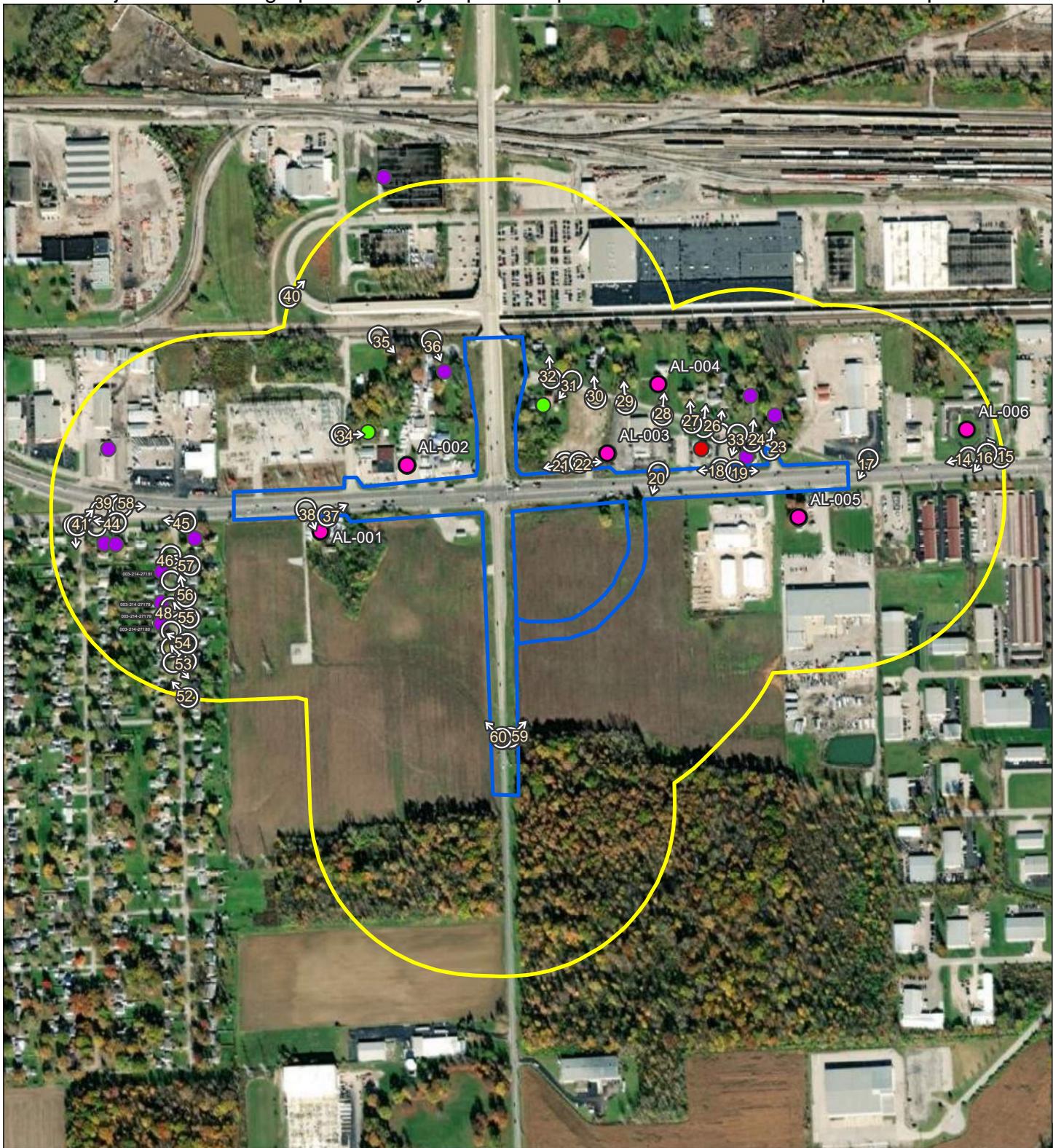


## **SECTION 106 APPENDIX C**

Project Site Photographs and Key Maps Excerpted from the Historic Properties Report



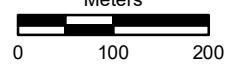
□ Project Area    ● Outstanding Resources    ● Contributing Resources    ● Notable Resources    ● Architectural Locations    ● APE    ● Photograph Directions

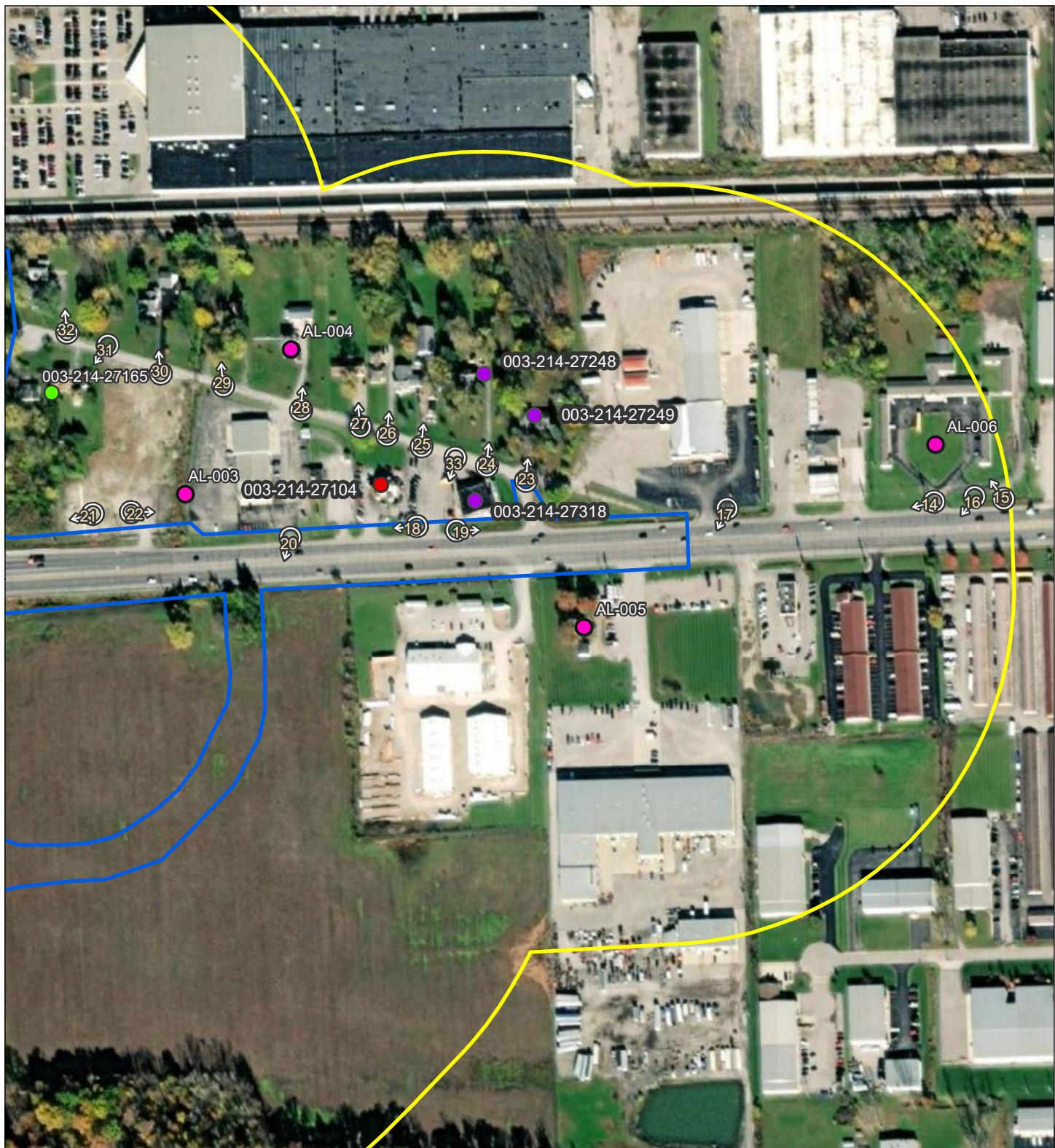
Figure 12. Overview Photograph Key Map  
 SR 930 At Maplecrest Road  
 Intersection Improvement  
 3.67 Miles West Of I-469 Allen County, Indiana  
 Metric Project No.20-0026  
 Map Date: 08/27/2021

All Locations Approximate  
 2017 Basemap  
 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar  
 Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and  
 the GIS User Community



1 cm = 79 m





<input type="checkbox"/> Project Area	<input type="checkbox"/> Outstanding Resources	<input type="checkbox"/> Contributing Resources	<input type="checkbox"/> Photograph Directions
<input type="checkbox"/> APE	<input type="checkbox"/> Notable Resources	<input type="checkbox"/> Architectural Locations	

Figure 13. Key Map 1  
 SR 930 At Maplecrest Road  
 Intersection Improvement  
 3.67 Miles West Of I-469 Allen County, Indiana  
 Metric Project No.20-0026  
 Map Date: 08/27/2021

All Locations Approximate  
 2017 Basemap  
 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar  
 Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and  
 the GIS User Community



1 cm = 38 m

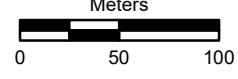




Photo 14. Streetscape view of State Road 930 facing west from AL-006 (rated Contributing) at the eastern edge of the APE.



Photo 15. 7001 West State Road 930 (AL-006, rated Contributing) from State Road 930 facing north at the eastern edge of the APE.



Photo 16. Streetscape view of State Road 930 facing southwest from the eastern edge of the APE.



Photo 17. Streetscape view of State Road 930 facing southwest.



Photo 18. Streetscape view of State Road 930 facing west from Holter's Roost (IHSSI #003-214-27104 rated Outstanding).



Photo 19. Streetscape view of State Road 930 facing east showing 6631 West State Road 930 (IHSSI #003-214-27318, rated Contributing) from Holter's Roost (IHSSI #003-214-27104, rated Outstanding).



Photo 20. Streetscape view of State Road 930 facing south showing turn road.



Photo 21. Streetscape view of State Road 930 facing west showing the intersection of Maplecrest and State Road 930.



Photo 22. Streetscape view of State Road 930 showing AL-003 (rated Contributing) and Holter's Roost (IHSSI #003-214-27104, rated Outstanding) facing east.



Photo 23. 6703 Old Maumee Avenue (IHSSI #003-214-27249, rated Contributing), facing north.



Photo 24. View of 6725 Old Maumee Avenue (IHSSI #003-214-27248, rated Contributing), facing north.



Photo 25. View of 6611 Old Maumee Avenue facing north.



Photo 26. View of 6529 Old Maumee Avenue facing north.



Photo 27. View of 6525 Old Maumee Avenue facing north.



Photo 28. View of 6515 Old Maumee Avenue (AL-004, rated Notable) facing north.



Photo 29. View of 6431 Old Maumee Avenue facing north.



Photo 30. View of 6421 Old Maumee Avenue facing north.



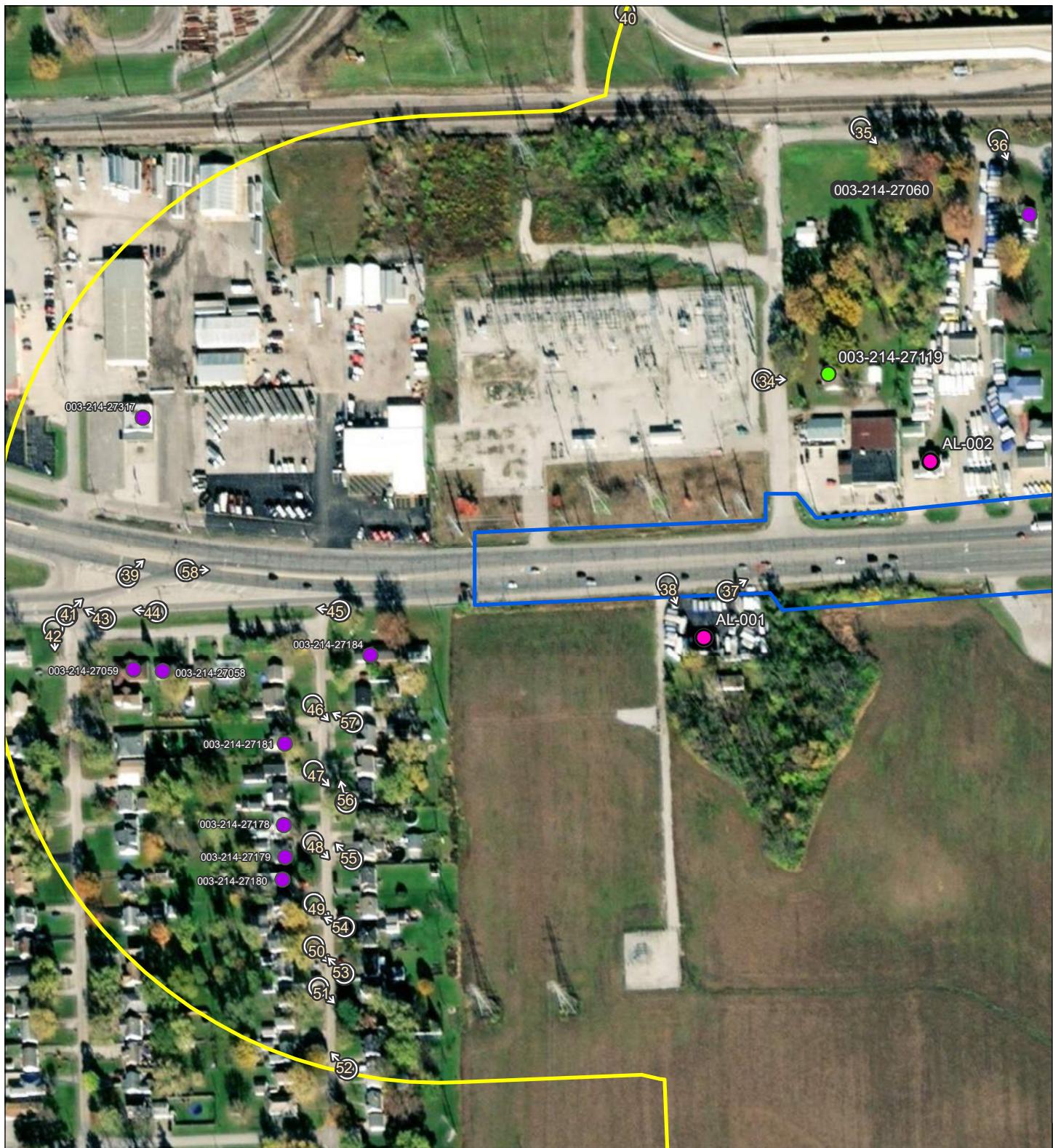
Photo 31. View of 6340 Old Maumee Avenue (Hill House IHSSI #003-214-27165, rated Notable), facing south.



Photo 32. View of 6407 Old Maumee Avenue facing north.



Photo 33. View of Holter's Roost at 6623 Old Maumee Avenue (IHSSI #003-214-27104, rated Outstanding), facing southwest.



Project Area

Notable Resources

Architectural Locations

APE

Contributing Resources

Photograph Directions

Figure 14. Key Map 2  
 SR 930 At Maplecrest Road  
 Intersection Improvement  
 3.67 Miles West Of I-469 Allen County, Indiana  
 Metric Project No.20-0026  
 Map Date: 08/27/2021

All Locations Approximate  
 2017 Basemap  
 Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar  
 Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and  
 the GIS User Community



1 cm = 30 m

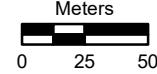




Photo 34. View of 1759 Estella Avenue (IHSSI #003-214-27119, rated Notable), facing southwest.



Photo 35. View of 6130 Old Maumee Avenue facing southeast.

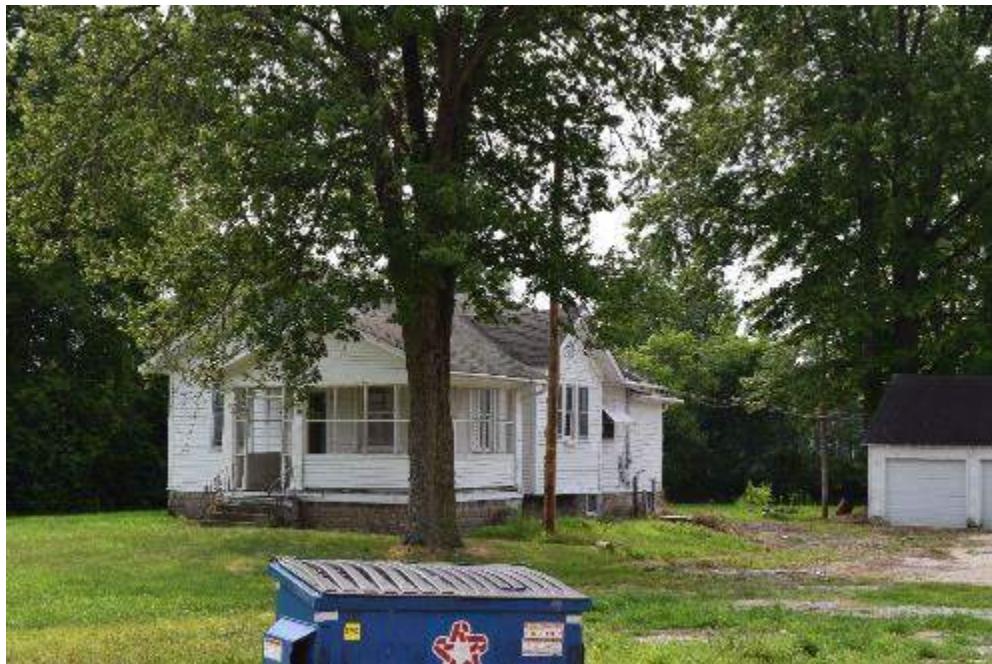


Photo 36. View of 6623 Old Maumee Avenue (IHSSI #003-214-27060, rated Contributing), facing southeast.



Photo 37. Streetscape view of State Road 930 (showing AL-002, rated Contributing), facing northeast.



Photo 38. View of 6020 West State Road 930 (AL-001, rated Contributing), facing south.



Photo 39. Streetscape view of State Road 930 facing northeast.



Photo 40. Streetscape view of Estella Avenue showing (IHSSI #003-214-27288, rated Contributing) from Nelson Road, facing northeast.



Photo 41. Streetscape view of State Road 930 showing 5801 West State Road 930 (IHSSI #003-214-27317, rated Contributing), facing north.



Photo 42. Streetscape view of Sunnymede Drive facing south.



Photo 43. Streetscape view of New Haven Avenue showing 5708 New Haven Avenue (IHSSI #003-214-27059, rated Contributing) and 5718 New Haven Avenue (IHSSI #003-214-27058, rated Contributing), facing southeast.



Photo 44. Streetscape view of New Haven Avenue facing southeast.



Photo 45. Streetscape view of New Haven Avenue showing 1915 Dellwood Drive (IHSSI #003-214-27084, rated Contributing), facing southeast.



Photo 46. Streetscape view of Dellwood Drive facing southeast.



Photo 47. Streetscape view of Dellwood Drive facing southeast.



Photo 48. Streetscape view of Dellwood Drive facing southeast.



Photo 49. Streetscape view of Dellwood Drive facing southeast.



Photo 50. Streetscape view of Dellwood Drive facing southeast.



Photo 51. Streetscape view of Dellwood Drive facing southeast.



Photo 52. Streetscape view of Dellwood Drive facing northwest.



Photo 53. Streetscape view of Dellwood Drive facing northwest.



Photo 54. Streetscape view of Dellwood Drive showing 1954 Dellwood Drive (IHSSI #003-214-27180, rated Contributing), facing northwest.



Photo 55. Streetscape view of Dellwood Drive showing 1948 Dellwood Drive (IHSSI #003-214-27179, rated Contributing) and 1944 Dellwood Drive (IHSSI #003-214-27178, rated Contributing), facing northwest.



Photo 56. Streetscape view of Dellwood Drive facing northwest.



Photo 57. Streetscape view of Dellwood Drive showing 1964 Dellwood Drive (IHSSI #003-214-27181, rated Contributing), facing northwest.



Photo 58. Streetscape view of State Road 930 and New Haven Avenue facing east from the west end of the APE.



□ Project Area

🔍 Photograph Directions

□ APE

Figure 15. Key Map 3  
SR 930 At Maplecrest Road  
Intersection Improvement  
3.67 Miles West Of I-469 Allen County, Indiana  
Metric Project No.20-0026  
Map Date: 08/27/2021

All Locations Approximate  
2017 Basemap  
Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar  
Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and  
the GIS User Community



1 cm = 25 m

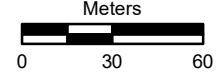




Photo 59. View from the south end of the project area facing northeast.



Photo 60. View from the south end of the project area facing north.

## **SECTION 106 APPENDIX D**

# **HISTORIC PROPERTY LONG REPORT**

## **SR 930 AT MAPLECREST ROAD INTERSECTION IMPROVEMENT PROJECT**

**CITY OF NEW HAVEN, ADAMS TOWNSHIP,  
ALLEN COUNTY, INDIANA**

**DES. NO. 1900107/DHPA NO. 27983**

**PREPARED FOR:**

**DLZ INDIANA, LLC**

**LEAD AGENCY:**

**FEDERAL HIGHWAY ADMINISTRATION**

**Prepared by:**



**Complex Environment. Creative Solutions.**

6958 Hillsdale Court  
Indianapolis, IN 46256  
Telephone: 317.400.1633

[www.metricenv.com](http://www.metricenv.com)

*Timothy Miller*

Timothy Miller  
TimothyM@metricenv.com

November 30, 2021

## MANAGEMENT SUMMARY

This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the proposed State Road 930/Maplecrest Road Intersection Improvement Project, located 3.67 miles west of I-469 in the City of New Haven, Adams Township, Allen County, Indiana. Above-ground resources located within the proposed 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).

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 (NRHP). 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 NRHP.

The APE contains four properties that are recommended eligible for listing in the NRHP. They are:

- Holter's Roost at 6623 Old Maumee Avenue
- House at 1759 Estrella Avenue
- Hill House at 6436 Old Maumee Avenue
- Sunnymede Residential Historic District at Sunnymede Drive, Medford Drive, Dellwood Drive, Sunwood Drive, Ridgeview Avenue, and New Haven Avenue

## 7.0 CONCLUSIONS

The APE contains no properties listed in the NRHP.

As a result of the investigation for this project, four properties are recommended eligible for listing in the NRHP. They are:

- Holter's Roost at 6623 Old Maumee Avenue
- House at 1759 Estrella Avenue
- Hill House at 6436 Old Maumee Avenue
- Sunnymede Residential Historic District at Sunnymede Drive, Medford Drive, Dellwood Drive, Sunwood Drive, Ridgeview Avenue, and New Haven Avenue

## **SECTION 106 APPENDIX E**

# ARCHAEOLOGICAL SHORT REPORT

PHASE IA ARCHAEOLOGICAL RECONNAISSANCE FOR THE  
SR 930 AT MAPLECREST ROAD INTERSECTION IMPROVEMENT  
PROJECT, DES. NO. 1900107, 3.67 MILES WEST OF I-469,  
ADAMS TOWNSHIP, ALLEN COUNTY, INDIANA

PREPARED FOR:

**DLZ INDIANA, LLC  
2211 EAST JEFFERSON BLVD.,  
SOUTH BEND, INDIANA 46615**

LEAD AGENCY:

**FEDERAL HIGHWAY ADMINISTRATION**

**Prepared by:**

Megan Copenhaver and Christopher Stevenson



**Complex Environment. Creative Solutions.**

6958 Hillsdale Court  
Indianapolis, IN 46256  
Telephone: 317.400.1633  
[www.metricenv.com](http://www.metricenv.com)

A handwritten signature in black ink that reads "Samuel P. Snell".

---

Samuel P. Snell, MS, RPA  
Archaeological Principal Investigator  
[sams@metricenv.com](mailto:sams@metricenv.com)

September 7, 2021

Number of shovel probes excavated 58	Number of cores / auger probes 0
<p><i>Describe disturbances. Attach photographs documenting disturbances.</i> Buried utilities, road grade slope, roadside ditch, commercial and residential development</p>	
Actual area surveyed (hectares) 6.7	Actual area surveyed (acres) 16.5
<p><i>Explain results of fieldwork.</i> The survey area was surveyed in four areas, designated Areas 1 through 4 (Figure 2 through 26). Previously recorded site 12-AI-0554 is located within Area 1 and previously recorded sites 12-AI-0553 and 12-AI-0057 are located within Area 2. As noted, 12-AI-0057 was demolished as a result of the construction of a commercial property, and 12-AI-0053 and 12-AI-0054 were not considered eligible for the NRHP; as such, no additional archaeological work is warranted at any of the sites. However, no construction is being conducted outside the existing disturbed right-of-way where the three sites overlap with the survey area.</p>	
<p>Area 1 was located in the southeast quadrant of the intersection of Maplecrest Road and SR 930 and consisted of buried utilities, road grade slope, roadside ditch, wooded area, driveway, sidewalk, and an agricultural field of soybeans (Figures 3 and 5 through 13). The portion of the project area containing site 12-AI-0554 was in this previously disturbed area. The area containing the STPs is delineated by the portion of the soybean field designated to be a future roadway with entrances to be located on SR 930 approximately 200 m (656 ft) south of the intersection and on SR 930 approximately 180 m (583 ft) east of the intersection, forming a curved shape. The area was divided into 14 transects and contained a total of 58 STPs. All of these STPs contained similar soil profiles ranging from a dark brown (10YR3/3) to a brown (10YR4/3) sandy loam extending 22-45 cm (8.6-17.7 in) below ground surface and underlain by a yellowish brown (10YR5/4) to a light yellowish brown (10YR6/4) sandy loam subsoil. Fifty-four of these STPs were excavated in the soybean field and four STPs were excavated in the wooded area located 178 m (583.9 ft) east of the centerline of Maplecrest Road. A driveway in this area was located in this area approximately 178 m (583.9 ft) east of the intersection of Maplecrest Road and SR 930 and extended approximately 35 m (114.8 ft) south of the pavement of SR 390. A rectangular concrete sewer cap was located near the southernmost end of the driveway and contained modern PVC pipe.</p>	
<p>Area 2 was located in the southwest quadrant of the intersection of Maplecrest Road and SR 930 and consisted of buried utilities, roadside ditch, commercial properties, and road grade slope (Figures 4 and 14 through 18). The area was visually inspected due to the extensive previous disturbances in the survey area along the southern side of SR 930 and the western side of Maplecrest Road. Previously recorded sites 12-AI-0057 and 12-AI-0053 are located within Area 2, however no evidence of the sites was encountered during the survey.</p>	
<p>Area 3 was located in the northwest quadrant of the intersection of Maplecrest Road and SR 930 and consisted of buried utilities, roadside ditch, commercial properties, and steep road grade slope (Figures 4 and 19 through 21). The area was visually inspected due to the extensive previous disturbances in the survey area along the northern side of SR 930 and the western side of Maplecrest Road.</p>	
<p>Area 4 was located in the northeast quadrant of the intersection of Maplecrest Road and SR 930 and consisted of buried utilities, roadside ditch, commercial properties, road grade slope, sidewalk, and residential properties (Figures 3 and 22 through 26). The area was visually inspected due to the extensive previous disturbances in the survey area along the northern side of SR 930 and the eastern side of Maplecrest Road.</p>	
<p>No archaeological resources were identified as a result of the survey.</p>	

#### RECOMMENDATIONS

Records check (Check all that apply.)

- 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.
- A Phase Ia archaeological reconnaissance is recommended.
- 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 Ia archaeological reconnaissance (Check all that apply.)

- It is recommended that the project be allowed to proceed as planned because the Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation.
- It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.

# ARCHAEOLOGICAL SHORT REPORT

## ADDENDUM REPORT: PHASE IA ARCHAEOLOGICAL RECONNAISSANCE FOR THE SR 930 AT MAPLECREST ROAD INTERSECTION IMPROVEMENT PROJECT, DES. NO. 1900107, 3.67 MILES WEST OF I-469, ADAMS TOWNSHIP, ALLEN COUNTY, INDIANA

PREPARED FOR:

**DLZ INDIANA, LLC  
2211 EAST JEFFERSON BLVD.,  
SOUTH BEND, INDIANA 46615**

LEAD AGENCY:

**FEDERAL HIGHWAY ADMINISTRATION**

Prepared by:



**Complex Environment. Creative Solutions.**

6958 Hillsdale Court  
Indianapolis, IN 46256  
Telephone: 317.400.1633  
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---

Samuel P. Snell, MS, RPA  
Archaeological Principal Investigator  
[sams@metricenv.com](mailto:sams@metricenv.com)  
March 28, 2022

Describe disturbances. Attach photographs documenting disturbances.

Roadside ditch, agricultural/plowing

Actual area surveyed (hectares) 0.16	Actual area surveyed (acres) 0.39
---	--------------------------------------

Explain results of fieldwork.

The northern limits of the survey area are disturbed by a deep roadside ditch, while the remainder consists of an agricultural field (Figure 3). The location was pedestrian surveyed during the original survey on August 11, 2021, but was not reported because it was outside the boundaries of the project. At that time, the survey area was a planted soybean field with 40-50 percent visibility along the field edge, which was surveyed along two transects with a 5-m (16.4-ft) interval because of its narrow size. The survey area was revisited January 21, 2022 and photos taken to document its current conditions. The photos taken during the revisit show the detention basin area with unharvested soybeans in the field, which do not represent the visibility at the time of the August 11, 2021 survey (Figures 4 and 5).

No archaeological resources were identified as a result of the survey.

#### RECOMMENDATIONS

Records check (Check all that apply.)

- 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.
- A Phase Ia archaeological reconnaissance is recommended.
- 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 Ia archaeological reconnaissance (Check all that apply.)

- It is recommended that the project be allowed to proceed as planned because the Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation.
- It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.

Other recommendations / commitments

In the unlikely even that archaeological deposits or human remains are encountered during the construction phase of the project, all work must cease within 30 m (100 ft) of the find and archaeologists from the Indiana Division of Historic Preservation and Archaeology and the Indiana Department of Transportation-Cultural Resources Office will be notified.

**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.**

#### REQUIRED ATTACHMENTS

- Figure showing project location within Indiana
- USGS topographic map showing the project area (1:24,000 scale)
- Aerial photograph showing the project area, land use and survey methods
- Photographs of the project area, including, if applicable, photographs documenting disturbances
- Project plans (if available)

Other attachments

References cited (See short report instructions for required references to be consulted.)

Bubb, L. and Culver, E.

2015 Phase Ia Archaeological Field Reconnaissance for the Proposed Rehabilitation of Adams Center Road in Adams & Marion Townships, Adams County, Indiana. Archaeological report (AR-02-00739) prepared for American Structurepoint, Inc. by 106 Consulting, LLC, Cincinnati, OH.

Buehrig, J.E. and Ronald Hicks

1980 Archaeological Field Reconnaissance, Fort Wayne: Maplecrest Road Project, Allen County, Indiana. Archaeological report (AR-02-00119) prepared for Boyd E. Phelps, Inc. by Archaeological Resources Management Service, Ball State University, Muncie, IN.

Copenhaver, Megan and Christopher Stevenson.

2021 Phase Ia Archaeological Reconnaissance for the SR 930 at Maplecrest Road Intersection Improvment Project Des No. 1900107, 3.67 Miles West of I-469, Adams Township, Allen County, Indiana. Prepared for DLX Indiana, LLC, South Bend, Indiana by Metric Environmental, LLC, Indianapolis, IN.

## **SECTION 106 APPENDIX F**

## Jason Stone

---

**From:** Jason Stone  
**Sent:** Thursday, August 12, 2021 11:03 AM  
**To:** tlcastaldi@yahoo.com; officiallyaaahsm@gmail.com; president@acgsi.org; highway@co.allen.in.us; jakischreier@fwjf.org; besancon@onlyinternet.net; Genealogy@ACPL.Info; info@newhavenheritage.org; 'Dan.Avery@co.allen.in.us'; kimbowman@allencounty.us; northeast@indianalandmarks.org; 'richard.beck@allencounty.us'; 'therese.brown@co.allen.in.us'; 'nelson.peters@allencounty.us'  
**Cc:** Kelly, Clint; 'Branigin, Susan'; 'Miller, Shaun (INDOT)'; Witt, Matthew; 'knovak@indot.in.gov'; Philip LaBrash; Candace Hudziak; histsociety@fwhistorycenter.com  
**Subject:** FHWA Project: Des. No. 1900107; ECL, SR 930/Maplecrest Road Intersection Improvements, 3.67 Miles West of I-469 in Allen County, Indiana  
**Attachments:** SR930\_Des1900107\_Early Coordination\_2021-8-12.pdf

Des. No.: 1900107

Project Description: SR 930/Maplecrest Road Intersection Improvements

Location: New Haven, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a project for improvements to the intersection of SR 930 and Maplecrest Road, Des. No. 1900107.

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 State Historic Preservation Officer (SHPO)

Allen County Historian

African/African-American Historical Museum (Fort Wayne)

Allen County Genealogical Society of Indiana

Besancon Historical Society

The Genealogy Center

The History Center (Fort Wayne) / Allen County Historical Society

New Haven Area Heritage Association

Northeastern Indiana Regional Coordinating Council

Fort Wayne Jewish Historical Society

Allen County Engineer

Allen County Department of Planning Services

Allen County Commissioners

Indiana Landmarks Northeast Field Office

Allen County Highway Department

New Haven Mayor's Office

New Haven Public Works Department

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

Absentee Shawnee Tribe of Oklahoma

Delaware Tribe of Indians

Forest County Potawatomi Community

## Wyandotte Nation

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

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

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

Thank you in advance for your input,

**Jason Stone** | Environmental Services Department Manager

574-236-4400 x674 (office) | 574-229-9908 (cell)  
[jstone@dlz.com](mailto:jstone@dlz.com) | [www.dlz.com](http://www.dlz.com)



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## Jason Stone

---

**From:** Miller, Shaun (INDOT) <smiller@indot.IN.gov>  
**Sent:** Thursday, August 12, 2021 11:37 AM  
**To:** 'thpo@estoo.net'; Diane Hunter; 'lpappenfort@peoriatribes.com'; 'Matthew.Bussler@pokagonband-nsn.gov'; tonya@shawnee-tribe.com; 'snease@astribes.com'; 'lheady@delawaretribe.org'; Michael LaRonge; sclemons@wyandotte-nation.org  
**Cc:** Jason Stone; Kelly, Clint; Carmany-George, Karstin (FHWA)  
**Subject:** FHWA Project: Des. No. 1900107; ECL, SR 930/Maplecrest Road Intersection Improvements, 3.67 Miles West of I-469 in Allen County, Indiana  
**Attachments:** SR930\_Des1900107\_Early Coordination\_2021-8-12.pdf

**EXTERNAL:** Message origin is from an external network. Use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Des. No.: 1900107  
Project Description: SR 930/Maplecrest Road Intersection Improvements  
Location: New Haven, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a project for improvements to the intersection of SR 930 and Maplecrest Road, Des. No. 1900107.

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 State Historic Preservation Officer (SHPO)

Allen County Historian

African/African-American Historical Museum (Fort Wayne)

Allen County Genealogical Society of Indiana

Besanson Historical Society

The Genealogy Center

The History Center (Fort Wayne) / Allen County Historical Society

New Haven Area Heritage Association

Northeastern Indiana Regional Coordinating Council

Fort Wayne Jewish Historical Society

Allen County Engineer

Allen County Department of Planning Services

Allen County Commissioners

Indiana Landmarks Northeast Field Office

Allen County Highway Department

New Haven Mayor's Office

New Haven Public Works Department

Eastern Shawnee Tribe of Oklahoma

Miami Tribe of Oklahoma

Peoria Tribe of Indians of Oklahoma

Pokagon Band of Potawatomi Indians

Shawnee Tribe

Absentee Shawnee Tribe of Oklahoma

Delaware Tribe of Indians

Forest County Potawatomi Community

Wyandotte Nation

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

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

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

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

Thank you in advance for your input,

Shaun Miller  
INDOT, Cultural Resources Office  
Archaeology Team Lead  
(317)416-0876



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

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

August 12, 2021

This letter was sent to the listed parties.

RE: State Road (SR) 930/Maplecrest Road Intersection Improvements, 3.67 Miles West of I-469 in Allen County, Des. No. 1900107

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a project for improvements to the intersection of SR 930 and Maplecrest Road, Des. No. 1900107. DLZ Indiana, LLC 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 on SR 930 at the intersection of Maplecrest Road, 3.67 Miles West of I-469 in Allen County, Indiana. It is within Adams Township, Fort Wayne East Quadrangle, in Sections 9 and 10, Township 30N, Range 13E. Work along the north approach will extend approximately 700 feet from the intersection. Work along the south approach will extend approximately 1,180 feet from the intersection. Work along the east approach will extend approximately 1,460 feet from the intersection. Work along the west approach will extend approximately 1,250 feet from the intersection.

A scoping report prepared for INDOT in 2019 indicates that the project need relates to the intersection of SR 930 and Maplecrest Road experiencing above-average crash frequency and crash severity. The scoping report notes that congestion at the intersection is evidenced by a high percentage of rear-end crashes. The project purpose is to provide safety and congestion improvements to reduce the number and severity of the crashes.

The project proposes construction of a quadrant roadway (QR) which will eliminate left-turn movements through the primary intersection of SR 930 and Maplecrest by relocating those maneuvers to secondary intersections created by the quadrant roadway south and east of the primary intersection. The primary intersection will then operate as a two-phase intersection with both secondary signals at the end of this connector roadway operating as three-phase signals to protect the left-turn maneuvers. By using two phases instead of the previous four, the primary signal will decrease delay. The traffic will have less time to queue, helping lower the congestion as well. The new quadrant roadway will also provide storage length for the turning vehicles. Besides construction of the new quadrant road, lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns.

Drainage on the QR will be collected into an enclosed storm sewer system and eventually outfall into the Sheridan Drain which leads to the Maumee River, approximately 0.8 mile from the project site. Drainage patterns along SR 930 and Maplecrest Road will be maintained via existing roadside ditches and infrastructure. The intent is to maintain existing stormwater drainage patterns. The project is anticipated to require acquisition of up to 10 acres of land from adjacent parcels for right of way purposes. No relocations are required. Since most of the work will take place outside of the road or on the outside auxiliary lanes, a detour route is not anticipated to be required. Temporary lane closures are anticipated. Once the new infrastructure is constructed, resurfacing and reconfiguring the lanes is expected to be completed under traffic.

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

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

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; 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.

