

SR 9 and SR 234 Intersection Improvement

APPENDIX D: SECTION 106 OF THE NHPA





INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

September 5, 2025

This letter was sent to the listed parties.

RE: SR 9 and SR 234 Intersection Improvements, Des. No.: 2000154, DHPA No.: 30587

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Road (SR) 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154; DHPA No.: 30587.

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 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 April 3, 2023. The Hancock County Historian, Indiana Landmarks, Miami Tribe of Oklahoma, the State Historic Preservation Officer (SHPO), Shawnee Tribe, and Eastern Shawnee Tribe accepted consulting party status. A letter dated October 22, 2024, and distributed via email on October 23, 2024, notified consulting parties that a Historic Property Report (HPR) was available for review and comment. Dauss Architects, the Miami Tribe of Oklahoma, Indiana Landmarks, Eastern Shawnee, and SHPO provided comments on the HPR.

Consulting parties were notified that an Archaeology Short Report (ASR) (Tribes Only) was available for review and comment in emails sent on April 17, 2025, and April 18, 2025. The Hancock County Historian provided comments following the ASR notification on April 17, 2025, and expressed concerns about the barn located in the southwest corner of SR 9 & SR 234. The Turtle Mountain Band Tribe of Chippewa Indians responded to ASR on April 22, 2025, and directed agencies to “[d]efer to the nearest THPO office to the APE.”. The SHPO concurred with the ASR in a letter dated May 21, 2025. The Eastern Shawnee Tribe stated the project would have “NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe” in a letter dated June 5, 2025. The Miami Tribe of Oklahoma responded to the ASR on August 14, 2025, and offered no objections. The Shawnee Tribe responded to the ASR on August 20, 2025, and expressed no issues or concerns.

Finally, an effects report was distributed on July 3, 2025. The Hancock County Historian (July 4, 2025; July 8, 2025), Indiana Landmarks (July 7, 2025; July 14, 2025), and SHPO (July 29, 2025) provided comments on that report.

The proposed undertaking is located at the intersection of SR 9 and SR 234 in the unincorporated community of Eden, Hancock County, Indiana. The project will extend approximately 0.07 mile north and 0.06 mile south of the intersection along SR 9. It will also extend approximately 0.08 mile east and 0.10 mile west of the intersection along SR 234. It is within Green Township, USGS Topographic Ingalls, Indiana Quadrangle, in Sections 19 and 30, Township 17 North, Range 7 East. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

Existing Conditions: SR 9 is classified as a Minor Arterial and travels north/south through the project area. SR 234 is classified as a Major Collector and travels east/west through the project area. SR 9 is also included in the National Truck Network. SR 9 and SR 234 have posted speed limits between 40 and 55 miles per hour (mph) throughout the project area. A 30-mph school zone is located in the northern leg of the project area. SR 9 and SR 234 consist of one-lane traffic in each direction with no curb or sidewalk. The intersection is currently four-way stop controlled with flashing beacons. This intersection experiences long queues as well as a high frequency of crashes. Many of the crashes within the project area are rear-end crashes related to queues.

Purpose & Need: The identified need at this location involves the recurring queues that lead to elevated frequency of crashes throughout the limits of the project; specifically, the pattern of rear-end type crashes at the intersection. Between 2016 and 2018 a total of thirty-seven (37) crashes have occurred at the SR 9 and SR 234 intersection, twelve (12) of which were rear-end crash types. The purpose of the project is to reduce or eliminate the queues and therefore reduce the number of overall crashes.

Scope of Work: The current proposed project will convert the existing stop-controlled intersection to a compact, single-lane roundabout. A mill and overlay will occur along the approaches to the roundabout. A compact roundabout intersection is anticipated to reduce crashes at the intersection by at least 49% and minimize the need for right-of-way acquisition. Since the distribution of the early coordination letter, the project has been refined. INDOT has allowed a lower design speed for entering the roundabout, which has resulted in the need for less work at the intersection corners. The project was also modified to avoid an underground water tank at the fire station in the northeast quadrant of the intersection, as reflected in the distribution letter sent April 17, 2025, and April 18, 2025.

Right-of-Way & Detour Route: Permanent right-of-way will be needed for the project totaling approximately 3.4 acres. Temporary right-of-way will be needed for the project totaling 0.1 acre for driveway reconstruction. The proposed method of traffic maintenance is anticipated to require full closure of SR 234 with a detour. Construction along SR 9 will utilize phased construction to avoid a full closure. One lane of traffic will be maintained using a temporary signal. Removal of individual trees may be required for the project and should total less than 0.5 acre throughout the project area. The project is anticipated to begin construction in the summer of 2026.

Crawford, Murphy & Tilly (CMT) is under contract with INDOT to advance the environmental documentation for the referenced project. Weintraut & Associates, 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, the **Irving Materials, Inc. Office Building** at 8032 North SR 9 is recommended as eligible for listing in the NRHP. The Historic Property Report (HPR) was distributed via email on October 23, 2024 (report distribution letter dated October 22, 2024). The SHPO concurred with the recommendation of eligibility in a letter dated November 21, 2024.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no site(s) are recommended for listing in the NRHP and no further work is recommended. The Archaeology Short Report (ASR) (Tribes Only) was distributed via emails on April 17, 2025, and April 18, 2025.

INDOT, on behalf of FHWA, has issued a finding of "No Adverse Effect" for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other Section 106 consulting parties are being provided the documentation for this finding.

The Finding of "No Adverse Effect" and supporting documentation is available for review in IN SCOPE at <https://erms12c.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 cultural resource impacts incurred as a result of this project. 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.

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.

All future responses regarding the proposed project, including questions concerning specific project details, should be forwarded to:

Linda Weintraut, Ph.D.
Historian
Weintraut & Associates, Inc.
PO Box 5034
Zionsville, Indiana 46077
linda@weintrautinc.com
317-733-9770

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne, at tapayne@indot.in.gov (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tail at erica.tait@dot.gov (317-226-7481).

Sincerely,

A handwritten signature in black ink, appearing to read 'Matthew S. Coon', with a stylized, sweeping flourish extending to the right.

Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Distribution List:

- Indiana Department of Natural Resources (IDNR)-Division of Historic Preservation & Archaeology
- (DHPA)/State Historic Preservation Officer (SHPO)
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Shawnee Tribe
- Hancock County Historian
- Indiana Landmarks—Central Office
- Mike Dauss, Dauss Architects

**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
SR 9 AND SR 234 INTERSECTION IMPROVEMENTS
IN GREEN TOWNSHIP, HANCOCK COUNTY, INDIANA
DES. NO.: 2000154; DHPA NO.: 30587**

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

The Area of Potential Effects (APE) for above-ground resources includes properties adjacent to the undertaking and those with the potential for visual, auditory, or atmospheric impacts. For archaeological resources, the APE is defined as any existing, proposed, and temporary right-of-way that will be acquired and/or impacted by this undertaking and any surveyed areas surrounding it (Appendix A: Maps & Site Plan).

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

The APE contains one property eligible for listing in the National Register of Historic Places (National Register): the Irving Materials Inc., Office Building.

Irving Materials Inc., Office Building: Located at 8032 SR 9, this modern one-story building is mainly composed of concrete, aluminum, and glass and was constructed in three phases beginning in 1962. The building was designed by architect James O. Johnson and won the First Honor Award from the Indiana Society of Architects. In addition, two sculpted bas relief walls were completed by artist Robert Youngman. This property is eligible under Criterion A for its association with the Greenfield-founded Irving Materials, Inc. and for its association with the period of postwar growth and expansion in the concrete building industry. It is also eligible under Criterion C as an example of a Modern/Late Modern building associated with architect James O. Johnson and for its association with thin shell concrete/hyperbolic paraboloid construction in the United States. The historic property boundary is the building parcel and includes the office building, sculpture, surrounding lawn and rear parking. The period of significance is 1962-1979 and accounts for the significant construction episodes.


EFFECT FINDING

Irving Materials Inc., Office Building – No Adverse Effect

INDOT, acting on FHWA's behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

Irving Materials Inc., Office Building - This 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 Adverse Effect;" therefore no Section 4(f) evaluation is required.



Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

September 5, 2025

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.5(c)
SR 9 AND SR 234 INTERSECTION IMPROVEMENTS
IN GREEN TOWNSHIP, HANCOCK COUNTY, INDIANA
DES. NO.: 2000154; DHPA NO.: 30587**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the State Road (SR) 9 and SR 234 Intersection Improvements, in Green Township, Hancock County, Indiana.

SR 9 is classified as a Minor Arterial and travels north/south through the project area. SR 234 is classified as a Major Collector and travels east/west through the project area. SR 9 is also included in the National Truck Network. SR 9 and SR 234 have posted speed limits between 40 and 55 miles per hour (mph) throughout the project area. A 30-mph school zone is located in the northern leg of the project area. SR 9 and SR 234 consist of one-lane traffic in each direction with no curb or sidewalk. The intersection is currently four-way stop controlled with flashing beacons. This intersection experiences long queues as well as a high frequency of crashes. Many of the crashes within the project area are rear-end crashes related to queues.

The identified need at this location involves recurring queues that lead to elevated frequency of crashes throughout the limits of the project; specifically, the pattern of rear-end type crashes at the intersection. Between 2016 and 2018 a total of thirty-seven (37) crashes have occurred at the SR 9 and SR 234 intersection, twelve (12) of which were rear-end crash types. The purpose of the project is to reduce or eliminate the queues and therefore reduce the number of overall crashes.

The current proposed project will convert the existing stop-controlled intersection to a compact, single-lane roundabout. A mill and overlay will occur along the approaches to the roundabout. A compact roundabout intersection is anticipated to reduce crashes at the intersection by at least 49% and minimize the need for right-of-way acquisition.

The area of potential effects (APE), as defined in 36 CFR § 800.16(d), is the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.” The APE for above-ground resources includes properties adjacent to the undertaking and those with the potential for visual, auditory, or atmospheric impacts. For archaeological resources, the APE is defined as any existing, proposed, and temporary right-of-way that will be acquired and/or impacted by this undertaking and any surveyed areas surrounding it (Appendix A. Maps & Site Plans).

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Pursuant to 36 CFR § 800.4(b), Crawford Murphy and Tilly (CMT) Consultants—INDOT's design consultant for this project—charged Weintraut & Associates, Inc. (W&A) with identifying and evaluating historic properties.

A Section 106 Early Coordination Letter (ECL), dated April 3, 2023, invited the following consulting parties to join consultation:

- Indiana Department of Natural Resources (IDNR)-Division of Historic Preservation & Archaeology (DHPA)/State Historic Preservation Officer (SHPO)
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- Hancock County Commissioners
- Hancock County Engineer
- Hancock County Highway Clerk
- Hancock County Highway Superintendent
- Indianapolis Metropolitan Planning Organization (IMPO)
- Indiana Landmarks – Central Office
- Hancock County Historian
- Hancock County Historical Society

Emails sent on April 3, 2023, provided instructions for accessing the ECL via INSCOPE (<http://erms12c.indot.in.gov/Section106Documents/>). (Appendix B. Correspondence and Appendix C. Consulting Parties).

The Hancock County Historian joined consultation in an email reply sent on April 3, 2023 (Appendix B. Correspondence).

Indiana Landmarks joined consultation in an email reply sent on April 4, 2023 (Appendix B. Correspondence).

The Miami Tribe of Oklahoma Tribal Historic Preservation Officer (THPO) replied to the ECL via a letter dated April 17, 2023, and stated: "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" (Appendix B. Correspondence).

The Indiana SHPO responded to the ECL on May 3, 2023, and offered no additional suggestions to include in the consulting party list. SHPO stated that “if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible.” In addition, SHPO asked to be informed of who accepted the invitation to join consultation in the next correspondence and stated its review would continue when additional information was provided (Appendix B. Correspondence).

The Shawnee Tribal Historic Preservation Specialist replied to the ECL via an email on May 9, 2023, and stated: “We have no issues or concerns at this time, but in the event 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 circumstance” (Appendix B. Correspondence).

The Eastern Shawnee THPO responded to the ECL via a letter dated May 16, 2023, and noted: “we find our people occupied these areas historically and/or prehistorically,” but that the current “project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe.” The letter also stated “should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation” (Appendix B. Correspondence).

W&A conducted a literature review to identify historic resources. As part of the literature review, historians consulted the National Register of Historic Places (National Register), the State Historical Architectural and Archaeological Research Database (SHAARD), the Indiana Historic Buildings, Bridges and Cemeteries Map (IHBBM), the Indiana Historic Sites and Structures Inventory (IHSSI), the Indiana Historic Bridge Inventory, and the *Hancock County Interim Report* for previously identified properties. Historians reviewed historic aerial photographs and maps available through the Indiana State Library Map Collection for Hancock County. Historians also consulted with staff of the Anderson Public Library and Hancock Public Library. The literature review identified no resources listed in the National Register. For archaeological resources, the W&A archaeologists completed an online archaeological records check in the SHAARD database on March 1, 2023.

Historians conducted a reconnaissance-level survey on May 17, 2023, and identified properties that would be fifty years of age by the project’s letting. Historians photographed and documented properties that would merit a rating of Contributing or higher, per the rating system established by the IHSSI. Historians also took representative photographs of Non-Contributing resources within the APE. The historians took photographs with embedded GPS data to associate each photograph with a geographic location (Appendix D: Photographs).

Following the literature review, archaeologists for W&A conducted a reconnaissance on May 30, 2023. The survey area totaled 1.25 hectares (ha) (3.10 acres [ac]). The Phase Ia archaeological field reconnaissance located no archaeological resources.

Historians for W&A completed a Historic Property Report (HPR) on October 22, 2024. No resources within the APE are listed in the National Register or State Register. The HPR identified one resource recommended eligible for listing in the National Register: the Irving Materials, Inc. Office Building at 8032 North SR 9 (WA 4)(Appendix E. Reports).

Consulting parties were notified of the availability of the HPR under a letter dated October 22, 2024. Emails sent on October 23, 2024, provided instructions for accessing the report via INSCOPE (<http://erms12c.indot.in.gov/Section106Documents/>). Two more consulting parties were invited to join consultation with this notification: Irving Materials, Inc., and Dauss Architects (Appendix B. Correspondence and Appendix C. Consulting Parties).

In an email dated October 23, 2024, Dauss Architects accepted the invitation to consult and noted, regarding the HPR: "Your report is accurate concerning Jim Johnson" (Appendix B. Correspondence).

On October 30, 2024, the Miami Tribe of Oklahoma THPO responded to the HPR, 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 this project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Hancock, 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" (Appendix B. Correspondence).

Indiana Landmarks responded to the HPR in an email dated November 12, 2024, stating, "We are interested in the Irving Materials, Inc. Office Building and its NR eligibility and hope this project does not endanger it. We are awaiting the Effects Report to learn more." W&A acknowledged the comment in an email sent the same day (Appendix B. Correspondence).

The Eastern Shawnee THPO responded to the HPR via a letter dated November 19, 2024, and noted: "we find our people occupied these areas historically and/or prehistorically," but that the current "project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe." The THPO also stated "should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation" (Appendix B. Correspondence).

The SHPO responded to the HPR in a letter dated November 21, 2024, and stated that the APE "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." Regarding historic resources, SHPO agreed that the Irving Materials, Inc. Office Building is eligible for the National Register under Criteria A and C. The SHPO also agreed that the Alford-Moore Farmstead "for the purposes of this Section 106

review only... is ineligible for the [National Register],” but concurred with the “Notable” rating in the HPR evaluation. The SHPO asked for clarification of impacts on the Irving Materials, Inc. Office Building in the following submission (Appendix B. Correspondence).

Archaeologists for W&A completed an Archaeology Short Report (ASR) (Tribes Only) on April 14, 2025. The ASR identified no archaeological sites in the APE (Appendix B. Correspondence AND Appendix E. Reports).

Consulting parties were notified of the availability of the ASR under a letter dated April 17 and April 18 (Tribes Only), 2025. Emails sent on April 17, 2025, and April 18, 2025, provided instructions for accessing the report via INSCOPE (<http://erms12c.indot.in.gov/Section106Documents/>) (Appendix B. Correspondence).

The Hancock County Historian responded to the ASR in an email dated April 17, 2025, and stated: “I have concerns with the Historic barn [Alford-Moore Farmstead, not eligible] at the site” W&A responded to the Hancock County Historian in an email dated April 22, 2025, stating the comment was added to the project record (Appendix B. Correspondence).

Indiana Landmarks responded to the ASR in an email dated April 18, 2025, stating concerns about the Irving Materials building and confirming an upcoming Effects Report. W&A responded to Indiana Landmarks in an email dated April 22, 2025 and confirmed an effects report would be forthcoming (Appendix B. Correspondence).

The Turtle Mountain Band Tribe of Chippewa Indians responded to the ASR in an email dated April 22, 2025, stating: “Defer to the nearest THPO office to the APE” (Appendix B. Correspondence).

The SHPO responded to the ASR in a letter dated May 21, 2025, and stated “we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Reconnaissance Survey Report (Arnold, 04/14/2025), that no further archaeological investigations appear necessary at the proposed project area. (Appendix B. Correspondence).

The Eastern Shawnee THPO responded to the ASR in a letter dated June 5, 2025, and stated the “project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe.” The THPO also stated that “should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation” (Appendix B. Correspondence).

The INDOT project manager responded to the Hancock County Historian in an email dated June 11, 2025. INDOT explained that the speed limit near the Alford-Moore Farmstead barn is being reduced to avoid the barn and asked if he had any remaining issues with the project. The Hancock County Historian responded on the same day noted “no issues” (Appendix B. Correspondence).

On August 14, 2025, the Miami Tribe of Oklahoma THPO responded to the ASR, 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 this 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 . . .[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" (Appendix B. Correspondence).

The Shawnee Tribal Historic Preservation Specialist replied to the ASR via email on August 20, 2025, and stated: "We have no issues or concerns at this time . . . but in the event 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 B. Correspondence).

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

Irving Materials Inc., Office Building: Located at 8032 SR 9, this modern one-story building is mainly composed of concrete, aluminum, and glass and was constructed in three phases beginning in 1962. The building was designed by architect James O. Johnson and won the First Honor Award from the Indiana Society of Architects. In addition, two sculpted bas relief walls were completed by artist Robert Youngman. This property is eligible under Criterion A for its association with the Greenfield-founded Irving Materials, Inc. and for its association with the period of postwar growth and expansion in the concrete building industry. It is also eligible under Criterion C as an example of a Modern/Late Modern building associated with architect James O. Johnson and for its association with thin shell concrete/hyperbolic paraboloid construction in the United States. The historic property boundary is the building parcel and includes the office building, sculpture, surrounding lawn and rear parking. The period of significance is 1962-1979 and accounts for the significant construction episodes.

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

The project would have an effect on the Irving Materials, Inc., Office Building. A compact roundabout would be constructed at the intersection of SR 9 and SR 234. In addition, three, 40-foot, light poles with 194-type LED bulbs would be placed within the existing historic boundary on the north side of SR 234. The historic boundary for this resource is approximately 3.58 acres. The project includes the acquisition of approximately 0.38 acre of right-of-way, amounting to about 10.6 percent of the current historic property, along the south and east portions of the historic property boundary. Within that right-of-way acquisition, approximately 0.01 acre, or approximately 0.3 percent of the current historic property, would become part of the roundabout. In addition, approximately 0.02 acre of temporary right-of-way would be required for drive reconstruction where the two drives meet SR 9 and SR 234. The building is approximately 120 feet from the existing stop-controlled intersection; following the completion of the project, the building would be approximately 90.1 feet from the roundabout (Appendix F. Plans).

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

According to 36 CFR § 800.5(a)(1): "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative."

The examples of adverse effects outlined in 36 CFR § 800.5(a)(2) include:

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

Effects are not limited to the examples provided in 36 CFR § 800.5(a)(2); however, these examples serve as a starting point for the consideration of adverse effects for this project.

Per **36 CFR § 800.5(a)(2)(i)**, the project would cause the "physical destruction of or damage to all or part of the property" through the acquisition of right-of-way and construction of a portion of the compact roundabout and light fixtures within the boundary. This acquisition would avoid the buildings, sculpture, trees and much of the lawn; however, the nearest portion of the roundabout would be approximately thirty feet closer to the building than the existing intersection.

Per **36 CFR § 800.5(a)(2)(ii)**, the project would not alter the contributing resources on this property in a manner "that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines."

Per **36 CFR § 800.5(a)(2)(iii)**, the property would not be removed from “its historic location.” The project would acquire a portion of land within the historic property boundary; however, per **36 CFR § 800.5(a)(2)(iv)**, this acquisition would not result in a “[c]hange of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.” Specifically, the character of property’s use as a mid-twentieth century office would not change. The lawn would generally be retained, and the mature trees would be kept intact. The building and sculpture would be unaltered. Historic photos indicate the design intent for this property was to be well lit, so the addition of the downward-facing cobra head lights would not diminish the character-defining historic features of this resource. The property would generally maintain the same relationship to the intersection as before, though the stop-controlled intersection would be converted to a roundabout.

Per **36 CFR § 800.5(a)(2)(v)**, there would be an “[i]ntroduction of visual, atmospheric or audible elements” with the construction of the roundabout and the introduction of light fixtures. The introduction of those elements would not “diminish the integrity of the property’s significant historic features.” The building would generally maintain its relationship to the intersection and was designed to be well lit.

Per **36 CFR § 800.5(a)(2)(vi)**, the project would not cause “[n]eglect of a property which causes its deterioration ...”

Per **36 CFR § 800.5(a)(2)(vii)**, the project would not cause “transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property’s historic significance.”

EFFORTS TO AVOID, MINIMIZE, AND MITIGATE

This project is an intersection improvement utilizing a compact roundabout. In addition to reducing crashes by an anticipated 49%, the compact roundabout minimizes the need for right-of-way acquisition. The project has also been refined since the ECL: INDOT has allowed a lower design speed for entering the roundabout, which has resulted in the need for less work at the intersection corners. The project was also modified to avoid an underground water tank at the fire station in the northeast quadrant of the intersection. Finally, the right-of-way limits have been reduced to avoid the mature trees in the yard of the Irving Materials, Inc. Office Building.

Consulting parties were notified of the availability of the Effects Report in a letter dated July 3, 2025. The emails sent on July 3, 2025, provided instructions for accessing the report via INSCOPE (<http://erms12c.indot.in.gov/Section106Documents/>) (Appendix B. Correspondence).

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

The ECL was sent to consulting parties and Tribes on April 3, 2023 (Appendix B. Correspondence).

The Hancock County Historian joined consultation in an email reply sent on April 3, 2023 (Appendix B. Correspondence).

Indiana Landmarks joined consultation in an email reply sent on April 4, 2023 (Appendix B. Correspondence).

The Miami Tribe of Oklahoma Tribal Historic Preservation Officer (THPO) replied to the ECL via a letter dated April 17, 2023, and stated: "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" (Appendix B. Correspondence).

The Indiana SHPO responded to the ECL on May 3, 2023, and offered no additional suggestions to include in the consulting party list. SHPO stated that "if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible." In addition, SHPO asked to be informed of who accepted the invitation to join consultation in the next correspondence and stated its review would continue when additional information was provided (Appendix B. Correspondence).

The Shawnee Tribal Historic Preservation Specialist replied to the ECL via an email on May 9, 2023, and stated: "We have no issues or concerns at this time, but in the event 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 circumstance" (Appendix B. Correspondence).

The Eastern Shawnee THPO responded to the ECL via a letter dated May 16, 2023, and noted: "we find our people occupied these areas historically and/or prehistorically," but that the current "project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe." The letter also stated "should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation" (Appendix B. Correspondence).

Consulting parties were notified of the availability of the HPR under a letter dated October 22, 2024 and emails sent on October 23, 2024 (Appendix B. Correspondence).

In an email dated October 23, 2024, Dauss Architects accepted the invitation to consult and noted, regarding the HPR: "Your report is accurate concerning Jim Johnson" (Appendix B. Correspondence).

On October 30, 2024, the Miami Tribe of Oklahoma THPO responded to the HPR, 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 this project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands and cultural property within present-day Hancock, 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" (Appendix B. Correspondence).

Indiana Landmarks responded to the HPR in an email dated November 12, 2024, stating, "We are interested in the Irving Materials, Inc. Office Building and its NR eligibility and hope this project does not endanger it. We are awaiting the Effects Report to learn more" (Appendix B. Correspondence).

The Eastern Shawnee THPO responded to the HPR via a letter dated November 19, 2024, and noted: "we find our people occupied these areas historically and/or prehistorically," but that the current "project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe." The THPO also stated "should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation" (Appendix B. Correspondence).

The SHPO responded to the HPR in a letter dated November 21, 2024, and stated that the APE "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." Regarding historic resources, SHPO agreed that the Irving Materials, Inc. Office Building is eligible for the National Register under Criteria A and C. The SHPO also agreed that the Alford-Moore Farmstead "for the purposes of this Section 106 review only... is ineligible for the [National Register]," but concurred with the "Notable" rating in the HPR evaluation. The SHPO asked for clarification of impacts on the Irving Materials, Inc. Office Building in the following submission (Appendix B. Correspondence).

Consulting parties were notified of the availability of the ASR under a letter dated April 17 and April 18 (Tribes Only), 2025, and emails sent on April 17, 2025, and April 18, 2025 (Appendix B. Correspondence).

The Hancock County Historian responded to the ASR in an email dated April 17, 2025, and stated: "I have concerns with the Historic barn [Alford-Moore Farmstead, not eligible] at the site" (Appendix B. Correspondence).

Indiana Landmarks responded to the ASR on April 18, 2025. Landmarks reiterated their concern about the Irving Materials Building and asked if an effects report would be forthcoming. W&A

responded on April 22, 2025, that an effects report would be prepared and distributed for review (Appendix B. Correspondence).

The Turtle Mountain Band Tribe of Chippewa Indians responded to the ASR in an email dated April 22, 2025, stating: "Defer to the nearest THPO office to the APE" (Appendix B. Correspondence).

The SHPO responded to the ASR in a letter dated May 21, 2025, and stated "we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Reconnaissance Survey Report (Arnold, 04/14/2025), that no further archaeological investigations appear necessary at the proposed project area. (Appendix B. Correspondence).

The Eastern Shawnee responded to the ASR in a letter dated June 5, 2025, and stated the "project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe." The THPO also stated that "should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation" (Appendix B. Correspondence).

The INDOT project manager responded to the Hancock County Historian in an email dated June 11, 2025 (Appendix B. Correspondence).

Consulting parties were notified of the availability of the Effects Report in a letter dated July 3, 2025, and emails sent on July 3, 2025 (Appendix B. Correspondence and Appendix E. Reports).

The Hancock County Historian responded to the Effects Report in an email dated July 4, 2025, and asked if there was a "plan to demolish the Alford Barn and homestead for the round about?" W&A responded to the Hancock County Historian in an email dated July 8, 2025, and noted the barn and homestead associated with the Alford-Moore Farmstead would not be demolished and that the barn and fence would not be impacted. W&A added that "some temporary right-of-way would be required for reconstruction of the gravel drive immediately east of the barn and fence" The Hancock County Historian acknowledged receipt of the email the same day and thanked W&A for the information (Appendix B. Correspondence).

Indiana Landmarks responded to the Effects Report in an email dated July 7, 2025. Landmarks asked for more information regarding the right-of-way acquisition at the Irving Materials, Inc. W&A responded to Indiana Landmarks in an email dated July 8, 2025, and explained that the 0.01 acre of right-of-way is the amount of pavement associated with the roundabout that would be in the historic boundary. All remaining right-of-way would be used for "grading, drainage ditches, and utility relocation" (Appendix B. Correspondence).

Indiana Landmarks responded to W&A in an email dated July 14, 2025, thanking W&A for clarifications, and requesting contact information for the Irving Materials representatives. A letter

dated July 14, 2025, was attached to the email stating: "Indiana Landmarks appreciates the opportunity to comment on the above-referenced project as a consulting party. We deeply appreciate the work you have done to both research the Irving Materials building and mitigate effects on it as much as possible. In addition, we strongly concur with your determination that the building is eligible for the National Register. We are in the process of trying to get in contact with Irving Materials to discuss their plans for the building, as it is no longer their headquarters. We hope its distinctive Mid-Century Modern design can be maintained in the future by whoever owns the building." W&A provided the most recent contact information for Irving Materials, Inc. in a follow up email sent the next day (Appendix B. Correspondence).

The Turtle Mountain Band Tribe of Chippewa Indians responded to the effects report in an email dated July 28, 2025, stating: "Defer to the nearest THPO office" near the APE (Appendix B. Correspondence)..

The SHPO replied to the effects in a letter dated July 29, 2025, and concurred that that project would have an impact on the Irving Materials Company, Inc. Office Building due to the "acquisition of right-of-way, construction of a roundabout, and addition of light fixtures within its historic property boundary" but that those activities "would not disrupt the ability of the property to convey its significance under Criteria A or C." SHPO stated that, "[u]nless another party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding" (Appendix B. Correspondence).

On August 14, 2025, the Miami Tribe of Oklahoma THPO responded to the ASR, 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 this 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 . . .[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" (Appendix B. Correspondence).

The Shawnee Tribal Historic Preservation Specialist replied to the ASR via email on August 20, 2025, and stated: "We have no issues or concerns at this time . . . but in the event 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 B. Correspondence).

A public notice of No Adverse Effect will be posted in *Daily Reporter* (Greenfield, Indiana) newspaper, and the public will be afforded thirty (30) days to respond. If appropriate, this document will be revised after the expiration of the public comment period.

APPENDIX A. Maps

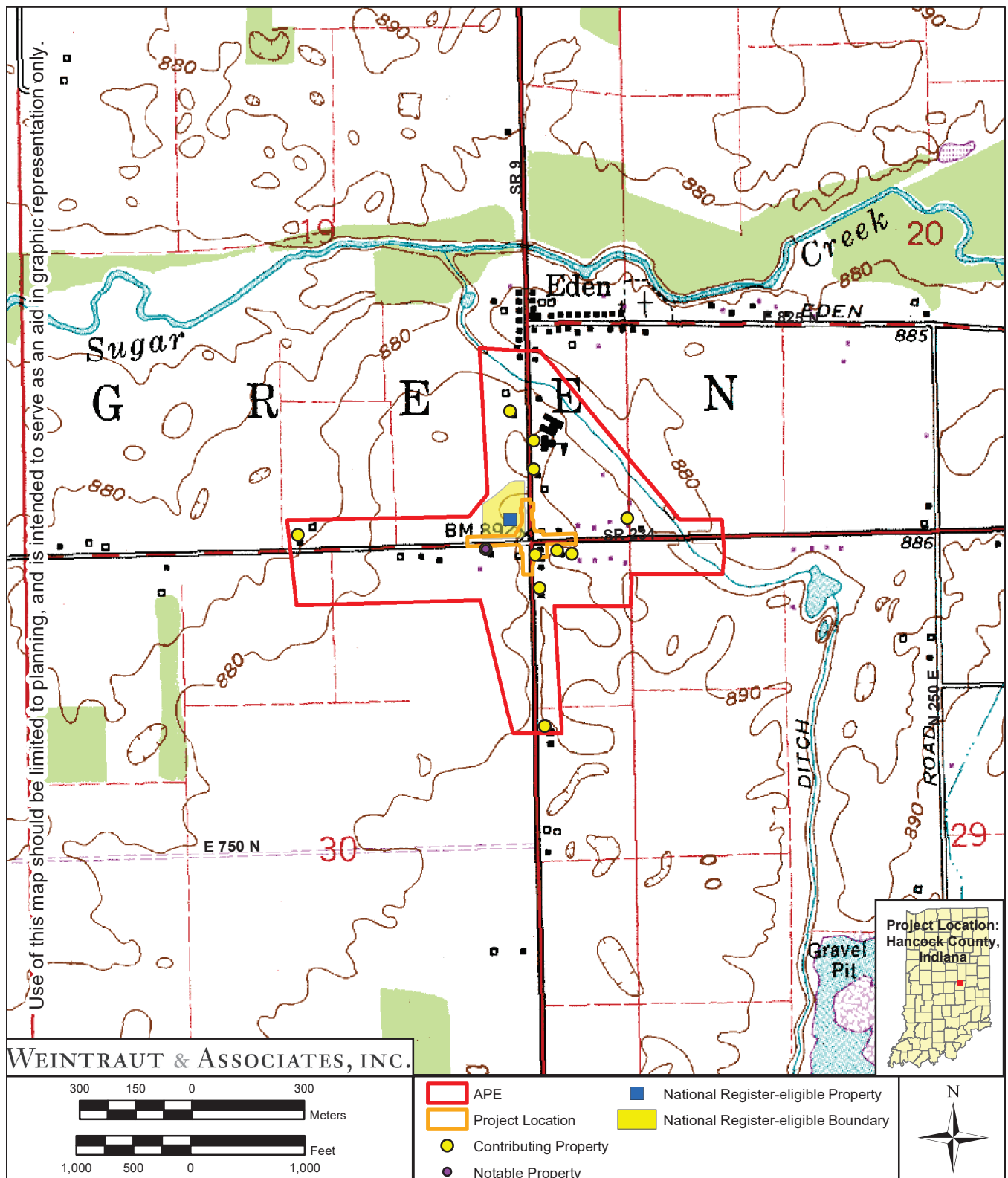


FIGURE I. THE PROJECT LOCATION, APE, AND PROPERTIES SHOWN ON A PORTION OF THE INGALLS, INDIANA USGS TOPOGRAPHIC QUADRANGLE MAP (1:24,000).

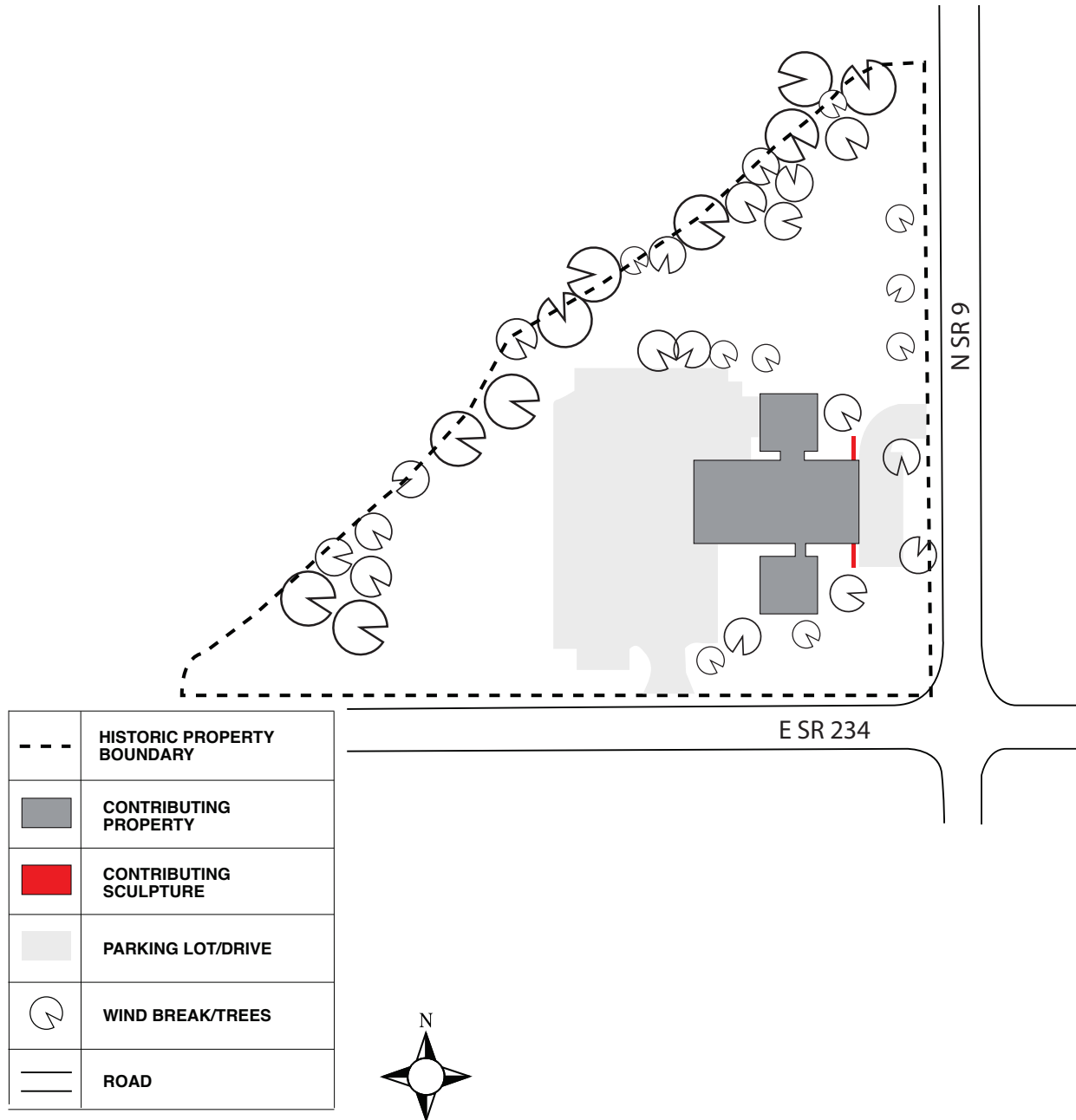


FIGURE 2. THE PROJECT LOCATION, APE, AND PROPERTIES SHOWN ON AN AERIAL PHOTOGRAPH (2018).

IRVING MATERIALS, INC. Office Building (WA 4)

8032 North State Road 9

Green Township, Hancock County



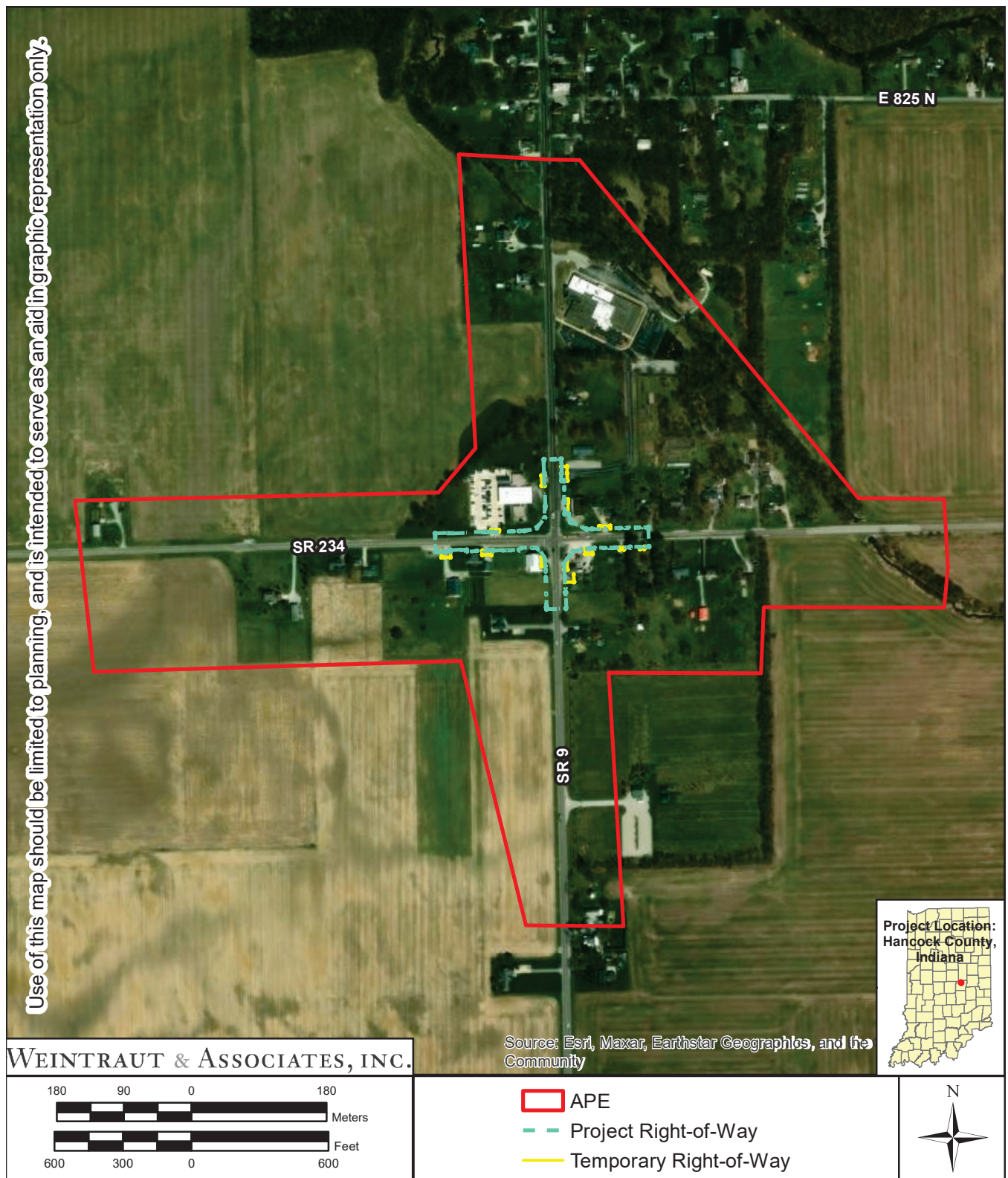


FIGURE 2. PROJECT RIGHT-OF-WAY, TEMPORARY RIGHT-OF-WAY AND APE SHOWN ON AND AERIAL PHOTOGRAPH (2024).

