

## APPENDIX C: EARLY COORDINATION



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

Eric J. Holcomb, Governor  
Joe McGuinness, Commissioner

November 19, 2020

Damrill Aarons  
Chief Michiana Branch  
US Army Corps of Engineers- Detroit District  
2422 Virdian Drive  
South Bend, IN 466228

## Sample Early Coordination Letter

Via Email: Aaron.W.Damrill@usace.army.mil

Re: Early Coordination Letter  
Des. No. 1800092  
I-469 & US 24 Interchange  
Interchange Modification  
Allen County, Indiana

Dear Mr. Aarons:

The Indiana Department of Transportation (INDOT) is proposing modifications to the interchange of I-469 and US 24 in Allen County, Indiana. This letter is part of the early coordination phase of the environmental review process. We request comments from you within your area of expertise regarding any potential environmental or community effects associated with this proposed project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental effects.

**Project Location:** The project area is located at the west end of the existing interchange in New Haven, Indiana. More specifically, the project is located in Section 1, Township 30 North, Range 13 East, and Section 6, Township 30 North, Range 14 East in Adams and Jefferson Townships.

**Existing Conditions:** The existing service interchange has a partial cloverleaf configuration with loop ramps in the northeast and southwest quadrants and the ramp terminal is controlled by traffic signal.

**Purpose and Need:** The need for the project is to improve the overall safety and functionality, enhance the regional transportation network, and provide full and free flowing connectivity between US 24 and I-469 in all directions of the interchange. The purpose of the proposed project is to improve the functionality of the interchange, enhance the regional transportation network, improve safety, and implement the commitment to provide full and free flowing connectivity between US 24 and I-469 in all directions which was made in the Fort to Port Final Environmental Impact Study/Record Of Decision (FEIS/ROD).

**Proposed Project:** The west half of the interchange will be reconfigured to a full cloverleaf type. This includes removal of the existing signal west of I-469 and converting the ramps into a full cloverleaf type interchange. US 24 eastbound to I-469 southbound will be added. The existing ramps in the southwest quadrant will be reconstructed as needed.

**Right-of-Way:** Right-of-Way will be required for the addition of the I-469 southbound to westbound Rose Avenue directional ramp and the US 24 eastbound to I-469 southbound loop ramp.

**Maintenance of Traffic (MOT):** MOT will be utilized to construct I-469 southbound to westbound Rose Avenue and US 24 eastbound to I-469 southbound ramps in the first phase. The second construction

phase will modify I-469 southbound to eastbound US 24 and eastbound Rose Avenue to I-469 southbound.

**Surrounding Resources:** Land use in the vicinity of the project is agricultural and residential. The project area is located within a MS4 permitted entity.

A waters and wetlands determination and a biological assessment will be completed to identify any ecological resources that may be present. This project qualifies for the application of the United States Fish and Wildlife Service (USFWS) range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat. The USFWS Information, Planning, and Consultation System (IPaC) will be utilized to determine the project's potential to affect the Indiana bat and northern long-eared bat

**Comments Request:** You are asked to review this information and provide any comments you may have relative to the anticipated effects of the project on areas which you have jurisdiction or special expertise. Please send your comments to Shampayne Jeffries of HNTB Corporation, at [sjeffries@hntb.com](mailto:sjeffries@hntb.com) or 317-917-4682. 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, should 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 Shampayne Jeffries of HNTB at [sjeffries@hntb.com](mailto:sjeffries@hntb.com) 574-222-6589, or Matt Yarian of INDOT at [myarian@indot.in.gov](mailto:myarian@indot.in.gov) 260-969-8234. Thank you in advance for your input.

Sincerely,

HNTB CORPORATION



Shampayne Jeffries  
Environmental Planning Intern

**Attachments have been omitted to avoid duplication. Graphics can be found in Appendix B.**

Attachments: Figure 1: Project Location Map  
Figure 2: Project Area Aerial  
Figure 3: USGS 7.5 Minute Topographic Quad Map  
Figure 4: Photo Location Map  
Project Location Photographs

Cc:

Matt Yarian, INDOT Project Manager  
Josh Cook, HNTB Corp.  
Jeff Sorg, Allen County Surveyor  
David Gladieux, Allen County Sheriff  
Bill Hartman, Allen County Highway Department  
Allen County Department of Planning Services  
Greg Lake, Allen County SWCD  
Marilyn Hissong, East Allen County Community Schools  
Allen County Emergency Preparedness  
Scott Manning, INDOT Acting Media Relations Director  
Indiana Geological Survey  
Julian Courtade, Indiana Department of Transportation, Office of Aviation  
Christie Stanifer, Indiana Department of Natural Resources  
Alisha Turnbow, IDEM Groundwater Section  
Rick Neilson, NRCS- State Conservationist  
Kari Carmany-George, Federal Highway Administration  
Laura Barnhart, US Fish and Wildlife Service  
Brian Royer, Indiana Department of Natural Resources Division of Oil and Gas

Ron Bales, INDOT NEPA Specialist  
Kimberly Bowman, Allen County Department of Planning Services  
Elizabeth McCloskey, US Fish and Wildlife Service - Northern Indiana Field Office  
Indiana Department of Environmental Management  
Karen Novak, INDOT Environmental Section Manager  
Ken Westlake, NEPA Implementation Section  
Dan Avery, Northeastern Indiana Regional Coordinating Council  
New Haven/Adams Park Department  
David Gladieux, Allen County Sheriff  
Marilyn Hissong, East Allen County Community Schools  
Mindy Waldron, Allen County Department of Health (Emergency Preparedness)  
Damrill Aarons, US Army Corps of Engineers- Detroit District  
Steve McMichael, New Haven Mayor's Office  
Floyd Ball, New Haven City Hall  
Darrin Good, New Haven Engineering  
Rob Gutierrez, New Haven Zoning Administration/Planning Department  
Jeffrey McCracken, Police Department  
Joshua Hale, New Haven Fire/Emergency Medical Services  
Dave Jones, New Haven Public Works



## Christine Meador

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**From:** McCloskey, Elizabeth <elizabeth\_mccloskey@fws.gov>  
**Sent:** Monday, November 23, 2020 10:23 AM  
**To:** Shampayne Jeffries  
**Cc:** Christine Meador; MYarian@indot.IN.gov  
**Subject:** Re: [EXTERNAL] Early Coordination Letter - I-469 & US 24 Interchange Modification Project (Des. No. 1800092)

Good morning, 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  
Ecological Services  
Chesterton, Indiana

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**From:** Shampayne Jeffries <sjeffries@HNTB.com>  
**Sent:** Friday, November 20, 2020 3:00 PM  
**To:** McCloskey, Elizabeth <elizabeth\_mccloskey@fws.gov>  
**Cc:** Christine Meador <CMeador@HNTB.com>; Jonathan Oakley <joakley@HNTB.com>; MYarian@indot.IN.gov <MYarian@indot.IN.gov>; Mariah Martin <marmartin@HNTB.com>  
**Subject:** [EXTERNAL] Early Coordination Letter - I-469 & US 24 Interchange Modification Project (Des. No. 1800092)

**This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.**

Dear Ms. McCloskey,

Please see the attached early coordination letter and supporting graphics for the I-469 & US 24 Interchange Modification Project (Des. No. 1800092).

If you have any questions regarding this project, please feel free to contact me by phone or email.

Best regards,

**Shampayne Jeffries**  
Environmental Planning Intern  
Environmental Planning  
Tel (317) 636-4682 Direct (574) 222-6589 Email [sjeffries@hntb.com](mailto:sjeffries@hntb.com)

**HNTB CORPORATION**  
111 Monument Circle, Suite 1200, Indianapolis, Indiana 46204 | [www.hntb.com](http://www.hntb.com)

 **100+ YEARS OF INFRASTRUCTURE SOLUTIONS**

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

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**DNR #:** ER-23237

**Request Received:** November 20, 2020

**Requestor:** HNTB Corporation  
Shampayne Jeffries  
111 Monument Circle, Suite 1200  
Indianapolis, IN 46204-5178

**Project:** I-469 and US 24 cloverleaf interchange modifications, New Haven; Des #1800092

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

**Natural Heritage Database:** The Natural Heritage Program's data have been checked. The federal and state endangered White catspaw (*Epioblasma perobliqua*) has been documented in the Maumee River within 1/2 mile of the project area.

**Fish & Wildlife Comments:** We do not foresee any impacts to White Catspaw as a result of this project.

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

1) Forest & Riparian Habitat:

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 Habitat Mitigation guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.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) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

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

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2) Wetland Habitat:

Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

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, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.
2. Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits.
3. 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.
4. All excavated material must be properly spread or completely removed from the project site such that erosion and off-site sedimentation of the material is prevented.
5. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
6. Seed and protect all disturbed streambanks and slopes 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.
7. Inspect structural erosion and sediment control practices daily and repair as necessary until all construction is complete and disturbed areas are permanently stabilized.
8. Do not excavate or place fill in any riparian wetland.

**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.

*Christie L. Stanifer*

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

**Date:** December 16, 2020

## Organization and Project Information

**Project ID:**  
**Des. ID:** Des. No. 18000092  
**Project Title:** I-469 & US 24 Interchange Modification  
**Name of Organization:** HNTB Corporation  
**Requested by:** Shampayne Jeffries

## Environmental Assessment Report

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

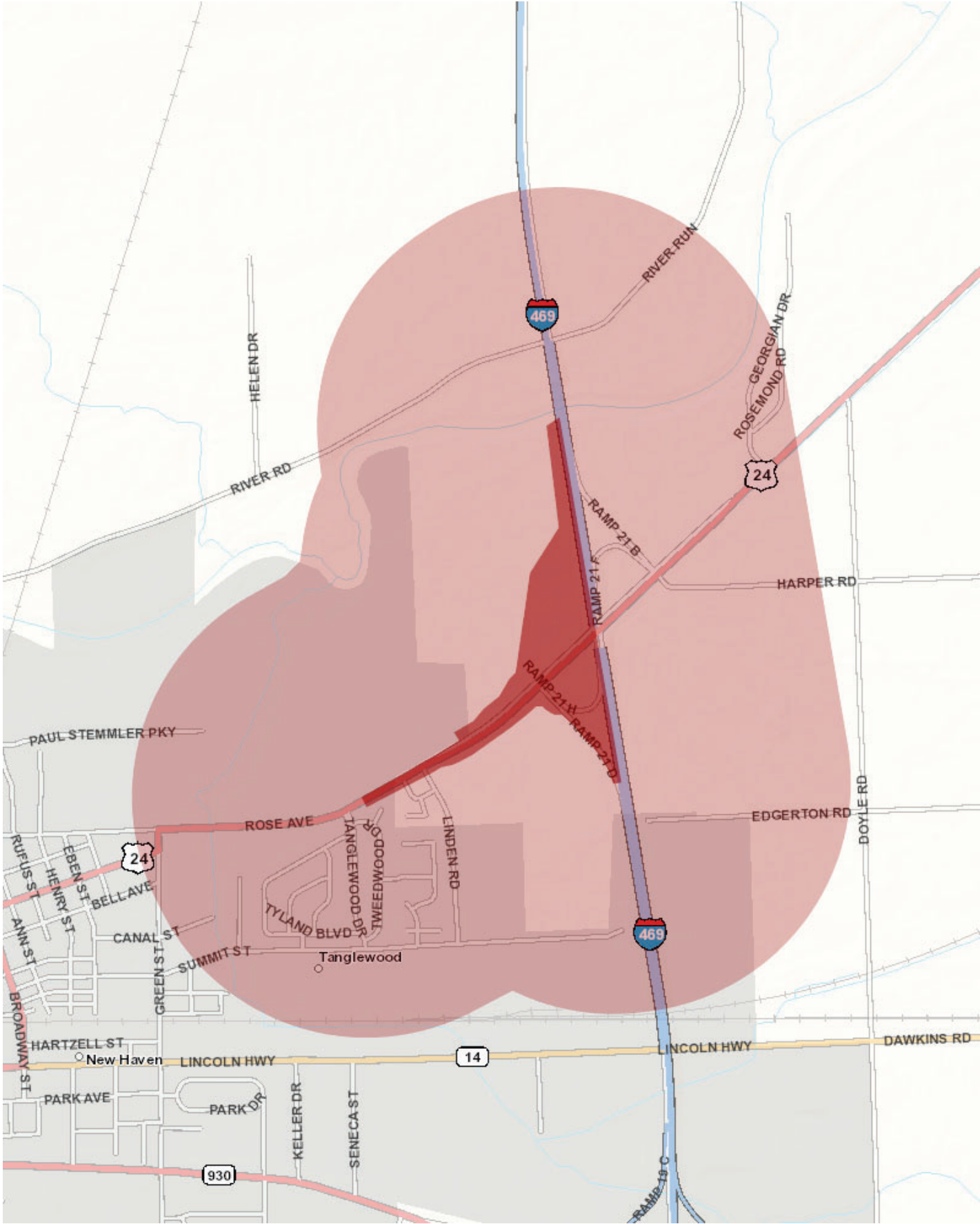
\*All map layers from Indiana Map ([maps.indiana.edu](http://maps.indiana.edu))

### **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  
Phone: 812 855-7428

Date: February 26, 2021



## 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)



# 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)

Indiana Department of Transportation  
Matt Yarian  
5333 Hatfield Road  
Fort Wayne , IN 46808  
Date

HNTB Corporation  
Shampayne Jeffries  
111 Monument Circle, Suite 1200  
Indianapolis , IN 46204

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The project area is located at the west end of the existing interchange in New Haven, Indiana. More specifically, the project is located in Section 1, Township 30 North, Range 13 East, and Section 6, Township 30 North, Range 14 East in Adams and Jefferson Townships. The west half of the interchange will be modified to complete the interchange to a full-cloverleaf type interchange. This includes removal of the existing signal west of I-469 and modifying the ramps to complete the full-cloverleaf modification. The existing ramps in the southwest quadrant will be reconstructed as needed. New interchange construction will include new roadway construction or reconstruction, regrading of existing ditches, new signage, and new lighting.

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> (<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:
  - IC 14-26-2 Lakes Preservation Act 312 IAC 11
  - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
  - IC 14-28-1 Flood Control Act 310 IAC 6-1
  - IC 14-29-1 Navigable Waterways Act 312 IAC 6
  - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
  - 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
  - <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 at [atdem.state.in.us](mailto: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.

## 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 project area is located at the west end of the existing interchange in New Haven, Indiana. More specifically, the project is located in Section 1, Township 30 North, Range 13 East, and Section 6, Township 30 North, Range 14 East in Adams and Jefferson Townships. The west half of the interchange will be modified to complete the interchange to a full-cloverleaf type interchange. This includes removal of the existing signal west of I-469 and modifying the ramps to complete the full-cloverleaf modification. The existing ramps in the southwest quadrant will be reconstructed as needed. New interchange construction will include new roadway construction or reconstruction, regrading of existing ditches, new signage, and new lighting.

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: 1/8/2021

Signature of the INDOT

Project Engineer or Other Responsible Agent

*Matthew Yarian*

Matt Yarian

Date: 1/8/21

Signature of the

For Hire Consultant

*Shampayne Jeffries*

Shampayne Jeffries

**From:** [Courtade, Julian](#)  
**To:** [Shampayne Jeffries](#)  
**Subject:** RE: Early Coordination Letter - I-469 & US 24 Interchange Modification Project (Des. No. 1800092)  
**Date:** Monday, November 23, 2020 7:51:18 AM  
**Attachments:** [image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)  
[image010.png](#)  
[image011.png](#)  
[image012.png](#)  
[image013.png](#)  
[image014.png](#)  
[image015.png](#)

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Shampayne –

I reviewed the Early Coordination Letter and found no issues with surrounding airspace or airports. This is due to the project meeting the required glideslope requirements to the nearest public-use facility. Please let me know if you have any questions!

Thanks,

**Julian L. Courtade**

**Chief Airport Inspector**

100 North Senate Ave, N955

Indianapolis, IN 46204

**Cell:** (317) 954-7385

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



---

**From:** Shampayne Jeffries <[sjeffries@HNTB.com](mailto:sjeffries@HNTB.com)>  
**Sent:** Friday, November 20, 2020 4:05 PM  
**To:** Courtade, Julian <[JCourtade@indot.IN.gov](mailto:JCourtade@indot.IN.gov)>  
**Cc:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>; Jonathan Oakley <[joakley@HNTB.com](mailto:joakley@HNTB.com)>; Yarian, Matthew <[MYarian@indot.IN.gov](mailto:MYarian@indot.IN.gov)>; Mariah Martin <[marmartin@HNTB.com](mailto:marmartin@HNTB.com)>  
**Subject:** Early Coordination Letter - I-469 & US 24 Interchange Modification Project (Des. No. 1800092)

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

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Dear Mr. Courtade,

Please see the attached early coordination letter and supporting graphics for the I-469 & US 24

November 30, 2020

Shampayne Jeffries  
HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis, Indiana 46204

Dear Ms. Jeffries:

The proposed project to make interchange modifications at I-469 and US 24 in Allen County, Indiana (Des. No. 1800092), as referred to in your letter received November 19, 2020 will not be able to be determined at this time due to a lack of site-specific information. Please resubmit when specific/potential impacts are determined.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

**RICHARD NEILSON** Digitally signed by  
RICHARD NEILSON  
Date: 2020.12.02  
13:46:58 -05'00'

RICK NEILSON  
State Soil Scientist

---

Helping People Help the Land.



USDA is an equal opportunity provider, employer and lender.



February 18, 2021

Shampayne Jeffries  
HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis, Indiana 46204

Dear Ms. Jeffries:

The revised project to make interchange modifications at I-469 and US 24 in Allen County, Indiana (Des. No. 1800092), as referred to in your letter received January 12, 2021, will cause a conversion of prime farmland.

The attached packet of information is for your use in completing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

**RICHARD** Digitally signed by  
RICHARD NEILSON  
**NEILSON** Date: 2021.02.18  
15:14:58 -05'00'

RICK NEILSON  
State Soil Scientist

Enclosures



**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project		Federal Agency Involved			
Proposed Land Use		County and State			
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres:            %		Amount of Farmland As Defined in FPPA Acres:            %		
Name of Land Evaluation System Used	Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS		
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site					
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide Important or Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		<b>Maximum Points</b>	Site A	Site B	Site C
1. Area In Non-urban Use		(15)			
2. Perimeter In Non-urban Use		(10)			
3. Percent Of Site Being Farmed		(20)			
4. Protection Provided By State and Local Government		(20)			
5. Distance From Urban Built-up Area		(15)			
6. Distance To Urban Support Services		(15)			
7. Size Of Present Farm Unit Compared To Average		(10)			
8. Creation Of Non-farmable Farmland		(10)			
9. Availability Of Farm Support Services		(5)			
10. On-Farm Investments		(20)			
11. Effects Of Conversion On Farm Support Services		(10)			
12. Compatibility With Existing Agricultural Use		(10)			
TOTAL SITE ASSESSMENT POINTS		160			
<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Site Assessment (From Part VI above or local site assessment)		160			
<b>TOTAL POINTS (Total of above 2 lines)</b>		260			
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>	
Reason For Selection:					
Name of Federal agency representative completing this form:					Date:

(See Instructions on reverse side)

Form AD-1006 (03-02)

## Susan Harrington

---

**From:** Susan Harrington  
**Sent:** Thursday, September 16, 2021 3:58 PM  
**To:** 'Ruffner, Shelby - NRCS, Indianapolis, IN'  
**Cc:** Christine Meador  
**Subject:** RE: NRCS Response Letter - Des No 1800092, Allen County  
**Attachments:** HNTB\_ProposedROW.zip

Hi Shelby,  
The right-of-way has changed for this project. I've attached the revised project area shape file for NRCS review. Please let us know if a revised form is needed.  
Thank you!  
Susan

**Susan Harrington**  
Scientist III  
Tel (317) 917-5233 Cell (317) 902-0672 Email [sharrington@hntb.com](mailto:sharrington@hntb.com)

**HNTB CORPORATION**  
111 Monument Circle, Suite 1200 | Indianapolis, IN 46204 | [hntb.com](http://hntb.com)

 **100+ YEARS OF INFRASTRUCTURE SOLUTIONS**



---

**From:** Susan Harrington  
**Sent:** Wednesday, September 1, 2021 12:51 PM  
**To:** 'Ruffner, Shelby - NRCS, Indianapolis, IN' <[shelby.ruffner@usda.gov](mailto:shelby.ruffner@usda.gov)>  
**Cc:** Christine Meador <[CMeador@HNTB.com](mailto:CMeador@HNTB.com)>  
**Subject:** RE: NRCS Response Letter - Des No 1800092, Allen County

Hello Shelby,  
I've attached our completed form for your records.  
Thank you!  
Susan

**Susan Harrington**  
Scientist III  
Tel (317) 917-5233 Cell (317) 902-0672 Email [sharrington@hntb.com](mailto:sharrington@hntb.com)

**HNTB CORPORATION**  
111 Monument Circle, Suite 1200 | Indianapolis, IN 46204 | [hntb.com](http://hntb.com)

 **100+ YEARS OF INFRASTRUCTURE SOLUTIONS**



---

**From:** Ruffner, Shelby - NRCS, Indianapolis, IN <[shelby.ruffner@usda.gov](mailto:shelby.ruffner@usda.gov)>  
**Sent:** Friday, February 19, 2021 11:03 AM

September 20, 2021

Shampayne Jeffries  
HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis, Indiana 46204

Dear Ms. Jeffries:

The revised project to make interchange modifications at I-469 and US 24 in Allen County, Indiana (Des. No. 1800092), as referred to in your letter received September 16, 2021, will cause a conversion of prime farmland.

