea alpina</i>	Small Enchanter's Nightshade		SX	G5	SX
<i>Crataegus succulenta</i> var. <i>succulenta</i>	Fleshy Hawthorn		SR	G5T5	S3
<i>Dactylorhiza viridis</i>	Long-bract Green Orchis		SE	G5	S1
<i>Hydrastis canadensis</i>	Golden Seal		WL	G3G4	S3
<i>Panax quinquefolius</i>	American Ginseng		WL	G3G4	S3
<i>Phlox ovata</i>	Mountain Phlox		SE	G4	S1
<i>Platanthera psycodes</i>	Small Purple-fringe Orchis		SR	G5	S2
<i>Poa alsodes</i>	Grove Meadow Grass		SR	G4G5	S3
<i>Pyrola elliptica</i>	Elliptical-leaf Wintergreen		WL	G5	S3
<i>Rorippa aquatica</i>	Lake Cress		SE	G4?	S1
<i>Scutellaria parvula</i> var. <i>parvula</i>	Small Skullcap		SE	G4T4	S1
<i>Spiranthes lucida</i>	Shining Ladies'-tresses		SR	G4	S3
<i>Spiranthes magnicamporum</i>	Great Plains Ladies'-tresses		SE	G3G4	S1
<i>Symphotrichum boreale</i>	Rushlike Aster		ST	G5	S2
<b>High Quality Natural Community</b>					
Forest - flatwoods black swamp	Black Swamp Flatwoods		SG	GNR	S1
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 Central Till Plain	Central Till Plain Dry Upland Forest		SG	GNR	S1
Forest - upland dry-mesic Central Till Plain	Central Till Plain Dry-mesic Upland Forest		SG	GNR	S2
Forest - upland mesic Central Till Plain	Central Till Plain Mesic Upland Forest		SG	GNR	S3
Lake - pond	Pond		SG	GNR	SNR
Prairie - dry-mesic	Dry-mesic Prairie		SG	G3	S2
Wetland - marsh	Marsh		SG	GU	S4

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Indiana County Endangered, Threatened and Rare Species List

County: Allen

Species Name	Common Name	FED	STATE	GRANK	SRANK
Wetland - swamp forest	Forested Swamp		SG	G2?	S2
Wetland - swamp shrub	Shrub Swamp		SG	GU	S2
<b>Other Significant Feature</b>					
Geomorphic - Nonglacial Erosional Feature - Water Fall and Cascade	Water Fall and Cascade			GNR	SNR

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## **Appendix F**

### Water Resources

Aaron  
Koehlinger

Digitally signed by  
Aaron Koehlinger  
Date: 2019.12.26  
15:05:28 -05'00'

**BURGESS & NIPLE**  
Engineers ■ Planners ■ Environmental Scientists

WATERS REPORT  
INDIANA DEPARTMENT OF TRANSPORTATION (INDOT)  
I-69 / STATE ROUTE 14 INTERCHANGE  
IN ALLEN COUNTY, INDIANA  
INTERCHANGE MODIFICATION  
DES. NO.: 1800091

Prepared by:  
Mathew Aldridge  
Mathew.Aldridge@burgessniple.com  
614-459-7272 ext. 1022  
Burgess & Niple Inc.

Completed Date: 12/16/2019

Date of Field Reconnaissance: 9/25/2019

**Location:**

Sections 1 & 12, Township 30N, Range 11E  
Sections 6 & 7, Township 30N, Range 12E  
Fort Wayne West, Indiana Quadrangle  
Allen County, Indiana  
HUC 12: 0512 0101 1004 (Graham McCulloch Ditch #1-Little River)  
41.074630, -85.226617

## 1.0 PROJECT DESCRIPTION

The preferred alternative consists of closing and removing the northeast loop ramp, and traffic will be rerouted onto Ramp A. Ramp A, which is currently a free-flow ramp from northbound I-69 to eastbound Illinois Road, will have approximately 315 feet of new alignment constructed so that the ramp intersects perpendicularly with Illinois Road. The approach at the intersection will consist of two left turn lanes and one right turn lane. Additionally, approximately 184 feet of the ramp will be reconstructed to correct superelevation for the new alignment. Pavement will be removed for the existing free-flow portion of Ramp A as well as Loop F (the northeast loop), and those areas will be covered with topsoil and seed. No regrading in those areas is expected. The northbound acceleration lane will be extended approximately 483 feet for a total length of approximately 762 feet, along with a 600-ft merging taper. (NOTE: the information about the southbound acceleration lane extension will be included in the Des. No. 1401828 environmental document).