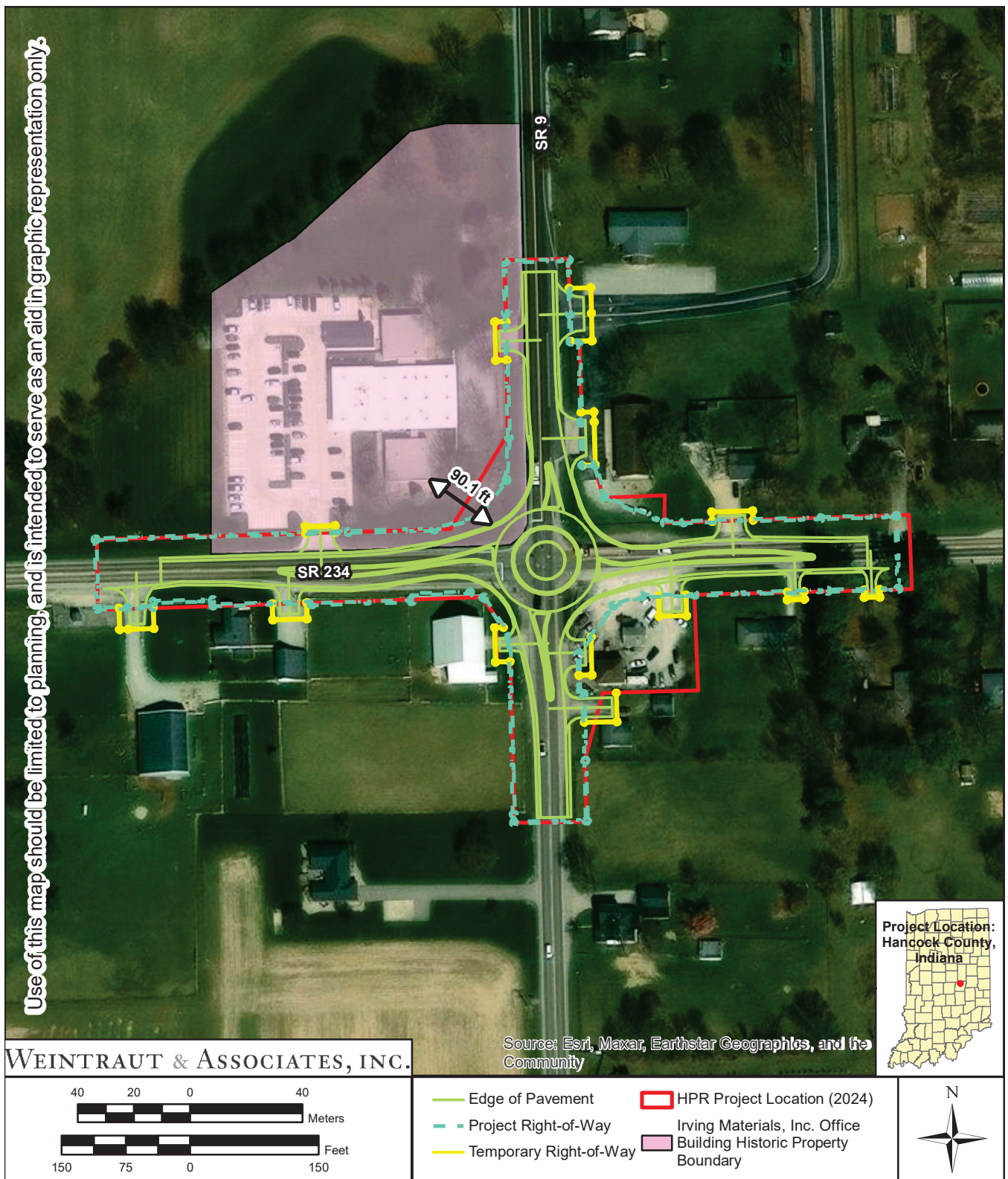


FIGURE 6. HISTORIC PROPERTY BOUNDARY AND PROJECT INFORMATION SHOWN AN AERIAL PHOTOGRAPH (2024).

APPENDIX B. Correspondence

FHWA Project: Des. No. 2000154; SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Bethany Natali <bethany@weintrautinc.com>

Mon 4/3/2023 3:44 PM

To: McCord, Beth K <BMCcord@dnr.in.gov>; Slider, Chad <cslider@dnr.in.gov>; DNR DHPA Review <dhpapreview@dnr.IN.gov>; John@hancockcounty.in <john@hancockcounty.in>; bspalding@hancockcoingov.org <bspalding@hancockcoingov.org>; gmcDaniel@hancockcoingov.org <gmcDaniel@hancockcoingov.org>; gpool@hancockcoingov.org <gpool@hancockcoingov.org>; kdavis@hancockcoingov.org <kdavis@hancockcoingov.org>; rmoore@hancockcoingov.org <rmoore@hancockcoingov.org>; anna.gremling@indympo.org <anna.gremling@indympo.org>; central@indianalandmarks.org <central@indianalandmarks.org>; jskvarenina@hotmail.com <jskvarenina@hotmail.com>; hancockhistory@live.com <hancockhistory@live.com>

Cc: Clint Kelly <ckelly1@indot.in.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; dmchgghy@indot.in.gov <dmchgghy@indot.in.gov>; rbales@indot.in.gov <rbales@indot.in.gov>; Morgan Stumpf <mstumpf@cmtengr.com>; Nick Batta <nbatta@cmtengr.com>; Linda Weintraut <linda@weintrautinc.com>; Bethany Natali <bethany@weintrautinc.com>

 1 attachments (1 MB)

SR9&234RAB_Des2000154_ECL_2022-04-03.pdf;

Des. No.: 2000154**Project Description: SR 9 and SR 234 Intersection Improvements****Location: Hancock County, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154.

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:

- Indiana Department of Natural Resources (IDNR)-Division of Historic Preservation & Archaeology (DHPA)/State Historic Preservation Officer (SHPO)
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- Hancock County Commissioners
- Hancock County Engineer
- Hancock County Highway Clerk
- Hancock County Highway Superintendent
- Indianapolis Metropolitan Planning Organization (IMPO)
- Indiana Landmarks—Central Office
- Hancock County Historian
- Hancock County Historical Society

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://erms12c.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 comment. 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 please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov

(317-226-5629).

Thank you in advance for your input,

Bethany Natali

Bethany Natali | Weintraut & Associates, Inc. | 4649 Northwestern Drive | Zionsville, Indiana 46077

Tel: 317.733.9770 | www.weintrautinc.com


FHWA Project: Des. No. 2000154; SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Kelly, Clint <CKelly1@indot.IN.gov>

Mon 4/3/2023 3:50 PM

To: thpo@estoo.net <thpo@estoo.net>; THPO@MiamiNation.com <THPO@MiamiNation.com>; bletcher@peoriatribe.com <bletcher@peoriatribe.com>; Matthew.Bussler@pokagonband-nsn.gov <Matthew.Bussler@pokagonband-nsn.gov>; Section106@shawnee-tribe.com <Section106@shawnee-tribe.com>

Cc: Branigin, Susan <SBranigin@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Bethany Natali <bethany@weintrautinc.com>; Linda Weintraut <linda@weintrautinc.com>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>

 1 attachments (1 MB)

SR9&234RAB_Des2000154_ECL_2022-04-03.pdf;

Des. No.: 2000154**Project Description: SR 9 and SR 234 Intersection Improvements****Location: Hancock County, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154.

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:

- Indiana Department of Natural Resources (IDNR)-Division of Historic Preservation & Archaeology (DHPA)/State Historic Preservation Officer (SHPO)
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- Hancock County Commissioners
- Hancock County Engineer
- Hancock County Highway Clerk
- Hancock County Highway Superintendent
- Indianapolis Metropolitan Planning Organization (IMPO)
- Indiana Landmarks—Central Office
- Hancock County Historian
- Hancock County Historical Society

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://erms12c.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 comment. 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 please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Clint Kelly**Section 106 Specialist/Historian***Cultural Resources Office**Environmental Services*

100 N. Senate Ave., Rm. N758-ES

Indianapolis, IN 46204

Office: (317) 447-8707**Email:** ckelly1@indot.in.gov**Core Office Hours:** M-F 7:30-3:30



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

April 3, 2023

This letter was sent to the listed parties.

RE: SR 9 and SR 234 Intersection Improvements, Des. No.: 2000154, Hancock County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the State Road (SR) 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154. Crawford Murphy & Tilly is under contract with INDOT to advance the environmental documentation for the referenced project.

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.

The proposed undertaking is located at the intersection of SR 9 and SR 234 in the unincorporated community of Eden, Hancock County, Indiana. The project will extend approximately 0.07 mile north and 0.06 mile south of the intersection along SR 9. It will also extend approximately 0.08 mile east and 0.10 mile west of the intersection along SR 234. It is within Green Township, USGS Topographic Ingalls, Indiana Quadrangle, in Sections 19 and 30, Township 17 North, Range 7 East. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

Existing Conditions: SR 9 is classified as a Minor Arterial and travels north/south through the project area. SR 234 is classified as a Major Collector and travels east/west through the project area. SR 9 is also included in the National Truck Network. SR 9 and SR 234 have posted speed limits between 40 and 55 miles per hour (mph) throughout the project area. A 30-mph school zone is located in the northern leg of the project area. SR 9 and SR 234 consist of one-lane traffic in each direction with no curb or sidewalk. The intersection is currently four-way stop controlled with flashing beacons. This intersection experiences long queues as well as a high frequency of crashes. Many of the crashes within the project area are rear end crashes related to queues.

Purpose & Need: The identified need at this location involves the recurring queues that lead to elevated frequency of crashes throughout the limits of the project; specifically, the pattern of rear end type crashes at the intersection. Between 2016 and 2018 a total of thirty-seven (37) crashes have occurred at the SR 9 and SR 234 intersection, twelve (12) of which were rear end crash types. The purpose of the project is to reduce or eliminate the queues and therefore reduce the number of overall crashes.

Scope of Work: The current proposed project will convert the existing stop-controlled intersection to a compact, single-lane roundabout. A mill and overlay will occur along the approaches to the roundabout. A compact

roundabout intersection is anticipated to reduce crashes at the intersection by at least 49% and minimize the need for right-of-way acquisition.

Right-of-Way & Detour Route: Permanent right-of-way will be needed for the project totaling approximately 3.4 acres. Temporary right-of-way will be needed for the project totaling 0.1 acre for driveway reconstruction. The proposed method of traffic maintenance is anticipated to require full closure of SR 234 with a detour. Construction along SR 9 will utilize phased construction to avoid a full closure. One lane of traffic will be maintained using a temporary signal. Removal of individual trees may be required for the project and should total less than 0.5 acre throughout the project area. One commercial relocation is expected. The project is anticipated to begin construction in the spring of 2025.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36 CFR 800.2 (c), 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; 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.

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 do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Linda Weintraut of Weintraut & Associates, Inc. at 317-733-9770 or linda@weintrautinc.com. All future responses regarding the proposed project should be forwarded to Weintraut & Associates at the following address:

Linda Weintraut, Ph.D.
President
Weintraut & Associates, Inc.
PO Box 5034
Zionsville, Indiana 46077
linda@weintrautinc.com.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Enclosures: **Removed to avoid duplications within the CE document**

- Topographic Map of the Project Area
- Consulting Parties List

Distribution List:

- Indiana Department of Natural Resources (IDNR)-Division of Historic Preservation & Archaeology (DHPA)/State Historic Preservation Officer (SHPO)
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- Hancock County Commissioners
- Hancock County Engineer
- Hancock County Highway Clerk
- Hancock County Highway Superintendent
- Indianapolis Metropolitan Planning Organization (IMPO)
- Indiana Landmarks – Central Office
- Hancock County Historian
- Hancock County Historical Society

Re: FHWA Project: Des. No. 2000154; SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Bethany Natali <bethany@weintrautinc.com>

Tue 4/4/2023 8:24 AM

To: Joe Skvarenina <jskvarenina@hotmail.com>

Cc: Clint Kelly <ckelly1@indot.in.gov>; Linda Weintraut <linda@weintrautinc.com>

Thank you - you have been added to the list of consulting parties.

Best regards,

Bethany

From: Joe Skvarenina <jskvarenina@hotmail.com>

Sent: Monday, April 3, 2023 5:29 PM

To: Bethany Natali <bethany@weintrautinc.com>

Subject: Re: FHWA Project: Des. No. 2000154; SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

I accept.

Joe Skvarenina

Hancock County Historian

From: Bethany Natali <bethany@weintrautinc.com>

Sent: Monday, April 3, 2023 3:44 PM

To: McCord, Beth K <BMCcord@dnr.in.gov>; Slider, Chad <cslider@dnr.in.gov>; DNR DHPARReview <dhpapreview@dnr.IN.gov>; john@hancockcounty.in <john@hancockcounty.in>; bspalding@hancockcoingov.org <bspalding@hancockcoingov.org>; gmcdaniel@hancockcoingov.org <gmcdaniel@hancockcoingov.org>; gpool@hancockcoingov.org <gpool@hancockcoingov.org>; kdavis@hancockcoingov.org <kdavis@hancockcoingov.org>; rmoore@hancockcoingov.org <rmoore@hancockcoingov.org>; anna.gremling@indymop.org <anna.gremling@indymop.org>; central@indianalandmarks.org <central@indianalandmarks.org>; jskvarenina@hotmail.com <jskvarenina@hotmail.com>; hancockhistory@live.com <hancockhistory@live.com>

Cc: Clint Kelly <ckelly1@indot.in.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; dmcmghghy@indot.in.gov <dmcmghghy@indot.in.gov>; rbales@indot.in.gov <rbales@indot.in.gov>; Morgan Stumpf <mstumpf@cmtengr.com>; Nick Batta <nbatta@cmtengr.com>; Linda Weintraut <linda@weintrautinc.com>; Bethany Natali <bethany@weintrautinc.com>

Subject: FHWA Project: Des. No. 2000154; SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Des. No.: 2000154**Project Description: SR 9 and SR 234 Intersection Improvements****Location: Hancock County, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154.

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:

- Indiana Department of Natural Resources (IDNR)-Division of Historic Preservation & Archaeology (DHPA)/State Historic Preservation Officer (SHPO)
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- Hancock County Commissioners
- Hancock County Engineer
- Hancock County Highway Clerk
- Hancock County Highway Superintendent
- Indianapolis Metropolitan Planning Organization (IMPO)
- Indiana Landmarks—Central Office
- Hancock County Historian
- Hancock County Historical Society

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://erms12c.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 comment. 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 please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Bethany Natali

Bethany Natali | Weintraut & Associates, Inc. | 4649 Northwestern Drive | Zionsville, Indiana 46077
Tel: 317.733.9770 | www.weintrautinc.com

Re: FHWA Project: Des. No. 2000154; SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Bethany Natali <bethany@weintrautinc.com>

Tue 4/4/2023 2:22 PM

To: Alex Brooks <abrooks@indianalandmarks.org>

Cc: Linda Weintraut <linda@weintrautinc.com>; Clint Kelly <ckelly1@indot.in.gov>

Hi Alex,

Indiana Landmarks has been added to the list of consulting parties for this project.

Best regards,

Bethany

From: Alex Brooks <abrooks@indianalandmarks.org>

Sent: Tuesday, April 4, 2023 1:50 PM

To: Bethany Natali <bethany@weintrautinc.com>

Subject: Re: FHWA Project: Des. No. 2000154; SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Bethany,

We at Indiana Landmarks would like to be a consulting party on this project. We look forward to the upcoming cultural resource documentation to see if any historic properties are affected.

Best,

.....
Alex Brooks

Community Preservation Specialist

.....
Indiana Landmarks

1201 Central Avenue

Indianapolis, IN 46202

Ph. 317-822-7908, 800-450-4534

Fax: 317-639-6734

www.indianalandmarks.org

Indiana Landmarks revitalizes communities, strengthens connections to our diverse heritage, and saves meaningful places.

[Become a member](#) | [Subscribe to our e-letter](#) | [Find us on Facebook](#)

From: Bethany Natali <bethany@weintrautinc.com>

Sent: Monday, April 3, 2023 3:44 PM

To: McCord, Beth K <BMCcord@dnr.in.gov>; Slider, Chad <cslider@dnr.in.gov>; DNR DHPARReview <dhpapreview@dnr.IN.gov>; john@hancockcounty.in <john@hancockcounty.in>; bspalding@hancockcoingov.org <bspalding@hancockcoingov.org>; gmcDaniel@hancockcoingov.org <gmcDaniel@hancockcoingov.org>; gpool@hancockcoingov.org <gpool@hancockcoingov.org>; kdavis@hancockcoingov.org <kdavis@hancockcoingov.org>; rmoore@hancockcoingov.org <rmoore@hancockcoingov.org>; anna.gremling@indympo.org <anna.gremling@indympo.org>; Central <Central@indianalandmarks.org>; jskvarenina@hotmail.com <jskvarenina@hotmail.com>; hancockhistory@live.com <hancockhistory@live.com>

Cc: Clint Kelly <ckelly1@indot.in.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; dmcghghy@indot.in.gov <dmcghghy@indot.in.gov>; rbales@indot.in.gov <rbales@indot.in.gov>; Morgan Stumpf <mstumpf@cmtengr.com>; Nick Batta <nbatta@cmtengr.com>; Linda Weintraut <linda@weintrautinc.com>; Bethany Natali <bethany@weintrautinc.com>

Subject: FHWA Project: Des. No. 2000154; SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Des. No.: 2000154

Project Description: SR 9 and SR 234 Intersection Improvements

Location: Hancock County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154.

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:

- Indiana Department of Natural Resources (IDNR)-Division of Historic Preservation & Archaeology (DHPA)/State Historic Preservation Officer (SHPO)
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- Hancock County Commissioners
- Hancock County Engineer
- Hancock County Highway Clerk
- Hancock County Highway Superintendent
- Indianapolis Metropolitan Planning Organization (IMPO)
- Indiana Landmarks—Central Office
- Hancock County Historian
- Hancock County Historical Society

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Please review the attached letter, which is also located in IN SCOPE at <http://erms12c.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.

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Thank you in advance for your input,

Bethany Natali

Bethany Natali | Weintraut & Associates, Inc. | 4649 Northwestern Drive | Zionsville, Indiana 46077

Tel: 317.733.9770 | www.weintrautinc.com



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: mcoon@indot.in.gov

April 17, 2023

Matt Coon, Tribal Liaison
INDOT, Cultural Resources Office
100 North Senate Avenue, N758-ES
Indianapolis, Indiana 46204

Re: Des. No. 2000154, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana –
Comments of the Miami Tribe of Oklahoma

Dear Mr. Coon:

Aya, kweehsitoolaani– 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. 2000154, SR 9 and SR 234 Intersection Improvements in Hancock County, Indiana.

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 THPO@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

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



May 3, 2023

Linda Weintraut, Ph.D.
President
Weintraut & Associates, Inc.
Post Office Box 5034
Zionsville, Indiana 46077

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

Re: Early coordination letter for the SR 9 and SR 234 Intersection Improvements Project (Des. No. 2000154;
DHPA No. 30587)

Dear Dr. Weintraut:

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 April 3, 2023, review submission which enclosed INDOT's early coordination letter, received by our office April 3, 2023, for this project in the community of Eden, Green Township, Hancock County, Indiana.

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. However, if right-of-way is likely to be taken from a potentially historic property, it might be advisable to invite the owner of that property as soon as possible. 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 Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. 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 SR 9 and SR 234 Intersection Improvements project in the community of Eden, Green Township, Hancock County, Indiana (Des. No. 2000154), please refer to DHPA No. 30587.

Very truly yours,

A handwritten signature in black ink, appearing to read "Beth K. McCord".

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT

emc: Matt Coon, Ph.D., INDOT
Susan Branigin, INDOT
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

FW: Section 106 Consultation - Des. No. 2000154

Kelly, Clint <CKelly1@indot.IN.gov>

Wed 5/10/2023 1:31 PM

To: Coon, Matthew <mcoon@indot.IN.gov>; Bethany Natali <bethany@weintrautinc.com>

Cc: Branigin, Susan <SBranigin@indot.IN.gov>; Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>

Please find below a response from the Shawnee Tribe.

Thanks,

Clint

Clint Kelly

Section 106 Specialist/Historian

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Rm. N758-ES

Indianapolis, IN 46204

Office: (317) 447-8707

Email: ckelly1@indot.in.gov

Core Office Hours: M-F 7:30-3:30



From: Laserfiche Notification <donotreply@laserfiche.com>

Sent: Tuesday, May 9, 2023 11:29 AM

To: Kelly, Clint <CKelly1@indot.IN.gov>

Subject: Section 106 Consultation - Des. No. 2000154

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

This email is in response to Des. No. 2000154.

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

However, there is still potential for the discovery of unknown resources. We would like to accept your invitation for consultation.

We have no issues or concerns at this time, but in the event 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 Section106@shawnee-tribe.com

**Erin Paden**

TRIBAL HISTORIC PRESERVATION
SPECIALIST

Office: (918) 542-2441, x140

Email: epaden@shawnee-tribe.com

29 S Hwy 69A

Miami, OK 74354

shawnee-tribe.com



EASTERN SHAWNEE CULTURAL PRESERVATION DEPARTMENT

70500 East 128 Road, Wyandotte, OK 74370

May 16, 2023

INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: Des No. 2000154, Hancock County, Indiana

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Hancock County, Indiana. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Paul Barton, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 666-5151 Ext:1833
THPO@estoo.net



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

October 22, 2024

This letter was sent to the listed parties.

RE: SR 9 and SR 234 Intersection Improvements, Des. No.: 2000154, DHPA No.: 30587

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Road (SR) 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154; DHPA No.: 30587.

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 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 April 3, 2023. The Hancock County Historian, Indiana Landmarks, the State Historic Preservation Officer, Shawnee Tribe, and Eastern Shawnee Tribe accepted consulting party status. Note that after the distribution of the ECL, this project was placed on hold due to funding. This project is now being funded with a letting scheduled for 2026.

The proposed undertaking is located at the intersection of SR 9 and SR 234 in the unincorporated community of Eden, Hancock County, Indiana. The project will extend approximately 0.07 mile north and 0.06 mile south of the intersection along SR 9. It will also extend approximately 0.08 mile east and 0.10 mile west of the intersection along SR 234. It is within Green Township, USGS Topographic Ingalls, Indiana Quadrangle, in Sections 19 and 30, Township 17 North, Range 7 East. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

Existing Conditions: SR 9 is classified as a Minor Arterial and travels north/south through the project area. SR 234 is classified as a Major Collector and travels east/west through the project area. SR 9 is also included in the National Truck Network. SR 9 and SR 234 have posted speed limits between 40 and 55 miles per hour (mph) throughout the project area. A 30-mph school zone is located in the northern leg of the project area. SR 9 and SR 234 consist of one-lane traffic in each direction with no curb or sidewalk. The intersection is currently four-way stop controlled with flashing beacons. This intersection experiences long queues as well as a high frequency of crashes. Many of the crashes within the project area are rear end crashes related to queues.

Purpose & Need: The identified need at this location involves the recurring queues that lead to elevated frequency of crashes throughout the limits of the project; specifically, the pattern of rear end type crashes at the intersection. Between 2016 and 2018 a total of thirty-seven (37) crashes have occurred at the SR 9 and SR 234 intersection, twelve (12) of which were rear end crash types. The purpose of the project is to reduce or eliminate the queues and therefore reduce the number of overall crashes.

Scope of Work: The current proposed project will convert the existing stop-controlled intersection to a compact, single-lane roundabout. A mill and overlay will occur along the approaches to the roundabout. A compact roundabout intersection is anticipated to reduce crashes at the intersection by at least 49% and minimize the need for right-of-way acquisition. Since the distribution of the early coordination letter, the project has been refined. INDOT has allowed a lower design speed for entering the roundabout, which has resulted in the need for less work at the intersection corners. In addition, the project has been modified to avoid an underground water tank at the fire station in the northeast quadrant of the intersection (see enclosed graphic).

Right-of-Way & Detour Route: Permanent right-of-way will be needed for the project totaling approximately 3.4 acres. Temporary right-of-way will be needed for the project totaling 0.1 acre for driveway reconstruction. The proposed method of traffic maintenance is anticipated to require full closure of SR 234 with a detour. Construction along SR 9 will utilize phased construction to avoid a full closure. One lane of traffic will be maintained using a temporary signal. Removal of individual trees may be required for the project and should total less than 0.5 acre throughout the project area. One commercial relocation is expected. The project is anticipated to begin construction in the spring of 2025.

Crawford, Murphy & Tilly (CMT) is under contract with INDOT. Weintraut & Associates, 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, the **Irving Materials, Inc. Office Building** at 8032 North SR 9 is recommended as eligible for listing in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of

that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

The Historic Property Report is available for review in IN SCOPE at <http://erns12c.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 a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

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.

For questions concerning specific project details, you may contact Linda Weintraut of Weintraut & Associates, Inc. at 317-733-9770 or linda@weintrautinc.com. All future responses regarding the proposed project should be forwarded to Weintraut & Associates, Inc. at the following address:

Linda Weintraut, Ph.D.
Historian
Weintraut & Associates, Inc.
PO Box 5034
Zionsville, Indiana 46077
linda@weintrautinc.com.

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Distribution List:

Parties that Accepted the Invitation to Join Consultation

- Indiana Department of Natural Resources (IDNR)-Division of Historic Preservation & Archaeology (DHPA)/State Historic Preservation Officer (SHPO)
- Shawnee Tribe
- Eastern Shawnee Tribe

- Miami Tribe of Oklahoma
- Hancock County Historian
- Indiana Landmarks—Central Office

Invited Consulting Parties

- Patrick O’Connell, Irving Materials Inc.
- Mike Dauss, Dauss Architects (Johnson, Ritchhart & Associates archival material)

FHWA Project: Des. No. 2000154; HPR, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Bethany Natali <bethany@weintrautinc.com>

Date Wed 10/23/2024 8:09 AM

To DNR DHPARReview <dhparchive@dnr.IN.gov>; Alex Brooks <abrooks@indianalandmarks.org>; jskvarenina@hotmail.com <jskvarenina@hotmail.com>; patrick.oconnell@irvmat.com <patrick.oconnell@irvmat.com>; mikedauss@daussarchitects.com <mikedauss@daussarchitects.com>

Cc Clint Kelly <ckelly1@indot.in.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Walton, David <DWalton@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; dmcghghy@indot.in.gov <dmcghghy@indot.in.gov>; rbales@indot.in.gov <rbales@indot.in.gov>; Nick Batta <nbatta@cmtengr.com>; Linda Weintraut <linda@weintrautinc.com>; Bethany Natali <bethany@weintrautinc.com>

 1 attachments (4 MB)

SR9&SR234RAB_Des2000154_HPRDistro_2023-10-22.pdf;

Des. No.: 2000154**Project Description: SR 9 and SR 234 Intersection Improvements****Location: Hancock County, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 9 and SR 234 Intersection Improvements Project, Des No.: 2000154, DHPA No.: 30587. The Section 106 Early Coordination Letter for this project was originally distributed on April 3, 2023.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms12c.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 within seven (7) days.

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Thank you in advance for your input,

Bethany Natali

WEINTRAUT & ASSOCIATES

4649 Northwestern Drive | Zionsville, Indiana 46077

Tel: 317.733.9770 | www.weintrautinc.com

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FHWA Project: Des. No. 2000154; HPR, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Branigin, Susan <SBranigin@indot.IN.gov>

Date Wed 10/23/2024 9:35 AM

To Section106 <Section106@shawnee-tribe.com>; thpo@estoo.net <thpo@estoo.net>; THPO <THPO@MiamiNation.com>

Cc Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Walton, David <DWalton@indot.IN.gov>; Kelly, Clint <CKelly1@indot.IN.gov>; Linda Weintraut <linda@weintrautinc.com>; Bethany Natali <bethany@weintrautinc.com>

 1 attachments (4 MB)

SR9&SR234RAB_Des2000154_HPRDistro_2023-10-22.pdf;

Des. No.: 2000154

Project Description: SR 9 and SR 234 Intersection Improvements

Location: Green Township, Hancock County, Indiana

Dear Consulting Parties:

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 9 and SR 234 Intersection Improvements Project, Des No.: 2000154, DHPA No.: 30587. The Section 106 Early Coordination Letter for this project was originally distributed on April 3, 2023.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms12c.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 within seven (7) days.

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, 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 Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Susan R. Branigin, MS

Senior Environmental Manager/Supervisor

History Team Lead/Cultural Resources Office (CRO)

Indiana Department of Transportation

100 North Senate Ave., N758 —Environmental Services

Indianapolis, IN 46204

Cell: 317.417.1622

Email: sbranigin@indot.in.gov

[Find us on social media!](#)



-
****For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: <https://www.in.gov/indot/3217.htm>**

****Link to the CRO-Public Web Map App can be found [here](#)**

RE: FHWA Project: Des. No. 2000154; HPR, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Mike Dauss <mikedauss@daussarchitects.com>

Date Wed 10/23/2024 10:10 AM

To Bethany Natali <bethany@weintrautinc.com>

Thank you for including us.

Your report is accurate concerning Jim Johnson, he was one of the leading Architects when it came to use of thin shell applications in poured concrete in Indiana.

If we can be of any further assistance, please feel free to reach out to us.

Mike Dauss

From: Bethany Natali <bethany@weintrautinc.com>

Sent: Wednesday, October 23, 2024 8:09 AM

To: DNR DHPARReview <dhparchive@dnr.IN.gov>; Alex Brooks <abrooks@indianalandmarks.org>; jskvarenina@hotmail.com; patrick.oconnell@irvmat.com; mikedauss@daussarchitects.com

Cc: Clint Kelly <ckelly1@indot.in.gov>; Branigin, Susan <SBranigin@indot.IN.gov>; Walton, David <DWalton@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; dmcghghy@indot.in.gov; rbales@indot.in.gov; Nick Batta <nbatta@cmtengr.com>; Linda Weintraut <linda@weintrautinc.com>; Bethany Natali <bethany@weintrautinc.com>

Subject: FHWA Project: Des. No. 2000154; HPR, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Des. No.: 2000154

Project Description: SR 9 and SR 234 Intersection Improvements

Location: Hancock County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 9 and SR 234 Intersection Improvements Project, Des No.: 2000154, DHPA No.: 30587. The Section 106 Early Coordination Letter for this project was originally distributed on April 3, 2023.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at

<http://erms12c.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 within seven (7) days.



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: mcoon@indot.in.gov

October 30, 2024

Matthew Coon
Manager, Cultural Resources Office
Acting Tribal Liaison
Indiana Department of Transportation
Central Office

Re: Des. No. 2000154 – Comments of the Miami Tribe of Oklahoma

Dear Mr. Coon,

Aya, kweehsitoolaanki – 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. 2000154.

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 Hancock, 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 918-541-7885 or by email at THPO@miamination.com to initiate consultation.

The Miami Tribe requests 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 all Section 106 consultation.

Respectfully,

Logan York

Logan York
Tribal Historic Preservation Officer «CC»



Outlook

Re: FHWA Project: Des. No. 2000154; HPR, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Bethany Natali <bethany@weintrautinc.com>**Date** Tue 11/12/2024 10:23 AM**To** Alex Brooks <abrooks@indianalandmarks.org>**Cc** Mark Dollase <MDollase@indianalandmarks.org>; Linda Weintraut <linda@weintrautinc.com>; Clint Kelly <ckelly1@indot.in.gov>; Nick Batta <nbatta@cmtengr.com>

Hi Alex,

We have noted the comment below. Thank you for your continued participation in this project.

Best regards,
Bethany

From: Alex Brooks <abrooks@indianalandmarks.org>**Sent:** Tuesday, November 12, 2024 9:25 AM**To:** Bethany Natali <bethany@weintrautinc.com>**Cc:** Mark Dollase <MDollase@indianalandmarks.org>**Subject:** Re: FHWA Project: Des. No. 2000154; HPR, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Bethany,

We are interested in the Irving Materials, Inc. Office Building and its NR eligibility and hope this project does not endanger it. We are awaiting the Effects Report to learn more.

Best,

.....
Alex Brooks

Community Preservation Specialist

.....
Indiana Landmarks

1201 Central Avenue

Indianapolis, IN 46202

Ph. 317-822-7908, 800-450-4534

Fax: 317-639-6734

www.indianalandmarks.org**Indiana Landmarks revitalizes communities, strengthens connections to our diverse heritage, and saves meaningful places.**



EASTERN SHAWNEE CULTURAL PRESERVATION DEPARTMENT

70500 East 128 Road, Wyandotte, OK 74370

November 19, 2024

INDOT Indiana Department of Environmental Services
100 N. Senate Ave
Indianapolis, IN 46204

RE: *Des.No.2000154, Hancock County, IN*

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Hancock County, IN. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Lora Nuckolls, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 238-5151 Ext:1840
THPO@estoo.net

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

November 21, 2024

Linda Weintraut, Ph.D.
Historian
Weintraut and Associates, Inc.
Post Office Box 5034
Zionsville, Indiana 46077

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

Re: Historic property report (Natali, 10/22/1024) for State Road 9 and State Road 234 Intersection
Improvements Project (Des. No. 2000154; DHPA No. 30587)

Dear Dr. Weintraut:

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 October 22, 2024, submission, which enclosed the historic property report (“HPR”; Natali, 10/22/1024), received by our office October 22, 2024, for this project, which is proposed for areas located in the community of Eden, Green Township, Hancock County, Indiana.

The area of potential effects (“APE”) proposed in the HPR 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 in the HPR that there are no previously recorded National Register of Historic Places (“NRHP”) listed or eligible resources located within the APE. We also agree with the HPR of the NRHP eligibility of the Irving Materials, Inc. Office Building (WA 4) located at 8032 North SR 9. We agree with the HPR that the property is eligible for the NRHP under Criterion A for its association with the Greenfield-founded Irving Materials, Inc. and the period of post-war growth and expansion in the concrete building industry. Also, we agree the above property is eligible for NRHP under Criterion C as an example of a Modern/Late Modern building associated with architect James O. Johnson and embodies the distinctive period of thin shell concrete/hyperbolic paraboloid construction in the United States.

Regarding the Alford-Moore Farmstead (WA 5) located at 1761 E SR 234/N SR 9, we note that the body of the report states the consultant rated the property as “Notable”; however, in the “Survey Results: Properties Table” it is noted as “Contributing”. Additionally, we agree with the HPR report text that the property rating for this should be “Notable” and request that this be updated in future submissions. However, **we agree for the purposes of this Section 106 review only** that the Alford-Moore Farmstead (WA 5) located at 1761 E SR 234/N SR 9 is ineligible for the NRHP.

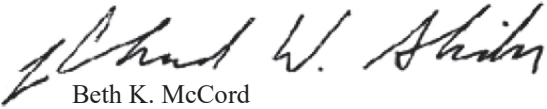
We note that the letter mentions one commercial relocation, it is unclear to us from the maps provided which of the commercial properties in the project area may be relocated. In your next submission, please provide clarification on which properties may be relocated. Additionally, we believe that there may be effects on the Irving Materials, Inc. Office Building (WA 4) located at 8032 North SR 9 given the nature of the project and given the proposed scope of work, i.e. right-of-way, tree removal. Please provide an assessment of the potential impacts to this property.

As INDOT's letter indicates, the report on investigations of archaeological resources is forthcoming. We look forward to reviewing and commenting on that report.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. 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 State Road 9 and State Road 234 Intersection Improvements Project, which is proposed for areas located in the community of Eden, Green Township, Hancock County, Indiana (Des. No. 2000154), please refer to DHPA No. 30587.

Very truly yours,

A handwritten signature in black ink, appearing to read "Beth K. McCord".

Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Linda Weintraut, Ph.D., Weintraut and Associates, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

April 17, 2025

This letter was sent to the listed parties.

RE: SR 9 and SR 234 Intersection Improvements, Des. No.: 2000154, DHPA No.: 30587

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Road (SR) 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154; DPA No.: 30587.

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 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 April 3, 2023. The Hancock County Historian, Indiana Landmarks, Miami Tribe of Oklahoma, the State Historic Preservation Officer (SHPO), Shawnee Tribe, and Eastern Shawnee Tribe accepted consulting party status. A Historic Property Report (HPR) was distributed on October 22, 2024. Dauss Architects, the Miami Tribe of Oklahoma, Indiana Landmarks, Eastern Shawnee, and SHPO provided comments on the HPR.

The proposed undertaking is located at the intersection of SR 9 and SR 234 in the unincorporated community of Eden, Hancock County, Indiana. The project will extend approximately 0.07 mile north and 0.06 mile south of the intersection along SR 9. It will also extend approximately 0.08 mile east and 0.10 mile west of the intersection along SR 234. It is within Green Township, USGS Topographic Ingalls, Indiana Quadrangle, in Sections 19 and 30, Township 17 North, Range 7 East. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

Existing Conditions: SR 9 is classified as a Minor Arterial and travels north/south through the project area. SR 234 is classified as a Major Collector and travels east/west through the project area. SR 9 is also included in the National Truck Network. SR 9 and SR 234 have posted speed limits between 40 and 55 miles per hour (mph) throughout the project area. A 30-mph school zone is located in the northern leg of the project area. SR 9 and SR 234 consist of one-lane traffic in each direction with no curb or sidewalk. The intersection is currently a four-way stop controlled with flashing beacons. This intersection experiences long queues as well as a high frequency of crashes. Many of the crashes within the project area are rear-end crashes related to queues.

Purpose & Need: The identified need at this location involves the recurring queues that lead to elevated frequency of crashes throughout the limits of the project; specifically, the pattern of rear-end type crashes at the

intersection. Between 2016 and 2018 a total of thirty-seven (37) crashes have occurred at the SR 9 and SR 234 intersection, twelve (12) of which were rear-end crash types. The purpose of the project is to reduce or eliminate the queues and therefore reduce the number of overall crashes.

Scope of Work: The current proposed project will convert the existing stop-controlled intersection to a compact, single-lane roundabout. A mill and overlay will occur along the approaches to the roundabout. A compact roundabout intersection is anticipated to reduce crashes at the intersection by at least 49% and minimize the need for right-of-way acquisition. Since the distribution of the early coordination letter, the project has been refined. INDOT has allowed a lower design speed for entering the roundabout, which has resulted in the need for less work at the intersection corners. In addition, the project has been modified to avoid an underground water tank at the fire station in the northeast quadrant of the intersection (see enclosed graphic).

Right-of-Way & Detour Route: Permanent right-of-way will be needed for the project totaling approximately 3.4 acres. Temporary right-of-way will be needed for the project totaling 0.1 acre for driveway reconstruction. The proposed method of traffic maintenance is anticipated to require full closure of SR 234 with a detour. Construction along SR 9 will utilize phased construction to avoid a full closure. One lane of traffic will be maintained using a temporary signal. Removal of individual trees may be required for the project and should total less than 0.5 acre throughout the project area. One commercial relocation is expected. The project is anticipated to begin construction in the spring of 2025.

Crawford, Murphy & Tilly (CMT) is under contract with INDOT. Weintraut & Associates, 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, the **Irving Materials, Inc. Office Building** at 8032 North SR 9 is recommended as eligible for listing in the NRHP. The Historic Property Report (HPR) was distributed via email on October 23, 2024 (report distribution letter dated October 22, 2024). The SHPO concurred with the recommendation of eligibility in a letter dated November 21, 2024.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no site(s) are recommended for listing in the NRHP and no further work is recommended.

The Archaeology Short Report (Tribes only) is available for review in IN SCOPE at <https://erms12c.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 cultural resource impacts incurred as a result of this project. 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.

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.

All future responses regarding the proposed project, including questions concerning specific project details, should be forwarded to:

Linda Weintraut, Ph.D.
Historian
Weintraut & Associates, Inc.
PO Box 5034
Zionsville, Indiana 46077
linda@weintrautinc.com
317-733-9770

Tribal Nation representatives please respond to INDOT's Acting Tribal Liaison, Matt Coon mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Distribution List:

- Indiana Department of Natural Resources (IDNR)-Division of Historic Preservation & Archaeology (DHPA)/State Historic Preservation Officer (SHPO)
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Shawnee Tribe
- Turtle Mountain Band of Chippewa
- Hancock County Historian

- Indiana Landmarks—Central Office
- Mike Dauss, Dauss Architects

FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Bethany Natali <bethany@weintrautinc.com>

Date Thu 4/17/2025 2:51 PM

To Alex Brooks <abrooks@indianalandmarks.org>; jskvarenina@hotmail.com <jskvarenina@hotmail.com>; mikedauss@daussarchitects.com <mikedauss@daussarchitects.com>; Tharp, Wade <wtharp1@dnr.in.gov>

Cc Clint Kelly <ckelly1@indot.in.gov>; Alexander, Dawn <DaAlexander@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; dmcghghy@indot.in.gov <dmcghghy@indot.in.gov>; rbales@indot.in.gov <rbales@indot.in.gov>; Nick Batta <nbatta@cmtengr.com>; Linda Weintraut <linda@weintrautinc.com>

 1 attachment (1 MB)

SR9&SR234RAB_Des2000154_ASRDistro_2025-04-17.pdf;

Des. No.: 2000154

Project Description: SR 9 and SR 234 Intersection Improvements

Location: Hancock County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 9 and SR 234 Intersection Improvements Project, Des No.: 2000154, DHPA No.: 30587. The Section 106 Early Coordination Letter for this project was originally distributed on April 3, 2023. The Historic Property Report was distributed via email to consulting parties on October 23, 2024.

As part of Section 106 of the National Historic Preservation Act, an Archaeology Short Report (Tribes only) has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <https://erms12c.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 within seven (7) days.

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Thank you in advance for your input,

Bethany Natali

WEINTRAUT & ASSOCIATES

4649 Northwestern Drive | Zionsville, Indiana 46077

Tel: 317.733.9770 | www.weintrautinc.com

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Re: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Bethany Natali <bethany@weintrautinc.com>

Date Tue 4/22/2025 1:52 PM

To Joe Skvarenina <jskvarenina@hotmail.com>; Alex Brooks <abrooks@indianalandmarks.org>; mikedauss@daussarchitects.com <mikedauss@daussarchitects.com>; Tharp, Wade <wtharp1@dnr.in.gov>

Cc Clint Kelly <ckelly1@indot.in.gov>; Alexander, Dawn <DaAlexander@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; dmcghghy@indot.in.gov <dmcghghy@indot.in.gov>; rbales@indot.in.gov <rbales@indot.in.gov>; Nick Batta <nbatta@cmtengr.com>; Linda Weintraut <linda@weintrautinc.com>

Thank you for this comment; it has been added to the project record.