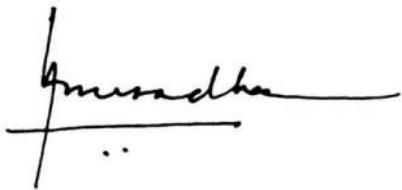
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time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

For questions concerning specific project details, you may contact Jason A. Stone of DLZ Indiana, LLC at (574) 236-4400 or [jstone@dlz.com](mailto:jstone@dlz.com). All future responses regarding the proposed project should be forwarded to DLZ Indiana, LLC at the following address:

Jason A. Stone  
Environmental Services Department Manager  
DLZ Indiana, LLC  
2211 E. Jefferson Blvd.  
South Bend, Indiana 46615  
[jstone@dlz.com](mailto:jstone@dlz.com)

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

Sincerely,

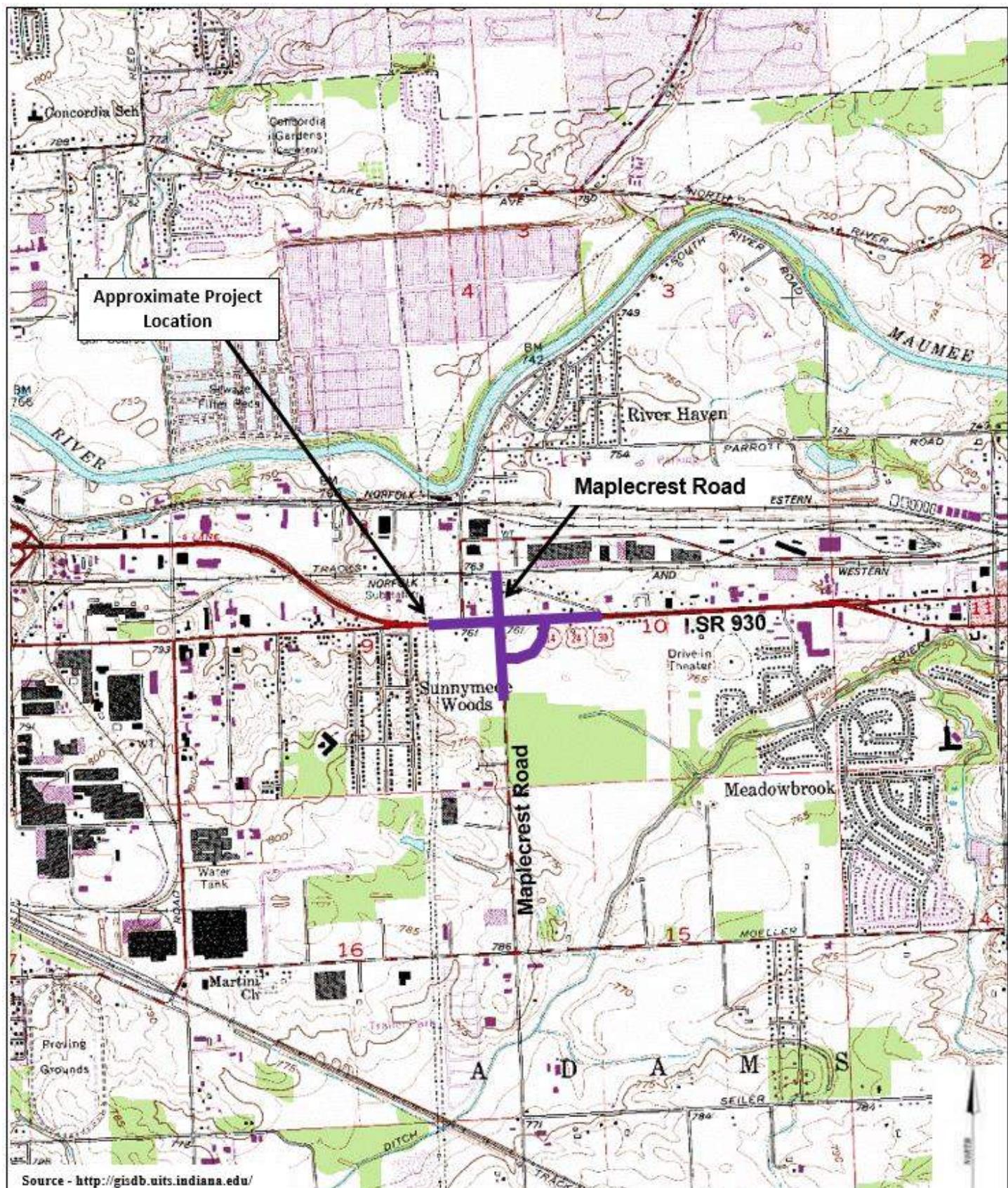


Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:  
USGS Topographic Map Depicting the Project Location

Distribution List:

Indiana State Historic Preservation Officer (SHPO)  
Allen County Historian  
African/African-American Historical Museum (Fort Wayne)  
Allen County Genealogical Society of Indiana  
Besancon Historical Society  
Fort Wayne Jewish Historical Society  
The Genealogy Center  
The History Center (Fort Wayne) / Allen County Historical Society  
New Haven Area Heritage Association  
Northeastern Indiana Regional Coordinating Council  
Allen County Commissioners  
Indiana Landmarks Northeast Field Office  
Allen County Highway Department  
Allen County Engineer  
Allen County Department of Planning Services  
New Haven Mayor's Office  
New Haven Public Works Department  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe  
Absentee Shawnee Tribe of Oklahoma  
Delaware Tribe of Indians  
Forest County Potawatomi Community  
Wyandotte Nation



**CDLZ**

**SR 930/Maplecrest Road Intersection Improvements**  
**Indiana Department of Transportation**  
**Des. No.: 1900107**

Scale - 1" = 2,000'

Figure 2 - USGS  
Project Location

# Northeastern Indiana Regional Coordinating Council



August 17, 2021

Jason A. Stone  
Environmental Services Department Manager  
DLZ Indiana, LLC  
2211 East Jefferson Boulevard  
South Bend, IN 46615

Re: Early Coordination  
DES 1900107 SR 930 Maplecrest Road Intersection Improvement  
Location: Allen County

Dear Mr. Stone:

Members of our staff reviewed your letter and report, dated August 12, 2021, concerning the Early Coordination of the SR930/Maplecrest Road Intersection Improvements. The NIRCC staff has the following comments relating to the early coordination phase of the environmental review process with this project, see below.

- Post-War Era (1940-1973) Residential Housing Sites are located adjacent to or near the project area. The largest concentration of these Post-War Era residential parcels are located near the western portion of the project area near the intersection of New Haven Ave and SR 930 on the south side of that intersection. The neighborhood called Sunnymede is made up entirely of housing from the Post-War Era (1940-1973). There are also some individual parcels located near the project area that are not part of the Sunnymede neighborhood. Coordination with INDOT Cultural Resources Office will need to occur.
- This project is located within an area defined as an “Environmental Justice Area”. As identified in NIRCC’s 2040 Metropolitan Transportation Plan (Chapter 5), these areas (Census Tracts) meet the thresholds for an increased presence of minority populations and populations in poverty. The planning process should assure public involvement of low-income and minority groups in planning activities and decision-making, prevent disproportionately high and adverse impacts of decisions on minority and low-income populations, and assure low-income and minority populations receive a proportionate share of transportation benefits. There are three fundamental principals at the core of environmental justice:
  - To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects including social and economic effects, on minority populations and low-income populations.
  - To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
  - To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.
- At one time there was a Cemetery identified near the western portion of the project area (Description says: west of Estella Ave and south of Old Maumee Rd). According to SHAARD it was “Reportedly moved in the early 20th Century”. The mapped location in SHAARD GIS may also be incorrect since Old Maumee Rd is located north of this location. There may need to be further investigation on this.

- A pipe drain called “Sowards Drain” crosses the north approach of the intersection approximately 350’ north of SR 930.
- An open drain called “Sheridan Drain” crosses the east approach of the intersection approximately 450’ east of Maplecrest Rd and is adjacent to the roadway on the south side of SR 930 from 450’ east of Maplecrest Rd to the southeast corner of the intersection.
- There are potential wetlands identified near the southern portion of the project area on both sides of Maplecrest Rd.
- There is an existing trail along the east side of Maplecrest Rd that connects to the SR 930 and Maplecrest Rd intersection. This trail is also proposed to extend south along Maplecrest Rd in the Northeast Indiana United Trails Plan. The trail will need to be added in with the project to the extent of the construction occurring. Coordination with City of New Haven, Allen County Highway Department, and the Northeastern Indiana Regional Coordinating Council will be needed.
- Sidewalks are proposed along the north and south side of SR 930. Sidewalks will need to be installed with the project to the extent of the construction occurring. Sidewalk connections should be made at logical destination end points both east and west of the intersection on both sides of SR 930. Coordination with City of New Haven and the Northeastern Indiana Regional Coordinating Council will be needed.
- There is an Intrastate Natural Gas pipeline owned by Northern Indiana Public Service Co. that crosses Maplecrest Rd just south of SR 930 near the intersection.
- There is an intrastate Crude Oil pipeline owned by Tri-State Pipeline Properties that crosses SR 930 approximately 1000’ west of the intersection.
- A Superfund Site is mapped near the northern project limits with an Agency Interest ID 7267 called “Fort Wayne Reduction Dump”. This site is mapped in the wrong location and is not near the project area.
- Two LUST Sites are mapped near 6507 US Highway 30 East. The Agency Interest ID is 5520. A “No Further Action Approval Pursuant to Remediation Closure Guide” has been issued on May 6, 2021. No further action status has been approved and no remedy is needed based on soil, groundwater, and Vapor Intrusion samples taken and levels being nonexistent or below direct contact screening levels.
- A LUST site is located at the southwest corner of Maplecrest Rd and SR 930 at 6244 Lincoln Hwy E (Now SR 930). It has an Agency Interest ID of 1295 and called “Speedway #8526”. According to Virtual File Cabinet there is a “No Further Action Status Approval” unless excavation of this area or construction on this site occurs due to residual contamination that may remain. This may affect the project.
- A LUST site is located within the western portion of the project area. The site has an address of 5905 US 30 E. It has a Regulatory Program ID of 13492. There is no Agency Interest ID listed and was not found in the Virtual File Cabinet. The name associated with the site is called “Summit GMC-Kenworth. Additional investigation may be needed.

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

Sincerely,



Stacey Gorsuch  
Principal Transportation Planner

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



August 23, 2021

Jason A. Stone  
Environmental Services Department Manager  
DLZ Indiana, LLC  
2211 East Jefferson Boulevard  
South Bend, Indiana 46615

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

Re: Early coordination letter for the SR 930/Maplecrest Road intersection improvements (Des. No. 1900107; DHPA No. 27983)

Dear Mr. Stone:

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 August 12, 2021, review request submittal form which enclosed INDOT’s early coordination letter, received by our office the same day, for this project in Adams Township, Allen County, Indiana.

In addition to the consulting parties INDOT has invited, we suggest inviting ARCH, Inc. to participate in the Section 106 consultation on this federal undertaking:

ARCH, Inc.  
Connie Haas Zuber  
Executive Director  
[archfortwayne@gmail.com](mailto:archfortwayne@gmail.com)  
[www.archfw.org](http://www.archfw.org)

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.

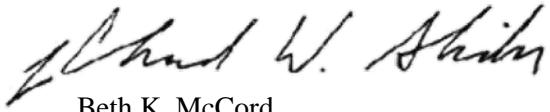
We look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources and archaeological resources that the early coordination letter indicated will be forthcoming.

Jason Stone  
August 23, 2021  
Page 2

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

In all future correspondence about the SR 930/Maplecrest Road intersection improvements project in Allen County (Des. No. 1900107), please refer to DHPA No. 27983.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:CML:DMK:cml

emc: Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Jason Stone, DLZ Indiana, LLC  
Wade Tharp, DNR-DHPA  
Danielle Kauffmann, DNR-DHPA  
Caitlin Lehman, DNR-DHPA

## Jason Stone

---

**From:** Jason Stone  
**Sent:** Monday, August 23, 2021 12:19 PM  
**To:** archfortwayne@gmail.com  
**Cc:** 'Branigin, Susan'; 'Miller, Shaun (INDOT)'; Kumar, Anuradha; Philip LaBrash  
**Subject:** FW: FHWA Project: Des. No. 1900107; ECL, SR 930/Maplecrest Road Intersection Improvements, 3.67 Miles West of I-469 in Allen County, Indiana  
**Attachments:** SR930\_Des1900107\_Early Coordination\_2021-8-12.pdf

An Early Coordination request pertaining to the referenced project was sent to the below-listed parties on August 12, 2021. The SHPO's response dated August 23, 2021 recommended that your agency be invited to participate in this Section 106 review.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. Thanks very much.

---

**From:** Jason Stone  
**Sent:** Thursday, August 12, 2021 11:09 AM  
**To:** phayden@indianalandmarks.org  
**Subject:** FHWA Project: Des. No. 1900107; ECL, SR 930/Maplecrest Road Intersection Improvements, 3.67 Miles West of I-469 in Allen County, Indiana

---

**From:** Jason Stone  
**Sent:** Thursday, August 12, 2021 11:03 AM  
**To:** [tlcastaldi@yahoo.com](mailto:tlcastaldi@yahoo.com); [officialyyaahsm@gmail.com](mailto:officialyyaahsm@gmail.com); [president@acgsi.org](mailto:president@acgsi.org); [highway@co.allen.in.us](mailto:highway@co.allen.in.us); [jakischreier@fwjf.org](mailto:jakischreier@fwjf.org); [besancon@onlyinternet.net](mailto:besancon@onlyinternet.net); [Genealogy@ACPL.Info](mailto:Genealogy@ACPL.Info); [info@newhavenheritage.org](mailto:info@newhavenheritage.org); 'Dan.Avery@co.allen.in.us' <[Dan.Avery@co.allen.in.us](mailto:Dan.Avery@co.allen.in.us)>; [kimbowman@allencounty.us](mailto:kimbowman@allencounty.us); [northeast@indianalandmarks.org](mailto:northeast@indianalandmarks.org); 'richard.beck@allencounty.us' <[richard.beck@allencounty.us](mailto:richard.beck@allencounty.us)>; 'therese.brown@co.allen.in.us' <[therese.brown@co.allen.in.us](mailto:therese.brown@co.allen.in.us)>; 'nelson.peters@allencounty.us' <[nelson.peters@allencounty.us](mailto:nelson.peters@allencounty.us)>  
**Cc:** Kelly, Clint <[CKelly1@indot.IN.gov](mailto:CKelly1@indot.IN.gov)>; 'Branigin, Susan' <[sbranigin@indot.in.gov](mailto:sbranigin@indot.in.gov)>; 'Miller, Shaun (INDOT)' <[smiller@indot.in.gov](mailto:smiller@indot.in.gov)>; Witt, Matthew <[MWitt@indot.IN.gov](mailto:MWitt@indot.IN.gov)>; 'knovak@indot.in.gov' <[knovak@indot.in.gov](mailto:knovak@indot.in.gov)>; Philip LaBrash <[plabrash@dlz.com](mailto:plabrash@dlz.com)>; Candace Hudziak <[candaceh@metricenv.com](mailto:candaceh@metricenv.com)>; [histsociety@fwhistorycenter.com](mailto:histsociety@fwhistorycenter.com)  
**Subject:** FHWA Project: Des. No. 1900107; ECL, SR 930/Maplecrest Road Intersection Improvements, 3.67 Miles West of I-469 in Allen County, Indiana

Des. No.: 1900107  
Project Description: SR 930/Maplecrest Road Intersection Improvements  
Location: New Haven, Indiana

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a project for improvements to the intersection of SR 930 and Maplecrest Road, Des. No. 1900107.

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:



# 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](http://www.miamination.com)



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

August 25, 2021

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

Re: Des. No.: 1900107, SR 930/Maplecrest Road Intersection Improvements, Allen County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Mr. Miller,

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No.: 1900107 in Allen 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 [dhunter@miamination.com](mailto:dhunter@miamination.com) to initiate consultation.

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

Respectfully,

*Diane Hunter*

Diane Hunter  
Tribal Historic Preservation Officer



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

09/10/2021

Shaun Miller  
INDOT, Cultural Resources Office  
Archaeology Team Lead  
(317)416-0876  
[smiller@indot.in.gov](mailto:smiller@indot.in.gov)

FHWA Project: Des. No. 1900107

Dear Responsible Party:

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

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

Sincerely,

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

**From:** Jason Stone  
**To:** archfortwayne@gmail.com  
**Cc:** Korzeniewski, Patricia J.; "Miller, Shaun (INDOT)"; Branigin, Susan; Kumar, Anuradha; Candace Hudziak; Sam Snell; Philip LaBrash  
**Subject:** FHWA Project: Des. No. 1900107; Archaeology Report, State Road (SR) 930/Maplecrest Road Intersection Improvements in Allen County, Indiana  
**Date:** Tuesday, October 5, 2021 12:48:42 PM

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Des. No.: 1900107  
Project Description: SR 930/Maplecrest Road Intersection Improvements  
Location: 3.67 Miles West of I-469

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with improvements to the SR 930/Maplecrest Road intersection, Des. No. 1900107. The Section 106 Early Coordination Letter for this project was originally distributed on August 12, 2021.

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

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

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

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

Thank you in advance for your input,

**Jason Stone** | Environmental Services Department Manager

574-236-4400 x674 (office) | 574-229-9908 (cell)  
[jstone@dlz.com](mailto:jstone@dlz.com) | [www.dlz.com](http://www.dlz.com)



[LinkedIn](#) | [Twitter](#) | [Facebook](#) | [YouTube](#)

## Jason Stone

---

**From:** Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>  
**Sent:** Tuesday, October 5, 2021 1:07 PM  
**To:** thpo@estoo.net; Diane Hunter; Kstand@Peoriatribes.com; Matthew.Bussler@pokagonband-nsn.gov; tonya@shawnee-tribe.com; snease@astribe.com; lheady@delawaretribe.org; michael.laronge@fcpotawatomi-nsn.gov; sclemons@wyandotte-nation.org  
**Cc:** Miller, Shaun (INDOT); Korzeniewski, Patricia J; Jason Stone; Kelly, Clint; Carmany-George, Karstin (FHWA)  
**Subject:** FHWA Project: Des. No. 1900107; Archaeology Report, State Road (SR) 930/Maplecrest Road Intersection Improvements in Allen County, Indiana

**EXTERNAL:** Message origin is from an external network. Use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Des. No.: 1900107

Project Description: SR 930/Maplecrest Road Intersection Improvements

Location: 3.67 Miles West of I-469

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with improvements to the SR 930/Maplecrest Road intersection, Des. No. 1900107. The Section 106 Early Coordination Letter for this project was originally distributed on August 12, 2021.

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

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

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

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

Thank you in advance for your input,

Patricia Jo Korzeniewski  
Archaeologist and Environmental Manager  
INDOT, Cultural Resources Office  
100 North Senate Avenue, N758-ES  
Indianapolis, Indiana 46204  
[PKorzeniewski@indot.in.gov](mailto:PKorzeniewski@indot.in.gov)  
**1-317-416-4377**  
**M-F 7:30 - 3:30**



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

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

October 5, 2021

This letter was sent to the listed parties.

RE: State Road (SR) 930/Maplecrest Road Intersection Improvements, 3.67 Miles West of I-469 in Allen County, Des. No. 1900107

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a project for improvements to the intersection of SR 930 and Maplecrest Road, Des. No. 1900107.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. No. 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 August 12, 2021.

The proposed undertaking is on SR 930 at the intersection of Maplecrest Road, 3.67 Miles West of I-469 in Allen County, Indiana. It is within Adams Township, Fort Wayne East Quadrangle, in Sections 9 and 10, Township 30N, Range 13E. Work along the north approach will extend approximately 700 feet from the intersection. Work along the south approach will extend approximately 1,180 feet from the intersection. Work along the east approach will extend approximately 1,460 feet from the intersection. Work along the west approach will extend approximately 1,250 feet from the intersection.

A scoping report prepared for INDOT in 2019 indicates that the project need relates to the intersection of SR 930 and Maplecrest Road experiencing above-average crash frequency and crash severity. The scoping report notes that congestion at the intersection is evidenced by a high percentage of rear-end crashes. The project purpose is to provide safety and congestion improvements to reduce the number and severity of the crashes.

The project proposes construction of a quadrant roadway (QR) which will eliminate left-turn movements through the primary intersection of SR 930 and Maplecrest by relocating those maneuvers to secondary intersections created by the quadrant roadway south and east of the primary intersection. The primary intersection will then operate as a two-phase intersection with both secondary signals at the end of this connector roadway operating as three-phase signals to protect the left-turn maneuvers. By using two phases instead of the previous four, the primary signal will decrease delay. The traffic will have less time to queue, helping lower the congestion as well. The new quadrant roadway will also provide storage length for the turning vehicles. Besides construction of the new quadrant road, lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns.

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



Drainage on the QR will be collected into an enclosed storm sewer system and eventually outfall into the Sheridan Drain which leads to the Maumee River, approximately 0.8 mile from the project site. Drainage patterns along SR 930 and Maplecrest Road will be maintained via existing roadside ditches and infrastructure. The intent is to maintain existing stormwater drainage patterns. The project is anticipated to require acquisition of up to 10 acres of land from adjacent parcels for right of way purposes. No relocations are required. Since most of the work will take place outside of the road or on the outside auxiliary lanes, a detour route is not anticipated to be required. Temporary lane closures are anticipated. Once the new infrastructure is constructed, resurfacing and reconfiguring the lanes is expected to be completed under traffic.

DLZ Indiana, LLC is under contract with INDOT to advance the environmental documentation for the referenced project. Metric Environmental Services 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 is conducting a survey of above-ground resources within the APE for potential eligibility for the NRHP. A report of that investigation is forthcoming and will be distributed to consulting parties for review at a later date.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified three sites within the project area. As a result of these efforts, sites 12-Al-0554, 12-Al-0553 and 12-Al-0057 were recommended as not eligible for listing in the NRHP and no further work is recommended.

ARCH, Inc. was invited to become a consulting party on August 23, 2021.

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

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do

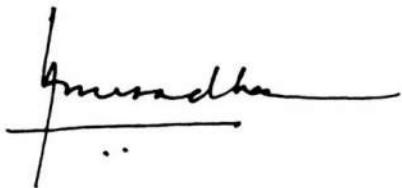
not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

For questions concerning specific project details, you may contact Jason A. Stone of DLZ Indiana, LLC at (574) 236-4400 or [jstone@dlz.com](mailto:jstone@dlz.com). All future responses regarding the proposed project should be forwarded to DLZ Indiana, LLC at the following address:

Jason A. Stone  
Environmental Services Department Manager  
DLZ Indiana, LLC  
2211 E. Jefferson Blvd.  
South Bend, Indiana 46615  
[jstone@dlz.com](mailto:jstone@dlz.com)

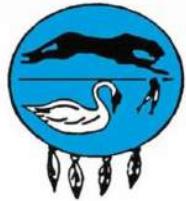
Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Distribution List:  
Indiana State Historic Preservation Officer (SHPO)  
ARCH, Inc.  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe  
Absentee Shawnee Tribe of Oklahoma  
Delaware Tribe of Indians  
Forest County Potawatomi Community  
Wyandotte Nation



**EASTERN SHAWNEE  
CULTURAL PRESERVATION DEPARTMENT**  
70500 East 128 Road, Wyandotte, OK 74370

October 18, 2021

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

**RE: Des. No. 1900107, Allen County, Indiana**

Dear Mr. Miller,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Allen 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

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



November 12, 2021

Jason A. Stone  
Environmental Services Department Manager  
DLZ Indiana, LLC  
2211 E. Jefferson Boulevard  
South Bend, Indiana 46615

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

Re: Indiana archaeological short report (Copenhaver and Stevenson, 09/07/2021) for the SR 930 at  
Maplecrest Road Intersection Improvement Project (Des. No. 1900107; DHPA No. 27983), in  
Adams Township, Allen County, Indiana

Dear Mr. Stone:

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 5, 2021, submission which enclosed the Indiana archaeological short report, received by our office on October 5, 2021; and the additional information and clarifications provided via Shaun Miller’s (INDOT-CRO) November 5, 2021, e-mail message to Wade Tharp (Indiana DNR-DHPA); regarding the SR 930 at Maplecrest Road Intersection Improvement Project (Des. No. 1900107; DHPA No. 27983), in Adams Township, Allen County, Indiana.

In regard to archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, it is our opinion that intact portions of archaeological sites 12-Al-0057, 12-Al-0553, and 12-Al-0554 may be remain extant within, and immediately adjacent to, portions of the proposed project area. Additionally, as archaeological sites 12-Al-0057, 12-Al-0553, and 12-Al-0554 originally were identified and surveyed prior to the adoption of current *Indiana Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites* standards, there is insufficient information regarding these sites to determine whether they are eligible for inclusion in the National Register of Historic Places (“NRHP”). However, it is our opinion that any portions of these sites which may remain within the proposed project areas likely have been demolished by modern construction activities, and that no further archaeological investigations appear necessary at the proposed project area. If the boundaries of the proposed project area are altered to include additional portions of archaeological sites 12-Al-0057, 12-Al-0553, and 12-Al-0554, then additional archaeological investigations may be required.

Additionally, as previously indicated, we look forward to reviewing the proposed area of potential effects and the reports on investigations of above-ground cultural resources that the distribution letter indicated will be forthcoming.

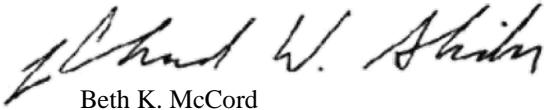
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (“Indiana DNR-DHPA”), 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 reviewers are Caitlin Lehman and Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the SR 930 at Maplecrest Road Intersection Improvement Project in Adams Township, Allen County, Indiana (Des. No. 1900107), please refer to DHPA No. 27983.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:WTT:wtt

emc: Kari Carmany-George, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Jason A. Stone, DLZ Indiana, LLC  
Samuel Snell, Metric Environmental  
Danielle Kauffmann, Indiana DNR-DHPA  
Caitlin Lehman, Indiana DNR-DHPA  
Wade T. Tharp, Indiana DNR-DHPA

**From:** [Timothy Miller](#)  
**To:** [Connie Haas Zuber](#); [WTharp1@dnr.IN.gov](#); [dkaufmann@dnr.IN.gov](#); [clehman1@dnr.in.gov](#); [president@lincolnhighwayassoc.org](#)  
**Cc:** [Jason Stone](#); [Candace Hudziak](#); [Luella Beth Hillen](#); [Sam Snell](#); [Kelly, Clint](#); [Branigin, Susan](#); [Coon, Matthew](#)  
**Subject:** FHWA Project: Des. No. 1900107; HRP Report, State Road 930 and Maplecrest Road Intersection Improvement  
**Date:** Town of New Haven, Adams Township, Allen County, Indiana  
**Attachments:** Monday, March 7, 2022 2:40:12 PM  
[image001.png](#)  
[SR930\\_Des1900107\\_HPRdl\\_2022-03-07.pdf](#)

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**Des. No.: 1900107**

**Project Description:** State Road 930 and Maplecrest Road Intersection Improvement

**Location:** Town of New Haven, Adams Township, Allen County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with State Road 930 and Maplecrest Road Intersection Improvement Town of New Haven, Adams Township, Allen County, Indiana Des. No. 1900107. The Section 106 Early Coordination Letter for this project was originally distributed on August 12, 2021.

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

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

Tribal contacts may contact Patty Jo Korzeniewski, [pkorzeniewski@indot.in.gov](mailto:pkorzeniewski@indot.in.gov) or 317-416-4377 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

Timothy Miller  
Project Scientist/Architectural Historian  
Metric Environmental  
6958 Hillsdale Court  
Indianapolis, IN 46250  
[TimothyM@metricenv.com](mailto:TimothyM@metricenv.com)



**Timothy Miller**

*Project Scientist/Architectural Historian*

**W** 513 991.6267  
**H** 937.316.6338

6958 Hillsdale Court

**From:** Kelly, Clint  
**To:** [thpo@estoo.net](mailto:thpo@estoo.net); [Diane.Hunter@peoriatribe.com](mailto:Diane.Hunter@peoriatribe.com); [Matthew.Bussler@pokagonband-nsn.gov](mailto:Matthew.Bussler@pokagonband-nsn.gov); [tonya@shawnee-tribe.com](mailto:tonya@shawnee-tribe.com); [snease@astribe.com](mailto:snease@astribe.com); [lheady@delawaretribe.org](mailto:lheady@delawaretribe.org); [benjamin.rhodd@fc-p-nsn.gov](mailto:benjamin.rhodd@fc-p-nsn.gov); [sclemons@wyandotte-nation.org](mailto:sclemons@wyandotte-nation.org)  
**Cc:** Kumar, Anuradha; Branigin, Susan; Coon, Matthew; Korzeniewski, Patricia J; Timothy Miller; Candace Hudziak; Zembala, Alex; Carmany-George, Kari (FHWA)  
**Subject:** FHWA Project: Des. No. 1900107; HRP Report, State Road 930 and Maplecrest Road Intersection Improvement Town of New Haven, Adams Township, Allen County, Indiana  
**Date:** Monday, March 7, 2022 3:24:04 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image006.png](#)  
[SR930\\_Des1900107\\_HPRdl\\_2022-03-07.pdf](#)

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**External Message:** This message originated outside of Metric Environmental.  
Do not click links or open attachments unless you recognize the sender and know the content is safe.

**Des. No.: 1900107**

**Project Description:** State Road 930 and Maplecrest Road Intersection Improvement  
**Location:** Town of New Haven, Adams Township, Allen County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with State Road 930 and Maplecrest Road Intersection Improvement Town of New Haven, Adams Township, Allen County, Indiana Des. No. 1900107. The Section 106 Early Coordination Letter for this project was originally distributed on August 12, 2021.

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

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

Tribal contacts may contact Patty Jo Korzeniewski, [pkorzeniewski@indot.in.gov](mailto:pkorzeniewski@indot.in.gov) or 317-416-4377 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

**Clint Kelly**  
**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](mailto:ckelly1@indot.in.gov)

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





## INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

March 7, 2022

This letter was sent to the listed parties.

RE: State Road 930 and Maplecrest Road Intersection Improvement  
City of New Haven, Adams Township, Allen County, Indiana  
Des. No. 1900107 and DHPA No. 27983

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) 930 and Maplecrest Road Intersection Improvement Project, Des. No. 1900107.

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

A Section 106 early coordination letter was distributed on August 12, 2021.

The proposed undertaking is on SR 930 at the intersection of Maplecrest Road, 3.67 Miles West of I-469 in Allen County, Indiana. It is within Adams Township, Fort Wayne East Quadrangle, in Sections 9 and 10, Township 30N, Range 13E.

The project need relates to the intersection of SR 930 and Maplecrest Road experiencing above-average crash frequency and crash severity. Congestion at the intersection is evidenced by a high percentage of rear-end crashes. A scoping report prepared in 2019 found this intersection to experience above-average crash frequency and crash severity. The project purpose is to provide safety and congestion improvements to reduce the number and severity of the crashes.

Since the distribution of the early coordination letter on August 12, 2021, the project scope has changed. Changes made to the project scope include construction of a sidewalk on the south side of SR 930, and a proposed extension to an existing concrete box culvert at the Sheridan drain, as well as a detention basin will be required along the east leg of SR 930 for stormwater entering the Sheridan Drain.

The proposed project consists of constructing a quadrant roadway (QR) which will eliminate left-turn movements through the primary intersection of SR 930 and Maplecrest by relocating those maneuvers to secondary intersections created by the quadrant roadway south and east of the primary intersection. The primary intersection will then operate as a two-phase intersection with both secondary signals at the end of this connector roadway operating as three-phase signals to protect the left-turn maneuvers. By using two phases instead of the previous four, the primary signal will decrease delay. The traffic will have less time to queue, helping lower congestion as well. The new quadrant roadway will also provide storage length for the turning vehicles. Besides construction of the new quadrant road, lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns. A sidewalk will be added along the south side of SR 930 from the shared-use path extension and extend east approximately 1,200 feet. The existing 3'x3' concrete box culvert conveying the Sheridan drain under SR 930 will be extended south to accommodate the proposed sidewalk embankment along SR 930.

Drainage on the QR will be collected into an enclosed storm sewer system and will eventually outfall into the Sheridan Drain which leads to the Maumee River, approximately 0.8 mile from the project site. Drainage patterns along SR 930 and Maplecrest Road will be maintained via existing roadside ditches and infrastructure. The intent is to maintain existing stormwater drainage patterns. It is anticipated a detention basin will be required along the east leg of SR 930 for stormwater entering the Sheridan Drain. The project is anticipated to require acquisition of up to ten acres of land from adjacent parcels for right-of-way purposes, with no relocations required. Since most of the work will take place outside of the road or on the outside auxiliary lane, a detour is not anticipated and reconfiguring the lanes is expected to be completed under traffic.

Work along the west and east approaches would extend approximately 1,250 and 1,460 feet, respectively, from the intersection. Work along the north and south approaches would extend approximately 700 and 1,180 feet, respectively, from the intersection.

The proposed project letting date is March 13, 2024. Metric Environmental is under contract with DLZ to advance the environmental documentation for the referenced 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, Holter's Roost at 6623 Old Maumee Avenue (IHSSI #003-214-27104), Hill House at 6436 Old Maumee Avenue (IHSSI #003-214-27165), 1759 Estella Avenue (IHSSI #003-214-27119), and the Sunnymede Neighborhood is recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified three sites within the project area. As a result of these efforts, sites 12-Al-0554, 12-Al-0553 and 12-Al-0057 were recommended as not eligible for listing in the NRHP and no further work is recommended.

In a letter dated August 17, 2021, the Northeastern Indiana Regional Coordinating Council (NIRCC) accepted the invitation as a consulting party (CP). Their organization stated the opinion that the Sunnymede neighborhood, a postwar residential development within the APE, may have historic district potential. The NIRCC also noted that a moved cemetery within the western portion of the APE may need further investigation (please see the attached for a copy of their correspondence). In a letter dated to August 23, 2021, DHPA No. 27983, the SHPO recommended adding ARCH, Inc. to the list of consulting parties (CPs). They also recommended that the owner of any historic properties be added to the list of CPs. The Miami Tribe of Oklahoma accepted consulting party status on August 25, 2021, and the Pokagon Band of Potawatomi Indians also notified their acceptance of consulting party status on September 10, 2021.

The Lincoln Highway Association, ARCH, Inc., and the following property owners have each been invited as part of this distribution letter to become a consulting party at this time: Mohammad S. Hakimzadeh, the owner of the Holter's Roost property at 6623 East Lincoln Highway, Ruth M. LaBonte, the owner of Hill House at 6436 Old Maumee Avenue, and Gary M. Geradot, the owner of 1759 Estella Avenue.

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

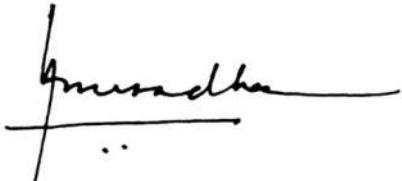
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting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

For questions concerning specific project details, you may contact Timothy Miller of Metric Environmental at 513-991-6267 or [TimothyM@metricenv.com](mailto:TimothyM@metricenv.com). All future responses regarding the proposed project should be forwarded to Metric Environmental at the following address:

Timothy Miller  
Project Scientist/Architectural Historian  
Metric Environmental  
6958 Hillsdale Court  
Indianapolis, IN 46250  
[TimothyM@metricenv.com](mailto:TimothyM@metricenv.com)

Tribal contacts may contact Patty Jo Korzeniewski at, [pkorzeniewski@indot.in.gov](mailto:pkorzeniewski@indot.in.gov) or 317-416-4377, or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha" followed by a surname, with a horizontal line and two small dots at the end.

Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:

NIRCC 8/17/21 Correspondence [Refer to Appendix F, Page 9](#)

Maps of the proposed NRHP-eligible properties within the APE [Refer to Appendix B, Pages 2 - 6](#)

**Distribution List (new invitees):**

Kay Shelton  
Lincoln Highway Association  
136 North Elm Street  
P.O. Box 308  
Franklin Grove, IL 61031  
(815) 456-3030  
[president@lincolnhighwayassoc.org](mailto:president@lincolnhighwayassoc.org)

Gary M. Geradot  
6129 US Highway 30 East  
Fort Wayne, IN 46803

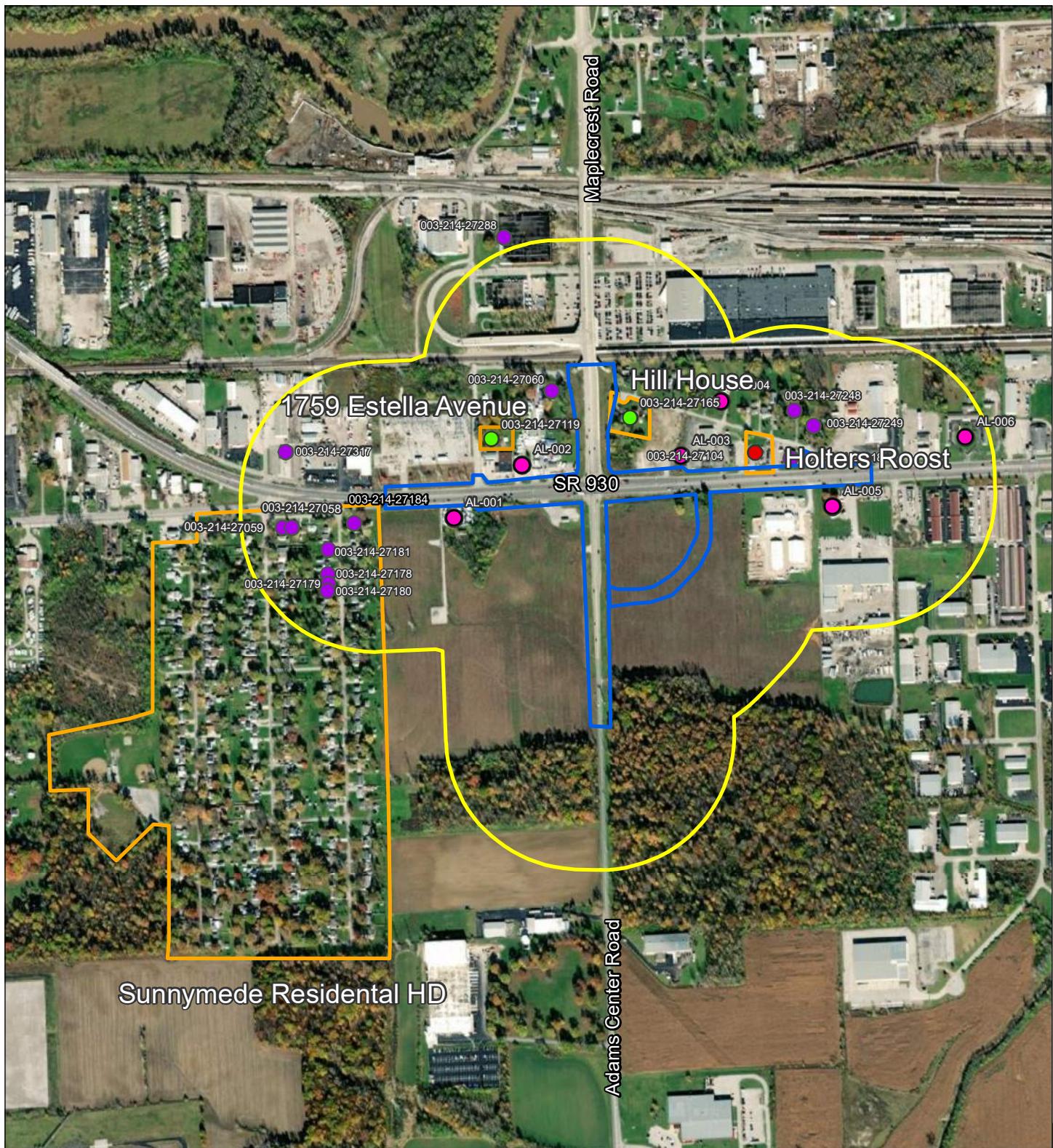
Mohammad S. Hakimzadeh  
Holter's Roost Property Owner  
New Haven Castle LLC  
6623 East Lincoln Highway  
Fort Wayne, IN 46803

Ruth M LaBonte  
3919 Hammans Court  
Loveland, CO 80537

Connie Haas Zuber  
ARCH, Inc. Executive Director  
818 Lafayette Street,  
Fort Wayne, IN 46802  
[archfortwayne@gmail.com](mailto:archfortwayne@gmail.com)

**Distribution List:**

Indiana State Historic Preservation Officer (SHPO)  
Northeastern Indiana Regional Coordinating Council  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe  
Absentee Shawnee Tribe of Oklahoma  
Delaware Tribe of Indians  
Forest County Potawatomi Community  
Wyandotte Nation



Project area on an aerial photograph showing historic properties	All Locations Approximate 2017 Basemap	Metric Environmental Logo
<p>Ball Road at County Road 700W</p> <p>SR 930 At Maplecrest Road</p> <p>Intersection Improvement</p> <p>3.67 Miles West Of I-469 Allen County, Indiana</p> <p>Metric Project No.20-0026</p> <p>Map Date: 09/24/2021</p>	<p>Service Layer Credits: Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community</p> <p>N 1 cm = 100 m Meters 0 125 250</p>	

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**From:** Benjamin Rhodd <Benjamin.Rhodd@fcp-nsn.gov>  
**Sent:** Monday, March 7, 2022 5:19 PM  
**To:** Kelly, Clint <CKelly1@indot.IN.gov>  
**Subject:** RE: FHWA Project: Des. No. 1900107; HRP Report, State Road 930 and Maplecrest Road Intersection Improvement Town of New Haven, Adams Township, Allen County, Indiana

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

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Mr. Kelly,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

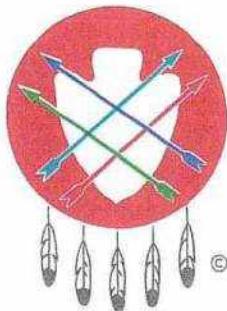
Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for the project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC.

As a standard caveat, in the event that human remains or archaeological materials are exposed as a result of project activities, work should cease immediately, and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find.