The attached packet of information is for your use in completing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859.

Sincerely,

**RICHARD** Digitally signed by  
RICHARD NEILSON  
**NEILSON** Date: 2021.09.22  
15:17:37 -04'00'

RICK NEILSON  
State Soil Scientist

Enclosures



U.S. Department of Agriculture

**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request				
Name of Project <b>DES1800092 I469 US24 Update</b>		Federal Agency Involved				
Proposed Land Use		County and State <b>Allen County, Indiana</b>				
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS <b>9/16/2021</b>		Person Completing Form: <b>JRA</b>		
Does the site contain Prime, Unique, Statewide or Local Important Farmland? (If no, the FPPA does not apply - do not complete additional parts of this form)		YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size <b>182 ac</b>	
Major Crop(s) <b>Corn</b>	Farmable Land In Govt. Jurisdiction Acres: <b>411230 % 97</b>	Amount of Farmland As Defined in FPPA Acres: <b>39402<sup>5</sup>% 93</b>				
Name of Land Evaluation System Used <b>LESA</b>	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS <b>9/20/2021</b>				
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating				
		Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly						
B. Total Acres To Be Converted Indirectly						
C. Total Acres In Site						
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information						
A. Total Acres Prime And Unique Farmland		<b>5.43</b>				
B. Total Acres Statewide Important or Local Important Farmland		<b>0.00</b>				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted		<b>0.003</b>				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		<b>95</b>				
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)		<b>67</b>				
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria (Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)		<b>Maximum Points</b>	Site A	Site B	Site C	Site D
1. Area In Non-urban Use		(15)	<b>10</b>			
2. Perimeter In Non-urban Use		(10)	<b>5</b>			
3. Percent Of Site Being Farmed		(20)	<b>15</b>			
4. Protection Provided By State and Local Government		(20)	<b>0</b>			
5. Distance From Urban Built-up Area		(15)	<b>0</b>			
6. Distance To Urban Support Services		(15)	<b>0</b>			
7. Size Of Present Farm Unit Compared To Average		(10)	<b>8</b>			
8. Creation Of Non-farmable Farmland		(10)	<b>0</b>			
9. Availability Of Farm Support Services		(5)	<b>5</b>			
10. On-Farm Investments		(20)	<b>0</b>			
11. Effects Of Conversion On Farm Support Services		(10)	<b>0</b>			
12. Compatibility With Existing Agricultural Use		(10)	<b>0</b>			
TOTAL SITE ASSESSMENT POINTS		160	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PART VII</b> (To be completed by Federal Agency)						
Relative Value Of Farmland (From Part V)		100	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Site Assessment (From Part VI above or local site assessment)		160	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>		260	<b>110</b>	<b>0</b>	<b>0</b>	<b>0</b>
Site Selected: <b>Site A</b>		Date Of Selection <b>9/1/21</b>		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>		
Reason For Selection: <b>Site A and the No Build option were the only two alternatives considered. Site A fulfills the purpose and need of the project.</b>						
Name of Federal agency representative completing this form: <b>Susan Harrington</b>					Date: <b>10/21/21</b>	

(See Instructions on reverse side)

Form AD-1006 (03-02)

**From:** [Dave Fiess](#)  
**To:** [Shampayne Jeffries](#)  
**Subject:** I-469 & US 24 Interchange Project - Des. No. 1800092  
**Date:** Tuesday, December 1, 2020 2:48:26 PM

---

No concerns from the Allen County Department of Health for this project.

**David Fiess, MPA**

Director, Environmental Services Division

Allen County Department of Health

Pools/Septics - 200 E Berry St, Suite 360, Ft Wayne, IN 46802

Healthy Homes/Lead/Lodging/Vector Control - 2242 Carroll Rd, Ft Wayne, IN 46818

(260) 449-7473 (260) 449-3010 Fax

[Dave.fiess@allencounty.us](mailto:Dave.fiess@allencounty.us)

<http://www.allencountyhealth.com>

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# Northeastern Indiana Regional Coordinating Council



January 12, 2021

Jeff Laswell  
Archaeological Principal Investigator  
Gray & Pape Heritage Management  
5807 North Post Road  
Indianapolis, IN 46216

Re: Early Coordination  
DES 1800092 I-469 and US 24  
Location: Allen County

Dear Mr. Laswell:

Members of our staff reviewed your letter and report, dated December 30, 2020, concerning the Early Coordination of the I-469 and US 24 project. The NIRCC staff has the following comments relating to the early coordination phase of the environmental review process with this project, see below.

- Historical comments:
  - o The historic Wabash-Erie Canal route followed the alignment of US 24 through the area of the US 24/I 469 Interchange.
  - o A potential lock associated with the Wabash-Erie Canal (The Gronauer's Lock #2) is identified near the US 24/I 469 interchange.
- Water Resources:
  - o There is a potential wetland located near or within the area of the project. It is located in a wooded area on the northwest section of the interchange of US 24/I 469.
  - o A floodplain and floodway is located near the project area which is associated with the Maumee River and the Martin Drain.
  - o The Maumee River is an impaired waterway. There are three Impairments listed which include Ecoli, IBC, and PCBs\_FT.

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

Sincerely,

A handwritten signature in cursive script that reads 'Stacey Gorsuch'.

Stacey Gorsuch  
Principal Transportation Planner



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 5

77 WEST JACKSON BOULEVARD  
CHICAGO, IL 60604-3590

December 17, 2020

REPLY TO THE ATTENTION OF:  
Mail Code: RM-19J

Matt Yarian, Project Manger  
Capital Program Management  
Indiana Department of Transportation  
5333 Hatfield Road  
Fort Wayne, IN 46808  
[myarian@indot.in.gov](mailto:myarian@indot.in.gov)

Shampayne Jeffries, Intern  
HNTB Corporation  
111 Monument Circle Suite 1200  
Indianapolis, IN 46204 |  
[sjeffries@hntb.com](mailto:sjeffries@hntb.com)

Re: Early Coordination – I-469 and US 24 Interchange Modification Project, Allen County,  
Indiana (Des No 180092)

Dear Mr. Yarian and Ms. Jeffries:

As requested, this letter with enclosure provides EPA's early coordination comments for consideration as the Indiana Department of Transportation (INDOT) and HNTB (INDOT consultants) in conjunction with the Federal Highway Administration (FHWA) performs an environmental analysis of the above referenced project. Our comments are provided pursuant to the National Environmental Policy Act (NEPA) and the Council on Environmental Quality's NEPA Implementing Regulations at 40 CFR 1500-1508.

EPA appreciates the opportunity to provide these early coordination comments. If you have any questions or wish to discuss our comments, please contact Virginia Laszewski of my staff by phone: 312/886-7501 or email: [laszewski.virginia@epa.gov](mailto:laszewski.virginia@epa.gov).

Sincerely,

**KENNETH  
WESTLAKE**

Digitally signed by  
KENNETH WESTLAKE  
Date: 2020.12.17 16:37:25  
-06'00'

Kenneth A. Westlake  
Deputy Director, Tribal and Multi-media Programs Office  
Office of the Regional Administrator



Enclosures: (1) EPA Detailed Comments, (2) Construction Emission Control Checklist

cc (via email):

Kari Carmany-George, Planning and Environmental Specialist, Federal Highway  
Administration – Indiana Division, [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov)

Josh Cook, Project Manager, HNTB Corp., [jlcook@HNTB.com](mailto:jlcook@HNTB.com)

**EPA Early Coordination Comments - I-469 and US 24 Interchange Modification Project,  
Allen County, Indiana (Des No 180092)**

EPA comments are based on review of the limited project information provided in the Indiana Department of Transportation (INDOT)/HNTB (INDOT consultants), November 19, 2020, e-Letter with four enclosed figures/maps and four photos.

***Proposed Project:*** INDOT is proposing modifications to the interchange of I-469 and US 24 in Allen County, Indiana. The INDOT/HNTB letter states: *“The west half of the interchange will be reconfigured to a full cloverleaf type. This includes removal of the existing signal west of I-469 and converting the ramps into a full cloverleaf type interchange. US 24 eastbound to I-469 southbound will be added. The existing ramps in the southwest quadrant will be reconstructed as needed.”*

Recommendation: EPA recommends the NEPA documentation include figures that show the existing interchange configuration and the proposed interchange configuration.

***Purpose and Need/Alternatives:*** Specifically the letter states: *“The need for the project is to improve the overall safety and functionality, enhance the regional transportation network, and provide full and free flowing connectivity between US 24 and I-469 in all directions of the interchange. The purpose of the proposed project is to improve the functionality of the interchange, enhance the regional transportation network, improve safety, and implement the commitment to provide full and free flowing connectivity between US 24 and I-469 in all directions which was made in the Fort to Port Final Environmental Impact Study/Record Of Decision (FEIS/ROD).”*

The US 24 (Fort to Port) FEIS/ROD was signed December 9, 2005, more than 15 years ago. Do updated existing and future forecasted traffic conditions warrant modification of the existing US 24 / I-469 interchange?

Recommendation: EPA recommends the NEPA documentation include updated information to support purpose and need (e.g., existing and future traffic volumes, accident types and rates). Adjust purpose and need accordingly, if necessary. Identify additional alternatives that were considered and briefly discuss the reason/s for their elimination from further consideration. (See our additional comments regarding alternatives under ***Clean Water Act Section 404.***)

***Community Impacts:*** The figures/maps depict a residential neighborhood with direct access to US 24 (Rose Avenue) via Linden Street. The US 24 (Rose Avenue) / Linden Street intersection is located within the project area.

Recommendation: We recommend INDOT assess and the NEPA document disclose how access to and from this neighborhood would be impacted by the proposed project. For example, do school buses and/or elderly drivers use the Linden/US 24 (Rose Avenue) intersection? Would free-flow traffic off the new northwest quadrant ramp onto westbound US 24 compromise safety at this intersection? Identify mitigation measures (e.g., install traffic lights at the intersection), if applicable.

***Children’s Health and Safety:*** Executive Order 13045 on children’s health and safety directs each federal agency to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and to ensure that its policies, programs, activities, and standards address these risks

**Recommendations:** Prior to construction, require a construction traffic management plan to ensure that trucks hauling materials and heavy machinery avoid areas where children congregate, when possible. Aim to route construction truck traffic away from schools, daycare facilities, and parks, and use crossing guards when such areas cannot be avoided.

***Clean Water Act Section 404:*** Initial project area information indicates this project may involve the filling of jurisdictional waters, including forested wetlands adjacent to the Maumee River, requiring authorization under Section 404 of the Clean Water Act (CWA). Proposed impacts may require an Individual Permit under CWA Section 404. Pursuant to the CWA Section 404(b)(1) guidelines<sup>[1]</sup>, only the least environmentally damaging practicable alternative can be permitted. The identification of the environmentally preferred alternative in a NEPA analysis should ideally satisfy the alternatives analysis requirements of Section 404. Mitigation described in a NEPA analysis to replace unavoidable losses of aquatic habitat can then form the basis for mitigation requirements of Section 404 permits.

**Recommendations:**

- EPA recommends the NEPA document provide relevant information on the alternatives’ analysis (including avoidance and minimization) and mitigation to facilitate a compliance determination under Section 404 of the CWA.
- INDOT/HNTB should coordinate now with the U.S. Army Corps of Engineers (Corps) and the Indiana Department of Environmental Management on jurisdiction. Document this coordination in the NEPA document.
- We recommend NEPA documentation provide additional detail on the baseline condition and quality of the aquatic resources that would be directly impacted using appropriate assessment methods. We support onsite physical and biological assessments of resources proposed to be impacted as such information would be required for a CWA Section 404 permit application to substantiate the direct, indirect and potential cumulative impacts to streams, wetlands and biological resources on the site.

***Water Quality and Quantity / Stormwater / Drainage Control / Maumee River and Floodplain Impacts:*** The northern portion of the project area near the Maumee River is FEMA designated regulatory floodway (zone AE). The Maumee River in this area is on the Indiana Department of Environmental Management’s Clean Water Act Section 303(d) List of Impaired Waters. The introduction of a greenfield ramp system in the northwest quadrant of the interchange and changes to the existing southwest ramp system will increase the amount of impervious surface. In addition, increased frequency and intensity of precipitation events can be anticipated during construction and operation of the project.

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<sup>[1]</sup> <https://www.epa.gov/cwa-404/cwa-section-404b1-guidelines-40-cfr-230>  
Des No 1800092

Recommendations:

- EPA recommends stormwater from roadway surfaces not be discharged directly to Waters of the U.S. Rather, stormwater should be channeled toward green infrastructure, such as bioswales, that would allow first flush road pollutants to be captured prior to discharge to surface waters, such as the Maumee River. For information regarding stormwater management and stormwater management best practices, see EPA's website:  
[http://www.epa.gov/greeningepa/stormwater/best\\_practices.htm](http://www.epa.gov/greeningepa/stormwater/best_practices.htm).
- We recommend the NEPA document identify and discuss how frequent and intense precipitation events might impact the proposed project during construction and operation. Identify and discuss possible adaptation measures, such as use of larger size culverts and detention ponds. Identify potential mitigation for the loss of floodplain and associated habitat.

**Noise Impacts:** Construction and/or operational activities associated with the project may cause an increase in local noise levels.

Recommendations:

- EPA recommends INDOT consult with the residents (renters as well as property owners) in and near the project area regarding noise impacts and mitigation. Include the results of that consultation in the NEPA document.
- Identify the noise mitigation measures that INDOT will implement during project construction and operation. Mitigation measures may include, but are not limited to, the placement of trees and shrubs, the use of noise-reducing roadway pavements and noise walls, turning off construction equipment when not in use, and performing construction work only during daylight hours.

**Air Quality and Transportation Conformity:** The project area is currently in attainment for all National Ambient Air Quality Standards (NAAQs). The EPA air quality contact for this project is Anthony Maietta, Air and Radiation Division. He may be reached by phone at: 312/353-8777 or by email: [maietta.anthony@epa.gov](mailto:maietta.anthony@epa.gov).

**Air Quality Construction Impacts:** Temporary air quality impacts from fugitive dust and diesel exhaust emissions due to project construction would occur.

Recommendation: The NEPA document should identify and discuss the potential impacts to air quality from construction activities. Identify measures that will be implemented to reduce the impacts. (See enclosure 2: EPA Construction Emission Control Checklist)

**Forest / Riparian Habitat:** Initial information, in part, shows some forested areas within the currently defined project area. The figures/maps of the project area indicate that tree removal might be necessary and could include the Maumee River floodplain and riparian habitat.

Recommendation: EPA recommends the NEPA document include a quality assessment of the forested areas and riparian habitat and identify mitigation measures that INDOT would undertake to compensate for habitat loss associated with the project. (See additional mitigation comments under *Threatened / Endangered / Species of Concern.*)

***Invasive Species Control / Revegetate with Pollinator Promoting Plan Species:*** Land disturbing activities associated with roadway construction present an opportunity for the introduction and spreading of invasive plant species via construction equipment.

Recommendations: We recommend the NEPA document identify the measures that will be taken to control the introduction of invasive species during and after project construction. In addition, discuss the feasibility of using native and pollinator promoting plants and/or plant seed mixtures for reclamation of disturbed areas associated with project construction/modification activities.

***Threatened / Endangered / Species of Concern:*** Preliminary information identifies the project study area is within the range of federally protected Indiana Bat (*Myotis soldalis*) and Northern Long-eared Bat (*Myotis septentrionalis*).

Recommendation: EPA recommends the NEPA document include documentation that coordination and, if applicable, consultation with the U.S Fish and Wildlife Service (USFWS) has taken place. If applicable, identify mitigation measures.

***National Historic Preservation Act (NHPA) / Section 106 Compliance:*** Figures show structures within the northwest quadrant of the interchange project area. EPA understands this area either has or had a property listed on or eligible for listing on the *National Register of Historic Places*. Also, the *Project Aerial Map* depicts a hydrography flowline in an unnamed ditch, creek or structure parallel to US 24 in the southwest quadrant of the intersection. Is this linear area historically part of the *Ohio and Erie Canal* that is listed or is eligible for listing on the *National Register*?

Recommendation: We recommend the NEPA document include documentation to show Federal Highway Administration compliance with Section 106 of NHPA. This might include, but is not limited to, a concurrence letter from the Indiana State Historic Preservation Officer (SHPO) or the SHPO's designee.

**U.S. Environmental Protection Agency  
Construction Emission Control Checklist**

Consider measures that apply to the proposed project from the following list.

**Mobile and Stationary Source Diesel Controls**

Purchase or solicit bids that require the use of vehicles that are equipped with zero-emission technologies or that most advance emission control systems available. Commit to the best available emissions control technologies for project equipment to meet the following standards.

- On-Highway Vehicles: On-highway vehicles should meet, or exceed, the EPA exhaust Emissions standards for model year 20210 and newer heavy-duty, on-highway compression-ignition engines (e.g., long-haul trucks, refuse haulers, shuttle busses, etc.).<sup>1</sup>
- Non-road Vehicles and Equipment: Non-road vehicles and equipment should meet, or exceed, the EPA Tier 4 exhaust emissions standards for heavy-duty, on-road compression-ignition engines (ie.eg., constitution equipment, on-road trucks, etc.).<sup>2</sup>
- Locomotives: Locomotives servicing infrastructure sites should meet, or exceed, the U.S. EPA Tier 4 exhaust emissions standards for line-haul and switch locomotive engines where possible.<sup>3</sup>
- Low Emission Equipment Exemptions: The equipment specifications outlined above should be met unless: 1) a piece of specialized equipment is not available for purchase or lease; or 2) the relevant project contractor has been awarded funds to retrofit existing equipment, or purchase/lease new equipment, but the funds are not yet available.

Consider requiring the following best practices through the construction contracting or oversight process:

- Establish and enforce a clear anti-idling policy for the construction site.
- Use on-site renewable electricity generation and/or grid-based electricity rather than diesel-powered generators or other equipment.
- Use electric starting aids such as block heaters with older vehicles to warm the engine.
- Regularly maintain diesel engines to keep exhaust emissions low. Follow the manufacturer's recommended maintenance schedule and procedures. Smoke color can signal the need for maintenance (e.g., blue/black smoke indicates that an engine requires servicing or tuning).
- Retrofit engines with an exhaust filtration devise to capture diesel particulate matter before it enters the construction site.
- Repower older vehicles and/or equipment with diesel- or alternative-fueled engines certified to meet newer, more stringent emissions standards (e.g., plug-in hybrid-electric

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<sup>1</sup> <http://www.epa.gov/otaq/standards/heavy-duty/hdci-exhaust.htm>

<sup>2</sup> <http://www.epa.gov/otaq/standards/nonroad/nonroadci.htm>

<sup>3</sup> <http://www.epa.gov/otaq/standards/nonroad/locomotives.htm>

vehicles, battery-electric vehicles, fuel cell electric vehicles, advanced technology locomotives, etc.).