Best regards,
Bethany Natali

From: Joe Skvarenina <jskvarenina@hotmail.com>

Sent: Thursday, April 17, 2025 5:49 PM

To: Bethany Natali <bethany@weintrautinc.com>; Alex Brooks <abrooks@indianalandmarks.org>; mikedauss@daussarchitects.com <mikedauss@daussarchitects.com>; Tharp, Wade <wtharp1@dnr.in.gov>

Cc: Clint Kelly <ckelly1@indot.in.gov>; Alexander, Dawn <DaAlexander@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; dmcghghy@indot.in.gov <dmcghghy@indot.in.gov>; rbales@indot.in.gov <rbales@indot.in.gov>; Nick Batta <nbatta@cmtengr.com>; Linda Weintraut <linda@weintrautinc.com>

Subject: Re: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

I have concerns about the Historic barn at the site.

Joe Skvarenina
Hancock County Historian

From: Bethany Natali <bethany@weintrautinc.com>

Sent: Thursday, April 17, 2025 2:51 PM

To: Alex Brooks <abrooks@indianalandmarks.org>; jskvarenina@hotmail.com <jskvarenina@hotmail.com>; mikedauss@daussarchitects.com <mikedauss@daussarchitects.com>; Tharp, Wade <wtharp1@dnr.in.gov>

Cc: Clint Kelly <ckelly1@indot.in.gov>; Alexander, Dawn <DaAlexander@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; dmcghghy@indot.in.gov <dmcghghy@indot.in.gov>; rbales@indot.in.gov <rbales@indot.in.gov>; Nick Batta <nbatta@cmtengr.com>; Linda Weintraut <linda@weintrautinc.com>

Subject: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Des. No.: 2000154

Project Description: SR 9 and SR 234 Intersection Improvements

Location: Hancock County, Indiana

FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Alexander, Dawn <DaAlexander@indot.IN.gov>

Date Fri 4/18/2025 3:35 PM

To thpo@estoo.net <thpo@estoo.net>; thpo <thpo@miamination.com>; bfletcher@peoriatribes.com <bfletcher@peoriatribes.com>; Matthew.Bussler@pokagonband-nsn.gov <matthew.bussler@pokagonband-nsn.gov>; Section106@shawnee-tribe.com <section106@shawnee-tribe.com>

Cc Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Bethany Natali <bethany@weintrautinc.com>

Des. No.: 2000154

Project Description: SR 9 and SR 234 Intersection Improvements

Location: Hancock County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 9 and SR 234 Intersection Improvements Project, Des No.: 2000154, DHPA No.: 30587. The Section 106 Early Coordination Letter for this project was originally distributed on April 3, 2023.

The Historic Property Report (HPR) was distributed via email on October 23, 2024 (report distribution letter dated October 22, 2024). The SHPO concurred with the recommendation of eligibility in a letter dated November 21, 2024.

As part of Section 106 of the National Historic Preservation Act, an Archaeology Short Report has been prepared and is ready for review and comment by consulting parties (Tribes only).

Please review this documentation located in IN SCOPE at <https://erms12c.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 within seven (7) days.

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, 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 Nation representatives, please respond to INDOT's Acting Tribal Liaison, Matt Coon

mcoon@indot.in.gov; (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Thank you in advance for your input,

Dawn Alexander

Archaeologist, Cultural Resources Office

Indiana Department of Transportation

Central Office

Cell: 463-245-7861

Email: daalexander@indot.in.gov

Remote Work Schedule: Monday, Wednesday 7:30-3:30

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Re: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Alex Brooks <abrooks@indianalandmarks.org>

Date Tue 4/22/2025 3:50 PM

To Bethany Natali <bethany@weintrautinc.com>

Cc Linda Weintraut <linda@weintrautinc.com>

Bethany,

Thanks for the update!

Best,

.....
Alex Brooks

Community Preservation Specialist

.....
Indiana Landmarks

1201 Central Avenue

Indianapolis, IN 46202

Ph. 317-822-7908, 800-450-4534

indianalandmarks.org

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From: Bethany Natali <bethany@weintrautinc.com>

Sent: Tuesday, April 22, 2025 1:58 PM

To: Alex Brooks <abrooks@indianalandmarks.org>

Cc: Linda Weintraut <linda@weintrautinc.com>

Subject: Re: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Hi Alex,

We are preparing an effects report that will examine impacts to the Irving Materials building. It will be distributed to consulting parties following INDOT-CRO's review/approval.

Best regards,
Bethany

From: Alex Brooks

Sent: Friday, April 18, 2025 10:19 AM

To: Bethany Natali

Subject: Re: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Bethany,

As mentioned in my response to the HPR, we are concerned about the Irving Materials building. Just to confirm, is an Effects Report upcoming?

Best,

.....
Alex Brooks

Community Preservation Specialist

.....
Indiana Landmarks

1201 Central Avenue

Indianapolis, IN 46202

Ph. 317-822-7908, 800-450-4534

indianalandmarks.org

Indiana Landmarks revitalizes communities, strengthens connections to our diverse heritage, and saves meaningful places.

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From: Bethany Natali <bethany@weintrautinc.com>

Sent: Thursday, April 17, 2025 2:51 PM

To: Alex Brooks <abrooks@indianalandmarks.org>; jskvarenina@hotmail.com <jskvarenina@hotmail.com>; mikedauss@daussarchitects.com <mikedauss@daussarchitects.com>; Tharp, Wade <wtharp1@dnr.in.gov>

Cc: Clint Kelly <ckelly1@indot.in.gov>; Alexander, Dawn <DaAlexander@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; dmcghghy@indot.in.gov <dmcghghy@indot.in.gov>; rbales@indot.in.gov <rbales@indot.in.gov>; Nick Batta <nbatta@cmtengr.com>; Linda Weintraut <linda@weintrautinc.com>

Subject: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Des. No.: 2000154

Project Description: SR 9 and SR 234 Intersection Improvements

Location: Hancock County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the SR 9 and SR 234 Intersection Improvements Project, Des No.: 2000154, DHPA No.: 30587. The Section 106 Early Coordination Letter for this project was originally distributed on

RE: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Larus Longie <larus.longie@tmbci.org>

Date Tue 4/22/2025 11:59 AM

To Alexander, Dawn <DaAlexander@indot.IN.gov>

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Defer to the nearest THPO office to the APE

From: Alexander, Dawn <DaAlexander@indot.IN.gov>
Sent: Friday, April 18, 2025 2:41 PM
To: Larus Longie <larus.longie@tmbci.org>
Cc: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Bethany@weintrautinc.com; Kelly, Clint <CKelly1@indot.IN.gov>
Subject: RE: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Dear THPO,

For your review, please find the attached archaeological short report for the project described below.

Thank you,

Dawn Alexander
Archaeologist, Cultural Resources Office
Indiana Department of Transportation
Central Office
Cell: 463-245-7861
Email: daalexander@indot.in.gov
Remote Work Schedule: Monday, Wednesday 7:30-3:30

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From: Alexander, Dawn
Sent: Friday, April 18, 2025 3:35 PM
To: thpo@estoo.net; thpo <thpo@miamination.com>; bfletcher@peoriatribes.com; Matthew.Bussler@pokagonband-nsn.gov; Section106@shawnee-tribe.com
Cc: Carmany-George, Karstin (FHWA) <k.carmanygeorge@dot.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Bethany@weintrautinc.com
Subject: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Des. No.: 2000154

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

May 21, 2025

Megan Bennett
Research Historian
Weintraut and Associates, Inc.
Post Office Box 5034
Zionsville, Indiana 46077

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

Re: Phase Ia Archaeological Reconnaissance Survey Report (Arnold, 04/14/2025) for State Road 9
and State Road 234 Intersection Improvements Project (Des. No. 2000154; DHPA No. 30587)

Dear Ms. Bennett:

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 April 18, 2025, submission, which enclosed the Phase Ia Archaeological Reconnaissance Survey Report (Arnold, 04/14/2025), and which was received by our office April 21, 2025, for the above-referenced project. The project is proposed for areas located at the community of Eden, in Green Township, Hancock County, Indiana.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Reconnaissance Survey Report (Arnold, 04/14/2025), that no further archaeological investigations appear necessary at the proposed project area.

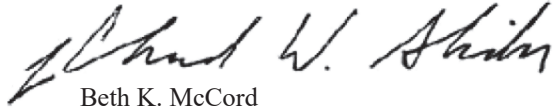
Additionally, the Phase Ia Archaeological Reconnaissance Survey Report (Arnold, 04/14/2025), which was uploaded to the Indiana DNR-DHPA SHAARD system database, and which was assigned the identifier *AR-30-00215*, has been reviewed and approved.

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, Division of Historic Preservation and Archaeology 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 Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. 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 State Road 9 and State Road 234 Intersection Improvements Project, which is proposed for areas located at the community of Eden, in Green Township, Hancock County, Indiana (Des. No. 2000154), please refer to DHPA No. 30587.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:WTT:wt

emc: Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Linda Weintraut, Ph.D., Weintraut and Associates, Inc.
Megan Bennett, Weintraut and Associates, Inc.
Craig Arnold, Ph.D., Weintraut and Associates, Inc.
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA



EASTERN SHAWNEE CULTURAL PRESERVATION DEPARTMENT

70400 East Highway 60, Wyandotte, OK 74370

June 5, 2025

INDOT - Indiana Department of Transportation
100 N. Senate Ave. IGCN642
Indianapolis, IN 46201

RE: Des NO.2000154, Hancock County, IN

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Hancock County, IN. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO Adverse Effect** or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a)). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Lora Nuckolls, Tribal Historic Preservation Officer (THPO)
Eastern Shawnee Tribe of Oklahoma
(918) 238-5151 Ext:1840
THPO@estoo.net

FW: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Mcghghy, Donald <DMcghghy@indot.IN.gov>

Date Thu 6/12/2025 1:28 PM

To Kelly, Clint <CKelly1@indot.IN.gov>; Linda Weintraut <linda@weintrautinc.com>; Bethany Natali <bethany@weintrautinc.com>

Please, see below.

Don

Don McGhghy

Project Manager

Indiana Department of Transportation

Greenfield District

Cell: (319) 654-5473

Email: dmcghghy@indot.in.gov



From: Joe Skvarenina <jskvarenina@hotmail.com>

Sent: Wednesday, June 11, 2025 5:43 PM

To: Mcghghy, Donald <DMcghghy@indot.IN.gov>

Subject: Re: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

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No issues.

Joe Skvarenina

From: Mcghghy, Donald <DMcghghy@indot.IN.gov>

Sent: Wednesday, June 11, 2025 1:20 PM

To: jskvarenina@hotmail.com <jskvarenina@hotmail.com>

Subject: FW: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Sir,

We are not touching the barn or the fence around the barn. We are reducing the speed, so we do not have to touch the barn. Do you have any other issues?

Thanks, Don

Don Mcghghy

Project Manager

Indiana Department of Transportation

Greenfield District

Cell: (319) 654-5473

Email: dmcghghy@indot.in.gov



From: Joe Skvarenina <jskvarenina@hotmail.com>

Date: Thu, Apr 17, 2025, 5:49 PM

To: Bethany Natali <bethany@weintrautinc.com>, Alex Brooks <abrooks@indianalandmarks.org>, mikedauss@daussarchitects.com, "Tharp, Wade" <WTharp1@dnr.IN.gov>

CC: "Kelly, Clint" <CKelly1@indot.IN.gov>, "Alexander, Dawn" <DaAlexander@indot.IN.gov>, "Coon, Matthew" <mcoon@indot.IN.gov>, "Mcghghy, Donald" <DMcghghy@indot.IN.gov>, "Bales, Ronald" <rbales@indot.IN.gov>, Nick Batta <nbatta@cmtengr.com>, Linda Weintraut <linda@weintrautinc.com>

Subject: Re: FHWA Project: Des. No. 2000154; Archaeology Short Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

I have concerns about the Historic barn at the site.

Joe Skvarenina

Hancock County Historian

From: Bethany Natali <bethany@weintrautinc.com>

Sent: Thursday, April 17, 2025 2:51 PM

To: Alex Brooks <abrooks@indianalandmarks.org>; jskvarenina@hotmail.com <jskvarenina@hotmail.com>; mikedauss@daussarchitects.com <mikedauss@daussarchitects.com>; Tharp, Wade <wtharp1@dnr.in.gov>

Cc: Clint Kelly <ckelly1@indot.in.gov>; Alexander, Dawn <DaAlexander@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; dmcghghy@indot.in.gov <dmcghghy@indot.in.gov>; rbales@indot.in.gov

FHWA Project: Des. No. 2000154; Effects Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Bethany Natali <bethany@weintrautinc.com>

Date Thu 7/3/2025 11:28 AM

To Giffin, Toni L <tgiffin@dnr.in.gov>; Tharp, Wade <wtharp1@dnr.in.gov>; Alex Brooks <abrooks@indianalandmarks.org>; jskvarenina@hotmail.com <jskvarenina@hotmail.com>; patrick.oconnell@irvmat.com <patrick.oconnell@irvmat.com>; Mike Dauss <mikedauss@daussarchitects.com>

Cc Clint Kelly <ckelly1@indot.in.gov>; Branigin, Susan <sbranigin@indot.in.gov>; Alexander, Dawn <daalexander@indot.in.gov>; Matthew Coon <mcoon@indot.in.gov>; Mcghghy, Donald <dmcghghy@indot.in.gov>; Bales, Ronald <rbales@indot.in.gov>; Nick Batta <nbatta@cmtengr.com>; Linda Weintraut <linda@weintrautinc.com>; Bethany Natali <bethany@weintrautinc.com>

Des. No.: 2000154

Project Description: SR 9 and SR 234 Intersection Improvements

Location: Hancock County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with State Road (SR) 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154, DHPA No.: 30587. The Section 106 Early Coordination Letter for this project was originally distributed on April 3, 2023.

The Historic Property Report (HPR) was distributed via email on October 23, 2024 (report distribution letter dated October 22, 2024). The SHPO concurred with the recommendation of eligibility in a letter dated November 21, 2024. In addition, consulting parties were notified that an Archaeology Short Report (ASR) was available for review (Tribes only) in emails sent April 17, 2025, and April 18, 2025. The SHPO concurred with the ASR in a letter dated May 21, 2025.

As part of Section 106 of the National Historic Preservation Act, an Effects Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms12c.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 within seven (7) days.

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, 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 Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne, at tapayne@indot.in.gov (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and

questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Bethany Natali

WEINTRAUT & ASSOCIATES

4649 Northwestern Drive | Zionsville, Indiana 46077

Tel: 317.733.9770 | www.weintrautinc.com

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FHWA Project: Des. No. 2000154; Effects Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Kelly, Clint <CKelly1@indot.IN.gov>

Date Thu 7/3/2025 12:04 PM

To thpo <thpo@estoo.net>; thpo <thpo@miamination.com>; section106 <section106@shawnee-tribe.com>

Cc Branigin, Susan <SBranigin@indot.IN.gov>; Payne, Taylor <TaPayne@indot.IN.gov>; Bethany Natali <bethany@weintrautinc.com>; Linda Weintraut <linda@weintrautinc.com>; Mcghghy, Donald <DMcghghy@indot.IN.gov>; Tait, Erica (FHWA) <erica.tait@dot.gov>

Des. No.: 2000154**Project Description: SR 9 and SR 234 Intersection Improvements****Location: Hancock County, Indiana**

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with State Road (SR) 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154, DHPA No.: 30587. The Section 106 Early Coordination Letter for this project was originally distributed on April 3, 2023.

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As part of Section 106 of the National Historic Preservation Act, an Effects Report has been prepared and is ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms12c.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 within seven (7) days.

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, 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 Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne, at tapayne@indot.in.gov (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Thank you in advance for your input,

Clint Kelly

Section 106 Specialist/Historian

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Rm. N758-ES

Indianapolis, IN 46204

Office: (317) 447-8707

Email: ckelly1@indot.in.gov

Core Office Hours: M-F 7:30-3:30

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INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

July 3, 2025

This letter was sent to the listed parties.

RE: SR 9 and SR 234 Intersection Improvements, Des. No.: 2000154, DHPA No.: 30587

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Road (SR) 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154; DHPA No.: 30587.

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 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 April 3, 2023. The Hancock County Historian, Indiana Landmarks, Miami Tribe of Oklahoma, the State Historic Preservation Officer (SHPO), Shawnee Tribe, and Eastern Shawnee Tribe accepted consulting party status. A letter dated October 22, 2024, and distributed via email on October 23, 2024, notified consulting parties that a Historic Property Report (HPR) was available for review and comment. Dauss Architects, the Miami Tribe of Oklahoma, Indiana Landmarks, Eastern Shawnee, and SHPO provided comments on the HPR. In addition, consulting parties were notified that an Archaeology Short Report (ASR) (Tribes Only) was available for review and comment in emails sent on April 17, 2025, and April 18, 2025. The Hancock County Historian provided comments following the ASR notification on April 17, 2025, and expressed concerns about the barn located in the southwest corner of SR 9 & SR 234. In addition, the SHPO concurred with the ASR in a letter dated May 21, 2025.

The proposed undertaking is located at the intersection of SR 9 and SR 234 in the unincorporated community of Eden, Hancock County, Indiana. The project will extend approximately 0.07 mile north and 0.06 mile south of the intersection along SR 9. It will also extend approximately 0.08 mile east and 0.10 mile west of the intersection along SR 234. It is within Green Township, USGS Topographic Ingalls, Indiana Quadrangle, in Sections 19 and 30, Township 17 North, Range 7 East. The project area can be viewed online at <https://arccg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

Existing Conditions: SR 9 is classified as a Minor Arterial and travels north/south through the project area. SR 234 is classified as a Major Collector and travels east/west through the project area. SR 9 is also included in the National Truck Network. SR 9 and SR 234 have posted speed limits between 40 and 55 miles per hour (mph) throughout the project area. A 30-mph school zone is located in the northern leg of the project area. SR 9 and

SR 234 consist of one-lane traffic in each direction with no curb or sidewalk. The intersection is currently four-way stop controlled with flashing beacons. This intersection experiences long queues as well as a high frequency of crashes. Many of the crashes within the project area are rear-end crashes related to queues.

Purpose & Need: The identified need at this location involves the recurring queues that lead to elevated frequency of crashes throughout the limits of the project; specifically, the pattern of rear-end type crashes at the intersection. Between 2016 and 2018 a total of thirty-seven (37) crashes have occurred at the SR 9 and SR 234 intersection, twelve (12) of which were rear-end crash types. The purpose of the project is to reduce or eliminate the queues and therefore reduce the number of overall crashes.

Scope of Work: The current proposed project will convert the existing stop-controlled intersection to a compact, single-lane roundabout. A mill and overlay will occur along the approaches to the roundabout. A compact roundabout intersection is anticipated to reduce crashes at the intersection by at least 49% and minimize the need for right-of-way acquisition. Since the distribution of the early coordination letter, the project has been refined. INDOT has allowed a lower design speed for entering the roundabout, which has resulted in the need for less work at the intersection corners. The project was also modified to avoid an underground water tank at the fire station in the northeast quadrant of the intersection, as reflected in the distribution letter sent April 17, 2025, and April 18, 2025.

Right-of-Way & Detour Route: Permanent right-of-way will be needed for the project totaling approximately 3.4 acres. Temporary right-of-way will be needed for the project totaling 0.1 acre for driveway reconstruction. The proposed method of traffic maintenance is anticipated to require full closure of SR 234 with a detour. Construction along SR 9 will utilize phased construction to avoid a full closure. One lane of traffic will be maintained using a temporary signal. Removal of individual trees may be required for the project and should total less than 0.5 acre throughout the project area. The project is anticipated to begin construction in the summer of 2026.

Crawford, Murphy & Tilly (CMT) is under contract with INDOT to advance the environmental documentation for the referenced project. Weintraut & Associates, 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, the **Irving Materials, Inc. Office Building** at 8032 North SR 9 is recommended as eligible for listing in the NRHP. The Historic Property Report (HPR) was distributed

via email on October 23, 2024 (report distribution letter dated October 22, 2024). The SHPO concurred with the recommendation of eligibility in a letter dated November 21, 2024.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no site(s) are recommended for listing in the NRHP and no further work is recommended. The Archaeology Short Report (ASR) (Tribes Only) was distributed via emails on April 17, 2025, and April 18, 2025.

An Effects Report has been prepared for this project and is available for review in IN SCOPE at <http://erms12c.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 cultural resource impacts incurred as a result of this project. 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.

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.

All future responses regarding the proposed project, including questions concerning specific project details, should be forwarded to:

Linda Weintraut, Ph.D.
Historian
Weintraut & Associates, Inc.
PO Box 5034
Zionsville, Indiana 46077
linda@weintrautinc.com
317-733-9770

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne, at tapayne@indot.in.gov (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tait at erica.tait@dot.gov (317-226-7481).

Sincerely,



Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Distribution List:

- Indiana Department of Natural Resources (IDNR)-Division of Historic Preservation & Archaeology
- (DHPA)/State Historic Preservation Officer (SHPO)
- Eastern Shawnee Tribe of Oklahoma

- Miami Tribe of Oklahoma
- Shawnee Tribe
- Hancock County Historian
- Indiana Landmarks—Central Office
- Mike Dauss, Dauss Architects

Re: FHWA Project: Des. No. 2000154; Effects Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Joe Skvarenina <jskvarenina@hotmail.com>
Date Tue 7/8/2025 2:44 PM
To Bethany Natali <bethany@weintrautinc.com>

Hi Benth, Thanks for the reply and Great news!!
Joe

From: Bethany Natali <bethany@weintrautinc.com>
Sent: Tuesday, July 8, 2025 1:27 PM
To: Joe Skvarenina <jskvarenina@hotmail.com>
Cc: Linda Weintraut <linda@weintrautinc.com>; Nick Batta <nbatta@cmtengr.com>; Clint Kelly <ckelly1@indot.in.gov>; Mcghghy, Donald <dmcghghy@indot.in.gov>
Subject: Re: FHWA Project: Des. No. 2000154; Effects Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Hi Joe,

Thank you for your email. The Alford Barn and homestead will not be demolished. The barn and surrounding fence would not be impacted as part of this project. Some temporary right-of-way would be required for reconstruction of the gravel drive immediately east of the barn and fence.

Best regards,

Bethany

From: Joe Skvarenina <jskvarenina@hotmail.com>
Sent: Friday, July 4, 2025 1:34 AM
To: Bethany Natali <bethany@weintrautinc.com>
Subject: Re: FHWA Project: Des. No. 2000154; Effects Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Bethany, Do you plan to demolish the Alford Barn and homestead for the round about?
Joe Skvarenina
Hancock County Historian

From: Bethany Natali <bethany@weintrautinc.com>
Sent: Thursday, July 3, 2025 11:27 AM
To: Giffin, Toni L <tgiffin@dnr.in.gov>; Tharp, Wade <wtharp1@dnr.in.gov>; Alex Brooks <abrooks@indianalandmarks.org>; jskvarenina@hotmail.com <jskvarenina@hotmail.com>; patrick.oconnell@irvmat.com <patrick.oconnell@irvmat.com>; Mike Dauss <mikedauss@daussarchitects.com>
Cc: Clint Kelly <ckelly1@indot.in.gov>; Branigin, Susan <sbranigin@indot.in.gov>; Alexander, Dawn

Re: FHWA Project: Des. No. 2000154; Effects Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Alex Brooks <abrooks@indianalandmarks.org>

Date Mon 7/14/2025 9:09 AM

To Bethany Natali <bethany@weintrautinc.com>

Cc Mark Dollase <MDollase@indianalandmarks.org>; Linda Weintraut <linda@weintrautinc.com>; Nick Batta <nbatta@cmtengr.com>; Clint Kelly <ckelly1@indot.in.gov>; Mcghghy, Donald <dmcghghy@indot.in.gov>

 1 attachment (90 KB)

Des. No. 2000154 letter.pdf;

Bethany,

Thank you for your clarification! Attached is Indiana Landmarks' response letter. Also, if you know a contact at Irving Materials who's interested/knowledgeable about the building and its future, feel free to pass their information along.

Best,

.....
Alex Brooks

Community Preservation Specialist

.....
Indiana Landmarks

1201 Central Avenue

Indianapolis, IN 46202

Ph. 317-822-7908, 800-450-4534

indianalandmarks.org

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From: Bethany Natali <bethany@weintrautinc.com>

Sent: Tuesday, July 8, 2025 1:30 PM

To: Alex Brooks <abrooks@indianalandmarks.org>

Cc: Mark Dollase <MDollase@indianalandmarks.org>; Linda Weintraut <linda@weintrautinc.com>; Nick Batta <nbatta@cmtengr.com>; Clint Kelly <ckelly1@indot.in.gov>; Mcghghy, Donald <dmcghghy@indot.in.gov>

Subject: Re: FHWA Project: Des. No. 2000154; Effects Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Hi Alex,

Thank you for your email. The 0.01 acre is the amount of pavement associated with the roundabout that would be in the historic boundary. The remaining right-of-way would include space for grading, drainage ditches, and utility relocation.

Best regards,
Bethany

From: Alex Brooks <abrooks@indianalandmarks.org>
Sent: Monday, July 7, 2025 2:14 PM
To: Bethany Natali <bethany@weintrautinc.com>
Cc: Mark Dollase <MDollase@indianalandmarks.org>
Subject: Re: FHWA Project: Des. No. 2000154; Effects Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Bethany,

Thanks for your team's thoughtful and detailed work on the Irving Materials building. Before we offer an official response to the Effects Report, we were wondering why 0.38 acres are needed from the property if only 0.01 acres are needed for the roundabout and only 0.02 acres are needed for drive reconstruction.

Best,

.....
Alex Brooks

Community Preservation Specialist

.....
Indiana Landmarks

1201 Central Avenue

Indianapolis, IN 46202

Ph. 317-822-7908, 800-450-4534

indianalandmarks.org

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From: Bethany Natali <bethany@weintrautinc.com>
Sent: Thursday, July 3, 2025 11:27 AM
To: Giffin, Toni L <tgiffin@dnr.in.gov>; Tharp, Wade <wtharp1@dnr.in.gov>; Alex Brooks <abrooks@indianalandmarks.org>; jskvarenina@hotmail.com <jskvarenina@hotmail.com>; patrick.oconnell@irvmat.com <patrick.oconnell@irvmat.com>; Mike Dauss <mikedauss@daussarchitects.com>
Cc: Clint Kelly <ckelly1@indot.in.gov>; Branigin, Susan <sbranigin@indot.in.gov>; Alexander, Dawn <daalexander@indot.in.gov>; Matthew Coon <mcoon@indot.in.gov>; Mcghghy, Donald <dmcghghy@indot.in.gov>; Bales, Ronald <rbales@indot.in.gov>; Nick Batta <nbatta@cmtengr.com>; Linda



INDIANA LANDMARKS

Central Regional Office

1201 Central Avenue, Indianapolis, IN 46202

317 639 4534 / 800 450 4534 / www.indianalandmarks.org

July 14, 2025

Ms. Bethany Natali
Weintraut & Associates, Inc.
P.O. Box 5034
Zionsville, Indiana 46077

RE: Des. No. 2000154; Hancock County, Indiana

Dear Ms. Natali:

Indiana Landmarks appreciates the opportunity to comment on the above-referenced project as a consulting party. We deeply appreciate the work you have done to both research the Irving Materials building and mitigate effects on it as much as possible. In addition, we strongly concur with your determination that the building is eligible for the National Register. We are in the process of trying to get in contact with Irving Materials to discuss their plans for the building, as it is no longer their headquarters. We hope its distinctive Mid-Century Modern design can be maintained in the future by whoever owns the building.

Sincerely,

Alex Brooks
Community Preservation Specialist, Indiana Landmarks

Re: FHWA Project: Des. No. 2000154; Effects Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

From Alex Brooks <abrooks@indianalandmarks.org>

Date Tue 7/15/2025 9:54 AM

To Bethany Natali <bethany@weintrautinc.com>

Bethany,

Thank you! I will reach out to Patrick.

Best,

.....
Alex Brooks

Community Preservation Specialist

.....
Indiana Landmarks

1201 Central Avenue

Indianapolis, IN 46202

Ph. 317-822-7908, 800-450-4534

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From: Bethany Natali <bethany@weintrautinc.com>

Sent: Tuesday, July 15, 2025 9:36 AM

To: Alex Brooks <abrooks@indianalandmarks.org>

Cc: Mark Dollase <MDollase@indianalandmarks.org>; Linda Weintraut <linda@weintrautinc.com>; Nick Batta <nbatta@cmtengr.com>; Clint Kelly <ckelly1@indot.in.gov>; Mcghghy, Donald <dmcghghy@indot.in.gov>

Subject: Re: FHWA Project: Des. No. 2000154; Effects Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Hi Alex,

Thank you for your email and letter. We will add these comments to the project correspondence.

We spoke with Patrick O'Connell during the field survey, and he may still be the best contact for inquiries. I am including the contact information we have, though I am not sure if the phone number is current:

Patrick O'Connell
IMI
317-498-2133
patrick.oconnell@irvmat.com

In addition, I did find this link with the general contact information for the Fishers, IN office:
<https://locations.irvmat.com/in/80>

Hopefully this information is helpful as you move forward!

Best regards,
Bethany

From: Alex Brooks <abrooks@indianalandmarks.org>
Sent: Monday, July 14, 2025 9:08 AM
To: Bethany Natali <bethany@weintrautinc.com>
Cc: Mark Dollase <MDollase@indianalandmarks.org>; Linda Weintraut <linda@weintrautinc.com>; Nick Batta <nbatta@cmtengr.com>; Clint Kelly <ckelly1@indot.in.gov>; Mcghghy, Donald <dmcghghy@indot.in.gov>
Subject: Re: FHWA Project: Des. No. 2000154; Effects Report, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana

Bethany,

Thank you for your clarification! Attached is Indiana Landmarks' response letter. Also, if you know a contact at Irving Materials who's interested/knowledgeable about the building and its future, feel free to pass their information along.

Best,

.....
Alex Brooks

Community Preservation Specialist
.....

Indiana Landmarks

1201 Central Avenue

Indianapolis, IN 46202

Ph. 317-822-7908, 800-450-4534

indianalandmarks.org

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FW: FHWA Project: Des. No. 2301065; Section 106 Early Coordination, Intersection Improvement Project at State Road 119 and County Road 13, Elkhart County, Indiana

From Kelly, Clint <CKelly1@indot.IN.gov>

Date Thu 7/31/2025 3:50 PM

To Payne, Taylor <TaPayne@indot.IN.gov>; Bethany Natali <bethany@weintrautinc.com>

Cc Branigin, Susan <SBranigin@indot.IN.gov>; Linda Weintraut <linda@weintrautinc.com>

Please find a response from the TMBCI below.

Clint Kelly

Section 106 Specialist/Historian

Cultural Resources Office

Environmental Services

100 N. Senate Ave., Rm. N758-ES

Indianapolis, IN 46204

Office: (317) 447-8707

Email: ckelly1@indot.in.gov

Core Office Hours: M-F 7:30-3:30

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From: Larus Longie <larus.longie@tmbci.org>

Sent: Monday, July 28, 2025 3:25 PM

To: Kelly, Clint <CKelly1@indot.IN.gov>

Subject: RE: FHWA Project: Des. No. 2301065; Section 106 Early Coordination, Intersection Improvement Project at State Road 119 and County Road 13, Elkhart County, Indiana

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Defer to the nearest THPO office to thew APE

From: Kelly, Clint <CKelly1@indot.IN.gov>

Sent: Monday, July 28, 2025 1:02 PM

To: thpo@estoo.net; THPO <thpo@miamination.com>; Burgundy Fletcher <bletcher@peoriatribe.com>; Matthew Bussler <matthew.bussler@pokagonband-nsn.gov>; Section106 <section106@shawnee-tribe.com>; Larus Longie <larus.longie@tmbci.org>; Luke.Heider@fcp-nsn.gov; olivia.nunway@fcp-nsn.gov; section106 <section106@glt-nsn.gov>

Cc: Branigin, Susan <SBranigin@indot.IN.gov>; Payne, Taylor <TaPayne@indot.IN.gov>; Bethany Natali <bethany@weintrautinc.com>; Linda Weintraut <linda@weintrautinc.com>; Durand, Babette <BabDurand@indot.IN.gov>; Tait, Erica (FHWA) <erica.tait@dot.gov>

Subject: FHWA Project: Des. No. 2301065; Section 106 Early Coordination, Intersection Improvement Project at State Road 119 and County Road 13, Elkhart County, Indiana

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

July 29, 2025

Linda Weintraut, Ph.D.
Historian
Weintraut & Associates, Inc.
PO Box 5034
Zionsville, Indiana 46077

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

Re: Effects report (Natali, 6/24/2025) for State Road 9 and State Road 234 Intersection Improvements
Project (Des. No. 2000154; DHPA No. 30587)

Dear Dr. Weintraut:

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”/“Indiana DNR-DHPA”) has reviewed your July 3, 2025, submission, which was received by our office July 3, 2025, for the above-referenced project, which is proposed for areas located at the community of Eden, in Green Township, Hancock County, Indiana.

Thank you for providing our office with the effects report for the above-mentioned project. Our office appreciates the details that were provided about the impacts to Irving Materials Company, Inc. Office Building. Given the information provided, we believe the project would have an effect on the Irving Materials Company, Inc. Office Building through the acquisition of right-of-way, construction of a roundabout, and addition of light fixtures within its historic property boundary. However, these project activities would not disrupt the ability of the property to convey its significance under Criteria A or C.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, as previously indicated, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (“NRHP”) within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Reconnaissance Survey Report (Arnold, 04/14/2025), that no further archaeological investigations appear necessary at the proposed project area.

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, Division of Historic Preservation and Archaeology 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 Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. 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 State Road 9 and State Road 234 Intersection Improvements Project, which is proposed for areas located at the community of Eden, in Green Township, Hancock County, Indiana (Des. No. 2000154), please refer to DHPA No. 30587.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wt

emc: Erica Tait, Federal Highway Administration
Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Clint Kelly, Indiana Department of Transportation
Linda Weintraut, Ph.D., Weintraut and Associates, Inc.
Alex Brooks, Indiana Landmarks Central Regional Office
Mark Dollase, Indiana Landmarks Central Regional Office
Joe Skvarenina, Hancock County Historian
Mike Dauss, Dauss Architects
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana 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: DaAlexander@indot.IN.gov

August 14, 2025

Dawn Alexander
Archaeologist, Cultural Resources Office
Indiana Department of Transportation
Environmental Services
100 North Senate Ave., N758
Indianapolis, IN 46204

Re: Des. No. 2000154 SR 9 and SR 234 Intersection Improvements – Comments of the Miami Tribe of Oklahoma

Dear Ms. Alexander:

Aya, kweehsitoolaanki – 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. 2000154 SR 9 and SR 234 Intersection Improvements.

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 918-541-7885 or by email at THPO@miamination.com to initiate consultation.

The Miami Tribe requests 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 all Section 106 consultation.

Respectfully,

Logan York

Logan York
Tribal Historic Preservation Officer

Bethany Natali

From: Laserfiche Notification <donotreply@laserfiche.com>
Sent: Wednesday, August 20, 2025 10:47 AM
To: tapayne@indot.in.gov
Subject: Section 106 Consultation - Des. No. 2000154

Follow Up Flag: Flag for follow up
Flag Status: Flagged

EXTERNAL EMAIL: This email was sent from outside your organization. Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

This email is in response to Des. No. 2000154.

The Shawnee Tribe's Tribal Historic Preservation Department has the following response to this project:

We have no issues or concerns at this time. Please continue with the project as planned, but in the event 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 Section106@shawnee-tribe.com

Thank you for giving us the opportunity to comment on this project



Erin Paden

TRIBAL HISTORIC PRESERVATION
SPECIALIST

Office: (918) 542-2441, x140

Email: epaden@shawnee-tribe.com

29 S Hwy 69A
Miami, OK 74354

shawnee-tribe.com

APPENDIX C. Consulting Parties

| Name | Company/Organization | Address | Accepted? | Notes |
|---------------------------|--|--|-----------|-------|
| Beth McCord | Indiana Department of Natural Resources (IDNR)-Division of Historic Preservation & Archaeology (DHPA)/State Historic Preservation Officer (SHPO) | Division of Historic Preservation & Archaeology 402 W. Washington St., W274 Indianapolis, IN 46204 | Y | |
| Chad Slider | IDNR-DHPA/SHPO | Division of Historic Preservation & Archaeology 402 W. Washington St., W274 Indianapolis, IN 46204 | Y | |
| DHPA Review Email Address | IDNR-DHPA/SHPO | Division of Historic Preservation & Archaeology 402 W. Washington St., W274 Indianapolis, IN 46204 | Y | |
| | Eastern Shawnee Tribe of Oklahoma | INDOT Contact | | |
| | Miami Tribe of Oklahoma | INDOT Contact | Y | |
| | Peoria Tribe of Indians of Oklahoma | INDOT Contact | | |
| | Pokagon Band of Potawatomi Indians | INDOT Contact | | |
| | Shawnee Tribe | INDOT Contact | Y | |
| John Jessup | Hancock County Commissioner (Green Township) | Hancock County Annex, 111 American Legion Place, Ste 219 Greenfield IN 46140 | | |
| Bill Spalding | Hancock County Commissioner (President) | Hancock County Annex, 111 American Legion Place, Ste 219 Greenfield IN 46140 | | |
| Gary McDaniel | Hancock County Commissioner (Vice-President) | Hancock County Annex, 111 American Legion Place, Ste 219 Greenfield IN 46140 | | |
| Gary Pool, P.E. | Hancock County Engineer | 921 W. Osage Street Greenfield, IN 46140 | | |
| Kim Davis | Hancock County Highway Clerk | 921 W. Osage Street Greenfield, IN 46140 | | |
| Randy Moore | Hancock County Highway Superintendent | 921 W. Osage Street Greenfield, IN 46140 | | |
| Anna Gremling | Indianapolis Metropolitan Planning Organization (IMPO) | 200 East Washington Street 1201 Central Avenue Indianapolis, IN 46202-3204 | Y | |
| Alex Brooks | Indiana Landmarks - Central Office | 523 N. Swope St. Greenfield, IN 46140-1640 | Y | |
| Joseph L. Skvarenina | Hancock County Historian | P.O. Box 375 Greenfield, IN 46140-0375 | | |
| Mike Dauss | Dauss Architects | 117 West 8th Street Anderson, Indiana 46016 | Y | |
| Patrick O Connell | IMI | 8032 SR 9 Greenfield, IN | | |

APPENDIX D. Photographs

Photographs have been removed to reduce duplication and file size.

APPENDIX E. Reports



Historic Property Report
SR 9 and SR 234 Intersection Improvements in Green Township,
Hancock County, Indiana
DES No.: 2000154; DHPA No.:30587

Prepared for:
**Indiana Department of Transportation/
Federal Highway Administration/
Crawford, Murphy & Tilly**

Prepared by
WEINTRAUT & ASSOCIATES, INC.
Principal Investigator: Dr. Linda Weintraut
Author: Bethany Natali

P.O. Box 5034 | Zionsville, Indiana 46077 | 317.733.9770 | Linda@weintrautinc.com

October 22, 2024

SR 9 and SR 234 Intersection Improvements in Green Township, Hancock County, Indiana | Des. No.: 2000154; DHPA No.: 30587 Management Summary

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the State Road (SR) 9 and SR 234 Intersection Improvements Project. Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

- The Irving Materials, Inc. Office Building at 8032 North SR 9 (WA 4).

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (National Register). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains no properties listed in the National Register.

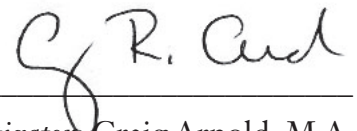
The APE contains one property that is recommended eligible for listing in the National Register:



**Phase Ia Field Reconnaissance
State Road (SR) 9 and SR 234 Intersection Improvement Project in
Hancock County, Indiana
DES No.: 2000154; DHPA No.:30587**

Prepared for:
**Indiana Department of Transportation/Federal Highway Administration/
Crawford, Murphy & Tilly**

Prepared by
WEINTRAUT & ASSOCIATES, INC.



Principal Investigator: Craig Arnold, M.A.