Thank you for protecting cultural and historic properties and if you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Ben Rhodd, MS, RPA Tribal Historic Preservation Officer  
Forest County Potawatomi  
Historic Preservation Office  
8130 Mish ko Swen Drive, P.O. Box 340, Crandon, Wisconsin 54520  
P: 715-478-7354 C: 715-889-0202 Main: 715-478-7474  
Email: [Benjamin.Rhodd@fcp-nsn.gov](mailto:Benjamin.Rhodd@fcp-nsn.gov)  
[www.fcpotawatomi.com](http://www.fcpotawatomi.com)



## PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF  
Craig Harper

SECOND CHIEF  
Rosanna Dobbs

March 8, 2022

Patricia Korzeniewski  
Archaeologist/Tribal Contact  
INDOT  
100 N Senate Ave., Rm 758-ES  
Indianapolis, IN 46204

Re: Des. #1900107; DHPA#27983; Maplecrest Road intersection improvement

Thank you for providing notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is unaware of a direct link to the newly proposed project location.

The Peoria Tribe of Indians of Oklahoma is also unaware of items covered under Native American Graves Protection and Repatriation Act (NAGPRA) to be associated with the proposed project site, including funerary or sacred objects; objects of cultural patrimony; or ancestral human remains.

The Peoria Tribe has no objection at this time to the proposed project. If, however, at any time items are discovered which fall under the protection of NAGPRA, the Peoria Tribe requests immediate notification and consultation. In addition, state, local and tribal authorities should be advised as to the findings and construction halted until consultation with all concerned parties has occurred.

Please feel free to contact me directly at the number above if additional consultation is necessary. Thank you again for your consideration with this matter.

Sincerely,

Charla K. EchoHawk  
Director of Cultural Preservation

TREASURER  
Hank Downum

SECRETARY  
Tonya Mathews

FIRST COUNCILMAN  
Carolyn Ritchey

SECOND COUNCILMAN  
Kara North

THIRD COUNCILMAN  
Isabella Burrell

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



April 4, 2022

Timothy Miller  
Project Scientist/Architectural Historian  
Metric Environmental  
6958 Hillsdale Court  
Indianapolis, Indiana 46250

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

Re: Historic property report (Miller, 11/30/2021) for SR 930/Maplecrest Road intersection  
improvements (Des. No. 1900107; DHPA No. 27983)

Dear Mr. Miller:

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 March 7, 2022, review request submittal form which enclosed the historic property report (“HPR”; Miller, 11/30/2021), received by our office the same day, for this project in New Haven, Adams Township, Allen 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 of the HPR that the Holter’s Roost at 6623 Old Maumee Avenue (Indiana Historic Sites and Structures Inventory [“IHSSI”] #003-214-27104), Hill House at 6436 Old Maumee Avenue (IHSSI #003-214-27165, and house at 1759 Estella Avenue (IHSSI #003-214-27119) are eligible for inclusion in the National Register of Historic Places (“NRHP”).

Additionally, we appreciate that the HPR evaluates the eligibility of the previously unidentified Sunnymede Residential Historic District. We note that the HPR does not include a plat date for the neighborhood or a comparison of this mid-century subdivision to other nearby neighborhoods of a similar type. However, based upon the information presented, we agree with the conclusion of the HPR that this mid-century tract development is eligible under Criterion A for Community Planning and Development and C for Architecture according to the criteria set out in *Residential Planning and Design in Indiana, 1940-1973* Multiple Property Documentation Form. Furthermore, we agree that there are no other historic properties listed or eligible for inclusion in the NRHP within the project’s APE.

In regard to archaeological resources, it is our understanding, from Dr. Matt Coon’s March 31, 2022, e-mail message to Wade Tharp, that a revised archaeological investigations report is being prepared, and that that report will be

forwarded to us for review and comment. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewers are Danielle Kauffmann and Caitlin Lehman. 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 930/Maplecrest Road intersection improvements (Des. No. 1900107), please refer to DHPA No. 27983.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:CML:WTT:DMK:cml

emc: Steven Minor, FHWA  
Anuradha Kumar, INDOT  
Matt Coon, INDOT  
Susan Branigin, INDOT  
Timothy Miller, Metric Environmental  
Northeastern Indiana Regional Coordinating Council  
Danielle Kauffmann, DNR-DHPA  
Caitlin Lehman, DNR-DHPA  
Wade T. Tharp, DNR-DHPA

**From:** Korzeniewski, Patricia J <[PKorzeniewski@indot.IN.gov](mailto:PKorzeniewski@indot.IN.gov)>  
**Sent:** Friday, May 20, 2022 11:55 AM  
**To:** [thpo@estoo.net](mailto:thpo@estoo.net); [THPO@MiamiNation.com](mailto:THPO@MiamiNation.com); [cechohawk@peoriatribe.com](mailto:cechohawk@peoriatribe.com); [Matthew.Bussler@pokagonband-nsn.gov](mailto:Matthew.Bussler@pokagonband-nsn.gov); Tonya Tipton <[tonya@shawnee-tribe.com](mailto:tonya@shawnee-tribe.com)>; [snease@astribe.com](mailto:snease@astribe.com); [lheady@delawaretribe.org](mailto:lheady@delawaretribe.org); [benjamin.rhodd@fcp-nsn.gov](mailto:benjamin.rhodd@fcp-nsn.gov); [slemons@wyandotte-nation.org](mailto:slemons@wyandotte-nation.org)  
**Cc:** Korzeniewski, Patricia J <[PKorzeniewski@indot.IN.gov](mailto:PKorzeniewski@indot.IN.gov)>; Sam Snell <[sams@metricenv.com](mailto:sams@metricenv.com)>; Carmany-George, Karstin (FHWA) <[k.carmanygeorge@dot.gov](mailto:k.carmanygeorge@dot.gov)>  
**Subject:** FHWA Project: Des. No. 1900107; Addendum A Archaeology Report, State Road 930 and Maplecrest Road Intersection Improvement Town of New Haven, Adams Township, Allen County, Indiana

Des. No.: 1900107

Project Description: State Road 930 and Maplecrest Road Intersection Improvement

Location: Town of New Haven, Adams Township, Allen County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with State Road 930 and Maplecrest Road Intersection Improvement Town of New Haven, Adams Township, Allen County, Indiana Des. No. 1900107. The Section 106 Early Coordination Letter for this project was originally distributed on August 12, 2021.

As part of Section 106 of the National Historic Preservation Act, an Archaeology Report was prepared on October 25, 2021. An Addendum Archaeology Report has been prepared and is ready for review and comment by consulting parties. Please review this documentation located in IN SCOPE at

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

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

**Tribal contacts may contact Patty Jo Korzeniewski, [PKorzeniewski@indot.in.gov](mailto:PKorzeniewski@indot.in.gov) or 317-416-4377 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.**

Thank you in advance for your input

Patricia Jo Korzeniewski

Archaeologist and Environmental Manager INDOT, Cultural Resources Office

100 North Senate Avenue,

N758-ES

Indianapolis, Indiana 46204

[PKorzeniewski@indot.in.gov](mailto:PKorzeniewski@indot.in.gov)

## Jason Stone

---

**From:** Sam Snell <sams@metricenv.com>  
**Sent:** Wednesday, May 18, 2022 10:31 AM  
**To:** DHPAReview@dnr.IN.gov; dan.avery@co.allen.in.us; archfortwayne@gmail.com  
**Cc:** Korzeniewski, Patricia J; Jason Stone  
**Subject:** FHWA Project: Des. No. 1900107; Addendum AArchaeology Report, State Road 930 and Maplecrest Road Intersection Improvement Town of New Haven, Adams Township, Allen County, Indiana

**Attachments:** MapleCrestandSR930Intersection\_Des1900107\_AddendumArchdl\_2022-05-18.pdf

**EXTERNAL:** Message origin is from an external network. Use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Des. No.: 1900107

Project Description: State Road 930 and Maplecrest Road Intersection Improvement

Location: Town of New Haven, Adams Township, Allen County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with State Road 930 and Maplecrest Road Intersection Improvement Town of New Haven, Adams Township, Allen County, Indiana Des. No. 1900107. The Section 106 Early Coordination Letter for this project was originally distributed on August 12, 2021.

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Please review this documentation located in IN SCOPE at

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Tribal contacts may contact Patty Jo Korzeniewski, [pkorzeniewski@indot.in.gov](mailto:pkorzeniewski@indot.in.gov) or 317-416-4377 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

Timothy Miller

Project Scientist/Architectural Historian

Metric Environmental

6958 Hillsdale Court

Indianapolis, IN 46250

[TimothyM@metricenv.com](mailto:TimothyM@metricenv.com)



**Samuel P. Snell, MS, RPA**



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

May 18, 2022

This letter was sent to the listed parties.

RE: State Road 930 and Maplecrest Road Intersection Improvement  
City of New Haven, Adams Township, Allen County, Indiana  
Des. No. 1900107 and DHPA No. 27983

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) 930 and Maplecrest Road Intersection Improvement Project, Des. No. 1900107.

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

A Section 106 early coordination letter was distributed on August 12, 2021. In addition, a letter distributed on March 7, 2022 notified consulting parties that a historic property report and archaeology report were available for review and comment.

The proposed undertaking is on SR 930 at the intersection of Maplecrest Road, 3.67 miles west of Interstate (I)-469 in Allen County, Indiana. It is within Adams Township, Fort Wayne East Quadrangle, in Sections 9 and 10, Township 30N, Range 13E.

The project need relates to the intersection of SR 930 and Maplecrest Road experiencing above-average crash frequency and crash severity. Congestion at the intersection is evidenced by a high percentage of rear-end crashes. A scoping report prepared in 2019 found this intersection to experience above-average crash frequency and crash severity. The project purpose is to provide safety and congestion improvements to reduce the number and severity of the crashes.

Since the distribution of the early coordination letter on August 12, 2021, the project scope has changed. Changes made to the project scope include construction of a sidewalk on the south side of SR 930, and a

proposed extension to an existing concrete box culvert at the Sheridan Drain. A detention basin will also be required along the east leg of SR 930 for stormwater entering the Sheridan Drain.

The proposed project consists of constructing a quadrant roadway (QR) which will eliminate left-turn movements through the primary intersection of SR 930 and Maplecrest Road by relocating those maneuvers to secondary intersections created by the quadrant roadway south and east of the primary intersection. The primary intersection will then operate as a two-phase intersection with both secondary signals at the end of this connector roadway operating as three-phase signals to protect the left-turn maneuvers. By using two phases instead of the previous four, the primary signal will decrease delay. The traffic will have less time to queue, helping lower congestion as well. The new quadrant roadway will also provide storage length for the turning vehicles. Besides construction of the new quadrant road, lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns. A sidewalk will be added along the south side of SR 930 from the shared-use path extension and extend east approximately 1,200 feet. The existing 3-foot-by-3-foot concrete box culvert conveying the Sheridan Drain under SR 930 will be extended south to accommodate the proposed sidewalk embankment along SR 930.

Drainage on the QR will collect into an enclosed storm sewer system and eventually outfall into the Sheridan Drain, which leads to the Maumee River approximately 0.8 miles from the project site. Drainage patterns along SR 930 and Maplecrest Road will be maintained via existing roadside ditches and infrastructure. The intent is to maintain existing stormwater drainage patterns. It is anticipated a detention basin will be required along the east leg of SR 930 for stormwater entering the Sheridan Drain. The project is anticipated to require acquisition of up to 10 acres of land from adjacent parcels for right-of-way purposes, with no relocations required. Since most of the work will take place outside of the road or on the outside auxiliary lane, a detour is not anticipated and reconfiguring the lanes is expected to be completed under traffic.

Work along the west and east approaches would extend approximately 1,250 feet and 1,460 feet, respectively, from the intersection. Work along the north and south approaches would extend approximately 700 feet and 1,180 feet, respectively, from the intersection.

The proposed project letting date is March 13, 2024. Metric Environmental, LLC, is under contract with DLZ to advance the environmental documentation for the referenced 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, Holter's Roost at 6623 Old Maumee Avenue (IHSSI #003-214-27104), Hill House at 6436 Old Maumee Avenue (IHSSI #003-214-27165), 1759 Estella Avenue (IHSSI #003-214-27119), and the Sunnymede Neighborhood were recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified three sites within the project area. As a result of these efforts, sites 12-Al-0554, 12-Al-0553 and 12-Al-0057 were recommended as not eligible for listing in the NRHP and no further work is recommended. An Addendum archaeological survey was conducted and approved on May 12, 2022 for the expanded detention pond on the south side of SR 930 and no archaeological sites were identified and no further work is recommended.

In a letter dated August 17, 2021, the Northeastern Indiana Regional Coordinating Council (NIRCC) accepted the invitation as a consulting party (CP). Their organization stated the opinion that the Sunnymede neighborhood, a postwar residential development within the APE, may have historic district potential. The NIRCC also noted that a moved cemetery within the western portion of the APE may need further investigation. In a letter dated to August 23, 2021, DHPA No. 27983, the SHPO recommended adding ARCH, Inc. to the list of consulting parties (CPs). They also recommended that the owner of any historic properties be added to the list of CPs.

The Miami Tribe of Oklahoma accepted consulting party status on August 25, 2021. The Pokagon Band of Potawatomi Indians replied on September 10, 2021 stating that they have determined that the project will have No Adverse Effect on any historic, religious, or culturally significant resources to the Pokagon Band of Potawatomi. The Eastern Shawnee replied on October 18, 2021 that upon investigation of their databases and files, that the project poses No Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee. Upon notification of the completion of the Historic Properties Report, the Forest County Potawatomi replied on March 7, 2022 stating upon review of site data and supplemental history they offer a finding of No Historic Properties Affected. The Peoria Tribe of Indians of Oklahoma replied on March 8, 2022 that they did not have any objection to the project at this time. The Eastern Shawnee replied on March 14, 2022 that upon investigation of their databases and files, that the project poses No Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee.

The Lincoln Highway Association, ARCH, Inc., and the following property owners have each been invited as part of this distribution letter to become a consulting party at this time: Mohammad S. Hakimzadeh, the owner of the Holter's Roost property at 6623 East Lincoln Highway; Ruth M. LaBonte, the owner of Hill House at 6436 Old Maumee Avenue; and Gary M. Geradot, the owner of 1759 Estella Avenue.

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

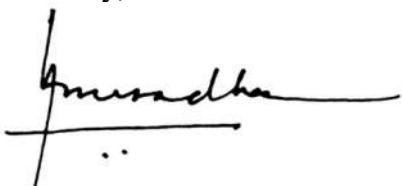
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting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

For questions concerning specific project details, you may contact Timothy Miller of Metric Environmental, LLC, at 513-991-6267 or [TimothyM@metricenv.com](mailto:TimothyM@metricenv.com). All future responses regarding the proposed project should be forwarded to Metric Environmental at the following address:

Timothy Miller  
Project Scientist/Architectural Historian  
Metric Environmental, LLC  
6958 Hillsdale Court  
Indianapolis, IN 46250  
[TimothyM@metricenv.com](mailto:TimothyM@metricenv.com)

Tribal contacts may contact Patty Jo Korzeniewski, [pkorzeniewski@indot.in.gov](mailto:pkorzeniewski@indot.in.gov) or 317-416-4377, or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,

A handwritten signature in black ink, appearing to read "Anuradha" followed by a surname, with a horizontal line underneath.

Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

**Distribution List:**

Indiana State Historic Preservation Officer (SHPO)  
Northeastern Indiana Regional Coordinating Council  
Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Shawnee Tribe  
Absentee Shawnee Tribe of Oklahoma  
Delaware Tribe of Indians  
Forest County Potawatomi Community  
Wyandotte Nation

**From:** Korzeniewski, Patricia J <[PKorzeniewski@indot.IN.gov](mailto:PKorzeniewski@indot.IN.gov)>  
**Sent:** Friday, May 20, 2022 11:55 AM  
**To:** [thpo@estoo.net](mailto:thpo@estoo.net); [THPO@MiamiNation.com](mailto:THPO@MiamiNation.com); [cechohawk@peoriatribes.com](mailto:cechohawk@peoriatribes.com); [Matthew.Bussler@pokagonband-nsn.gov](mailto:Matthew.Bussler@pokagonband-nsn.gov); [tonya@shawnee-tribe.com](mailto:tonya@shawnee-tribe.com); [snease@astribe.com](mailto:snease@astribe.com); [lheady@delawaretribe.org](mailto:lheady@delawaretribe.org); Benjamin Rhodd <[Benjamin.Rhodd@fc-pn-sn.gov](mailto:Benjamin.Rhodd@fc-pn-sn.gov)>; [sclemons@wyandotte-nation.org](mailto:sclemons@wyandotte-nation.org)  
**Cc:** Korzeniewski, Patricia J <[PKorzeniewski@indot.IN.gov](mailto:PKorzeniewski@indot.IN.gov)>; Sam Snell <[sams@metricenv.com](mailto:sams@metricenv.com)>; Carmany-George, Karstin (FHWA) <[k.carmanygeorge@dot.gov](mailto:k.carmanygeorge@dot.gov)>  
**Subject:** FHWA Project: Des. No. 1900107; Addendum A Archaeology Report, State Road 930 and Maplecrest Road Intersection Improvement Town of New Haven, Adams Township, Allen County, Indiana

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

Des. No.: 1900107

Project Description: State Road 930 and Maplecrest Road Intersection Improvement

Location: Town of New Haven, Adams Township, Allen County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with State Road 930 and Maplecrest Road Intersection Improvement Town of New Haven, Adams Township, Allen County, Indiana Des. No. 1900107. The Section 106 Early Coordination Letter for this project was originally distributed on August 12, 2021.

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Thank you in advance for your input,

Patricia Jo Korzeniewski  
Archaeologist and Environmental Manager  
INDOT, Cultural Resources Office  
100 North Senate Avenue, N758-ES  
Indianapolis, Indiana 46204  
[PKorzeniewski@indot.in.gov](mailto:PKorzeniewski@indot.in.gov)  
**1-317-416-4377**  
**M-F 8:00 - 4:00**

---

**From:** Benjamin Rhodd <[Benjamin.Rhodd@fcp-nsn.gov](mailto:Benjamin.Rhodd@fcp-nsn.gov)>

**Sent:** Monday, May 23, 2022 9:45 AM

**To:** Korzeniewski, Patricia J <[PKorzeniewski@indot.IN.gov](mailto:PKorzeniewski@indot.IN.gov)>

**Subject:** RE: FHWA Project: Des. No. 1900107; Addendum AArchaeology Report, State Road 930 and Maplecrest Road Intersection Improvement Town of New Haven, Adams Township, Allen County, Indiana

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---

Ms. Korzeniewski,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community (FCPC), a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

The Tribal Historic Preservation Office (THPO) staff has reviewed the information you provided for the project. Upon review of site data and supplemental cultural history within our Office, the FCPC THPO is pleased to offer a finding of No Historic Properties affected of significance to the FCPC. Additionally, we do wish to remain as a consulting party for this project.

As a standard caveat sent with each proposed project reviewed by the FCPC THPO, the following applies. In the event an Inadvertent Discovery (ID) occurs at any phase of a project or undertaking as defined, and human remains or archaeological materials are exposed as a result of project activities, work should cease immediately, and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find.

Thank you for protecting cultural and historic properties and if you have any questions or concerns, please contact me at the email or number listed below.

Respectfully,

Ben Rhodd, MS, RPA Tribal Historic Preservation Officer  
Forest County Potawatomi  
Historic Preservation Office

8130 Mish ko Swen Drive, P.O. Box 340, Crandon, Wisconsin 54520

P: 715-478-7354 C: 715-889-0202 Main: 715-478-7474

Email: [Benjamin.Rhodd@fcp-nsn.gov](mailto:Benjamin.Rhodd@fcp-nsn.gov)

[www.fcpotawatomi.com](http://www.fcpotawatomi.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](http://www.miamination.com)



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

May 23, 2022

Patricia Jo Korzeniewski  
Archaeologist and Environmental Manager  
INDOT, Cultural Resources Office  
100 North Senate Avenue, N758-ES  
Indianapolis, Indiana 46204

Re: Des. No. 1900107, State Road 930 & Maplecrest Road Intersection Improvement, Allen County, Indiana – Comments of the Miami Tribe of Oklahoma

Dear Ms. Korzeniewski:

Aya, kikwehsitoole – I show you respect. The Miami Tribe of Oklahoma, a federally recognized Indian tribe with a Constitution ratified in 1939 under the Oklahoma Indian Welfare Act of 1936, respectfully submits the following comments regarding Des. No. 1900107, State Road 930 & Maplecrest Road Intersection Improvement in Allen County, Indiana.

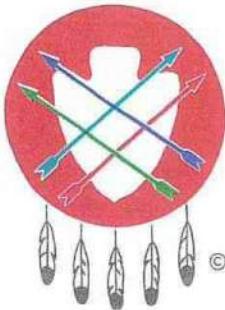
The Miami Tribe offers no objection to the above-referenced project at this time, as we are not currently aware of existing documentation directly linking a specific Miami cultural or historic site to the project site. However, given the Miami Tribe's deep and enduring relationship to its historic lands 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](mailto: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*

Diane Hunter  
Tribal Historic Preservation Officer



## PEORIA TRIBE OF INDIANS OF OKLAHOMA

118 S. Eight Tribes Trail (918) 540-2535 FAX (918) 540-2538

P.O. Box 1527

MIAMI, OKLAHOMA 74355

CHIEF  
Craig Harper

SECOND CHIEF  
Rosanna Dobbs

March 26, 2022

Patricia Korzeniewski  
Archaeologist/Tribal Contact  
INDOT  
100 N Senate Ave., Rm 758-ES  
Indianapolis, IN 46204

Re: Des. #1900107; DHPA#27983; Maplecrest Road intersection improvement

Thank you for providing notice of the referenced project. The Peoria Tribe of Indians of Oklahoma is unaware of a direct link to the newly proposed project location.

The Peoria Tribe of Indians of Oklahoma is also unaware of items covered under Native American Graves Protection and Repatriation Act (NAGPRA) to be associated with the proposed project site, including funerary or sacred objects; objects of cultural patrimony; or ancestral human remains.

The Peoria Tribe has no objection at this time to the proposed project. If, however, at any time items are discovered which fall under the protection of NAGPRA, the Peoria Tribe requests immediate notification and consultation. In addition, state, local and tribal authorities should be advised as to the findings and construction halted until consultation with all concerned parties has occurred.

Please feel free to contact me directly at the number above if additional consultation is necessary. Thank you again for your consideration with this matter.

Sincerely,

Charla K. EchoHawk  
Director of Cultural Preservation

TREASURER  
Hank Downum

SECRETARY  
Tonya Mathews

FIRST COUNCILMAN  
Carolyn Ritchey

SECOND COUNCILMAN  
Kara North

THIRD COUNCILMAN  
Isabella Clifford



**EASTERN SHAWNEE  
CULTURAL PRESERVATION DEPARTMENT**  
70500 East 128 Road, Wyandotte, OK 74370

June 8, 2022

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

**RE: Des No. 1900107, Allen County, Indiana**

Dear Ms. Korzeniewski,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Allen 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

Patricia Jo Korzeniewski  
Archaeologist and Tribal Liaison  
INDOT, Cultural Resources Office  
100 North Senate Avenue, N758-ES  
Indianapolis, Indiana 46204  
[PKorzeniewski@indot.in.gov](mailto:PKorzeniewski@indot.in.gov)  
**1-317-416-4377**  
**M-F 7:30 – 3:30**

---

**From:** Section106 <[section106@shawnee-tribe.com](mailto:section106@shawnee-tribe.com)>  
**Sent:** Monday, June 13, 2022 11:20 AM  
**To:** Korzeniewski, Patricia J <[PKorzeniewski@indot.IN.gov](mailto:PKorzeniewski@indot.IN.gov)>  
**Subject:** RE: FHWA Project: Des. No. 1900107; Addendum AArchaeology Report, State Road 930 and Maplecrest Road Intersection Improvement Town of New Haven, Adams Township, Allen County, Indiana

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

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This letter is in response to the above referenced project.

The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. However, there is still potential for the discovery of unknown resources.

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

If you have any questions, you may contact me via email at [Section106@shawnee-tribe.com](mailto:Section106@shawnee-tribe.com)

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

Sincerely,



**Erin Paden**  
TRIBAL HISTORIC PRESERVATION  
SPECIALIST  
**Office:** (918) 542-2441, x140  
Email: [epaden@shawnee-tribe.com](mailto:epaden@shawnee-tribe.com)  
29 S Hwy 69A  
Miami, OK 74354  
[shawnee-tribe.com](http://shawnee-tribe.com)

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**From:** Korzeniewski, Patricia J <[PKorzeniewski@indot.IN.gov](mailto:PKorzeniewski@indot.IN.gov)>  
**Sent:** Friday, May 20, 2022 11:55 AM  
**To:** [tpho@estoo.net](mailto:tpho@estoo.net); [THPO@MiamiNation.com](mailto:THPO@MiamiNation.com); [cechohawk@peoriatribes.com](mailto:cechohawk@peoriatribes.com);

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



June 13, 2022

Samuel P. Snell  
Archaeological Principal Investigator  
Metric Environmental  
6958 Hillsdale Court  
Indianapolis, Indiana 46250

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

Re: Addendum Phase Ia archaeological field reconnaissance survey report (Snell, 03/28/2022) for SR 930/Maplecrest Road intersection improvements (Des. No. 1900107; DHPA No. 27983)

Dear Mr. Snell:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your May 12, 2022, review request submittal form which enclosed the addendum archaeological report, received by our office the same day, for this project in the City of New Haven, Adams Township, Allen County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree that the Holter’s Roost at 6623 Old Maumee Avenue (Indiana Historic Sites and Structures Inventory [“IHSSI”] #003-214-27104), Hill House at 6436 Old Maumee Avenue (IHSSI #003-214-27165), and house at 1759 Estella Avenue (IHSSI #003-214-27119) are eligible for inclusion in the National Register of Historic Places (“NRHP”). We also agree for the purposes of this Section 106 review that the Sunnymeade Residential Historic District is eligible for inclusion in the NRHP.

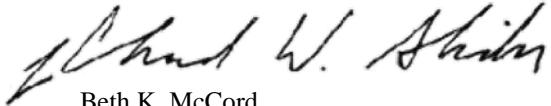
In regard to archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Addendum Phase Ia archaeological field reconnaissance survey report (Snell, 03/28/2022), 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.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewers are Danielle Kauffmann and Caitlin Lehman. 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 930/Maplecrest Road intersection improvements (Des. No. 1900107), please refer to DHPA No. 27983.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:WTT:wtt

emc: Steven Minor, FHWA  
Matt Coon, INDOT  
Susan Branigin, INDOT  
Samuel P. Snell, Metric Environmental  
Northeastern Indiana Regional Coordinating Council  
Danielle Kauffmann, Indiana DNR-DHPA  
Caitlin Lehman, Indiana DNR-DHPA  
Wade T. Tharp, Indiana DNR-DHPA

**From:** [Candace Hudziak](#)  
**To:** [Tharp, Wade](#); [Lehman, Caitlin M](#); [Kauffmann, Danielle M](#)  
**Cc:** [Kelly, Clint](#); [Branigin, Susan](#); [Coon, Matthew](#); [Jason Stone](#); [Luella Beth Hillen](#); [Timothy Miller](#); [Zembala, Alex](#); [Philip LaBrash](#)  
**Subject:** FHWA Project: Des. No. 1900107; Effects Report, State Road 930 and Maplecrest Road Intersection Improvement Project, Town of New Haven, Adams Township, Allen County, Indiana  
**Date:** Friday, December 2, 2022 3:10:25 PM  
**Attachments:** [image001.png](#)

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**Des. No.:** 1900107

**Project Description:** State Road 930 and Maplecrest Road Intersection Improvement Project

**Location:** Town of New Haven, Adams Township, Allen County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with State Road 930 and Maplecrest Road Intersection Improvement Project, Town of New Haven, Adams Township, Allen County, Indiana (Des. No. 1900107). The Section 106 Early Coordination Letter for this project was originally distributed on August 12, 2021. The Historic Property Report was distributed on March 2, 2022.

As part of the 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 the attached Effects Report, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with 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.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

**Tribal Contacts please respond to INDOT's Acting Tribal Liaison Matt Coon** at [mcoon@indot.in.gov](mailto: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](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).

Thank you in advance for your input,



**Candace Hudziak, MA, QP**

Architectural Historian  
Cultural Resources

**O** 317.643.8535

**M** 317.443.4123

**From:** Kelly, Clint  
**To:** [cechohawk@peoriatribes.com](mailto:cechohawk@peoriatribes.com); [benjamin.rhodd@fcn-nsn.gov](mailto:benjamin.rhodd@fcn-nsn.gov); [THPO@MiamiNation.com](mailto:THPO@MiamiNation.com); [Matthew.Bussler@pokagonband-nsn.gov](mailto:Matthew.Bussler@pokagonband-nsn.gov); [thpo@estoo.net](mailto:thpo@estoo.net); [Section106@shawnee-tribe.com](mailto:Section106@shawnee-tribe.com)  
**Cc:** Coon, Matthew; Branigin, Susan; Zembala, Alex; Candace Hudziak; Carmany-George, Karstin (FHWA)  
**Subject:** FHWA Project: Des. No. 1900107; Effects Report, State Road 930 and Maplecrest Road Intersection Improvement Project, Town of New Haven, Adams Township, Allen County, Indiana  
**Date:** Friday, December 2, 2022 3:45:14 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image006.png](#)

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**Des. No.:** 1900107

**Project Description:** State Road 930 and Maplecrest Road Intersection Improvement Project

**Location:** Town of New Haven, Adams Township, Allen County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with State Road 930 and Maplecrest Road Intersection Improvement Project, Town of New Haven, Adams Township, Allen County, Indiana (Des. No. 1900107). The Section 106 Early Coordination Letter for this project was originally distributed on August 12, 2021. The Historic Property Report was distributed on March 2, 2022.

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Please review the attached Effects Report, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with 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.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

**Tribal Contacts please respond to INDOT's Acting Tribal Liaison Matt Coon** at [mcloon@indot.in.gov](mailto:mcloon@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](mailto: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](mailto:ckelly1@indot.in.gov)  
**Core Office Hours:** M-F 7:30-3:30





# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

December 2, 2022

This letter was sent to the listed parties.

RE: State Road 930 and Maplecrest Road Intersection Improvement  
City of New Haven, Adams Township, Allen County, Indiana  
Des. No. 1900107 and DHPA No. 27983

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) 930 and Maplecrest Road Intersection Improvement Project, Des. No. 1900107.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from 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.

A Section 106 early coordination letter was distributed on August 12, 2021. In addition, on October 5, 2021, an archaeological report was distributed to consulting parties (Tribes only), and on March 7, 2022, a letter was distributed notifying consulting parties that a Historic Property Report (HPR) was available for review and comment. An addendum archaeology report dated May 18, 2022, was distributed to consulting parties (Tribes only) on May 20, 2022. The intent of this letter is to provide additional information on project activities and updated design plans, as well as to discuss potential effects on historic properties in the Area of Potential Effects (APE) that we are reasonably able to foresee. The APE is the area in which the proposed project may cause alterations in the character or use of historic resources.

## 1) Project Location

The proposed undertaking is on SR 930 at the intersection of Maplecrest Road, 3.67 Miles West of I-469 in Allen County, Indiana. It is within Adams Township, Fort Wayne East Quadrangle, in Sections 9 and 10, Township 30N, Range 13E (refer to Figure 1 in the attachments).

The APE for this project primarily extends at least 500 feet beyond the project end points to allow for construction staging and traffic, and at least one property deep on both sides of SR 930 and Maplecrest Road. In addition to sightlines to the project which are obscured by wooded areas and surrounding building, the APE was also delineated based upon indirect impacts due to construction traffic and noise which considers distance from the project, natural

barriers, and other buildings. The APE contains no resources listed in the NRHP. The APE contains four properties that are recommended eligible for listing in the NRHP. They are:

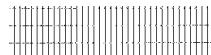
- Holter's Roost at 6623 Old Maumee Avenue
- House at 1759 Estrella Avenue
- Hill House at 6436 Old Maumee Avenue
- Sunnymede Residential Historic District between Sunnymede Drive, Medford Drive, Dellwood Drive, Sunwood Drive, Ridgeview Avenue, and New Haven Avenue

The enclosed attachments contain a map of the project area and the APE (Figures 1-2), and proposed NRHP boundary maps for each historic resource (Figures 3-6). Please note the proposed NRHP boundary for Holter's Roost proposed in the HPR was erroneously depicted by not aligning with the legal parcel boundary, and it has been revised to reflect that in this report (refer to Figure 3). Additionally, the proposed NRHP boundary for Hill House has also been modified to delete the garage west of the house, which upon further investigation was determined to have belonged to another residential property to the west that was demolished as part of separate Maplecrest Road project a few years ago, and it was not historically part of Hill House's property. For this reason, the NRHP boundary for Hill House has also been revised to align with the property's legal boundary (refer to Figure 5). The acreage amounts provided for Holter's Roost and Hill House in the HPR were taken from the property record cards from the Allen County Assessor's Office, and were stated accurately; thus, revised maps correctly reflect each property's acreage. Lastly, the acreage provided in the HPR for the Sunnymede Residential Historic District's proposed boundary was incorrect and should have stated it contains 88 acres (refer to Figure 6).

## 2) Project Description

The project need relates to the intersection of SR 930 and Maplecrest Road experiencing above-average crash frequency and crash severity. Congestion at the intersection is evidenced by a high percentage of rear-end crashes. A scoping report prepared in 2019 found this intersection to experience above-average crash frequency and crash severity. The project purpose is to provide safety and congestion improvements to reduce the number and severity of the crashes.

The proposed project consists of constructing a quadrant roadway (QR) which will eliminate left-turn movements through the primary intersection of SR 930 and Maplecrest by relocating those maneuvers to secondary intersections created by the QR south and east of the primary intersection. The primary intersection will then operate as a two-phase intersection with both secondary signals at the end of this connector roadway operating as three-phase signals to protect the left-turn maneuvers. By using two phases instead of the previous four, the primary signal will decrease delay. The traffic will have less time to queue, helping lower congestion as well. The new QR will also provide storage length for the turning vehicles. Besides construction of the new quadrant road, lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns. A four-foot sidewalk will be added along the south side of SR 930 from the shared-use path extension and extend east approximately 1,200 feet. The existing non-historic three-foot by three-foot concrete box culvert (INDOT No. CLV 67632) conveying the Sheridan drain under SR 930 will be extended south to accommodate the proposed sidewalk embankment along SR 930.



Drainage on the QR will be collected into an enclosed storm sewer system and will eventually outfall into the Sheridan Drain which leads to the Maumee River, approximately 0.8 mile from the project site. Drainage patterns along SR 930 and Maplecrest Road will be maintained via existing roadside ditches and infrastructure with the intent to maintain existing stormwater drainage patterns. It is anticipated a detention basin will be required along the east leg of SR 930 for stormwater entering the Sheridan Drain.

Since distribution of the HPR, the project's scope has added construction of a concrete box culvert under the proposed new QR just south of its intersection with SR 930 to perpetuate the existing roadside ditch along the south side of SR 930 through that area. The proposed new three-foot by three-foot concrete box culvert will be 130 linear feet in length and will be placed roughly parallel to SR 930. Please refer to sheets 31 and 41-42 of the attached project plans to view the proposed culvert.

Additionally, signage locations and dimensions have also been refined since distribution of the HPR. The project would construct seven new overhead cantilevered sign structures measuring approximately 23 to 26.6 feet tall, and 30 feet wide, located throughout the project area (refer to the attached plan sheets 45 to 54).

The project's projected right-of-way needs have also been refined since distribution of the HPR, and the amount of temporary right-of-way acquisition will be less than 0.5 acres, and permanent right-of-way acquisition will be less than five acres. Neither temporary nor permanent right-of-way will be needed from the historic properties within the APE. Since most of the work will take place outside of the road or on the outside auxiliary lane, a detour is not anticipated and reconfiguring the lanes is expected to be completed under traffic.

Work along the west and east approaches would extend approximately 1,250 and 1,460 feet, respectively, from the intersection. Work along the north and south approaches would extend approximately 700 and 1,180 feet, respectively, from the intersection. Please refer to the attachments for full project plans, as well as project plans with the Holter's Roost and Hill House properties identified. The other historic resources – 1759 Estrella Avenue and the Sunnymede Residential Historic District – are not identified on the project plans since they are within the project's APE but outside of the project area.

The proposed project letting date is March 13, 2024. Metric Environmental is under contract with DLZ to advance the environmental documentation for the referenced project.

Please refer to the attached for project plan sheets.

### **3) Describe Affected Historic Properties**

#### **Holter's Roost**

#### **6623 Old Maumee Avenue**

#### **IHSSI #003-214-27104, rated Outstanding**

Located on the south side of Old Maumee Avenue is this two-story multicolored cobblestone house constructed in the Shingle style in c.1902. Holter's Roost is a uniquely designed, castle-like shingle house that appears from the exterior to be unaltered. The house boasts a center shingled tower is capped with a pyramidal hipped asphalt roof with flared



eaves broken by shingled battlements, multiple cobblestone chimneys, and a copper finial cap. When constructed the area was rural, and originally the property included multiple farm outbuildings and a stone bridge. As the 1900s progressed the area changed from rural to urban and today the property has been reduced to the lot the house sits upon. None of the outbuildings exist except for a stone footbridge west of the property, which no longer belongs to the property and is within a separate parcel. Thus, the house is the only contributing structure within the proposed NRHP boundary.

The property is recommended eligible for NRHP listing under Criterion B for its association with the Holterman family, who played a significant role in the history of poultry agriculture and education for co-founding Valparaiso University. For its architectural significance and as a rare architectural style in the township and county, the property also meets the requirements for NRHP listing under Criterion C.

The proposed NRHP boundary follows the parcel's property line and encompasses 0.43 acre. As stated above, please note the proposed NRHP boundary for Holter's Roost that was provided in the HPR has been changed to align with the property's legal boundary; the acreage amount remains the same. Please refer to Figure 3 in the attachments for an aerial map of the proposed boundary.

#### **House**

##### **1759 Estella Avenue**

##### **IHSSI #003-214-27119, rated Notable House at 1759 Estrella Avenue**

Located on the east side of Estella Avenue is this one-and-a-half-story Craftsman bungalow constructed c.1923. The side-gabled asphalt roof has a full-width shed dormer with large overhanging eaves with brackets and exposed rafter tails. An oversized multicolored rough cut irregularly laid field stone front exterior chimney and two pillars at each end of the facade break the roofline in the front eave. The stone for this house was locally gathered from the riverbeds of the Maumee, St. Joseph, and St. Mary's rivers. The offset front entryway is sheltered beneath an integral, partially open porch on its northwest corner with a multicolored rough cut irregularly laid field stone support column in the northwest corner, with multicolored rough cut irregularly laid field stone steps and rails. The rest of the porch is enclosed. The building has a rectangular footprint with a multicolored rough cut irregularly laid field stone foundation and a basement. The house is covered with stucco over lath boards. The wooden double-hung windows are glazed in 8-over-1 and 4-over-1 patterns, eight-paned fixed and multipaned windows are present around the chimney. The property's setting was originally rural but is now urban and is characterized by commercial and light industrial buildings. The property is eligible under Criterion C as an exemplary example of a Craftsman style bungalow. The house is the property's only contributing resource.

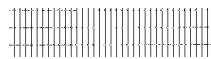
The proposed NRHP boundary follows the parcel's property line and encompasses 0.45 acre. It includes a non-contributing garage. Please refer to Figure 4 in the attachments for an aerial map of the proposed boundary.

#### **Hill House**

##### **6436 Old Maumee Avenue**

##### **IHSSI #003-214-27165, rated Notable**

Located on the south side of Old Maumee Avenue is this one-and-a-half-story Craftsman dormer front bungalow constructed c.1927 according to the historic inventory and c.1940 according to the property record. The side-gabled



asphalt roof has a shed dormer with large overhanging eaves and a center chimney. The building has a rectangular footprint with a decorative concrete foundation and a basement. The house is covered with red brick and clapboard siding. The wooden double hung sash windows are glazed in a 4-over-1 and 1-over-1 pattern with simple wooden surrounds and concrete sills. The house has a full width enclosed front porch with brick supports and rails and 5-over-2 glazed windows. On the east side of the porch is the front door with two paned sidelights. Southeast of the house is a contributing two-bay c.1940 garage. Due east of the house is another garage that dates to c.1990 and c.1990, and south of the house is a c.2016 shed, both of which are non-contributing to the property.