### **Fugitive Dust Source Controls**

- Stabilize open storage piles and disturbed areas by covering and/or applying water or chemical/organic dust palliative, where appropriate. This applies to both inactive and active sites, during workdays, weekends, holidays, and windy conditions.
- Install wind fencing and phase grading operations where appropriate and operate water trucks for stabilization of surfaces under windy conditions.
- When hauling material and operating non-earthmoving equipment, prevent spillage and limit speeds to 15 miles per hour (mph). Limit speed of earth-moving equipment to 10 mph.

### **Occupational Health**

- Reduce exposure through work practices and training, such as turning off engines when vehicles are stopped for more than a few minutes, training diesel-equipment operators to perform routine inspections, and maintaining filtration devices.
- Position the exhaust pipe so that diesel fumes are directed away from the operator and nearby workers, reducing the fume concentration to which personnel are exposed.
- Use enclosed, climate-controlled cabs pressurized and equipped with high-efficiency particulate air (HEPA) filters to reduce the operator's exposure to diesel fumes. Pressurization ensures air moves from inside to outside. HEPA filters ensure that any incoming air is filtered first.



## Susan Harrington

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**From:** Mike Clendenen <mclendenen@newhaven.in.gov>  
**Sent:** Tuesday, September 7, 2021 4:03 PM  
**To:** Susan Harrington  
**Subject:** RE: I-469 and US 24 Interchange Modification Des No 1800092

Hello Susan,  
Yes that is correct, looking forward to the project being completed

Thanks

Mike Clendenen CPRP, AFO  
Superintendent  
New Haven-Adams Twp. Parks & Recreation Dept.  
PO Box 157  
New Haven, IN 46774  
Phone: 260.749.2212

---

**From:** Susan Harrington <sharrington@HNTB.com>  
**Sent:** Tuesday, September 7, 2021 3:52 PM  
**To:** Mike Clendenen <mclendenen@newhaven.in.gov>  
**Cc:** Christine Meador <CMeador@HNTB.com>  
**Subject:** I-469 and US 24 Interchange Modification Des No 1800092

**CAUTION:** This email originated from outside of City of New Haven. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Clendenen,  
Thank you again for your time on the phone today. I just wanted to recap what we discussed. Please let me know if you have anything to add or clarify.

Regarding the planned Maumee Valley Loop of the Maumee Valley Heritage Trail, you mentioned that at one time, there was interest in expanding this trail. However, there is nothing in the works currently, and you don't have any concern with the planned interchange modification at I-469 and US 24. You also mentioned that if funding becomes available in the future for the trail that it could be addressed with the interchange modification in place. Is that correct?

Thank you!  
Susan

**Susan Harrington**  
Scientist III  
Tel (317) 917-5233 Cell (317) 902-0672 Email [sharrington@hntb.com](mailto:sharrington@hntb.com)

**HNTB CORPORATION**  
111 Monument Circle, Suite 1200 | Indianapolis, IN 46204 | [hntb.com](http://hntb.com)

 **100+ YEARS OF INFRASTRUCTURE SOLUTIONS**



**From:** [Novak, Karen](#)  
**To:** [Shampayne Jeffries](#)  
**Cc:** [Yarian, Matthew](#)  
**Subject:** RE: I-469 & US 24 Interchange Modification, Des. No. 1800092, Bat Check  
**Date:** Friday, September 11, 2020 3:43:32 PM  
**Attachments:** [image006.png](#)  
[image007.png](#)  
[image008.png](#)  
[image009.png](#)  
[image010.png](#)  
[image011.png](#)  
[image012.png](#)  
[image013.png](#)  
[image014.png](#)  
[image015.png](#)

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Good Afternoon,

Please be aware that you have the OLD Des. No. associated with this project. The correct **Des. No. is 1800092**. The attachments you sent were labeled wrong as well (I-469, not I-465).

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 shall be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

Thank You,

*Karen M. Novak*

**Sr Environmental Mgr Supervisor**

5333 Hatfield Road

Fort Wayne, IN 46808

**Office:** (260) 969-8302

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



---

**From:** Shampayne Jeffries <[sjeffries@HNTB.com](mailto:sjeffries@HNTB.com)>  
**Sent:** Tuesday, September 08, 2020 9:01 PM  
**To:** Novak, Karen <[KNovak@indot.IN.gov](mailto:KNovak@indot.IN.gov)>  
**Subject:** I-469 & US 24 Interchange Modification, **Des. No. 1383675**, Bat Check

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

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Good evening Ms. Novak,

I would like to request the queries of the USFWS Bat Database for inclusions in the

## INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)

General Information		
Date of Inspection: 10/09/2020	Initial Inspection <input checked="" type="checkbox"/>	Temp: 80 °F
Time of Inspection: 1:40 pm	Follow-up Inspection <input type="checkbox"/>	Wind: 24 mph
County: Allen	Construction <input type="checkbox"/>	Precip: None
Inspected by: C. Meador, L. Little		Sunrise: 7:47      Sunset: 7:10
GPS Northing: 4549627.17 m N Easting: 668166.30 m E UTM Zone: 16	Contract Number: Des. 1800092, R-42360	Anticipated Start Date for Construction: Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: US 24/Rose Ave	Station:
Bridge/Culvert number: CLV-CLV-002-152.42	Number of Spans: 1
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? YES	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining      No signs of bat use	

If Bats Present
Date and Time Project Supervisor was notified:
Name of Project Supervisor notified:

For bridges and culverts, provide plan, longitudinal and cross section views as appropriate.



No bats or signs of bats were observed during the inspection.

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: 10/09/2020	Initial Inspection <input checked="" type="checkbox"/>	Temp: 80 °F
Time of Inspection: 2:00 PM	Follow-up Inspection <input type="checkbox"/>	Wind: 24 mph
County: Allen	Construction <input type="checkbox"/>	Precip: None
Inspected by: C. Meador, L. Little		Sunrise: 7:47      Sunset: 7:10
GPS Northing: 4549783.17 m N	Contract Number:	Anticipated Start Date for
Easting: 668443.36 m E	Des. 1800092, R-42360	Construction:
UTM Zone: 16		Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Wabash and Erie Canal/Grover Ditch	Station: N/A
Bridge/Culvert number: CV I469-002-020.90	Number of Spans: 1
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input checked="" type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input checked="" type="checkbox"/> Pipe <input type="checkbox"/> Arch <input type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? YES	Location of bats or signs of use (w/drawing and photos):  N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard? No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? <input type="checkbox"/> Guano <input type="checkbox"/> Staining      No signs of bat use	

If Bats Present
Date and Time Project Supervisor was notified:
Name of Project Supervisor notified:

For bridges and culverts, provide plan, longitudinal and cross section views as appropriate.



No bats or signs of bats were observed during the inspection.

**From:** [McCloskey, Elizabeth](#)  
**To:** [Christine Meador](#)  
**Cc:** [MYarian@indot.IN.gov](#); [Karen Novak \(KNovak@indot.IN.gov\)](#)  
**Subject:** Re: [EXTERNAL] Early Coordination Letter - I-469 & US 24 Interchange Modification Project (Des. No. 1800092)  
**Date:** Wednesday, May 26, 2021 3:52:06 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[DES1802955\\_bat\\_informal\\_letter\\_4-29-2021.pdf](#)

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Hello Christine, Since this project does not fit into the programmatic at all, then it becomes a standard informal consultation, and INDOT needs to provide project details, any avoidance and minimization measures they plan to use (such as seasonal tree clearing) and then make a determination and ask for our concurrence. INDOT has a standard letter they put together, and I have attached one that was sent to me recently.

I checked and the woodlot in question is within about 700 feet of several woody fencerows which connect with the riparian woodlands along the Maumee River, so the woodlot does fit within the 1000 feet of connectivity that could make it bat habitat. We have records for Northern long-eared bats in Allen County but none for Indiana bat. We don't know why Allen County is a "doughnut hole" for Indiana bats when they are known from adjoining counties and the habitat looks the same to a human, but it apparently doesn't to a bat.

Liz

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

---

**From:** Christine Meador <CMeador@HNTB.com>  
**Sent:** Monday, May 10, 2021 5:09 PM  
**To:** McCloskey, Elizabeth <elizabeth\_mccloskey@fws.gov>  
**Cc:** MYarian@indot.IN.gov <MYarian@indot.IN.gov>; Karen Novak (KNovak@indot.IN.gov) <KNovak@indot.IN.gov>  
**Subject:** RE: [EXTERNAL] Early Coordination Letter - I-469 & US 24 Interchange Modification Project (Des. No. 1800092)

Liz –

I wanted to follow up on this early coordination letter. As we have moved forward into design, the Engineers Report has recommended a full cloverleaf ramp for the I-469 and US 24 interchange. Preliminary design indicates the woodlot in the northwest quadrant of the interchange will be impacted and over 3.6 acres of trees that are greater than 300 feet from the existing edge of



## 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:

February 22, 2021

Consultation Code: 03E12000-2021-SLI-0811

Event Code: 03E12000-2021-E-03908

Project Name: I-469 & US 24 Intersection Modification, Des. No. 1800092

Subject: List of threatened and endangered species that may occur in your proposed project location 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: 03E12000-2021-SLI-0811

Event Code: 03E12000-2021-E-03908

Project Name: I-469 & US 24 Intersection Modification, Des. No. 1800092

Project Type: TRANSPORTATION

Project Description: The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project involving the modification of the west side of I-469 and US 24 interchange in Allen County. More specifically, the project is located in Section 1, Township 30 North, Range 13 East, and Section 6, Township 30 North, Range 14 East in Adams and Jefferson Townships.

The project proposes to construct a roundabout intersection located with a slight offset to the north of the current intersection. The roundabout will be a single lane roundabout. All four legs of the intersection will consist of two 12-foot lanes transitioning to 15-foot lanes one in each direction with a 2-foot gutter and curb. Each of the four legs will have offsets and splitter islands to provide physical as well as visual indicators of a reduced speed condition at the intersection. The purpose of this project is to promote vehicular safety at the intersection by improving the efficiency of traffic flow through the SR 9 and SR 46 intersection.

Replacement of culverts will include replacement of CV I469-002-020.90, which is a 7 foot corrugated metal pipe (CMP) carrying Grover Ditch/Wabash and Erie Canal under the ramps in the southwest quadrant of the interchange, and replacement of a local culvert under Rose Avenue just west of the interchange. The existing culvert, CV I469-002-020.86, is within the project limits and will be replaced as part of a separate project. The inspections performed on the culverts resulted in no evidence of bats observed. Other small drive or drainage culverts that are less than 36 inches in diameter will be replaced or new culverts added as needed.

Multiple large street trees suitable for roosting by both the Indiana bat and the northern long-eared bat are present along I-469 and US 24. No tree clearing is anticipated. Noise levels are not anticipated to become elevated above normal levels. The project involves temporary lighting. A query of the USFWS Bat Database by INDOT Fort Wayne District staff conducted on September 11, 2020 did not identify any documented sites within 0.5 mile of the project area. An inquiry using the USFWS Information for Planning and Consultation (IPaC) website did not indicate the presence or the federally endangered species, the Rusty Patched Bumble Bee, in or within 0.5 mile of the project area. No impact is expected. Construction is anticipated to take place during fall of 2023.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.08455062246743,-84.99427212301937,14z>



Counties: Allen County, Indiana

## 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. The location of the critical habitat is not available. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</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.



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

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

August 26, 2021

Elizabeth McCloskey  
U.S. Fish and Wildlife Service  
Northern IN Field Office  
Chesterton, Indiana 46304

Re: Standard Informal Consultation for the Indiana Bat and Northern Long-Eared Bat  
Des. No. 1800092  
I-469 & US 24 Interchange Modification  
Allen County, Indiana

Dear Ms. McCloskey:

The Indiana Department of Transportation (INDOT), acting on behalf of Federal Highway Administration (FHWA), is submitting this letter for standard informal consultation for the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) (NLEB). The project is not within the scope of the *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and NLEB* due to habitat removal and/or tree removal/trimming within suitable habitat outside of 300 feet from the existing roadway edge of pavement.

## **Existing Conditions**

INDOT is proposing modifications to the I-469/US 24 & Rose Avenue interchange in Allen County, Indiana. The project area is located at the west terminus of the existing interchange in New Haven, Indiana. More specifically, the project is located in Section 1, Township 30 North, Range 13 East, and Section 6, Township 30 North, Range 14 East in Adams and Jefferson Townships. US 24 begins at the west side of the interchange and extends east to Ohio. US 24 turns into Rose Avenue as it enters New Haven. Rose Avenue begins on the west side of the interchange and extends west into New Haven.

The existing interchange has a partial cloverleaf configuration with loop ramps in the northeast, southeast, and southwest quadrants and the ramp terminal is controlled by a traffic signal on the west side of the interchange. The eastern half of the interchange was completed in 2020 under Des 1383675.

The need for the project is the lack of full and free flowing connectivity between US 24 or Rose Avenue and I-469, as well as the number and severity of crashes that occur at this location. The purpose of the proposed project is to improve the safety and functionality of the interchange and implement the commitment to provide full and free flowing connectivity between US 24 and I-469.

## **Proposed Improvements**

The west half of the interchange will be reconfigured to a full cloverleaf type. This includes removal of the existing signal west of I-469 on US 24 at the existing ramp terminus and converting the ramps into a full cloverleaf type interchange. The US 24 westbound to I-469 southbound and I-469 southbound to

Rose Avenue movement will be added. The existing ramps in the southwest quadrant will be reconstructed as needed. See Attachments A, B, and C.

### **Right-of-Way**

Right-of-way will be required for the addition of the I-469 southbound to westbound Rose Avenue directional ramp and the US 24 westbound to I-469 southbound loop ramp. The proposed right-of-way is comprised of approximately 9.3 acres of actively farmed agricultural land, 3.9 acres of forested agricultural land, and 3.2 acres of fallow lawn for a total of 16.4 acres. See Attachments B and E.

### **Maintenance of Traffic**

Lane and shoulder closures will be used to construct I-469 southbound to westbound Rose Avenue and US 24 westbound to I-469 southbound ramps in the first phase. The second construction phase will modify I-469 southbound to eastbound US 24 and eastbound Rose Avenue to I-469 southbound and may include closure of the existing ramps. Construction will extend over two construction seasons.

### **Coordination Completed**

Early Coordination was sent to various agencies on November 20, 2020. Indiana Department of Natural Resources (IDNR) responded on December 16, 2020 and the US Fish and Wildlife Service (USFWS) initially responded on November 23, 2020. For summary of the IDNR and USFWS responses see below. Copies of the IDNR and USFWS letters are included in Attachment D.

### **IDNR**

The federal and state endangered white catspaw (*Epioblasma perobliqua*) has been documented in the Maumee River within 0.5 mile of the project area. Due to the nature of the proposed project, no impact is expected. See Attachment D, pages 1-2.

### **USFWS**

Prior to determination that trees greater than 100 feet from the edge of the roadway would be removed, USFWS indicated the proposed project will have minor impacts on natural resources, and no Federally endangered species are known to be present, and USFWS will not be providing a comment letter. See Attachment D, page 3.

### **Existing Habitat and Bat Data**

According to IPaC and the coordination response from IDNR (Attachment D, pages 1-2), there is no critical habitat (hibernacula) present or known occurrences of the Indiana bat and NLEB within 0.5 mile radius of the project. A review of the USFWS database by INDOT Fort Wayne District did not indicate the presence of endangered bat species in or within 0.5 mile of the project area (Attachment D, page 4).

The surrounding vicinity of the project area contains mostly farmland to the east and residential and industrial areas to the west. The Maumee River extends east-west at the northern terminus of the project. Trees are located along the Maumee River at the northern terminus of the project (noted as Forested Area B on Attachment B), along the Wabash and Erie Canal on the south side of Rose Avenue (noted as Forested Area D on Attachment B), and on the farmstead in the northwest quadrant of I-469 and US 24 (noted as Forested Areas A and C on Attachment B). A total of 6.29 acres of trees were noted within the proposed right-of-way. The majority of the trees are located in a woodlot/pasture surrounded by row crops in the northwest quadrant and along the Wabash and Erie Canal. For reference see Attachment B.

### **Assessment of Potential Suitable Summer Habitat**

There is suitable summer habitat for the Indiana bat and NLEB located within the proposed right-of-way. Approximately 4.97 acres of forested area, which is suitable for summer habitat, is located within the proposed right-of-way. The remainder of the proposed right-of-way is active row crop or existing lawn/grassed right-of-way. The largest wooded area is an old pasture/woodlot located in the northwest quadrant of the project and is noted as Forested Area A on Attachment B. This area is an old pasture which contains areas of both new growth and mature trees. Many trees greater than 5 inches in diameter at breast height with exfoliating bark, cracks, crevices and/or hollows are located within this woodlot. Further this woodlot is within 1,000 feet of the Maumee River and other large continuous wooded riparian areas. For reference see Attachment B. Tree species noted in the proposed right-of-way include the following.

- sugar maple (*Acer saccharum*),
- silver maple (*Acer saccharinum*),
- shagbark hickory (*Carya ovata*),
- rough leaf dogwood (*Cornus drummondii*),
- green ash (*Fraxinus pennsylvanica*),
- honey locust (*Gleditsia triacanthos*),
- northern spicebush (*Lindera benzoin*),
- American sycamore (*Platanus occidentalis*),
- Eastern cottonwood (*Populus deltoides*),
- American elm (*Ulmus americana*),

### **Water Resources and Wetlands**

A Waters of the US Report was prepared for the proposed project and identified one stream (Wabash-Erie Canal), four wetlands (A-C, F), and three roadside ditches within the investigated area. For reference to delineated resources see Attachment B. Anticipated impacts to delineated resources within the proposed right-of-way include clearing and filling of Wetland A, C, and a portion of Wetland B for a total impacted area of approximately 0.4 acre. Additionally, the three roadside ditches will be cleared and and/or relocated. One culvert carrying the ramps to I-469 in the southwest quadrant of the interchange over the Wabash and Erie Canal will be replaced resulting in approximately 300 linear feet of impacts.

### **Impacts**

For the purposes of this coordination, it is assumed that all trees within the existing and proposed right-of-way will be cleared. For reference to the preliminary right-of-way see Attachment B. Permanent lighting will be included in the interchange modification, and temporary lighting may be needed during construction. The proposed tree clearing is shown on the aerial photograph in Attachment B and is summarized below. A total of 3.74 acres of tree clearing will occur more than 300 feet from the existing pavement. Temporary and permanent lighting will be required for this project.

Table 1. Tree Clearing Summary within Proposed Right-of-way

	Acres of Trees within 100 feet of existing paved surface	Acres of Trees more than 100 feet, but less than 300 feet from existing paved surface	Acres of trees more than 300 feet from existing paved surface	Total Acres of Trees
<b>Within existing right-of-way</b>	0.82	0.11	0	0.93
<b>Within proposed right-of- way</b>	0.04	0.26	3.74	4.04
<b>Total</b>	0.86	0.37	3.74	4.97

**Commitments**

The following commitments are proposed as Avoidance and Minimization Measures (AMMs) to reduce potential impacts to the Indiana Bat and NLEB.

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.

Lighting AMM 2. When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, the goal is to be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

Tree Removal AMM 1. Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal in excess of what is required to implement the project safely.

Tree Removal AMM 2. Apply time of year (October 1 to March 31) restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

Tree Removal AMM 3. Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

Tree Removal AMM 4. Do not remove documented Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or documented foraging habitat any time of year.

**Conclusion**

In consultation with USFWS, it was determined that the Proposed Action is not within the scope of the *Programmatic Biological Opinion for Transportation Projects in the Range of the Indiana Bat and NLEB* and will be processed as standard informal consultation.



Based on the review of existing data, assessment of likely suitable summer habitat, tree clearing quantities, and applied AMMs, the FHWA has determined the proposed project has an effect finding of "Not Likely to Adversely Affect" for the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened NLRB (*Myotis septentrionalis*).

The FHWA is requesting USFWS concurrence with this project "Not Likely to Adversely Affect" determination.

Please contact Christine Meador at HNTB Indiana at [cmeador@hntb.com](mailto:cmeador@hntb.com) or 317-917-5338 or Meghan Hinkle at [MHinkle@indot.IN.gov](mailto:MHinkle@indot.IN.gov) or 317-416-6649 if you have any questions or require additional information. We appreciate your attention to this project.