P.O. Box 5034 | Zionsville, Indiana 46077 | (317) 733-9770 | carnold@weintrautinc.com

Contact for CMT: Nick Batta
8790 Purdue Road | Indianapolis, Indiana 46268 | (317) 492-9162 | nbatta@cmtengr.com

April 14, 2025



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State Form 54566 (R3 / 3-22)

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

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

| | | |
|---|----------------------|---|
| Name(s) of author(s) Craig Arnold, M.A. | | Date (month, day, year) April 14, 2025 |
| Title of project Phase Ia Archaeological Reconnaissance: State Road (SR) 9 and SR 234 Intersection Improvement Project, Roundabout, in Hancock County, Indiana. INDOT DES. NO.:2000154 | | |
| This document is being used to report on the results of: <input type="checkbox"/> Records check only <input checked="" type="checkbox"/> Records check and Phase 1a archaeological reconnaissance <input type="checkbox"/> An addendum to a previous archaeological report. For an addendum, provide the following information. | | |
| Name(s) of author(s) of previous report | | |
| Title of previous report | | |
| Date of previous report (month, day, year) | DHPA number 30587 | |

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|---|--|----------------------|------------------|
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| Description of project <p>The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with the State Road (SR) 9 and SR 234 Intersection Improvements Project (Figure 1). This project is located at the intersection of SR 9 and SR 234 in the town of Eden, Hancock County, Indiana. The area in the vicinity of the project is generally rural. Medium intensity commercial and residential development is present in the immediate surrounding area.</p> <p>The project will extend approximately 0.07-mile (mi) north and 0.06-mi south of the intersection along SR 9. It will also extend approximately 0.08-mi east and 0.10-mi west of the intersection along SR 234. SR 9 is classified as a Minor Arterial and travels north/south through the project area. SR 234 is classified as a Major Collector and travels east/west through the project area. SR 9 is also included in the National Truck Network. SR 9 and SR 234 have posted speed limits between 40 and 55 mph throughout the project area. A 30-mph school zone is located in the northern leg of the project area. SR 9 and SR 234 consist of one-lane traffic in each direction with no curb or sidewalk. The intersection is currently four-way stop controlled with flashing beacons. This intersection experiences long queues as well as a high frequency of crashes. Many of the crashes within the project area are rear end crashes related to halted traffic.</p> <p>The current proposed project will convert the existing stop-controlled intersection to a compact, single lane roundabout. A mill and overlay will occur along the approaches to the roundabout. The purpose and need for a compact roundabout intersection is the anticipation of reducing crashes at the intersection by at least 49% and minimize the need for right-of-way (R/W) acquisition.</p> <p>Permanent R/W will be needed for the project totaling approximately 3.4 acres. Temporary R/W will be needed for the project totaling 0.1 acres for driveway reconstruction.</p> | | | |
| INDOT designation number(s) 2000154 | Project number CMT Project No. 20070904.07 | DHPA number 30587 | DHPA plan number |
| Prepared for: (Company / Institution / Agency) Crawford, Murphy & Tilly, Inc. | | | |
| Name of contact Nick Batta | | | |
| Address (number and street, city, state, and ZIP code) 8790 Purdue Road, Indianapolis, Indiana 46268 | | | |
| Telephone number (317) 492-9162 | E-mail address nbatta@cmtengr.com | | |
| Name of principal investigator Craig Arnold, M.A. | | | |
| Name of company / institution Weintraut & Associates, Inc. | | | |
| Address (number and street, city, state, and ZIP code) 4649 Northwestern Drive, P.O. Box 5034, Zionsville, IN 46077 | | | |

| | |
|--|---|
| Explanation / justification The project setting is in an area conducive to the presence of archaeological sites as indicated by previously conducted reconnaissance surveys nearby. | |
| Phase 1a archaeological reconnaissance (Check all that apply) <input type="checkbox"/> No Phase 1a reconnaissance was conducted. <input checked="" type="checkbox"/> Phase 1a reconnaissance located no archaeological resources. <input type="checkbox"/> Previously recorded sites were in the project area. <input type="checkbox"/> Artifacts and/or features at a previously recorded site(s) within the project area were not discovered. <i>List the site(s) below.</i> <input type="checkbox"/> Phase 1a reconnaissance has identified landforms conducive to buried archaeological deposits. <i>Describe below.</i> | |
| List sites. - | |
| Describe landforms. | |
| Number of shovel probes excavated 36 | Number of cores / auger probes 0 |
| Describe disturbances. Attach photographs documenting disturbances. Disturbances were encountered within the survey area. These are attributed to previous construction episodes related to utility work, and road and access drive construction. In the northwest quadrant there is a notable utility corridor present along the west side of SR 9. The northeast quadrant exhibits paved access driveways and parking lots. The southeast quadrant has a paved lot associated with a car dealership. | |
| Actual area surveyed (hectares) 1.25 | Actual area surveyed (acres) 3.10 |
| Explain results of fieldwork. Shovel probes were placed where possible within the surveyed area. Thirty of the shovel probes were negative for cultural materials while another six exhibiting disturbed soil profiles, resulting from previous construction episodes and utility placement. The southwest survey quadrant was not archaeologically inspected due to an entry denial from the landowner(s) within that area. A general description of a typical undisturbed shovel probe profile is a grass sod cap underlain by 21 to 50+ centimeters of a brown (10YR 4/3) silt loam A-horizon soil which was underlain by a lighter yellowish brown to very pale brown (10YR 5/4 to 7/3) subsoil. | |

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| Records check (Check all that apply) <input type="checkbox"/> No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources. <input type="checkbox"/> A Phase 1a archaeological reconnaissance is recommended. <input checked="" type="checkbox"/> Based upon the records check results, a Phase 1a archaeological reconnaissance was recommended and has been conducted. <input type="checkbox"/> A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery. | |
| Phase 1a archaeological reconnaissance (Check all that apply) <input checked="" type="checkbox"/> It is recommended that the project be allowed to proceed as planned because the Phase 1a archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation. <input type="checkbox"/> It is recommended that Phase 1c archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase 1a archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits. | |
| Other recommendations / commitments No cultural materials or deposits were identified within the current survey area. Therefore, no further archaeology work is recommended as necessary prior to construction. | |

Pursuant to IC-14-21-1, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646.

| | |
|--|--|
| /".2&"/!ÄÄ11Ä %""+10 Ä | |
| <input checked="" type="checkbox"/> Figure showing project location within Indiana <input checked="" type="checkbox"/> USGS topographic map showing the project area (1:24,000 scale) <input checked="" type="checkbox"/> Aerial photograph showing the project area, land use and survey methods <input checked="" type="checkbox"/> Photographs of the project area, including, if applicable, photographs documenting disturbances <input checked="" type="checkbox"/> Project plans (if available) | |



Effects Report
SR 9 and SR 234 Intersection Improvements in Green Township,
Hancock County, Indiana
DES No.: 2000154; DHPA No.:30587

Prepared for:
**Indiana Department of Transportation/
Federal Highway Administration/
Crawford, Murphy & Tilly**

Prepared by
WEINTRAUT & ASSOCIATES, INC.
Principal Investigator: Dr. Linda Weintraut | *Author:* Bethany Natali
P.O. Box 5034 | Zionsville, Indiana 46077 | 317.733.9770 | Linda@weintrautinc.com

June 24, 2025

Introduction & Project Description

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with the State Road (SR) 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154 (DHPA No.: 30587). The proposed project is located in the unincorporated community of Eden, Green Township, Hancock County, Indiana. It is within Sections 19 and 30, Township 17 North, Range 7 East of the Green Township, USGS Topographic Ingalls, Indiana Quadrangle.

Pursuant to 36 CFR 800.16(d) and in consultation with the Indiana Department of Transportation (INDOT) Cultural Resources Manual, historians began with an Area of Potential Effects (APE) that extended 0.25 mile (1,320 feet) from the project limits in all directions. Historians then adjusted that boundary based on potential for visual, auditory, or atmospheric impacts.

SR 9 is classified as a Minor Arterial and travels north/south through the project area. SR 234 is classified as a Major Collector and travels east/west through the project area. SR 9 is also included in the National Truck Network. SR 9 and SR 234 have posted speed limits between 40 and 55 miles per hour (mph) throughout the project area. A 30-mph school zone is located in the northern leg of the project area. SR 9 and SR 234 consist of one-lane traffic in each direction with no curb or sidewalk. The intersection

is currently four-way stop controlled with flashing beacons. This intersection experiences long queues as well as a high frequency of crashes. Many of the crashes within the project area are rear end crashes related to queues.

The identified need at this location involves the recurring queues that lead to an elevated frequency of crashes throughout the limits of the project; specifically, the pattern of rear end type crashes at the intersection. Between 2016 and 2018, a total of thirty-seven (37) crashes have occurred at the SR 9 and SR 234 intersection, twelve (12) of which were rear end crash types. The purpose of the project is to reduce or eliminate the queues and therefore, reduce the number of overall crashes.

The current proposed project would convert the existing stop-controlled intersection to a compact, single-lane roundabout. A mill and overlay would occur along the approaches to the roundabout. A compact roundabout intersection is anticipated to reduce crashes at the intersection by at least 49 percent and minimize the need for right-of-way acquisition. In addition, since the submission of the Historic Property Report (HPR) (Natali 2024), the project location has been further reduced to minimize right-of-way.

Summary of Consulting Party Comments

Indiana Landmarks provided comments on the HPR via email on November 12, 2024. Landmarks agreed with the eligibility of the Irving Materials, Inc., Office Building and added “[we] hope this project does not endanger it.”

As noted above, the project would avoid impacts to the office building and sculpture, and the project right-of-way limits were reduced to near the Office Building to avoid mature trees.

The Hancock County Historian provided comments on effects via email on April 17, 2025, and expressed “concerns about the Historic barn at the site.”

The English barn is associated with the Alford-Moore Farmstead (WA 5), at 1761 E SR 234/N SR 9. This property was recommended as a Notable, but not eligible for listing in the National Register in the HPR (Natali October 2025). The SHPO concurred that the farmstead was ineligible for the purposes of this Section 106 review only in a letter dated November 21, 2024.

The barn and surrounding fence would not be impacted as part of this project. Some temporary right-of-way will be required for reconstruction of the gravel drive immediately east of the barn and fence.

Conclusions

The project would have an effect on the Irving Materials Company, Inc. Office Building through the acquisition of right-of-way, construction of a compact roundabout, and addition of light fixtures within its historic property boundary. These project activities would not disrupt the ability of the property to convey its significance under Criteria A or C. Historians recommend this project would have “No Adverse Effect” on the Irving Materials Company, Inc. Office Building and recommend an overall project finding of “No Adverse Effect.”



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

September 5, 2025

This letter was sent to the listed parties.

RE: SR 9 and SR 234 Intersection Improvements, Des. No.: 2000154, DHPA No.: 30587

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the State Road (SR) 9 and SR 234 Intersection Improvements Project, Des. No.: 2000154; DHPA No.: 30587.

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 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 April 3, 2023. The Hancock County Historian, Indiana Landmarks, Miami Tribe of Oklahoma, the State Historic Preservation Officer (SHPO), Shawnee Tribe, and Eastern Shawnee Tribe accepted consulting party status. A letter dated October 22, 2024, and distributed via email on October 23, 2024, notified consulting parties that a Historic Property Report (HPR) was available for review and comment. Dauss Architects, the Miami Tribe of Oklahoma, Indiana Landmarks, Eastern Shawnee, and SHPO provided comments on the HPR.

Consulting parties were notified that an Archaeology Short Report (ASR) (Tribes Only) was available for review and comment in emails sent on April 17, 2025, and April 18, 2025. The Hancock County Historian provided comments following the ASR notification on April 17, 2025, and expressed concerns about the barn located in the southwest corner of SR 9 & SR 234. The Turtle Mountain Band Tribe of Chippewa Indians responded to ASR on April 22, 2025, and directed agencies to “[d]efer to the nearest THPO office to the APE.”. The SHPO concurred with the ASR in a letter dated May 21, 2025. The Eastern Shawnee Tribe stated the project would have “NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe” in a letter dated June 5, 2025. The Miami Tribe of Oklahoma responded to the ASR on August 14, 2025, and offered no objections. The Shawnee Tribe responded to the ASR on August 20, 2025, and expressed no issues or concerns.

Finally, an effects report was distributed on July 3, 2025. The Hancock County Historian (July 4, 2025; July 8, 2025), Indiana Landmarks (July 7, 2025; July 14, 2025), and SHPO (July 29, 2025) provided comments on that report.

The proposed undertaking is located at the intersection of SR 9 and SR 234 in the unincorporated community of Eden, Hancock County, Indiana. The project will extend approximately 0.07 mile north and 0.06 mile south of the intersection along SR 9. It will also extend approximately 0.08 mile east and 0.10 mile west of the intersection along SR 234. It is within Green Township, USGS Topographic Ingalls, Indiana Quadrangle, in Sections 19 and 30, Township 17 North, Range 7 East. The project area can be viewed online at <https://arcg.is/jqueP> (the Des. No. is the most efficient search term once in the CRO - Public Web Map App).

Existing Conditions: SR 9 is classified as a Minor Arterial and travels north/south through the project area. SR 234 is classified as a Major Collector and travels east/west through the project area. SR 9 is also included in the National Truck Network. SR 9 and SR 234 have posted speed limits between 40 and 55 miles per hour (mph) throughout the project area. A 30-mph school zone is located in the northern leg of the project area. SR 9 and SR 234 consist of one-lane traffic in each direction with no curb or sidewalk. The intersection is currently four-way stop controlled with flashing beacons. This intersection experiences long queues as well as a high frequency of crashes. Many of the crashes within the project area are rear-end crashes related to queues.

Purpose & Need: The identified need at this location involves the recurring queues that lead to elevated frequency of crashes throughout the limits of the project; specifically, the pattern of rear-end type crashes at the intersection. Between 2016 and 2018 a total of thirty-seven (37) crashes have occurred at the SR 9 and SR 234 intersection, twelve (12) of which were rear-end crash types. The purpose of the project is to reduce or eliminate the queues and therefore reduce the number of overall crashes.

Scope of Work: The current proposed project will convert the existing stop-controlled intersection to a compact, single-lane roundabout. A mill and overlay will occur along the approaches to the roundabout. A compact roundabout intersection is anticipated to reduce crashes at the intersection by at least 49% and minimize the need for right-of-way acquisition. Since the distribution of the early coordination letter, the project has been refined. INDOT has allowed a lower design speed for entering the roundabout, which has resulted in the need for less work at the intersection corners. The project was also modified to avoid an underground water tank at the fire station in the northeast quadrant of the intersection, as reflected in the distribution letter sent April 17, 2025, and April 18, 2025.

Right-of-Way & Detour Route: Permanent right-of-way will be needed for the project totaling approximately 3.4 acres. Temporary right-of-way will be needed for the project totaling 0.1 acre for driveway reconstruction. The proposed method of traffic maintenance is anticipated to require full closure of SR 234 with a detour. Construction along SR 9 will utilize phased construction to avoid a full closure. One lane of traffic will be maintained using a temporary signal. Removal of individual trees may be required for the project and should total less than 0.5 acre throughout the project area. The project is anticipated to begin construction in the summer of 2026.

Crawford, Murphy & Tilly (CMT) is under contract with INDOT to advance the environmental documentation for the referenced project. Weintraut & Associates, 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, the **Irving Materials, Inc. Office Building** at 8032 North SR 9 is recommended as eligible for listing in the NRHP. The Historic Property Report (HPR) was distributed via email on October 23, 2024 (report distribution letter dated October 22, 2024). The SHPO concurred with the recommendation of eligibility in a letter dated November 21, 2024.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified no sites within the project area. As a result of these efforts, no site(s) are recommended for listing in the NRHP and no further work is recommended. The Archaeology Short Report (ASR) (Tribes Only) was distributed via emails on April 17, 2025, and April 18, 2025.

INDOT, on behalf of FHWA, has issued a finding of "No Adverse Effect" for this Section 106 undertaking. In accordance with 36 CFR 800.4(d), you and the other Section 106 consulting parties are being provided the documentation for this finding.

The Finding of "No Adverse Effect" and supporting documentation is available for review in IN SCOPE at <https://erms12c.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 cultural resource impacts incurred as a result of this project. 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.

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.

All future responses regarding the proposed project, including questions concerning specific project details, should be forwarded to:

Linda Weintraut, Ph.D.
Historian
Weintraut & Associates, Inc.
PO Box 5034
Zionsville, Indiana 46077
linda@weintrautinc.com
317-733-9770

Tribal Nation representatives please respond to INDOT's Tribal Liaison, Taylor Payne, at tapayne@indot.in.gov (317-779-5775) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Erica Tail at erica.tait@dot.gov (317-226-7481).

Sincerely,

A handwritten signature in black ink, appearing to read 'Matthew S. Coon', with a stylized flourish extending to the right.

Matthew S. Coon, Manager
Cultural Resources Office
Environmental Services

Distribution List:

- Indiana Department of Natural Resources (IDNR)-Division of Historic Preservation & Archaeology
- (DHPA)/State Historic Preservation Officer (SHPO)
- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Shawnee Tribe
- Hancock County Historian
- Indiana Landmarks—Central Office
- Mike Dauss, Dauss Architects

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

October 6, 2025

Linda Weintraut, Ph.D.
Historian
Weintraut and Associates, Inc.
Post Office Box 5034
Zionsville, Indiana 46077

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 adverse effect,” on behalf of the Federal
Highway Administration, for State Road 9 and State Road 234 Intersection Improvements Project
(Des. No. 2000154; DHPA No. 30587)

Dear Dr. Weintraut:

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 September 25, 2025, submission, which enclosed INDOT’s finding and supporting documentation, and which was received by our office September 25, 2025, for the above-referenced project, which is proposed for areas located at the community of Eden, in Green Township, Hancock County, Indiana.

As we previously stated, for the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions in the HPR that there are no previously recorded National Register of Historic Places (“NRHP”) listed or eligible resources located within the APE. We also agree with the HPR of the NRHP eligibility of the Irving Materials, Inc. Office Building (WA 4) located at 8032 North SR 9. We agree with the HPR that the property is eligible for the NRHP under Criterion A for its association with the Greenfield-founded Irving Materials, Inc. and the period of post-war growth and expansion in the concrete building industry. Also, we agree the above property is eligible for NRHP under Criterion C as an example of a Modern/Late Modern building associated with architect James O. Johnson and embodies the distinctive period of thin shell concrete/hyperbolic paraboloid construction in the United States.

Also, as previously stated, regarding the Alford-Moore Farmstead (WA 5) located at 1761 E SR 234/N SR 9, we note that the body of the report states the consultant rated the property as “Notable”; however, in the “Survey Results: Properties Table” it is noted as “Contributing”. Additionally, we agree with the HPR report text that the property rating for this should be “Notable” and request that this be updated in future submissions. However, we agree for the purposes of this Section 106 review only that the Alford-Moore Farmstead (WA 5) located at 1761 E SR 234/N SR 9 is ineligible for the NRHP.

In terms of impacts of proposed project-related ground-disturbing activities to archaeological resources, as previously indicated, based on the submitted information and the documentation available to the staff of the Indiana DNR-DHPA, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Phase Ia Archaeological Reconnaissance Survey Report (Arnold, 04/14/2025), that no further archaeological investigations appear necessary at the proposed project area.

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, Division of Historic Preservation and Archaeology 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.

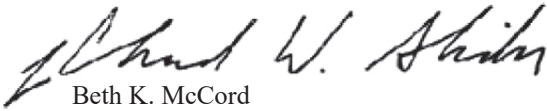
Additionally, as we previously stated, given the information provided, we believe the project would have an effect on the Irving Materials Company, Inc. Office Building through the acquisition of right-of-way, construction of a roundabout, and addition of light fixtures within its historic property boundary. However, these project activities would not disrupt the ability of the property to convey its significance under Criteria A or C.

Accordingly, we concur with INDOT's September 5, 2025, Section 106 finding of "No Adverse Effect," on behalf of FHWA, for this federal undertaking.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Toni Lynn Giffin. 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 State Road 9 and State Road 234 Intersection Improvements Project, which is proposed for areas located at the community of Eden, in Green Township, Hancock County, Indiana (Des. No. 2000154), please refer to DHPA No. 30587.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer

BKM:TLG:WTT:wt

emc: Erica Tait, Federal Highway Administration
Matt Coon, Ph.D., Indiana Department of Transportation
Susan Branigin, Indiana Department of Transportation
Clint Kelly, Indiana Department of Transportation
Linda Weintraut, Ph.D., Weintraut and Associates, Inc.
Alex Brooks, Indiana Landmarks Central Regional Office
Mark Dollase, Indiana Landmarks Central Regional Office
Joe Skvarenina, Hancock County Historian
Mike Dauss, Dauss Architects
Toni Lynn Giffin, Indiana DNR-DHPA
Wade T. Tharp, Indiana DNR-DHPA

Daily Reporter

Prescribed by State Board of Accounts

General Form No 99P (Rev. 2024A)

Attn: Bethany Natali
Name: Weintraut & Associates, Inc./L
Address: PO Box 5034

City/State: Zionsville, IN 46077
Acct #: G11205851
Order #: 60152907

AIM MEDIA INDIANA
d/b/a DAILY REPORTER
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PUBLISHER'S CLAIM

LINE COUNT

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| Data for computing costs: Number of equivalent lines per column----- | 102 |
| Number of Columns ----- | 1 |
| Number of insertions ----- | 1 |

COMPUTATION OF CHARGES

102 lines, 1 column(s) x rate of 0.3948 cents per line

Additional charges for notices containing rule or tabular work

(50 percent surcharge included in rate above)

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TOTAL AMOUNT OF CLAIM ----- 40.27

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.

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I, Cheryl Spurgeon, Legal Advertising Clerk of the newspaper of general circulation printed and published in the English language in the (city/town) of Greenfield in state and county aforesaid, and that the printed matter attached hereto is a true copy, which publication being as follows:

9/10/2025



Cheryl Spurgeon/Legal Advertising Clerk

9/10/2025

Date

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Customer : G11205851 Weintraut & Associates, Inc./L
Contact : Bethany Natali
Address1 : PO Box 5034
Address2 :
City St Zip : Zionsville IN 46077
Phone : (317) 733-9770 x311
Fax : (317) 733-9773
Credit Card :
Printed By : Kris Lewis
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Notes : bethany@weintrautinc.com
Zones :

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Legal Advertisement
 Public Notice
 Des. No. 2000154

The Indiana Department of Transportation (INDOT) is planning to undertake an intersection improvement project, funded in part by the Federal Highway Administration (FHWA). The project is located at the intersection of State Road (SR) 9 and SR 234 in Green Township, Hancock County, Indiana.

Under the preferred alternative, the proposed project would involve converting the existing stop-controlled intersection to a compact, single-lane roundabout. A mill and overlay will occur along the approaches to the roundabout.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include the Irving Materials Inc., Office Building. The proposed action impacts properties listed in or eligible for the NRHP. INDOT, on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic property within the APE for inclusion in the NRHP. 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)(2), the documentation specified in 36 CFR 800.11(e) is available for inspection in the offices of Weintraut & Associates, Inc. Additionally, this documentation can be viewed electronically by accessing

Order Number : 60152907
PO Number :
Customer : G11205851 Weintraut & Associates, Inc./L
Contact : Bethany Natali
Address1 : PO Box 5034
Address2 :
City St Zip : Zionsville IN 46077
Phone : (317) 733-9770 x311
Fax : (317) 733-9773
Credit Card :
Printed By : Kris Lewis
Entered By : Kris Lewis

Keywords : Public Notice Des. No. 2000154
Notes : bethany@weintrautinc.com
Zones :

Ad Number : 50193995
Ad Key :
Salesperson : 17 - Kris Lewis
Publication : Daily Reporter
Section : 60 Notices
Sub Section : 60 Notices
Category : 6015 Legals
Dates Run : 09/10/2025-09/10/2025
Days : 1
Size : 1 x 9.89, 102 lines
Words : 328
Ad Rate : L-Government
Ad Price : 40.27
Amount Paid : 0.00
Amount Due : 40.27

INDOT's Section 106 document posting website IN SCOPE at <http://erms12c.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Bethany Natali, Weintraut & Associates, Inc., 4649 Northwestern Drive, Zionsville, IN 46077, 317-733-9770, bethany@weintrautinc.com no later than October 11, 2025. 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 Don Mcghghy, 319-654-5473, DMcghghy@indot.IN.gov.

60152907 hspaxlp
 DR 09-10-2025

Aaron Lawson

From: John Apple <japple@strahlapple.com>
Sent: Thursday, September 25, 2025 1:20 PM
To: bethany@weintrautinc.com
Cc: Annie Grinstead (annie@positiveenergyevents.com)
Subject: INDOT DES 2000154 - No Adverse Effect Finding for Project

Bethany:

This communication is in response to the Public Notice published September 9, 2025 in the Daily Reporter regarding the “No Adverse Effect” finding for INDOT Project DES 2000154. I represent Positive Energy Properties, LLC. On July 10, 2025, my client acquired title to the real estate located at 8032 North State Road 9, Greenfield, Indiana 46140 (Irving Materials, Inc. Office Building) from IMI Real Estate, LLC, f/k/a Irving Materials, Inc. My client was unaware of any specifics relating to the document, FHWA Project: Des. No. 2000154; NAE Finding, SR 9 and SR 234 Intersection Improvements, Hancock County, Indiana, until receiving an email from an IMI representative on September 5, 2025 nor is it listed anywhere in the “No Adverse Effect” finding report or list of correspondence recipients. I believe my client’s representative briefly spoke with you shortly thereafter about the “No Adverse Effect” finding. However, the comment period is set to expire on October 11, 2025 thereby limiting my client’s time to properly review, investigate and comment on that finding. Therefore, my client requests a 30-day extension of the comment period to allow for a reasonable response. An initial review has raised several questions and concerns which require further research and consideration. Please advise whether this extension is acceptable as soon as possible but prior to October 3, 2025.

Contact me with questions. Thanks.

John A. Apple
Attorney at Law
Eight West Main Street
P. O. Box 581
Greenfield, Indiana 46140
Telephone: (317) 462-8848
Email: japple@strahlapple.com

This message is from John A. Apple, Attorney at Law. This message and any attachments may contain legally privileged or confidential information, and are intended only for the individual or entity identified above as the addressee. Forwarding this message to a third party is not advised as doing so may destroy the attorney-client privilege associated therewith. If you are not the addressee, or if this message has been addressed to you in error, you are not authorized to read, copy, or distribute this message and any attachments, and I ask that you please delete this message and attachments (including all copies) and notify the sender by return e-mail or by phone at 317-462-8848. Delivery of this message and any attachments to any person other than the intended recipient(s) is not intended in any way to waive confidentiality or a privilege. Although this message and any attachments are believed to be free of virus or other defect that might affect any computer system into which it is received and opened, it is the responsibility of the recipient to ensure that it is virus free and no responsibility is accepted by the sender for any loss or damage arising in any way from its use.

SR 9 and SR 234 Intersection Improvement

APPENDIX E: RED FLAG AND HAZARDOUS MATERIALS





INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848
(855) INDOT4U

Eric Holcomb, Governor
Michael Smith, Commissioner

Date: Sept 23, 2024

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

From: Austin Clarridge
Crawford, Murphy & Tilly, Inc.
8790 Purdue Road
Indianapolis, IN 46268
aclarridge@cmtengr.com

Re: RED FLAG INVESTIGATION
DES # 2000154, State Project
Intersection Improvement
Intersection of SR 9 and SR 234
Hancock County, Indiana

PROJECT DESCRIPTION

Brief Description of Project:

The proposed project is located at the intersection of State Road 9 (SR 9) and State Road 234 (SR 234) in Hancock County, Indiana. The project will extend approximately 0.07 mile north and 0.06 mile south of the intersection along SR 9. It will also extend approximately 0.08 mile east and 0.10 mile west of the intersection along SR 234. The project is located in Section 19 and 30, Township 17 North, and Range 7 East, on the Ingalls, Indiana Quadrangle.

The current proposed project will convert the existing stop-controlled intersection to a compact, single lane roundabout. A mill and overlay will occur along the approaches to the roundabout. Permanent and temporary right of way (ROW) will be needed. One property at southeast quadrant of the intersection will also be acquired as part of the project. No bridges or other BIAS structures are located within the project area. Additional investigation will be needed to determine the presence or use by bats in unmapped small structures.

Bridge Work Included in Project: Yes ☐ No ☒ Structure #(s) _____

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).

Culvert Work Included in Project: Yes ☐ No ☒ Structure #(s) _____

Proposed right of way: Temporary ☒ # Acres 0.1 Permanent ☒ # Acres 3.4 , Not Applicable ☐

Type and proposed depth of excavation: The maximum depth of excavation will be approximately 2-6 feet for new pavement construction and 4-6 feet for stormwater infrastructure.

Maintenance of traffic (MOT): MOT will require full closure of SR 234 with a detour. Construction along SR 9 will utilize phased construction to avoid a full closure. One lane of traffic will be maintained along SR 9 using a temporary signal.

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

| Infrastructure 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 | 1* | Recreational Facilities | 1 |
| Airports ¹ | N/A | Pipelines | 2 |
| Cemeteries | 1 | Railroads | N/A |
| Hospitals | N/A | Trails | N/A |
| Schools | 1 | Managed Lands | N/A |

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

Explanation:

Religious Facilities*: Although not mapped on the GIS layer, one (1) religious facility was identified within the 0.5 mile search radius. The religious facility, Eden United Methodist Church, is located approximately 0.34 mile northeast of the project area. No impact is expected.

Recreational Facilities: One (1) recreational facility is located within the 0.5 mile search radius. The facility, Eden Elementary School, is located 0.07 mile north of the project area. Coordination with Eden Elementary School will occur.

Cemeteries: One (1) cemetery is located within the 0.5 mile search radius. The cemetery, associated with Eden United Methodist Church, is located approximately 0.34 mile northeast of the project area. No impact is expected.

Pipelines: Two (2) pipeline segments are located within the 0.5 mile search radius. Two (2) natural gas pipeline segments, operated by Indiana Gas Co., Inc. are located within the project area. Coordination with INDOT Utilities and Railroads will occur.

Schools: One (1) school is located within the 0.5 mile search radius. The school, Eden Elementary School, is located 0.07 mile north of the project area; however, an entrance to the school is located within the project area. Coordination with Eden Elementary School will occur.

WATER RESOURCES TABLE AND SUMMARY

| Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A: | | | |
|--|------------|----------------|----------|
| Karst Springs | N/A | NWI – Wetlands | 6 |
| Canal Structures – Historic | N/A | Lakes | 3 |

| | | | |
|---|-----|-----------------------|-----|
| NPS NRI Listed | N/A | Floodplain – DFIRM | 1 |
| IDEM 303d Listed Streams and Lakes (Impaired) | 2 | Cave Entrance Density | N/A |
| Rivers and Streams | 8 | Sinkhole Areas | N/A |
| Canal Routes – Historic | N/A | Sinking-Stream Basins | N/A |

If unmapped water features are identified that might impact the project area, direct coordination with INDOT ESD Ecology and Waterway Permitting will occur.

Explanation:

IDEM 303d Listed Streams and Lakes: Two (2) 303d Listed Stream segments are located within the 0.5 mile search radius. The nearest segment is located approximately 0.37 mile north of the project area. No impact is expected.

Rivers and Streams: Eight (8) river and stream segments are located within the 0.5 mile search radius. The nearest segment is located approximately 0.10 mile east of the project area. No impact is expected.

NWI Wetlands: Six (6) wetland polygons are located within the 0.5 mile search radius. The nearest wetland polygon is located approximately 0.32 mile east of the project area. No impact is expected.

Lakes: Three (3) lake polygons are located within the 0.5 mile search radius. The nearest lake polygon is located approximately 0.32 mile east of the project area. No impact is expected.

Floodplains: One (1) floodplain polygon is located within the 0.5 mile search radius. The floodplain polygon is located approximately 0.14 mile east of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

| | | | |
|---|-----|---------------------|-----|
| Mining/Mineral Exploration 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 | 3 | Mineral Resources | N/A |
| Mines – Surface | N/A | Mines – Underground | N/A |

Explanation:

Petroleum Wells: Three (3) petroleum wells are located within the 0.5 mile search radius. The nearest well is located approximately 0.13 mile north of the project area. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

| | | | |
|--|-----|------------------------------|-----|
| Hazardous Material Concerns 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 | N/A | 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 | 1 |
| Solid Waste Landfill | N/A | NPDES Facilities | 1 |
| Infectious/Medical Waste Sites | N/A | NPDES Pipe Locations | 1 |
| Leaking Underground Storage (LUST) Sites | 1 | 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:

Leaking Underground Storage (LUST) Sites: One (1) LUST site, unmapped, is located within the 0.5 search radius. The site, Former Pavey Eden Grocery, 7987 N SR 9, AI ID #33596, is located within the project area at the southeast quadrant of the intersection and will be acquired as part of the project. On December 16, 2003, three USTs were removed from this site: a 3,000 gallon gasoline tank, a 1,000 gallon diesel tank, and a 1,000 gallon gasoline tank. Following removal activities, an analysis of soil samples indicated the release of petroleum on the site. Analysis of soil samples during an initial site characterization indicated that Total Petroleum Hydrocarbon (TPH) concentrations at all boring locations exceeded the applicable IDEM screening levels. Additional sampling occurred through 2013 in order to delineate the extent of soil and groundwater contamination. It was determined that the contamination extends offsite to the north side of the property, including underneath SR 234. An Environmental Restrictive Covenant (ERC) was recorded for the site on December 17, 2015. Please see the Institutional Controls section below for more information regarding the ERC. On March 31, 2016 IDEM issued an No Further Action (NFA) Determination Pursuant to Remediation Closure Guide for the site. Monitoring well abandonment occurred on March 21, 2016. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Institutional Controls: One (1) institutional control site is located within the 0.5 search radius. The site, Former Pavey Eden Grocery, 7987 N SR 9, AI ID #33596, is located within the project area at the southeast quadrant of the intersection and will be acquired as part of the project. IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide on March 31, 2016. Soil and groundwater contamination remain on the site. An ERC was placed on the property on December 17, 2015. The ERC specifically prohibits the use or extraction of groundwater. If excavation occurs in this area, it is possible petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

NPDES Facilities: One (1) NPDES facility is located within the 0.5 mile search radius. The facility, Eden Elementary School, 8185 N SR 9, Permit #IN0049689, is located approximately 0.07 mile northeast of the project area. The permit is associated with wastewater discharge and is effective until September 30, 2026. No impact is expected.

NPDES Pipe Locations: One (1) NPDES pipe location is located within the 0.5 mile search radius. The pipe, Eden Elementary School, 8185 N SR 9, Permit #IN0049689001A, is located approximately 0.16 mile northeast of the project area. The permit is associated with wastewater discharge and is effective until September 30, 2026. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Hancock County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at https://www.in.gov/dnr/nature-preserves/files/np_hancock.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. Due to the nature of project activities, this project will fall under the guidelines set forth under USFWS Interim Policy for the Review of Highway Transportation Projects in Indiana dated May 29, 2013. No further coordination is necessary.

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

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Recreational Facilities: One (1) recreational facility, Eden Elementary School, 0.07 mile north of the project area; however, an entrance to the school is located within the project area. Coordination with Eden Elementary School will occur.

Pipelines: Two (2) natural gas pipeline segments, operated by Indiana Gas Co., Inc., are located within the project area. Coordination with INDOT Utilities and Railroads will occur.

Schools: One (1) school, Eden Elementary School, is located 0.07 mile north of the project area; however, an entrance to the school is located within the project area. Coordination with Eden Elementary School will occur.

WATER RESOURCES: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

Leaking Underground Storage (LUST) Sites: The site, Former Pavey Eden Grocery, 7987 N SR 9, AI ID #33596, is located within the project area at the southeast quadrant of the intersection and will be acquired as part of the project. On December 16, 2003, three USTs were removed from this site: a 3,000 gallon gasoline tank, a 1,000 gallon diesel tank, and a 1,000 gallon gasoline tank. Following removal activities, an analysis of soil samples indicated the release of petroleum on the site. Analysis of soil samples during an initial site characterization indicated that Total Petroleum Hydrocarbon (TPH) concentrations at all boring locations exceeded the applicable IDEM screening levels. Additional sampling occurred through 2013 in order to delineate the extent of soil and groundwater contamination. It was determined that the contamination extends offsite to the north side of the property, including underneath SR 234. An Environmental Restrictive Covenant (ERC) was recorded for the site on December 17, 2015. Please see the Institutional Controls section below for more information regarding the ERC. On March 31, 2016 IDEM issued an No Further Action

(NFA) Determination Pursuant to Remediation Closure Guide for the site. Monitoring well abandonment occurred on March 21, 2016. If excavation occurs in this area, it is possible that petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Institutional Controls: The site, Former Pavey Eden Grocery, 7987 N SR 9, AI ID #33596, is located within the project area at the southeast quadrant of the intersection and will be acquired as part of the project. IDEM issued a No Further Action Approval Determination Pursuant to Remediation Closure Guide on March 31, 2016. Soil and groundwater contamination remain on the site. An ERC was placed on the property on December 17, 2015. The ERC specifically prohibits the use or extraction of groundwater. If excavation occurs in this area, it is possible petroleum contamination will be encountered. Proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

ECOLOGICAL INFORMATION:

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: Dariane Davis (Signature)
Digitally signed by Dariane Davis
Date: 2024.09.25 10:42:15 -04'00'

Prepared by:
Austin Clarridge
Environmental Scientist
CMT

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

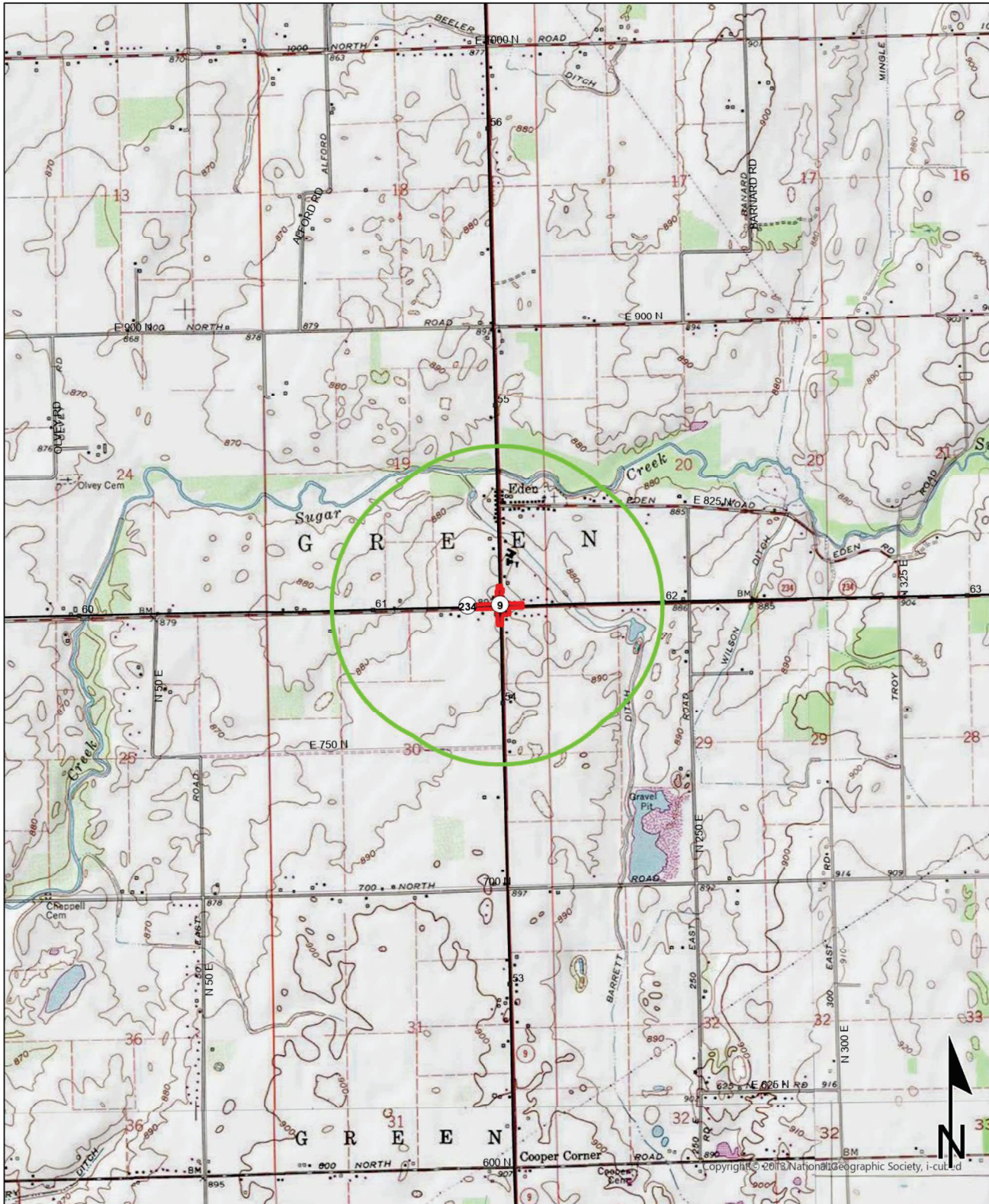
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site Location
SR 9 and SR 234
Des. No. 2000154, Intersection Improvements
Hancock County, Indiana



Sources: 0.4 0.2 0 0.4 Miles
Non Orthophotography
 Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (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.