The house is an example of an unaltered Craftsman bungalow with characteristic features such as a large porch, bulky massing, wide eave overhangs, and a dormered roofline. For these reasons, the property is recommended eligible under Criterion C.

The proposed NRHP boundary follows the parcel's property line and encompasses 0.44 acre. As stated above, the proposed NRHP boundary for Hill House in the HPR has also been modified to delete the garage west of the house, which upon further investigation was determined not to belong to the subject property neither currently nor historically, and to align with the property's legal boundary; the acreage amount remains the same. Please refer to Figure 5 in the attachments for an aerial map of the proposed boundary.

#### **Sunnymede Residential Historic District**

**Medford Drive, Sunnymede Drive, Dellwood Drive, Ridgeview, Sunwood Drive, and New Haven Avenue from Medford Drive to Dellwood Drive**

**IHSSI #003-214-27058 to 27060, #003-214-27124, #003-214-27126, #003-214-27129, #003-214-27175 to 27181, #003-214-27182, #003-214-27184, #003-214-27196, rated Contributing**

Sunnymede is bound by Medford Drive, Dellwood Drive, the dead-end south of Sunwood Drive, and New Haven Avenue from Sunnymede Drive to Dellwood Drive in New Haven, Indiana. At the west end of Sunwood Drive is Sunnymede Park which consists of two baseball fields. South of the baseball fields was the neighborhood school, which was demolished by 2006. Sunnymede is a two block east and west, by three blocks north and south, rectangular-grid layout with the houses in each individual block having a similar setback. The residential neighborhood consists of about 60 acres without the Sunnymede Park and Sunnymede School site.

The houses in Sunnymede are similar in size due to the uniform size of the lots, but the footprints vary to the diverse types of houses. The houses mostly date from the late 1940s to the early 1970s, and commonly found architectural styles include Cape Cod, Minimal Traditional, and Ranches. Many of the houses in the neighborhood are in altered to severely altered condition by replacement windows, replacement doors, replacement and added siding, and unsympathetic additions. The landscaping within the neighborhood does not indicate adherence to an overall design within public spaces or along streetscapes, as trees and bushes of various kinds and sizes are found throughout.

Sunnymede is a representation of a postwar tract planning and development which makes it eligible as a historic district under the "Residential Planning and Development in Indiana, 1940-1973" Multiple Property Documentation Form under Criteria A for its association with the themes of community planning and development. Additionally, the neighborhood's modest houses shared similar setbacks and lots with mature trees and shrubbery, with no sidewalk



or curbs present buildings, and displayed architectural styles popular in the postwar period, such as American Small House, Cape Cod, and Ranch. For these reasons, the Sunnymede is recommended eligible under Criterion C.

The proposed NRHP boundary follows the neighborhood plat as well as Sunnymede Park (contributing) and the former location of Sunnymede School (non-contributing) to the west, and it encompasses approximately 88 acres. This acreage amount differs from the amount given in the HPR, which incorrectly stated it contained 0.44 acres. Please refer to Figure 6 in the attachments for an aerial map of the proposed boundary.

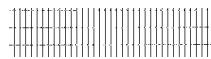
#### 4) Describe Effects to Historic Properties

##### **Holter's Roost at 6623 Old Maumee Avenue**

The undertaking will introduce a new road segment – a quadrant roadway (QR) – east of the Maplecrest Road and SR 930 intersection on the south side of SR 930, just southwest of the subject property. The QR would reconfigure the segment of SR 930 between Maplecrest Road and the project's eastern end point, a distance of approximately 1,500 feet. Currently SR 930 in this section consists of two, 12-foot travel lanes in each direction with a 24-foot dedicated middle turn lane, and 12-foot paved shoulders on each side, creating a total roadway width of 96 feet. The proposed change would not significantly change the roadway width of SR 930, which is estimated to be within one to two feet of its current width. Signalized traffic lights will be installed on SR 930 at its intersection with the QR. East of the QR the paved shoulder would be dropped for the curb and gutter, as well as construction of a new four-foot sidewalk on the south side of SR 930. The undertaking will also introduce cantilevered sign structures within its viewshed located on both sides of SR 930 approximately 300 feet east of Maplecrest Road, and on the north side of SR 930 approximately 260 feet west of Old Maumee Avenue just to the east of the Holter's Roost property. The cantilevered sign structure adjacent to the property measures approximately 24 feet tall and 30 feet wide, with a reflective sign that measures 16.5 feet wide by 10.5 feet high. An approximate 75 feet of guardrail will be installed where none currently exists at the property's southeast corner, to be placed within right-of-way adjacent to SR 930. The guardrail is located on the west side of the entrance to the property directly east of Holter's Roost. Please refer to the attached project plan sheet with the Holter's Roost property highlighted, as well as to plan sheet 54 for an overall map of sign placements in the project area, sheet 32 for details of the proposed new guardrail, and sheets 46 and 51 for details of the sign to be constructed just east of the Holter's Roost property.

The proposed undertaking will have no physical impacts to this property, and no contributing features, such as trees, landscaping, or other elements will be altered or removed. The undertaking will not take any permanent or temporary right-of-way from this property. Both of the property's current access points will not change as a result of this project. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The proposed changes occurring adjacent to the property, such as the new QR roadway with a signalized intersection will introduce visual changes to its setting. Traffic queuing due to traffic signal installations on SR 930 at the QR will also introduce a visual change. These changes to the property's setting, however, would not significantly alter the property's relationship with it, as the surrounding area has long since shifted from rural to urban. The property's original setting in the early 1900s of open spaces in a low-density rural area resembles nothing of its current setting within a busy, traffic-heavy urban setting, and thus, the addition of traffic queues would not significantly alter the property's viewshed.



Likewise, the construction of additional streetlights, ground-level and overhead street signs, guardrail, and sidewalk will have less of an impact than if these changes were impacting a pristine rural setting. The property is set among predominately commercial land uses along a high-traffic corridor, in which road signs, billboards, streetlights, and other roadway facilities are present. Therefore, the visual effects would not dramatically change the property's setting, nor would the look of these changes be incompatible within its existing landscape.

Both noise and vibration exposure to the property will increase during construction-related activities. These impacts would be temporary in nature, however. Any sustained noise and vibratory effects as a result of the undertaking is not anticipated to noticeably increase their current levels or alter the existing setting. Thus, because Holter's Roost's NRHP eligibility rests less upon its setting than upon other factors such as its association with the Holterman family and its outstanding architectural design and use of materials, any visual and auditory effects introduced by the undertaking will not affect the property's significance or integrity.

#### **House at 1759 Estrella Avenue**

The proposed undertaking would have no physical impacts to this property, and no contributing features, such as trees, landscaping, or other elements will be altered or removed. The undertaking will not introduce new elements onto the property, and views to the project area will be limited due to the large buildings located between the property and SR 930 on its south and east side, and a tree line along the front (west side) of its property. Nevertheless, any visible changes within the property's viewshed would not significantly alter its current setting of modern development in an urban setting to the degree that the property's integrity would be diminished. Since Estrella Avenue is not a through-street it is not anticipated that traffic would increase due to the project. The undertaking will not take any permanent or temporary right-of-way from this property. The property's access will not change during construction or after because of the project.

#### **Hill House at 6436 Old Maumee Avenue**

The proposed undertaking would have no physical impacts to this property, and no contributing features, such as trees, landscaping, or other elements will be altered or removed. Old Maumee Avenue's current roadway width will not change as a result of this project. Since Old Maumee Avenue is not a through-street it is not anticipated that traffic would increase due to the project. The undertaking will not take any permanent or temporary right-of-way from this property. The property's access will not change during construction or after because of the project. Views to the project area will be partially obscured by trees and buildings, and its distance from construction and operational activities of approximately 400 feet from the QR and 200 feet from the project limits will minimize auditory impacts. Thus, the undertaking will not alter the character of the view nor its setting, and the undertaking will not impact the building's integrity. As a property that is NRHP eligible under Criterion C, its significance is largely derived from its building form and style, and its integrity of design, materials, and workmanship bears the most relevance to conveying that significance.

#### **Sunnymede Residential Historic District**

The proposed undertaking would have no physical impacts to this resource, and no contributing features, such as trees, landscaping, or other elements will be altered or removed. None of the current roadway widths within this



neighborhood would change as a result of this project. Since none of the streets within Sunnymede are through streets it is not anticipated that traffic would increase in the neighborhood due to the project. The undertaking will not take any permanent or temporary right-of-way from any property within the historic district. The neighborhood's access points will not change during construction or after because of the project. The undertaking will not introduce new elements onto any property boundaries within the historic district. The undertaking would cause temporary visual and auditory changes during construction work that would be temporary, as the primary activities that will occur immediately adjacent to this resource would be construction traffic and possibly short-term construction staging. Those properties with viewsheds to the project area, including the houses closest to SR 930 and on the east side of Dellwood Drive, will have new facilities, such as cantilevered and ground-level street signs, sidewalk, and a reconfigured layout on SR 930, introduced into their property's viewshed. These transportation features have historically been common features near mid-twentieth century residential developments, and thus, the proposed changes are not incompatible within the setting. As a resource that is NRHP eligible under Criteria A and C, its significance is largely derived from its association with the history of postwar suburban housing and its architectural and landscape design, of which setting is an important part. However, the degree to which the viewshed will be changed by the introduction of these new elements will not appreciably diminish that characteristic since the surrounding area already consists of similar features within its setting, causing the new elements to blend in rather than stand out as incongruent within the surroundings.

## 5) Explain Application of Criteria of Adverse Effect

Section 106 requires federal agencies to determine whether an undertaking has the potential to have an effect, either directly or indirectly, upon historic properties. An "effect" is defined by Section 106 regulations as "an alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register." The degree to which a historic property is diminished by an undertaking is used to measure its effect, which can be "No Historic Properties Affected," "No Adverse Effect," or "Adverse Effect." The regulation's criteria of "Adverse Effect" are defined in 36 CFR 800.5(a), and states:

(1) *Criteria of adverse effect.* 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.

Below are examples of adverse effects given in 36 CFR 800.5(a)(2):

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including the 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 (<https://www.nps.gov/tps/standards/four-treatments.htm>) (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..."
- (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.

The criteria of adverse effect, as defined and described in 36 CFR 800.5(a)(1) and in 36 CFR 800.5(a)(2)(i) through (v), will now be evaluated for each historic property within the APE.

#### **Holter's Roost at 6623 Old Maumee Avenue**

Per 36 CFR 800.5(a)(2)(i), the undertaking will not cause "physical destruction of or damage to all or part of the property."

Per 36 CFR 800.5(a)(2)(ii), there will be no "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."

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the project would not change the "the character of the property's use or of physical features within the property's setting that contribute to its historic significance." The project would not change the way the property is currently used, nor would it change any physical features within its setting that are contributing features to its historic significance.

Per 36 CFR 800.5(a)(2)(v), there will not be an "introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features." The property's viewshed will change as a result of the changes to SR 930 and construction of the QR, but the property is set along a high-traffic corridor, in which road signs, billboards, streetlights, and other roadway facilities are present. Traffic queuing due to traffic signal installations on SR 930 at the QR will also introduce a visual change. These changes to the property's setting, however, would not significantly alter the property's relationship with it, as the surrounding area has long since shifted from rural to urban. Therefore, the visual effects would not dramatically change the property's setting, nor would the look of these changes be incompatible within its existing landscape. Any sustained noise and vibratory effects as a result of the undertaking is not anticipated to noticeably increase their current levels, and any potential incremental increase would not likely affect the property's historical significance nor its integrity.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.



Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

#### **House at 1759 Estrella Avenue**

Per 36 CFR 800.5(a)(2)(i), the undertaking will not cause “physical destruction of or damage to all or part of the property.”

Per 36 CFR 800.5(a)(2)(ii), there will be no “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.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the project would not change the “the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.” The project would not change the way the property is currently used, nor would it change any physical features within its setting that are contributing features to its historic significance.

Per 36 CFR 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features.” The property’s viewshed to the project area will be limited due to buildings blocking its view to the project area on the east and south, and a tree line screening the property along the west. Additionally, any visible change to the property’s viewshed that will occur as a result of the undertaking will not appreciably diminish the property’s setting as it is already surrounded by modern development.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

#### **Hill House at 6436 Old Maumee Avenue**

Per 36 CFR 800.5(a)(2)(i), the undertaking will not cause “physical destruction of or damage to all or part of the property.”

Per 36 CFR 800.5(a)(2)(ii), there will be no “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.”

Per 36 CFR 800.5(a)(2)(iii), the property will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the project would not change the “the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance.” The project would not change the way the



property is currently used, nor would it change any physical features within its setting that are contributing features to its historic significance.

Per 36 CFR 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.” Views to the project area will be partially obscured by trees and buildings, and its distance from construction and operational activities of approximately 400 feet from the QR and 200 feet from the project limits will minimize auditory impacts. Thus, the undertaking will not alter the character of the view nor its setting, and the undertaking will not impact the building's integrity.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the property.

Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

#### **Sunnymede Residential Historic District**

Per 36 CFR 800.5(a)(2)(i), the undertaking will not cause “physical destruction of or damage to all or part of the property.”

Per 36 CFR 800.5(a)(2)(ii), there will be no “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.”

Per 36 CFR 800.5(a)(2)(iii), the resource will not be removed from its historic location.

Per 36 CFR 800.5(a)(2)(iv), the project would not change the “the character of the property's use or of physical features within the property's setting that contribute to its historic significance.” The project would not change the way the resource is currently used, nor would it change any physical features within its setting that are contributing features to its historic significance.

Per 36 CFR 800.5(a)(2)(v), there will not be an “introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features.” The undertaking will cause temporary visual and auditory effects from construction activity adjacent to this resource that includes construction traffic and short-term construction staging. The viewshed to the project area from the historic district will be limited to the houses closest to SR 930 and on Dellwood Drive, will include new roadway facilities such as cantilevered and ground-level street signs, and streetlighting . These transportation features have historically been common features near mid-twentieth century residential developments, and thus, the proposed changes are not incompatible within the existing setting. Therefore, the degree to which the viewshed will be changed by the introduction of these new elements will not diminish the property's integrity.

Per 36 CFR 800.5(a)(2)(vi), there will be no neglect or deterioration of the resource.



Per 36 CFR 800.5(a)(2)(vii), there will be no “transfer, lease, or sale of the property out of Federal ownership or control.”

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment.

For questions concerning specific project details, you may contact Candy Hudziak of Metric Environmental, LLC, at [candaceh@metricenv.com](mailto:candaceh@metricenv.com) or at 317-443-4123. All future responses regarding the proposed project should be forwarded to the following address:

Candace Hudziak  
 Architectural Historian  
 Metric Environmental, LLC  
 6958 Hillsdale Court  
 Indianapolis, IN 46250  
[Candaceh@metricenv.com](mailto:Candaceh@metricenv.com)

**Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon** [mcoon@indot.in.gov](mailto: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](mailto:K.CarmanyGeorge@dot.gov) (317-226-5629).

Sincerely,

Matthew S. Coon, Acting Manager  
 Cultural Resources Office  
 Environmental Services

*Attachments:*

*Photographs of historic properties in the APE  
 Project area map with project limits identified  
 APE map with historic properties labeled  
 Historic property boundary maps  
 Project plans with Holter's Roost property highlighted  
 Project plan sheets with historic property boundaries highlighted*

Attachments have been removed to avoid duplication



Distribution List:

Indiana SHPO  
Wade Tharp – Archaeological Reviewer  
Caitlin Lehman and Danielle Kauffmann – Structures  
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[Clehman1@dnr.in.gov](mailto:Clehman1@dnr.in.gov)  
[dkauffmann@dnr.in.gov](mailto:dkauffmann@dnr.in.gov)

Stacey Gorsuch  
Northeastern Indiana Regional Coordinating Council  
200 East Berry Street, Suite 230  
Fort Wayne, IN 46802-2735

Peoria Tribe of Indians of Oklahoma

Forest County Potawatomi Community

Miami Tribe of Oklahoma

Pokagon Band of Potawatomi Indians

Eastern Shawnee Tribe of Oklahoma

Shawnee Tribe



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



December 9, 2022

Candace Hudziak  
Architectural Historian  
Metric Environmental, LLC  
6958 Hillsdale Court  
Indianapolis, IN 46250

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

Re: Effects letter for SR 930/Maplecrest Road intersection improvements (Des. No. 1900107;  
DHPA No. 27983)

Dear Ms. Hudziak:

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 December 2, 2022, review request submittal form which enclosed the effects letter, received by our office the same day, for this project in New Haven, Adams Township, Allen County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree that the Holter’s Roost at 6623 Old Maumee Avenue (Indiana Historic Sites and Structures Inventory [“IHSSI”] #003-214-27104), Hill House at 6436 Old Maumee Avenue (IHSSI #003-214-27165), and House at 1759 Estella Avenue (IHSSI #003-214-27119) are eligible for inclusion in the National Register of Historic Places (“NRHP”). We also agree for the purposes of this Section 106 review that the Sunnymeade Residential Historic District is eligible for inclusion in the NRHP.

We appreciate the clarification regarding the historic property boundaries of Holter’s Roost and Hill House. For clarity, we note that the effects letter interchangeably refers to the property at 1759 Estella Avenue as “1759 *Estrella* Avenue.” In reviewing aerial mapping, it appears that Estella Avenue is the correct road name.

Based on the information provided, we agree with the effects letter that the project as proposed will not adversely affect these historic properties.

Also as previously stated, in regard to archaeological resources, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and we concur with the opinion of the archaeologist,

as expressed in the Addendum Phase Ia archaeological field reconnaissance survey report (Snell, 03/28/2022), that no further archaeological investigations appear necessary at the proposed project area.

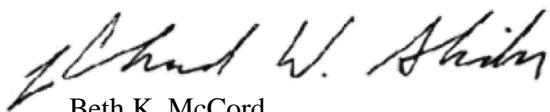
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division 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 Caitlin Lehman. 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 Effects report for SR 930/Maplecrest Road intersection improvements project in Allen County (Des. No. 1900107), please refer to DHPA No. 27983.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:CML:cml

emc: Steven Minor, FHWA  
Matt Coon, INDOT  
Susan Branigin, INDOT  
Jason Stone, DLZ Indiana, LLC  
Candace Hudziak, Metric Environmental  
Timothy Miller, Metric Environmental  
Samuel Snell, Metric Environmental  
Stacey Gorsuch, Northeastern Indiana Regional Coordinating Council (NIRCC)  
Wade T. Tharp, DNR-DHPA  
Caitlin Lehman, DNR-DHPA



**EASTERN SHAWNEE  
CULTURAL PRESERVATION DEPARTMENT**  
70500 East 128 Road, Wyandotte, OK 74370

January 5, 2023

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

**RE: Des No. 1900107, Allen County, Indiana**

Dear Mr. Coon,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Allen 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



## OFFICIAL AD PROOF

This is the proof of your ad scheduled to run in **Journal Gazette**.

Notice ID: b08G9odFSVB1lplrdKog | **Proof Updated: Apr. 11, 2023 at 12:08pm EDT**  
Notice Name: INDOT SR 930 Section 106

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

See Proof on Next Page

**FILER**

Shannon Kaufman  
skaufman@dlz.com  
(260) 420-3114

**FILING FOR**

Journal Gazette

Columns Wide: 1

Ad Class: Legals

04/13/2023: Other 580.93

Subtotal	\$580.93
Tax %	0
<b>Total</b>	<b>\$580.93</b>

The Indiana Department of Transportation is planning to undertake an intersection improvement project, funded in part by the Federal Highway Administration. The project is located on SR 930 at the intersection of Maplecrest Road, 3.67 Miles West of I-469 in Allen County, Indiana. It is within Adams Township, Fort Wayne East Quadrangle, in Sections 9 and 10, Township 30N, Range 13E.

Under the preferred alternative, the proposed project would construct a quadrant roadway (QR) which will eliminate left-turn movements through the primary intersection of SR 930 and Maplecrest by relocating those maneuvers to secondary intersections created by the quadrant roadway south and east of the primary intersection. The primary intersection will then operate as a two-phase intersection with both secondary signals at the end of this connector roadway operating as three-phase signals to protect the left-turn maneuvers. By using two phases instead of the previous four, the primary signal will decrease delay. The traffic will have less time to queue, helping lower congestion as well. The new quadrant roadway will also provide storage length for the turning vehicles. Besides construction of the new quadrant road, lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns. A sidewalk will be added along the south side of SR 930 from the shared-use path extension and extend east approximately 1,200 feet. The existing 3-foot x 3-foot concrete box culvert conveying the Sheridan drain under SR 930 will be extended south to accommodate the proposed sidewalk embankment along SR 930.

Drainage on the QR will be collected into an enclosed storm sewer system and will eventually outfall into the Sheridan Drain which leads to the Maumee River, approximately 0.8 mile from the project site. Drainage patterns along SR 930 and Maplecrest Road will be maintained via existing roadside ditches and infrastructure. The intent is to maintain existing stormwater drainage patterns. It is anticipated a detention basin will be required along the east leg of SR 930 for stormwater entering the Sheridan Drain. Since most of the work will take place outside of the road or on the outside auxiliary lane, a detour is not anticipated and reconfiguring the lanes is expected to be completed under traffic. Besides construction of the new quadrant road, lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns. A four-foot sidewalk will be added along the south side of SR 930 from the shared-use path extension and extend east approximately 1,200 feet.

Work along the west and east approaches would extend approximately 1,250 and 1,460 feet, respectively, from the intersection. Work along the north and south approaches would extend approximately 700 and 1,180 feet, respectively, from the intersection. No residential or business relocations are required. Up to five acres of new right of way and up to 0.5 acres of temporary right of way may be acquired. No relocations are required.

Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include Holter's Roost at 6623 Old Maumee Avenue (IHSSI #003-214-27104), House at 1759 Estella Avenue (IHSSI #003-214-27119), Hill House at 6436 Old Maumee Avenue (IHSSI #003-214-27165) and Sunnymede Residential Historic District along Medford Drive, Sunnymede Drive, Dellwood Drive, Ridgeview, Sunwood Drive, and New Haven Avenue from Medford Drive to Dellwood Drive (IHSSI

#003-214-27058 to 27060, #003-214-27124, #003-214-27126, #003-214-27129, #003-214-27175 to 27181, #003-214-27182, #003-214-27184, #003-214-27196). The proposed action impacts properties listed in or eligible for the NRHP. The Indiana Department of Transportation (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 properties 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 at DLZ's Fort Wayne Office located at 825 Bar Street, Fort Wayne, IN 46802-2727. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erm-s12c.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 Jason Stone, Environmental Services Department Manager, DLZ Indiana, LLC, 2211 E. Jefferson Blvd., South Bend, IN 46615, Tel.: 574 236-4400, E-mail: [jstone@dlz.com](mailto:jstone@dlz.com) . no later May 15, 2023.

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 Alex Zembala, PE, PMP, Senior Project Manager, Indiana Department of Transportation, 5333 Hatfield Road, Fort Wayne, IN 46808, Tel.: 260 969-8293, Email: [azembala@indot.in.gov](mailto:azembala@indot.in.gov).

4-13 hspaxlp

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



May 4, 2023

Jason Stone  
Environmental Services Department Manager  
DLZ Indiana, LLC  
2211 East Jefferson Boulevard  
South Bend, Indiana 46615

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 SR 930/Maplecrest Road Intersection Improvements Project (Des. No. 1900107; DHPA No. 27983)

Dear Ms. Hudziak:

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 4, 2023, submission, which enclosed INDOT’s finding and supporting documentation, received by our office April 4, 2023, for this project in New Haven, Allen County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this federal undertaking, we agree that the Holter’s Roost at 6623 Old Maumee Avenue (Indiana Historic Sites and Structures Inventory [“IHSSI”] #003-214-27104), Hill House at 6436 Old Maumee Avenue (IHSSI #003-214-27165), and House at 1759 Estella Avenue (IHSSI #003-214-27119) are eligible for inclusion in the National Register of Historic Places (“NRHP”). We also agree for the purposes of this Section 106 review that the Sunnymeade Residential Historic District is eligible for inclusion in the NRHP. Based on the information provided, we agree with the effects letter and report that the project as proposed will not adversely affect these historic properties.

Additionally, as previously indicated, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, it is our opinion that intact portions of archaeological sites 12-Al-0057, 12-Al-0553, and 12-Al-0554 may be remain extant within, and immediately adjacent to, portions of the proposed project area. Additionally, as archaeological sites 12-Al-0057, 12-Al-0553, and 12-Al-0554 originally were identified and surveyed prior to the adoption of current *Indiana Guidebook for Indiana Historic Sites and Structures Inventory—Archaeological Sites* standards, there is insufficient information regarding these sites to determine whether they are eligible for inclusion in the National Register of Historic Places (“NRHP”). However, it is our opinion that any portions of these sites which may remain within the proposed project areas likely have been demolished by modern construction activities, and that no further archaeological investigations appear necessary at the proposed project area. If the boundaries of the proposed project area are altered to include additional portions of archaeological sites 12-Al-0057, 12-Al-0553, and 12-Al-0554, then additional archaeological investigations may be required.

Furthermore, as previously indicated, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the

NRHP within the proposed project area; and we concur with the opinion of the archaeologist, as expressed in the Addendum Phase Ia archaeological field reconnaissance survey report (Snell, 03/28/2022), 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.

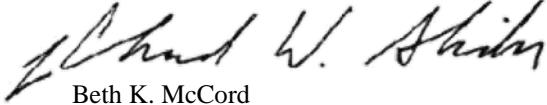
Accordingly, we concur with INDOT's April 4, 2023, Section 106 finding of "No Adverse Effect" on behalf of FHWA for this federal undertaking.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, 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 Caitlin Lehman. 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 Effects letter for SR 930/Maplecrest Road intersection improvements project in Allen County (Des. No. 1900107), please refer to DHPA No. 27983.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:CML:WTT:wtt

emc: Patrick Carpenter, FHWA  
Matt Coon, Ph.D., INDOT  
Susan Branigin, INDOT  
Jason Stone, DLZ Indiana, LLC  
Timothy Miller, Metric Environmental  
Samuel Snell, Metric Environmental  
Candace Hudziak, Metric Environmental  
Stacey Gorsuch, Northeastern Indiana Regional Coordinating Council (NIRCC)

## Jason Stone

---

**From:** Jason Stone  
**Sent:** Tuesday, May 16, 2023 3:16 PM  
**To:** Jason Stone  
**Subject:** RE: Section 106 Consultation - Des. No. 1900107; Road Intersection Improvement, Allen County, Indiana

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**From:** Laserfiche Notification <[donotreply@laserfiche.com](mailto:donotreply@laserfiche.com)>  
**Sent:** Friday, May 12, 2023 2:41 PM  
**To:** Kelly, Clint <[CKelly1@indot.IN.gov](mailto:CKelly1@indot.IN.gov)>  
**Subject:** Section 106 Consultation - Des. No. 1900107; Road Intersection Improvement, Allen County, Indiana

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

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This email is in response to Des. No. 1900107; Road Intersection Improvement, Allen County, Indiana. 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 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](mailto: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](mailto:epaden@shawnee-tribe.com)  
29 S Hwy 69A  
Miami, OK 74354  
[shawnee-tribe.com](http://shawnee-tribe.com)

## APPENDIX E

### Red Flag Investigation



**SR 930/Maplecrest Road Intersection Improvements**  
**Indiana Department of Transportation**  
**Des. No.: 1900107**



# 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: April 18, 2022

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: DLZ Indiana, LLC  
2211 East Jefferson Boulevard  
South Bend, IN 46615

Re: RED FLAG INVESTIGATION  
DES #1900107, State Project  
Project Description: Intersection Improvements  
State Road 930 and Maplecrest Road, Approximately 3.60 Miles West of I-469  
Allen County, Indiana

## PROJECT DESCRIPTION

**Brief Description of Project:** The project is for the improvement of the intersection of State Road 930 and Maplecrest Road in the City of New Haven, Indiana. A quadrant roadway (QR) will be constructed in the southeast quadrant and modifications to the existing roadway will be made to provide access to the QR. The QR will intersect State Road 930 approximately 600 feet east of Adams Center Road and will intersect Adams Center Road approximately 600 feet south of State Road 930. The QR will be four lanes with two northbound right turn lanes onto State Road 930, for an approximate length of 1000 feet. Right-turn lanes will be added to eastbound State Road 930 west of Adams Center Road, east of Adams Center Road at the QR, northbound Adams Center Road south of the proposed intersection with the QR, and southbound Maplecrest Road onto State Road 930. New curb and gutter with an enclosed storm sewer will be constructed along both the QR and the added turn lanes on Adams Center and Maplecrest Roads. New traffic signals will be constructed where Adams Center Road and State Road 930 intersect with the QR, while the existing signals will be modified at the State Road 930 and Maplecrest Road/Adams Center Road intersection.

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

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

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

**Proposed right of way:** Temporary  # Acres >0.5 Permanent  # Acres >0.5, Not Applicable

**Type and proposed depth of excavation:** Maximum anticipated depth of exaction for roadway, signal and storm improvements is 10 feet.

**Maintenance of traffic:** Temporary lane closures will occur, but no detour is anticipated.

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

**State Project:**  LPA:

Any other factors influencing recommendations: N/A

## INFRASTRUCTURE TABLE AND SUMMARY

<b>Infrastructure</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	<b>N/A</b>	Recreational Facilities	<b>2</b>
Airports <sup>1</sup>	<b>N/A</b>	Pipelines	<b>5</b>
Cemeteries	<b>1</b>	Railroads	<b>20</b>
Hospitals	<b>N/A</b>	Trails	<b>2</b>
Schools	<b>N/A</b>	Managed Lands	<b>1</b>

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

Explanation:

### Cemeteries

One (1) cemetery is located within the 0.5 mile search radius. Although the icon associated with the Adams Township Cemetery is mapped adjacent to the project area, the cemetery is actually located approximately 0.08 mile north of the project area. No impact is expected.

### Recreational Facilities

Two (2) recreational facilities are located within the 0.5 mile search radius. The nearest, Sunnymede Park, is located approximately 0.37 mile southwest of the project area. No impact is expected.

### Pipelines

Five (5) pipeline segments are located within the 0.5 mile search radius. Three (3) pipeline segments cross or are within 0.05 mile of the project area:

- One (1) segment, belonging to Tri-State Pipeline Properties, crosses the western terminus of the project area.
- One (1) segment, belonging to the Northern Indiana Public Service Company (NIPSCO), crosses the project area south of the SR 930 and Maplecrest Road intersection and the proposed QR south of its intersection with SR 930.
- One (1) segment belonging to NIPSCO, is located approximately 0.04 mile west of the western terminus of the project area.

Coordination with INDOT Utilities and Railroads should occur.

### Railroads

Twenty (20) railroad segments are located within the 0.5 mile search radius. The nearest segment, belonging to the Norfolk Southern Railroad, is located approximately 0.01 mile north of the project area. No impact is expected.

### Trails

Two (2) trail segments are located within the 0.5 mile search radius. One (1) segment, the SR 930 East north to Lake Avenue segment of the Maplecrest Road/NE Utility Corridor trail is located within the northern terminus of the project area. Coordination with Fort Wayne Trails, Incorporated will occur.

## Managed Lands

One (1) managed land is located within the 0.5 mile search radius. Sunnymede Park is located approximately 0.37 mile southwest of the project area. No impact is expected.

## WATER RESOURCES TABLE AND SUMMARY

<b>Water Resources</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	<b>N/A</b>	Canal Routes - Historic	<b>1</b>
Karst Springs	<b>N/A</b>	NWI - Wetlands	<b>16</b>
Canal Structures – Historic	<b>N/A</b>	Lakes	<b>3</b>
NPS NRI Listed	<b>N/A</b>	Floodplain - DFIRM	<b>5</b>
NWI- Lines	<b>1</b>	Cave Entrance Density	<b>N/A</b>
IDE� 303d Listed Streams and Lakes (Impaired)	<b>1</b>	Sinkhole Areas	<b>N/A</b>
Rivers and Streams	<b>2</b>	Sinking-Stream Basins	<b>N/A</b>

Explanation:

### NWI - Lines

One (1) NWI line is located within the 0.5 mile search radius. The line is located approximately 0.44 mile southeast of the project area. No impact is expected.

### IDE� 303d Listed Streams and Lakes (Impaired)

One (1) 303d listed stream segment is located within the 0.5 mile search radius. The Maumee River, which is listed as impaired for Dissolved Oxygen (DO), E. coli, Nutrient Deficiency (ND) and Polychlorinated Biphenyls (PCBs), is located approximately 0.31 mile northwest of the project area. No impact is expected.

### Rivers and Streams

Two (2) river/stream segments are located within the 0.5 mile search radius. The nearest is located approximately 0.23 mile southeast of the project area. No impact is expected.

### Canal Routes - Historic

One (1) historic canal route is located within the 0.5 mile search radius. The Wabash-Erie Canal is located approximately 0.21 mile north of the project area. No impact is expected.

### NWI - Wetlands

Sixteen (16) NWI wetlands are located within the 0.5 mile search radius. One (1) wetland is located adjacent to the southern terminus of the project area. A Waters of the US Report will be prepared and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

### Lakes

Three (3) lakes are located within the 0.5 mile search radius. The nearest is located approximately 0.42 mile southwest of the project area. No impact is expected.

## Floodplain – DFIRM

Five (5) floodplain polygons are located within the 0.5 mile search radius. The nearest polygon is located approximately 0.26 mile northeast of the northern terminus of the project area. No impact is expected.

## MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

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

Explanation:

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

## HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

<b>Hazardous Material Concerns</b>			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	<b>1</b>	Manufactured Gas Plant Sites	<b>N/A</b>
RCRA Generator/ TSD	<b>5</b>	Open Dump Waste Sites	<b>N/A</b>
RCRA Corrective Action Sites	<b>N/A</b>	Restricted Waste Sites	<b>N/A</b>
State Cleanup Sites	<b>N/A</b>	Waste Transfer Stations	<b>N/A</b>
Septage Waste Sites	<b>N/A</b>	Tire Waste Sites	<b>N/A</b>
Underground Storage Tank (UST) Sites	<b>4</b>	Confined Feeding Operations (CFO)	<b>N/A</b>
Voluntary Remediation Program	<b>2</b>	Brownfields	<b>1</b>
Construction Demolition Waste	<b>N/A</b>	Institutional Controls	<b>3</b>
Solid Waste Landfill	<b>1*</b>	NPDES Facilities	<b>5</b>
Infectious/Medical Waste Sites	<b>N/A</b>	NPDES Pipe Locations	<b>1</b>
Leaking Underground Storage (LUST) Sites	<b>10</b>	Notice of Contamination Sites	<b>N/A</b>

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:

### Superfund

One (1) Superfund site is located within the 0.5 mile search radius. Although the icon associated with the Fort Wayne Reduction Dump site is mapped approximately 0.06 mile west of the northern terminus of the project area, the site is actually located approximately 0.41 mile northwest of the project area between the Maumee River and the Norfolk Southern Railroad line. The United States Environmental Protection Agency (USEPA) issued a Final Close Out Report signed January 2, 2020 stating that no further Superfund response was necessary at the site. No impact is expected.

### RCRA Generator/ TSD

Five (5) RCRA generators are located within the 0.5 mile search radius. Although the icon associated with Gladieux Trading and Marketing Company is mapped approximately 0.30 mile west of the project area, it is actually located approximately 1.11 miles west of the project area. No impact is expected.

### Underground Storage Tank (UST) Sites

Four (4) UST sites are located within the 0.5 mile search radius. The nearest is Messman Air Filters, 1415 Estella Avenue, Fort Wayne, IN 46803, AI #3484, which is located approximately 0.24 mile north of the northern terminus of the project area. A UST notification form on file in the VFC, dated October 29, 1987, states that a single, permanently out of use tank of unknown size was located at the site. No other closure documents are on file in the VFC. No impact is expected.

### Voluntary Remediation Program

Two (2) VRP sites are located within the 0.5 mile search radius. The nearest is Brenntag Great Lakes LLC, 1615 Estella Avenue, Fort Wayne, IN 46803, AI #14960, which is located approximately 0.04 mile north of the northern terminus of the project area. IDEM issued a Certificate of Completion for the site on November 27, 2001. The project summary stated that a comprehensive confirmational sampling plan was developed and all of the sampling was below Tier II Residential Cleanup goals. No impact is expected.

### Solid Waste Landfill\*

One (1) Solid Waste Landfill is located within the 0.5 mile search radius. CoreTech, Incorporated, 6000 Old Maumee Road, Fort Wayne, IN 47803, AI #6324, is located 0.38 mile northwest of the project area. This facility is actually a recycling facility. No impact is expected.

### Leaking Underground Storage Tank (LUST) Sites

Ten (10) LUST sites are located within the 0.5 mile search radius. Three (3) LUST sites are located adjacent to the project area:

- Summit GMC-Kenworth, 5905 US 30 East, Fort Wayne, IN 46803, AI #1527, which is located adjacent to the western terminus of the project area. The Indiana Department of Environmental Management (IDEM) issued a No Further Action (NFA) determination for the site on July 27, 1990. No impact is expected.
- Speedway #8526, 6244 Lincoln Highway, Fort Wayne, IN 46803, AI #1295, which is located at the southwest corner of the SR 930 and Maplecrest Road intersection. IDEM issued a NFA Status Approval Determination Pursuant to IDEM Risk Integrated System of Closure (RISC) Guidance for the site on June 21, 2016; however, the site was closed under non-default, industrial for subsurface soil and default, industrial for groundwater. Soil and groundwater contamination were left in place. Soil contamination was noted at approximately seven (7) feet bgs. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination with Tim Veatch ([tveatch@idem.in.gov](mailto:tveatch@idem.in.gov)) IDEM LUST Section, should occur before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.
- Napa Auto Parts, 6507 US 30 East, Fort Wayne, IN 46803, AI #5520, which is located approximately 0.10 mile east of the SR 930 and Maplecrest Road intersection. IDEM issued a NFA Approval Pursuant to Remediation Closure Guide for the site on May 6, 2021, which was unconditional for soil, groundwater, and vapor intrusion exposures. No impact is expected.

### Brownfields

One (1) Brownfield is located within the 0.5 mile search radius. A former industrial warehouse facility, 6916 Nelson Road, Fort Wayne, IN 46803, AI #2674, is located approximately 0.18 mile northeast of the project area. IDEM issued a letter on March 15, 2011 stating that current site conditions did not warrant an action at that time but did require an

Environmental Restrictive Covenant (ERC) restricting groundwater use to be placed on the property. The ERC was recorded on April 19, 2011. No impact is expected.

#### Institutional Controls

Three (3) institutional controls sites are located within the 0.5 mile search radius. The nearest is a former industrial warehouse facility, 6916 Nelson Road, Fort Wayne, IN 46803, AI #2674, which is located approximately 0.18 mile northeast of the project area. Refer to the Brownfields section.

#### NPDES Facilities

Five (5) NPDES facilities are located within the 0.5 mile search radius. The nearest is Precision Heat Treating Corporation, 2711 Adams Center Road, Fort Wayne, IN 46803, which is located approximately 0.28 mile south of the southern terminus of the project area. Permit #INRM01470 is valid until June 27, 2024. No impact is expected.

#### NPDES Pipe Locations

One (1) NPDES pipe is located within the 0.5 mile search radius. The pipe, which belongs to the Norfolk Southern Railway Company Fort Wayne Yard, is located approximately 0.26 mile northeast of the northern terminus of the project area. Permit #IN0000485 is valid until November 30, 2021. No impact is expected.

### **ECOLOGICAL INFORMATION SUMMARY**

The Allen County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at [https://www.in.gov/dnr/naturepreserve/files/np\\_alien.pdf](https://www.in.gov/dnr/naturepreserve/files/np_alien.pdf). A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did/did not indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The range-wide programmatic consultation for the Indiana Bat and the 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:**

Pipelines: Three (3) pipeline segments cross or are within 0.05 mile of the project area.

- One (1) segment, belonging to Tri-State Pipeline Properties, crosses the western terminus of the project area.
- One (1) segment, belonging to the Northern Indiana Public Service Company (NIPSCO), crosses the project area south of the SR 933 and Maplecrest Road intersection and the proposed QR south of its intersection with SR 930.
- One (1) segment, belonging to NIPSCO, is located approximately 0.04 mile west of the western terminus of the project area.

Coordination with INDOT Utilities and Railroads should occur.