Sincerely,

HNTB Corporation



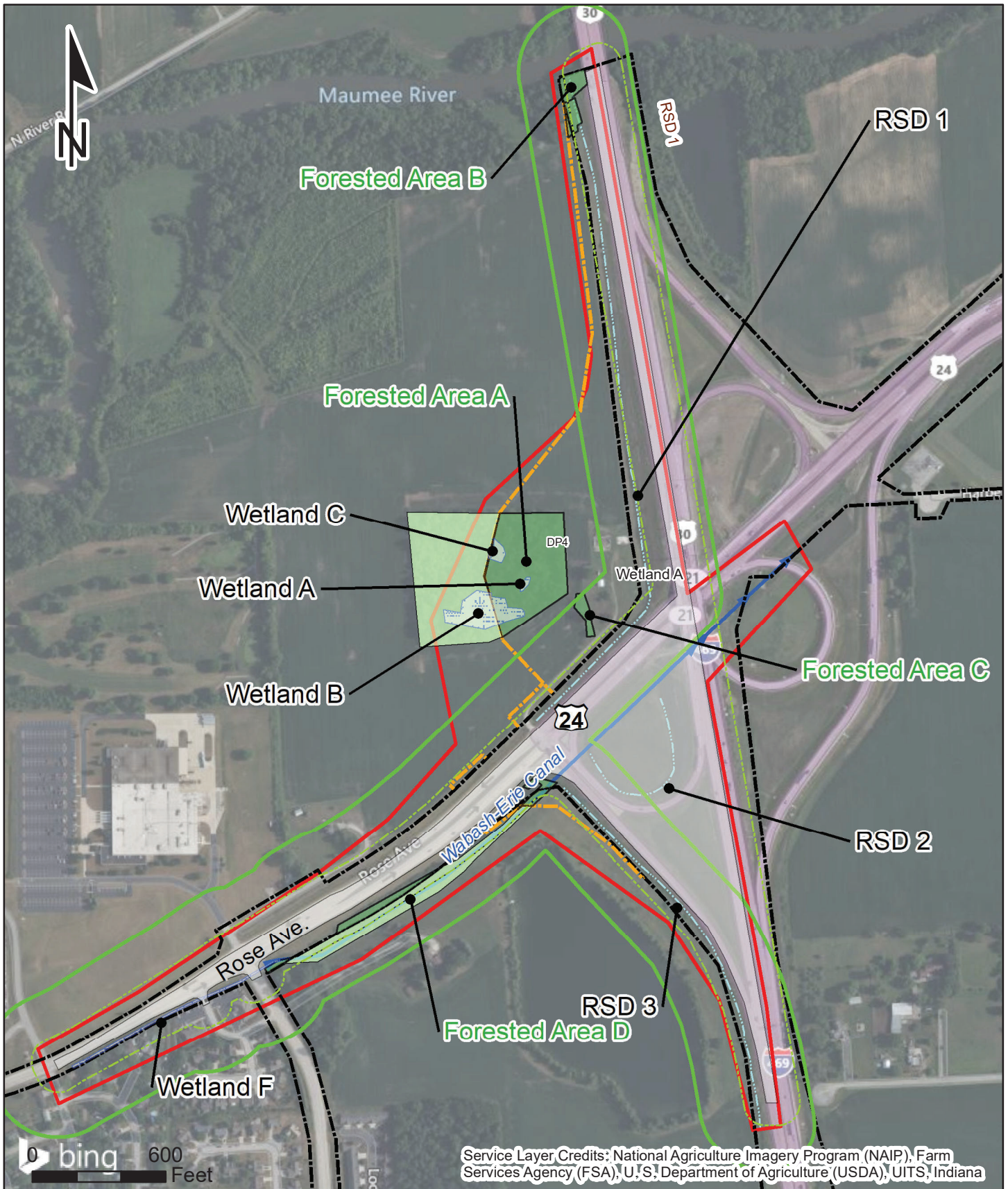
Christine Meador  
Environmental Project Lead

**Attachments:**

- Attachment A: Project Location Mapping
- Attachment B: Aerial Photograph
- Attachment C: USGS Topographic Mapping
- Attachment D: Agency Coordination
- Attachment E: Impact Calculations

**Attachments A, C, D, and E have been removed for brevity and to avoid duplication.**

Attachment B: Aerial Photograph



Edge of Pavement (EOP)	Forested Area to Remain	Preliminary ROW
100 feet from EOP	Forested Area to be Cleared	Roadside Ditch
300 feet from EOP	Existing ROW	Streams
Wetlands	Investigated Area	

<b>Project Aerial and Resources</b> I-469 and US 24 Intersection Modification Allen County, Indiana	
Des. No. 1800092	 Graphics created by HNTB Corporation (2021)
1 inch = 600 feet	



# United States Department of the Interior Fish and Wildlife Service



Indiana Field Office (ES)  
620 South Walker Street  
Bloomington, IN 47403-2121  
Phone: (812) 334-4261 Fax: (812) 334-4273

September 15, 2021

Mrs. Christine Meador  
HNTB Corporation  
111 Monument Circle, Suite 1200  
Indianapolis, Indiana 46204-5178

Project No.: Des. 1800092  
Project: I-469 and US 24 Interchange Modification  
Location: New Haven, Allen County

Dear Mrs. Meador:

This responds to your Indiana Department of Transportation letter dated August 26, 2021, requesting our comments on the aforementioned project's likely impacts on Federal listed bat species.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The proposed project consists of the reconfiguration of the existing I-469/US 24 interchange to eliminate the current traffic signal in the southwest quadrant, which controls traffic exiting and entering southbound I-469 to and from US 24, requiring lane crossings at US 24. The west portion of the interchange will be reconfigured to a full cloverleaf type, requiring new roadway construction in the northwest quadrant, which is currently active cropland and a woodlot. The new permanent right-of-way will total 16.4 acres consisting of 9.3 acres of agricultural land, 3.9 acres of woodland, and 3.2 acres of former farmstead. Several small wetlands are present within the woodlot and will be affected by the project.

## ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (Myotis sodalis) and the threatened northern long-eared bat (Myotis septentrionalis). The project does not qualify for the Range-wide Programmatic Consultation process for these species. We have

reviewed the information provided in the letter and the proposed Avoidance and Minimization Measures; we believe the proposed AMMs will adequately protect these species. Therefore, we concur with the determination that the proposed project is not likely to adversely affect these endangered and threatened species.

This precludes the need for further consultation on this project for these species as required under Section 7 of the Endangered Species Act of 1973, as amended. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation.

We appreciate the opportunity to again comment on this proposed project. For further discussion, please contact Elizabeth McCloskey at [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov).

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt  
Supervisor

Sent via email September 15, 2021; no hard copy to follow.

cc: Meghan Hinkle, INDOT, Indianapolis, IN

## APPENDIX D: SECTION 106 OF NHPA

**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECT  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING**

**I-469 AND US 24 WESTERN INTERCHANGE MODIFICATION PROJECT  
ALLEN COUNTY, INDIANA  
DES. NO.: 1800092**

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE encompasses all resources immediately adjacent to the project limits and those that may not be immediately adjacent but that have a proximate viewshed of the project. The project area consists of 29.5 hectares (72.8 acres) that includes an approximate 0.4 kilometer (0.25 mile) viewshed APE in all directions from the interchange project limits (Appendix A-1 through A-3).

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

The APE contains no resources either listed in or recommended eligible for listing in the National Register of Historic Places (National Register).

**EFFECT FINDING**

The Indiana Department of Transportation (INDOT), acting on the Federal Highway Administration's (FHWA) behalf, has determined a "No Historic Properties Affected" finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer (SHPO) provide written concurrence with the Section 106 determination of "No Historic Properties Affected."

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

The undertaking will not convert property from any Section 4(f) historic property to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Historic Properties Affected"; therefore no Section 4(f) evaluation is required.

Consulting parties will be provided a copy of INDOT's findings and determinations in accordance with INDOT and FHWA's Section 106 Procedures. Comments will be accepted for 30 days upon receipt of the findings.

*Anuradha V. Kumar*

\_\_\_\_\_  
Anuradha V. Kumar, for FHWA  
Manager INDOT Cultural Resources Office, Environmental Services

06/07/2021  
\_\_\_\_\_  
Approved Date



**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
NO HISTORIC PROPERTIES AFFECTED  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR Section 800.4(d)(1)**

**I-469 AND US 24 WESTERN INTERCHANGE MODIFICATION PROJECT,  
ALLEN COUNTY, INDIANA  
DES. NO.: 1800092**

## **1. DESCRIPTION OF THE UNDERTAKING**

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with modifications to the I-469 and US 24 interchange Des. No. 1800092 in Allen County, Indiana. The proposed undertaking is situated at the west end of the existing interchange in the city of New Haven, Allen County, Indiana. Specifically, the project is located within Jefferson Township on the Maples, Indiana 7.5' United States Geological Survey (USGS) Topographic Quadrangle, in Section 6, Township 30N, Range 14E (Appendix A-1).

This project is part of the larger US 24 New Haven, Indiana to Defiance, Ohio Corridor Project (Fort to Port). As a component of the National Environmental Policy Act (NEPA) process associated with Fort to Port (Des. No. 0300291), the Final Environmental Impact Statement (FEIS)/Record of Decision (ROD) signed on October 26, 2005, specified that the I-469 and US 24 interchange would require an upgrade to a full and free flowing interchange. Specifically, proposed modifications include the reconfiguration of the west half of the interchange, converting existing ramps into a full cloverleaf, mirroring that of the east side. The existing signal west of I-469 would be removed, with a southbound acceleration lane added. The existing ramps in the southwest quadrant will be reconstructed, as needed.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. The federal involvement is funding from the FHWA. The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties.

The purpose of the proposed project is to improve the functionality of the interchange, enhance the regional transportation network, improve safety, and implement the commitment to provide full and free flowing connectivity between US 24 and I-469 in all directions, which was specified in the Fort to Port FEIS/ROD. Furthermore, the current project (Des. No. 1800092) is required to meet the commitment identified in the FEIS/ROD for the Fort to Port project for the western section of the interchange. The first stage of meeting that commitment addressed the construction of the east side of the interchange (Des. No. 1383675), which was completed in 2019.

Initial design for this project is underway; however, specific design components have not been determined and will be developed as the project advances. Additional permanent and temporary right-of-way will be required to construct the project, though exact amounts are unknown at this time. The archaeological investigations included a survey area extending approximately 740 meters (2,428 feet) north and 710 meters (2,330 feet) south of the US 24 and I-469 interchange along I-469, and 1,118 meters (3,668 feet) west of the interchange along US 24. The total survey area included 29.5 hectares (72.8 acres) to take into account, the largest extent of possible right-of-way acquisition (Appendix A-2).

The Area of Potential Effects (APE) is defined as the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. The APE is influenced by the scale and nature of an undertaking..." (36 CFR 800.9 (a)). The aforementioned survey area constitutes the direct area of effects, and the above-ground APE represents potential indirect impacts. The scope of the project is such that the potential for visual impacts is somewhat limited due to



the nature of the proposed undertaking and the character of the current built environment. A relatively narrow above-ground APE has been drawn for this project, extending approximately 0.4 kilometers (0.25 miles) in all directions from the interchange survey limits (Appendix A-3).

## 2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The literature review included a check of the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) of the Division of Historic Preservation and Archaeology (DHPA). SHAARD is a searchable Geographic Information System (GIS)-based clearinghouse for cultural resource data maintained in several inventories. The database includes previously surveyed above-ground resources, including data from the Indiana Historic Sites and Structures Inventory (IHSSI), the National Register of Historic Places (NRHP) inventory, the INDOT Historic Bridge Inventory, and the Indiana Cemetery and Burial Ground Registry. The history/architecture investigations consisted of a survey of all resources within the APE that will be over 50 years old at the time of construction letting, September 13, 2023 (Appendix A-3).

Two resources were previously found eligible for listing in the NRHP at the conclusion of the 2016 cultural resource investigations for the eastern section of the interchange. The Niemeyer Farmstead (IHSSI No.: 003-382-09003) and a Ranch-style House (WA-1). Neither historic property was determined to have been adversely impacted by the project, resulting in a finding of "No Adverse Effect", signed on October 27, 2016. However, since the 2016 finding, the Niemeyer farmhouse has been removed through actions not associated with the project, leaving two extant outbuildings on the property. The Ranch-style House (WA-1) is outside the current above-ground APE.

Wes Cunningham, a Gray & Pape historian who meets the Secretary of the Interior's Professional Qualification Standards, performed an historical above-ground structures survey of the APE on December 15 and 16, 2020. The surveyed architectural resources were documented through photography. Architectural historians from Gray & Pape used these photographs, along with a wide array of additional resources, to complete the architectural investigation. Dates of construction for the structural resources identified during the survey were established through a review of property records maintained by the Allen County Auditor's office, structural form and materials analysis, historical atlas analysis, and other cartographic research. Field documentation for each property included photographs of the primary and secondary façades, when accessible; ownership information; building style or type; and integrity considerations. Using the data recorded during the survey and through subsequent research, each architectural resource was rated using the IHSSI rating system. Twenty-three resources were identified within the APE; however, six were not assessed because they were previously surveyed in 2016 as part of the eastern phase of the interchange modification project. The remaining 17 properties were surveyed, evaluated, and rated using the IHSSI rating system. Ten of these 17 properties are within the Tanglewood subdivision, which was evaluated as a single resource. All resources were rated as Contributing or lower.

The results of the above-ground survey determined that the APE included no properties recommended eligible for listing in the NRHP. See Appendix B-1 through B-17 for photographs from this field review and Appendix E-1 for a summary of the Historic Property Short Report (HPSR) that was completed for this project.

A Phase Ia archaeological reconnaissance survey was conducted by Gray & Pape between December 14 and 16, 2020, and January 5 and 8, 2021. Eight previously recorded archaeological sites were either within or adjacent to the survey limits (12AL384, 12AL385, 12AL400, 12AL474, 12AL476, 12AL479, 12AL542, and 12AL2081). In addition, the channel of the Wabash and Erie Canal was also documented within the survey area. The archaeological reconnaissance identified four new archaeological sites (12AL2309–12AL2312), failed to reidentify five previously recorded sites (12AL384, 12AL400, 12AL474, 12AL476, and 12AL2081), and determined three others (12AL385, 12AL479, 12AL542) had been destroyed. The portion of the Wabash and Erie Canal within the survey area had also been destroyed by the previous construction of US 24. Sites 12AL2309–12AL2312 were determined to be ineligible for

inclusion in the National Register of Historic Places (NRHP) under Criteria A, B, C, or D, or the Indiana Register of Historic Sites and Structures. No further archaeological investigation was recommended. In addition, deep shovel probe excavations on the terrace and floodplain of the Maumee River indicated a low potential for stable intact soil horizons conducive for buried archaeological deposits. No Phase Ic subsurface reconnaissance investigations were recommended within the current survey area limits. See Appendix B-18 through B-20 for photographs from this field investigation and Appendix E-2 for a summary of the Archaeological Report.

Early coordination was initiated on December 30, 2020. The early coordination letter was uploaded to the Indiana Section 106 Consultation and Outreach Portal Enterprise (IN SCOPE), <http://erms.indot.in.gov/Section106Documents/> on December 30, 2020 and released for viewing online the same day. The early coordination email was also sent to consulting parties on December 30, 2020. The email asked consulting parties to review the early coordination letter via IN SCOPE; a hard copy of the early coordination letter was mailed to the Mayor of the City of New Haven and to landowners Mr. and Mrs. Melcher on December 30, 2020. Please see Appendix C for the consulting party distribution list, including those who accepted consulting party status and Appendices D-1 through D-3 for a copy of the early coordination letter and associated email correspondence.

In a letter dated January 12, 2021, the Northeastern Indiana Regional Coordination Council responded agreeing to be a consulting party. The following comments were provided. The historic Wabash and Erie Canal route followed the alignment of US 24 through the area of the US 24/ I-469 Interchange. A potential lock associated with the Wabash and Erie Canal (The Gronauer's Lock #2) is identified near the US 24 /I-469 interchange (Appendix D-4).

In a letter dated January 21, 2021, the Indiana State Historic Preservation Office (IN SHPO) confirmed status as a consulting party, stating, "We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation." In addition, the letter noted looking forward to receiving and reviewing the reports for the above-ground and archaeological investigations (Appendix D-5).

In a letter dated January 22, 2021, the Miami Tribe of Oklahoma confirmed their acceptance as a consulting party in a letter stating, "The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site." The letter also requested that the Miami Tribe be consulted with immediately should any human remains, Native American cultural items, or archaeological evidence be discovered falling under the Native American Graves Protection and Repatriation Act (NAGPRA) (Appendix D-6).

In a letter dated January 28, 2021, the Pokagon Band of Potawatomi Indians confirmed their acceptance as a consulting party in a letter stating, "The proposed work is occurring within a mile of a known historic site or feature that is recorded in the Pokagon Band Historic Inventory Database. I have made the determination that this undertaking will have No Adverse Effect on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians." The letter also requested that if cultural or archeological resources are uncovered during the construction phase of the project, work should stop, and the THPO should be contacted immediately (Appendix D-7).

In an email dated January 28, 2021, the Shawnee Tribe confirmed their acceptance as a consulting party stating, The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. We have no issues or concerns at this time, but in the event that archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance" (Appendix D-8).

In a letter dated May 27, 2021, the IN SHPO concurred to both the HPSR and the Phase Ia Archaeology Report and findings. Please see Appendix D-9 through D-12 for the IN SHPO-concurrence letter and associated correspondence.

No further comments were received from invited consulting parties pertaining to the HPSR and Phase Ia Archaeological Report. Should consulting party comments be received following the distribution of the Effect Finding, this documentation will be updated to include them.

### **3. BASIS FOR FINDING**

Based on identification efforts, a finding of “No Historic Properties Affected” is appropriate because no properties eligible for, or listed in, the NRHP are within the APE. A Public Notice of the FHWA finding of “No Historic Properties Affected” will be published in the Fort Wayne *Journal Gazette*, a local newspaper. A 30-day comment period will be given. This document will be revised, if necessary, after the public notice to reflect any substantive comments received.