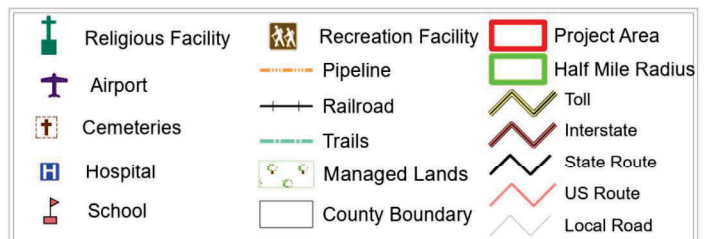
**INGALLS QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)**

Red Flag Investigation - Infrastructure
SR 9 and SR 234
Des. No. 2000154, Intersection Improvements
Hancock County, Indiana

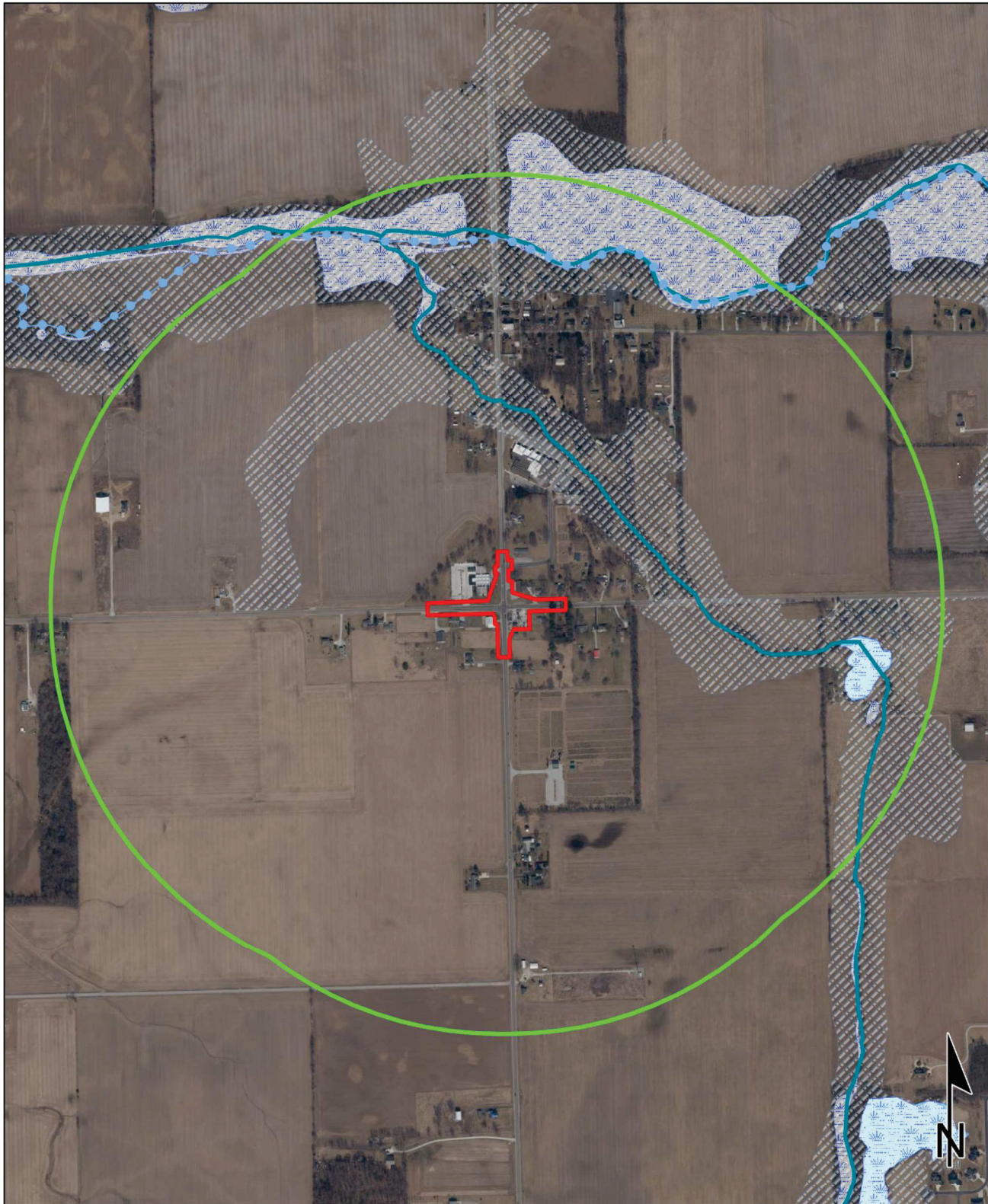


Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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



Red Flag Investigation - Water Resources
SR 9 and SR 234
Des. No. 2000154, Intersection Improvements
Hancock County, Indiana



Sources: 0.15 0.07 0 0.15 Miles

Non Orthophotography

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

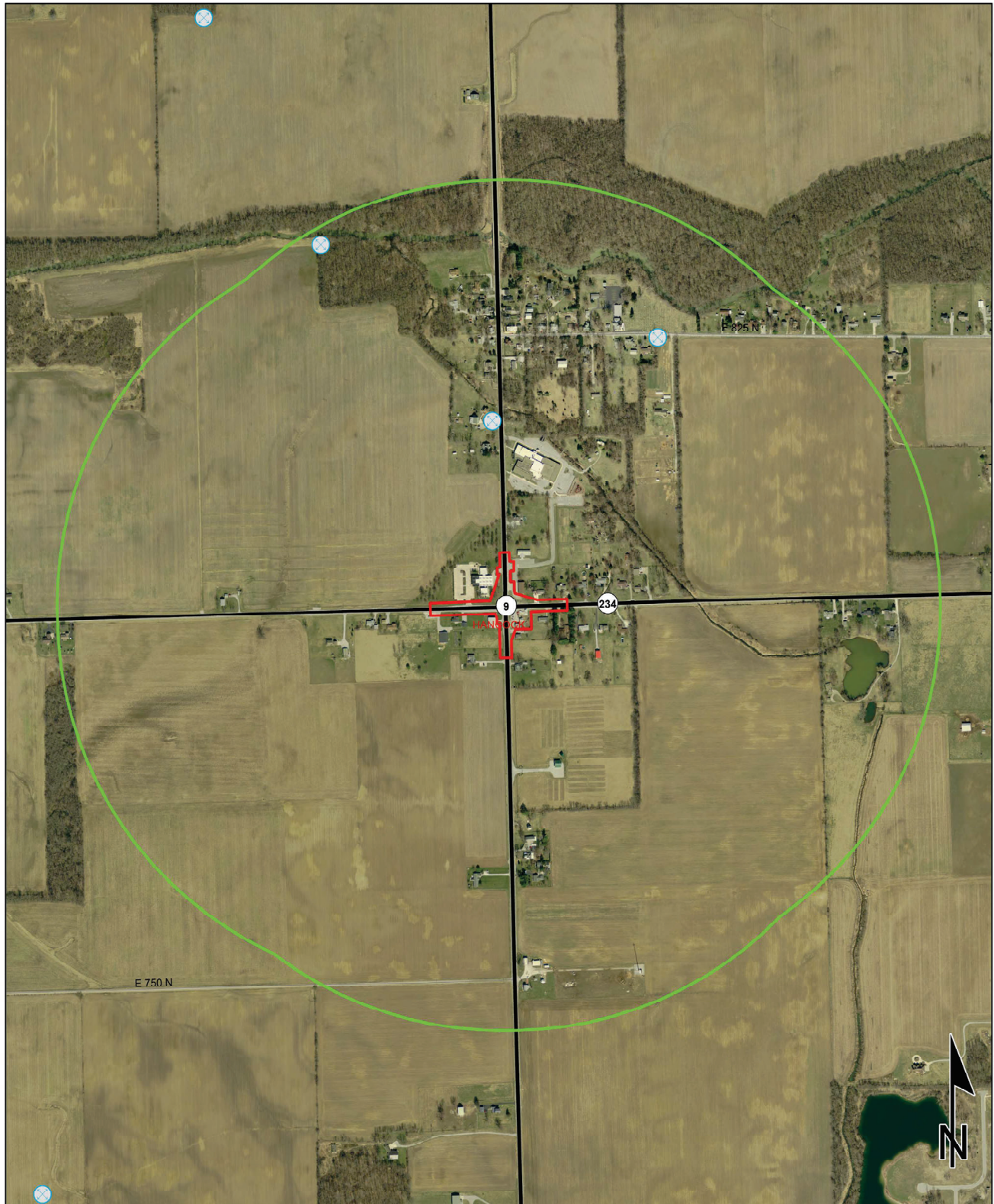
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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



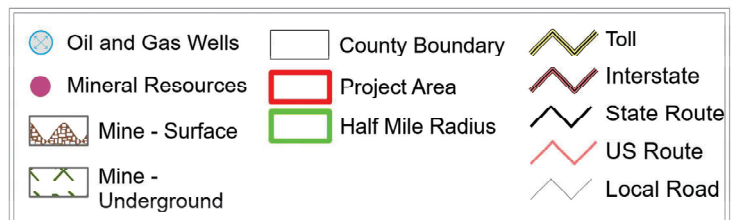
Red Flag Investigation - Mining/Mineral Exploration
SR 9 and SR 234
Des. No. 2000154, Intersection Improvements
Hancock County, Indiana



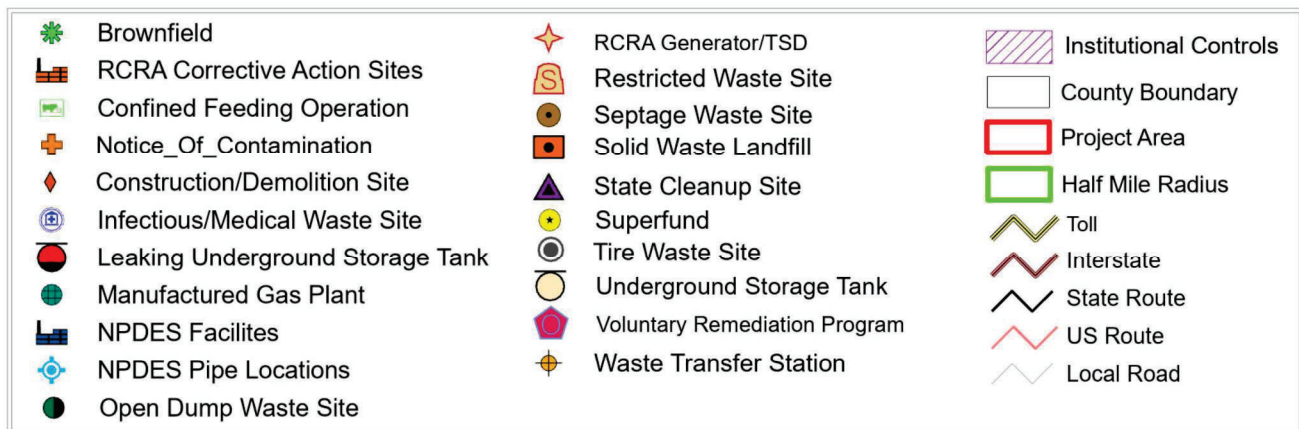
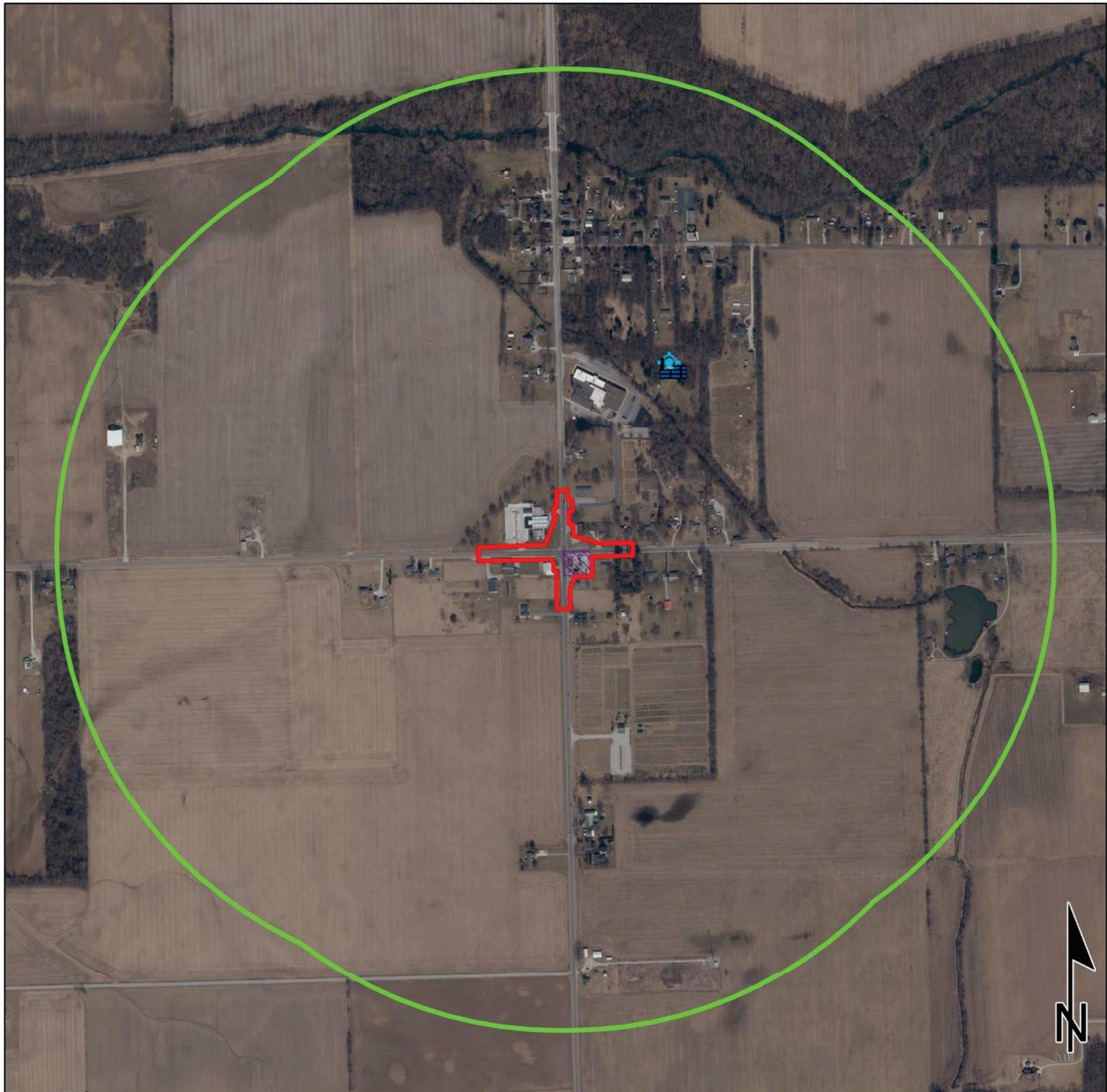
Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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

0.15 0.07 0 0.15 Miles



Red Flag Investigation - Hazardous Materials Concerns
SR 9 and SR 234
Des. No. 2000154, Intersection Improvements
Hancock County, Indiana



0.15 0.07 0 0.15
Miles

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

SR 9 and SR 234 Intersection Improvement

APPENDIX F: WATER RESOURCES



Waters Report
SR 9 and SR 234 in Hancock County, Indiana
Intersection Improvements
DES No: 2000154

Prepared by: Megan Ottenweller
Contact Information: mottenweller@cmtengr.com, 317-808-9470
Company: Crawford, Murphy & Tilly, Inc.
Completed Date: May 16, 2023

PROJECT INFORMATION

Date of Field Reconnaissance: April 20, 2023

Location:

Sections 19 and 30, Township 17 North, Range 7 East
Ingalls Indiana, Quadrangle
Hancock County, Indiana
39.901028 Latitude, -85.770722 Longitude

PROJECT DESCRIPTION

This project is located at the intersection of SR 9 and SR 234 in the town of Eden in Hancock County, IN. The project extends approximately 0.07 mile north and 0.06 mile south of the intersection along SR 9 and approximately 0.08 mile east and 0.10 mile west of the intersection along SR 234. Per the USGS Ingalls, Indiana Quadrangle Map, the investigated area is situated within Sections 19 & 30, Township 17 North, and Range 7 East.

The project will involve replacing the existing 4-way intersection controlled by flashing beacons and stop signs with a compact, single lane roundabout. Proposed improvements will also include mill and overlay along the approaches to the roundabout. Approximately 3.40 acres of new permanent right-of-way will be required. One commercial property located at the southeast quadrant of the intersection is anticipated to be fully acquired. The project will also require approximately 0.10 acre of temporary right-of-way to connect adjacent driveways.

Land use in the vicinity of the project is rural and suburban consisting primarily of agricultural land, residential, and commercial buildings.

The project has been programmed by INDOT as SR 9 and SR 234 Intersection Improvements, DES No: 2000154.

The investigated area was established using the anticipated project footprint to construct the proposed improvements. The location of the project within Hancock County and the investigated area are shown on the attached mapping.

DESKTOP RECONNAISSANCE

SOILS

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

| Map Abbreviation | Soil Name | NRCS Hydric Soil Category | Hydric Range |
|------------------|--|---------------------------|--------------|
| MmA | Miami silt loam, 0 to 2 percent slopes | Predominately Non-hydric | 5% hydric |
| MmB2 | Miami silt loam, 2 to 6 percent slopes, eroded | Predominately Non-hydric | 6% hydric |

NATIONAL WETLAND INVENTORY (NWI) INFORMATION

There are no NWI features identified within the investigated area. There is one (1) NWI feature, including one (1) riverine wetland, identified near the investigated area.

| Wetland Type | Location |
|---------------------------------|---|
| Riverine (R2UBH)- Barrett Ditch | Approximately 920 feet east of the east project terminus. |

12 DIGIT HUC

051202040403 – Barrett Ditch-Sugar Creek

IDNR FLOODPLAIN PORTAL MAP/FEMA FLOOD INSURANCE RATE MAP (FIRM)

According to the Indiana Department of Natural Resources (IDNR) Floodplain Portal Map and the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM), the investigated area is not located within a floodplain.

ATTACHED DOCUMENTS

- Project Mapping (Project Location, Aerial, Topographic, NWI, 12 Digit HUC, Floodplain, NRCS Soils)
- Photographs with Photo Location Map

FIELD RECONNAISSANCE

No wetlands, streams, roadside ditches, or drainage swales were identified within the investigated area during the onsite investigation for the presence of wetlands and other Waters of the United States (WOTUS) on April 20, 2023, by Crawford, Murphy and Tilly, Inc (CMT).

The investigation for wetlands was conducted in accordance with the *1987 U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual and the August 2010 Midwest Regional Supplement (Version 2.0) Manual*. Representative photographs of the investigated area are provided.

STREAMS

No streams were observed within the investigated area.

WETLANDS

No wetlands were observed within or adjacent to the investigated area. Within the investigated area, no hydrology indicators were observed and the area was dominated by suburban development with mowed turfgrass right-of-way and scattered trees dominated by silver maple (*Acer saccharinum*). The ditches were well drained and no hydrology was present. The three wetland criteria were not met; therefore, no wetlands were present.

OPEN WATER

No open water areas were observed within or adjacent to the investigated area.

OTHER FEATURES

ROADSIDE DITCHES

No roadside ditches were observed within or adjacent to the investigated area.

DRAINAGE FEATURES WITHOUT OHWM

No drainage features without an OHWM were observed within or adjacent to the investigated area.

WILDLIFE EVIDENCE AND CONCERNS

No evidence of wildlife, including observation, tracks, nests, or scat, was identified within the investigated area. All culverts within the investigated area were examined and showed no evidence of wildlife presence. No bridges were identified within the investigated area.

CONCLUSIONS

No Waters of the United States (WOTUS), including wetlands, streams, open water features, or roadside ditches, were identified within or adjacent to the investigated area. No mitigation will be required.

ACKNOWLEDGEMENT

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience and professional judgement in conformance with the *1987 Corps of Engineers Wetlands Delineation Manual*, the appropriate regional supplement, the USACE *Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.



Megan Ottenweller
Environmental Scientist
Crawford, Murphy & Tilly, Inc.

Date: May 16, 2023



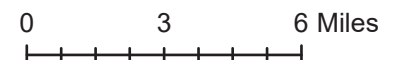
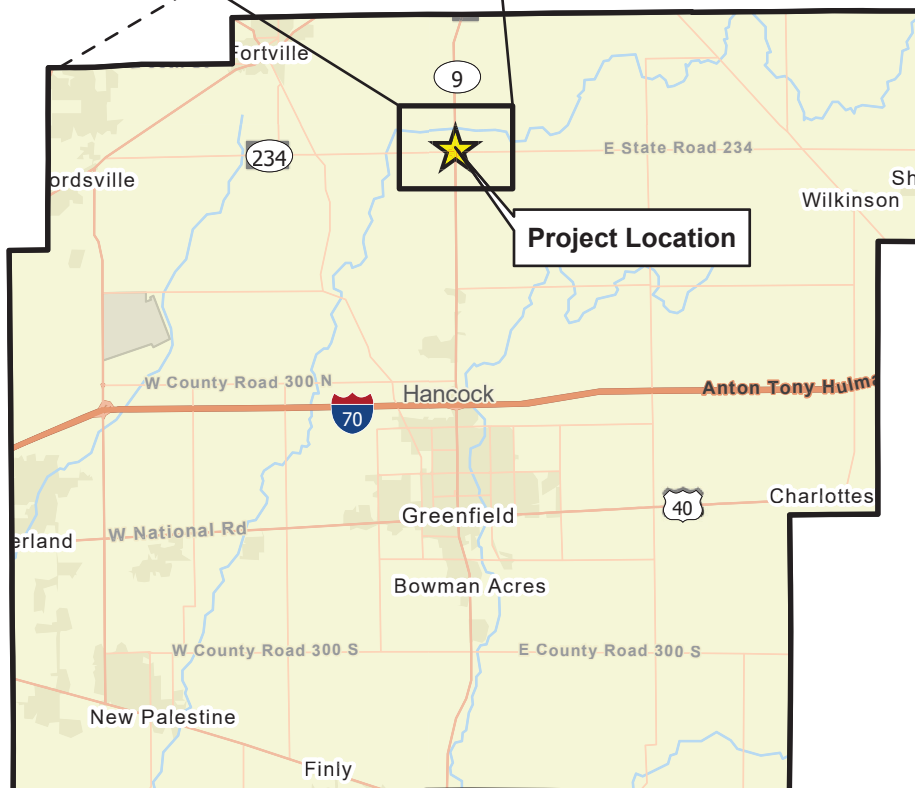
Austin Clarridge - Reviewer
Environmental Scientist
Crawford, Murphy & Tilly, Inc.

Date: May 16, 2023

SUPPORTING DOCUMENTATION

- Maps
- Photos

Photo attachments also shown in other sections of this report have been removed to reduce duplication and file size.



Service Layer Credits: State of Indiana, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

SR 9 at SR 234 Intersection Improvement (Des No 2000154) Location Map - Hancock County, IN

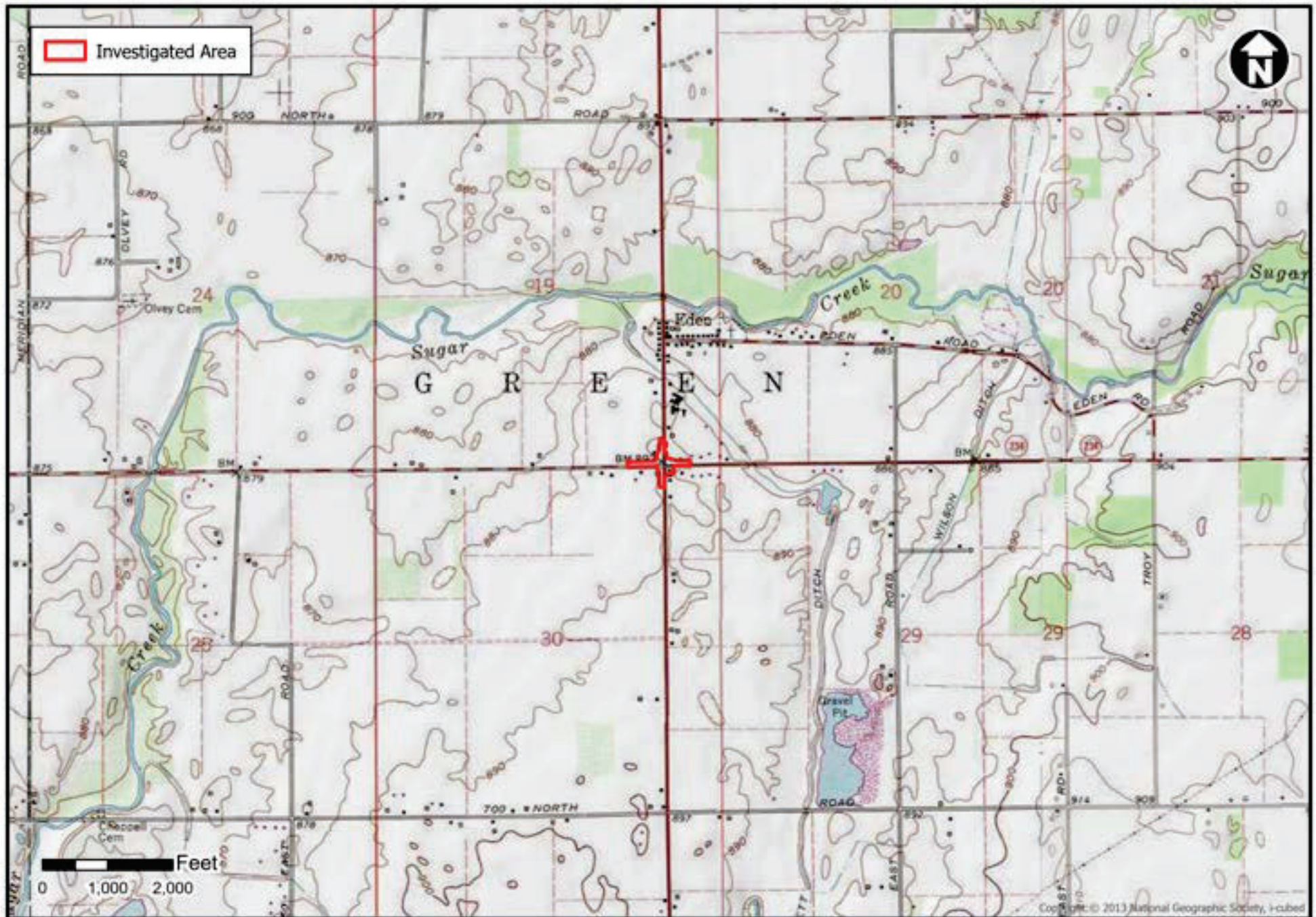
Author: Megan Ottenweller Date: 5/1/2023

F-5



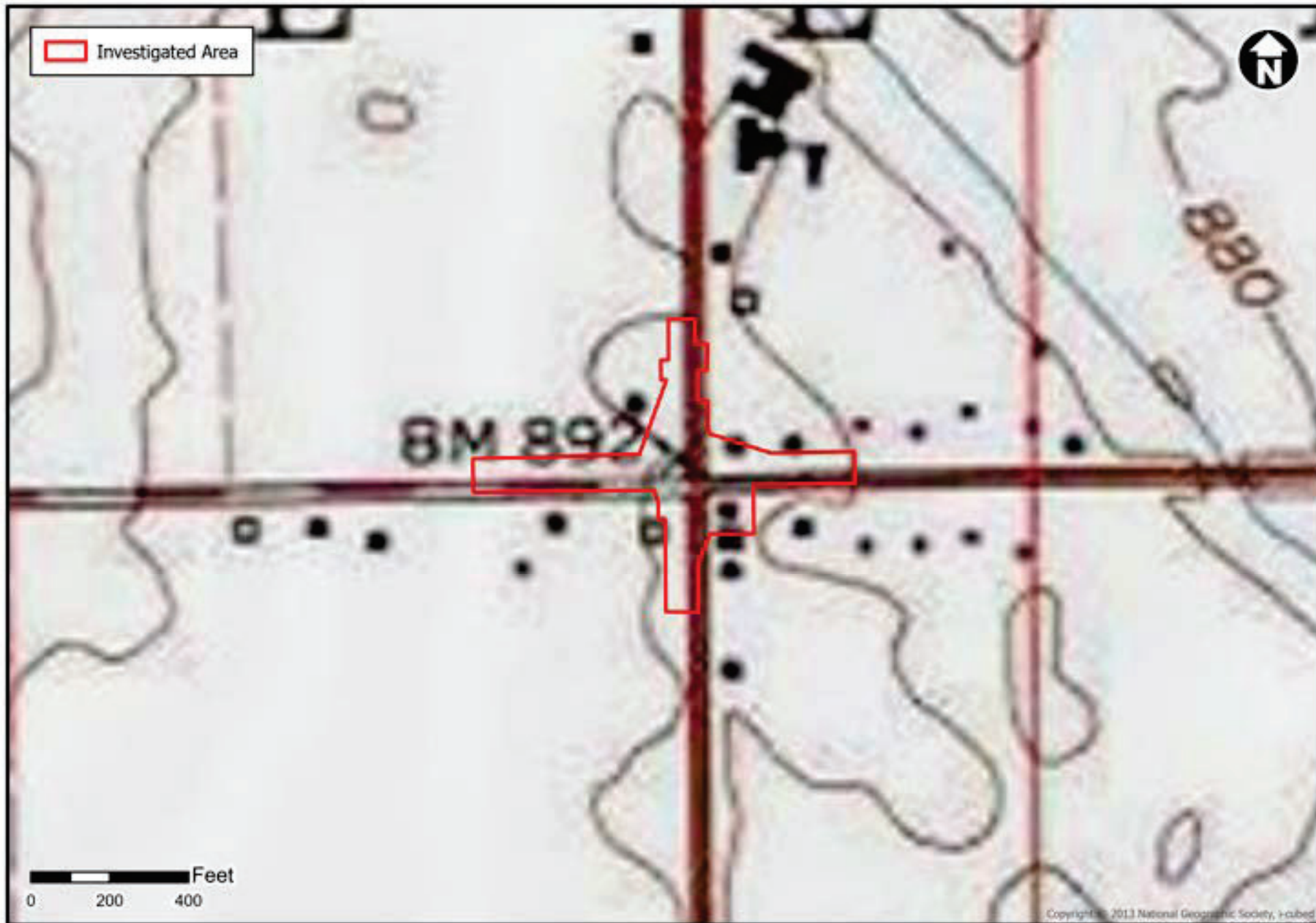


SR 9 and SR 234 Intersection Improvements (Des No. 2000154)
Aerial Map

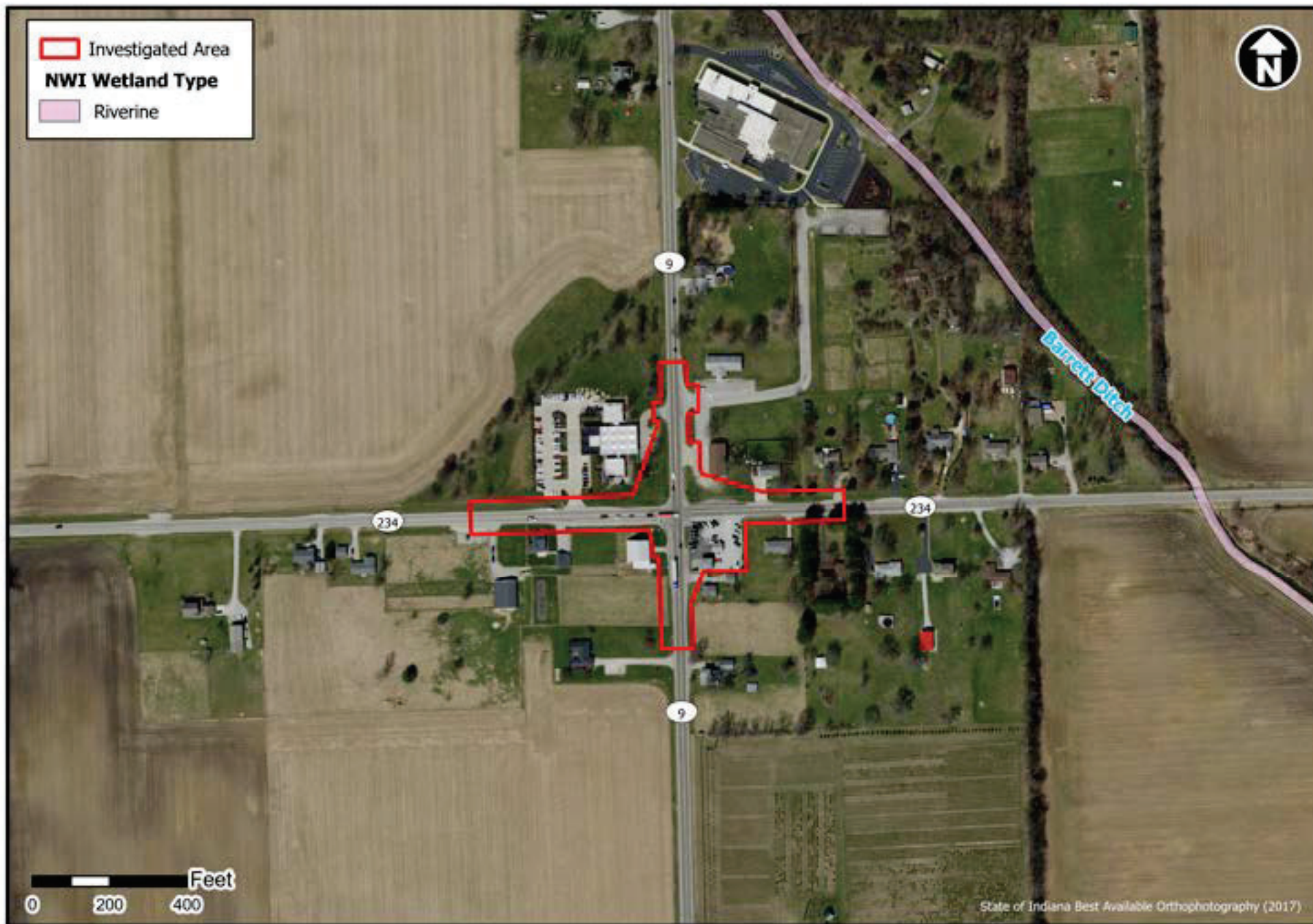


SR 9 and SR 234 Intersection Improvements (Des No. 2000154)

USGS Topographic Map - Ingalls, IN Quadrangle



SR 9 and SR 234 Intersection Improvements (Des No. 2000154)
USGS Topographic Map - Ingalls, IN Quadrangle



SR 9 and SR 234 Intersection Improvements (Des No. 2000154) - Hancock Co., IN

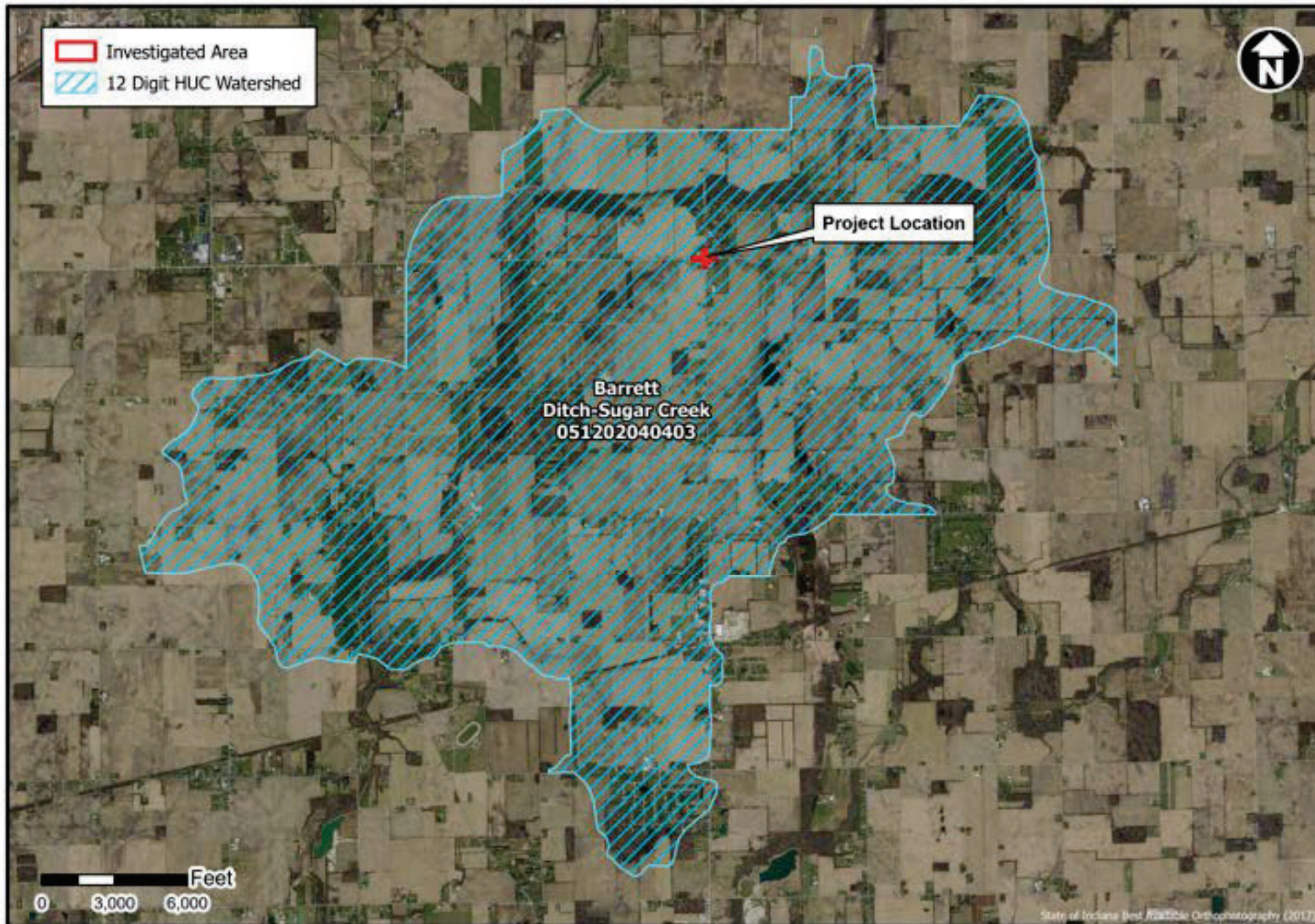
National Wetlands Inventory (NWI) Map

F-9



Crawford, Murphy & Tilly

Author: Megan Ottenweller 5/10/2023



SR 9 and SR 234 Intersection Improvement (Des No 2000154) - Hancock Co., IN
12 Digit Hydrologic Unit Code (HUC) Watershed Map



- Point of Interest
- Base Flood Elevation Point

Flood Elevation Points

- STUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

- 1 - 10
- DNR Approximate Floodway
- DNR Approximate Fringe
- Investigated Area

Point of Interest Coordinates
(WGS84)

Long: **-85.7707400394**

Lat: **39.9010141919**

The information provided below is based on the point of interest shown in the map above.

County: **Hancock**

Approximate Ground Elevation: **892.9 feet (NAVD88)**

Stream Name:
Barrett Ditchn

Base Flood Elevation: **877.7 feet (NAVD88)**

Drainage Area: **Not available**

Best Available Flood Hazard Zone: **Not Mapped**

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **See following pages**

Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**

Floodplain Administrator: **Susan Bodkin, County Surveyor**

Community Jurisdiction: **Hancock County, County proper**

Phone: **(317) 477-1150**

Email: **sbodkin@hancockcoingov.org**

US Army Corps of Engineers District: **Louisville**

National Flood Hazard Layer FIRMette



85°46'33"W 39°54'18"N



0 250 500 1,000 1,500 2,000 Feet 1:6,000

F-12

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

| | |
|-----------------------------|---|
| SPECIAL FLOOD HAZARD AREAS | Without Base Flood Elevation (BFE) Zone A, X, AE, AO, AN, VE, AR |
| | Regulatory Floodway |
| | |
| OTHER AREAS OF FLOOD HAZARD | 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X |
| | Future Conditions 1% Annual Chance Flood Hazard Zone X |
| | Area with Reduced Flood Risk due to Levee. See Notes. Zone X |
| | Area with Flood Risk due to Levee Zone D |
| OTHER AREAS | NO SCREEN Area of Minimal Flood Hazard Zone X |
| | Effective LOMRs |
| | Area of Undetermined Flood Hazard Zone D |
| GENERAL STRUCTURES | Channel, Culvert, or Storm Sewer |
| | Levee, Dike, or Floodwall |
| OTHER FEATURES | 20.2 Cross Sections with 1% Annual Chance Water Surface Elevation |
| | 17.8 Coastal Transect |
| | Base Flood Elevation Line (BFE) |
| | Limit of Study |
| | Jurisdiction Boundary |
| | Coastal Transect Baseline |
| | Profile Baseline |
| MAP PANELS | Hydrographic Feature |
| | Digital Data Available |
| | No Digital Data Available |
| MAP PANELS | Unmapped |
| | The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location. |

Investigated Area

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/19/2023 at 12:05 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmoderated areas cannot be used for regulatory purposes.



SR 9 and SR 234 Intersection Improvements (Des No. 2000154) - Hancock Co., IN **NRCS SSURGO Soil Survey Map**



Crawford, Murphy & Tilly

Author: Megan Ottenweiler 5/10/2023

Map Unit Description (Brief, Generated)

Hancock County, Indiana

[Minor map unit components are excluded from this report]

Map unit: MmA - Miami silt loam, 0 to 2 percent slopes

Component: Miami (90%)

The Miami component makes up 90 percent of the map unit. Slopes are 0 to 2 percent. This component is on till plains on till plains. The parent material consists of loess over loamy till. Depth to a root restrictive layer, densic material, is 24 to 40 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 33 inches during January, February, March, April, December. Organic matter content in the surface horizon is about 2 percent. This component is in the F111AY009IN Till Ridge ecological site. Nonirrigated land capability classification is 2s. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 28 percent.

Map unit: MmB2 - Miami silt loam, 2 to 6 percent slopes, eroded

Component: Miami, eroded (85%)

The Miami, eroded component makes up 85 percent of the map unit. Slopes are 2 to 6 percent. This component is on moraines on till plains. The parent material consists of loess over loamy till. Depth to a root restrictive layer, densic material, is 24 to 40 inches. The natural drainage class is moderately well drained. Water movement in the most restrictive layer is low. Available water to a depth of 60 inches (or restricted depth) is moderate. Shrink-swell potential is low. This soil is not flooded. It is not ponded. A seasonal zone of water saturation is at 30 inches during January, February, March, April, December. Organic matter content in the surface horizon is about 2 percent. This component is in the F111XA009IN Till Ridge ecological site. Nonirrigated land capability classification is 2e. This soil does not meet hydric criteria. The calcium carbonate equivalent within 40 inches, typically, does not exceed 33 percent.

Hydric Soils

Hancock County, Indiana

[This report lists only those map unit components that are rated as hydric. Dashes (---) in any column indicate that the data were not included in the database. Definitions of hydric criteria codes are included at the end of the report]

| Map symbol and map unit name | Component | Percent of map unit | Landform | Hydric rating | Hydric criteria |
|--|------------------------------------|---------------------|-------------|---------------|-----------------|
| MmA: | | | | | |
| Miami silt loam, 0 to 2 percent slopes | Treaty, drained | 5 | Till plains | Yes | 2, 3 |
| MmB2: | | | | | |
| Miami silt loam, 2 to 6 percent slopes, eroded | Brookston | 4 | Depressions | Yes | 2, 3 |
| | Treaty, frequently ponded, drained | 2 | Depressions | Yes | 2 |

Hydric Soils

This table lists the map unit components that are rated as hydric soils in the survey area. This list can help in planning land uses; however, onsite investigation is recommended to determine the hydric soils on a specific site (National Research Council, 1995; Hurt and others, 2002).

The three essential characteristics of wetlands are hydrophytic vegetation, hydric soils, and wetland hydrology (Cowardin and others, 1979; U.S. Army Corps of Engineers, 1987; National Research Council, 1995; Tiner, 1985). Criteria for all of the characteristics must be met for areas to be identified as wetlands. Undrained hydric soils that have natural vegetation should support a dominant population of ecological wetland plant species. Hydric soils that have been converted to other uses should be capable of being restored to wetlands.

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

The NTCHS definition identifies general soil properties that are associated with wetness. In order to determine whether a specific soil is a hydric soil or nonhydric soil, however, more specific information, such as information about the depth and duration of the water table, is needed. Thus, criteria that identify those estimated soil properties unique to hydric soils have been established (Federal Register, 2002). These criteria are used to identify map unit components that normally are associated with wetlands. The criteria used are selected estimated soil properties that are described in "Soil Taxonomy" (Soil Survey Staff, 1999) and "Keys to Soil Taxonomy" (Soil Survey Staff, 2003) and in the "Soil Survey Manual" (Soil Survey Division Staff, 1993).

If soils are wet enough for a long enough period of time to be considered hydric, they should exhibit certain properties that can be easily observed in the field. These visible properties are indicators of hydric soils. The indicators used to make onsite determinations of hydric soils are specified in "Field Indicators of Hydric Soils in the United States" (Hurt and others, 2002).