Trails: One (1) segment, the SR 930 East north to Lake Avenue segment of the Maplecrest Road/NE Utility Corridor trail is located within the northern terminus of the project area. Coordination with Fort Wayne Trails, Incorporated will occur.

## WATER RESOURCES:

Wetlands: One (1) wetland is located adjacent to the southern terminus of the project area. A Waters of the US Report will be prepared and coordination with INDOT ESD Ecology and Waterway Permitting will occur.

## MINING/MINERAL EXPLORATION: N/A

## HAZARDOUS MATERIAL CONCERNS:

Speedway #8526, 6244 Lincoln Highway, Fort Wayne, IN 46803, AI #1295, is located at the southwest corner of the SR 930 and Maplecrest Road intersection. IDEM issued a NFA Status Approval Determination Pursuant to IDEM Risk Integrated System of Closure (RISC) Guidance for the site on June 21, 2016; however, the site was closed under non-default, industrial for subsurface soil and default, industrial for groundwater. Soil and groundwater contamination were left in place. Soil contamination was noted at approximately seven (7) feet bgs. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination with Tim Veatch ([tveatch@idem.in.gov](mailto:tveatch@idem.in.gov)) IDEM LUST Section, should occur before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and the 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."

Digitally signed by  
Nicole Fohey-Breting  
Date: 2022.04.22  
05:03:48 -04'00'  
INDOT ESD concurrence:  (Signature)

## Prepared by:

Bradley W. Smith  
Survey Mapping Assistant  
DLZ Indiana, LLC

## Graphics:

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

SITE LOCATION: YES

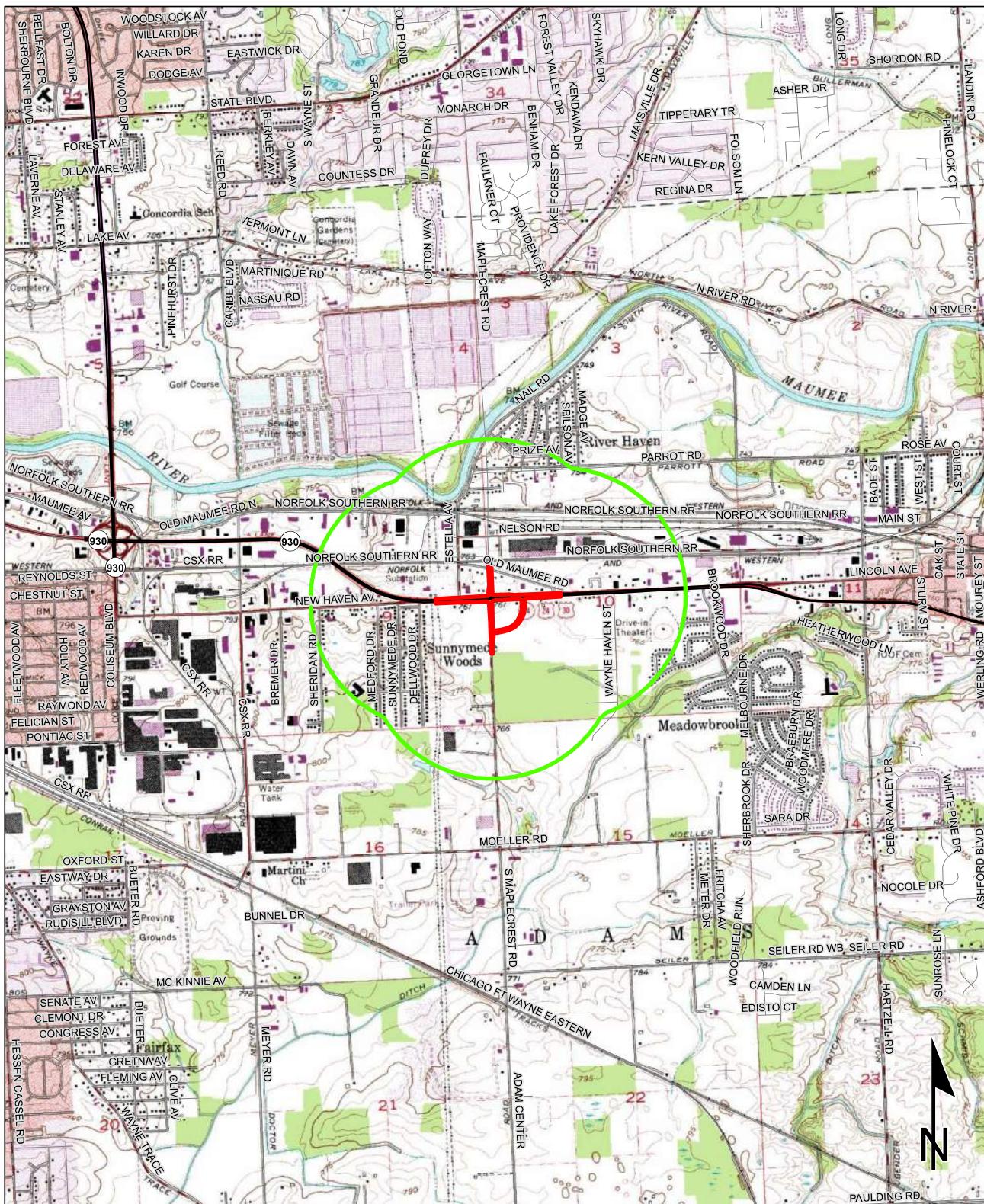
INFRASTRUCTURE: YES

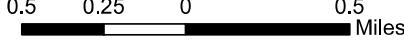
WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

**Red Flag Investigation - Site Location  
State Road 930 and Maplecrest Road  
Des. No.1900107, Intersection Improvements  
Allen County, Indiana**



Sources: 0.5 0.25 0 0.5 Miles  
Non Orthophotography 

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

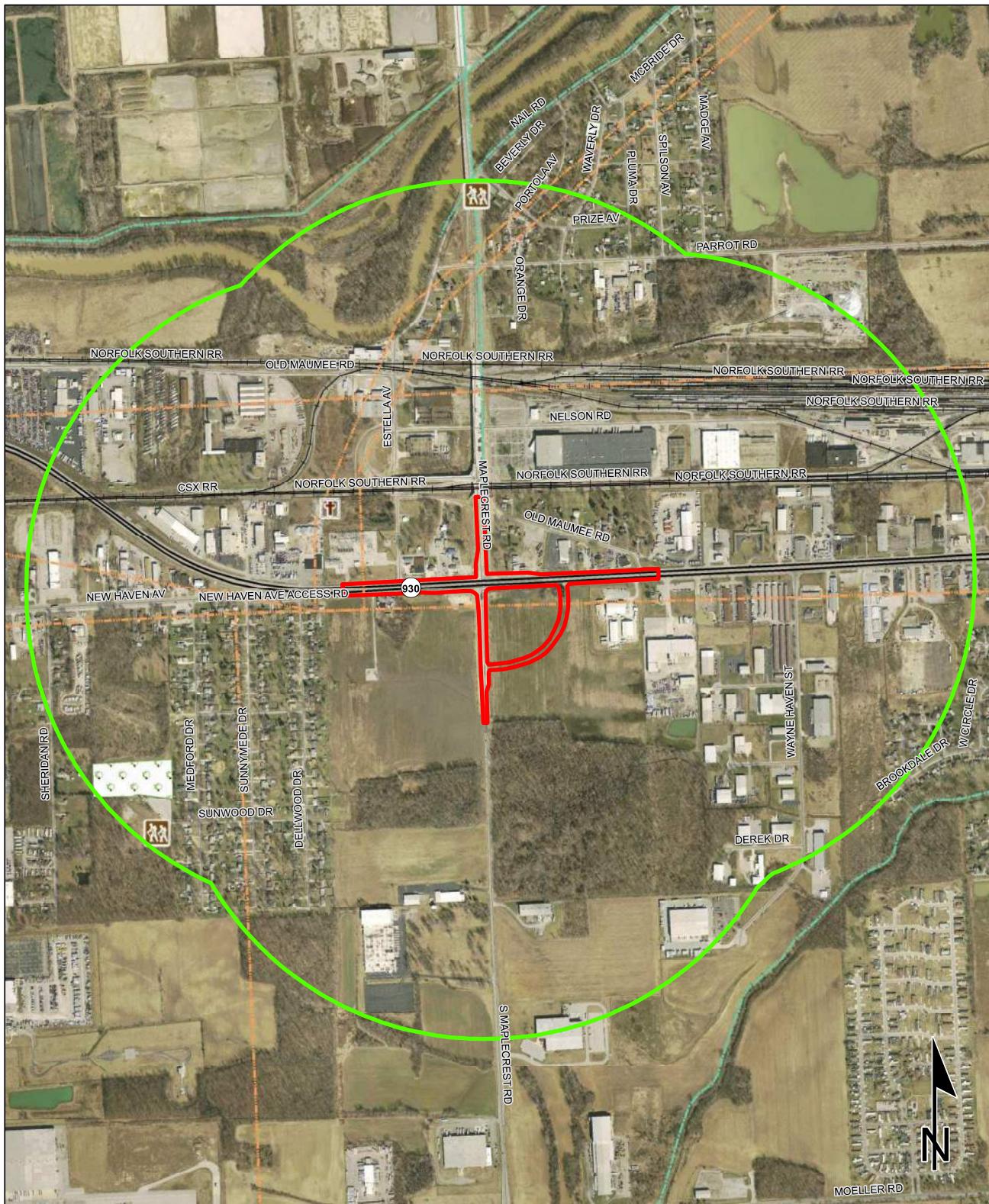
Orthophotography - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

Map Projection: UTM Zone 16 N Map Datum: NAD83

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

**FORT WAYNE EAST  
QUADRANGLE  
INDIANA  
7.5 MINUTE SERIES**

**Red Flag Investigation - Infrastructure  
State Road 930 and Maplecrest Road  
Des. No.1900107, Intersection Improvements  
Allen County, Indiana**



Sources: 0.15 0.075 0 0.15 Miles  
Non Orthophotography

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

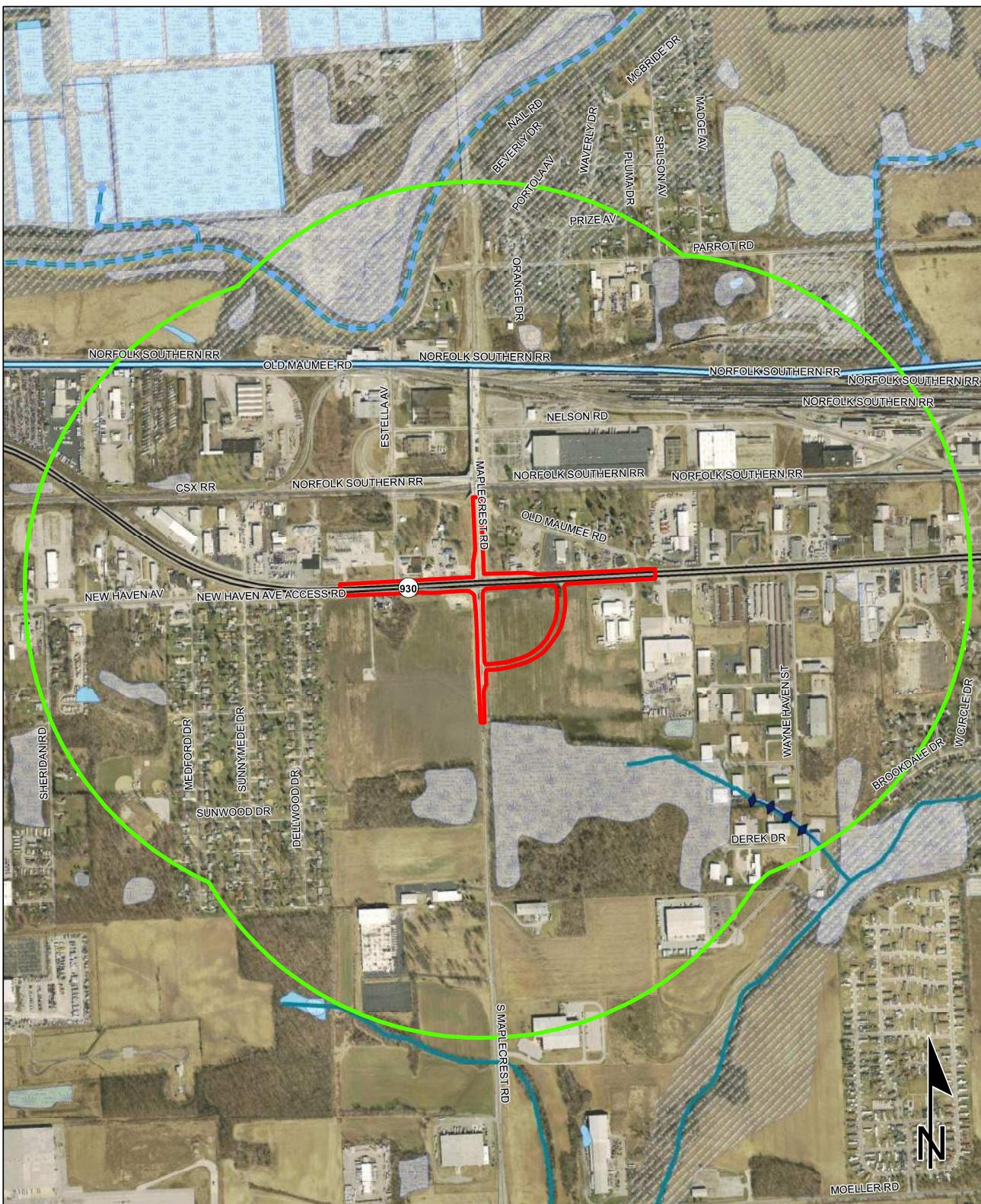
Orthophotography - Obtained from Indiana Map Framework Data ([www.indianamap.org](http://www.indianamap.org))

Map Projection: UTM Zone 16 N Map Datum: NAD83

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

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

**Red Flag Investigation - Water Resources**  
**State Road 930 and Maplecrest Road**  
**Des. No.1900107, Intersection Improvements**  
**Allen County, Indiana**



Sources:

Non Orthophotography

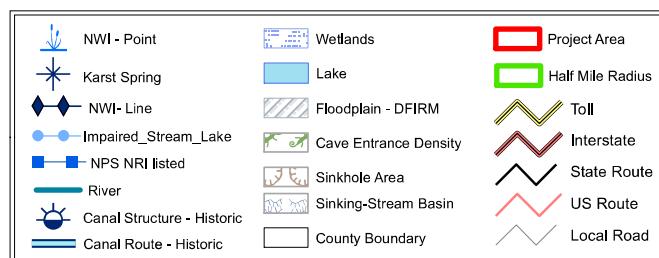
Data - Obtained from the State of Indiana Geographical Information Office Library

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

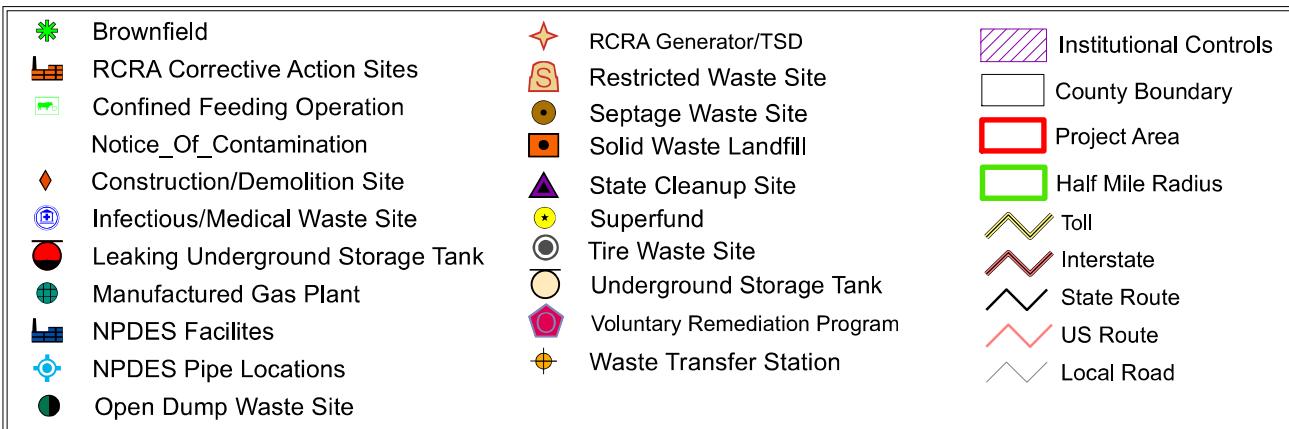
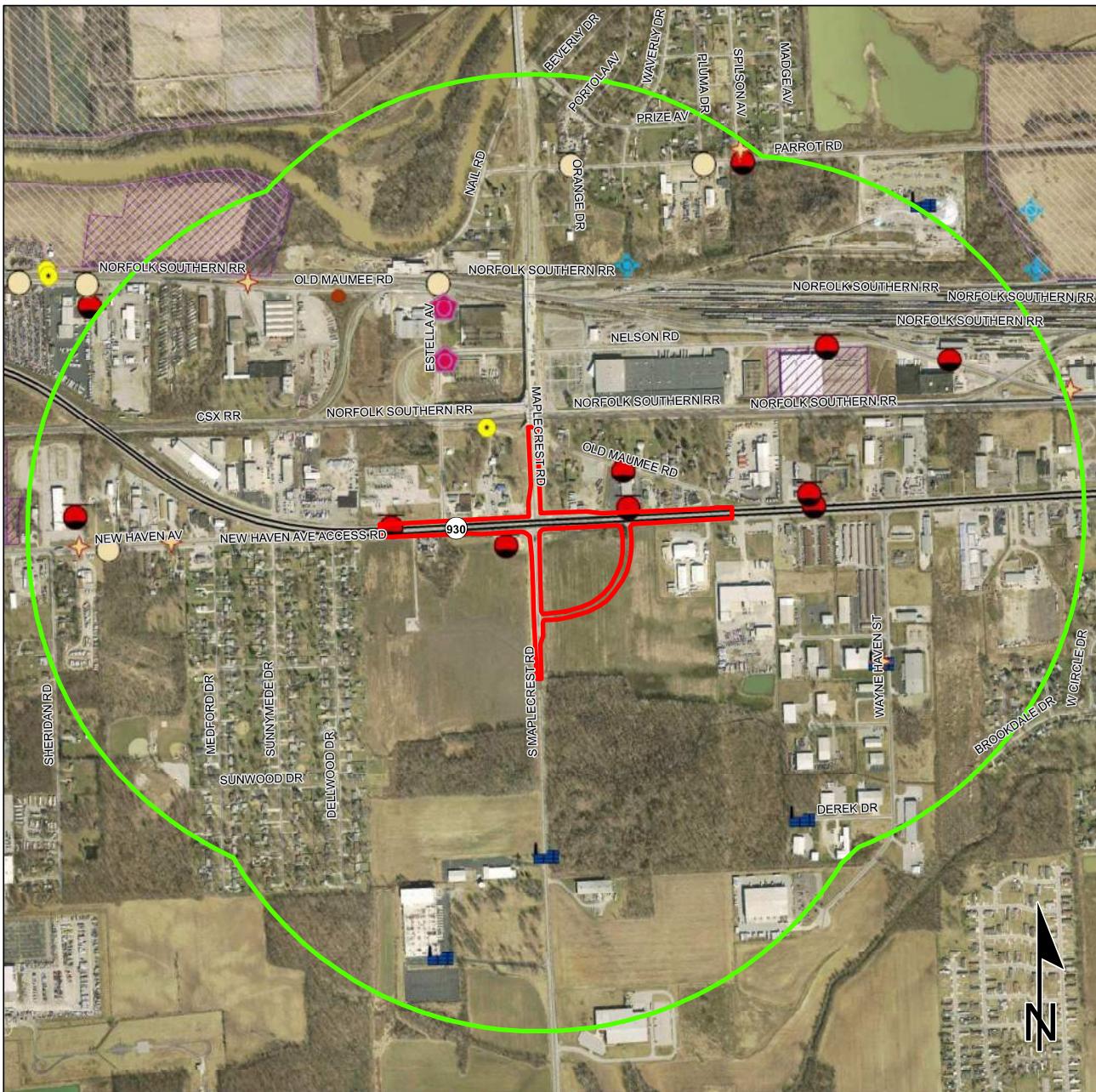
Map Projection: UTM Zone 16 N Map Datum: NAD83

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

0.2    0.1    0    0.2  
Miles



**Red Flag Investigation - Hazardous Material Concerns**  
**State Road 930 and Maplecrest Road**  
**Des. No.1900107, Intersection Improvements**  
**Allen County, Indiana**



0.2    0.1    0    0.2  
Miles

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

## APPENDIX F

### Water Resources



**SR 930/Maplecrest Road Intersection Improvements**  
**Indiana Department of Transportation**  
**Des. No.: 1900107**



Approved 5.19.22

## **WATERS REPORT**

SR 930 at Maplecrest Road in Allen County, Indiana  
Intersection Improvement  
3.67 Miles West of I-469  
INDOT Des. No.: 1900107

**Prepared By:**



**DLZ Indiana, LLC  
2211 E. Jefferson Blvd.  
South Bend, IN 46615**

**May 9, 2022**

**Waters Report**  
**SR 930 at Maplecrest Road in Allen County, Indiana**  
**Intersection Improvement**  
**3.67 Miles West of I-469**  
**INDOT Des. No.: 1900107**

Prepared by: Dan Stevens, Environmental Scientist  
Contact Information: [dstevens@dlz.com](mailto:dstevens@dlz.com), 574-236-4400  
DLZ Indiana, LLC  
Completed Date: May 9, 2022

**Date of Field Reconnaissance:** August 18-19, 2021

**Location:**

Sections 9 and 10, Township 30N, Range 13E

Fort Wayne East, Indiana, Quadrangle

Allen County, Indiana

Latitude: 41.069460°, Longitude: -85.058761°

**Project Description:**

This project is located at the intersection of SR 930 and Maplecrest Road, approximately 3.67 miles west of I-469 in Allen County (Figure 1). Note that Maplecrest Road south of 930 within the project area was formerly known as Adams Center Road. This project will provide congestion and safety improvements at this intersection to reduce the number and severity of crashes.

Within the project area, SR 930 is a two-lane Principal Arterial and Maplecrest Road is a two-lane Minor Arterial. Both roadways have an existing typical section consisting of two 12-foot lanes with a variable-width paved shoulder with curb and gutter. The typical roadway width is 42 feet for both roadways. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way along both roadways is 85 to 100 feet wide, centered on the roadway, throughout the project area.

The project proposes construction of a quadrant roadway which will eliminate left turn movements through the primary intersection of SR 930 and Maplecrest Road by relocating those maneuvers to secondary intersections created by the quadrant roadway south and east of the primary intersection. The primary intersection will then operate as a two-phase intersection with both secondary signals at the end of this connector roadway operating as three-phase signals to protect the left turn maneuvers. By using two phases instead of the previous four, the primary signal will decrease delay. The traffic will have less time to queue, helping lower the congestion as well. The new quadrant roadway will also provide storage length for the turning vehicles. Besides construction of the new quadrant road, lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns.

The Fort Wayne East, IN USGS Quadrangle Map does not show any blue-line drainage features in the study limits (Figure 2-1 and Figure 2-2).

The project is not located within the limits of the Federal Emergency Management Agency (FEMA) mapped floodplain or floodway (Figure 3).

The National Hydrography Dataset (NHD) was examined (Figure 3). The Unclassified Drainage Flowlines (Local Resolution NHD) layer shows ten drainageway features in the study limits. Some of these were observed in the field in the locations of the identified roadside ditches and wetland features, discussed below. The remaining features appear to represent subsurface drainage tiles. None of the NHD mapped or field observed drainage features were found to display an ordinary high water mark (OHWM). Therefore, none of these features were considered jurisdictional stream features. The features that meet the required wetland criteria were delineated as a jurisdictional wetlands.

#### **Soils:**

According to the Soil Survey Geographic (SSURGO) Database for Allen County, Indiana, the project area does contain soil areas with nationally listed hydric soils (Figure 4). The hydric soils in the project area are indicated in the table below.

**Table 1: Soil Summary**

Soil Name	Map Abbreviation	Hydric Range
Haskins loam, 0 to 3 percent slopes	HaA	Predominantly Nonhydric
Whitaker fine sandy loam, 0 to 2 percent slopes	HnA	Predominantly Nonhydric
Lenawee silty clay loam	Ls	Hydric
Oshtemo fine sandy loam, loamy substratum, 0 - 2 percent slopes	OfA	Nonhydric
Rensselaer loam, 0 to 1 percent slopes	Rm	Predominantly Hydric
Rensselaer silt loam	Ro	Hydric

#### **National Wetland Inventory (NWI) Information:**

NWI features are located in proximity to the study limits as described in the following table and are shown on Figure 5. The nearest is a PFO1A feature located adjacent to the east side of Maplecrest Road near the south terminus.

**Table 2: NWI Summary**

Wetland/Water Feature Type		Location
PFO1A	Palustrine, Forested, Broad-leaved Deciduous, Temporarily Flooded	Adjacent (southeast)
PUBG	Palustrine, Unconsolidated Bottom, Intermittently Exposed	1,480 feet east

**HUC-12:**

041000050102 (Bullerman Ditch-Maumee River)  
041000050101 (Trier Ditch)

**Attached documents:**

- Maps (Project Location, Topographic, Floodplain/NHD, Soils, NWI, LiDAR Map, Aerial Photograph)
- Photographs with location/orientation map
- Wetland Data Sheets
- Preliminary Jurisdictional Determination

**Field Reconnaissance:**

The project study limits contain the existing roadways, driveways, roadside ditches, commercial properties, agricultural land and undeveloped land. Eight jurisdictional wetland features (Wetlands A, B, C, D, E, F, G and H) were identified in the study limits and are described below. No stream features were identified in the study limits.

The culvert (CLV-67632) crossing SR 930 approximately 470 feet east of Maplecrest Road was evaluated and no evidence of bird or bat use was observed. The location of CLV-67632 is at Latitude 41.069497° and Longitude -85.056939°. No stream feature was identified at this culvert location as described under Stream Features below.

The delineation procedures and wetland criteria outlined in the 1987 Corps of Engineers Wetland Delineation Manual were used for this study. In addition, the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (Version 2.0) was applied to the project location. The findings of the wetland sample points are described under the wetlands section below and summarized in Table 3 and Table 4.

**Stream Feature(s):**

No stream features were identified in the study limits. There is a manmade drainage feature that extends north from the study limits along SR 930 approximately 470 feet east of Maplecrest Road. Beyond the study limits this feature is believed to transition to a stream feature. However, since no OHWM or defined bed and bank was observed in the location of this drainage feature within the study limits, and since it meets the required wetland criteria, it was evaluated as jurisdictional wetland (Wetland E, described below). A concrete box culvert (CLV-67632) under SR 930 connects Wetland E to another wetland south of the road (Wetland F, described below).

**Wetlands:**

Eight wetland features (Wetlands A, B, C, D, E, F, G and H) were identified in the study limits (Figure 7). Twenty representative sample points were studied for the presence of wetlands. Wetland Data Sheets are attached (Appendix B). Summaries of each sample point are provided below.

### Wetland A (Sample Point A1)

Wetland A is located in a roadside ditch along the south side of SR 930 and to the west of Maplecrest Road. Wetland A is dominated by wetland plants consisting of narrow-leaf cattail (*Typha angustifolia*, OBL) and rice cutgrass (*Leersia oryzoides*, OBL). The plant community type is emergent wetland. The quality of Wetland A is considered poor due to its low species diversity and since it is located within a roadside ditch. Wetland hydrology was evidenced by the presence of the primary indicators of High Water Table (A2), Saturation (A3), Sediment Deposits (B2) and Drift Deposits (B3). In addition, secondary indicators of Drainage Patterns (B10), Geomorphic Position (D2) and the FAC-Neutral Test (D5) were observed. The soil showed Munsell Soil Colors of 10YR 3/1 silt loam from 0 to 3 inches and 10YR 5/2 silt loam with 10YR 5/6 mottles from 3 to 20 inches. The presence of the hydric soil indicator of Depleted Matrix (F3) demonstrates that the site contains hydric soils. This area therefore meets the three jurisdictional wetland criteria. The size of Wetland A within the study limits is approximately 0.159 acre. The boundary of Wetland A was determined by observing the change in plant community and corresponding change in topography. Wetland A is considered a jurisdictional Water of the U.S. because it is connected to the Maumee River, a traditional navigable water (TNW) to the north via the roadway drainage network, storm sewer and an unnamed tributary (UNT) to the Maumee River. However, the U.S. Army Corps of Engineers will make the determination of this feature's regulatory status.

The contrasting upland sample point (Sample Point A2) did not meet all three wetland criteria. The dominant plants were Siberian elm (*Ulmus pumila*, FACU), mulberry (*Morus alba*, FACU), honeysuckle (*Lonicera tatarica*, FACU), yellow bristle grass (*Setaria pumila*, FAC), tall fescue (*Schedonorus arundinaceus*, FACU) and chicory (*Cichorium intybus*, FACU). These plants do not meet the hydrophytic plant criteria and no hydrology indicators were observed. The soil showed Munsell Soil Colors of 10YR 3/2 silt loam with 10YR 4/6 mottles from 0 to 20 inches. This soil meets the hydric soil indicator of Redox Dark Surface (F6). However, since this sample point does not meet the three wetland criteria it is not a wetland.

### Wetland B (Sample Point B1)

Wetland B is located in a roadside ditch along the north side of SR 930 and to the west of Maplecrest Road. Wetland B is dominated by wetland plants consisting of narrow-leaf cattail (*Typha angustifolia*, OBL) and barnyard grass (*Echinochloa crus-galli*, FAC). These plants meet the hydrophytic plant criteria. The plant community type is emergent wetland. The quality of Wetland B is considered poor due to its low species diversity and since it is located within a roadside ditch. Wetland hydrology was evidenced by the presence of the primary indicators of Surface Water (A1), High Water Table (A2) and Saturation (A3). In addition, secondary indicators of Drainage Patterns (B10), Geomorphic Position (D2) and the FAC-Neutral Test (D5) were observed. The soil showed Munsell Soil Colors of 10YR 3/1 muck from 0 to 10 inches and 10YR 5/1 clay loam with 10YR 5/6 mottles from 10 to 20 inches. The presence of the hydric soil indicator of Depleted Matrix (F3) demonstrates that the site contains hydric soils. This area therefore meets the three jurisdictional wetland criteria. The size of Wetland B within the study limits is approximately 0.065 acre. The boundary of Wetland B was determined by observing the

change in plant community and corresponding change in topography. Wetland B is considered a jurisdictional Water of the U.S. because it is connected to the Maumee River, a TNW to the north via the roadway drainage network, storm sewer and a UNT to the Maumee River. However, the U.S. Army Corps of Engineers will make the determination of this feature's regulatory status.

The contrasting upland sample point (Sample Point B2) did not meet all three wetland criteria. The dominant plants were autumn olive (*Elaeagnus umbellata*, UPL), tall fescue (*Schedonorus arundinaceus*, FACU) and English plantain (*Plantago lanceolata*, FACU). These plants do not meet the hydrophytic plant criteria and no hydrology indicators were observed. The soil showed Munsell Soil Colors of 10YR 3/2 silty clay loam from 0 to 10 inches and 10YR 3/2 silty clay loam with 10YR 5/6 mottles from 10 to 20 inches. This is not a hydric soil profile. This plot does not meet the three wetland criteria and is not a wetland.

#### Wetland C (Sample Point C1)

Wetland C is located in a roadside ditch along the west side of Maplecrest Road and to the north of SR 930. Wetland C is dominated by narrow-leaf cattail (*Typha angustifolia*, OBL), a wetland plant. This plant meets the hydrophytic plant criteria. The plant community type is emergent wetland. The quality of Wetland C is considered poor due to its low species diversity and since it is located within a roadside ditch. Wetland hydrology was evidenced by the presence of the secondary indicators of Drainage Patterns (B10), Geomorphic Position (D2) and the FAC-Neutral Test (D5). The soil showed Munsell Soil Colors of 10YR 5/1 clay loam with 10YR 4/6 mottles from 0 to 20 inches. The presence of the hydric soil indicator of Depleted Matrix (F3) demonstrates that the site contains hydric soils. This area therefore meets the three jurisdictional wetland criteria. The size of Wetland C within the study limits is approximately 0.085 acre. The boundary of Wetland C was determined by observing the change in plant community and corresponding change in topography. Wetland C is considered a jurisdictional Water of the U.S. because it is connected to the Maumee River, a TNW to the north via the roadway drainage network, storm sewer and a UNT to the Maumee River. However, the U.S. Army Corps of Engineers will make the determination of this feature's regulatory status.

The contrasting upland sample point (Sample Point C2) did not meet all three wetland criteria. The dominant plants were tall fescue (*Schedonorus arundinaceus*, FACU) and bluegrass (*Poa pratensis*, FACU). These plants do not meet the hydrophytic plant criteria. No hydrology indicators were observed. The soil showed Munsell Soil Colors of 10YR 3/2 clay loam from 0 to 20 inches with no mottles. No hydric soil indicators were observed. This plot does not meet the three wetland criteria and is not a wetland.

#### Wetland D (Sample Point D1)

Wetland D is located in a roadside ditch along the north side of SR 930 near the east project terminus. Wetland D is dominated by narrow-leaf cattail (*Typha angustifolia*, OBL), a wetland plant. This plant meets the hydrophytic plant criteria. The plant community type is emergent wetland. The quality of Wetland D is considered poor due to its low species diversity and since it is located within a roadside ditch. Wetland hydrology was evidenced by the presence of the primary indicators of Surface Water (A1), High Water Table (A2) and Saturation (A3). In addition,

secondary indicators of Drainage Patterns (B10), Geomorphic Position (D2) and the FAC-Neutral Test (D5) were observed. The soil showed Munsell Soil Colors of 10YR 3/1 muck from 0 to 3 inches and 10YR 5/1 clay loam with 10YR 5/6 mottles from 3 to 18 inches. The presence of the hydric soil indicator of Depleted Matrix (F3) demonstrates that the site contains hydric soils. This area therefore meets the three jurisdictional wetland criteria. The size of Wetland D within the study limits is approximately 0.063 acre. The boundary of Wetland D was determined by observing the change in plant community and corresponding change in topography. Wetland D is considered a jurisdictional Water of the U.S. because it is connected to the Maumee River, a TNW to the north via the roadway drainage network, storm sewer and a UNT to the Maumee River. However, the U.S. Army Corps of Engineers will make the determination of this feature's regulatory status.

The contrasting upland sample point (Sample Point D2) did not meet all three wetland criteria. The dominant plants were tall fescue (*Schedonorus arundinaceus*, FACU) and bluegrass (*Poa pratensis*, FACU). These plants do not meet the hydrophytic plant criteria. No hydrology indicators were observed. The soil showed Munsell Soil Colors of 10YR 3/2 silt loam from 0 to 20 inches with no mottles. No hydric soil indicators were observed. This plot does not meet the three wetland criteria and is not a wetland.

#### Wetland E (Sample Point E1)

Wetland E is located in a roadside ditch along the north side of SR 930 and to the east of Maplecrest Road. Wetland E is dominated by narrow-leaf cattail (*Typha angustifolia*, OBL), a wetland plant. This plant meets the hydrophytic plant criteria. The plant community type is emergent wetland. The quality of Wetland E is considered poor due to its low species diversity and since it is located within a roadside ditch. Wetland hydrology was evidenced by the presence of the primary indicators of High Water Table (A2) and Saturation (A3). In addition, secondary indicators of Drainage Patterns (B10), Geomorphic Position (D2) and the FAC-Neutral Test (D5) were observed. The soil showed Munsell Soil Colors of 10YR 2/1 muck from 0 to 18 inches. The presence of the hydric soil indicator of Histosol (A1) demonstrates that the site contains hydric soils. This area therefore meets the three jurisdictional wetland criteria. The size of Wetland E within the study limits is approximately 0.035 acre. The boundary of Wetland E was determined by observing the change in plant community and corresponding change in topography. Wetland E is considered a jurisdictional Water of the U.S. because it is connected to the Maumee River, a TNW to the north via the roadway drainage network, storm sewer and a UNT to the Maumee River. However, the U.S. Army Corps of Engineers will make the determination of this feature's regulatory status.

The contrasting upland sample point (Sample Point E2) did not meet all three wetland criteria. The dominant plants were tall fescue (*Schedonorus arundinaceus*, FACU) and bluegrass (*Poa pratensis*, FACU). These plants do not meet the hydrophytic plant criteria. No hydrology indicators were observed. The soil showed Munsell Soil Colors of 10YR 3/3 silt loam from 0 to 20 inches with no mottles. No hydric soil indicators were observed. This plot does not meet the three wetland criteria and is not a wetland.

### Wetland F (Sample Point F1)

Wetland F is located in a roadside ditch along the south side of SR 930 and to the east of Maplecrest Road. Wetland F is dominated by narrow-leaf cattail (*Typha angustifolia*, OBL), a wetland plant. This plant meets the hydrophytic plant criteria. The plant community type is emergent wetland. The quality of Wetland F is considered poor due to its low species diversity and since it is located within a roadside ditch. Wetland hydrology was evidenced by the presence of the primary indicators of High Water Table (A2) and Saturation (A3). In addition, secondary indicators of Drainage Patterns (B10), Geomorphic Position (D2) and the FAC-Neutral Test (D5) were observed. The soil showed Munsell Soil Colors of 10YR 5/1 clay loam with 10YR 5/6 mottles from 0 to 20 inches. The presence of the hydric soil indicator of Depleted Matrix (F3) demonstrates that the site contains hydric soils. This area therefore meets the three jurisdictional wetland criteria. The size of Wetland F within the study limits is approximately 0.194 acre. The boundary of Wetland F was determined by observing the change in plant community and corresponding change in topography. Wetland F is considered a jurisdictional Water of the U.S. because it is connected to the Maumee River, a TNW to the north via the roadway drainage network, storm sewer and a UNT to the Maumee River. However, the U.S. Army Corps of Engineers will make the determination of this feature's regulatory status.

The contrasting upland sample point (Sample Point F2) did not meet all three wetland criteria. The dominant plants were horsetail (*Equisetum arvense*, FAC) and soybeans (*Glycine max*, UPL). These plants do not meet the hydrophytic plant criteria. No hydrology indicators were observed. The soil showed Munsell Soil Colors of 10YR 4/1 clay loam from 0 to 8 inches and 10YR 4/1 clay loam with 10YR 5/6 mottles from 8 to 20 inches. This soil meets the hydric soil indicator of Depleted Matrix (F3). However, since this sample point does not meet the three wetland criteria it is not a wetland.

### Wetland G (Sample Point G1)

Wetland G is located along the east side Maplecrest Road near the south study limits. Wetland G is dominated by wetland plants consisting of reed canarygrass (*Phalaris arundinacea*, FACW) and Indian hemp (*Apocynum cannabinum*, FAC). The plant community type is emergent wetland. The quality of Wetland G is considered poor due to its low species diversity and since it is dominated by reed canarygrass, an invasive species. Wetland hydrology was evidenced by the presence of the secondary indicators of Soil Surface Cracks (B6), Crayfish Burrows (C8), Geomorphic Position (D2) and the FAC-Neutral Test (D5). The soil showed Munsell Soil Colors of 10YR 4/1 clay loam with 10YR 4/6 mottles from 0 to 13 inches and of 10YR 5/1 clay loam with 10YR 5/6 mottles from 13 to 20 inches. The presence of the hydric soil indicator of Depleted Matrix (F3) demonstrates that the site contains hydric soils. This area therefore meets the three jurisdictional wetland criteria. The size of Wetland G within the study limits is approximately 0.084 acre. The boundary of Wetland G was determined by observing the change in plant community and corresponding change in topography. Wetland G is considered a jurisdictional Water of the U.S. because it is connected to the Maumee River, a TNW to the north via the roadway drainage network, storm sewer and a UNT to the Maumee River. However, the U.S. Army Corps of Engineers will make the determination of this feature's regulatory status.

The contrasting upland sample point (Sample Point G2) did not meet all three wetland criteria. The plant community was dominated by tall fescue (*Schedonorus arundinaceus*, FACU). This plant does not meet the hydrophytic plant criteria. No hydrology indicators were observed. The soil showed Munsell Soil Colors of 10YR 4/1 clay loam with 10YR 4/6 mottles from 0 to 20 inches. This soil meets the hydric soil indicator of Depleted Matrix (F3). However, since this sample point does not meet the three wetland criteria it is not a wetland.