### **APPENDICES**

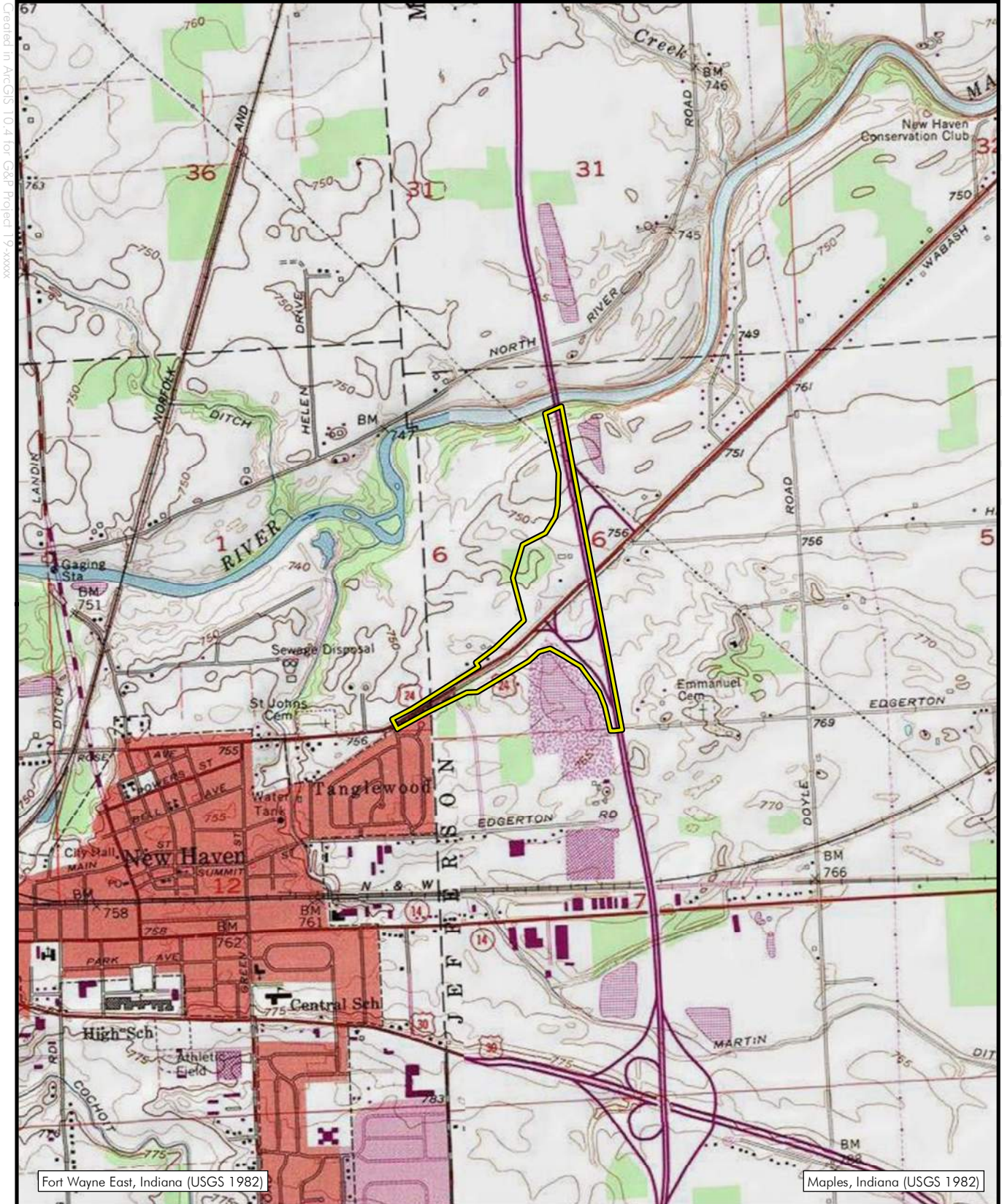
- A - Maps
- B - General Photographs
- C - Consulting Parties List
- D - Consulting Parties Correspondence
- E - Historic Property Short Report Summary and Archaeological Report Summary

SECTION 106 OF NHPA

# **Appendix A**

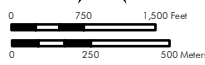
## **Maps**





Fort Wayne East, Indiana (USGS 1982)

Maples, Indiana (USGS 1982)



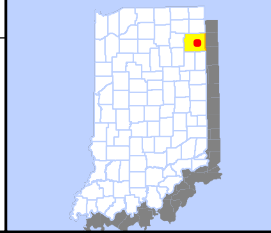
Portions of the USGS 7.5' series Fort Wayne East and Maples, Indiana topographic quadrangles showing the location of the project area and Allen County within the State of Indiana.



Appendix A-1

**Legend**

Project Area



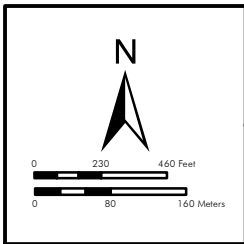
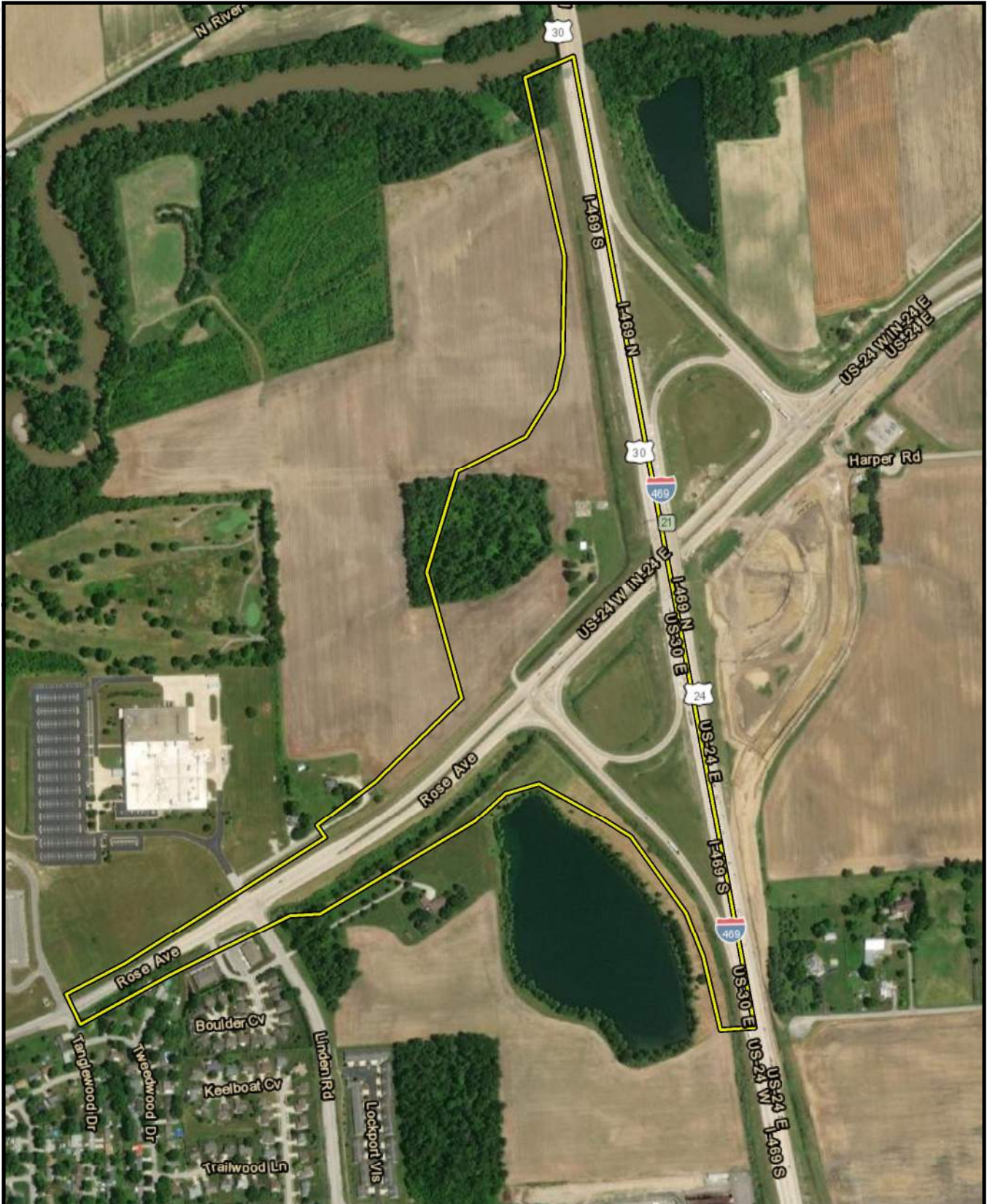


# Appendix A-2

Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors

Created in ArcGIS 10.6.1 for G&P Project 20-2802

5/6/2021 MA100 Projects Yearly\2020\20-2802\Working GIS\00 Projects\20\_2802\_A2.mxd




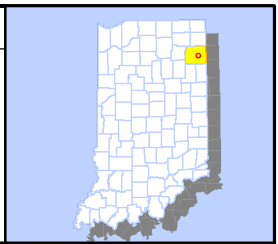
2019 aerial photograph showing the project area.

**GRAY & PAPE**  
HERITAGE MANAGEMENT

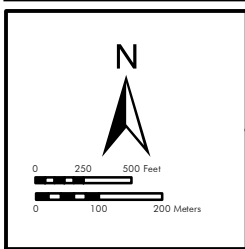
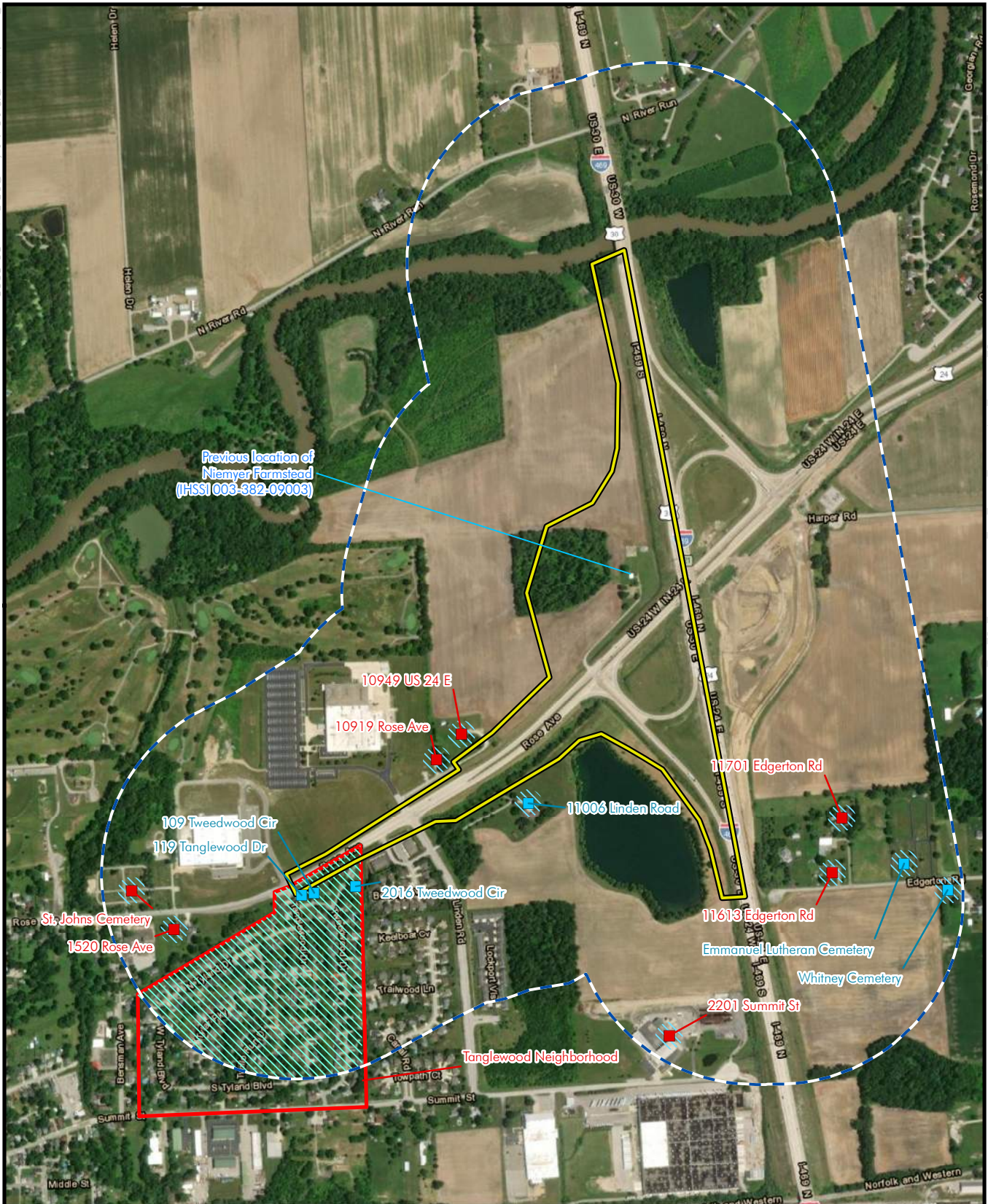
Appendix A-2

**Legend**

 Project Area







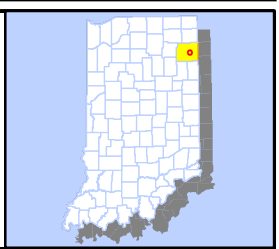
Previously recorded and unrecorded architectural resources within the history/architecture Area of Potential Effect.

**GRAY & PAPE**  
HERITAGE MANAGEMENT

Appendix A-3

**Legend**

- Project Area
- History / Architecture Area of Potential Effects
- Previously Unrecorded Architectural Resource
- Architectural Resources Recorded in 2016
- Neighborhood Boundary
- ▨ Contributing



SECTION 106 OF NHPA

# **Appendix B**

## **General Photographs**





B-1. Saint John's Roman Catholic Cemetery, view to the north



B-2. House at 1520 Rose Avenue, view to the southwest



B-3. House at 1837 Tyland Boulevard, view to the northwest.



B-4. House at 1905 Tyland Boulevard, view to the northwest.





B-5. House at 1913 Tyland Boulevard, view to the northwest.



B-6. House at 1919 Tyland Boulevard, view to the north.



B-7. House at 130 Tanglewood Drive, view to the west.



B-8. House at 120 Tanglewood Drive, view to the west.





B-9. House at 2003 Tweedwood Drive, view to the northwest.



B-10. House at 2011 Tweedwood Drive, view to the west.



B-11. House at 2017 Tweedwood Drive, view to the northwest.



B-12. House at 2020 Tweedwood Drive, view to the northeast.





B-13. House at 10910 Rose Avenue, view to the west.



B-14. House at 10949 US 24 East, view to the northwest.



B-15. Quonset Hut at 2201 Summit Street, view to the northwest.



B-16. House at 11613 Edgerton Road, view to the north.





B-17. House at 11701 Edgerton Road, view to the north.



B-18. Northern portion of project area, view to the north.



B-19. Southern portion of project area, view to the south.



B-20. Eastern portion of project area, view to the east.

SECTION 106 OF NHPA

# **Appendix C**

**Consulting Parties List**



Appendix C-1

**Consulting Party Distribution List**

Des. No. 1800092

I-469 & US 24 Western Interchange Modification Project

Jefferson Township, City of New Haven, Allen County, Indiana

Consulting Party	Title	Contact Name	Email	Address
Indiana SHPO*	Director INDNR-DHPA	Beth McCord	<a href="mailto:BMccord@dnr.IN.gov">BMccord@dnr.IN.gov</a>	
Indiana Landmarks Northeast Regional Office	Director	Paul Hayden	<a href="mailto:phayden@indianalandmarks.org">phayden@indianalandmarks.org</a>	
Northeastern Indiana Regional Coordinating Council	Executive Director	Dan Avery	<a href="mailto:Dan.Avery@co.allen.in.us">Dan.Avery@co.allen.in.us</a>	
African/African American Historical Museum	African/African American Historical Museum		<a href="mailto:wbr@scrameggs.net">wbr@scrameggs.net</a> <a href="mailto:officiallyaaahsm@gmail.com">officiallyaaahsm@gmail.com</a>	
Allen County Genealogical Society of Indiana	President	Curt Sylvester	<a href="mailto:president@acgsi.org">president@acgsi.org</a>	
Allen County Historian	Allen County Historian	Thomas E. Castaldi	<a href="mailto:tlcastaldi@yahoo.com">tlcastaldi@yahoo.com</a>	
Architecture and Community Heritage - Fort Wayne	Historic Preservationist	Jill Downs	<a href="mailto:jdowns@archfw.org">jdowns@archfw.org</a>	
Besancon Historical Society	President	Barb Gorney	<a href="mailto:BandTGorney@AOL.com">BandTGorney@AOL.com</a>	
Canal Society of Indiana	President	Robert Schmidt	<a href="mailto:indcanal@aol.com">indcanal@aol.com</a> <a href="mailto:dpwerling@comcast.net">dpwerling@comcast.net</a>	
Fort Wayne Historic Preservation Commission	Administrator	Don Orban	<a href="mailto:don.orban@cityoffortwayne.org">don.orban@cityoffortwayne.org</a>	
The History Center/Allen County Historical Society	Director	Todd Pelfrey	<a href="mailto:histsociety@fwhistorycenter.com">histsociety@fwhistorycenter.com</a>	
New Haven Area Heritage Association	New Haven Area Heritage Association		<a href="mailto:info@newhavenheritage.org">info@newhavenheritage.org</a>	
Allen County Commissioner	District 1	F. Nelson Peters	<a href="mailto:nelson.peters@allencounty.us">nelson.peters@allencounty.us</a>	
Allen County Commissioner	District 2	Therese Brown	<a href="mailto:therese.brown@co.allen.in.us">therese.brown@co.allen.in.us</a>	
Allen County Commissioner	District 3	Richard E. Beck	<a href="mailto:richard.beck@allencounty.us">richard.beck@allencounty.us</a>	
Allen County Council	District 1	Shelia R. Curry-Campbell	<a href="mailto:sheila.curry-campbell@allencounty.us">sheila.curry-campbell@allencounty.us</a>	
Allen County Council	District 2	Thomas A. Harris	<a href="mailto:tom.harris@allencounty.us">tom.harris@allencounty.us</a>	
Allen County Highway Department	Director	Bill Hartman	<a href="mailto:highway@co.allen.in.us">highway@co.allen.in.us</a>	
Greater Fort Wayne Metro Chamber Alliance	President/CEO	John Urbahns	<a href="mailto:jurbahns@gfwinc.com">jurbahns@gfwinc.com</a>	
Mayor of the City of New Haven	Mayor	Steve McMichael		815 Lincoln Highway E New Haven, IN 46774
New Haven City Council	District 1	Floyd Ball	<a href="mailto:aball@newhaven.in.gov">aball@newhaven.in.gov</a>	
New Haven Chamber of Commerce	President/CEO	Terry McDonald	<a href="mailto:info@newhavenindiana.org">info@newhavenindiana.org</a>	

Landowner	Mr. & Mrs.	Roger W. & Donnalyn K. Melcher		Mail Address: 9725 Stowaway CV Fort Wayne, IN 46774; Property Address: 1131 US 24 New Haven, IN 46774
Absentee Shaownee Tribe of Oklahoma				
Delaware Tribe of Indians				
Eastern Shawnee Tribe of Oklahoma				
Forest County Potawatomi Community				
Miami Tribe of Oklahoma				
Peoria Tribe of Indians Oklahoma				
Pokagon Band of Potawatomi Indians				
Shawnee Tribe				
Wyandotte Nation				

**\*Participating Consulting Parties Shaded**

SECTION 106 OF NHPA

**Appendix D**

**Consulting Parties Correspondence**

**Jeff Laswell**

---

**From:** Jeff Laswell  
**Sent:** Wednesday, December 30, 2020 2:00 PM  
**To:** BMccord@dnr.IN.gov; phayden@indianalandmarks.org; Dan.Avery@co.allen.in.us; BandTGorney@AOL.com; info@newhavenindiana.org; aball@newhaven.in.gov; jurbahns@gfwinc.com; highway@co.allen.in.us; tom.harris@allencounty.us; sheila.curry-campbell@allencounty.us; richard.beck@allencounty.us; therese.brown@co.allen.in.us; nelson.peters@allencounty.us; info@newhavenheritage.org; histsociety@fwhistorycenter.com; don.orban@cityoffortwayne.org; indcanal@aol.com; dpwerling@comcast.net; jdowns@archfw.org; tlcastaldi@yahoo.com; president@acgsi.org; wbr@scrameggs.net; officiallyaaahsm@gmail.com  
**Cc:** Carpenter, Patrick A; Christine Meador; Cinder Miller; Wes Cunningham; Miller, Shaun (INDOT)  
**Subject:** FHWA Project: Des. No. 1800092; I-469 and US 24 Western Interchange Modification Project Allen County, Indiana  
**Attachments:** I469&US24\_Des1800092\_ECL\_2020-12-30.pdf

**Des. No.:** 1800092

**Project Description:** I-469 and US 24 Western Interchange Modification

**Location:** City of New Haven, Allen County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with modifications to the I-469 and US 24 interchange Des. No. 1800092 in Allen county, Indiana. The proposed undertaking is situated at the west end of the existing interchange in the City of New Haven, Allen County, Indiana.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

State Historic Preservation Officer  
Indiana Landmarks, Northeast Regional Office  
African/African American Historical Museum  
Allen County Genealogical Society of Indiana  
Allen County Historian  
Architecture and Community Heritage – Fort Wayne  
Besancon Historical Society  
Canal Society of Indiana  
The History Center/Allen County Historical Society  
New Haven Area Heritage Association  
Fort Wayne Historic Preservation Commission  
Allen County Commissioners  
Allen County Council  
Allen County Highway Department  
Greater Fort Wayne Metro Chamber Alliance  
Mayor of the City of New Haven  
New Haven Chamber of Commerce  
New Haven City Council  
Northeastern Indiana Regional Coordinating Council  
Roger W. & Donnalyn K. Melcher  
Absentee Shawnee Tribe of Oklahoma  
Delaware Tribe of Indians  
Eastern Shawnee Tribe of Oklahoma

Forest County Potawatomi Community  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe  
Wyandotte Nation

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,

Jeff Laswell  
Archaeologist/Principal Investigator, RPA



5807 North Post Road  
Indianapolis, IN 46216  
Office 317.541.8200 ext. 201  
Cell 317.442.9582  
Fax 317.541.8228

[jlswell@graypape.com](mailto:jlswell@graypape.com)

[Facebook](#) | [LinkedIn](#) | [Website](#)



**Jeff Laswell**

---

**From:** Carpenter, Patrick A <PACarpenter@indot.IN.gov>  
**Sent:** Wednesday, December 30, 2020 3:31 PM  
**To:** thpo@estoo.net; Diane Hunter; 'Logan Pappenfort'; matthew.bussler@pokagonband-nsn.gov; tonya@shawnee-tribe.com; snease@astribe.com; Larry Heady; Michael LaRonge; sclemons@wyandotte-nation.org  
**Cc:** Jeff Laswell; Miller, Shaun (INDOT); Carmany-George, Karstin (FHWA); Branigin, Susan  
**Subject:** FHWA Project: Des. No. 1800092; I-469 and US 24 Western Interchange Modification Project Allen County, Indiana  
**Attachments:** I469US24\_Des1800092\_ECL\_2020-12-30.pdf

Dear Consulting Parties,

**Des. No.:** 1800092  
**Project Description:** I-469 and US 24 Western Interchange Modification  
**Location:** City of New Haven, Allen County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with modifications to the I-469 and US 24 interchange Des. No. 1800092 in Allen county, Indiana. The proposed undertaking is situated at the west end of the existing interchange in the City of New Haven, Allen County, Indiana.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

State Historic Preservation Officer  
Indiana Landmarks, Northeast Regional Office  
African/African American Historical Museum  
Allen County Genealogical Society of Indiana  
Allen County Historian  
Architecture and Community Heritage – Fort Wayne  
Besancon Historical Society  
Canal Society of Indiana  
The History Center/Allen County Historical Society  
New Haven Area Heritage Association  
Fort Wayne Historic Preservation Commission  
Allen County Commissioners  
Allen County Council  
Allen County Highway Department  
Greater Fort Wayne Metro Chamber Alliance  
Mayor of the City of New Haven  
New Haven Chamber of Commerce  
New Haven City Council  
Northeastern Indiana Regional Coordinating Council  
Roger W. & Donnalyn K. Melcher  
Absentee Shawnee Tribe of Oklahoma  
Delaware Tribe of Indians  
Eastern Shawnee Tribe of Oklahoma  
Forest County Potawatomi Community  
Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe  
Wyandotte Nation

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

Patrick Carpenter  
Section 106 Specialist, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 N Senate Ave., IGCN- Room N758-ES  
Indianapolis, IN 46204-2216  
**317-416-7960\***

\*Please note new phone number.