Hydric soils are identified by examining and describing the soil to a depth of about 20 inches. This depth may be greater if determination of an appropriate indicator so requires. It is always recommended that soils be excavated and described to the depth necessary for an understanding of the redoximorphic processes. Then, using the completed soil descriptions, soil scientists can compare the soil features required by each indicator and specify which indicators have been matched with the conditions observed in the soil. The soil can be identified as a hydric soil if at least one of the approved indicators is present.

Map units that are dominantly made up of hydric soils may have small areas, or inclusions, of nonhydric soils in the higher positions on the landform, and map units dominantly made up of nonhydric soils may have inclusions of hydric soils in the lower positions on the landform.

The criteria for hydric soils are represented by codes in the table (for example, 2B3). Definitions for the codes are as follows:

1. All Histels except for Folistels, and Histosols except for Folists.
2. Soils in Aquic suborders, great groups, or subgroups, Albolls suborder, Historthels great group, Histoturbels great group, Pachic subgroups, or Cumulic subgroups that:
 - A. are somewhat poorly drained and have a water table at the surface (0.0 feet) during the growing season, or
 - B. are poorly drained or very poorly drained and have either:
 - 1) a water table at the surface (0.0 feet) during the growing season if textures are coarse sand, sand, or fine sand in all layers within a depth of 20 inches, or
 - 2) a water table at a depth of 0.5 foot or less during the growing season if permeability is equal to or greater than 6.0 in/hr in all layers within a depth of 20 inches, or
 - 3) a water table at a depth of 1.0 foot or less during the growing season if permeability is less than 6.0 in/hr in any layer within a depth of 20 inches.
3. Soils that are frequently ponded for long or very long duration during the growing season.
4. Soils that are frequently flooded for long or very long duration during the growing season.

References:

- Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. Classification of wetlands and deep-water habitats of the United States. U.S. Fish and Wildlife Service FWS/OBS-79/31.
- Federal Register. September 18, 2002. Hydric soils of the United States.
- Federal Register. July 13, 1994. Changes in hydric soils of the United States.
- Hurt, G.W., P.M. Whited, and R.F. Pringle, editors. Version 5.0, 2002. Field indicators of hydric soils in the United States.
- National Research Council. 1995. Wetlands: Characteristics and boundaries.
- Soil Survey Division Staff. 1993. Soil survey manual. Soil Conservation Service. U.S. Department of Agriculture Handbook 18.
- Soil Survey Staff. 2003. Keys to soil taxonomy. 9th edition. U.S. Department of Agriculture, Natural Resources Conservation Service.
- Soil Survey Staff. 1999. Soil taxonomy: A basic system of soil classification for making and interpreting soil surveys. 2nd edition. Natural Resources Conservation Service. U.S. Department of Agriculture Handbook 436.
- Tiner, R.W., Jr. 1985. Wetlands of Delaware. U.S. Fish and Wildlife Service and Delaware Department of Natural Resources and Environmental Control, Wetlands Section.
- United States Army Corps of Engineers, Environmental Laboratory. 1987. Corps of Engineers wetlands delineation manual. Waterways Experiment Station Technical Report Y-87-1.

SR 9 and SR 234 Intersection Improvement

APPENDIX G: PUBLIC INVOLVMENT



NOTICE OF SURVEY

May 23, 2022

RE: State Road 9 and 234 Intersection Improvement
Hancock County, Indiana

Dear Property Owner:

Our information indicates that you own or occupy property near this proposed highway project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by law by Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

The survey work will include mapping the location of features such as trees, buildings, fences and drives, and obtaining ground elevations. The survey work may also include the identification and mapping of wetlands, archaeological investigations (which may include excavation of small shovel test probes), and various other environmental studies. The survey is needed for the proper planning and design of this highway project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or contact me at the phone number or address shown herein.

Sincerely,



VS Engineering, Inc.
Andrew B. McClelland, P.S.
Project Surveyor
317-293-3542, x-178

Des. No. 2000154



NOTICE OF SURVEY

April 26, 2023

RE: State Road 9 and 234 Intersection Improvement
Hancock County, Indiana

Dear Property Owner:

Our information indicates that you own or occupy property near this proposed highway project. Our employees will be doing a survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by law by Indiana Code IC 8-23-7-26. They will show you their identification, if you are available, before coming onto your property. If you have sold this property, or it is occupied by someone else, please let us know the name and address of the new owner or current occupant so we can contact them about the survey.

At this stage we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

The survey work will include mapping the location of features such as trees, buildings, fences and drives, and obtaining ground elevations. The survey work may also include the identification and mapping of wetlands, archaeological investigations (which may include excavation of small shovel test probes), and various other environmental studies. The survey is needed for the proper planning and design of this highway project. Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our field crew or contact me at the phone number or address shown herein.

Most Sincerely,

CRAWFORD, MURPHY & TILLY, INC.

A handwritten signature in black ink that reads "Morgan Stumpf".

Morgan Stumpf, Senior Engineer
317.492.9165

Des. No. 2000154

SR 9 and SR 234 Intersection Improvement

APPENDIX H: AIR QUALITY



Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2026 - 2030

| SPONSOR | CONTRACT # / LEAD DES | PROJECT GROUP # | STIP NAME | ROUTE | WORK TYPE | DISTRICT | MILES | FEDERAL CATEGORY | Toal Cost of Project* | PROGRAM | PHASE | FEDERAL | MATCH | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|--------------------------|--------------------|--------------|---------|---|------------|-------|---------------------|-----------------------------|-------------------------|-------|----------------|----------------|----------------|-------------|------|----------------|------|
| Hancock County | | | | | | | | | | | | | | | | | | |
| Indiana Department of Transportation | 42268 / 1900201 | 2 | Init. | SR 234 | Small Structure Replacement | Greenfield | 0 | STBG | \$713,702.00 | Bridge Construction | CN | \$383,228.00 | \$95,807.00 | \$479,035.00 | | | | |
| Performance Measure Impacted: Bridge Condition | | | | | | | | | | | | | | | | | | |
| Location: 5.191 MI E SR 9 | | | | | | | | | | | | | | | | | | |
| Comments:Include DES 1900201 | | | | | | | | | | | | | | | | | | |
| Indiana Department of Transportation | 43940 / 2100216 | | Init. | SR 109 | Pavement Replacement | Greenfield | .777 | STBG | \$10,087,203.00 | Bridge Construction | CN | \$107,332.00 | \$26,833.00 | \$134,165.00 | | | | |
| | | | | | | | | | | Road Construction | CN | \$6,732,830.40 | \$1,683,207.60 | \$8,416,038.00 | | | | |
| Performance Measure Impacted: Pavement Condition | | | | | | | | | | | | | | | | | | |
| Location: From 1.84 mi S of SR 234 (SCL Wilkinson) to 1.06 mi S of SR 234 (NCL Wilkinson) | | | | | | | | | | | | | | | | | | |
| Comments:Include DES 2100216, 2100281 | | | | | | | | | | | | | | | | | | |
| Indiana Department of Transportation | 44131 / 2000154 | | Init. | SR 9 | Intersection Improvement, Roundabout | Greenfield | 1.46 | STBG | \$2,816,732.98 | Safety Construction | CN | \$1,866,686.38 | \$466,671.59 | \$2,333,357.98 | | | | |
| Performance Measure Impacted: Safety | | | | | | | | | | | | | | | | | | |
| Location: At 234 | | | | | | | | | | | | | | | | | | |
| Comments:Include DES 2000154 | | | | | | | | | | | | | | | | | | |
| Hancock County | 44846 / 2201632 | | Init. | IR 9401 | Bridge Replacement | Greenfield | .08 | STBG | \$2,754,165.00 | Local Funds | CN | \$0.00 | \$474,480.00 | | | | \$474,480.00 | |
| | | | | | | | | | | Local Funds | RW | \$0.00 | \$9,000.00 | | \$9,000.00 | | | |
| | | | | | | | | | | Local Bridge Program | CN | \$1,897,920.00 | \$0.00 | | | | \$1,897,920.00 | |
| | | | | | | | | | | Local Bridge Program | RW | \$36,000.00 | \$0.00 | | \$36,000.00 | | | |
| Performance Measure Impacted: Bridge Condition | | | | | | | | | | | | | | | | | | |
| Location: Bridge 24 CR 900N over Sugar Creek | | | | | | | | | | | | | | | | | | |
| Comments:Include DES 2201632 | | | | | | | | | | | | | | | | | | |
| Hancock County | 44847 / 2201631 | | Init. | IR 9402 | Bridge Replacement | Greenfield | .078 | STBG | \$2,639,864.00 | Local Bridge Program | CN | \$1,780,160.00 | \$0.00 | | | | \$1,780,160.00 | |
| | | | | | | | | | | Local Funds | CN | \$0.00 | \$445,040.00 | | | | \$445,040.00 | |
| | | | | | | | | | | Local Funds | RW | \$0.00 | \$6,000.00 | | \$6,000.00 | | | |
| | | | | | | | | | | Local Bridge Program | RW | \$24,000.00 | \$0.00 | | \$24,000.00 | | | |

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

SR 9 and SR 234 Intersection Improvement

APPENDIX I: ADDITIONAL STUDIES/REPORTS



Land and Water Conservation Fund Summary Report

Indiana; Hancock County

(Unofficial report; contact us to learn where to find official information: <https://lwcf.tplgis.org/contact>)

May 8, 2025

Number of projects funded:

4

Year range of funding:

1979 - 2011

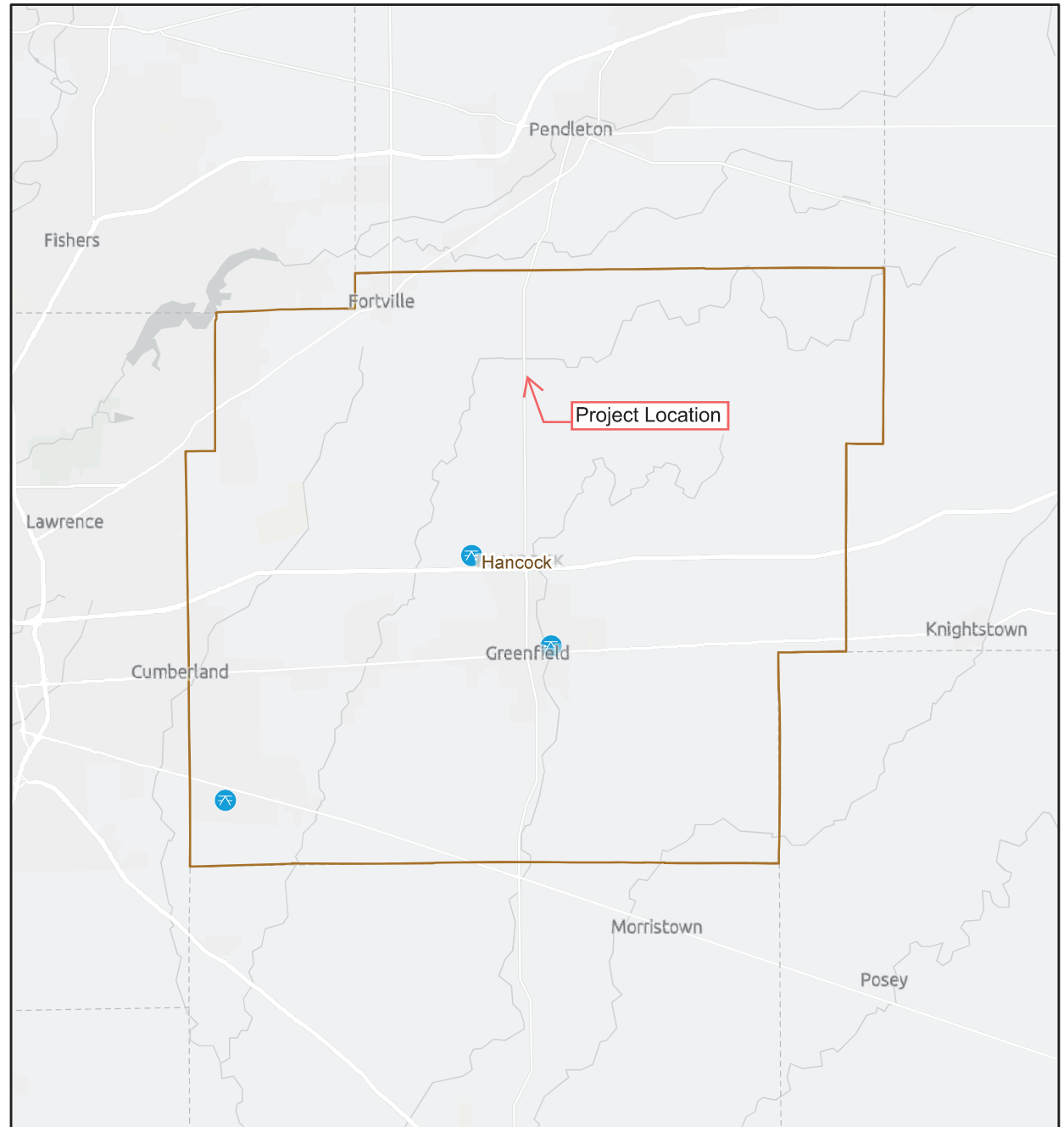
Total funding received (estimate):

\$780,000

Legend

Project funded by LWCF

 State and Local Assistance Program (4)



This report was created on May 8, 2025 using the Land and Water Conservation Fund interactive mapping site. It is for informational purposes only. The providers of this report disclaim any and all warranties, express or implied, including fitness for a particular purpose or merchantability, and make no representation that the report is complete, accurate, or error free. Use and reliance on this report is at the sole risk of the party using same.
© 2025 The Trust for Public Land.

Nick Batta
Crawford, Murphy & Tilly Inc.
Indianapolis Group Manager
8790 Purdue Road
Indianapolis, IN 46268

08/04/2025

RE: Des. No. 200154 SR 9 and SR 234 Intersection – Traffic Analysis Memo

Project Description

The project is located at the intersection of SR 9 and SR 234, specifically at Reference Point (RP) 54+35 on SR 9 and RP 61+45 on SR 234, within the town of Eden in Hancock County. This intersection is currently configured as an all-way stop-controlled intersection. Historically, it has experienced elevated crash rates, with a notable pattern of rear-end collisions attributed to vehicle queuing. Despite the implementation of various countermeasures—such as overhead flashers and enhanced signage—these efforts have not successfully mitigated the frequency of crashes.

In response to these safety concerns, the Indiana Department of Transportation (INDOT) conducted an Engineering Assessment Report in 2019. The report recommended converting the existing all-way stop into a signal-controlled intersection with the addition of new turn lanes as the preferred alternative. However, in 2022, CMT performed a supplementary analysis to assess the conceptual costs and right-of-way impacts associated with implementing a roundabout as an alternative to the proposed signalized intersection. This subsequent evaluation led to a revision in the project scope, favoring a roundabout configuration due to its reduced right-of-way requirements and potential operational benefits.

This memo presents the findings of the updated traffic and safety analysis for the intersection, incorporating recent crash data and traffic volume counts. The results are compared against those documented in INDOT's 2019 Engineering Assessment Report. The design year for the project is 2045, and all projections and recommendations are made with this planning horizon in mind. Attachments to this memo include the 2025 turning movement count summary and peak hour volumes (Attachment 1); crash location map and collision severity graphics for the years 2022 through 2024 (Attachment 2); the RoadHAT safety analysis report (Attachment 3); volumes used for capacity analysis (Attachment 4); HCS reports (Attachment 5); and INDOT Traffic Signal Warrant Summary Worksheet (Attachment 6).

Traffic Data

The initial assessment of the intersection utilized traffic data collected in 2019. To support the current analysis, INDOT conducted a new traffic count on Tuesday, July 22, 2025, at the intersection of SR 9 and SR 234. This count included both morning and afternoon peak hour volumes, as well as a 24-hour turning movement count. The detailed results are presented in Attachment 1.

To derive Average Annual Daily Traffic (AADT) values, the raw counts were adjusted using the latest INDOT Traffic Adjustment Factors (2024), accounting for seasonal variation (Mi) and weekday effects (Di). According to the INDOT

Traffic Count Database System, SR 9 is classified as a Minor Arterial (R2_SWGA), while SR 234 is designated as a Major Collector (R3_SWGA). The resulting AADT calculations are summarized in Table 1.

Table 1. AADT calculation/

| | | VOL | Mi | Di | AADT | Directional Distribution | AADT |
|---------------------|----|------|------|-------|------|--------------------------|------|
| SR 9 (FC R2_SWGA) | NB | 4613 | 0.96 | 0.937 | 4149 | 55% | 7496 |
| | SB | 3720 | 0.96 | 0.937 | 3346 | 45% | |
| SR 234 (FC R3_SWGA) | EB | 3173 | 0.98 | 1 | 3110 | 59% | 5227 |
| | WB | 2161 | 0.98 | 1 | 2118 | 41% | |

To project traffic volumes for the design year 2045, growth rates from Attachment 7 of INDOT's 2019 Engineering Assessment Report were applied. A linear annual growth rate of 0.63% was used for SR 9, and 1.13% for SR 234. These projections support long-term planning and capacity evaluation for the proposed intersection improvements.

A summary of the traffic data, including historical and projected volumes, directional distribution, speed limits, and functional classifications, is provided in Table 2.

Table 2. Traffic Data Summary

| Traffic Data | SR 9 | SR 234 |
|--------------------------|----------------|-----------------------|
| A.A.D.T. (2019) | 7496 V.P.D. | 5227 V.P.D. |
| A.A.D.T. (2045) | 8441 V.P.D. | 6409 V.P.D. |
| Directional Distribution | 55% / 45 % | 59% / 41% |
| Speed (mph) | 40 | 55 |
| Functional Class | Minor Arterial | Rural Major Collector |
| Rural/Urban | Rural | Rural |

Crash Data and RoadHAT Analysis

Previous evaluations of the intersection relied on crash data from 2016 to 2018 to establish the need for safety improvements. To update this analysis, crash records from 2022 through 2024 within a 500-foot radius of the intersection were reviewed. Attachment 2 provides a visual representation of crash locations, along with charts detailing the manner of collision and crash severity.

Crash frequency and cost indices were calculated using RoadHAT version 4.1, configured with Indiana state settings. The analysis produced an Index of Crash Frequency (ICF) of 1.22, indicating that the intersection experiences a crash frequency more than one standard deviation above the expected rate for similar intersections statewide. Conversely, the Index of Crash Cost (ICC) was negative, reflecting a relatively low number of fatal and incapacitating crashes at the location. While these values show some improvement compared to the previous analysis, this should not be interpreted as a definitive indication of enhanced safety conditions at the intersection.

The full RoadHAT report is included in Attachment 3. A summary of the crash data and safety metrics is presented in Table 3.

Table 3. Crash Data Summary

The reported ICC and ICF values are swapped in Table 3. Please refer to the Purpose and Need Section of the report, or Appendix I, page I-11, for accurately displayed representation of data

| | |
|--|-------|
| ICC | 1.22 |
| ICF | -0.18 |
| First Year of Crash Data | 2022 |
| Last Year of Crash Data | 2024 |
| Number of Crashes | 24 |
| Number of Fatal and Incapacitating Crashes | 1 |
| Number of Non-Incapacitating Crashes | 2 |
| Number of Property Damage Only Crashes | 21 |

Capacity Analysis

An operational analysis was conducted for two scenarios: existing conditions in 2025 using recently collected traffic counts, and projected conditions for the design year 2045 assuming no improvements are made at the intersection. The analysis focused on both morning and afternoon peak periods. Highway Capacity Software (HCS) 2025, Version 8.4, which incorporates methodologies from the Highway Capacity Manual, 7th Edition (HCM7), was used to evaluate the intersection as an All-Way Stop-Controlled (AWSC) facility.

The results of the analysis are summarized in Table 4 below.

Table 4.

| Intersection | Approach | 2025 Existing Conditions LOS (Delay {sec}) | | 2045 Design year No Build LOS (Delay {sec}) | |
|--------------------|--------------|---|----------|--|-----------|
| | | AM | PM | AM | PM |
| SR-9 AND SR-234 | EB | B (12.3) | F (58.4) | C (15.7) | F (139.6) |
| | WB | C (17.3) | C (20.8) | D (32.1) | D (27.1) |
| | NB | C (21.7) | F (57) | E (47.3) | F (111.6) |
| | SB | C (21.1) | E (40.1) | E (45) | F (66.8) |
| | Intersection | C (18.8) | E (48.7) | E (37.1) | F (100.1) |

The operational analysis of the intersection under current conditions indicates that it performs at acceptable levels of service during the morning peak period. However, the afternoon peak reveals significant congestion and delays, particularly for the eastbound and southbound approaches, both of which operate at Level of Service (LOS) F.

Looking ahead to the 2045 design year, projected traffic volumes suggest a further decline in performance. During the afternoon peak, multiple approaches and the overall intersection are expected to operate at LOS F. Additionally, the northbound and southbound approaches are anticipated to degrade to LOS E during the morning peak. These findings highlight existing capacity limitations and the need for operational improvements.

Supporting materials, including turning movement counts and detailed HCS reports, are provided in Attachments 4 and 5.

Signal Warrant Analysis

As part of the traffic data collection conducted by INDOT on July 22, 2025, a Signal Warrant Analysis was performed by Bill Tanner from INDOT. This evaluation utilized the Indiana Department of Transportation Traffic Signal Warrant Summary Worksheet and was reviewed as part of the broader analysis presented in this memo. Based on the results, the intersection did not meet any of the nine signal warrants. This outcome is primarily attributed to the posted speed limit of 40 mph on the major street, SR 9, which required the intersection to be evaluated against 100% of the volume thresholds outlined in the warrant criteria.

To further assess signal warrant eligibility, an additional analysis was conducted using HCS, which allows evaluation against 70% of the volume thresholds. Under this methodology, the intersection was found to meet Warrants 1, 2, and 3. These findings were subsequently validated using the INDOT Traffic Signal Warrant Summary Worksheet, assuming a critical speed greater than 40 mph. The warrant analysis conducted by INDOT is provided and HCS analysis are provided in Attachment 6.

Conclusion

This memo presents a comprehensive evaluation of the SR 9 and SR 234 intersection in Eden, Hancock County, incorporating updated traffic volumes, crash data, operational performance, and signal warrant analysis. The findings reaffirm the need for intersection improvements to address existing safety concerns and projected operational deficiencies. While previous assessments supported a signalized intersection, subsequent analysis and design considerations have led to the selection of a roundabout as the preferred alternative, offering reduced right-of-way impacts and improved long-term performance.

The supporting data and attachments included provide the necessary documentation to advance the project through the next phases of design and implementation.

Prepared By:

David Holguin-Mejia

Roadway and Traffic Engineer I

Study Name GF - SR 9 & SR 234 Eden Hancock Co
Start Date Tuesday, July 22, 2025 12:00 AM
End Date Wednesday, July 23, 2025 12:00 AM
Site Code

Road Volumes

| TMV | Movement | | | | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | Grand Total |
|----------------|----------|----|---|---|------------|---|----|----|-----------|-------|---|----|------------|---|-------|----|-----------|---|---|-------|-------------|
| Interval | R | T | L | U | Total | R | T | L | U | Total | R | T | L | U | Total | R | T | L | U | Total | Total |
| 7/22/2025 | 0 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 1 | 9 | 2 | 0 | 12 | 1 | 2 | 2 | 0 | 5 | 25 |
| 7/22/2025 0:15 | 0 | 6 | 1 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 1 | 11 | 4 | 0 | 16 | 0 | 1 | 2 | 0 | 3 | 27 |
| 7/22/2025 0:30 | 0 | 9 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 1 | 2 | 0 | 0 | 3 | 19 |
| 7/22/2025 0:45 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 1 | 2 | 1 | 0 | 4 | 11 |
| 7/22/2025 1:00 | 0 | 13 | 0 | 0 | 13 | 1 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 7 | 3 | 1 | 0 | 0 | 4 | 25 |
| 7/22/2025 1:15 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 15 |
| 7/22/2025 1:30 | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 13 |
| 7/22/2025 1:45 | 0 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 16 |
| 7/22/2025 2:00 | 1 | 7 | 0 | 0 | 8 | 0 | 1 | 1 | 0 | 2 | 0 | 5 | 1 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 18 |
| 7/22/2025 2:15 | 0 | 7 | 1 | 0 | 8 | 0 | 1 | 1 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 17 |
| 7/22/2025 2:30 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7/22/2025 2:45 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 15 |
| 7/22/2025 3:00 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| 7/22/2025 3:15 | 0 | 7 | 0 | 0 | 7 | 1 | 1 | 2 | 0 | 4 | 0 | 8 | 0 | 0 | 8 | 1 | 2 | 0 | 0 | 3 | 22 |
| 7/22/2025 3:30 | 1 | 7 | 0 | 0 | 8 | 1 | 3 | 2 | 0 | 6 | 0 | 8 | 1 | 0 | 9 | 1 | 0 | 1 | 0 | 2 | 25 |
| 7/22/2025 3:45 | 0 | 6 | 2 | 0 | 8 | 0 | 6 | 3 | 0 | 9 | 0 | 7 | 0 | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 25 |
| 7/22/2025 4:00 | 0 | 13 | 0 | 0 | 13 | 1 | 2 | 4 | 0 | 7 | 1 | 7 | 1 | 0 | 9 | 2 | 1 | 0 | 0 | 3 | 32 |
| 7/22/2025 4:15 | 1 | 16 | 3 | 0 | 20 | 0 | 4 | 5 | 0 | 9 | 0 | 11 | 2 | 0 | 13 | 0 | 2 | 1 | 0 | 3 | 45 |
| 7/22/2025 4:30 | 4 | 23 | 0 | 0 | 27 | 1 | 3 | 3 | 0 | 7 | 0 | 12 | 1 | 0 | 13 | 7 | 3 | 1 | 0 | 11 | 58 |
| 7/22/2025 4:45 | 1 | 17 | 0 | 0 | 18 | 5 | 14 | 5 | 0 | 24 | 0 | 13 | 0 | 0 | 13 | 4 | 0 | 0 | 0 | 4 | 59 |
| 7/22/2025 5:00 | 1 | 24 | 0 | 0 | 25 | 0 | 9 | 11 | 0 | 20 | 1 | 17 | 6 | 0 | 24 | 4 | 5 | 1 | 0 | 10 | 79 |
| 7/22/2025 5:15 | 1 | 29 | 0 | 0 | 30 | 0 | 17 | 9 | 0 | 26 | 1 | 23 | 8 | 0 | 32 | 5 | 6 | 2 | 0 | 13 | 101 |
| 7/22/2025 5:30 | 1 | 45 | 0 | 0 | 46 | 4 | 30 | 11 | 0 | 45 | 0 | 26 | 4 | 0 | 30 | 7 | 11 | 1 | 0 | 19 | 140 |
| 7/22/2025 5:45 | 0 | 52 | 4 | 0 | 56 | 1 | 16 | 9 | 0 | 26 | 1 | 32 | 12 | 0 | 45 | 10 | 24 | 4 | 0 | 38 | 165 |
| 7/22/2025 6:00 | 9 | 52 | 0 | 0 | 61 | 3 | 22 | 12 | 0 | 37 | 0 | 29 | 6 | 0 | 35 | 6 | 21 | 3 | 0 | 30 | 163 |
| 7/22/2025 6:15 | 11 | 59 | 2 | 0 | 72 | 2 | 46 | 9 | 0 | 57 | 2 | 31 | 6 | 0 | 39 | 7 | 20 | 2 | 0 | 29 | 197 |
| 7/22/2025 6:30 | 5 | 71 | 1 | 0 | 77 | 5 | 37 | 10 | 0 | 52 | 4 | 44 | 13 | 0 | 61 | 10 | 14 | 4 | 0 | 28 | 218 |
| 7/22/2025 6:45 | 6 | 57 | 2 | 0 | 65 | 4 | 32 | 13 | 0 | 49 | 4 | 45 | 8 | 0 | 57 | 20 | 20 | 2 | 0 | 42 | 213 |
| 7/22/2025 7:00 | 4 | 54 | 2 | 0 | 60 | 4 | 38 | 9 | 0 | 51 | 2 | 36 | 20 | 0 | 58 | 16 | 26 | 1 | 0 | 43 | 212 |
| 7/22/2025 7:15 | 9 | 67 | 2 | 0 | 78 | 5 | 44 | 5 | 0 | 54 | 5 | 67 | 27 | 0 | 99 | 22 | 24 | 1 | 0 | 47 | 278 |
| 7/22/2025 7:30 | 7 | 72 | 3 | 0 | 82 | 1 | 40 | 10 | 0 | 51 | 2 | 42 | 25 | 0 | 69 | 23 | 24 | 5 | 0 | 52 | 254 |
| 7/22/2025 7:45 | 9 | 64 | 0 | 0 | 73 | 3 | 51 | 12 | 0 | 66 | 2 | 46 | 17 | 0 | 65 | 19 | 14 | 6 | 0 | 39 | 243 |
| 7/22/2025 8:00 | 1 | 58 | 4 | 0 | 63 | 6 | 37 | 9 | 0 | 52 | 7 | 40 | 19 | 0 | 66 | 18 | 22 | 2 | 0 | 42 | 223 |
| 7/22/2025 8:15 | 3 | 59 | 2 | 0 | 64 | 0 | 33 | 5 | 0 | 38 | 4 | 47 | 23 | 0 | 74 | 30 | 15 | 5 | 0 | 50 | 226 |
| 7/22/2025 8:30 | 7 | 55 | 3 | 0 | 65 | 8 | 26 | 7 | 0 | 41 | 3 | 54 | 29 | 0 | 86 | 27 | 11 | 7 | 0 | 45 | 237 |

| | | | | | | | | | | | | | | | | | | | | | |
|-----------------|----|----|---|---|----|---|----|----|---|----|----|----|----|---|-----|----|----|----|---|-----|-----|
| 7/22/2025 8:45 | 3 | 55 | 4 | 0 | 62 | 1 | 18 | 7 | 0 | 26 | 2 | 37 | 11 | 0 | 50 | 19 | 13 | 2 | 0 | 34 | 172 |
| 7/22/2025 9:00 | 4 | 38 | 3 | 0 | 45 | 1 | 15 | 6 | 0 | 22 | 3 | 39 | 14 | 0 | 56 | 11 | 14 | 7 | 0 | 32 | 155 |
| 7/22/2025 9:15 | 2 | 27 | 2 | 0 | 31 | 2 | 10 | 9 | 0 | 21 | 3 | 42 | 9 | 0 | 54 | 17 | 15 | 3 | 0 | 35 | 141 |
| 7/22/2025 9:30 | 5 | 37 | 0 | 0 | 42 | 4 | 19 | 11 | 0 | 34 | 3 | 36 | 17 | 0 | 56 | 15 | 5 | 1 | 0 | 21 | 153 |
| 7/22/2025 9:45 | 5 | 40 | 3 | 0 | 48 | 4 | 19 | 7 | 0 | 30 | 3 | 49 | 11 | 0 | 63 | 17 | 21 | 4 | 0 | 42 | 183 |
| 7/22/2025 10:00 | 4 | 53 | 3 | 0 | 60 | 1 | 18 | 7 | 0 | 26 | 6 | 26 | 9 | 0 | 41 | 14 | 10 | 4 | 0 | 28 | 155 |
| 7/22/2025 10:15 | 4 | 36 | 3 | 0 | 43 | 1 | 15 | 3 | 0 | 19 | 5 | 33 | 12 | 0 | 50 | 11 | 12 | 14 | 0 | 37 | 149 |
| 7/22/2025 10:30 | 2 | 45 | 2 | 0 | 49 | 4 | 14 | 9 | 0 | 27 | 2 | 44 | 8 | 0 | 54 | 16 | 15 | 2 | 0 | 33 | 163 |
| 7/22/2025 10:45 | 5 | 35 | 1 | 0 | 41 | 3 | 16 | 3 | 0 | 22 | 4 | 25 | 16 | 0 | 45 | 23 | 16 | 4 | 0 | 43 | 151 |
| 7/22/2025 11:00 | 4 | 58 | 4 | 0 | 66 | 8 | 16 | 4 | 0 | 28 | 3 | 35 | 21 | 0 | 59 | 14 | 17 | 4 | 0 | 35 | 188 |
| 7/22/2025 11:15 | 3 | 39 | 4 | 0 | 46 | 4 | 20 | 4 | 0 | 28 | 6 | 41 | 18 | 0 | 65 | 18 | 12 | 8 | 0 | 38 | 177 |
| 7/22/2025 11:30 | 3 | 43 | 1 | 0 | 47 | 3 | 15 | 12 | 0 | 30 | 4 | 40 | 17 | 0 | 61 | 16 | 16 | 4 | 0 | 36 | 174 |
| 7/22/2025 11:45 | 0 | 35 | 1 | 0 | 36 | 4 | 16 | 10 | 0 | 30 | 2 | 42 | 16 | 0 | 60 | 13 | 15 | 3 | 0 | 31 | 157 |
| 7/22/2025 12:00 | 8 | 44 | 1 | 0 | 53 | 2 | 17 | 5 | 0 | 24 | 4 | 34 | 16 | 0 | 54 | 18 | 19 | 5 | 0 | 42 | 173 |
| 7/22/2025 12:15 | 2 | 46 | 0 | 0 | 48 | 4 | 14 | 6 | 0 | 24 | 7 | 45 | 19 | 0 | 71 | 18 | 16 | 3 | 0 | 37 | 180 |
| 7/22/2025 12:30 | 1 | 43 | 3 | 0 | 47 | 1 | 12 | 0 | 0 | 13 | 9 | 40 | 17 | 0 | 66 | 19 | 13 | 10 | 0 | 42 | 168 |
| 7/22/2025 12:45 | 6 | 48 | 2 | 0 | 56 | 1 | 17 | 6 | 0 | 24 | 4 | 55 | 24 | 0 | 83 | 13 | 19 | 4 | 0 | 36 | 199 |
| 7/22/2025 13:00 | 6 | 39 | 2 | 0 | 47 | 3 | 18 | 5 | 0 | 26 | 7 | 36 | 13 | 0 | 56 | 18 | 17 | 6 | 0 | 41 | 170 |
| 7/22/2025 13:15 | 9 | 39 | 0 | 0 | 48 | 2 | 13 | 7 | 1 | 23 | 2 | 53 | 10 | 0 | 65 | 12 | 14 | 5 | 0 | 31 | 167 |
| 7/22/2025 13:30 | 4 | 54 | 4 | 0 | 62 | 2 | 17 | 2 | 0 | 21 | 5 | 35 | 7 | 0 | 47 | 21 | 15 | 3 | 0 | 39 | 169 |
| 7/22/2025 13:45 | 5 | 52 | 2 | 0 | 59 | 2 | 13 | 9 | 1 | 25 | 2 | 51 | 20 | 0 | 73 | 22 | 17 | 7 | 0 | 46 | 203 |
| 7/22/2025 14:00 | 4 | 40 | 3 | 0 | 47 | 1 | 19 | 4 | 0 | 24 | 0 | 45 | 6 | 0 | 51 | 17 | 21 | 6 | 0 | 44 | 166 |
| 7/22/2025 14:15 | 7 | 43 | 4 | 0 | 54 | 2 | 12 | 11 | 0 | 25 | 2 | 66 | 15 | 0 | 83 | 10 | 21 | 4 | 0 | 35 | 197 |
| 7/22/2025 14:30 | 7 | 40 | 2 | 0 | 49 | 0 | 17 | 7 | 0 | 24 | 5 | 49 | 10 | 0 | 64 | 18 | 29 | 6 | 0 | 53 | 190 |
| 7/22/2025 14:45 | 3 | 55 | 7 | 0 | 65 | 0 | 16 | 2 | 0 | 18 | 5 | 49 | 17 | 0 | 71 | 12 | 29 | 9 | 0 | 50 | 204 |
| 7/22/2025 15:00 | 5 | 44 | 5 | 0 | 54 | 4 | 25 | 4 | 0 | 33 | 12 | 47 | 7 | 0 | 66 | 21 | 22 | 6 | 0 | 49 | 202 |
| 7/22/2025 15:15 | 7 | 50 | 3 | 0 | 60 | 1 | 23 | 4 | 0 | 28 | 10 | 59 | 14 | 0 | 83 | 16 | 36 | 6 | 0 | 58 | 229 |
| 7/22/2025 15:30 | 7 | 59 | 2 | 0 | 68 | 4 | 22 | 11 | 0 | 37 | 9 | 44 | 17 | 0 | 70 | 21 | 40 | 12 | 0 | 73 | 248 |
| 7/22/2025 15:45 | 5 | 54 | 5 | 0 | 64 | 3 | 34 | 1 | 0 | 38 | 7 | 59 | 11 | 0 | 77 | 12 | 40 | 14 | 0 | 66 | 245 |
| 7/22/2025 16:00 | 2 | 52 | 2 | 0 | 56 | 2 | 24 | 6 | 0 | 32 | 7 | 65 | 22 | 0 | 94 | 27 | 43 | 16 | 0 | 86 | 268 |
| 7/22/2025 16:15 | 5 | 66 | 2 | 0 | 73 | 4 | 33 | 6 | 0 | 43 | 6 | 60 | 19 | 0 | 85 | 24 | 48 | 18 | 0 | 90 | 291 |
| 7/22/2025 16:30 | 0 | 80 | 8 | 0 | 88 | 2 | 30 | 9 | 0 | 41 | 6 | 61 | 11 | 0 | 78 | 19 | 67 | 16 | 0 | 102 | 309 |
| 7/22/2025 16:45 | 10 | 53 | 4 | 0 | 67 | 6 | 28 | 3 | 0 | 37 | 5 | 66 | 14 | 0 | 85 | 25 | 61 | 26 | 0 | 112 | 301 |
| 7/22/2025 17:00 | 3 | 60 | 4 | 0 | 67 | 4 | 34 | 3 | 0 | 41 | 7 | 63 | 20 | 0 | 90 | 19 | 51 | 37 | 0 | 107 | 305 |
| 7/22/2025 17:15 | 2 | 70 | 5 | 0 | 77 | 4 | 30 | 7 | 0 | 41 | 7 | 72 | 16 | 0 | 95 | 24 | 57 | 32 | 0 | 113 | 326 |
| 7/22/2025 17:30 | 6 | 59 | 5 | 0 | 70 | 3 | 36 | 4 | 0 | 43 | 2 | 90 | 15 | 0 | 107 | 30 | 40 | 19 | 0 | 89 | 309 |
| 7/22/2025 17:45 | 0 | 52 | 1 | 0 | 53 | 5 | 48 | 5 | 0 | 58 | 2 | 90 | 14 | 0 | 106 | 23 | 42 | 17 | 0 | 82 | 299 |
| 7/22/2025 18:00 | 0 | 51 | 6 | 0 | 57 | 5 | 49 | 3 | 0 | 57 | 5 | 83 | 16 | 0 | 104 | 24 | 28 | 6 | 0 | 58 | 276 |
| 7/22/2025 18:15 | 2 | 44 | 4 | 0 | 50 | 3 | 19 | 6 | 0 | 28 | 9 | 55 | 17 | 0 | 81 | 24 | 39 | 5 | 0 | 68 | 227 |
| 7/22/2025 18:30 | 4 | 47 | 4 | 0 | 55 | 0 | 15 | 7 | 0 | 22 | 8 | 55 | 28 | 0 | 91 | 28 | 26 | 6 | 0 | 60 | 228 |
| 7/22/2025 18:45 | 2 | 33 | 2 | 0 | 37 | 1 | 21 | 3 | 0 | 25 | 10 | 54 | 19 | 0 | 83 | 11 | 22 | 4 | 0 | 37 | 182 |
| 7/22/2025 19:00 | 5 | 23 | 3 | 0 | 31 | 0 | 17 | 5 | 0 | 22 | 11 | 59 | 19 | 0 | 89 | 11 | 17 | 7 | 0 | 35 | 177 |
| 7/22/2025 19:15 | 3 | 30 | 3 | 0 | 36 | 2 | 9 | 3 | 0 | 14 | 7 | 44 | 14 | 0 | 65 | 10 | 24 | 2 | 0 | 36 | 151 |
| 7/22/2025 19:30 | 2 | 34 | 3 | 0 | 39 | 1 | 13 | 4 | 0 | 18 | 8 | 34 | 14 | 0 | 56 | 9 | 15 | 3 | 0 | 27 | 140 |
| 7/22/2025 19:45 | 1 | 33 | 0 | 0 | 34 | 3 | 6 | 5 | 0 | 14 | 12 | 32 | 10 | 0 | 54 | 15 | 21 | 3 | 0 | 39 | 141 |
| 7/22/2025 20:00 | 1 | 20 | 3 | 0 | 24 | 4 | 11 | 2 | 0 | 17 | 8 | 26 | 4 | 0 | 38 | 14 | 9 | 3 | 0 | 26 | 105 |
| 7/22/2025 20:15 | 1 | 23 | 0 | 0 | 24 | 0 | 3 | 3 | 0 | 6 | 4 | 31 | 14 | 0 | 49 | 6 | 12 | 2 | 0 | 20 | 99 |