#### Wetland H (Sample Point H1)

Wetland H is located along the west side Maplecrest Road near the south study limits. Wetland H is dominated by wetland plants consisting of giant ragweed (*Ambrosia trifida*, FAC), field nut sedge (*Cyperus esculentus*, FACW) and barnyard grass (*Echinochloa crus-galli*, FAC). The plant community type is emergent wetland. The quality of Wetland H is considered poor due to its low species diversity and apparently frequent disturbance from farming activities. Wetland hydrology was evidenced by the presence of the secondary indicators of Drainage Patterns (B10), Geomorphic Position (D2) and the FAC-Neutral Test (D5). The soil showed Munsell Soil Colors of 10YR 4/1 clay loam from 0 to 10 inches and of 10YR 4/1 clay loam with 10YR 5/6 mottles from 10 to 20 inches. The presence of the hydric soil indicator of Depleted Matrix (F3) demonstrates that the site contains hydric soils. This area therefore meets the three jurisdictional wetland criteria. The size of Wetland H within the study limits is approximately 0.007 acre. The boundary of Wetland H was determined by observing the change in plant community and corresponding change in topography. Wetland H is considered a jurisdictional Water of the U.S. because it is connected to the Maumee River, a TNW to the north via the roadway drainage network, storm sewer and a UNT to the Maumee River. However, the U.S. Army Corps of Engineers will make the determination of this feature's regulatory status.

The contrasting upland sample point (Sample Point H2) did not meet all three wetland criteria. The plant community was dominated by tall fescue (*Schedonorus arundinaceus*, FACU). This plant does not meet the hydrophytic plant criteria. No hydrology indicators were observed. The soil showed Munsell Soil Colors of 10YR 3/2 clay loam from 0 to 20 inches with no mottles. No hydric soil indicators were observed. This plot does not meet the three wetland criteria and is not a wetland.

#### Sample Point 17

Sample point 17 was in the woodlot located south of SR 930 and east of Maplecrest Road. The dominant plants at this plot were Norway spruce (*Picea abies*, UPL), honeysuckle (*Lonicera tatarica*, FACU), Virginia creeper (*Parthenocissus quinquefolia*, FACU) and poison ivy (*Toxicodendron radicans*, FAC). These plants do not meet the hydrophytic plant criteria. No wetland hydrology indicators were observed. The soil showed Munsell Soil Colors of 10YR 3/2 silt loam from 0 to 20 inches. This is not a hydric soil profile. This plot does not meet the three wetland criteria and is not a wetland.

#### Sample Point 18

Sample point 18 was in the woodlot located east of Maplecrest Road near the southern study limits. The dominant plants at this plot were shagbark hickory (*Carya ovata*, FACU), honeysuckle (*Lonicera tatarica*, FACU), choke cherry (*Prunus virginiana*, FACU), Virginnia creeper (*Parthenocissus quinquefolia*, FACU), black snakeroot (*Sanicula marilandica*, FACU) and Solomon's seal (*Polygonatum biflorum*, FACU). These plants do not meet the hydrophytic plant criteria. No wetland hydrology indicators were observed. The soil showed Munsell Soil Colors of 10YR 3/2 silt loam from 0 to 10 inches and 10YR 5/2 clay loam with 10YR 4/6 mottles from 10 to 20 inches. This soil meets the hydric soil indicators of Depleted Matrix (F3) and Depleted Below Dark Surface (A11). However, since this sample point does not meet the three wetland criteria it is not a wetland.

#### Sample Point 19

Sample point 19 was in the agricultural field southeast of the SR 930 and Maplecrest Road intersection. The plant community was dominated by soybeans (*Glycine max*, UPL). This plant does not meet the hydrophytic plant criteria. No hydrology indicators were observed. The soil showed Munsell Soil Colors of 10YR 3/2 sandy loam from 0 to 12 inches and 10YR 5/3 sand with 10YR 5/6 mottles from 12 to 20 inches. No hydric soil indicators were observed. This plot does not meet the three wetland criteria and is not a wetland.

#### Sample Point 20

Sample point 20 was in the agricultural field southeast of the SR 930 and Maplecrest Road intersection. The plant community was dominated by soybeans (*Glycine max*, UPL). This plant does not meet the hydrophytic plant criteria. No hydrology indicators were observed. The soil showed Munsell Soil Colors of 10YR 3/2 sandy loam from 0 to 12 inches and 10YR 5/3 sand with 10YR 5/6 mottles from 12 to 20 inches. No hydric soil indicators were observed. This plot does not meet the three wetland criteria and is not a wetland.

**Table 3: Wetland Summary Table**

Wetland ID	Photos	Lat (N)	Lon (W)	Type	Total Area (acres)	Quality	Likely Water of U.S.?
Wetland A	27, 28, 29, 30 64, 65, 66, 67, 68	41.069238°	-85.061175°	Emergent	0.159 acre	Poor	Yes
Wetland B	21, 22, 23, 74, 75, 76, 77, 78	41.069533°	-85.062543°	Emergent	0.065 acre	Poor	Yes
Wetland C	14, 16, 17, 84, 85, 86, 87, 88	41.070331°	-85.059066°	Emergent	0.085 acre	Poor	Yes

Wetland D	3, 4, 94, 95, 96, 97, 98	41.069710°	-85.053714°	Emergent	0.063 acre	Poor	Yes
Wetland E	7, 8, 104, 105, 106, 107, 108, 164, 165	41.069674°	-85.056897°	Emergent	0.035 acre	Poor	Yes
Wetland F	52, 53, 54, 55, 57, 58, 59, 114, 115, 116, 117, 118, 166, 167	41.069297°	-85.058129°	Emergent	0.194 acre	Poor	Yes
Wetland G	44, 124, 125, 126, 127, 128	41.066251°	-85.058496°	Emergent	0.084 acre	Poor	Yes
Wetland H	134, 135, 136, 137, 138	41.066384°	-85.058881°	Emergent	0.007 acre	Poor	Yes

**Table 4: Wetland Sample Point Summary Table**

Plot				
	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Within a wetland
SP-A1	Yes	Yes	Yes	Yes
SP-A2	No	Yes	No	No
SP-B1	Yes	Yes	Yes	Yes
SP-B2	No	No	No	No
SP-C1	Yes	Yes	Yes	Yes
SP-C2	No	No	No	No
SP-D1	Yes	Yes	Yes	Yes
SP-D2	No	No	No	No
SP-E1	Yes	Yes	Yes	Yes
SP-E2	No	No	No	No
SP-F1	Yes	Yes	Yes	Yes
SP-F2	No	Yes	No	No
SP-G1	Yes	Yes	Yes	Yes
SP-G2	No	Yes	No	No
SP-H1	Yes	Yes	Yes	Yes
SP-H2	No	No	No	No
SP-17	No	No	No	No
SP-18	No	Yes	No	No
SP-19	No	No	No	No
SP-20	No	No	No	No

**Other Features:****Roadside Ditches**

There are three segments of roadside ditch in the project study limits in addition to the roadside ditches delineated as wetlands above (Figure 7). Roadside Ditch 1 is along the north side of SR 930 and to the east of Maplecrest Road. Roadside Ditch 2 is located along the north side of SR 930 and to the west of Maplecrest Road. Roadside Ditch 3 is located along the south side of SR 930 and to the east of Maplecrest Road. These roadside ditches are ephemeral and manmade features and do not meet the jurisdictional wetland criteria. In addition, these roadside ditches do not display OHWMs, defined bed and bank, or relatively permanent flow.

**Conclusions:**

The Fort Wayne East, IN USGS Quadrangle Map does not show any blue-line drainage features in the study limits. Field reconnaissance identified eight jurisdictional wetland features (Wetlands A, B, C, D, E, F, G and H) and three non-jurisdictional roadside ditches (Roadside Ditch 1, Roadside Ditch 2 and Roadside Ditch 3). No streams were identified in the study limits.

The culvert crossing under SR 930 approximately 470 feet east of Maplecrest Road was evaluated and no evidence of bird or bat use was observed.

These waterways are likely Waters of the U.S. Every effort should be taken to avoid and minimize impacts to the waterway and wetlands. If impacts are necessary, then mitigation may be required. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by the U.S. Army Corps of Engineers. This report is our best judgment based on the guidelines set forth by the Corps.

**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 U.S. Army Corps of Engineers (USACE) Wetland Delineation Manual (Technical Report Y-87-1)*, the *2010 U.S. Army Corps of Engineers Northcentral and Northeast Regional Supplement, the USACE Jurisdictional Determination Form Instructional Guidebook*, and other appropriate agency guidelines.

Daniel J. Stevens



Date: 5/9/2022

Environmental Scientist  
DLZ Indiana, LLC

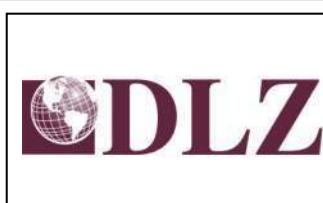
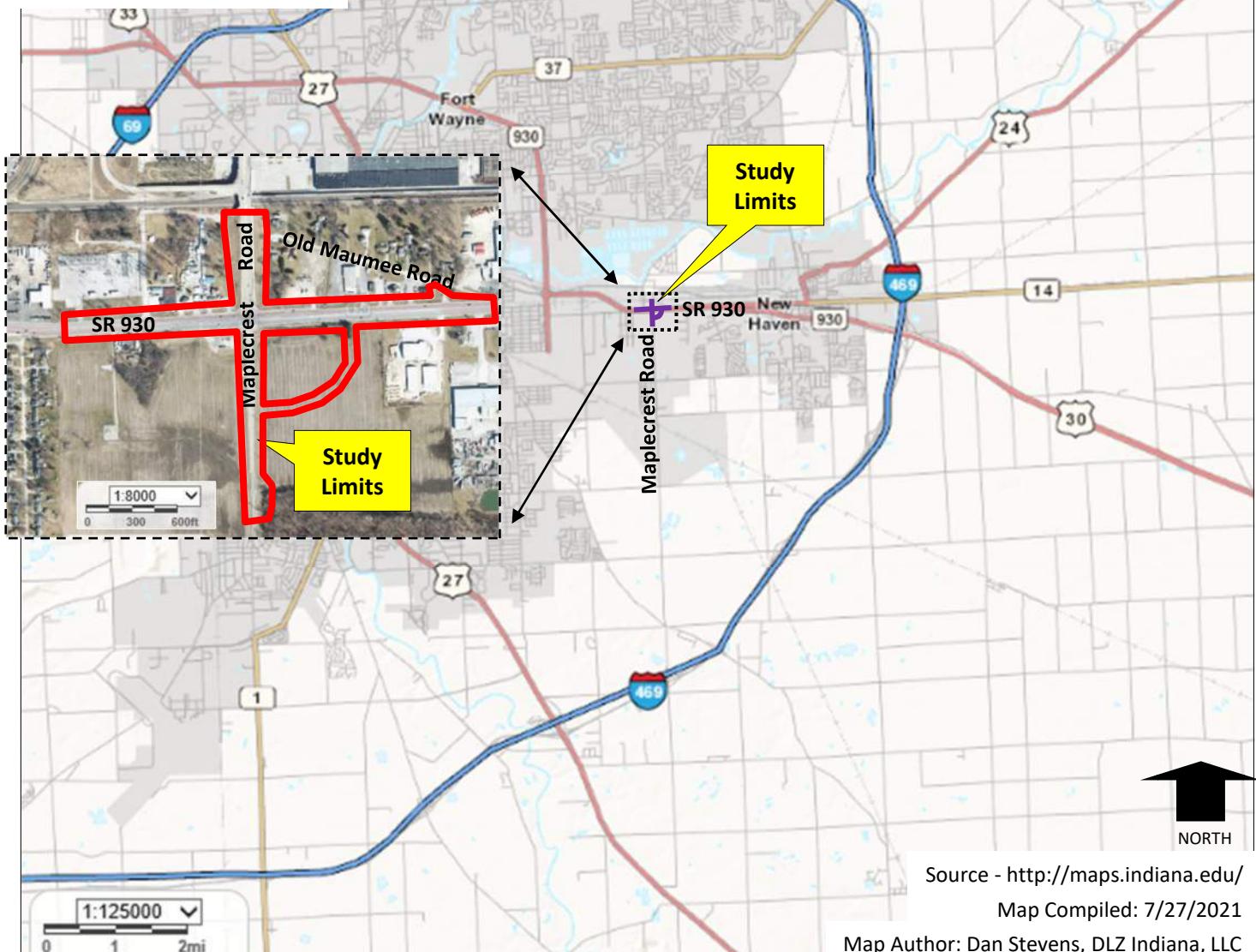
**Supporting Documentation:**

- Maps:
  - Figure 1 - Project Location Map
  - Figure 2-1 and 2-2 – Topographic Map
  - Figure 3 – Floodplain/NHD Map
  - Figure 4 – Soils Map
  - Figure 5 – NWI Map
  - Figure 6 – LiDAR Map
  - Figure 7-1 and 7-2 – Site Map and Aerial Photograph
- Appendix A - Photographs with Location/Orientation Map
- Appendix B - Wetland Data Sheets
- Appendix C – Preliminary Jurisdictional Determination

# Project Location Graphics



Approximate Project Location

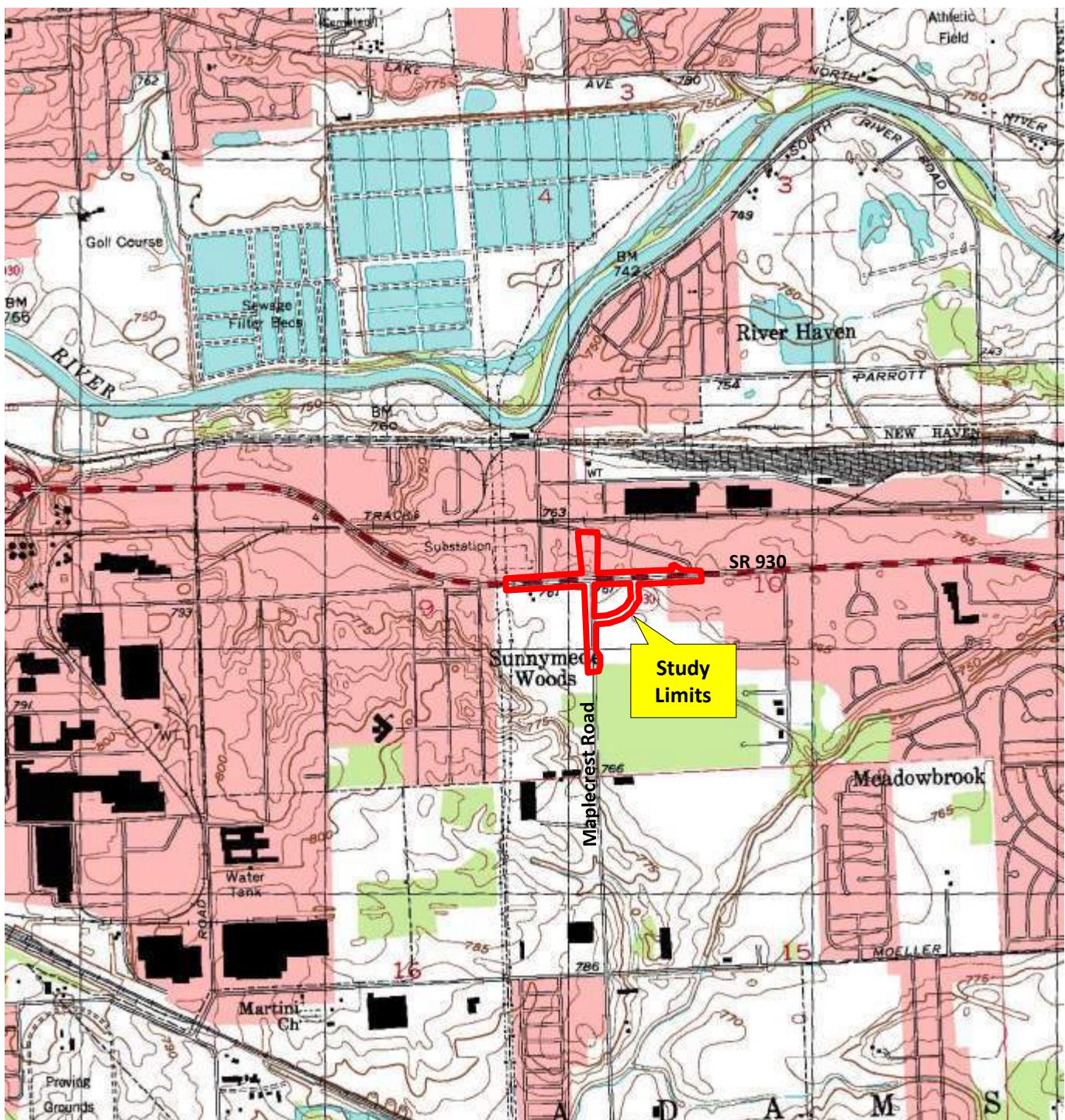


**WATERS REPORT**  
 SR 930 at Maplecrest Road in Allen County, Indiana  
 Intersection Improvement  
 3.67 Miles West of I-469  
 INDOT Des. No.: 1900107

Scale:  
 See Map

Figure: 1

# USGS Quadrangle Map



Fort Wayne East, Indiana 7.5 Minute Quadrangle

Source - [http://gisdb.uits.indiana.edu/singlefile/map/IN24k\\_quad\\_index\\_1113\\_m10000.html](http://gisdb.uits.indiana.edu/singlefile/map/IN24k_quad_index_1113_m10000.html)

Map Compiled: 7/27/2021

Map Author: Dan Stevens, DLZ Indiana, LLC

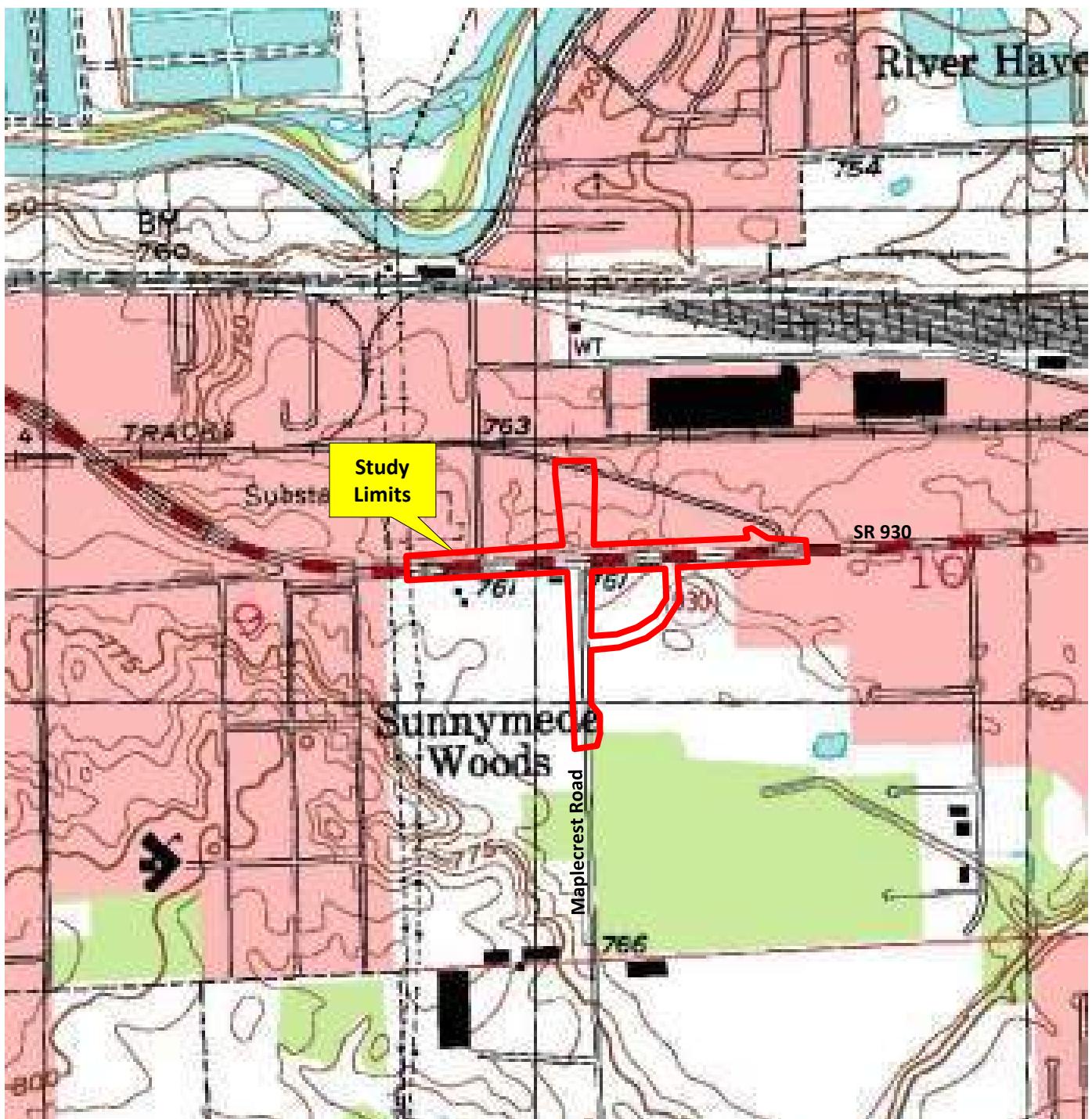


**WATERS REPORT**  
 SR 930 at Maplecrest Road in Allen County, Indiana  
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Scale: 1"=2000'

Figure: 2-1

## USGS Quadrangle Map



Fort Wayne East, Indiana 7.5 Minute Quadrangle

Source - [http://gisdb.uits.indiana.edu/singlefile/map/IN24k\\_quad\\_index\\_1113\\_m10000.html](http://gisdb.uits.indiana.edu/singlefile/map/IN24k_quad_index_1113_m10000.html)

Map Compiled: 7/27/2021

Map Author: Dan Stevens, DLZ Indiana, LLC



NORTH



**WATERS REPORT**  
SR 930 at Maplecrest Road in Allen County, Indiana  
Intersection Improvement  
3.67 Miles West of I-469  
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Scale: 1"=1000'

Figure: 2-2

# Floodplain/NHD Map

DES. NUMBER: 1900107

Date: 4/13/2022



Author: Dan Stevens, DLZ

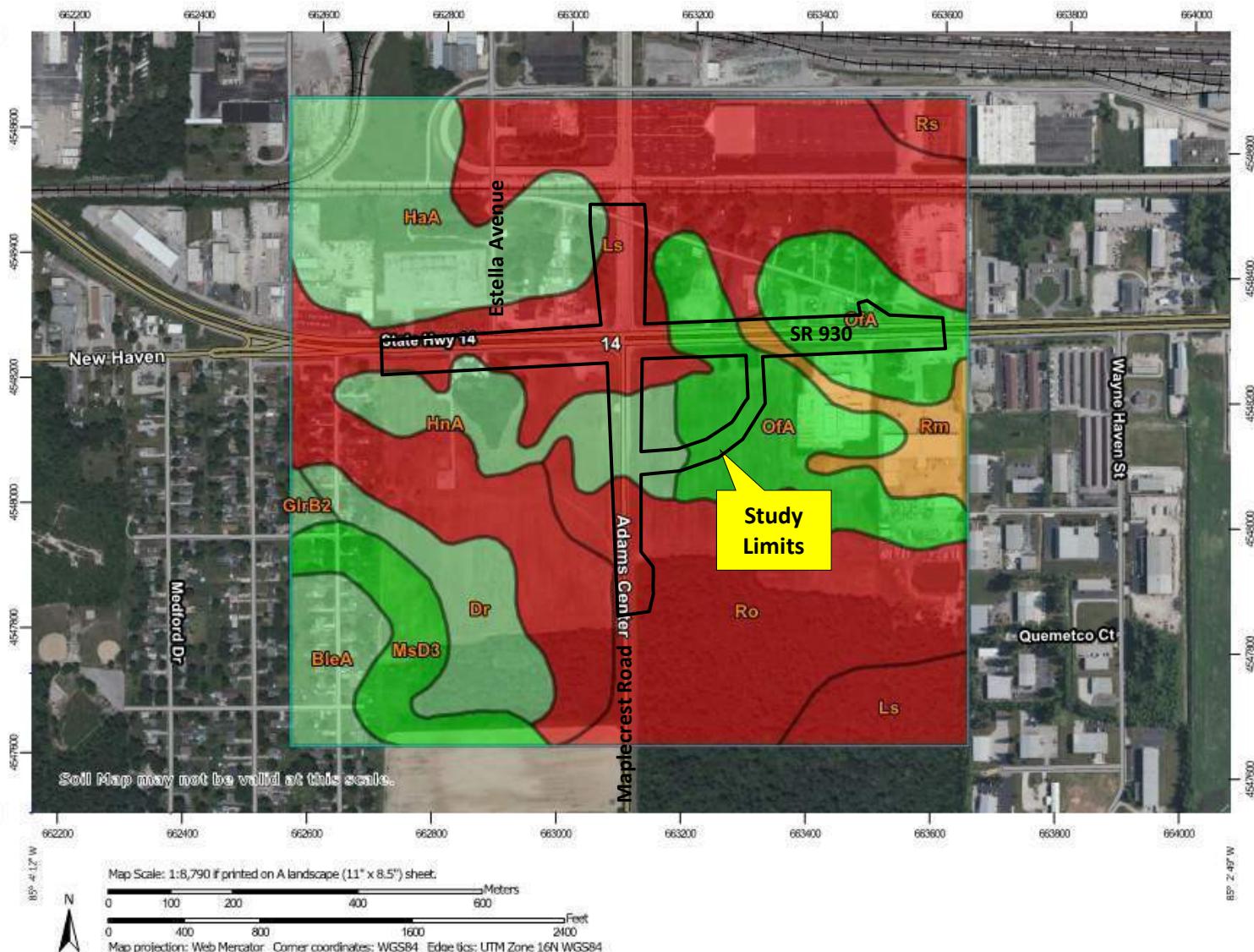
0 0.15 mi

IndianaMAP

Figure: 3

# Soil Survey

DES. NUMBER: 1900107



Natural Resources  
Conservation Service

Web Soil Survey  
National Cooperative Soil Survey

7/27/2021  
Page 1 of 5

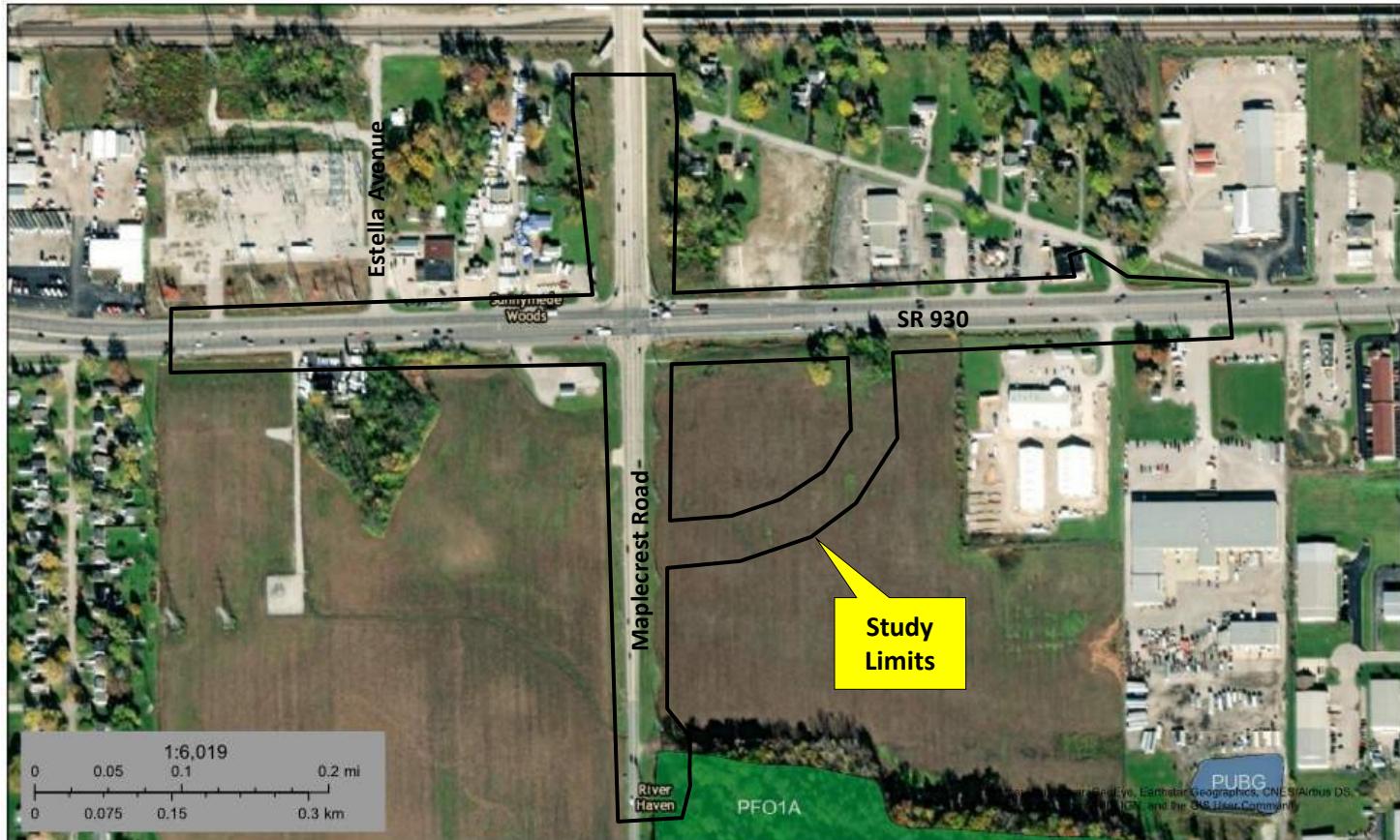
Map Abbreviation	Soil Name
BleA	Blount silt loam, end moraine, 0 to 2 percent slopes
Dr	Del Rey silt loam
GlrB2	Glynwood silt loam, end moraine, 2 to 6 percent slopes, eroded
HaA	Haskins loam, 0 to 3 percent slopes
HnA	Whitaker fine sandy loam, 0 to 2 percent slopes
Ls	Lenawee silty clay loam
MsD3	Morley silty clay loam, 12 to 18 percent slopes, severely eroded
OfA	Oshtemo fine sandy loam, loamy substratum, 0 - 2 percent slopes
Rm	Rensselaer loam, 0 to 1 percent slopes
Ro	Rensselaer silt loam
Rs	Rensselaer silty clay loam

# NWI Map

DES. NUMBER: 1900107



Wetlands



July 28, 2021

## Wetlands

Estuarine and Marine Deepwater  
Estuarine and Marine Wetland

Freshwater Emergent Wetland  
Freshwater Forested/Shrub Wetland  
Freshwater Pond

Lake  
Other  
Riverine

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

National Wetlands Inventory (NWI)

Map Abbreviation	Wetland Type
PFO1A	Palustrine, Forested, Broad-leaved Deciduous, Temporarily Flooded
PUBG	Palustrine, Unconsolidated Bottom, Intermittently Exposed



Dan Stevens, DLZ

Figure: 5

# LIDAR Map

DES. NUMBER: 1900107

Date: 7/27/2021

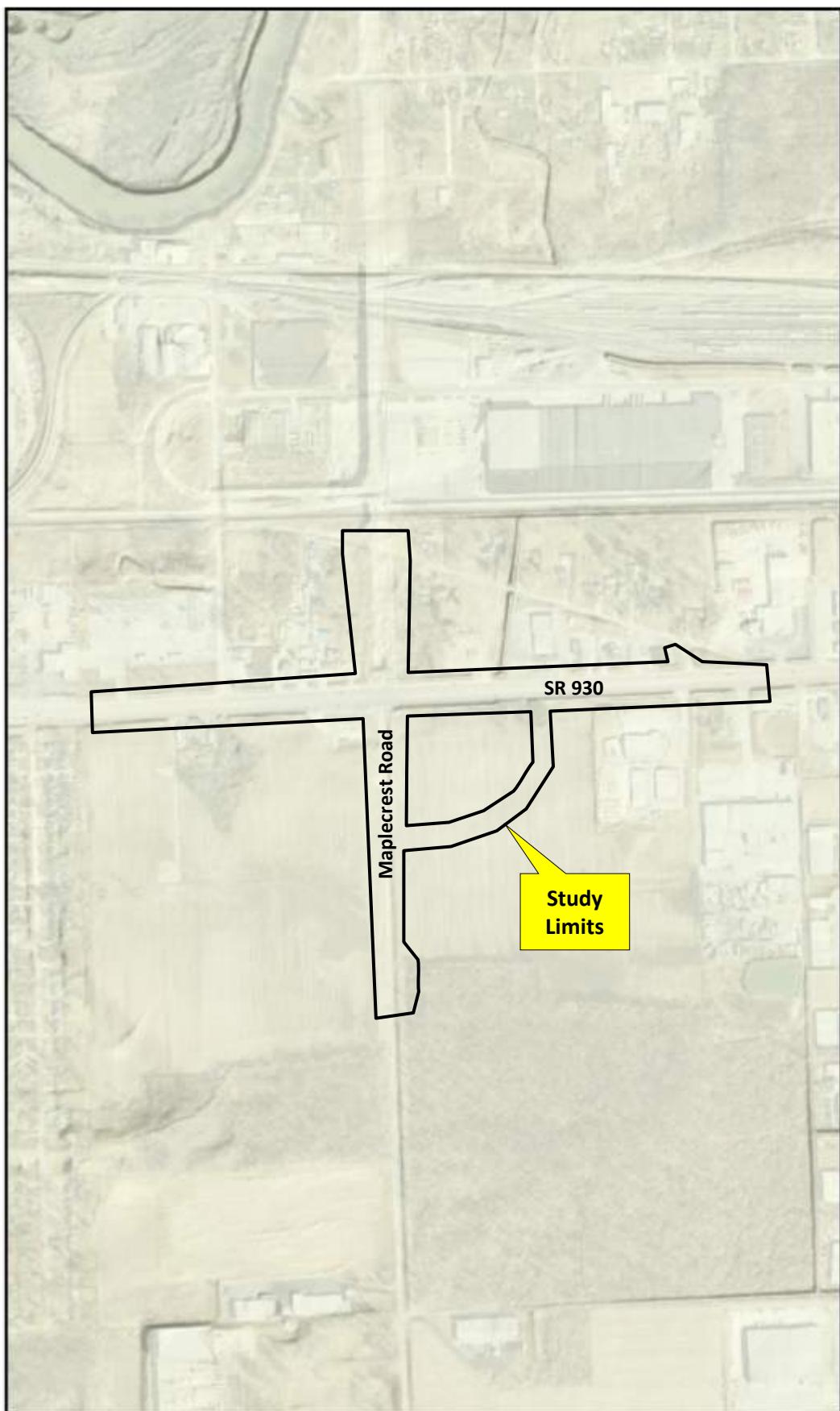
## Legend

LiDAR Color Hillshade (2011-2013)