**:: CAUTION ::** This email originated from outside of Gray & Pape. Do not click links or open attachments unless you recognize the sender and know the content is safe.



## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

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

December 30, 2020

This letter was sent to the listed parties.

RE: I-469 and US 24 Western Interchange Modification Project in Allen County, Indiana Des. No. 1800092

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with modifications to the I-469 and US 24 interchange Des. No. 1800092 in Allen County, Indiana. The proposed undertaking is situated at the west end of the existing interchange in the city of New Haven, Allen County, Indiana. Specifically, the project is located within Jefferson Township on the Maples, Indiana 7.5' USGS Topographic Quadrangle, in Section 6, Township 30N, Range 14E.

This project is part of the larger US 24 New Haven, Indiana to Defiance, Ohio Corridor Project (Fort to Port). As a component of the National Environmental Policy Act (NEPA) process associated with Fort to Port (Des. No. 0300291), the Final Environmental Impact Statement (FEIS) / Record of Decision (ROD) signed on October 26, 2005, specified that the I-469 and US 24 interchange would require an upgrade to a full and free flowing interchange. Specifically, proposed modifications include the reconfiguration of the west half of the interchange, converting existing ramps into a full cloverleaf, mirroring that of the east side. The existing signal west of I-469 would be removed, with a southbound acceleration lane added. The existing ramps in the southwest quadrant will be reconstructed as needed.

Gray & Pape, Inc. is under contract with HNTB Corporation to advance the Section 106 process of the environmental documentation for the above-referenced project. The intent of this project (Des. No. 1800092) is to meet the commitment identified in the FEIS/ROD for the Fort to Port project. The first stage of meeting that commitment addressed the construction of the east side of the interchange (Des. No. 1383675). Two resources were found eligible for listing in the National Register of Historic Places (NRHP) at the conclusion of the cultural resource investigations: the Niemeyer Farmstead (Indiana Historic Sites and Structures Inventory [IHSSI] No.: 003-382-09003) and a Ranch-style House (WA 1). Neither historic property was determined to have been adversely impacted by the project, resulting in a finding of "No Adverse Effect", signed on October 27, 2016. However, since the 2016 finding, the Niemeyer farmhouse has been removed through actions not associated with the project, leaving two extant outbuildings on the property.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use Des. No. 1800092 and project description in your reply and your comments will be incorporated into the formal environmental study.

The need for the project is to improve the overall safety and functionality, enhance the regional transportation network, and provide full and free flowing connectivity between US 24 and I-469 in all directions of the interchange. The purpose of the proposed project is to improve the functionality of the interchange, enhance the regional transportation network, improve safety, and implement the commitment to provide full and free flowing connectivity between US 24 and I-469 in all directions, which was specified in the Fort to Port FEIS/ROD.

Initial design for this project has yet to commence; therefore, specific design components have not been determined and will be developed as the project advances. Additional permanent and temporary right-of-way will be required to construct the project, though exact amounts are unknown at this time.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities that have been invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred associated with the current undertaking; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed. With the exception of one property owner outside the currently proposed Area of Potential Effects (APE), consulting parties that were contacted in 2016 as part of the eastern interchange project (Des. No. 1383675) have been included within the current Section 106 consultation process (please see distribution list below). In addition, several new consulting parties have been added since the first 2016 Additional Information (AI) investigations and documentation due in part to the INDOT Tribal Memorandum of Understanding (MOU). The distribution list of added consulting parties as part of this second AI (Des. No. 1383675) is also included below.

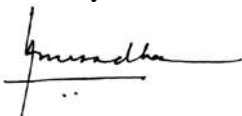
Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (Des. No. 1800092 is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience. Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

For questions concerning specific project details, you may contact Jeff Laswell of Gray & Pape Heritage Management at 317-442-9582 or [jlaswell@graypape.com](mailto:jlaswell@graypape.com). All future responses regarding the proposed project should be forwarded to Gray & Pape Heritage Management at the following address:

Jeff Laswell  
Archaeological Principal Investigator  
Gray & Pape Heritage Management  
5807 North Post Road  
Indianapolis, IN, 46216  
[jlaswell@graypape.com](mailto:jlaswell@graypape.com)

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

Topographic Location Map

Distribution List:

[www.in.gov/dot/](http://www.in.gov/dot/)  
**An Equal Opportunity Employer**



Existing Consulting Parties (Des. No. 1383675)

State Historic Preservation Officer  
Indiana Landmarks, Northeast Regional Office  
African/African American Historical Museum  
Allen County Genealogical Society of Indiana  
Allen County Historian  
Architecture and Community Heritage – Fort Wayne  
Besancon Historical Society  
Canal Society of Indiana  
The History Center/Allen County Historical Society  
New Haven Area Heritage Association  
Fort Wayne Historic Preservation Commission  
Allen County Commissioners  
Mayor of the City of New Haven  
Northeastern Indiana Regional Coordinating Council  
Roger W. & Donnalyn K. Melcher  
Miami Tribe of Oklahoma

Newly Invited Consulting Parties (Des. No. 18000092)

Allen County Council  
Allen County Highway Department  
Greater Fort Wayne Metro Chamber Alliance  
New Haven Chamber of Commerce  
New Haven City Council  
Absentee Shawnee Tribe of Oklahoma  
Delaware Tribe of Indians  
Eastern Shawnee Tribe of Oklahoma  
Forest County Potawatomi Community  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe  
Wyandotte Nation

# Northeastern Indiana Regional Coordinating Council



January 12, 2021

Jeff Laswell  
Archaeological Principal Investigator  
Gray & Pape Heritage Management  
5807 North Post Road  
Indianapolis, IN 46216

Re: Early Coordination  
DES 1800092 I-469 and US 24  
Location: Allen County

Dear Mr. Laswell:

Members of our staff reviewed your letter and report, dated December 30, 2020, concerning the Early Coordination of the I-469 and US 24 project. The NIRCC staff has the following comments relating to the early coordination phase of the environmental review process with this project, see below.

- Historical comments:
  - o The historic Wabash-Erie Canal route followed the alignment of US 24 through the area of the US 24/I 469 Interchange.
  - o A potential lock associated with the Wabash-Erie Canal (The Gronauer's Lock #2) is identified near the US 24/I 469 interchange.
- Water Resources:
  - o There is a potential wetland located near or within the area of the project. It is located in a wooded area on the northwest section of the interchange of US 24/I 469.
  - o A floodplain and floodway is located near the project area which is associated with the Maumee River and the Martin Drain.
  - o The Maumee River is an impaired waterway. There are three Impairments listed which include Ecoli, IBC, and PCBs\_FT.

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

Sincerely,

A handwritten signature in cursive script that reads 'Stacey Gorsuch'.

Stacey Gorsuch  
Principal Transportation Planner

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739  
Phone 317-232-1646 · Fax 317-232-0693 · [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov) · [www.IN.gov/dnr/historic](http://www.IN.gov/dnr/historic)



January 21, 2021

Jeff Laswell  
Gray & Pape Heritage Management  
5807 North Post Road  
Indianapolis, Indiana 46216

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Early coordination letter for the I-469 and US 24 Western Interchange Modification project in Jefferson  
Township, Allen County, Indiana (Des. No. 1800092; DHPA No. 26878)

Dear Mr. Laswell:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your review request submittal form which enclosed INDOT’s December 30, 2020 early coordination letter, received by our office January 7, 2021 for the aforementioned project.

We note that this project is associated with the US 24 New Haven, Indiana to Defiance, Ohio Corridor Project (Fort to Port) (Des. No. 0300291) and the Final Environmental Impact Statement and Record of Decision was signed October 26, 2005. We also note that the eastern half of this interchange occurred under Des. No. 1838675.

We are not aware of any parties who should be invited to participate in the Section 106 consultation on this federal undertaking, beyond those whom INDOT already has invited. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

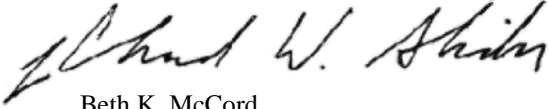
We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming.

The Indiana SHPO staff’s archaeological reviewer for this project is Beth McCord, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

Jeff Laswell  
January 21, 2021  
Page 2

In all future correspondence about the I-469 and US 24 Western Interchange Modification Project in Allen County (Des. No. 1800092), please refer to DHPA No. 26878.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Jeff Laswell, Gray & Pape Heritage Management  
Beth McCord, DNR-DHPA  
Danielle Kauffmann, DNR-DHPA





## Miami Tribe of Oklahoma

3410 P St. NW, Miami, OK 74354 • P.O. Box 1326, Miami, OK 74355  
Ph: (918) 541-1300 • Fax: (918) 542-7260  
www.miamination.com



Via email: [smiller@indot.in.gov](mailto:smiller@indot.in.gov)

January 22, 2021

Shaun Miller  
Archaeological Team Lead, Cultural Resources Office  
Indiana DOT  
575 North Pennsylvania Street  
Indianapolis, IN 46204

Re: Des. No. 1800092; I-469 and US 24 Western Interchange Modification Project, Allen County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1800092.

The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Indiana, if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project, the Miami Tribe requests immediate consultation with the entity of jurisdiction for the location of discovery. In such a case, please contact me at 918-541-8966 or by email at [dhunter@miamination.com](mailto:dhunter@miamination.com) to initiate consultation.

The Miami Tribe accepts the invitation to serve as a consulting party to the proposed project. In my capacity as Tribal Historic Preservation Officer I am the point of contact for consultation.

Respectfully,

Diane Hunter  
Tribal Historic Preservation Officer



**Pokégnek Bodéwadmik**  
POKAGON BAND OF POTAWATOMI  
LANGUAGE & CULTURE

01/28/2021

Shaun Miller  
INDOT  
Email: [Smiller@indot.in.gov](mailto:Smiller@indot.in.gov)  
Phone: 317-233-6795

FHWA Project – Des. No. 1800092

Dear Responsible Party:

Migweth for contacting me regarding this project. As THPO, I am responsible for handling Section 106 Consultations on behalf of the tribe. I am writing to inform you that I have reviewed the details for the project referenced above. The proposed work is occurring within a mile of a known historic site or feature that is recorded in the Pokagon Band Historic Inventory Database. I have made the determination that this undertaking will have **No Adverse Effect** on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi Indians.

If any cultural or archaeological resources are uncovered during construction, please stop work and contact me immediately. Should you have any other questions, please don't hesitate to contact me at your earliest convenience.

Sincerely,

A handwritten signature in black ink that reads "Matthew Bussler".

Matthew J.N. Bussler  
Tribal Historic Preservation Officer  
Pokagon Band of Potawatomi Indians  
Office: (269) 462-4316  
Cell: (269) 519-0838  
[Matthew.Bussler@Pokagonband-nsn.gov](mailto:Matthew.Bussler@Pokagonband-nsn.gov)

**Jeff Laswell**

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**From:** Carpenter, Patrick A <PACarpenter@indot.IN.gov>  
**Sent:** Thursday, January 28, 2021 1:59 PM  
**To:** Jeff Laswell  
**Cc:** Miller, Shaun (INDOT); Carmany-George, Karstin (FHWA)  
**Subject:** FW: FHWA Project: Des. No. 1800092; I-469 and US 24 Western Interchange Modification Project Allen County, Indiana

Hi Jeff,

Please see response from Shawnee Tribe below.

Thanks,

Patrick Carpenter  
Section 106 Specialist, Cultural Resources Office  
Environmental Services  
Indiana Department of Transportation  
100 N Senate Ave., IGCN- Room N758-ES  
Indianapolis, IN 46204-2216  
**317-416-7960\***

\*Please note new phone number.

---

**From:** Tonya Tipton <tonya@shawnee-tribe.com>  
**Sent:** Thursday, January 28, 2021 1:40 PM  
**To:** Carpenter, Patrick A <PACarpenter@indot.IN.gov>  
**Subject:** RE: FHWA Project: Des. No. 1800092; I-469 and US 24 Western Interchange Modification Project Allen County, Indiana

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

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This letter is in response to the above referenced project.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project.

We have no issues or concerns at this time, but in the event that archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance.

If you have any questions, you may contact me via email at [tonya@shawnee-tribe.com](mailto:tonya@shawnee-tribe.com)

Thank you for the opportunity to comment on this project.

Sincerely,



**Tonya Tipton**

Tribal Historic Preservation Officer

Phone: (918)542-2441

Email: [tonya@shawnee-tribe.com](mailto:tonya@shawnee-tribe.com)

29 S Highway 69A  
Miami, OK 74354

[www.Shawnee-Tribe.org](http://www.Shawnee-Tribe.org)

---

**From:** Carpenter, Patrick A <[PA\\_Carpenter@indot.IN.gov](mailto:PA_Carpenter@indot.IN.gov)>

**Sent:** Wednesday, December 30, 2020 2:31 PM

**To:** [thpo@estoo.net](mailto:thpo@estoo.net); Diane Hunter <[dhunter@miamination.com](mailto:dhunter@miamination.com)>; 'Logan Pappenfort' <[lpappenfort@peoriatribe.com](mailto:lpappenfort@peoriatribe.com)>; [matthew.bussler@pokagonband-nsn.gov](mailto:matthew.bussler@pokagonband-nsn.gov); Tonya Tipton <[tonya@shawnee-tribe.com](mailto:tonya@shawnee-tribe.com)>; [snease@astribe.com](mailto:snease@astribe.com); Larry Heady <[lheady@delawaretribe.org](mailto:lheady@delawaretribe.org)>; Michael LaRonge <[Michael.LaRonge@fcpotawatomi-nsn.gov](mailto:Michael.LaRonge@fcpotawatomi-nsn.gov)>; [sclemons@wyandotte-nation.org](mailto:sclemons@wyandotte-nation.org)

**Cc:** Jeff Laswell <[jlaswell@graypape.com](mailto:jlaswell@graypape.com)>; Miller, Shaun (INDOT) <[smiller@indot.IN.gov](mailto:smiller@indot.IN.gov)>; Carmany-George, Karstin (FHWA) <[k.carmanygeorge@dot.gov](mailto:k.carmanygeorge@dot.gov)>; Branigin, Susan <[SBRanigin@indot.IN.gov](mailto:SBRanigin@indot.IN.gov)>

**Subject:** FHWA Project: Des. No. 1800092; I-469 and US 24 Western Interchange Modification Project Allen County, Indiana

**CAUTION:** External email. Do not click links or open attachments unless you are confident the content is safe.

Dear Consulting Parties,

**Des. No.:** 1800092

**Project Description:** I-469 and US 24 Western Interchange Modification

**Location:** City of New Haven, Allen County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with modifications to the I-469 and US 24 interchange Des. No. 1800092 in Allen county, Indiana. The proposed undertaking is situated at the west end of the existing interchange in the City of New Haven, Allen County, Indiana.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

State Historic Preservation Officer  
Indiana Landmarks, Northeast Regional Office  
African/African American Historical Museum  
Allen County Genealogical Society of Indiana  
Allen County Historian  
Architecture and Community Heritage – Fort Wayne  
Besancon Historical Society  
Canal Society of Indiana  
The History Center/Allen County Historical Society  
New Haven Area Heritage Association

**Jeff Laswell**

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**From:** Jeff Laswell  
**Sent:** Friday, May 7, 2021 8:38 AM  
**To:** McCord, Beth K; Dan.Avery@co.allen.in.us; DKauffman@dnr.IN.gov  
**Cc:** Cinder Miller; Miller, Shaun (INDOT); Branigin, Susan; Moffatt, Charles D; Carpenter, Patrick A; Christine Meador  
**Subject:** FHWA Project: Des. No. 1800092; Historic Property Report and Archaeological Phase Ia Report, I-469 & US 24 Western Interchange Modification Allen County, Indiana  
**Attachments:** I469&US24\_Des1800092\_HPR&PhaseIaReportDisLtr\_2021-5-6.pdf

**Des. No.:** 1800092

**Project Description:** I-469 & US 24 Western Interchange Modification Project

**Location:** City of New Haven, Allen County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with I-469 & US 24 Western Interchange Modification Project (Des. No. 1800092). The Section 106 Early Coordination Letter for this project was originally distributed on December 30, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report and Archaeology Report (tribes only) have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

Jeff Laswell  
Indianapolis Branch Manager  
Principal Investigator Archaeology, RPA#18076



5807 North Post Road  
Indianapolis, IN 46216  
Office 317.541.8200 ext. 201  
Cell 317.442.9582  
Fax 317.541.8228

[jlswell@graypape.com](mailto:jlswell@graypape.com)  
[Facebook](#) | [LinkedIn](#) | [Website](#)

**Jeff Laswell**

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**From:** Jeff Laswell  
**Sent:** Friday, May 7, 2021 11:57 AM  
**To:** Jeff Laswell  
**Subject:** FHWA Project: Des. No. 1800092; Historic Property Report and Archaeological Phase Ia Report, I-469 & US 24 Western Interchange Modification Allen County, Indiana

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**From:** Moffatt, Charles D <[CMoffatt@indot.IN.gov](mailto:CMoffatt@indot.IN.gov)>  
**Sent:** Friday, May 7, 2021 9:19 AM  
**To:** [thpo@estoo.net](mailto:thpo@estoo.net); Diane Hunter <[dhunter@miamination.com](mailto:dhunter@miamination.com)>; [lpappenfort@peoriatribes.com](mailto:lpappenfort@peoriatribes.com); Matthew Bussler ([Matthew.Bussler@pokagonband-nsn.gov](mailto:Matthew.Bussler@pokagonband-nsn.gov)) <[Matthew.Bussler@pokagonband-nsn.gov](mailto:Matthew.Bussler@pokagonband-nsn.gov)>; [tonya@shawnee-tribe.com](mailto:tonya@shawnee-tribe.com); [snease@astribes.com](mailto:snease@astribes.com); Larry Heady <[lheady@delawaretribes.org](mailto:lheady@delawaretribes.org)>; [michael.laronge@fcpotawatomi-nsn.gov](mailto:michael.laronge@fcpotawatomi-nsn.gov); [sclemons@wyandotte-nation.org](mailto:sclemons@wyandotte-nation.org)  
**Cc:** Miller, Shaun (INDOT) <[smiller@indot.IN.gov](mailto:smiller@indot.IN.gov)>; Carmany-George, Karstin (FHWA) <[k.carmanygeorge@dot.gov](mailto:k.carmanygeorge@dot.gov)>  
**Subject:** FHWA Project: Des. No. 1800092; Historic Property Report and Archaeological Phase Ia Report, I-469 & US 24 Western Interchange Modification Allen County, Indiana

Des. No.: 1800092  
Project Description: I-469 & US 24 Western Interchange Modification Project  
Location: City of New Haven, Allen County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with I-469 & US 24 Western Interchange Modification Project (Des. No. 1800092). The Section 106 Early Coordination Letter for this project was originally distributed on December 30, 2020.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report and Archaeology Report (tribes only) have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you for your input,

David Moffatt  
Archaeologist  
Environmental Services  
Cultural Resources Office  
Indiana Department of Transportation  
1-317-439-3337





## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

PHONE: (317) 296-0799

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

May 6, 2021

This letter was sent to the listed parties (please see attached list).