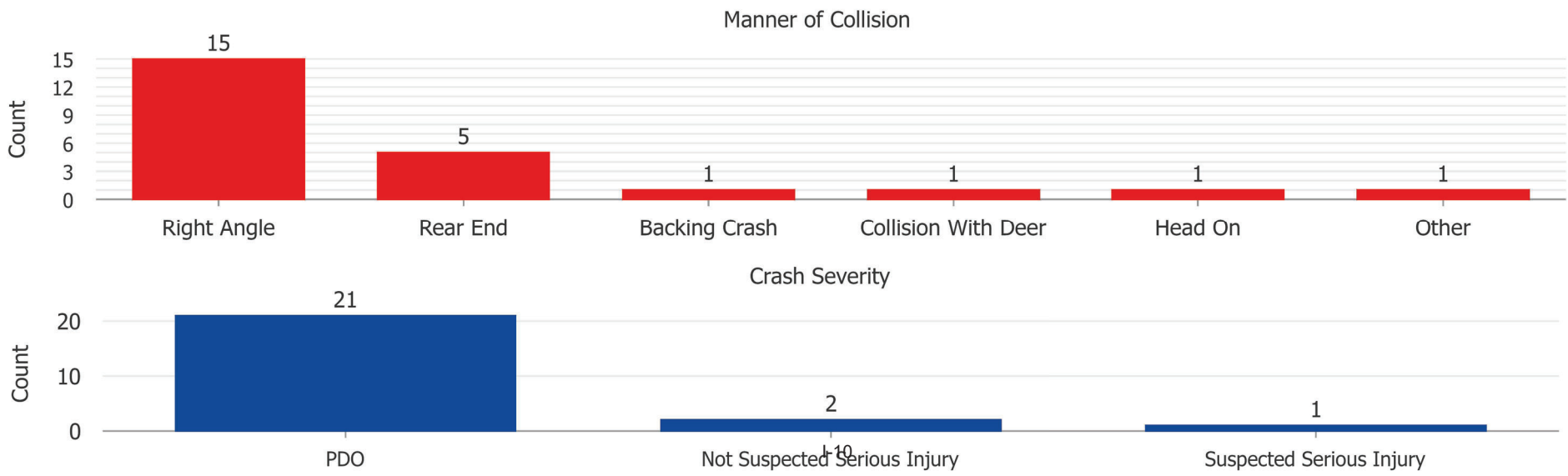
| | | | | | | | | | | | | | | | | | | | | | |
|-----------------|-----|------|-----|---|------|-----|------|-----|---|------|-----|------|------|---|------|------|------|-----|---|------|-------|
| 7/22/2025 20:30 | 1 | 30 | 1 | 0 | 32 | 0 | 9 | 7 | 0 | 16 | 6 | 24 | 20 | 0 | 50 | 6 | 17 | 3 | 0 | 26 | 124 |
| 7/22/2025 20:45 | 0 | 12 | 0 | 0 | 12 | 1 | 3 | 5 | 0 | 9 | 2 | 19 | 8 | 0 | 29 | 10 | 10 | 1 | 0 | 21 | 71 |
| 7/22/2025 21:00 | 0 | 20 | 1 | 0 | 21 | 3 | 5 | 4 | 0 | 12 | 3 | 24 | 7 | 0 | 34 | 8 | 4 | 3 | 0 | 15 | 82 |
| 7/22/2025 21:15 | 5 | 14 | 1 | 0 | 20 | 0 | 7 | 2 | 0 | 9 | 4 | 17 | 5 | 0 | 26 | 4 | 16 | 0 | 0 | 20 | 75 |
| 7/22/2025 21:30 | 1 | 19 | 1 | 0 | 21 | 3 | 11 | 3 | 0 | 17 | 4 | 16 | 15 | 0 | 35 | 4 | 5 | 1 | 0 | 10 | 83 |
| 7/22/2025 21:45 | 1 | 8 | 2 | 0 | 11 | 0 | 3 | 6 | 0 | 9 | 4 | 14 | 5 | 0 | 23 | 5 | 2 | 1 | 0 | 8 | 51 |
| 7/22/2025 22:00 | 0 | 12 | 0 | 0 | 12 | 0 | 3 | 5 | 0 | 8 | 3 | 16 | 4 | 0 | 23 | 5 | 3 | 2 | 0 | 10 | 53 |
| 7/22/2025 22:15 | 0 | 9 | 0 | 0 | 9 | 0 | 6 | 2 | 0 | 8 | 6 | 21 | 4 | 0 | 31 | 5 | 5 | 0 | 0 | 10 | 58 |
| 7/22/2025 22:30 | 0 | 4 | 0 | 0 | 4 | 4 | 2 | 1 | 0 | 7 | 2 | 24 | 1 | 0 | 27 | 6 | 1 | 2 | 0 | 9 | 47 |
| 7/22/2025 22:45 | 2 | 9 | 0 | 0 | 11 | 1 | 3 | 3 | 0 | 7 | 4 | 16 | 4 | 0 | 24 | 4 | 7 | 4 | 0 | 15 | 57 |
| 7/22/2025 23:00 | 0 | 4 | 3 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 7 | 9 | 3 | 0 | 19 | 9 | 3 | 2 | 0 | 14 | 41 |
| 7/22/2025 23:15 | 2 | 3 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 9 | 6 | 5 | 0 | 20 | 8 | 4 | 0 | 0 | 12 | 40 |
| 7/22/2025 23:30 | 2 | 8 | 0 | 0 | 10 | 0 | 1 | 1 | 0 | 2 | 1 | 9 | 2 | 0 | 12 | 15 | 7 | 0 | 0 | 22 | 46 |
| 7/22/2025 23:45 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 2 | 0 | 15 | 16 | 7 | 0 | 0 | 23 | 46 |
| Grand Total | 276 | 3267 | 177 | 0 | 3720 | 189 | 1500 | 470 | 2 | 2161 | 360 | 3245 | 1008 | 0 | 4613 | 1166 | 1544 | 463 | 0 | 3173 | 13667 |

Study Name GF - SR 9 & SR 234 Eden Hancock Co
Start Date Tuesday, July 22, 2025 12:00 AM
End Date Wednesday, July 23, 2025 12:00 AM
Site Code

Report Summary

| | | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | | |
|---------------------|-----------------------|------------|------|------|----|------|------|-----------|------|------|----|------|------|------------|------|------|----|------|------|-----------|------|------|----|------|------|-------|--|
| Time Period | Class. | R | T | L | U | I | O | R | T | L | U | I | O | R | T | L | U | I | O | R | T | L | U | I | O | Total | |
| Peak 1 | Motorcycles | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 2 | 6 | |
| Specified Period | % | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 1% | 2% | 6% | 0% | 0% | 0% | 0% | 1% | 0% | 1% | 0% | 0% | 1% | 1% | 1% | |
| 12:00 AM - 12:00 PM | Cars | 15 | 170 | 4 | 0 | 189 | 129 | 10 | 114 | 31 | 0 | 155 | 69 | 8 | 115 | 56 | 0 | 179 | 262 | 61 | 57 | 4 | 0 | 122 | 185 | 645 | |
| One Hour Peak | % | 58% | 65% | 44% | 0% | 64% | 58% | 67% | 66% | 86% | 0% | 70% | 63% | 50% | 59% | 64% | 0% | 60% | 69% | 74% | 68% | 29% | 0% | 68% | 65% | 65% | |
| 7:15 AM - 8:15 AM | Light Goods Vehicle | 2 | 55 | 4 | 0 | 61 | 56 | 3 | 52 | 3 | 0 | 58 | 28 | 3 | 52 | 21 | 0 | 76 | 74 | 16 | 21 | 1 | 0 | 38 | 75 | 233 | |
| | % | 8% | 21% | 44% | 0% | 21% | 25% | 20% | 30% | 8% | 0% | 26% | 26% | 19% | 27% | 24% | 0% | 25% | 20% | 20% | 25% | 7% | 0% | 21% | 26% | 23% | |
| | Buses | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 7% | 0% | 1% | 0% | 0% | |
| | Single-Unit Truck | 9 | 22 | 0 | 0 | 31 | 28 | 2 | 2 | 1 | 0 | 5 | 3 | 1 | 18 | 11 | 0 | 30 | 25 | 2 | 2 | 8 | 0 | 12 | 22 | 78 | |
| | % | 35% | 8% | 0% | 0% | 10% | 13% | 13% | 1% | 3% | 0% | 2% | 3% | 6% | 9% | 13% | 0% | 10% | 7% | 2% | 2% | 57% | 0% | 7% | 8% | 8% | |
| | Tractor-Trailer Truck | 0 | 11 | 1 | 0 | 12 | 10 | 0 | 2 | 1 | 0 | 3 | 7 | 3 | 10 | 0 | 0 | 13 | 15 | 3 | 3 | 0 | 0 | 6 | 2 | 34 | |
| | % | 0% | 4% | 11% | 0% | 4% | 4% | 0% | 1% | 3% | 0% | 1% | 6% | 19% | 5% | 0% | 0% | 4% | 4% | 4% | 4% | 0% | 0% | 3% | 1% | 3% | |
| | Total | 26 | 261 | 9 | 0 | 296 | 224 | 15 | 172 | 36 | 0 | 223 | 109 | 16 | 195 | 88 | 0 | 299 | 379 | 82 | 84 | 14 | 0 | 180 | 286 | 998 | |
| | PHF | 0.72 | 0.91 | 0.56 | 0 | 0.9 | 0.77 | 0.62 | 0.84 | 0.75 | 0 | 0.84 | 0.83 | 0.57 | 0.73 | 0.81 | 0 | 0.76 | 0.9 | 0.89 | 0.88 | 0.58 | 0 | 0.87 | 0.89 | 0.9 | |
| | Approach % | | | | | 30% | 22% | | | | | 22% | 11% | | | | | 30% | 38% | | | | | 18% | 29% | | |
| Peak 2 | Motorcycles | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 1 | 0 | 4 | 1 | 6 | |
| Specified Period | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 1% | 1% | 1% | 0% | 1% | 1% | 0% | | |
| 12:00 PM - 12:00 AM | Cars | 9 | 171 | 17 | 0 | 197 | 261 | 11 | 95 | 18 | 0 | 124 | 191 | 7 | 170 | 46 | 0 | 223 | 245 | 56 | 167 | 80 | 0 | 303 | 150 | 847 | |
| One Hour Peak | % | 60% | 65% | 81% | 0% | 66% | 67% | 69% | 78% | 82% | 0% | 78% | 68% | 28% | 65% | 75% | 0% | 64% | 66% | 64% | 71% | 72% | 0% | 70% | 76% | 68% | |
| 4:30 PM - 5:30 PM | Light Goods Vehicle | 5 | 68 | 4 | 0 | 77 | 101 | 5 | 23 | 2 | 0 | 30 | 78 | 16 | 71 | 10 | 0 | 97 | 93 | 23 | 58 | 25 | 0 | 106 | 38 | 310 | |
| | % | 33% | 26% | 19% | 0% | 26% | 26% | 31% | 19% | 9% | 0% | 19% | 28% | 64% | 27% | 16% | 0% | 28% | 25% | 26% | 25% | 23% | 0% | 24% | 19% | 25% | |
| | Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | % | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | |
| | Single-Unit Truck | 1 | 3 | 0 | 0 | 4 | 10 | 0 | 2 | 0 | 0 | 2 | 8 | 1 | 5 | 4 | 0 | 10 | 10 | 7 | 7 | 5 | 0 | 19 | 7 | 35 | |
| | % | 7% | 1% | 0% | 0% | 1% | 3% | 0% | 2% | 0% | 0% | 1% | 3% | 4% | 2% | 7% | 0% | 3% | 3% | 8% | 3% | 5% | 0% | 4% | 4% | 3% | |
| | Tractor-Trailer Truck | 0 | 20 | 0 | 0 | 20 | 16 | 0 | 1 | 2 | 0 | 3 | 3 | 1 | 16 | 1 | 0 | 18 | 22 | 0 | 2 | 0 | 0 | 2 | 2 | 43 | |
| | % | 0% | 8% | 0% | 0% | 7% | 4% | 0% | 1% | 9% | 0% | 2% | 1% | 4% | 6% | 2% | 0% | 5% | 6% | 0% | 1% | 0% | 0% | 0% | 1% | 3% | |
| | Total | 15 | 263 | 21 | 0 | 299 | 389 | 16 | 122 | 22 | 0 | 160 | 282 | 25 | 262 | 61 | 0 | 348 | 372 | 87 | 236 | 111 | 0 | 434 | 198 | 1241 | |
| | PHF | 0.38 | 0.82 | 0.66 | 0 | 0.85 | 0.9 | 0.67 | 0.9 | 0.61 | 0 | 0.98 | 0.87 | 0.89 | 0.91 | 0.76 | 0 | 0.92 | 0.86 | 0.87 | 0.88 | 0.75 | 0 | 0.96 | 0.87 | 0.95 | |
| | Approach % | | | | | 24% | 31% | | | | | 13% | 23% | | | | | 28% | 30% | | | | | 35% | 16% | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |

State Road 9 and State Road 234 Intersection Crashes 2022 - 2024



| | | | | |
|--|--|--|--|----------|
| RoadHAT 4D | | Index of Crash Frequency and Cost - Form F1 | | Page 1/2 |
| Settings: Indiana state settings | | Version: Version 4.1 | | |
| Location | | SR 9 & SR 234 | | |
| | | | | |
| GIS | | | | |
| Post | | | | |
| Analyst | | DHM | | |
| Date | | 8/4/2025 | | |
| INPUT | | | | |
| Road Facility Type | | Unsignalized Rural State Intersection | | |
| Busiest Road AADT (veh/day) | | 7496 | | |
| Crossing Road AADT (veh/day) | | 5227 | | |
| T Intersection Indicator (1 if present, 0 otherwise) | | 0 | | |
| First Year with Crash Data (yyyy) | | 2022 | | |
| Last Year with Crash Data (yyyy) | | 2024 | | |
| Number of Crashes (crash/period) | | | | |
| Fatal and Incapacitating Injury Crashes | | 1 | | |
| Non-Incapacitating and Possible Injury Crashes | | 2 | | |
| Property Damage Only Crashes | | 21 | | |
| Route or Road Type | | Unsignalized Rural State Intersection | | |
| Average Crash Costs (\$) | | | | |
| Fatal and Incapacitating Injury Crashes | | 2335800 | | |
| Non-Incapacitating and Possible Injury Crashes | | 389500 | | |
| Property Damage Only Crashes | | 32200 | | |
| Crash Cost Year (yyyy) | | 2017 | | |
| OUTPUT | | | | |
| Expected Crash Frequency (crash/year) | | | | |
| Fatal and Incapacitating Injury Crashes | | 0.591 | | |
| Non-Incapacitating and Possible Injury Crashes | | 0.35 | | |
| Property Damage Only Crashes | | 2.95 | | |
| All Crashes | | 3.89 | | |
| Index of Crash Frequency | | 1.22 | | |
| Index of Crash Cost | | -0.18 | | |

| | | | | |
|----------------------------------|--|--|--|----------|
| RoadHAT 4D | | Index of Crash Frequency and Cost - Form F1 | | Page 2/2 |
| Settings: Indiana state settings | | Version: Version 4.1 | | |
| Location | | SR 9 & SR 234 | | |
| | | | | |
| GIS | | | | |
| Post | | | | |
| Analyst | | DHM | | |
| Date | | 8/4/2025 | | |
| Comments: | | | | |
| | | | | |

Growth Rate

| | |
|--------|-------|
| SR 234 | 1.13% |
| SR 9 | 0.63% |

Existing Conditions

2025

| | | Southbound | | | | Westbound | | | | Northbound | | | | Eastbound | | | | | |
|-------------------|--------|------------|------|------|------|-----------|------|------|------|------------|------|------|------|-----------|------|------|------|-------|-----|
| Time Period | Class. | R | T | L | I | R | T | L | I | R | T | L | I | R | T | L | I | Total | |
| Peak 1 | Total | 26 | 261 | 9 | 296 | 15 | 172 | 36 | 223 | 16 | 195 | 88 | 299 | 82 | 84 | 14 | 180 | 998 | |
| 7:15 AM - 8:15 AM | PHF | 0.72 | 0.91 | 0.56 | 0.9 | 0.62 | 0.84 | 0.75 | 0.84 | 0.57 | 0.73 | 0.81 | 0.76 | 0.89 | 0.88 | 0.58 | 0.87 | 0.9 | |
| % Heavy Vehicles | | | | | 15% | | | | | 4% | | | | | 14% | | | | 11% |
| Peak 2 | Total | 15 | 263 | 21 | 299 | 16 | 122 | 22 | 160 | 25 | 262 | 61 | 348 | 87 | 236 | 111 | 434 | 1241 | |
| 4:30 PM - 5:30 PM | PHF | 0.38 | 0.82 | 0.66 | 0.85 | 0.67 | 0.9 | 0.61 | 0.98 | 0.89 | 0.91 | 0.76 | 0.92 | 0.87 | 0.88 | 0.75 | 0.96 | 0.95 | |
| % Heavy Vehicles | | | | | 8% | | | | | 3% | | | | | 8% | | | | 5% |

Design Year

2045

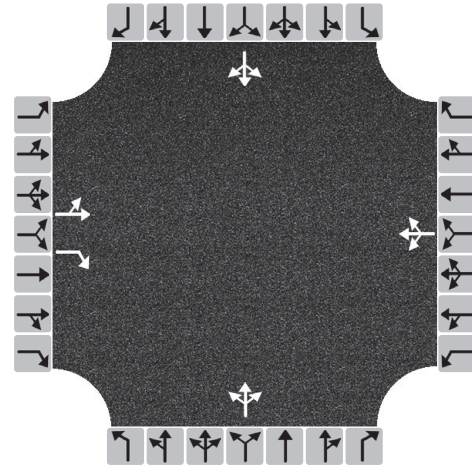
| Southbound | | | | | | Westbound | | | | Northbound | | | | Eastbound | | | | | |
|-------------------|--------|------|------|------|------|-----------|------|------|------|------------|------|------|------|-----------|------|------|------|-------|-----|
| Time Period | Class. | R | T | L | I | R | T | L | I | R | T | L | I | R | T | L | I | Total | |
| Peak 1 | Total | 30 | 294 | 11 | 335 | 19 | 211 | 45 | 275 | 19 | 220 | 100 | 339 | 101 | 103 | 18 | 222 | 1171 | |
| 7:15 AM - 8:15 AM | PHF | 0.72 | 0.91 | 0.56 | 0.9 | 0.62 | 0.84 | 0.75 | 0.84 | 0.57 | 0.73 | 0.81 | 0.76 | 0.89 | 0.88 | 0.58 | 0.87 | 0.9 | |
| % Heavy Vehicles | | | | | 15% | | | | | 4% | | | | | 14% | | | | 11% |
| Peak 2 | Total | 17 | 297 | 24 | 338 | 20 | 150 | 27 | 197 | 29 | 296 | 69 | 394 | 107 | 290 | 137 | 534 | 1463 | |
| 4:30 PM - 5:30 PM | PHF | 0.38 | 0.82 | 0.66 | 0.85 | 0.67 | 0.9 | 0.61 | 0.98 | 0.89 | 0.91 | 0.76 | 0.92 | 0.87 | 0.88 | 0.75 | 0.96 | 0.95 | |
| % Heavy Vehicles | | | | | 8% | | | | | 3% | | | | | 8% | | | | 5% |

HCS All-Way Stop Control Report

General and Site Information

| | |
|----------------------------|------------------------------------|
| Analyst | DHM |
| Agency/Co. | CMT |
| Date Performed | 7/24/2025 |
| Analysis Year | 2025 |
| Analysis Time Period (hrs) | 0.25 |
| Time Analyzed | 2025 AM Peak Existing Con |
| Project Description | SR9-SR234 Intersection Improvement |
| Intersection | SR9/SR234 |
| Jurisdiction | Greenfield District |
| East/West Street | State Road 234 |
| North/South Street | State Road 9 |
| Peak Hour Factor | 0.84 |

Lanes



Turning Movement Demand Volumes

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------------------|-----------|----|----|-----------|-----|----|------------|-----|----|------------|-----|----|
| Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (veh/h) | 14 | 84 | 82 | 36 | 172 | 15 | 88 | 195 | 16 | 9 | 261 | 26 |
| % Thrus in Shared Lane | | | | | | | | | | | | |

Lane Flow Rate and Adjustments

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|--------------------------------------|-----------|-------|----|-----------|----|----|------------|----|----|------------|----|----|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Configuration | LT | R | | LTR | | | LTR | | | LTR | | |
| Flow Rate, v (veh/h) | 117 | 98 | | 265 | | | 356 | | | 352 | | |
| Percent Heavy Vehicles | 11 | 6 | | 4 | | | 14 | | | 15 | | |
| Initial Departure Headway, h_d (s) | 3.20 | 3.20 | | 3.20 | | | 3.20 | | | 3.20 | | |
| Initial Degree of Utilization, x | 0.104 | 0.087 | | 0.236 | | | 0.316 | | | 0.313 | | |
| Final Departure Headway, h_d (s) | 7.82 | 6.94 | | 7.02 | | | 6.68 | | | 6.63 | | |
| Final Degree of Utilization, x | 0.254 | 0.188 | | 0.518 | | | 0.660 | | | 0.649 | | |
| Move-Up Time, m (s) | 2.3 | 2.3 | | 2.0 | | | 2.0 | | | 2.0 | | |
| Service Time, t_s (s) | 5.52 | 4.64 | | 5.02 | | | 4.68 | | | 4.63 | | |

Capacity, Delay and Level of Service

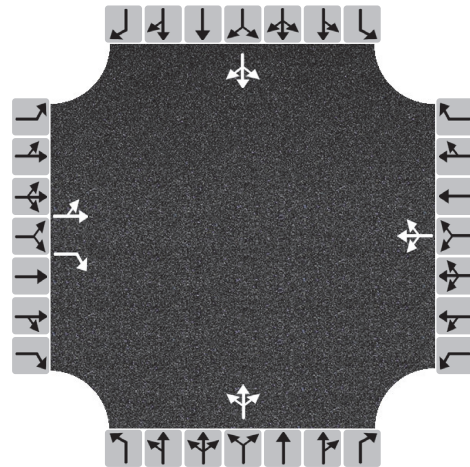
| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|-----------|------|----|-----------|----|----|------------|----|----|------------|----|----|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Configuration | LT | R | | LTR | | | LTR | | | LTR | | |
| Flow Rate, v (veh/h) | 117 | 98 | | 265 | | | 356 | | | 352 | | |
| Capacity (veh/h) | 460 | 519 | | 513 | | | 539 | | | 543 | | |
| 95% Queue Length, Q ₉₅ (veh) | 1.0 | 0.7 | | 2.9 | | | 4.8 | | | 4.6 | | |
| 95% Queue Length, Q ₉₅ (ft) | 27.2 | 18.3 | | 74.8 | | | 133.4 | | | 128.8 | | |
| Control Delay (s/veh) | 13.2 | 11.2 | | 17.3 | | | 21.7 | | | 21.1 | | |
| Level of Service, LOS | B | B | | C | | | C | | | C | | |
| Approach Delay (s/veh) LOS | 12.3 | | B | 17.3 | | C | 21.7 | | C | 21.1 | | C |
| Intersection Delay (s/veh) LOS | 18.8 | | | | | | C | | | | | |

HCS All-Way Stop Control Report

General and Site Information

| | |
|----------------------------|------------------------------------|
| Analyst | DHM |
| Agency/Co. | CMT |
| Date Performed | 7/24/2025 |
| Analysis Year | 2025 |
| Analysis Time Period (hrs) | 0.25 |
| Time Analyzed | 2025 PM Peak Existing Con |
| Project Description | SR9-SR234 Intersection Improvement |
| Intersection | SR9/SR234 |
| Jurisdiction | Greenfield District |
| East/West Street | State Road 234 |
| North/South Street | State Road 9 |
| Peak Hour Factor | 0.84 |

Lanes



Turning Movement Demand Volumes

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------------------|-----------|-----|----|-----------|-----|----|------------|-----|----|------------|-----|----|
| Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (veh/h) | 111 | 236 | 87 | 22 | 122 | 16 | 61 | 262 | 25 | 21 | 263 | 15 |
| % Thrus in Shared Lane | | | | | | | | | | | | |

Lane Flow Rate and Adjustments

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|--------------------------------------|-----------|-------|----|-----------|----|----|------------|----|----|------------|----|----|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Configuration | LT | R | | LTR | | | LTR | | | LTR | | |
| Flow Rate, v (veh/h) | 413 | 104 | | 190 | | | 414 | | | 356 | | |
| Percent Heavy Vehicles | 4 | 8 | | 3 | | | 8 | | | 8 | | |
| Initial Departure Headway, h_d (s) | 3.20 | 3.20 | | 3.20 | | | 3.20 | | | 3.20 | | |
| Initial Degree of Utilization, x | 0.367 | 0.092 | | 0.169 | | | 0.368 | | | 0.316 | | |
| Final Departure Headway, h_d (s) | 8.59 | 7.77 | | 9.25 | | | 8.13 | | | 8.34 | | |
| Final Degree of Utilization, x | 0.985 | 0.223 | | 0.489 | | | 0.936 | | | 0.825 | | |
| Move-Up Time, m (s) | 2.3 | 2.3 | | 2.0 | | | 2.0 | | | 2.0 | | |
| Service Time, t_s (s) | 6.29 | 5.47 | | 7.25 | | | 6.13 | | | 6.34 | | |

Capacity, Delay and Level of Service

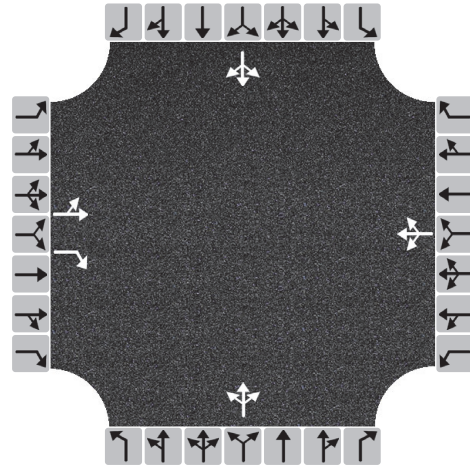
| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|-----------|------|----|-----------|----|----|------------|----|----|------------|----|----|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Configuration | LT | R | | LTR | | | LTR | | | LTR | | |
| Flow Rate, v (veh/h) | 413 | 104 | | 190 | | | 414 | | | 356 | | |
| Capacity (veh/h) | 419 | 464 | | 389 | | | 443 | | | 432 | | |
| 95% Queue Length, Q ₉₅ (veh) | 12.1 | 0.8 | | 2.6 | | | 10.8 | | | 7.8 | | |
| 95% Queue Length, Q ₉₅ (ft) | 312.2 | 21.3 | | 66.6 | | | 287.3 | | | 207.5 | | |
| Control Delay (s/veh) | 69.8 | 12.7 | | 20.8 | | | 57.0 | | | 40.1 | | |
| Level of Service, LOS | F | B | | C | | | F | | | E | | |
| Approach Delay (s/veh) LOS | 58.4 | | F | 20.8 | | C | 57.0 | | F | 40.1 | | E |
| Intersection Delay (s/veh) LOS | 48.7 | | | | | | E | | | | | |

HCS All-Way Stop Control Report

General and Site Information

| | |
|----------------------------|------------------------------------|
| Analyst | DHM |
| Agency/Co. | CMT |
| Date Performed | 7/24/2025 |
| Analysis Year | 2045 |
| Analysis Time Period (hrs) | 0.25 |
| Time Analyzed | 2045 AM Peak Design Year |
| Project Description | SR9-SR234 Intersection Improvement |
| Intersection | SR9/SR234 |
| Jurisdiction | Greenfield District |
| East/West Street | State Road 234 |
| North/South Street | State Road 9 |
| Peak Hour Factor | 0.84 |

Lanes



Turning Movement Demand Volumes

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------------------|-----------|-----|-----|-----------|-----|----|------------|-----|----|------------|-----|----|
| Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (veh/h) | 18 | 103 | 101 | 45 | 211 | 19 | 100 | 220 | 19 | 11 | 294 | 30 |
| % Thrus in Shared Lane | | | | | | | | | | | | |

Lane Flow Rate and Adjustments

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|--------------------------------------|-----------|-------|----|-----------|----|----|------------|----|----|------------|----|----|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Configuration | LT | R | | LTR | | | LTR | | | LTR | | |
| Flow Rate, v (veh/h) | 144 | 120 | | 327 | | | 404 | | | 399 | | |
| Percent Heavy Vehicles | 11 | 6 | | 4 | | | 14 | | | 15 | | |
| Initial Departure Headway, h_d (s) | 3.20 | 3.20 | | 3.20 | | | 3.20 | | | 3.20 | | |
| Initial Degree of Utilization, x | 0.128 | 0.107 | | 0.291 | | | 0.359 | | | 0.354 | | |
| Final Departure Headway, h_d (s) | 9.16 | 8.26 | | 8.25 | | | 7.92 | | | 7.89 | | |
| Final Degree of Utilization, x | 0.366 | 0.276 | | 0.750 | | | 0.888 | | | 0.874 | | |
| Move-Up Time, m (s) | 2.3 | 2.3 | | 2.0 | | | 2.0 | | | 2.0 | | |
| Service Time, t_s (s) | 6.86 | 5.96 | | 6.25 | | | 5.92 | | | 5.89 | | |

Capacity, Delay and Level of Service

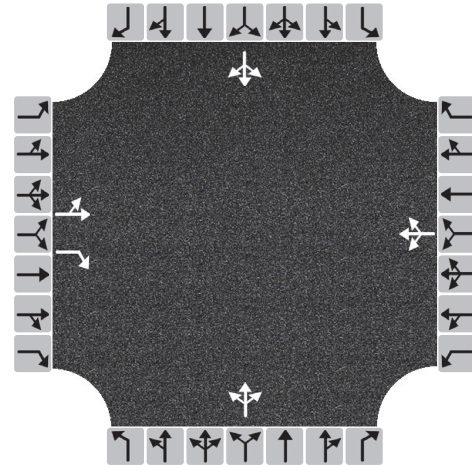
| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | | | |
|---|-----------|------|----|-----------|------|----|------------|----|------|------------|----|----|------|--|---|--|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | | | | |
| Configuration | LT | R | | LTR | | | LTR | | | LTR | | | | | | |
| Flow Rate, v (veh/h) | 144 | 120 | | 327 | | | 404 | | | 399 | | | | | | |
| Capacity (veh/h) | 393 | 436 | | 436 | | | 455 | | | 457 | | | | | | |
| 95% Queue Length, Q ₉₅ (veh) | 1.6 | 1.1 | | 6.2 | | | 9.5 | | | 9.1 | | | | | | |
| 95% Queue Length, Q ₉₅ (ft) | 43.5 | 28.8 | | 160.0 | | | 264.1 | | | 254.8 | | | | | | |
| Control Delay (s/veh) | 17.1 | 14.1 | | 32.1 | | | 47.3 | | | 45.0 | | | | | | |
| Level of Service, LOS | C | B | | D | | | E | | | E | | | | | | |
| Approach Delay (s/veh) LOS | 15.7 | | C | | 32.1 | | D | | 47.3 | | E | | 45.0 | | E | |
| Intersection Delay (s/veh) LOS | 37.1 | | | | | | E | | | | | | | | | |

HCS All-Way Stop Control Report

General and Site Information

| | |
|----------------------------|------------------------------------|
| Analyst | DHM |
| Agency/Co. | CMT |
| Date Performed | 7/24/2025 |
| Analysis Year | 2045 |
| Analysis Time Period (hrs) | 0.25 |
| Time Analyzed | 2045 PM Peak Design Year |
| Project Description | SR9-SR234 Intersection Improvement |
| Intersection | SR9/SR234 |
| Jurisdiction | Greenfield District |
| East/West Street | State Road 234 |
| North/South Street | State Road 9 |
| Peak Hour Factor | 0.84 |

Lanes



Turning Movement Demand Volumes

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------------------|-----------|-----|-----|-----------|-----|----|------------|-----|----|------------|-----|----|
| Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume (veh/h) | 137 | 290 | 107 | 27 | 150 | 20 | 69 | 296 | 29 | 24 | 297 | 17 |
| % Thrus in Shared Lane | | | | | | | | | | | | |

Lane Flow Rate and Adjustments

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|--------------------------------------|-----------|-------|----|-----------|----|----|------------|----|----|------------|----|----|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 |
| Configuration | LT | R | | LTR | | | LTR | | | LTR | | |
| Flow Rate, v (veh/h) | 508 | 127 | | 235 | | | 469 | | | 402 | | |
| Percent Heavy Vehicles | 5 | 8 | | 3 | | | 8 | | | 8 | | |
| Initial Departure Headway, h_d (s) | 3.20 | 3.20 | | 3.20 | | | 3.20 | | | 3.20 | | |
| Initial Degree of Utilization, x | 0.452 | 0.113 | | 0.208 | | | 0.417 | | | 0.358 | | |
| Final Departure Headway, h_d (s) | 9.07 | 8.26 | | 9.56 | | | 8.64 | | | 8.68 | | |
| Final Degree of Utilization, x | 1.281 | 0.292 | | 0.623 | | | 1.125 | | | 0.970 | | |
| Move-Up Time, m (s) | 2.3 | 2.3 | | 2.0 | | | 2.0 | | | 2.0 | | |
| Service Time, t_s (s) | 6.77 | 5.96 | | 7.56 | | | 6.64 | | | 6.68 | | |

Capacity, Delay and Level of Service

| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | | | | | |
|---|-----------|------|----|-----------|------|----|------------|----|-------|------------|----|----|------|--|---|--|
| Lane | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | L1 | L2 | L3 | | | | |
| Configuration | LT | R | | LTR | | | LTR | | | LTR | | | | | | |
| Flow Rate, v (veh/h) | 508 | 127 | | 235 | | | 469 | | | 402 | | | | | | |
| Capacity (veh/h) | 397 | 436 | | 376 | | | 417 | | | 415 | | | | | | |
| 95% Queue Length, Q ₉₅ (veh) | 22.4 | 1.2 | | 4.0 | | | 16.9 | | | 11.5 | | | | | | |
| 95% Queue Length, Q ₉₅ (ft) | 582.4 | 31.9 | | 102.4 | | | 449.5 | | | 305.9 | | | | | | |
| Control Delay (s/veh) | 171.0 | 14.3 | | 27.1 | | | 111.6 | | | 66.8 | | | | | | |
| Level of Service, LOS | F | B | | D | | | F | | | F | | | | | | |
| Approach Delay (s/veh) LOS | 139.6 | | F | | 27.1 | | D | | 111.6 | | F | | 66.8 | | F | |
| Intersection Delay (s/veh) LOS | 100.1 | | | | | | F | | | | | | | | | |

Indiana Department of Transportation Traffic Signal Warrant

Summary Worksheet

100%

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: SR 9 & SR 234

County: Hancock

Village: Eden

Major Street: SR 9

Critical Approach Speed: 40 mph

Lanes: 1 lane

Minor Street: SR 234

Critical Approach Speed: 40 mph

Lanes: 1 lane

% Right Turns Included

From North (SB) 100%

From East (WB) 100%

From South (NB) 100%

From West (EB) 0%

In built-up area of isolated community of < 10,000 population? No

Total number of approaches at intersection? 4 or more

If it is a "T" intersection, inflate minor threshold to 150%? No

Manually set volume level? No

Analysis based on EXISTING volume data.

| Date | Day of the Week | Time (HH:MM) | | | |
|-----------|-----------------|--------------|---------|----|---------|
| | | From | AM / PM | To | AM / PM |
| 7/22/2025 | Tuesday | 12 | AM | 12 | AM |

| Warrant Evaluation Summary | Warrant Met: |
|--|--------------|
| Warrant 1: Eight - Hour Vehicular Volume | No |
| Condition A: Minimum Vehicular Volume | No |
| Condition B: Interruption of Continuous Traffic | No |
| Condition C: Combination: 80% of A and B | No |
| Warrant 2: Four-Hour Volume | No |
| Warrant 3: Peak Hour Volume | No |
| Warrant 4: Pedestrian Volume | N/A |
| Criterion A: Four-Hour | |
| Criterion B: Peak-Hour | |
| Warrant 5: School Crossing | N/A |
| Warrant 6: Coordinated Signal System | N/A |
| Warrant 7: Crash Experience | N/A |
| Warrant 8: Roadway Network | N/A |
| Warrant 9: Intersection Near a Grade Crossing | N/A |

Warrant Analysis Conducted By:

Name: Bill Tanner

Agency: INDOT

Date: 7/23/2025

Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

| Condition A : | | |
|------------------|------|-----|
| Min. Veh. Volume | | |
| Volume Level | 100% | 80% |
| Major Rd. Req | 500 | 400 |
| Minor Rd. Req | 150 | 120 |
| Number of Hours | 5 | 8 |

Satisfied? No

| Condition B: | | |
|------------------------------------|------|-----|
| Interruption of Continuous Traffic | | |
| Volume Level | 100% | 80% |
| Major Rd. Req | 750 | 600 |
| Minor Rd. Req | 75 | 60 |
| Number of Hours | 0 | 2 |

Satisfied? No

| Condition C: | | |
|-----------------------------|--|--|
| Combination of A & B at 80% | | |

Satisfied? No

| 6:00 AM | | Enter Start Time (Military Time) (HH:MM) | | | |
|-------------|-------|--|------------------|------------------|-------|
| Time Period | From | To | Major Road: Both | Minor Road: High | Total |
| | | | App. (VPH) | App. (VPH) | |
| 1 | 6:00 | 7:00 | 467 | 195 | 662 |
| 2 | 7:00 | 8:00 | 584 | 222 | 806 |
| 3 | 8:00 | 9:00 | 530 | 157 | 687 |
| 4 | 9:00 | 10:00 | 395 | 107 | 502 |
| 5 | 10:00 | 11:00 | 383 | 94 | 477 |
| 6 | 11:00 | 12:00 | 440 | 116 | 556 |
| 7 | 12:00 | 13:00 | 478 | 89 | 567 |
| 8 | 13:00 | 14:00 | 457 | 95 | 552 |
| 9 | 14:00 | 15:00 | 484 | 125 | 609 |
| 10 | 15:00 | 16:00 | 542 | 176 | 718 |
| 11 | 16:00 | 17:00 | 626 | 295 | 921 |
| 12 | 17:00 | 18:00 | 665 | 295 | 960 |
| 13 | 18:00 | 19:00 | 558 | 136 | 694 |
| 14 | 19:00 | 20:00 | 404 | 92 | 496 |
| 15 | 20:00 | 21:00 | 258 | 57 | 315 |
| 16 | 21:00 | 22:00 | 191 | 47 | 238 |

Warrant 2: Four-Hour Volume

100%

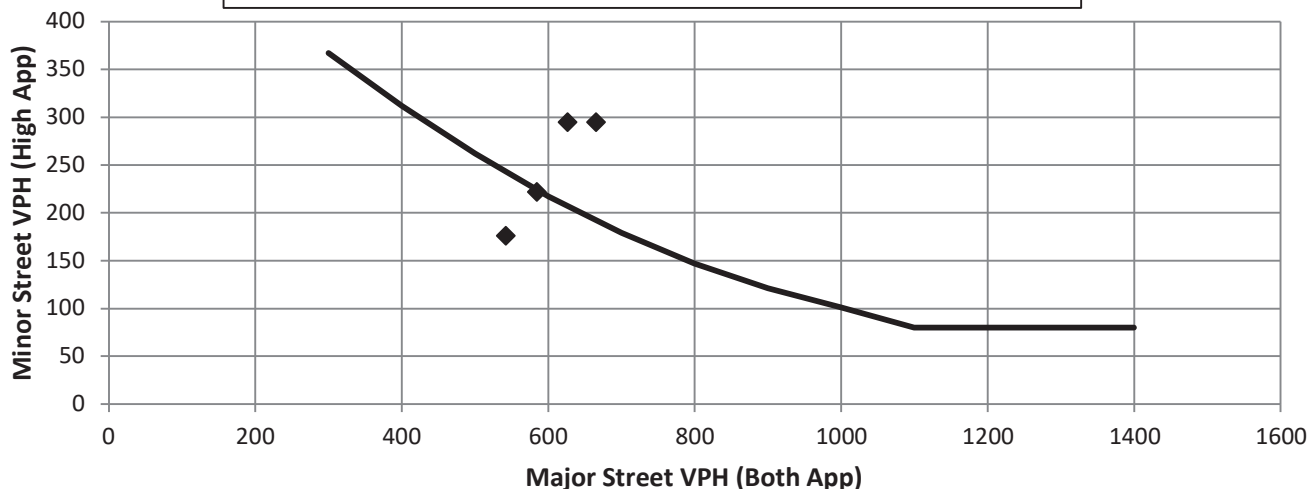
Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

| | | | | |
|-----------------|-------|-------|------|-------|
| Hour Start | 17:00 | 16:00 | 7:00 | 15:00 |
| Major Road Vol. | 665 | 626 | 584 | 542 |
| Minor Road Vol. | 295 | 295 | 222 | 176 |

Figure 4C-1 Warrant 2, Four-Hour Vehicular Volume



Warrant 3: Peak Hour Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

Manually Set To:

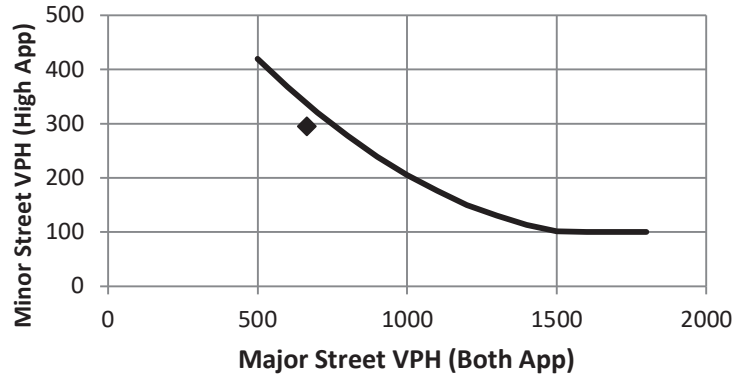
Condition justifying use of warrant:

| Criteria | | Met? |
|-------------------------------|-----|------|
| Delay on Minor Approach | 4 | Yes |
| Volume on Minor Approach | 100 | |
| Total Entering Volume (veh/h) | 800 | |

Manually Set Peak Hour?

| Peak Hour | Major Road Vol. (Both App.) | Minor Road Vol. (High App.) |
|-----------|--------------------------------|--------------------------------|
| 17:00 | 665 | 295 |

Figure 4C-3 Warrant 3, Peak Hour



Warrant 4: Pedestrian Volume

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criterion A: Four Hour

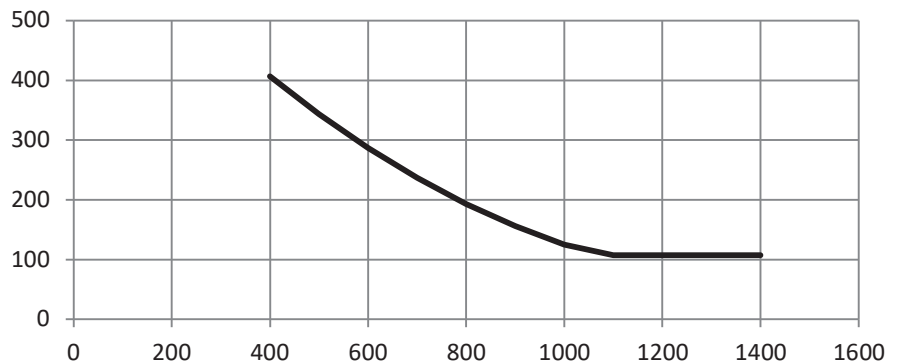
| Hour (Start) | Pedestrian Volume | Major Road Vol. |
|-----------------|----------------------|--------------------|
| | | 0 |
| | | 0 |
| | | 0 |
| | | 0 |

Manually Set Major Rd Vol?