High : 1256

Low : 247

2018 Orthophotography - Placeholder



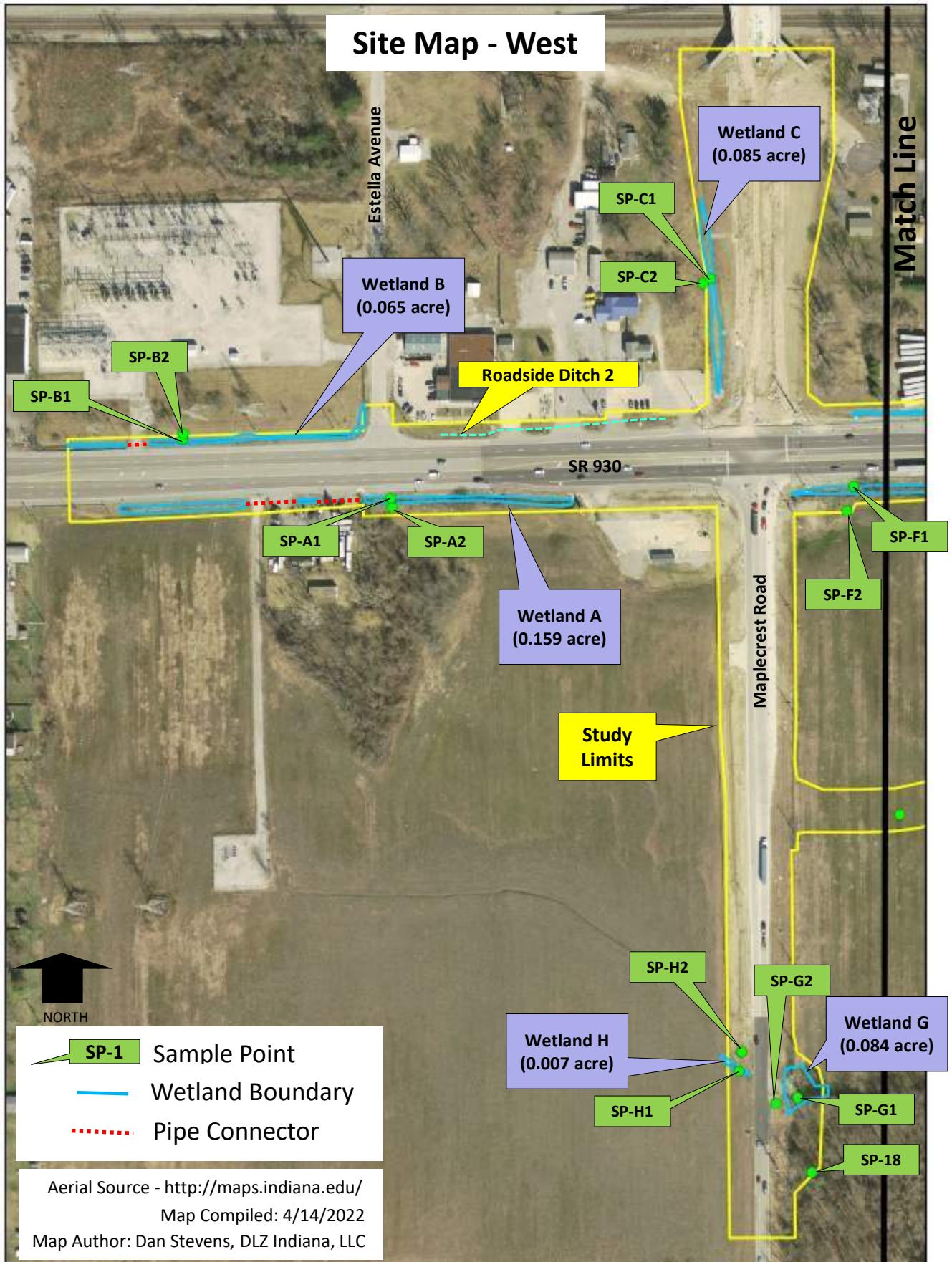
Author: Dan Stevens, DLZ

0 0.15 mi

IndianaMAP

Figure: 6

## Site Map - West

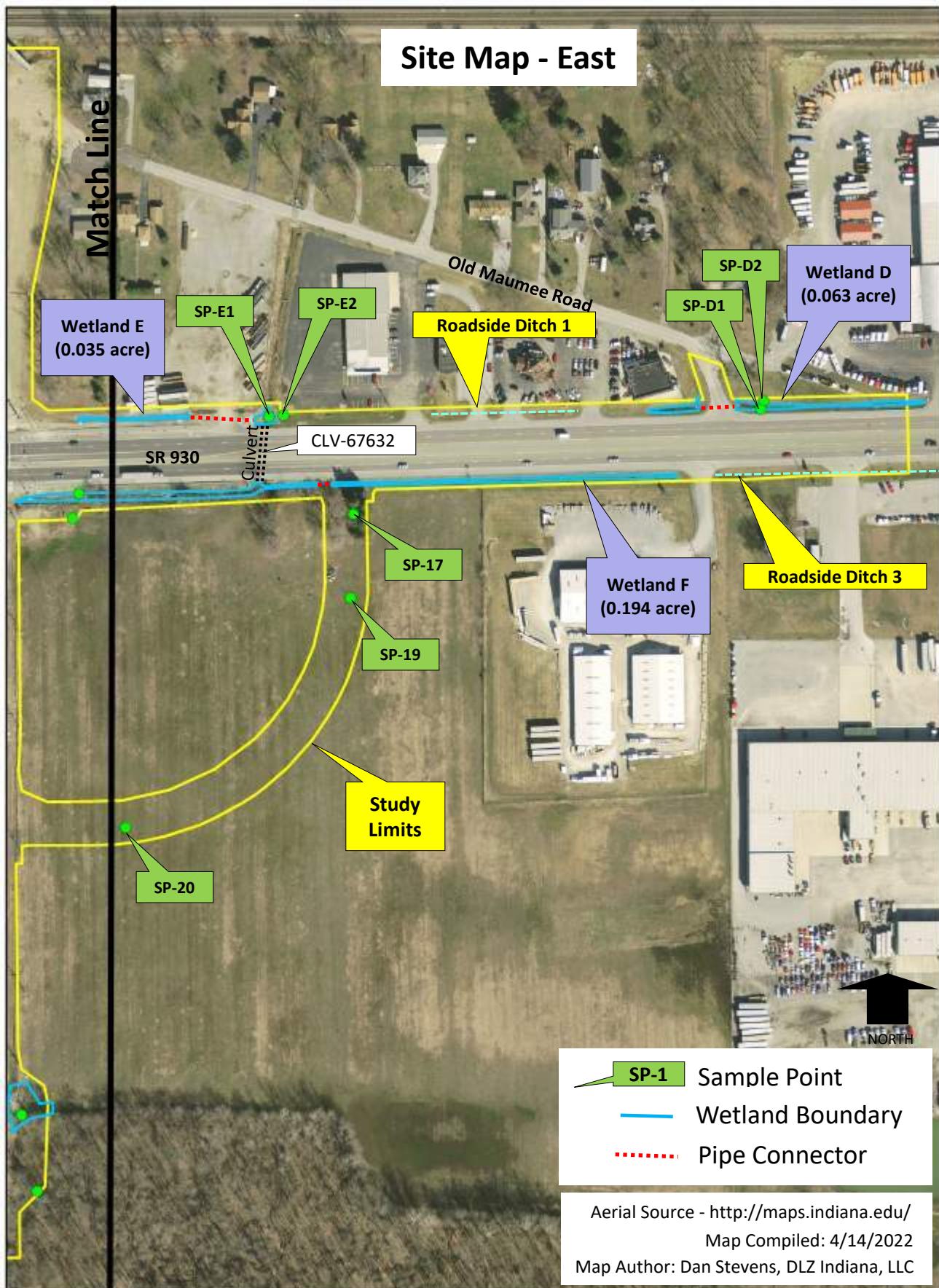


**WATERS REPORT**  
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Scale: 1"=250'

Figure: 7-1

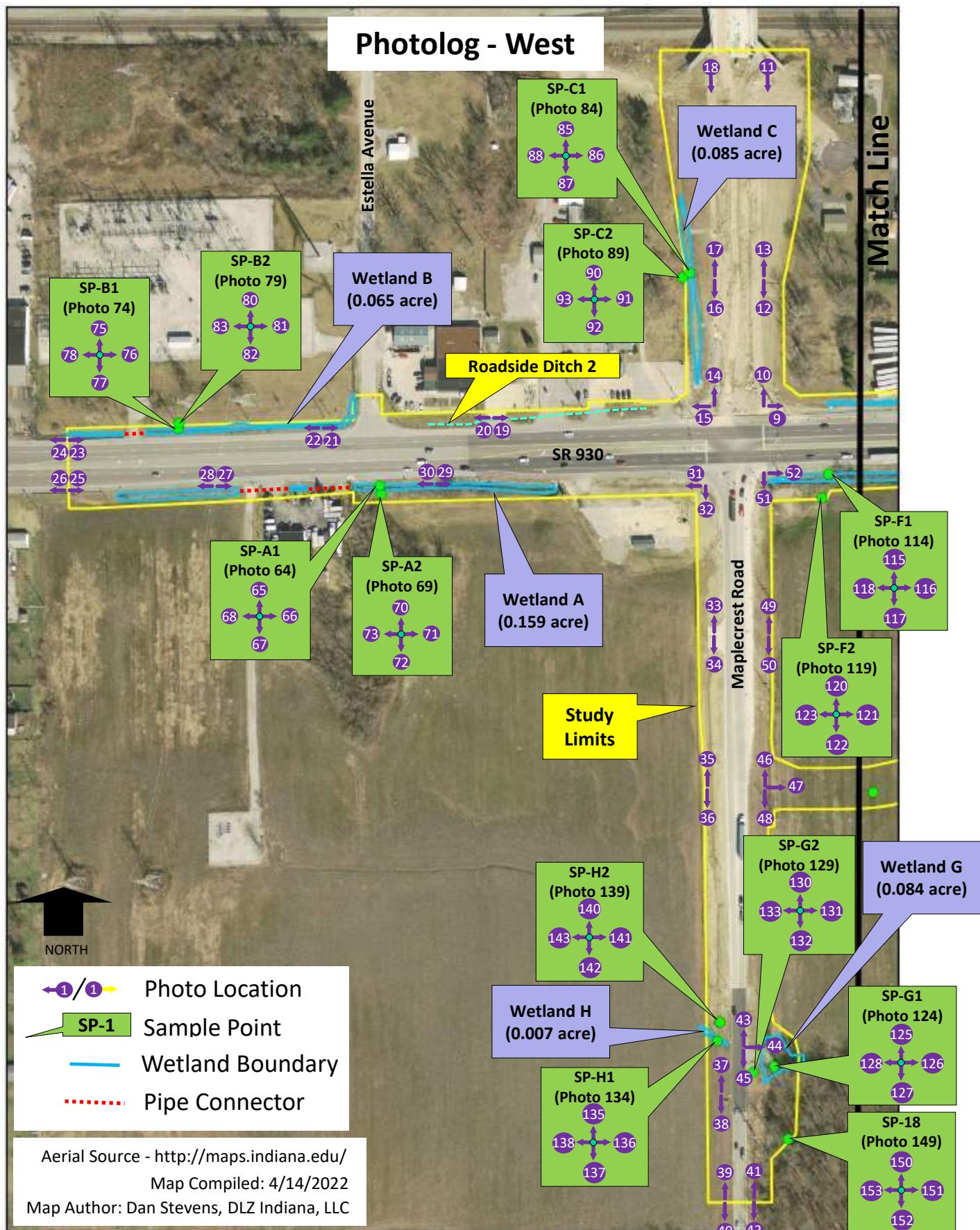
## Site Map - East



**WATERS REPORT**  
 SR 930 at Maplecrest Road in Allen County, Indiana  
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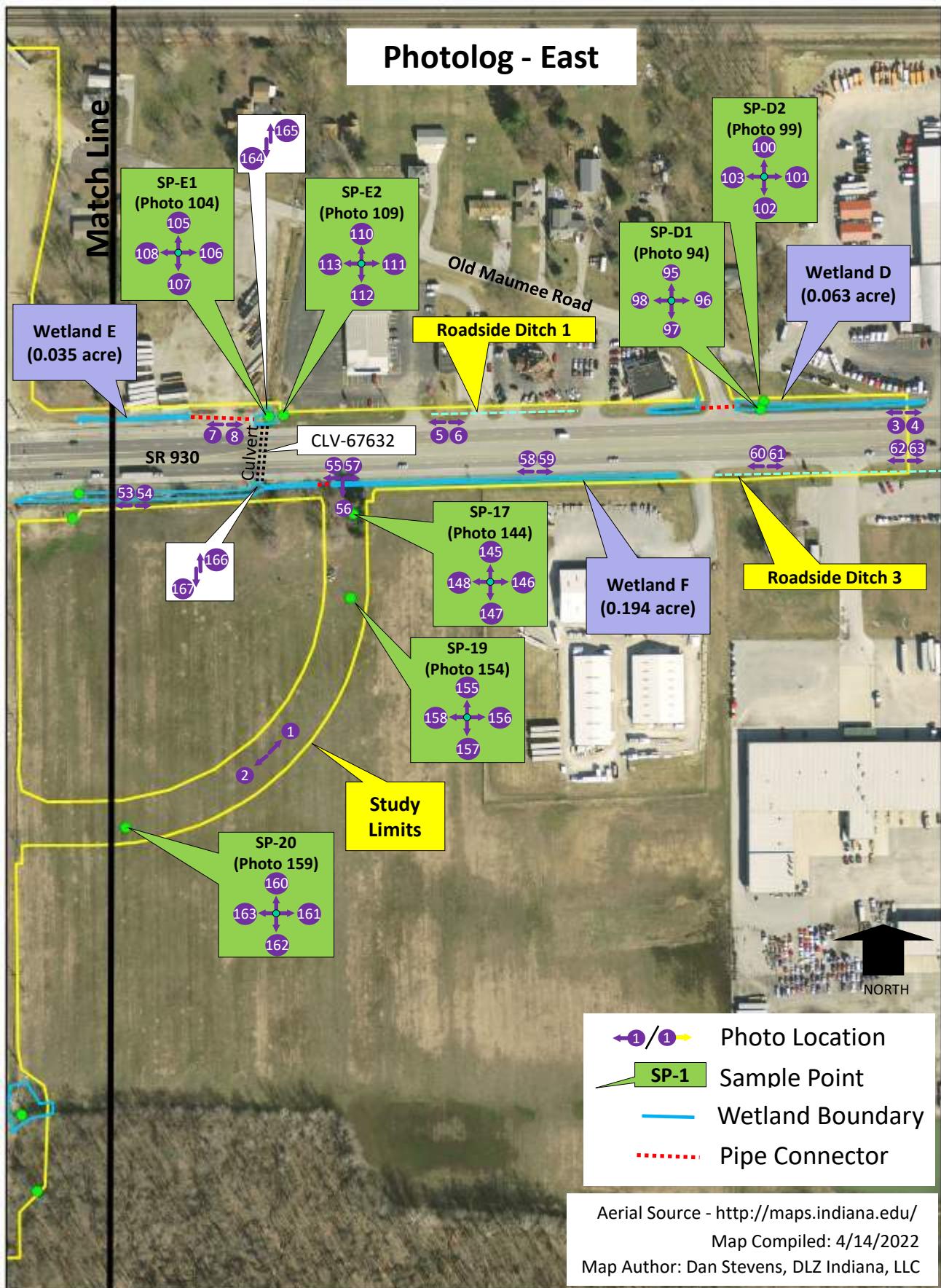
Scale: 1"=250'

Figure: 7-2



	<b>WATERS REPORT</b> SR 930 at Maplecrest Road in Allen County, Indiana Intersection Improvement 3.67 Miles West of I-469 INDOT Des. No.: 1900107	Scale: 1"=250'  Appendix A-1
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## Photolog - East



<b>DLZ</b>	<p><b>WATERS REPORT</b>          SR 930 at Maplecrest Road in Allen County, Indiana          Intersection Improvement          3.67 Miles West of I-469          INDOT Des. No.: 1900107</p>	<p>Scale: 1"=250'</p> <p>Appendix A-2</p>
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Photo 1: View northeast toward SR 930 along proposed quadrant road.



Photo 2: View southwest toward Maplecrest Road along proposed quadrant road.



Photo 3: View west along the north side of SR 930 from near the east study limit. Wetland D is also shown.



Photo 4: View east along the north side of SR 930 from near the east study limit. Wetland D is also shown (recently mowed) located within the ditch line.



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SR 930 at Maplecrest Road in Allen County, Indiana  
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Appendix A-3



August 19, 2021

Photo 5: View west along the north side of SR 930 from east of Maplecrest Road. Roadside Ditch 1 is also shown.



August 19, 2021

Photo 6: View east along the north side of SR 930 from east of Maplecrest Road. Roadside Ditch 1 is also shown.



August 19, 2021

Photo 7: View west along the north side of SR 930 from east of Maplecrest Road. Wetland E is also shown.



August 19, 2021

Photo 8: View east along the north side of SR 930 from east of Maplecrest Road. Wetland E is also shown.



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SR 930 at Maplecrest Road in Allen County, Indiana  
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Appendix A-4



August 19, 2021

Photo 9: View east along the north side of SR 930 from Maplecrest Road.



August 19, 2021

Photo 10: View north along the east side Maplecrest Road from SR 930.



August 19, 2021

Photo 11: View south along the east side Maplecrest Road from near the north study limit.



August 19, 2021

Photo 12: View south along the east side Maplecrest Road from north of SR 930.



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SR 930 at Maplecrest Road in Allen County, Indiana  
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Appendix A-5



Photo 13: View north along the east side Maplecrest Road from north of SR 930.



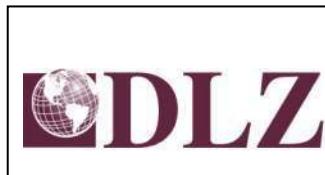
Photo 14: View north along the west side Maplecrest Road from SR 930. Wetland C is also shown.



Photo 15: View west along the north side of SR 930 from Maplecrest Road.



Photo 16: View south along the west side Maplecrest Road from north of SR 930. Wetland C is also shown.



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Appendix A-6



Photo 17: View north along the west side Maplecrest Road from north of SR 930. Wetland C is also shown.



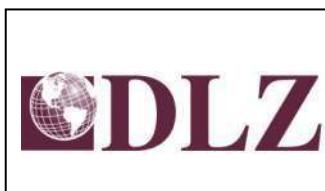
Photo 18: View south along the west side Maplecrest Road from near the north study limit.



Photo 19: View east along the north side of SR 930 from west of Maplecrest Road. Roadside Ditch 2 is also shown.



Photo 20: View west along the north side of SR 930 from west of Maplecrest Road. Roadside Ditch 2 is also shown.



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Appendix A-7



August 19, 2021

Photo 21: View east along the north side of SR 930 from west of Maplecrest Road. Wetland B is also shown.



August 19, 2021

Photo 22: View west along the north side of SR 930 from west of Maplecrest Road. Wetland B is also shown.



August 19, 2021

Photo 23: View east along the north side of SR 930 from near the west study limit. Wetland B is also shown within the ditch line.



August 19, 2021

Photo 24: View west along the north side of SR 930 from near the west study limit.



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Appendix A-8



August 19, 2021

Photo 25: View east along the south side of SR 930 from near the west study limit.



August 19, 2021

Photo 26: View west along the south side of SR 930 from near the west study limit.



August 19, 2021

Photo 27: View east along the south side of SR 930 from west of Maplecrest Road.  
Wetland A is also shown.



August 19, 2021

Photo 28: View west along the south side of SR 930 from west of Maplecrest Road.  
Wetland A is also shown.

	<p><b>WATERS REPORT</b> SR 930 at Maplecrest Road in Allen County, Indiana Intersection Improvement 3.67 Miles West of I-469 INDOT Des. No.: 1900107</p>	Scale: NTS
	Appendix A-9	



Photo 29: View east along the south side of SR 930 from west of Maplecrest Road.  
Wetland A is also shown.



Photo 30: View west along the south side of SR 930 from west of Maplecrest Road.  
Wetland A is also shown.



Photo 31: View west along the south side of SR 930 from Maplecrest Road.



Photo 32: View south along the west side of Maplecrest Road from SR 930.



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SR 930 at Maplecrest Road in Allen County, Indiana  
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Appendix A-10



August 19, 2021

Photo 33: View north along the west side Maplecrest Road from south of SR 930.



August 19, 2021

Photo 34: View south along the west side Maplecrest Road from south of SR 930.



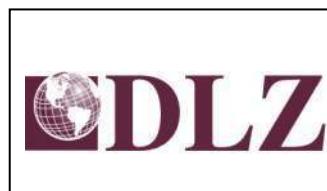
August 19, 2021

Photo 35: View north along the west side Maplecrest Road from south of SR 930.



August 19, 2021

Photo 36: View south along the west side Maplecrest Road from south of SR 930.



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Appendix A-11



August 19, 2021

Photo 37: View north along the west side Maplecrest Road from south of SR 930.



August 19, 2021

Photo 38: View south along the west side Maplecrest Road from south of SR 930.



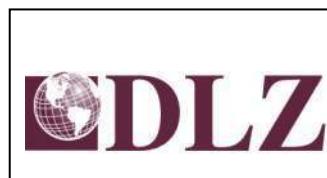
August 19, 2021

Photo 39: View north along the west side Maplecrest Road from near the south study limit.



August 19, 2021

Photo 40: View south along the west side Maplecrest Road from near the south study limit.



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Appendix A-12



August 19, 2021

Photo 41: View north along the east side Maplecrest Road from near the south study limit.



August 19, 2021

Photo 42: View south along the east side Maplecrest Road from near the south study limit.



August 19, 2021

Photo 43: View north along the east side Maplecrest Road from south of SR 930.



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Photo 44: View east from Maplecrest Road toward Wetland G.



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SR 930 at Maplecrest Road in Allen County, Indiana  
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Appendix A-13



Photo 45: View south along the east side Maplecrest Road from south of SR 930.



Photo 46: View north along the east side Maplecrest Road from south of SR 930.



Photo 47 : View east along the proposed quadrant road from Maplecrest Road.



Photo 48: View south along the east side Maplecrest Road from south of SR 930.



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Appendix A-14



August 19, 2021

Photo 49: View north along the east side Maplecrest Road from south of SR 930.



August 19, 2021

Photo 50: View south along the east side Maplecrest Road from south of SR 930.



August 19, 2021

Photo 51: View south along the east side Maplecrest Road from SR 930.



August 19, 2021

Photo 52: View east along the south side SR 930 from Maplecrest Road. Wetland F is also shown.



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Appendix A-15



Photo 53: View west along the south side SR 930 from east of Maplecrest Road.  
Wetland F is also shown.



Photo 54: View east along the south side SR 930 from east of Maplecrest Road.  
Wetland F is also shown.



Photo 55: View west along the south side SR 930 from east of Maplecrest Road.  
Wetland F is also shown.



Photo 56: View south along proposed quadrant road from SR 930.



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SR 930 at Maplecrest Road in Allen County, Indiana  
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Scale: NTS

Appendix A-16



Photo 57: View east along the south side SR 930 from east of Maplecrest Road.  
Wetland F is also shown.



Photo 58: View west along the south side SR 930 from east of Maplecrest Road.  
Wetland F is also shown.



Photo 59: View east along the south side SR 930 from east of Maplecrest Road.  
Wetland F is also shown.



Photo 60: View west along the south side SR 930 from east of Maplecrest Road.  
Roadside Ditch 3 is also shown.



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Scale: NTS

Appendix A-17



Photo 61: View east along the south side SR 930 from east of Maplecrest Road. Roadside Ditch 3 is also shown.



Photo 62: View west along the south side SR 930 from near the east study limit. Roadside Ditch 3 is also shown.



Photo 63: View east along the south side SR 930 from near the east study limit. Roadside Ditch 3 is also shown.



Photo 64: View of SP-A1 soil profile, within Wetland A.



**WATERS REPORT**  
SR 930 at Maplecrest Road in Allen County, Indiana  
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Scale: NTS

Appendix A-18



Photo 65: View north from SP-A1, within Wetland A.



Photo 66: View east from SP-A1, within Wetland A.



Photo 67 : View south from SP-A1, within Wetland A.



Photo 68: View west from SP-A1, within Wetland A.



**WATERS REPORT**  
SR 930 at Maplecrest Road in Allen County, Indiana  
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Appendix A-19



Photo 69: View of SP-A2 soil profile, upland data point.

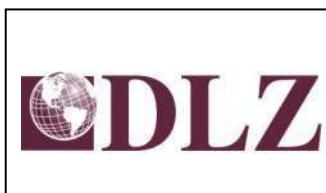
Photo 70: View north from SP-A2, upland data point.



Photo 71: View east from SP-A2, upland data point.



Photo 72: View south from SP-A2, upland data point.



**WATERS REPORT**  
 SR 930 at Maplecrest Road in Allen County, Indiana  
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Appendix A-20



Photo 73: View west from SP-A2, upland data point.



Photo 74: View of SP-B1 soil profile, within Wetland B.



Photo 75: View north from SP-B1, within Wetland B.



Photo 76: View east from SP-B1, within Wetland B.



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Appendix A-21



Photo 77: View south from SP-B1, within Wetland B.



Photo 78: View west from SP-B1, within Wetland B.



Photo 79: View of SP-B2 soil profile, upland data point.



Photo 80: View north from SP-B2, upland data point.



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Appendix A-22



Photo 81: View east from SP-B2, upland data point.

Photo 82: View south from SP-B2, upland data point.



Photo 83: View west from SP-B2, upland data point.



Photo 84: View of SP-C1 soil profile, within Wetland C.



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Appendix A-23



August 18, 2021

Photo 85: View north from SP-C1, within Wetland C.



August 18, 2021

Photo 86: View east from SP-C1, within Wetland C.



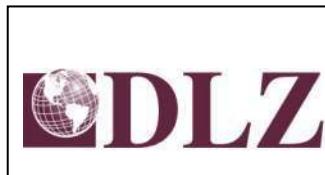
August 18, 2021

Photo 87: View south from SP-C1, within Wetland C.



August 18, 2021

Photo 88: View west from SP-C1, within Wetland C.



**WATERS REPORT**  
SR 930 at Maplecrest Road in Allen County, Indiana  
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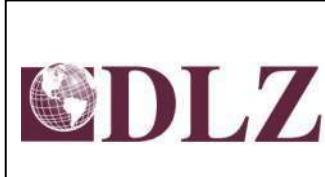


Photo 89: View of SP-C2 soil profile, upland data point. Photo 90: View north from SP-C2, upland data point.



Photo 91: View east from SP-C2, upland data point.

Photo 92: View south from SP-C2, upland data point.



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Appendix A-25



August 18, 2021



August 18, 2021

Photo 93: View west from SP-C2, upland data point.

Photo 94: View of SP-D1 soil profile, within Wetland D.



August 18, 2021



August 18, 2021

Photo 95: View north from SP-D1, within Wetland D.

Photo 96: View east from SP-D1, within Wetland D.



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Appendix A-26



Photo 97: View south from SP-D1, within Wetland D.



Photo 98: View west from SP-D1, within Wetland D.



Photo 99: View of SP-D2 soil profile, upland data point.



Photo 100: View north from SP-D2, upland data point.



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Appendix A-27



Photo 101: View east from SP-D2, upland data point.

Photo 102: View south from SP-D2, upland data point.



Photo 103: View west from SP-D2, upland data point.

Photo 104: View of SP-E1 soil profile, within Wetland E.



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Appendix A-28



August 18, 2021



August 18, 2021

Photo 105: View north from SP-E1, within Wetland E.

Photo 106: View east from SP-E1, within Wetland E.



August 18, 2021



August 18, 2021

Photo 107: View south from SP-E1, within Wetland E.

Photo 108: View west from SP-E1, within Wetland E.



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Appendix A-29



Photo 109: View of SP-E2 soil profile, upland data point. Photo 110: View north from SP-E2, upland data point.



Photo 111: View east from SP-E2, upland data point.

Photo 112: View south from SP-E2, upland data point.



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Appendix A-30



Photo 113: View west from SP-E2, upland data point. Photo 114: View of SP-F1 soil profile, within Wetland F.



Photo 115: View north from SP-F1, within Wetland F.

Photo 116: View east from SP-F1, within Wetland F.



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Appendix A-31



Photo 117: View south from SP-F1, within Wetland F.



Photo 118: View west from SP-F1, within Wetland F.



Photo 119: View of SP-F2 soil profile, upland data point.



Photo 120: View north from SP-F2, upland data point.



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Appendix A-32



August 18, 2021



August 18, 2021

Photo 121: View east from SP-F2, upland data point.

Photo 122: View south from SP-F2, upland data point.



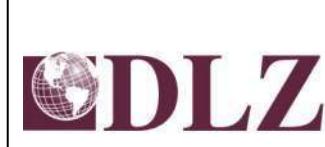
August 18, 2021



August 18, 2021

Photo 123: View west from SP-F2, upland data point.

Photo 124: View of SP-G1 soil profile, within Wetland G.



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Appendix A-33



August 19, 2021



August 19, 2021

Photo 125: View north from SP-G1, within Wetland G.

Photo 126: View east from SP-G1, within Wetland G.



August 19, 2021



August 19, 2021

Photo 127: View south from SP-G1, within Wetland G.

Photo 128: View west from SP-G1, within Wetland G.



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Appendix A-34



Photo 129: View of SP-G2 soil profile, upland data point. Photo 130: View north from SP-G2, upland data point.



Photo 131: View east from SP-G2, upland data point.

Photo 132: View south from SP-G2, upland data point.



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Appendix A-35



August 19, 2021



August 19, 2021

Photo 133: View west from SP-G2, upland data point. Photo 134: View of SP-H1 soil profile, within Wetland H.



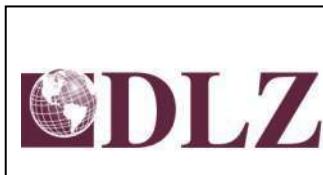
August 19, 2021



August 19, 2021

Photo 135: View north from SP-H1, within Wetland H.

Photo 136 View east from SP-H1, within Wetland H.



**WATERS REPORT**  
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Photo 137: View south from SP-H1, within Wetland H.



Photo 138: View west from SP-H1, within Wetland H.



Photo 139: View of SP-H2 soil profile, upland data point. Photo 140: View north from SP-H2, upland data point.



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Appendix A-37



Photo 141: View east from SP-H2, upland data point. Photo 142: View south from SP-H2, upland data point.



Photo 143: View west from SP-H2, upland data point. Photo 144: View of SP-17 soil profile, upland data point.



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SR 930 at Maplecrest Road in Allen County, Indiana  
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Appendix A-38



Photo 145: View north from SP-17, upland data point.



Photo 146: View east from SP-17, upland data point.



Photo 147: View south from SP-17, upland data point.



Photo 148: View west from SP-17, upland data point.



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August 19, 2021

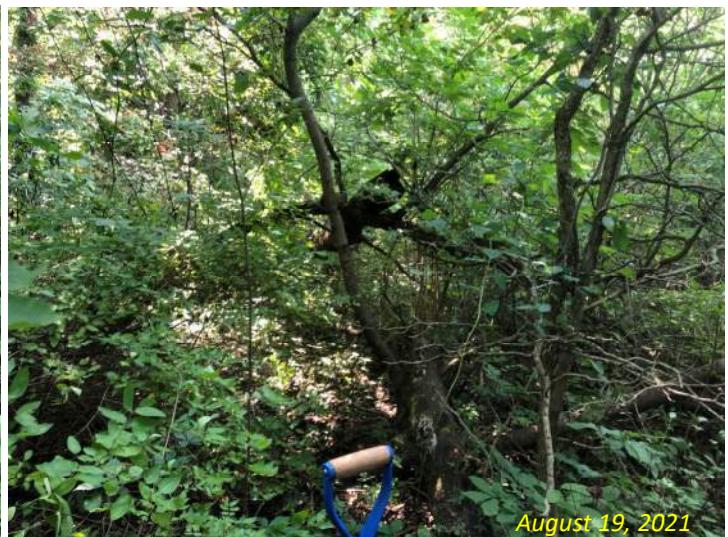


August 19, 2021

Photo 149: View of SP-18 soil profile, upland data point. Photo 150: View north from SP-18, upland data point.



August 19, 2021



August 19, 2021

Photo 151: View east from SP-18, upland data point.

Photo 152: View south from SP-18, upland data point.



**WATERS REPORT**  
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Appendix A-40



Photo 153: View west from SP-7, upland data point. Photo 154: View of SP-19 soil profile, upland data point.



Photo 155: View north from SP-19, upland data point. Photo 156: View east from SP-19, upland data point.



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Appendix A-41



Photo 157: View south from SP-19, upland data point.



Photo 158: View west from SP-19, upland data point.



Photo 159: View of SP-20 soil profile, upland data point.



Photo 160: View north from SP-20, upland data point.



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Appendix A-42



Photo 161: View east from SP-20, upland data point.



Photo 162: View south from SP-20, upland data point.



Photo 163: View west from SP-20, upland data point.



Photo 164: View south toward culvert (CLV 67632).  
Wetland E is also shown.



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SR 930 at Maplecrest Road in Allen County, Indiana  
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August 13, 2021

Photo 165: View north from culvert (CLV 67632).  
Wetland E is also shown.



August 19, 2021

Photo 166: View north toward culvert (CLV 67632).  
Wetland F is also shown.



Photo 167: View south from culvert (CLV 67632).  
Wetland F is also shown.



**WATERS REPORT**  
SR 930 at Maplecrest Road in Allen County, Indiana  
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Appendix A-44

Note: Wetland determination data forms have been removed from this Appendix.

## **PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM**

### **BACKGROUND INFORMATION**

**A. REPORT COMPLETION DATE FOR PJD:** May 9, 2022

**B. NAME AND ADDRESS OF PERSON REQUESTING PJD:**

Daniel J. Stevens  
DLZ Indiana, LLC  
2211 E. Jefferson Blvd.  
South Bend, IN 46615  
Phone: 574-236-4400

**C. DISTRICT OFFICE, FILE NAME, AND NUMBER:**

**D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:**

**(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)**

DLZ conducted a Waters of the United States determination on August 18, 2021 and August 19, 2021 for the project involving construction of a quadrant roadway which will eliminate left turn movements through the primary intersection of SR 930 and Maplecrest Road by relocating those maneuvers to secondary intersections created by the quadrant roadway south and east of the primary intersection. The primary intersection will then operate as a two-phase intersection with both secondary signals at the end of this connector roadway operating as three-phase signals to protect the left turn maneuvers. By using two phases instead of the previous four, the primary signal will decrease delay. The traffic will have less time to queue, helping lower the congestion as well. The new quadrant roadway will also provide storage length for the turning vehicles. Besides construction of the new quadrant road, lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns. The project is located in Sections 9 and 10, Township 30N, Range 13E in Allen County, Indiana (INDOT Des. No. 1900107).

State: Indiana      County/parish/borough: Allen County      City: n/a

Center coordinates of site (lat/long in degree decimal format):

Lat.: 41.069460°      Long.: -85.058761°

Universal Transverse Mercator: 16T, 663093.99 m E, 4548283.35 m N

Name of nearest waterbody: Maumee River

**E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):**

- Office (Desk) Determination. Date:
- Field Determination. Date(s):

**TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH “MAY BE” SUBJECT TO REGULATORY JURISDICTION.**

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource “may be” subject (i.e., Section 404 or Section 10/404)
Wetland A	41.069238°	-85.061175°	0.159 acre	Wetland	Section 404
Wetland B	41.069533°	-85.062543°	0.065 acre	Wetland	Section 404
Wetland C	41.070331°	-85.059066°	0.085 acre	Wetland	Section 404
Wetland D	41.069710°	-85.053714°	0.063 acre	Wetland	Section 404
Wetland E	41.069674°	-85.056897°	0.035 acre	Wetland	Section 404
Wetland F	41.069297°	-85.058129°	0.194 acre	Wetland	Section 404
Wetland G	41.066251°	-85.058496°	0.084 acre	Wetland	Section 404
Wetland H	41.066384°	-85.058881°	0.007 acre	Wetland	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there "*may be*" waters of the U.S. and/or that there "*may be*" navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

## **SUPPORTING DATA. Data reviewed for PJD (check all that apply)**

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:  
Map: Project location, Topographic, Floodplain, Soils, NWI, Site, and LiDAR maps

Data sheets prepared/submitted by or on behalf of the PJD requestor.  
 Office concurs with data sheets/delineation report.  
 Office does not concur with data sheets/delineation report. Rationale: \_\_\_\_\_

Data sheets prepared by the Corps: \_\_\_\_\_

Corps navigable waters' study: \_\_\_\_\_

U.S. Geological Survey Hydrologic Atlas: \_\_\_\_\_  
 USGS NHD data.  
 USGS 8 and 12 digit HUC maps.

U.S. Geological Survey map(s). Cite scale & quad name: Fort Wayne East, 1:24,000 scale

Natural Resources Conservation Service Soil Survey. Citation:  
Web Soil Survey (<https://websoilsurvey.sc.egov.usda.gov/>)

National wetlands inventory map(s). Cite name: USFWS Wetlands Mapper  
(<https://www.fws.gov/wetlands/data/mapper.html>)

State/local wetland inventory map(s): \_\_\_\_\_

FEMA/FIRM maps: IndianaMap (FIRM Floodplains and Flood Hazard Zones in Indiana, IDNR)

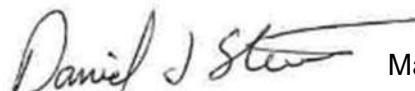
100-year Floodplain Elevation is: \_\_\_\_\_.(National Geodetic Vertical Datum of 1929)

Photographs:  Aerial (Name & Date): 2018 IndianaMap  
or  Other (Name & Date): Site photographs, 8/18/2021 and 8/19/2021

Previous determination(s). File no. and date of response letter: \_\_\_\_\_

Other information (please specify): \_\_\_\_\_

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



May 9, 2022

\_\_\_\_\_  
Signature and date of  
Regulatory staff member  
completing PJD

\_\_\_\_\_  
Signature and date of  
person requesting PJD  
(REQUIRED, unless obtaining  
the signature is impracticable)<sup>1</sup>

<sup>1</sup> Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

# APPENDIX G

## Public Involvement Documentation



**SR 930/Maplecrest Road Intersection Improvements**  
**Indiana Department of Transportation**  
**Des. No.: 1900107**



INNOVATIVE IDEAS  
EXCEPTIONAL DESIGN  
UNMATCHED CLIENT SERVICE

June 18, 2021

Sample Notice of Entry for Survey Letter

**RE:** Survey Notice for SR 930 Other Intersection Improvement  
Allen County, IN  
INDOT Des. No. 1900107  
DLZ Project #2066-2180-90

Dear Property Owner:

Our firm has been retained by the Indiana Department of Transportation (INDOT) to perform a topographic survey for the proposed SR 930 and Maplecrest Road intersection improvements (INDOT Des. No. 1900107).

Our information indicates that you either own or occupy property near this proposed street project. Our employees will be conducting 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 in accordance with Indiana Code IC 8-23-7-26 (see attached). 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.

The survey work will include locating such features as sidewalks, curbs, driveways, ditches, buildings, trees, fences, utilities, sewer structures, and obtaining ground elevations. We will also be re-establishing public road right-of-way lines by looking for and locating property corners and section corners. This survey is needed for the proper planning and design of this 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 myself at (260) 420-3114. A copy of IC-8-23-7-26 thru 28 is provided to help with your understanding of the process. In accordance with IC 8-23-7-28, any request for damages shall be made in writing to the Indiana Department of Transportation, Matt Witt - Project Manager, 5333 Hatfield Road, Fort Wayne, IN 46808.

Sincerely,

**DLZ INDIANA, LLC**

Phil LaBrash, P.E.

**CC:** PL, HG, Matt Witt-INDOT Project Manager

\\\cols-filer1\Files\Projects\GFL\2020\2066\218090 INDOT SR 930 Intersection Improvements\00\_ProjectAdmin\Project Correspondence\Survey Notice\ Des 1900107 SR 930.docx



## OFFICIAL AD PROOF

This is the proof of your ad scheduled to run in **Journal Gazette**.

Notice ID: dlZgkQOg1ITcn7s9M4pL | **Proof Updated: Aug. 03, 2023 at 10:57am EDT**  
Notice Name: INDOT SR 930 Public Hearing

This is not an invoice. Below is an estimated price, and it is subject to change. You will receive an invoice with the final price upon invoice creation by the publisher.

See Proof on Next Page

**FILER**

Shannon Kaufman  
skaufman@dlz.com  
(260) 420-3114

**FILING FOR**

Journal Gazette

Columns Wide: 1

Ad Class: Legals

08/08/2023: Other	54.97
08/15/2023: Other	54.99

Subtotal	\$109.96
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Tax %	0
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<b>Total</b>	<b>\$109.96</b>
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INDIANA DEPARTMENT OF TRANSPORTATION

DFS # 1900107

LEGAL NOTICE OF PUBLIC HEARING

Proposed Intersection Improvement at SR 930 and Maplecrest Road in Allen County

The Indiana Department of Transportation (INDOT) will host a public hearing on Wednesday, August 23, 2023, beginning at 6:00 P.M. EDT and ending at 8:00 P.M. EDT. The hearing will occur at the New Haven Jr/Sr High School Auditorium at 1300 Green Road, New Haven, IN 46774. The hearing will begin at 6:00 P.M. The purpose of the public hearing is to offer all interested persons an opportunity to comment on current preliminary design plans to the intersection of SR 930 and Maplecrest Road in New Haven, Indiana in Allen County. The purpose of the project is to provide congestion and safety improvements at this intersection, to improve traffic flow and reduce the number and severity of crashes.

As proposed, the project involves the construction of a Quadrant Roadway (QR) in the southeast quadrant of the SR 930 and Maplecrest Road intersection. A quadrant roadway reroutes all four left- turn movements at the existing four-legged intersection onto a new roadway along the southeast quadrant of the intersection. Left turns will be prohibited at the existing intersection and the new signalized intersections are included at the connections to the QR to provide left-turn movements.

The Maintenance of Traffic (MOT) plan for the project involves maintaining traffic along SR 930 and Maplecrest Road during construction, with barriers being used for separation between traffic and construction activities. MOT details will be presented during the public hearing. Access to all properties will be maintained during construction. INDOT will coordinate with emergency services, local school corporation officials and project stakeholders to ensure potential disruptions and impacts are minimized as much as possible.

Federal and state funds are proposed to be used for construction of this project. INDOT and the Federal Highway Administration have agreed that this project poses minimal impact to natural environment. A Categorical Exclusion (CE) environmental document has been prepared for the project. The environmental documentation and preliminary design plan are available to view prior at the following locations:

1. INDOT Fort Wayne District Office at 5333 Hatfield Road, Fort Wayne, Indiana 46808. 2. New Haven City Hall 2nd Floor at 815 Lincoln Highway East, New Haven, Indiana 46774 3. [www.fortwayne.indot.in.gov](http://www.fortwayne.indot.in.gov).

**Emergency Situation Guidance:** During emergency situations, public viewing locations may be limited or prohibited as part of the Notice of Planned Improvement. Project documents may only be available on-line during emergency situations. The notice must offer the public the opportunity to request project documents be mailed. INDOT and/or the project sponsor will mail project documents upon request.

A project webpage will be created prior to the public hearing to ensure project information is available on-line via the INDOT Fort Wayne District page, [www.fortwayne.indot.in.gov](http://www.fortwayne.indot.in.gov).

Next Level

INDIANA

Public statements for the record will be taken as part of the public hearing procedure. All verbal statements recorded during the public hearing and all written comments submitted prior to, during and for a period of two (2) weeks following the hearing date, will be evaluated, considered, and addressed in subsequent environmental documentation. Written comments may be submitted prior to the public hearing and within the comment period to Haseeb Ghuman at 138 N. Delaware Street, Indianapolis, Indiana

46204 or via email to [hghuman@dlz.com](mailto:hghuman@dlz.com). INDOT respectfully requests comments be submitted by Wednesday, September 6, 2023. With advance notice, INDOT will provide accommodations for persons with disabilities with regards to participation and access to project information as part of the hearings process including arranging auxiliary aids, interpretation services for the hearing impaired, services for the sight impaired and other services as needed. In addition, INDOT will provide accommodations for persons of Limited English Proficiency (LEP) requiring auxiliary aids including language interpretation services and document conversion. Should accommodation be required, please contact Haseeb Ghuman, DLZ, at 317-633-4120 or [hghuman@dlz.com](mailto:hghuman@dlz.com).

This notice is published in compliance with Code of Federal Regulations, Title 23, Section 771 (CFR 771.111(h)(1) states: "Each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program." 23 CFR 450.212(a)(7) states: "Public involvement procedures shall provide for periodic review of the effectiveness of the public involvement process to ensure that the process provides full and open access to all and revision of the process as necessary," approved by the Federal Highway Administration, U.S. Department of Transportation on July 7, 2021.