RE: I-469 and US 24 Western Interchange Modification Project in Allen County, Indiana,  
Des. No. 1800092 and DHPA No. 26878

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the I-469 & US 24 Western Interchange Modification Project (Des. No. 1800092) in Allen County, Indiana. This project is part of the larger US 24 New Haven, Indiana to Defiance, Ohio Corridor Project (Fort to Port). As a component of the National Environmental Policy Act (NEPA) process associated with Fort to Port (Des. No. 0300291), the Final Environmental Impact Statement (FEIS) / Record of Decision (ROD) signed on October 26, 2005, specified that the I-469 and US 24 interchange would require an upgrade to a full and free flowing interchange. Specifically, proposed modifications include the reconfiguration of the west half of the interchange, converting existing ramps into a full cloverleaf, mirroring that of the east side. The existing signal west of I-469 would be removed, with a southbound acceleration lane added. The existing ramps in the southwest quadrant will be reconstructed as needed.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on December 30, 2020.

The proposed undertaking is situated at the west end of the existing I-469 and US 24 interchange in the city of New Haven, Allen County, Indiana. The project extends approximately 2,428 feet north and 2,330 feet south of the US 24 and I-469 interchange along I-469, and 3,668 feet west of the interchange along US 24. The total project area includes approximately 72.8 acres. Specifically, the project is located within Jefferson Township on the Maples, Indiana 7.5' USGS Topographic Quadrangle, in Section 6, Township 30N, Range 14E.

The need for the project is to improve the overall safety and functionality, enhance the regional transportation network, and provide full and free flowing connectivity between US 24 and I-469 in all directions of the interchange. The purpose of the proposed project is to improve the functionality of the interchange, enhance the regional transportation network, improve safety, and implement the commitment to provide full and free flowing connectivity between US 24 and I-469 in all directions, which was specified in the Fort to Port FEIS/ROD.

HNTB Corporation is under contract with the Indiana Department of Transportation to advance the environmental documentation for the referenced project. Gray & Pape, Inc. has been subcontracted to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, no above-ground resources are recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified four sites within the project area. As a result of these efforts, sites 12AL2309–12AL2312 were recommended as not eligible for listing in the NRHP and no further work is recommended.

The Historic Property Report and Archaeology Report (Tribes only) are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request as soon as you can.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

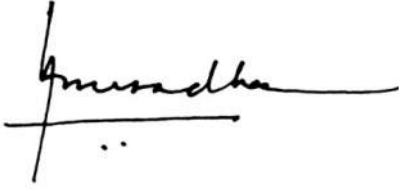
For questions concerning specific project details, you may contact Jeff Laswell of Gray & Pape Heritage Management at 317-442-9582 or [jlaswell@graypape.com](mailto:jlaswell@graypape.com). All future responses regarding the proposed project should be forwarded to Gray & Pape Heritage Management at the following address:

Jeff Laswell  
Indianapolis Branch Manager  
Gray & Pape Heritage Management  
5807 North Post Road  
Indianapolis, IN, 46216  
[jlaswell@graypape.com](mailto:jlaswell@graypape.com)



Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha", with a horizontal line underneath and a vertical line extending downwards from the left side.

Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Distribution List:

Indiana State Historic Preservation Office (SHPO)  
Northeastern Indiana Regional Coordinating Council  
Miami Tribe of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739  
Phone 317-232-1646 · Fax 317-232-0693 · [dhp@dnr.IN.gov](mailto:dhp@dnr.IN.gov) · [www.IN.gov/dnr/historic](http://www.IN.gov/dnr/historic)



May 27, 2021

Jeff Laswell  
Gray & Pape  
5807 Post Road  
Indianapolis, Indiana 46216

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Historic property short report (Cunningham, 5/5/2021) and phase Ia archaeological survey report (Laswell, 4/9/2021) for the I-469 and US 24 Western Interchange Modification Project, Jefferson Township, Allen County, Indiana (Des. No. 1800092; DHPA No. 26878)

Dear Mr. Laswell:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your May 6, 2021, review request submittal form, which enclosed the aforementioned reports, received by our office the same day.

We note this submission does not include a distribution letter from INDOT. Did any of the consulting parties invited during the early coordination accept to participate in the Section 106 review of this project? In your next regular correspondence, please advise us as to which of the invited consulting parties has accepted the invitation.

The proposed area of potential effects (“APE”) presented in the historic property short report (“HPSR”; Cunningham, 5/5/2021) appears to be of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions of the HPSR that there are no historic properties located within the project’s APE. We note that Indiana Historic Sites and Structures Inventory #003-382-09003 has been demolished since the prior US 24 New Haven, Indiana to Defiance, Ohio Corridor Project (Fort to Port) (Des. No. 0300291).

Regarding archaeology, based upon the submitted information and the documentation available to DNR-DHPA, we concur with the opinion of the archaeologist, as expressed in the submitted archaeological reconnaissance survey report (Laswell, 4/9/2021), that archaeological sites 12A12309, 12A12310, 12A12311, and 12A12312 do not appear eligible for inclusion in the NRHP. We understand that previously recorded sites 12A1400, 12A1474, and 12A12081 were not reidentified and that sites 12A1385, 12A1479 and 12A1542 have been destroyed. No further archaeological investigations appear necessary. We note that site forms for the newly recorded and previously recorded sites that were resurveyed have **not** been submitted to SHAARD. Please submit them for review.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources (“IDNR”) within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Unless another consulting party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding.

The Indiana SHPO staff's archaeological reviewer for this project is Beth McCord, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the I-469 and US 24 Western Interchange Modification in Allen County (Des. No. 1800092), please continue to refer to DHPA No. 26878.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:

emc: Kari Carmany-George, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Jeff Laswell, Gray & Pape  
Beth McCord, DNR-DHPA  
Danielle Kauffmann, DNR-DHPA

SECTION 106 OF NHPA

**Appendix E**

**Historic Property Short Report and  
Archaeological Report Summaries**



**GRAY & PAPE**  
HERITAGE MANAGEMENT

Project No. 20-2802.001

**Historic Property Short Report for I-469  
and US 24 Modification Project  
In New Haven, Allen County, Indiana**

**Lead Agency:**  
Indiana Department of Transportation  
INDOT Des. No. 1800092

**Prepared for:**  
HNTB, Inc.  
111 Monument Circle  
Indianapolis, Indiana 46204

**Prepared by:**  
Wes Cunningham, M.A.

Gray & Pape, Inc.  
1318 Main Street  
Cincinnati, Ohio 45202

---

**Wes Cunningham, M.A.**  
**Principal Investigator**  
April 6, 2021

## MANAGEMENT SUMMARY

Gray & Pape, Inc., under contract with HNTB, provided cultural resources support for the proposed I-469 and US 24 partial interchange modification. The project area is located east of Fort Wayne, in the City of New Haven in Allen County, Indiana. This report documents the identification and evaluation efforts for properties included in the Area of Potential Effect for the proposed project. Above-ground resources located within the Area of Potential Effect were identified and evaluated in accordance with Section 106, National Historic Preservation Act of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

This project is part of the larger US 24 New Haven, Indiana to Defiance, Ohio Corridor Project (Fort to Port). As a component of the National Environmental Policy Act process associated with Fort to Port (Des. No. 0300291), the Final Environmental Impact Statement / Record of Decision signed on October 26, 2005, specified that the I-469 and US 24 interchange would require an upgrade to a full and free-flowing interchange. Specifically, proposed modifications include the reconfiguration of the west half of the interchange, converting existing ramps into a full cloverleaf, mirroring that of the east side. The existing signal west of I-469 would be removed, with a southbound acceleration lane added. The existing ramps in the southwest quadrant will be reconstructed as needed. The first stage of meeting this commitment addressed the construction of the east side of the interchange. This report serves as an addendum that will address the construction on the west side of the interchange.

The history/architecture Area of Potential Effect consists of the project area and properties nearby that have the potential for visual effects from the proposed project. The Area of Potential Effect contains no properties either listed in the National Register of Historic Places or recommended eligible for listing in the National Register. The survey identified twenty-three properties within the Area of Potential Effect. Eight of these properties, including three cemeteries, were previously recorded, of which two, one house and one cemetery, were resurveyed. A total of fifteen unrecorded properties were identified and documented as part of this survey, bringing the total included with this report to seventeen. All documented resources are considered or rated Contributing or lower per the Indiana Historic Sites and Structures Inventory rating system. These resources were evaluated for their eligibility for inclusion in the National Register of Historic Places. Gray & Pape, Inc. recommends that none of the resources recorded in this Historic Property Short Report are eligible for listing in the National Register of Historic Places and, as such, no additional work is recommended.



Project No. 20-2802.001

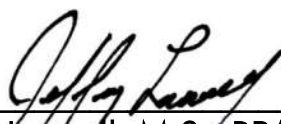
Phase Ia Archaeological Survey for the I-469 and US 24 Western  
Interchange Modification Project in the City of New Haven,  
Allen County, Indiana

Lead Federal Agency:  
Federal Highway Administration  
INDOT Des. No. 1800092

Prepared for:  
HNTB, Inc.  
111 Monument Circle, Suite 1200  
Indianapolis, Indiana 46204

Prepared by:  
Jeff Laswell, M.S., RPA

Gray & Pape, Inc.  
5807 North Post Road  
Indianapolis, Indiana 46216  
(317) 541-8200



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Jeff Laswell, M.S., RPA  
Principal Investigator  
April 9, 2021



## MANAGEMENT SUMMARY

Gray & Pape, Inc. under contract with HNTB, Inc. conducted a Phase Ia field reconnaissance for an interchange modification project in Allen County, Indiana. The proposed project is situated at the west end of the existing I-469 and US 24 interchange, in the City of New Haven, Jefferson Township. The survey area extended approximately 740 meters (2,428 feet) north and 710 meters (2,330 feet) south of the US 24 and I-469 interchange along I-469, and 1,118 meters (3,668 feet) west of the interchange along US 24. The total survey area included 29.5 hectares (72.8 acres). The proposed project is part of the larger US 24 New Haven, Indiana to Defiance, Ohio Corridor Project (Fort to Port). As a component of the National Environmental Policy Act process associated with Fort to Port (Des. No. 0300291), the Final Environmental Impact Statement / Record of Decision signed on October 26, 2005, specified that the I-469 and US 24 interchange would require an upgrade to a full and free-flowing interchange. Specifically, proposed modifications include the reconfiguration of the west half of the interchange, converting existing ramps into a full cloverleaf, mirroring that of the east side. The existing signal west of I-469 would be removed, with a southbound acceleration lane added. The existing ramps in the southwest quadrant will be reconstructed as needed. Permanent and temporary right-of-way will be required to construct the project, though exact amounts are unknown at this time. However, the archaeological survey area was large enough to ensure that all levels of right-of-way would be covered by the Phase Ia field reconnaissance.

The objective of the archaeological investigation was to locate, record, and assess all archaeological historic and prehistoric resources within the project area pursuant to Section 106 of the National Historic Preservation Act of 1966, as stipulated by 36 CFR Part 800 and the Indiana Historic Preservation Act (IC 14-21-1). All archaeological resources were evaluated with respect to the criteria set forth under Section 101 (National Register of Historic Places) of the National Historic Preservation Act and IC 14-21-1-9 (Indiana Register of Historic Sites and Structures). The investigation was performed in accordance with the Indiana Department of Natural Resources Division of Historic Preservation and Archaeology (2019) *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites* and the *Indiana Department of Transportation, Indiana Cultural Resources Manual* (2014). Eight previously recorded archaeological sites were either within or adjacent to the survey limits (12AL384, 12AL385, 12AL400, 12AL474, 12AL476, 12AL479, 12AL542, and 12AL2081). In addition, the previous channel of the Wabash and Erie Canal was also documented within the survey area. The archaeological reconnaissance identified four new archaeological sites (12AL2309–12AL2312), failed to re-identify five previously recorded (12AL384, 12AL400, 12AL474, 12AL476, and 12AL2081), and determined three others (12AL385, 12AL479, 12AL542) had been destroyed. The portion of Wabash and Erie Canal within the survey area had also been destroyed by the previous construction of US 24. Sites 12AL2309–12AL2312 do not appear eligible for inclusion to the National Register of Historic Places under Criteria A, B, C, or D or the Indiana Register of Historic Sites and Structures. No further archaeological investigation is recommended. However, if the project scope changes to include any area outside the current survey limits, further investigations will be required. In addition, deep shovel probe excavations on the terrace and floodplain of the Maumee River indicated a low potential for stable intact soil horizons conducive for buried archaeological deposits. No Phase Ic subsurface reconnaissance investigations are recommended within the current survey area limits. In the event that archaeological deposits or human remains are encountered during the construction phase of the currently proposed project, all construction activities must cease and an archaeologist from the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology and the Indiana Department of Transportation, Cultural Resources Office must be notified.



June 30, 2021

Jeff Laswell  
Gray & Pape Heritage Management  
5807 North Post Road  
Indianapolis, Indiana 46216

Federal Agency: Indiana Department of Transportation (“INDOT”),  
on behalf of Federal Highway Administration, Indiana Division (“FHWA”)

Re: Indiana Department of Transportation’s finding of “no historic properties affected” on behalf of the  
Federal Highway Administration for the I-469 and US 24 Western Interchange Modification project in  
Jefferson Township, Allen County, Indiana (Des. No. 1800092; DHPA No. 26878)

Dear Mr. Laswell:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your June 9, 2021 review request submittal form which enclosed INDOT’s finding and supporting documentation for this project, received by our office on the same date.

As previously indicated, we agree that there are no historic properties located within the project’s area of potential effects. Furthermore, based on the submitted information and the documentation available to the Indiana SHPO, we concur with the opinion of the archaeologist that archaeological sites 12A12309, 12A12310, 12A12311, and 12A12312 do not appear eligible for inclusion in the National Register of Historic Places. We understand that previously recorded sites 12A1400, 12A1474, and 12A12081 were not reidentified and that sites 12A1385, 12A1479, and 12A1542 have been destroyed. No further archaeological investigations appear necessary.

Accordingly, we concur with INDOT’s June 7, 2021, Section 106 finding of “No Historic Properties Affected” on behalf of FHWA for this federal undertaking.

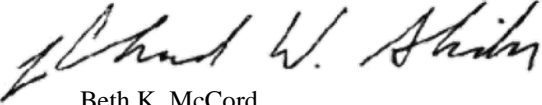
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff’s archaeological reviewer for this project is Beth McCord, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

Jeff Laswell  
June 30, 2021  
Page 2

In all future correspondence about the I-469 and US 24 Western Interchange Modification Project in Allen County (Des. No. 1800092), please refer to DHPA No. 26878.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Kari Carmany, George- FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Jeff Laswell, Gray & Pape Heritage Management  
Northeastern Indiana Regional Coordinating Council  
Miami Tribe of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawne Tribe  
Beth McCord, DNR-DHPA  
Danielle Kauffmann, DNR-DHPA

# The Journal Gazette

Account # 1068593 - 1410132

Allen County, Indiana

Gray & Pape Heritage Mgmt

ATTACH COPY OF ADVERTISEMENT HERE

## PUBLISHER'S CLAIM

### LINE COUNT

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Tail -- number of lines

Total number of lines in notice

68

### COMPUTATION OF CHARGES

68 lines, 1 column(s) wide equals

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Additional charges for notices containing rule or tabular work  
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Charge for extra proofs of publication.  
(\$2.00 for each proof in excess of two)

TOTAL AMOUNT OF CLAIM:

\$ 33.93

### DATA FOR COMPUTING COST

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

Number of Insertions . . . . 1

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

I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper 1 times.

The dates of publication being as follows:

6/11/2021

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

Pamela K. Thornton  
Legal Clerk

Date: June 11, 2021

LEGAL ADVERTISING

See table of legal rates in the applicable State Board of Accounts Bulletin

Claim No. \_\_\_\_\_ Warrant No. \_\_\_\_\_

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IN FAVOR OF \_\_\_\_\_

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\$ \_\_\_\_\_

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ON ACCOUNT OF APPROPRIATION FOR \_\_\_\_\_

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Appropriation No. \_\_\_\_\_

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ALLOWED \_\_\_\_\_

IN THE SUM OF \$ \_\_\_\_\_

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I have examined the within claim and hereby certify as follows:

That it is in proper form.

That it is duly authenticated as required by law

That it is based upon statutory authority.

That it is apparently correct incorrect

I certify that the within claim is true and correct, that the services there in itemized and for which charge is made were ordered by me and were necessary to the public business

**Public Notice  
(Des. No. 1800092)**

The Indiana Department of Transportation is planning to undertake modifications to the I-469 and US 24 interchange, funded in part by the Federal Highway Administration. The project is located at the west end of the existing interchange in Jefferson Township, New Haven, Allen County, Indiana.

Under the preferred alternative, the proposed project would involve the reconfiguration of the west half of the interchange, converting existing ramps into a full cloverleaf, mirroring that of the east side of the east side. Additionally, the existing signal west of I-469 would be removed with a southbound acceleration lane added. The existing ramps in the southwest quadrant will be reconstructed as needed.

The proposed action does not impact properties listed in or eligible for the National Register of Historic Places. The Indiana Department of Transportation (INDOT), on behalf of the FHWA, has issued a "No Historic Properties Affected" finding for the project because no historic properties eligible for, or listed in the NRHP are within the APE. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(1), the documentation specified in 36 CFR 800.11(d) is available for inspection in HNTB, Inc. offices. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Historic Properties Affected" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Christine Meador, HNTB, Inc. 111 Monument Circle, Suite 1200, Indianapolis, Indiana 46204 317-636-4682, [cmeador@hntb.com](mailto:cmeador@hntb.com) no later than July 12, 2021.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Damien Perry, 260-969-8266, [dperry@indot.in.gov](mailto:dperry@indot.in.gov), 6--11 1410132 hspaxlp

## APPENDIX E: RED FLAG AND HAZARDOUS MATERIALS





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

PHONE: (317) 694-8283

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

Date: May 19, 2021

To: Site Assessment & Management (SAM)  
Environmental Policy Office - Environmental Services Division (ESD)  
Indiana Department of Transportation  
100 N Senate Avenue, Room N758-ES  
Indianapolis, IN 46204

From: Christien Meador  
HNTB Corp.  
111 Monument Circle, Suite 1200  
Indianapolis, IN 46204  
cmeador@hntb.com

Re: RED FLAG INVESTIGATION  
Des. No 1800092, State Project  
Interchange Modification  
I-469 & US 24  
Allen County, Indiana

## PROJECT DESCRIPTION

Brief Description of Project: The project area is located at the west end of the existing interchange of I-469 and US 24 in New Haven, Indiana. More specifically, the project is located in Section 1, Township 30 North, Range 13 East, and Section 6, Township 30 North, Range 14 East in Adams and Jefferson Townships.