Avg. walk speed less than 3.5 ft/s?

Criterion A Satisfied?

Figure 4C-5 Warrant 4, Pedestrian Four-Hour Volume

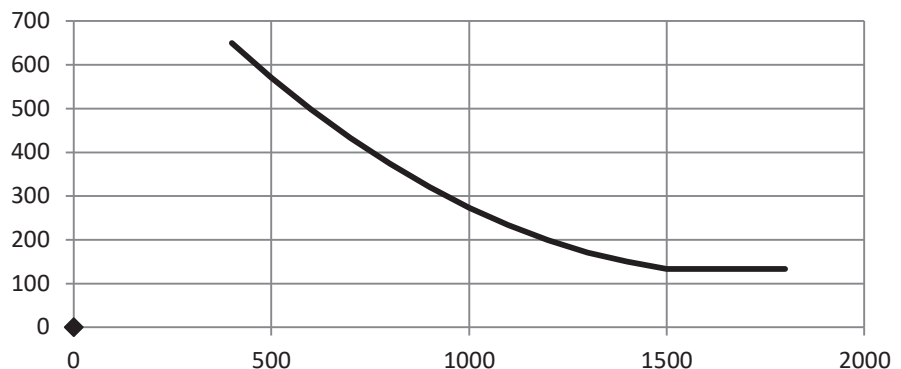


Criterion B: Peak Hour

| Peak Hour | Pedestrian Vol. | Major Road Vol. |
|-----------|--------------------|--------------------|
| 0:00 | 0 | 0 |

Criterion B Satisfied?

Figure 4C-7 Warrant 4, Pedestrian Peak Hour



Warrant 5: School Crossing

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criteria

Fulfilled?

| | | |
|---|--|--|
| 1 | There are a MINIMUM of 20 school children during the highest crossing hour. | |
| 2 | There are fewer adequate gaps in the major road traffic stream during the period when the school children are using the crossing than the number of minutes in the same period. | |
| 3 | The nearest traffic signal along the major road is located more than 300 ft away. Or, the nearest traffic signal is within 300 ft but the proposed traffic signal will not restrict the progressive movement of traffic. | |

Warrant 6: Coordinated Signal System

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criteria

Fulfilled?

| | | |
|---|---|--|
| 1 | Signal spacing > 1000 ft | |
| 2 | On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning. | |
| 3 | On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed and the adjacent signals will collectively provide a progressive operation. | |

Warrant 7: Crash Experience

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criteria

Met?

Fulfilled?

| | | | | |
|---|--|----------------------------|--|-----|
| 1 | Adequate trial of other remedial measures has failed to reduce crash frequency. | | | |
| | Measures Tried: | | | |
| 2 | Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12 month period. | # of crashes per 12 months | | |
| | | | | |
| 3 | Warrant 1, Condition A (80%) | Yes | | Yes |
| | Warrant 1, Condition B (80%) | No | | |
| | Warrant 4, Criterion A (80%) | No | | |
| | Warrant 4, Criterion B (80%) | Yes | | |

Warrant 8: Roadway Network

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

Criteria

Met?

Fulfilled?

| | | | | | |
|---|---|--|-----|----|----|
| 1 | Total entering volume of at least 1,000 veh/h during typical weekday peak hour | | 960 | No | No |
| | Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3. | | | No | |
| 2 | Total entering vol. of at least 1,000 veh/h for each of any 5 hrs of non-normal business day (Sat. or Sun.) | | | | |
| | Hour | | | | |
| | Volume | | | | |

Characteristics of Major Routes - Select yes if all intersecting routes have characteristic

Fulfilled?

| | | |
|---|--|--|
| 1 | Part of the road or highway system that serves as the principal roadway network for through traffic flow | |
| 2 | Rural or suburban highway outside of, entering, or traversing a city | |
| 3 | Appears as a major route on an official plan | |

Warrant 9: Intersection Near a Grade Crossing

100%

Warrant Evaluated?

Warrant Satisfied? N/A

Manually Set To:

| Adjustment Factors | | | Manually Set Peak Hour? | | | | |
|----------------------|--------------------------------------|--|-------------------------|-----------|-----------------|-----------------|---------------------|
| Rail Traffic per Day | % High Occupancy Buses on Minor Road | % Tractor-Trailer Trucks on Minor Road | D | Peak Hour | Major Road Vol. | Minor Road Vol. | Adjusted Minor Vol. |
| 1 | 0 | 0% to 2.5% | 660 | 17:00 | 665 | 295 | 98.825 |

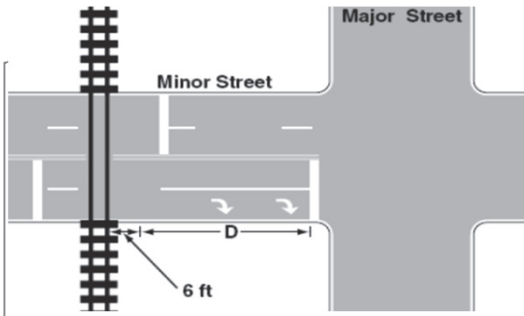
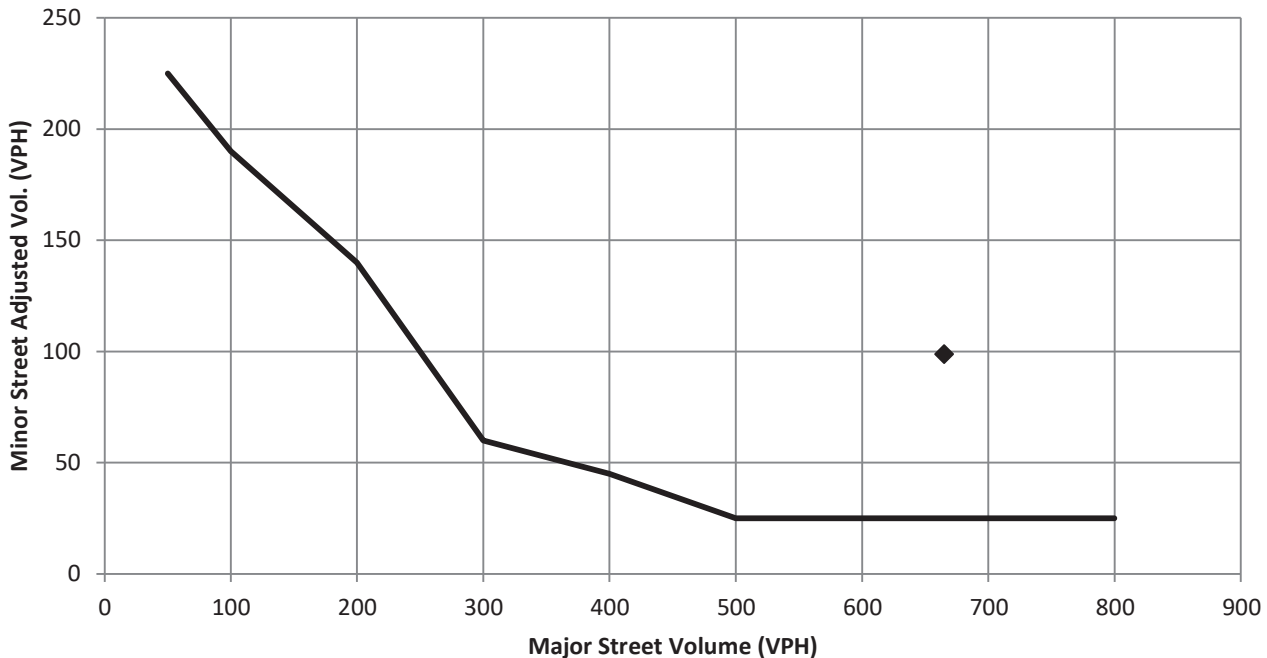


Figure 4C-9 Warrant9, Intersection Near a grade Crossing (One Approach Lane at the Track Crossing)



Conclusions/Comments:

Updated: 2/18/2016

HCS Warrants Report

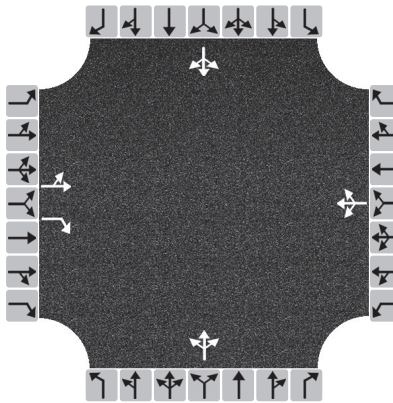
Project Information

| | | | |
|---------------------|--|----------------------|-------------------------|
| Analyst | DHM | Date | 7/24/2025 |
| Agency | CMT | Analysis Year | 2025 |
| Jurisdiction | Greenfield District | Time Period Analyzed | Highest 12-Hour Volumes |
| Units | U.S. Customary | MUTCD Method | MUTCD 11 (2023) |
| Project Description | SR 9 - SR 234 - Intersection Improvement | | |

General

| | | | |
|------------------------------------|-------------|---------------------------|------|
| Major Street Direction | North-South | Population < 10,000 | Yes |
| Starting Time Interval | 6:00 | Coordinated Signal System | No |
| Major Street Speed (mi/h) | 40 | Nearest Signal (ft) | 9999 |
| Adequate Trials of Crash Exp. Alt. | No | | |

Geometry and Traffic



| Approach | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|------------------------------------|-----------|-----|----|-----------|-----|----|------------|-----|----|------------|-----|----|
| Movement | L | T | R | L | T | R | L | T | R | L | T | R |
| Number of Lanes, N | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Lane Usage | | LT | R | | LTR | | | LTR | | | LTR | |
| Vehicle Volumes Averages (veh/h) | 32 | 100 | 75 | 24 | 94 | 11 | 64 | 200 | 19 | 11 | 198 | 17 |
| Pedestrian median refuge available | No | | | No | | | No | | | No | | |
| Pedestrian Averages (peds/h) | 0 | | | 0 | | | 0 | | | 0 | | |
| Gap Averages (gaps/h) | 0 | | | 0 | | | 0 | | | 0 | | |
| Delay Averages (s/veh) | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | | |
| Delay Averages (veh-hrs) | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | | |

School Crossing and Roadway Network

| | | | |
|------------------------------------|---|--------------------------|----|
| Number of Students in Highest Hour | 0 | Two or More Major Routes | No |
| Number of Adequate Gaps in Period | 0 | Weekend Counts | No |
| Number of Minutes in Period | 0 | 5-year Growth Factor (%) | 1 |

Railroad Crossing

| | | | |
|---------------------------------|---------|----------------------------|----|
| Grade Crossing Approach | None | Rail Traffic (trains/day) | 4 |
| Highest Volume Hour with Trains | Unknown | High Occupancy Buses (%) | 0 |
| Distance to Stop Line (ft) | - | Tractor-Trailer Trucks (%) | 10 |

| Volume Summary | | | | | | | | | | | | | | |
|----------------|----------------------|----------------------|----------------------|--------|--------|------------|------------|------------|------------|-----------|------------|------------|------------|------------|
| Hours | Major Volume (veh/h) | Minor Volume (veh/h) | Total Volume (veh/h) | Peds/h | Gaps/h | 1A (70%) | 1A (56%) | 1B (70%) | 1B (56%) | 2 (70%) | 3A (70%) | 3B (56%) | 4A (70%) | 4B (70%) |
| 6:00 - 7:00 | 584 | 222 | 987 | 0 | 0 | Yes | Yes | Yes | Yes | Yes | No | No | No | No |
| 7:00 - 8:00 | 530 | 171 | 858 | 0 | 0 | Yes | Yes | Yes | Yes | Yes | No | No | No | No |
| 8:00 - 9:00 | 395 | 130 | 632 | 0 | 0 | No | Yes | No | No | No | No | No | No | No |
| 9:00 - 10:00 | 383 | 141 | 618 | 0 | 0 | Yes | Yes | No | No | No | No | No | No | No |
| 10:00 - 11:00 | 440 | 140 | 696 | 0 | 0 | Yes | Yes | No | Yes | No | No | No | No | No |
| 11:00 - 12:00 | 478 | 157 | 720 | 0 | 0 | Yes | Yes | No | Yes | No | No | No | No | No |
| 12:00 - 13:00 | 457 | 157 | 707 | 0 | 0 | Yes | Yes | No | Yes | No | No | No | No | No |
| 13:00 - 14:00 | 484 | 182 | 757 | 0 | 0 | Yes | Yes | No | Yes | Yes | No | No | No | No |
| 14:00 - 15:00 | 542 | 246 | 924 | 0 | 0 | Yes | Yes | Yes | Yes | Yes | No | No | No | No |
| 15:00 - 16:00 | 626 | 390 | 1169 | 0 | 0 | Yes | Yes | Yes | Yes | Yes | No | Yes | No | No |
| 16:00 - 17:00 | 665 | 391 | 1239 | 0 | 0 | Yes | Yes | Yes | Yes | Yes | No | Yes | No | No |
| 17:00 - 18:00 | 558 | 223 | 913 | 0 | 0 | Yes | Yes | Yes | Yes | Yes | No | No | No | No |
| Total | 6142 | 2550 | 10220 | 0 | 0 | 11 | 12 | 6 | 10 | 7 | 0 | 2 | 0 | 0 |

| Pedestrian Volume | | | | | | | | |
|------------------------------------|---------------------------------------|------|-------|--|----|-------|------------|------------|
| 15th % pedestrian speed < 3.5 ft/s | | | | Pedestrian refuge present? | | | NB | SB |
| Hours | Major Street Vehicular Volume (veh/h) | | | Major Street Pedestrian Volume (ped/h) | | | 4A (70%) | 4B (70%) |
| | NB | SB | Total | NB | SB | Total | | |
| 6:00 - 7:00 | 291 | 293 | 584 | 0 | 0 | 0 | No | No |
| 7:00 - 8:00 | 276 | 254 | 530 | 0 | 0 | 0 | No | No |
| 8:00 - 9:00 | 229 | 166 | 395 | 0 | 0 | 0 | No | No |
| 9:00 - 10:00 | 190 | 193 | 383 | 0 | 0 | 0 | No | No |
| 10:00 - 11:00 | 245 | 195 | 440 | 0 | 0 | 0 | No | No |
| 11:00 - 12:00 | 274 | 204 | 478 | 0 | 0 | 0 | No | No |
| 12:00 - 13:00 | 241 | 216 | 457 | 0 | 0 | 0 | No | No |
| 13:00 - 14:00 | 269 | 215 | 484 | 0 | 0 | 0 | No | No |
| 14:00 - 15:00 | 296 | 246 | 542 | 0 | 0 | 0 | No | No |
| 15:00 - 16:00 | 342 | 284 | 626 | 0 | 0 | 0 | No | No |
| 16:00 - 17:00 | 398 | 267 | 665 | 0 | 0 | 0 | No | No |
| 17:00 - 18:00 | 359 | 199 | 558 | 0 | 0 | 0 | No | No |
| Totals | 3410 | 2732 | 6142 | 0 | 0 | 0 | 0 | 0 |

| Warrants | |
|---|---|
| Warrant 1: Eight-Hour Vehicular Volume | ✓ |
| A. Minimum Vehicular Volumes (Both major approaches --and-- more critical minor approach) --or-- | ✓ |
| B. Interruption of Continuous Traffic (Both major approaches --and-- more critical minor approach) --or-- | |
| 56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- more critical minor approach) | ✓ |
| Warrant 2: Four-Hour Vehicular Volume | ✓ |
| Four-Hour Vehicular Volume (Both major approaches --and-- more critical minor approach) | ✓ |
| Warrant 3: Peak Hour | ✓ |

| | |
|---|---|
| A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or-- | |
| B. Peak-Hour Vehicular Volumes (Both major approaches --and-- more critical minor approach) | ✓ |
| Warrant 4: Pedestrian Volume | |
| A. Four Hour Volumes --or-- | |
| B. Peak-Hour Volumes | |
| Warrant 5: School Crossing | |
| Gaps Same Period --and-- | |
| Student Volumes | |
| Nearest Traffic Control Signal (optional) | ✓ |
| Warrant 6: Coordinated Signal System | |
| Degree of Platooning (Predominant direction or both directions) | |
| Warrant 7: Crash Experience | |
| A. Adequate trials of alternatives, observance and enforcement failed --and-- | |
| B. Reported Crash History --and-- | |
| B1. Angle Crashes and Pedestrian Crashes within a 1-year Period (All Severities) | |
| B2. Angle Crashes and Pedestrian Crashes within a 1-year Period (Fatal-and-Injury) | |
| B3. Angle Crashes and Pedestrian Crashes within a 3-year Period (All Severities) | |
| B4. Angle Crashes and Pedestrian Crashes within a 3-year Period (Fatal-and-Injury) | |
| C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied | ✓ |
| Warrant 8: Roadway Network | |
| A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or-- | |
| B. Weekend Volume (Five hours total) | |
| Warrant 9: Grade Crossing | |
| A. Grade Crossing within 140 ft --and-- | |
| B. Peak-Hour Vehicular Volumes | |



Addendum to INDOT Engineering Assessment Report (INDOT, 2019)

TO: Don Mcghghy, INDOT

FROM: Morgan Stumpf, CMT

DATE: July 6, 2022

SUBJECT: Des. No. 200154 – SR 9 and SR 234 Intersection

Project Description

An analysis was completed by CMT for the SR 9 and SR 234 Intersection project to evaluate the conceptual cost and right of way comparison of a roundabout improvement. The project study area is located along SR 9 and SR 234 within Hancock County, Indiana. Following the project kick-off meeting held on March 22, 2022, it was requested by INDOT that CMT further analyze the roundabout improvement as the preferred intersection improvement. CMT proceeded to evaluate the right of way and cost impacts for the following alternatives:

- Signalized intersection at SR 9 and SR 234 with added turn lanes
- Roundabout intersection at SR 9 and SR 234

This memo summarizes the results of the analysis which led to the selection to change the scope of the project from the signalized intersection recommended in the Engineering Assessment Report prepared by INDOT in 2019 to a roundabout improvement. The Engineering Assessment Report and additional correspondence while coordinating the change in scope can be found in the attachments.

Alternatives Analysis

With recent compact roundabouts being utilized in the district, a re-evaluation of a roundabout at the intersection of SR 9 and SR 234 was suggested. The engineering assessment prepared in 2019 recommended the signalized alternative due to being the most cost-effective solution at the time. The purpose of this analysis was to compare how a compact roundabout could minimize the right of way impact and in turn become the safer and more effective solution. A summary of the conceptual results is shown in **Table 1**.

Table 1 – Alternatives Comparison

| | Signalized Added Turn Lanes | Roundabout |
|-------------------|-----------------------------|-------------|
| Construction Cost | \$1,492,174 | \$1,876,094 |
| Proposed R/W | 2.81 Acres | 0.54 Acres |



Recommendation

The additional findings suggest that the R/W impacts are less with the compact roundabout alternative. As mentioned in the Engineering Assessment report, the roundabout is estimated to reduce crashes by at least 49% and ease the standing queue and the crash pattern at the intersection. The roundabout fits the purpose and need of this project and offers more safety benefits than the traffic signal. The additional analysis eliminates the concern that the roundabout will require more R/W than the traffic signal which in turn lowers the expected total project cost .

Enclosed:

Project Correspondence - **Removed to reduce the overall size of the CE document**

Engineering Assessment Report - **Relevant pages only**

Engineering Assessment Report

SR 9 at SR 234, Intersection Improvement, New Traffic Signal
DES No. FILL, Greenfield Tracking No. FILL

Safety Project
Proposed Fiscal Year: 2025
Score: 86

Greenfield District
Greenfield Sub-District
Hancock County, Indiana
12/11/19

Prepared by:
Nathan Sturdevant, P.E.
Greenfield District Traffic Investigations Engineer

Approved by:
Luis Laracuente, P.E.
District Traffic Engineer

Please note: Only relevant pages of this report have been included in order to reduce the overall size of the CE document. Additionally, the traffic and safety data for the project was reanalyzed and updated for 2025. Please refer to the Traffic Analysis Memo (CMT, 2025) for further details.

Indiana Department of Transportation

Traffic Engineering

Greenfield District

32 South Broadway Greenfield IN 46140





quadrant are likely contaminated and will require remediation. As a result, the proposed layout shifts to the west and north as much as is feasible.

INCLUDE ADDITIONAL ROWS IN THE TABLE FOR ALL THE NEEDED INFORMATION

Table 7: Other Design Considerations

| | |
|-------------------------------|-------------------------------------|
| Land Survey Location | NE ¼ of Section 30, T. 17 N., R.7 E |
| Civil Township | Green |
| Federal Aid System | Rural On |
| National Truck Network | Yes- SR 9 |
| Urban Area Boundary | None |
| Adjacent Land Use | Commercial, Agricultural |

Community/External Stakeholder Context

The Green Township Fire Department is located on the northeast quadrant of this intersection. As a result, construction should be phased to maintain open access to the facility at all times.

Additionally, the drive for the fire department on SR 9 should be incorporated into the proposed layout.

Adjacent INDOT Projects

There is an upcoming pavement project (Minor Structural) on SR 9 in 2022. This project should be completed prior to development of this project. Additionally, there are several bridge repair projects (Overlay and Scour) for the bridges over Sugar Creek on SR 9 and SR 234 in 2020. These projects are outside of the project limits and will not affect this project.

Other Miscellaneous Information

Analysis and Alternatives

Description of Alternatives

Alternative 1 – Convert the intersection from an all-way stop controlled intersection to a signal controlled intersection. This proposal included widening each approach to include left turn lanes. Given the volumes, the turn lane lengths should be minimized to reduce the overall footprint of the intersection. This alternative maintains a LOS of A through the design year of 2045. It is estimated that the change in traffic control and added turn lanes would reduce crashes by 44%, and should significantly reduce the standing queue and the major crash pattern associated with the queue. This alternative will meet the propose and need of this project.



The estimated cost for the installation of a traffic signal and turn lanes at this location is \$1,954,000. This alternative has a TSAM score of 86.

Alternative 2 – Convert the intersection from an all-way stop to a single lane roundabout. This maintains LOS of A through the design year of 2045. This roundabout will likely have to be located southwest of the existing intersection, to avoid significant impacts on to the fire station and IMI offices. Additionally, properties to the southwest and southeast will require significant property acquisition. The roundabout is expected to have a standard inscribed diameter and entry angles for the higher speeds along SR 234. The roundabout should accommodate heavy vehicle traffic and bus traffic from the nearby fire station and school respectively. It is estimated that the change to a roundabout would reduce crashes by at least 49%, all but eliminating the standing queue and the crash pattern associated with it. This alternative will meet the purpose and need of this project.

The estimated cost for the installation of a traffic signal and turn lanes at this location is \$2,533,000. This alternative has a TSAM score of 81.

Alternative 3 – No Build. The No build option was considered for this project. However, there are long term capacity issues with the existing traffic control, and the existing safety problems will persist if no action is taken. The significant rear end crashes will not be addressed with the no build option. Therefore, this alternative does not meet the purpose and need for this project.

Cost Estimates

Table 8: Cost Estimate Summary

| Alternative | Funding Category | Estimated Cost |
|---------------------------|-------------------|----------------|
| Alternative 1 | CN | \$1,624,000 |
| | PE | \$180,000 |
| | Utility | \$0 |
| | RoW | \$150,000 |
| | Total Cost | \$1,954,000 |
| | | |
| Alternative 2 | CN | \$1,258,000 |
| | PE | \$275,000 |
| | Utility | \$0 |
| | RoW | \$1,000,000 |
| | Total Cost | \$2,533,000 |
| | | |
| Alternative 3 No Build | CN | \$0 |
| | PE | \$0 |
| | Utility | \$0 |
| | RoW | \$0 |
| | Total Cost | \$0 |



Environmental and Historic Considerations

It is anticipated that this project will require a Categorical Exclusion (CE) level 2 based on the right of way needs of this project (½-acre threshold). Environmental will need to be done 1 year in advance of letting to allow for right of way acquisition, and will take 9-12 months to complete. It should also be noted that some remediation is anticipated in the southeast quadrant based on previous soils from past projects.

This project will require an environmental document level CE2.

Design Criteria

The design of this project shall adhere to 3R Project, Non-Freeways standards per the Indiana Design Manual.

SEE IDM 40-06.01 FOR MORE INFORMATION.

Recommended Alternative

*** The preferred alternative is Alternative 1, the traffic signal with added turn lanes.** This alternative is the most cost effective alternative that provides significant benefit to both safety and operations at this intersection. Both this alternative and the roundabout alternative address both the purpose and need for this project in all regards. However, the additional costs and impacts associated with the roundabout decrease the overall score and ability to fund this project. While the traffic signal may not have the largest impact to safety, it will still reduce the primary crash pattern significantly and will operate exceptionally. Therefore, the traffic signal presents the best case for a viable long-term solution to the safety and operation at this intersection at a cost of \$1,954,000.

Changes to Proposal

Contact the Greenfield District Traffic Engineer if deviation from this document is determined to be necessary during a later phase of project development, including but not limited to scope of work or letting changes. Any desired changes should include justification for the change and the estimated cost.

* Please note: As requested by INDOT, a re-evaluation of the project alternatives was completed in 2022 and it was determined that Alternative 2, conversion of the intersection to a single lane roundabout, is the preferred alternative of this project. Please refer to the Addendum to the 2019 Engineering Assessment Report (CMT, 2022) for details. Refer to the Project Description section of the CE document for further details of the preferred alternative discussion.

SR 9 and SR 234 Intersection Improvements (Des No. 2000154)
Hancock County, IN

Environmental Justice (EJ) (Presidential EO 12898)

Environmental Justice (EJ) (Presidential EO 12898)

During the development of the project were EJ issues identified?

Does the project require an EJ analysis?

If YES, then:

Are any EJ populations located within the project area?

Will the project result in adversely high and disproportionate impacts to EJ populations?

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

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require 1.98 acres of permanent right-of-way and 0.097 acre of temporary right of way. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exist and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Hancock County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Green Township, Indiana. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. 2022 census data was obtained from the US Census Bureau Website (<https://data.census.gov/>) on April 11, 2023 by Crawford, Murphy & Tilly, Inc. The data collected for minority and low-income populations within the AC are summarized in the below table.

| | COC – Hancock County | AC - Green Township, Hancock County, Indiana |
|--------------------------|----------------------|--|
| Percent Minority | 12.3% | 8.6% |
| 125% of COC | 15.4% | AC < 125% COC |
| EJ Population of Concern | | No |
| Percent Low-Income | 4.1% | 15.8% |
| 125% of COC | 5.1% | AC > 125% COC |
| EJ Population of Concern | | Yes |

Green Township, Indiana has a percent minority of 8.6% which is below 50% and is below the 125% COC threshold. Therefore, AC-1 does not have a minority population of EJ concern.

Green Township, Indiana has a percent low-income of 15.8% which is below 50% but is above the 125% COC threshold. Therefore, AC-1 has a low-income population of EJ concern.

Conclusion

This project will require 1.98 acres of permanent right-of-way and 0.097 acre of temporary right of way. The ROW needed for this project includes mowed grass, cement/gravel strips lining both sides of each road, and the entrance to several residential driveways and commercial parking lots. No commercial or residential relocations will be required. Access will be maintained to all other businesses, residences, and Eden Elementary School throughout construction. All restrictions will cease upon project completion.

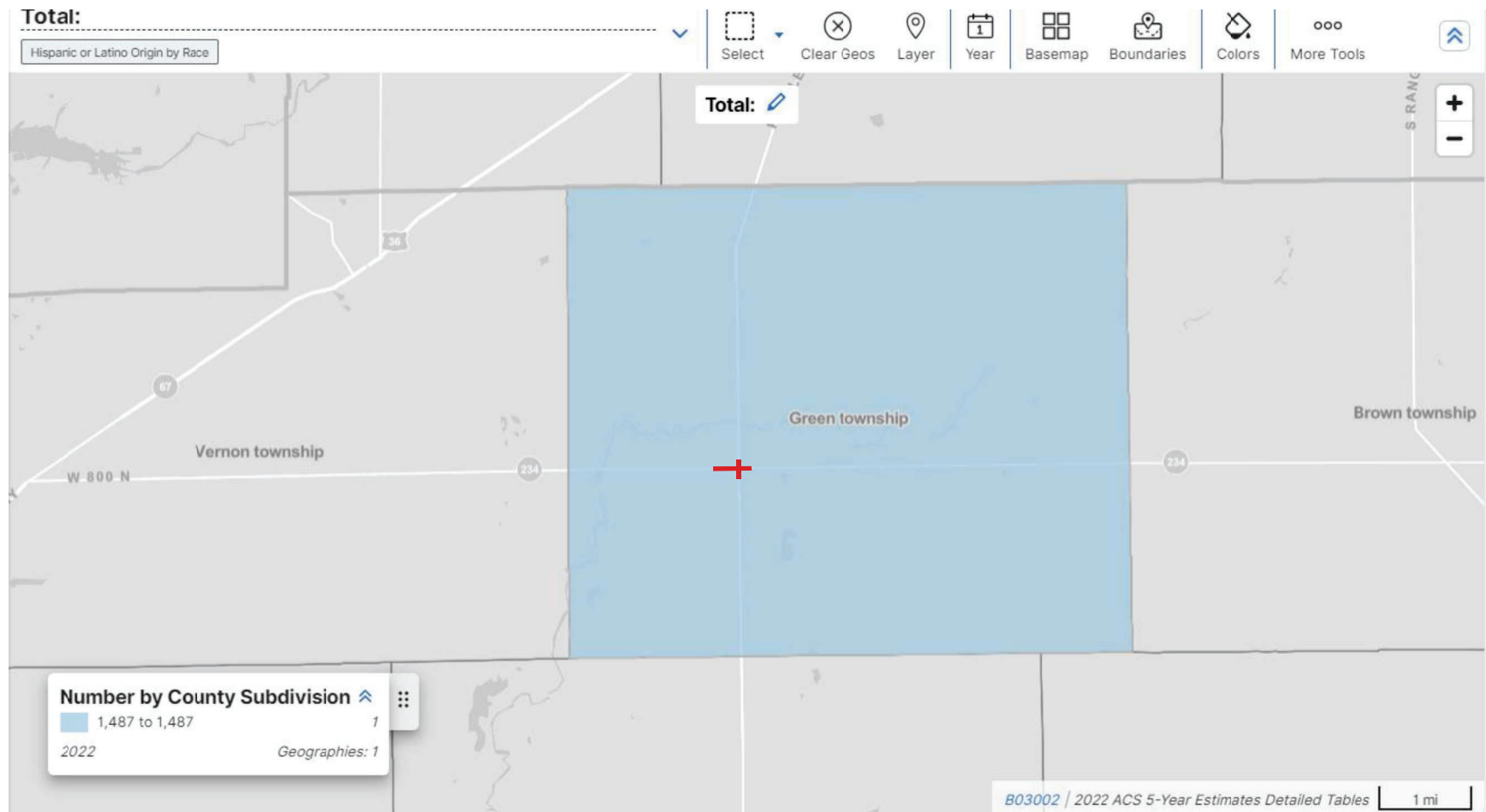
The SR 9 and SR 234 intersection experiences long queues and a high frequency of crashes related to queues. The capacity analysis indicates the existing signalized intersection currently operates at a level of service (LOS) E at the northbound leg of the intersection and would operate at a LOS F by the year 2045. The project is expected to positively impact community cohesion by reducing congestion and improving safety at the intersection. The proposed roundabout is anticipated to maintain an LOS of A through 2045, reduce crashes by nearly 49%, and eliminate queues at the intersection. The use of a single lane compact

roundabout will minimize impacts to adjacent property owners and land impacts.

Traffic traveling along SR 9 will not be interrupted, but will be reduced to a two-way, one-lane configuration using the existing northbound pavement. SR 234 will be closed during construction and traffic traveling along SR 234 will be rerouted. The detour will close SR 234 at the intersections of SR 234 and US 36 to the west of the project area and the SR 234 and SR 109 to the east of the project area. Traffic will be rerouted to go north/south on SR 109 until reaching SR 38 where the traveler will go west/east along SR 38, and then go southwest/northeast along US 36 until reaching the SR 234 and US 36 intersection. For a total of approximately 23 miles of extra travel due to the detour. Both starting points of the detour for SR 234 begin outside of the AC. Local roads would still be available within the AC for the EJ population to travel around the area. North Meridan Road is located approximately 1.83 miles west of the SR 9 and SR 234 intersection and North 400 East is located approximately 2 miles east of the SR 9 and SR 234 intersection. Both of these roads lead to 900 North and would allow traffic within the AC to travel east and west similarly to how they would along SR 234. The total distance from the North Meridan Road and SR 234 intersection to the North 400 East and SR 234 intersection is approximately 6 miles. Because of the detour rerouting traffic coming from outside the AC and since the EJ populations will have other travel options within the AC that will not substantially increase travel time, traffic impacts to EJ populations are expected to be minor.

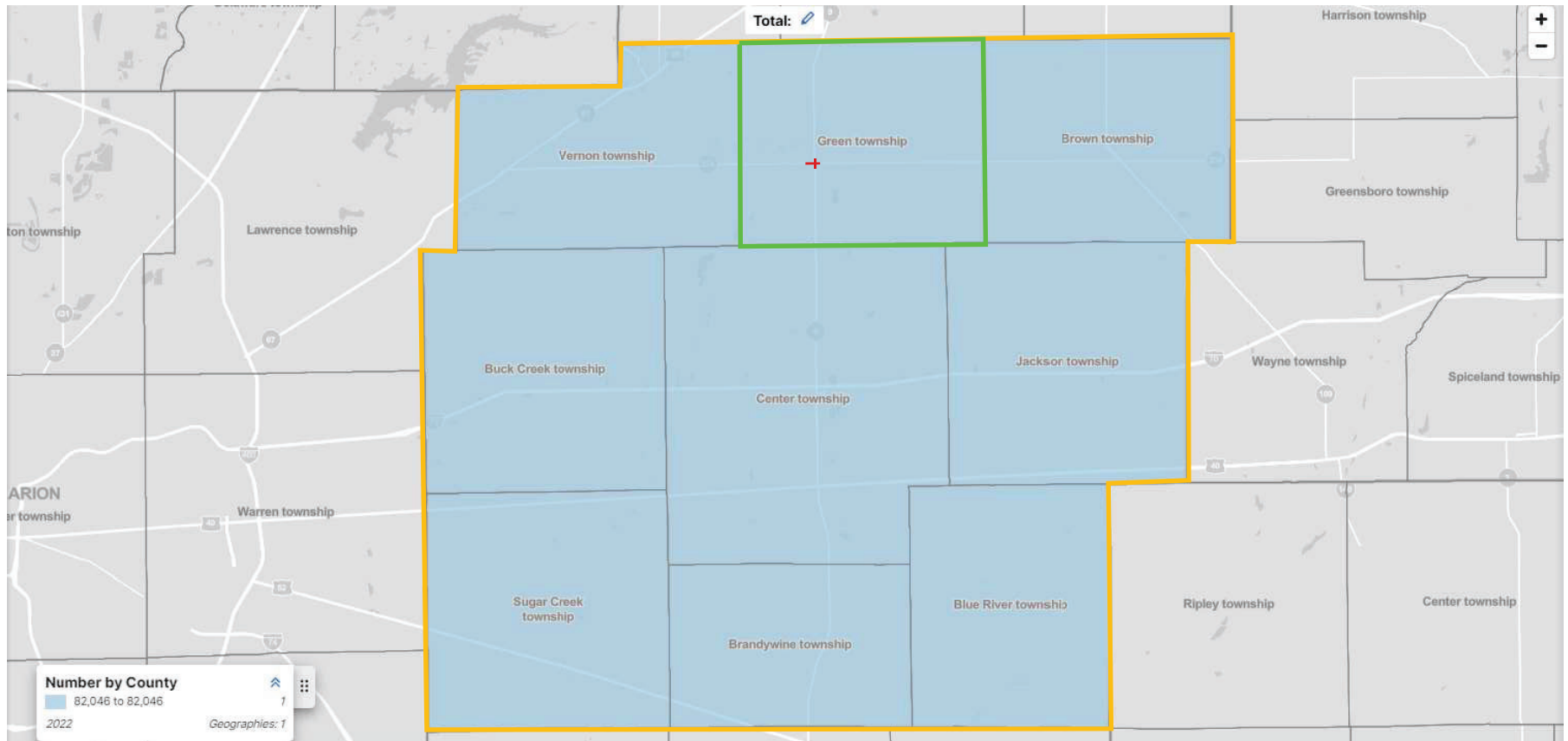
The proposed project will enable residents of the community, including the identified EJ population, to safely travel through the intersection to adjoining communities, schools, and businesses. The identified EJ population will not experience a disproportionately high and adverse impact from the project, and the project does not have an adverse effect on the population. The proposed project will not result in any secondary or cumulative negative impacts or negative environmental impacts including, air, water, vibration, and community character. No Environmental Justice issues were raised during coordination with stakeholders regarding the proposed project. EJ Analysis documentation is attached.

AC- Green Township, Hancock County, Indiana



— Project Area

COC- Hancock County, Indiana



- Project Area
- Affected Community
- Community of Comparison

Minority Data

| B03002 Hispanic or Latino Origin by Race | | | | B03002 Hispanic or Latino Origin by Race | | | |
|---|----------|-----------------|--|--|----------|-----------------|--|
| American Community Survey Universe: Total population 2022: ACS 5-Year Estimates Detailed Tables | | | | American Community Survey Universe: Total population 2022: ACS 1-Year Estimates Detailed Tables | | | |
| Green township, Hancock County, Indiana | | | | Please note that American Community Survey 1-Year estimates are published for geographic areas with a population of at least 100 people. | | | |
| Label | Estimate | Margin of Error | | Label | Estimate | Margin of Error | |
| ▼ Total: | 1,487 | ±314 | | ▼ Total: | 83,070 | ***** | |
| ▼ Not Hispanic or Latino: | 1,487 | ±314 | | ▼ Not Hispanic or Latino: | 80,266 | ***** | |
| White alone | 1,359 | ±314 | | White alone | 72,861 | ±1,073 | |
| Black or African American alone | 89 | ±114 | | Black or African American alone | 2,350 | ±979 | |
| American Indian and Alaska Native alone | 0 | ±13 | | American Indian and Alaska Native alone | 127 | ±120 | |
| Asian alone | 0 | ±13 | | Asian alone | 576 | ±434 | |
| Native Hawaiian and Other Pacific Islander alone | 0 | ±13 | | Native Hawaiian and Other Pacific Islander alone | 0 | ±207 | |
| Some other race alone | 0 | ±13 | | Some other race alone | 896 | ±1,008 | |
| ▼ Two or more races: | 39 | ±56 | | ▼ Two or more races: | 3,456 | ±1,148 | |
| Two races including Some other race | 0 | ±13 | | Two races including Some other race | 466 | ±412 | |
| Two races excluding Some other race, and three or more races | 39 | ±56 | | Two races excluding Some other race, and three or more races | 2,990 | ±1,073 | |
| ▼ Hispanic or Latino: | 0 | ±13 | | ▼ Hispanic or Latino: | 2,804 | ***** | |
| White alone | 0 | ±13 | | White alone | 569 | ±451 | |
| Black or African American alone | 0 | ±13 | | Black or African American alone | 0 | ±207 | |
| American Indian and Alaska Native alone | 0 | ±13 | | American Indian and Alaska Native alone | 0 | ±207 | |
| Asian alone | 0 | ±13 | | Asian alone | 0 | ±207 | |
| Native Hawaiian and Other Pacific Islander alone | 0 | ±13 | | Native Hawaiian and Other Pacific Islander alone | 0 | ±207 | |
| Some other race alone | 0 | ±13 | | Some other race alone | 716 | ±539 | |
| ▼ Two or more races: | 0 | ±13 | | ▼ Two or more races: | 1,519 | ±669 | |
| Two races including Some other race | 0 | ±13 | | Two races including Some other race | 1,273 | ±629 | |
| Two races excluding Some other race, and three or more races | 0 | ±13 | | Two races excluding Some other race, and three or more races | 246 | ±309 | |

Low-Income Data

| B17001 Poverty Status in the Past 12 Months by Sex by Age | | | |
|---|----------|--|-----------------|
| American Community Survey | | Universe: Population for whom poverty status is determined | 2022: ACS 5-... |
| Notes | | Geos | Topics |
| Codes | | 123 | Dataset |
| Green township, Hancock County, Indiana | | | |
| Label | Estimate | Margin of Error | |
| ▼ Total: | 1,469 | ±309 | |
| ▼ Income in the past 12 months below poverty level: | 232 | ±171 | |
| > Male: | 77 | ±113 | |
| > Female: | 155 | ±133 | |
| ▼ Income in the past 12 months at or above poverty level: | 1,237 | ±282 | |
| > Male: | 627 | ±157 | |
| > Female: | 610 | ±158 | |

| B17001 Poverty Status in the Past 12 Months by Sex by Age | | | |
|---|----------|--|------------------|
| American Community Survey | | Universe: Population for whom poverty status is determined | 2022: ACS 1-Y... |
| Notes | | Geos | Topics |
| Codes | | 123 | Dataset |
| Please note that American Community Survey 1-Year estimates are published | | | |
| Hancock County, Indiana | | | |
| Label | Estimate | Margin of Error | |
| ▼ Total: | 82,046 | ±440 | |
| ▼ Income in the past 12 months below poverty level: | 3,341 | ±1,149 | |
| > Male: | 924 | ±586 | |
| > Female: | 2,417 | ±849 | |
| ▼ Income in the past 12 months at or above poverty level: | 78,705 | ±1,295 | |
| > Male: | 39,546 | ±820 | |
| > Female: | 39,159 | ±827 | |