An 18" pipe culvert will be added under the new alignment of Ramp A to perpetuate drainage in this area. A new signal will be added at the new intersection of Ramp A and Illinois Road. Guardrail will also be modified on the northeast corner of the bridge. Since that loop ramp will be removed, approximately 225 feet of guardrail will be added along the edge of pavement on Illinois Road, and the curved guardrail along the loop ramp will be removed.

## **2.0 DESKTOP RECONNAISSANCE**

The literature review for this report included review of proposed project plans, U.S. Geological Survey (USGS) topographic maps, current aerial photography, National Hydrography Database (NHD), National Wetlands Inventory (NWI) maps, soils maps and soil survey information, Federal Emergency Management Agency (FEMA) flood hazard mapping, and Indiana Department of Environmental Management (IDEM) water quality and use designation information, as applicable. Findings of the literature review are summarized below.

### **2.1 USGS Topographic Mapping and Aerial Photography**

The project location is depicted on the Fort Wayne West, Indiana 7.5-Minute Series USGS topographic quadrangle. Aerial photography was evaluated from imagery obtained from Indiana Map (<https://maps.indiana.edu>).

The study area is located in an urban setting along I-69 and SR 14 in Allen County, IN. Flaugh Ditch is depicted as a perennial stream on the USGS topographic map. The elevation of the study area ranges from 830 ft. to 800 ft. above mean sea level (AMSL). Aerial photography shows the entirety of the study area to be maintained right-of-way. The NHD map shows one culverted stream flowing beneath Illinois Road on the eastern side of the study area. Three ditches are also mapped within the study area. One of these ditches is bridged by a connector beneath I-69.

### **2.2 Soils**

According to the Soil Survey Geographic (SSURGO) Database for Allen County, Indiana, the study area does contain soil areas with nationally listed hydric soils.

Three soil units are mapped within the study area. All are rated as hydric soils.



Review results for soil mapping and unit descriptions obtained from the NRCS Web Soil Survey (<http://websoilsurvey.nrcs.usda.gov>) are summarized in **Table 1** below.

**Table 1**  
**Soil Survey**

Soil Name	Map Abbreviation	Hydric Range
Blount loam, interlobate moraines, 0 to 2 percent slopes	BmA	1-32%
Eel silt loam	Es	1-32%
Glynwood silt loam, 2 to 6 percent slopes, eroded	MrB2	1-32%

### 2.3 National Wetland Inventory (NWI) Information

There is one riverine NWI feature mapped within the study area (Map ID 1). Flaugh Ditch is depicted as a perennial stream (R5UBH). No wetlands, ponds or other mapped NWI features are depicted in the study area.

NWI map review results obtained from the U.S. Fish & Wildlife Service's Wetlands Mapper application (<https://www.fws.gov/wetlands/Data/Mapper.html>), are summarized in **Table 2** below.

**Table 2**  
**NWI Mapped Features**

Map ID	Abbreviation	Classification	Description	Location
1	R5UBH	Riverine/Unknown Perennial/ Unconsolidated Bottom/ Permanently Flooded	Stream	Within Study area
2	PUBGh	Palustrine/Unconsolidated Bottom/ Intermittently Exposed/Diked/Impounded	Freshwater Pond	0.04 mi. SE
3	PUBGx	Palustrine/Unconsolidated Bottom/ Intermittently Exposed/Excavated	Freshwater Pond	0.06 mi. N
4	PEM1B	Palustrine/Emergent/Persistent/Seasonally Saturated	Emergent Wetland	0.07 mi. S
5	R5UBH	Riverine/Unknown Perennial/ Unconsolidated Bottom/ Permanently Flooded	Stream	0.14 mi. W
6	PUBGx	Palustrine/Unconsolidated Bottom/ Intermittently Exposed/Excavated	Freshwater Pond	0.14 mi. NE
7	PUBGx	Palustrine/Unconsolidated Bottom/ Intermittently Exposed/Excavated	Freshwater Pond	0.14 mi. W