The project includes reconfiguration of the western half of the I-469 and US 24/Rose Avenue interchange from a partial cloverleaf with stop control to a full cloverleaf interchange with no stop control. Work includes removal of the existing signal west of I-469, reconstruction of the existing ramps and construction of new ramps to create the full cloverleaf type interchange. Additionally, the interchange construction will include a proposed acceleration lane for the WB 24 to SB I-469 entrance ramp, new culverts under the proposed ramps to perpetuate the existing drainage pattern, regrading and/or relocation of existing ditches to perpetuate the existing drainage pattern, new permanent INDOT right-of-way and limited access fencing, proposed detention basins, new signage, and new lighting.

Replacement of culverts will include replacement of CV I469-002-020.90 which is a 7 foot corrugated metal pipe (CMP) carrying Grover Ditch/ Wabash and Erie Canal under the ramps in the southwest quadrant of the interchange and replacement of a local culvert under Rose Avenue just west of the interchange. The existing culvert CV I469-002-020.86 carrying Grover Ditch under I-469 is a 7 foot CMP is within the project limits and will be replaced as part of a separate project. Other small drive or drainage culverts that are less than 36 inches in diameter will be replaced or new culverts added as needed. The Maumee River is located at the northern terminus of the project; however, no work will occur in the Maumee River.

Bridge and/or Culvert Project: Yes  No  Structure # \_ CV I469-002-020.90 \_\_\_\_\_

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 16, Not Applicable

Type and proposed depth of excavation: Limits of excavation vary for different project activities. Excavation limits are generally as described below:

- Lighting – 20 feet for foundation construction
- Signing – 30 feet for foundation construction
- Limited Access Fence – 2.5 feet for fence poles
- Open Channel Drainage design – 10 feet
- Culvert excavation – 10 feet for culvert headwall and wingwall installation
- Roadbed construction – up to 4 feet for roadbed and subgrade

Maintenance of traffic: Modification of existing ramps will require lane closures and potential detours.

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

State Project:  LPA:

Any other factors influencing recommendations: N/A

**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	N/A	Recreational Facilities	2
Airports <sup>1</sup>	1	Pipelines	N/A
Cemeteries	4	Railroads	6
Hospitals	N/A	Trails	2
Schools	N/A	Managed Lands	2

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

**Explanation:**

Airports<sup>1</sup>: Although not located within the 0.5 mile search radius, one (1) public-use airport, Casad Industrial Park Airport, is located within 3.8 miles (20,000 feet) of the project area. This airport is incorrectly mapped and is actually a private use airport. No impact is expected.

Cemeteries: Four (4) cemeteries are located within the 0.5 mile search radius. The nearest cemetery, Saint John's Roman Catholic, is located approximately 0.20 mile west of the project area. No impact is expected.

Recreational Facilities: Two (2) recreational facilities are located within the 0.5 mile search radius. The nearest recreational facility, Maumee Valley Golf Club, Inc., is located approximately 0.16 mile northwest of the project area. No impact is expected.

Railroads: Six (6) railroad segments are located within the 0.5 mile search radius. The nearest facility, Norfolk Southern Railroad, is located approximately 0.48 mile south of the project area. No impact is expected.

Trails: Two (2) trails are located within the 0.5 mile search radius. The nearest trail, the planned Maumee Valley Loop of the Maumee Valley Heritage Trail, is located within the project area. Coordination with New Haven/Adams Park Department and the Maumee Valley Heritage Corridor will occur.

Managed Lands: Two (2) managed lands are located with the 0.5 mile search radius. The nearest managed land, New Haven Park, is located approximately 0.28 mile west of the project area. No impact is expected.

**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	N/A	Canal Routes - Historic	1
Karst Springs	N/A	NWI - Wetlands	24
Canal Structures – Historic	1	Lakes	8
NPS NRI Listed	N/A	Floodplain - DFIRM	16
NWI-Lines	1	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	2	Sinkhole Areas	N/A
Rivers and Streams	5	Sinking-Stream Basins	N/A

Explanation:

Canal Structures - Historic: One (1) canal structure is located within the 0.5 mile search radius. The canal structure, Gronauer’s Lock No. 2, is located within the project area. Coordination with INDOT ES Cultural Resources will occur.

NWI-Line: One (1) NWI-Line is located within the 0.5 mile search radius. The nearest NWI-Line is located approximately 0.18 mile east of the project area. No impact is expected.

IDEM 303d Listed Rivers and Streams: Two (2) 303d Listed Rivers and Streams are located within the 0.5 mile search radius. Maumee River is located adjacent to the project area. Maumee River is listed as impaired for *E. coli*, impaired biotic communities (IBC), and polychlorinated biphenyl (PCBs) in fish tissue.

Maumee River is listed for IBC. Concerning IBC, Best Management Practices (BMPs) will be used to avoid further degradation to the stream.

Maumee River is listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Maumee River is impaired for PCBs in fish tissue. Exposure to PCBs in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed.

River and Streams: Five (5) stream segments are located within the 0.5 mile search radius. Wabash and Erie Canal is located within the project area and the Maumee River is located adjacent to the northern terminus of the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Canal Route - Historic: One (1) canal route is located within the 0.5 mile search radius. The canal route, Wabash-Erie, is located within the project area. Coordination with INDOT ES Cultural Resources will occur.

Wetlands: Twenty-four (24) wetland polygons are located within the 0.5 mile search radius. Two wetland polygons are 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.

Lake: Eight (8) lakes are located within the 0.5 mile search radius. Two lakes are located adjacent to the project area. A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur.

Floodplain: Sixteen (16) floodplain polygons are located within the 0.5 mile search radius. Two floodplain polygons are located within the project area. Coordination with INDOT ES Ecology and Waterway Permitting will occur.

**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	N/A	Mineral Resources	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation: No mining and 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	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	1	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	Restricted Waste Sites	N/A
State Cleanup Sites	N/A	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	N/A	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	N/A
Construction Demolition Waste	N/A	Institutional Controls	N/A
Solid Waste Landfill	N/A	NPDES Facilities	10*
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	1
Leaking Underground Storage (LUST) Sites	2	Notice of Contamination Sites	N/A

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation:

NPDES Facilities: Ten (10)\* NPDES Facilities are located within the 0.5 mile search radius. Three NPDES facilities are mapped adjacent to the project area and one additional facility was noted on the IDEM Stormwater Map adjacent to the project.

- The New Road Construction on US 24 Phase I (DES 0300291) (AI #118935) is a construction stormwater authorization located adjacent to the project to the east. This permit is for the construction of the east side of the interchange. The permit for this construction was effective February 12, 2015 and expired February 11, 2020. No impact is expected.
- The I-469 and US 24 Interchange Improvements (DES # 1383675 AND CONTRACT R-37684) (AI #122283) is a construction stormwater authorization located within the project area. This permit is for the construction of the east side of the interchange. The permit for this construction was effective September 27, 2018 and will be terminated as of September 26, 2023. Coordination with INDOT Fort Wayne District will occur.
- Parker Hannifin Corporation Climate Systems Division (AI #14847), is located adjacent to the project area at 10801 Rose Avenue. The individual NPDES permit for the facility was terminated as of October 19, 2018. No impact is expected.
- Cedar Oak Venture LLC Continental Diamond Tool (AI #119270) is a construction stormwater authorization located adjacent to the project area at Rose Avenue and Linden Road. This facility was not mapped. The permit for the facility was effective September 6, 2017 and will be terminated as of September 5, 2022. Coordination with Cedar Oak Venture LLC will occur.

Leaking Underground Storage (LUST) Sites: Two (2) LUST sites are located within the 0.5 mile search radius. The nearest LUST site is located approximately 0.29 mile west of the project area. No impact is expected.

RCRA Generator: One (1) RCRA Generator is located within the 0.5 mile search radius. Parker Hannifin Corporation Climate Systems Division (AI #14847) is located adjacent to the project area at 10801 Rose Avenue. Review of the IDEM VFC indicated this facility is currently office space only and is no longer a small quantity generator of hazardous materials. No impact is expected.

NPDES Pipe Location: One (1) NPDES Pipe Location is located within the 0.5 mile search radius. The nearest facility is located approximately 0.48 mile southwest of the project area. No impact is expected.

### **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 are provided [https://www.in.gov/dnr/naturepreserve/files/np\\_allen.pdf](https://www.in.gov/dnr/naturepreserve/files/np_allen.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did 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 project area is located at the interchange of I-469 and US 24 with farm field located to the east and industrial and suburban areas located to the west. The June 25, 2019, inspection report for Culvert CV I469-002-020.90

*www.in.gov/dot/*

***An Equal Opportunity Employer***

states that no evidence of bats was seen or heard in the culvert. 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:**

One planned trail is located within the project area. Coordination with New Haven/Adams Park Department will occur.

### **WATER RESOURCES:**

A Waters of the US Report will be prepared and coordination with INDOT ES Ecology and Waterway Permitting will occur. for the following features:

- One stream segment, Wabash and Erie Canal, is located within the project area. The Maumee River is located adjacent to the northern terminus of the project area.
- Two wetland polygons are located within the project area.
- Two lakes are located adjacent to the project area.

The project is located in the floodplain (coordination only).

Canal Structures - Gronauer's Lock No. 2 is located within the project area. Coordination with INDOT ES Cultural Resources will occur.

Canal Route - Historic: The Wabash-Erie canal route is located within the project area. Coordination with INDOT ES Cultural Resources will occur.

### **IDEM 303d Listed Rivers and Streams:**

Maumee River is listed for IBC. Concerning IBC, BMPs will be used to avoid further degradation to the stream.

Maumee River is listed for *E. coli*. Workers who are working in or near water with *E. coli* should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

Maumee River is impaired for PCBs in fish tissue. Exposure to PCBs in fish tissue is considered low, assuming workers are not eating biota surrounding or associated with the water body. Workers will be informed.

### **MINING/MINERAL EXPLORATION: N/A**

### **HAZARDOUS MATERIAL CONCERNS:**

The I-469 and US 24 Interchange Improvements (DES # 1383675 AND CONTRACT R-37684) (AI #122283) is a construction stormwater authorization located within the project area. This permit is for the construction of the east side of the



interchange. The permit for this construction was effective September 27, 2018 and will be terminated as of September 26, 2023. Coordination with INDOT Fort Wayne District will occur.

Cedar Oak Venture LLC Continental Diamond Tool (AI #119270) is a construction stormwater authorization located adjacent to the project area at Rose Avenue and Linden Road. This facility was not mapped. The permit for the facility was effective September 6, 2017 and will be terminated as of September 5, 2022. Coordination with Cedar Oak Venture LLC 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 ESD concurrence: Nicole Fohey-Breting Digitally signed by Nicole Fohey-Breting Date: 2021.05.21 16:48:09 -04'00' (Signature)

Prepared by:  
Shampayne Jeffries  
Environmental Planning Intern  
HNTB Corp.

Christine Meador  
Environmental Project Manager  
HNTB Corp.

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

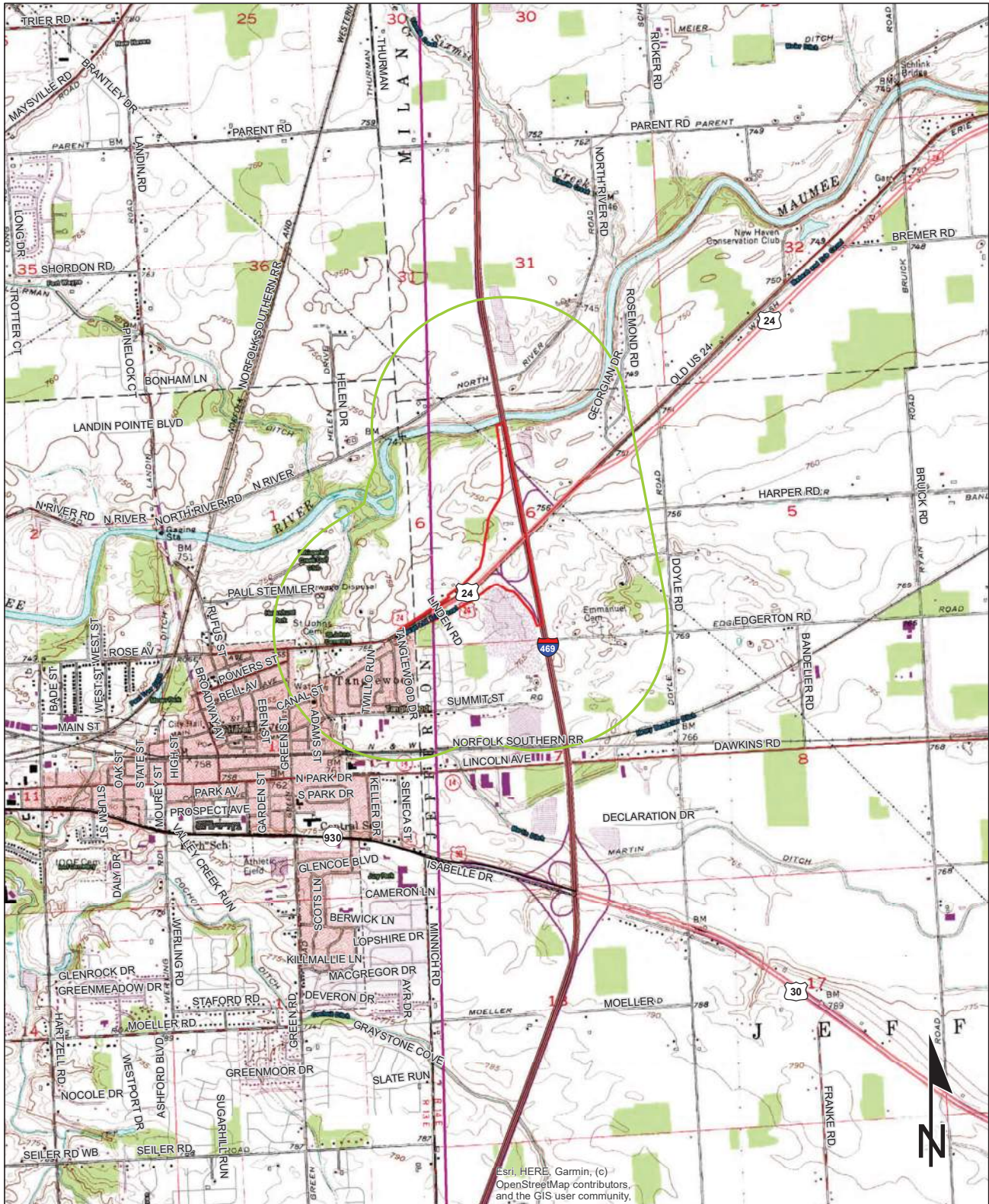
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location  
I-469 & US 24  
Des. No. 1800092, Interchange Modification  
Allen County, Indiana



Esri, HERE, Garmin, (c)  
OpenStreetMap contributors,  
and the GIS user community.

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 EAST &  
MAPLES QUADRANGLES  
INDIANA  
7.5 MINUTE SERIES  
(TOPOGRAPHIC)**



Red Flag Investigation - Infrastructure  
I-469 & US 24  
Des. No. 1800092, Interchange Modification  
Allen County, Indiana



**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))  
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	Religious Facility		Recreation Facility		Project Area
	Airport		Pipeline		Half Mile Radius
	Cemeteries		Railroad		Toll
	Hospital		Trails		Interstate
	School		Managed Lands		State Route
			County Boundary		US Route
					Local Road

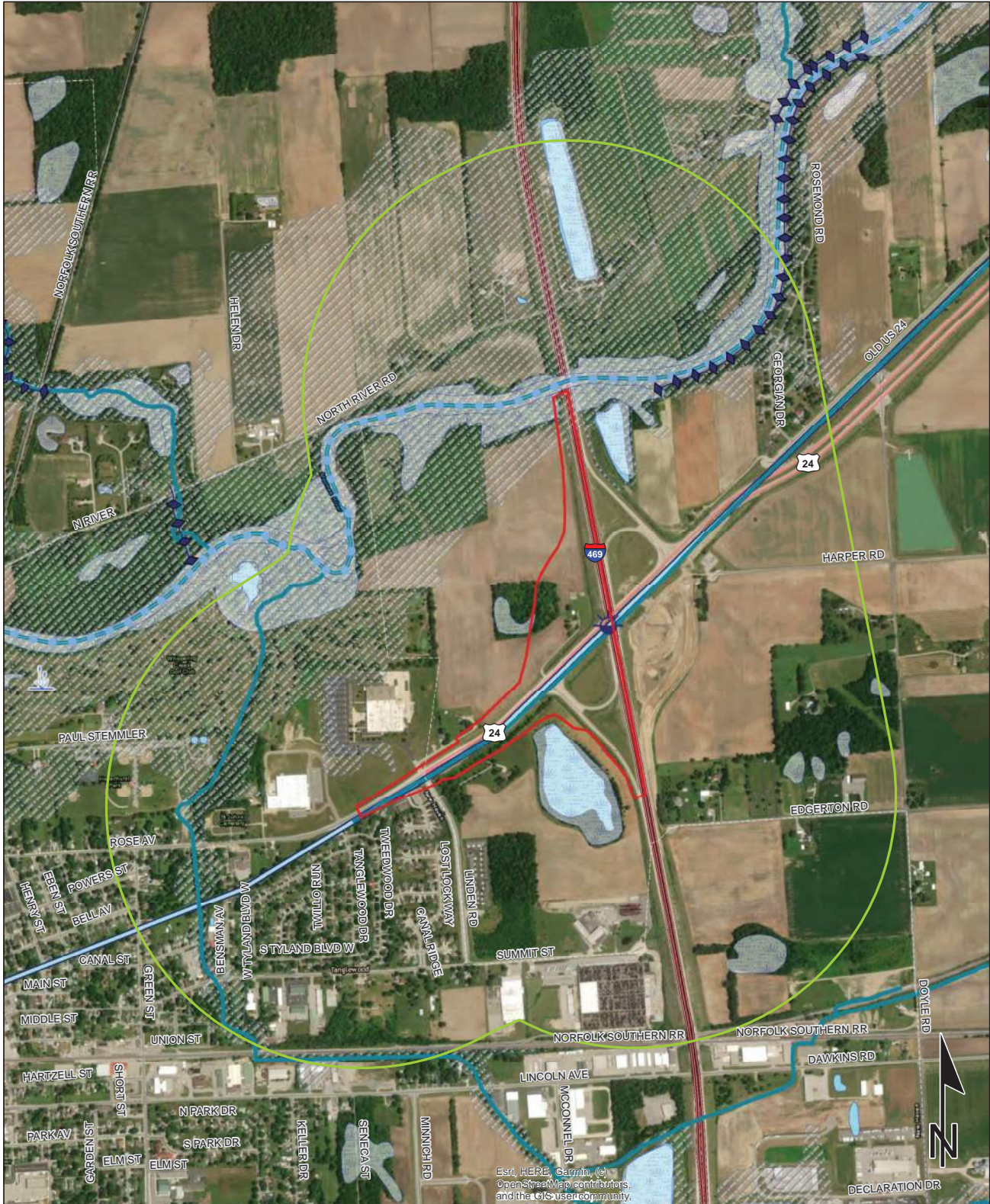


# Red Flag Investigation - Water Resources

## I-469 & US 24

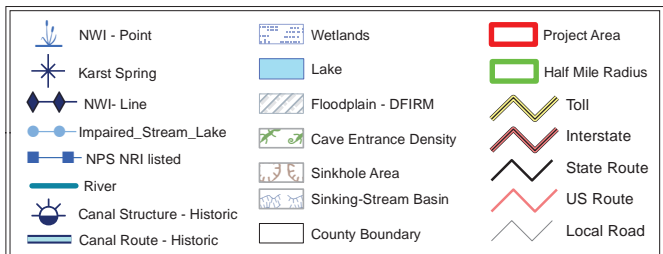
### Des. No. 1800092, Interchange Modification

#### Allen County, Indiana



**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

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Red Flag Investigation - Hazardous Material Concerns  
I-469 & US 24  
Des. No. 1800092, 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