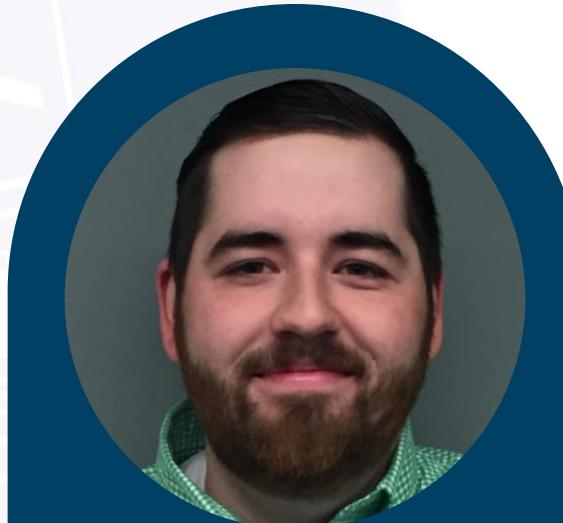
8-8, 8-15 hspaxlp

# SR 930 & Maplecrest Road Intersection Improvement Project

# Agenda

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- Project Team Introductions
- Project Presentation
- Breakout Session



Kevin  
Shaw

INDOT Project Manager



Haseeb  
Ghumman

DLZ Project Manager

# Why a public hearing?

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Conducted as part of the National Environmental Policy Act (NEPA) process

- NEPA requires evaluation of potential impacts to surrounding natural, cultural, and social environments.
- Effects are to be described in an environmental document.
- INDOT wants to hear from you and receive feedback on the project.

# Overview/Location Map



# Project Purpose and Need

## Intersection Delay and Level of Service

- During peak hours, the intersection operates at or near capacity leading to congestion
- Given future traffic growth, the capacity will be exceeded, and congestion will worsen over time



## Crash Frequency and Severity

- 151 total crashes between January 2017 and December 2022
- 58% of all crashes are rear-end collisions
- Primarily caused by congestion at the intersection



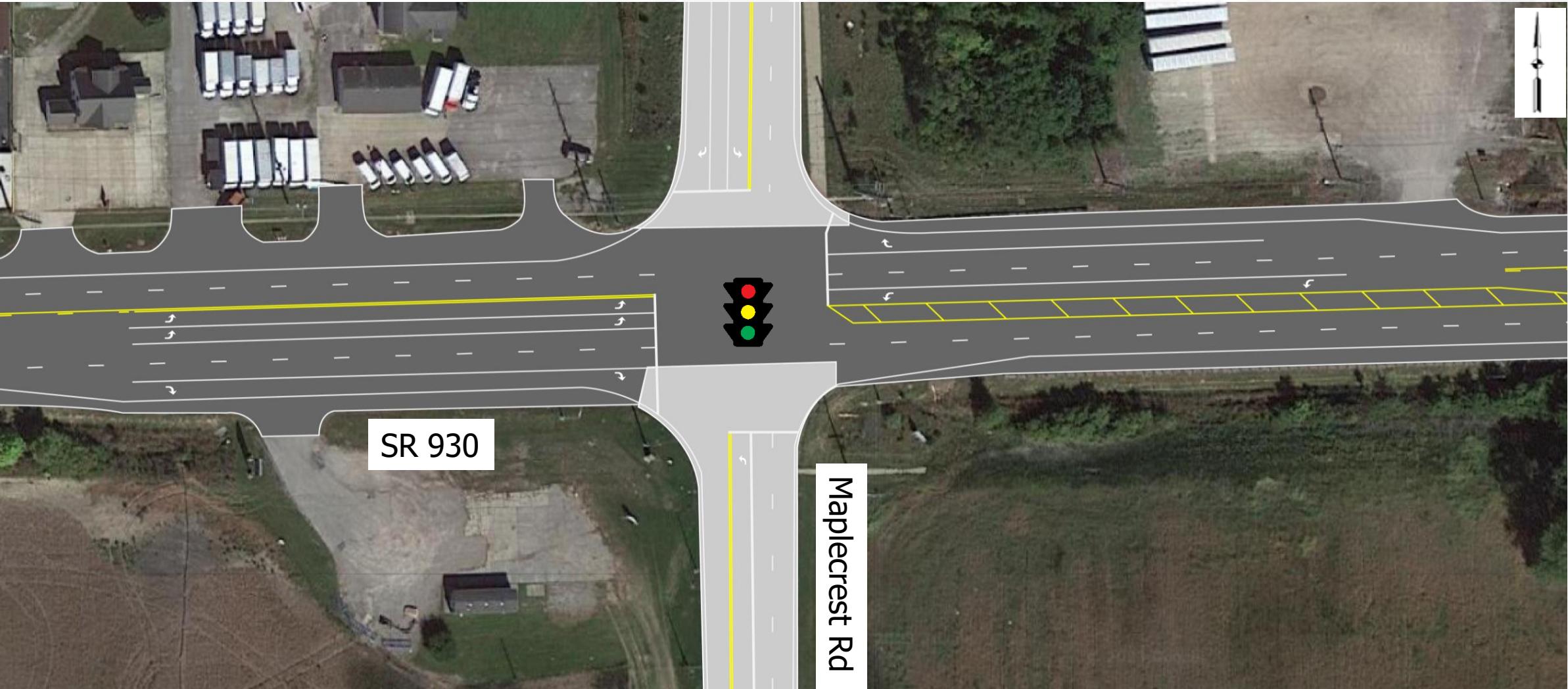
# Environmental Study

## Environmental Impacts Evaluated:

- Right-of-Way
- Hazardous Materials
- Wetlands
- Historic Buildings
- Community Impacts
- Land Use Impacts



# Existing Conditions



# Intersection Improvement Alternatives

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- A study was performed by INDOT and DLZ to analyze improvement options for reducing congestion and improving safety.
- The primary cause of congestion at the intersection is the left turn phase at the signal.
- Options were considered that remove the left turn phase at the intersection.

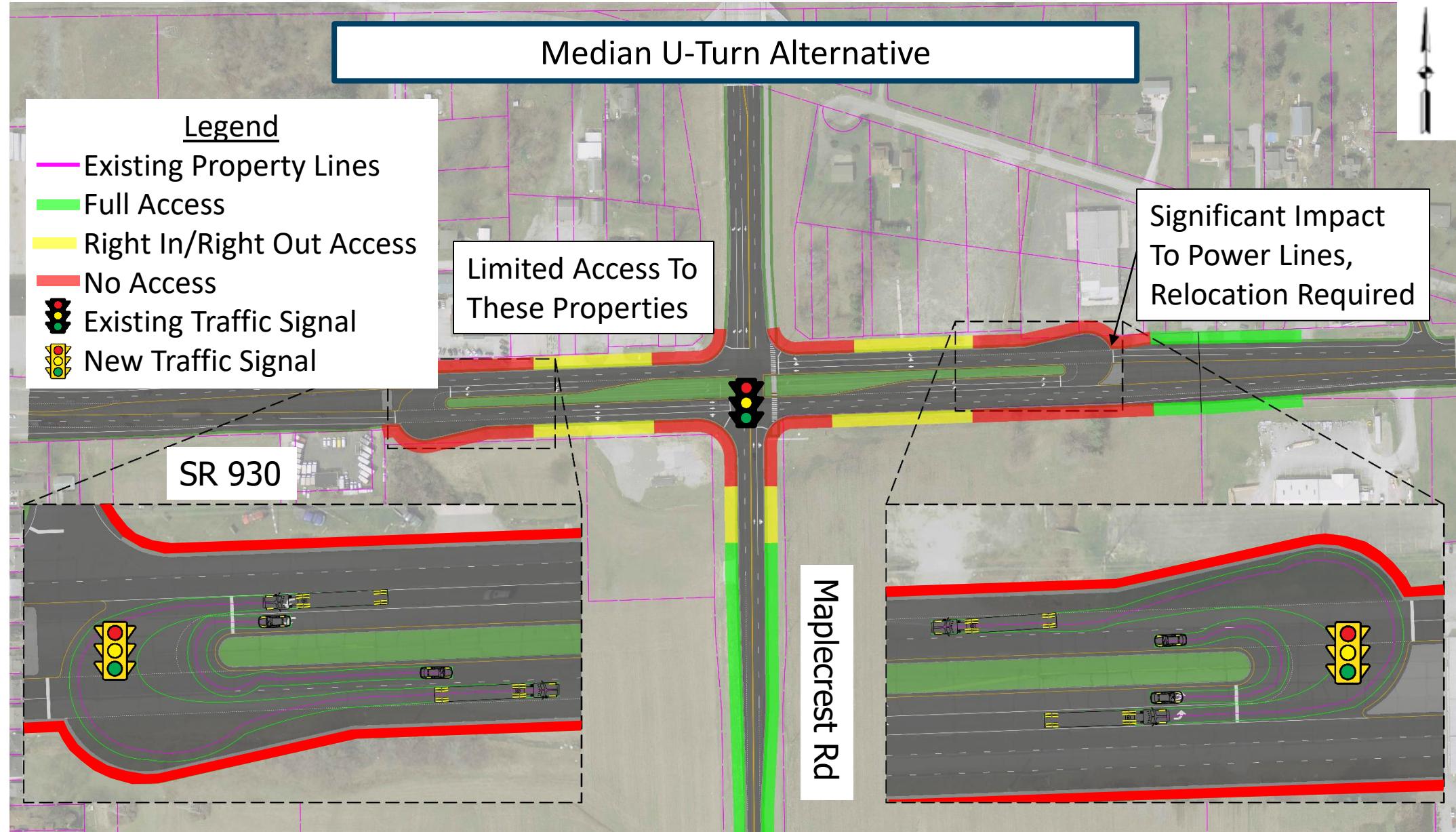
Alternatives were evaluated based on the following factors:

- Right-of-Way Impacts
- Construction Cost
- Traffic Flow
- Utility Impacts
- Access to Adjacent Properties

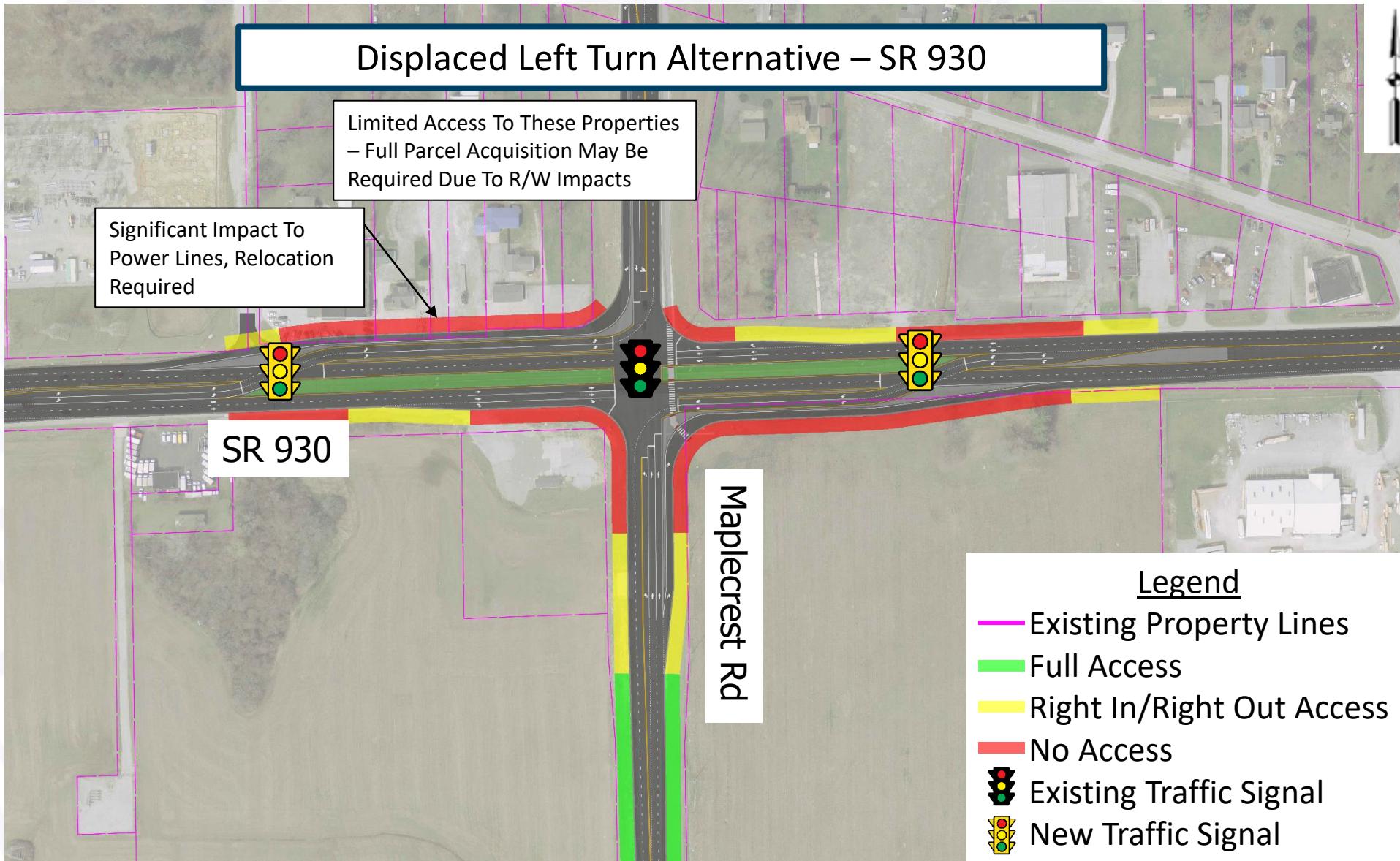
## Median U-Turn Alternative

### Legend

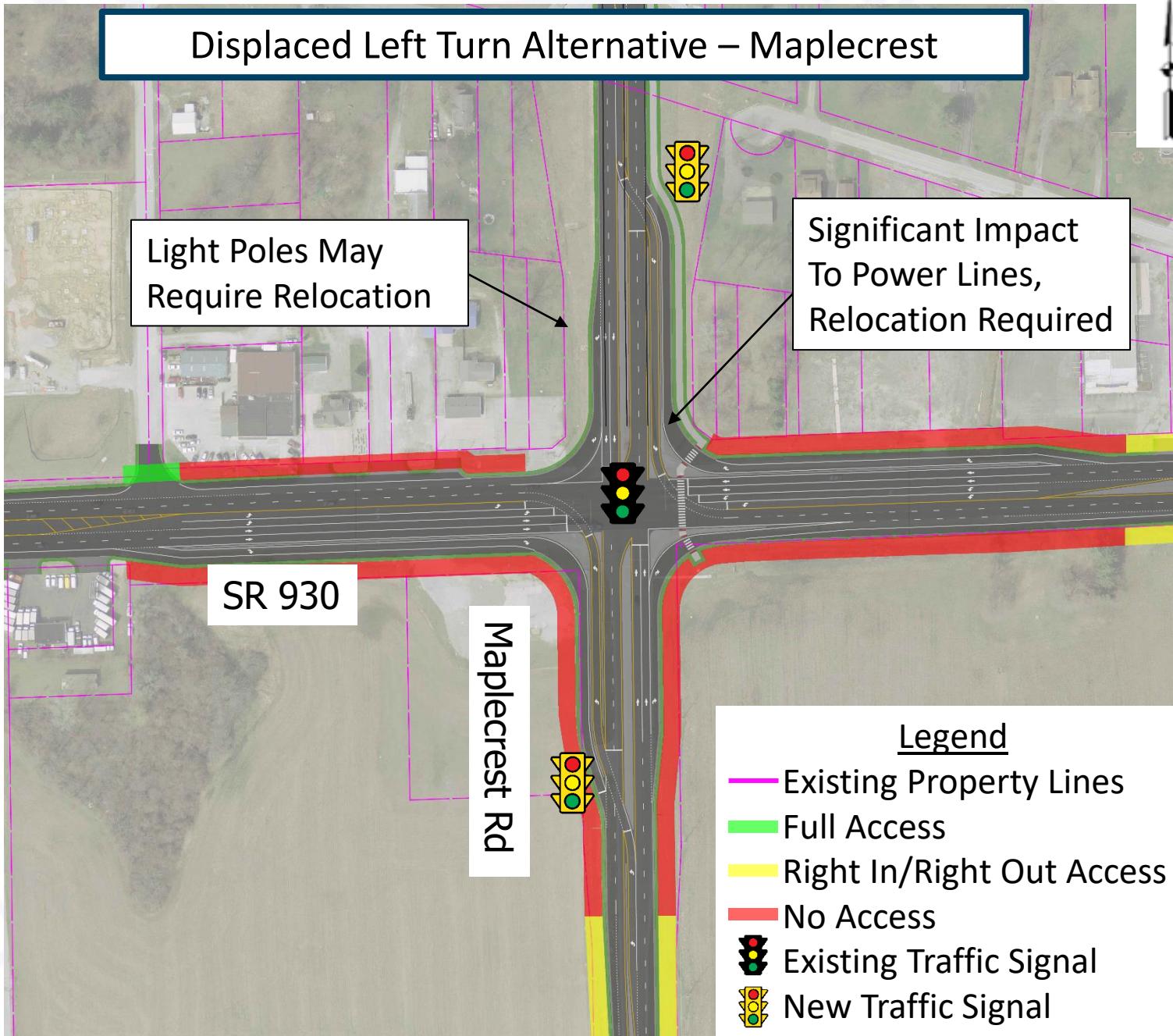
- Existing Property Lines
- Full Access
- Right In/Right Out Access
- No Access
- Existing Traffic Signal
- New Traffic Signal



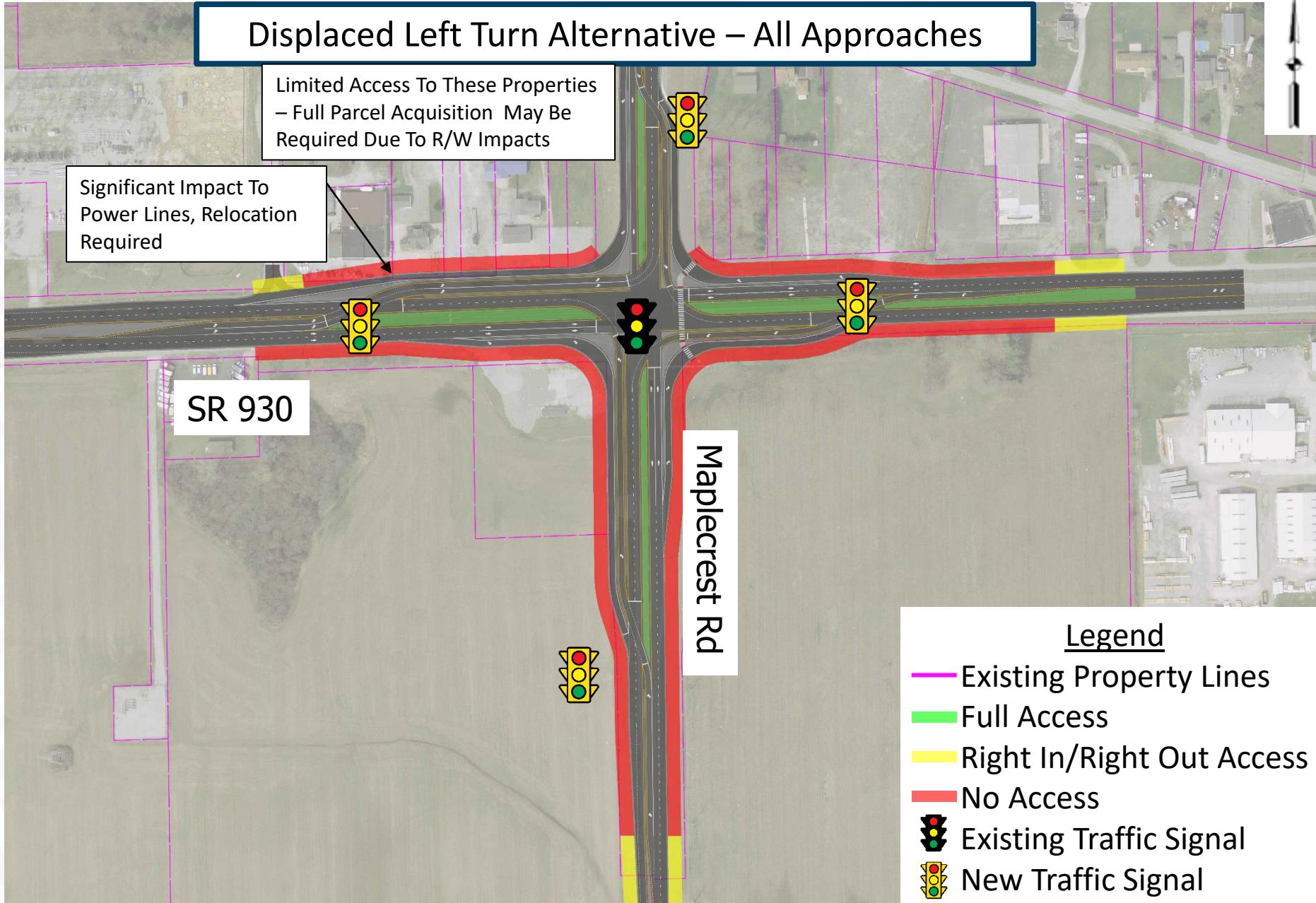
## Displaced Left Turn Alternative – SR 930

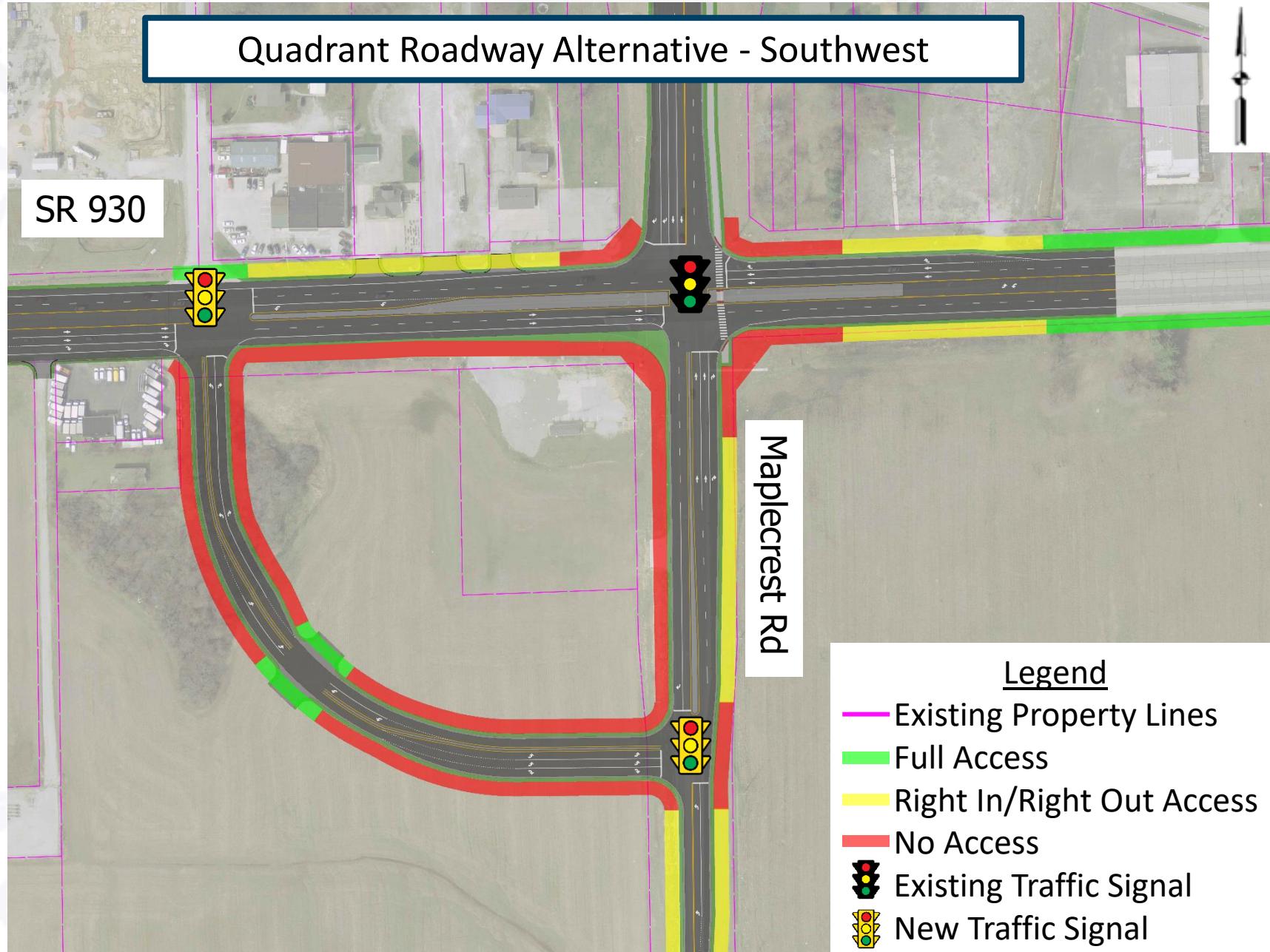


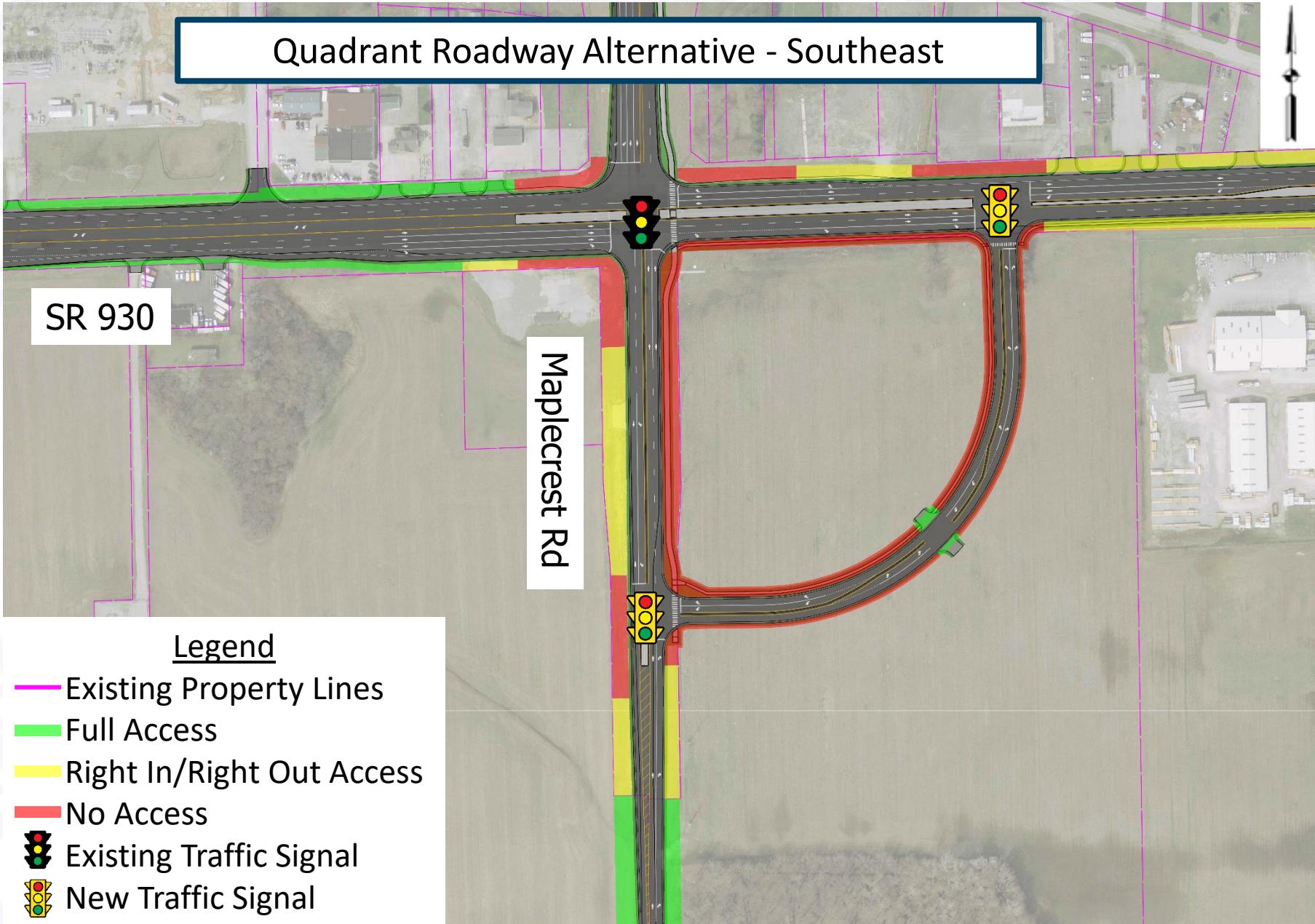
## Displaced Left Turn Alternative – Maplecrest



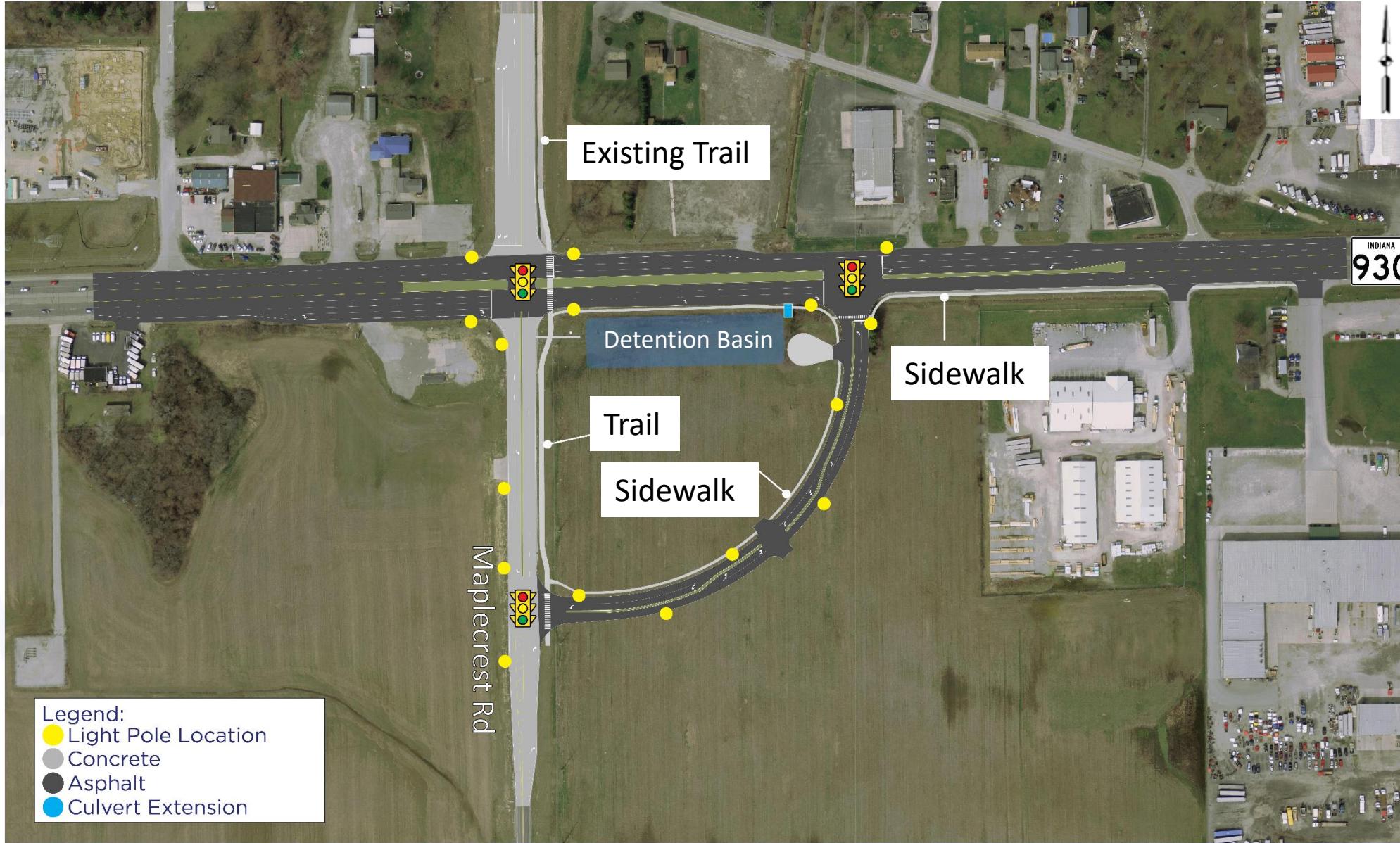
## Displaced Left Turn Alternative – All Approaches







# Preferred Alternative: Quadrant Roadway



# What is a Quadrant Roadway?

- Restricts all left-turns from the main intersection
- Left-turns moved to intersections with new roadway in one quadrant of the intersection
- New intersections are signalized and coordinated with the main intersection to allow for consistent flow through the signals
- Examples:



# SR 930 Westbound Traveling South



# Maplecrest Road Northbound Traveling West



# Maplecrest Road Southbound Traveling East



# SR 930 Eastbound Traveling North



# Signage



# Stormwater Drainage

## Drainage Features:

- New curb & gutter enclosed storm system along the quadrant roadway and south side of SR 930 east of the existing intersection
- Extension of box culvert under SR 930 east of existing intersection
- A new detention basin in the southeast corner of the intersection



# Pedestrian Accessibility

## Improvements:

- Extends trail along the east side of Maplecrest Road south to the new quadrant roadway
- New ADA compliant sidewalk on south side of SR 930 from the existing intersection to the eastern project limits
- New ADA compliant sidewalk along the north side of the quadrant roadway
- Marked crosswalks and pedestrian signals at all intersections



# Utilities

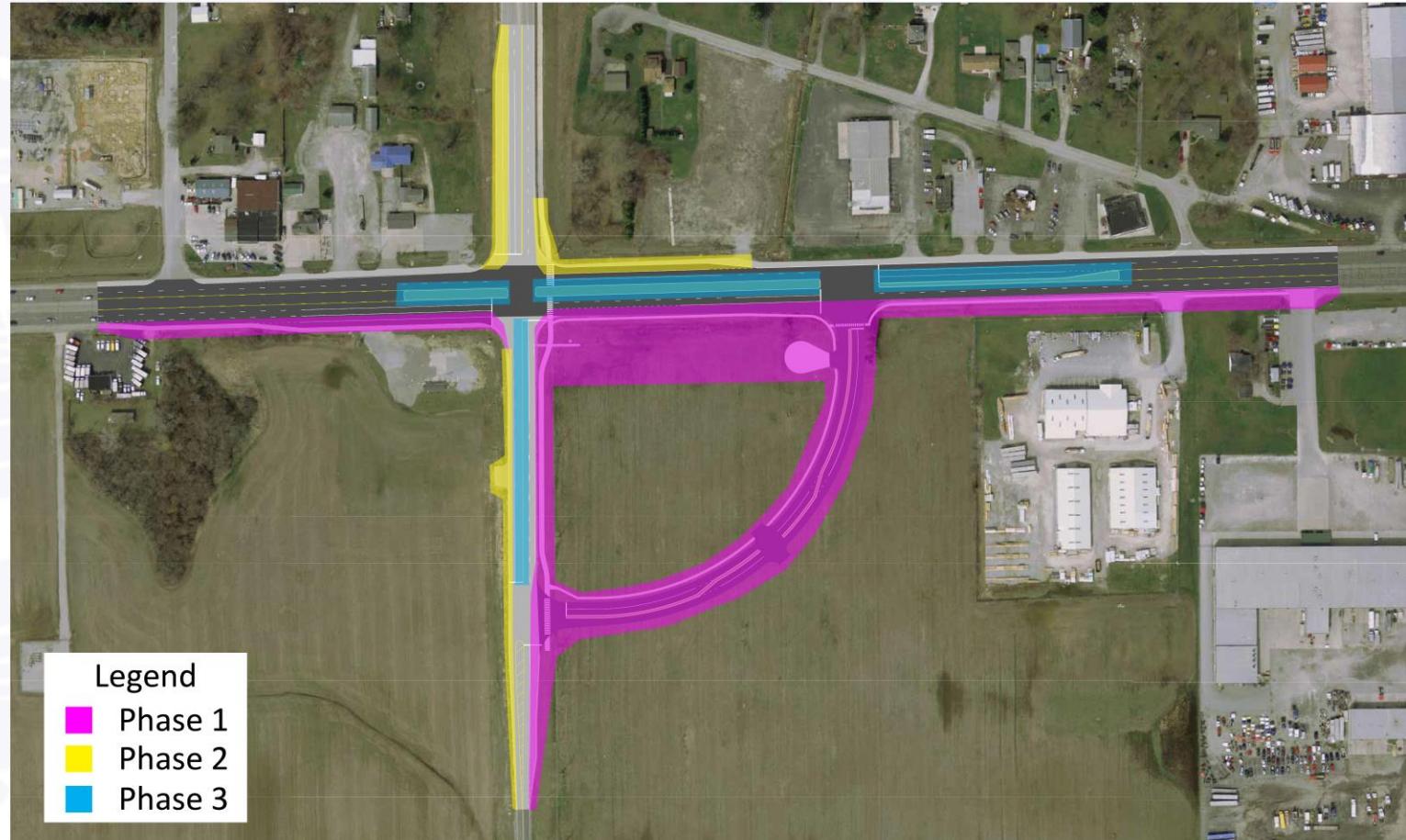
Utility coordination is following the INDOT process.

- The following utilities exist within the project limits with some requiring relocations:

Utility	Relocation Required?
AEP Distribution	No
AEP Transmission	No
AEP Fiber	No
Frontier	Yes
Comcast	No
Zayo	Yes
NIPSCO Gas	Yes
Tri State Pipeline	No
City of Fort Wayne Water and Sewer	No
City of New Haven Water	No

# Maintenance of Traffic

- Project will be constructed in three phases
- Traffic will be maintained for all movements through the intersection. Quadrant roadway will also be built during this phase.
- In phase three, the quadrant roadway will be open and the left turns will be restricted at the existing intersection.
- Temporary traffic barriers will separate traffic from construction activities.



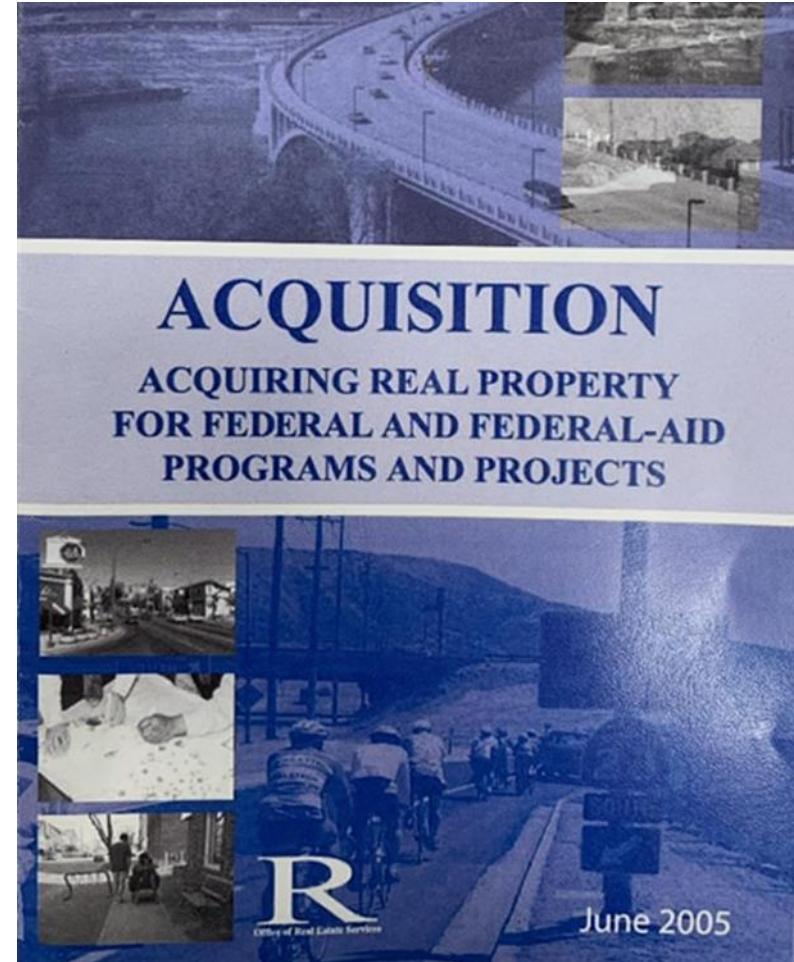
# Right of Way Acquisition

## Uniform Act of 1970

- Provides uniform and equitable treatment for persons whose property is acquired for public use.
- Private property shall not be acquired without just compensation.

## Acquisition Process

- Appraisals
- Review Appraisals
- Negotiations



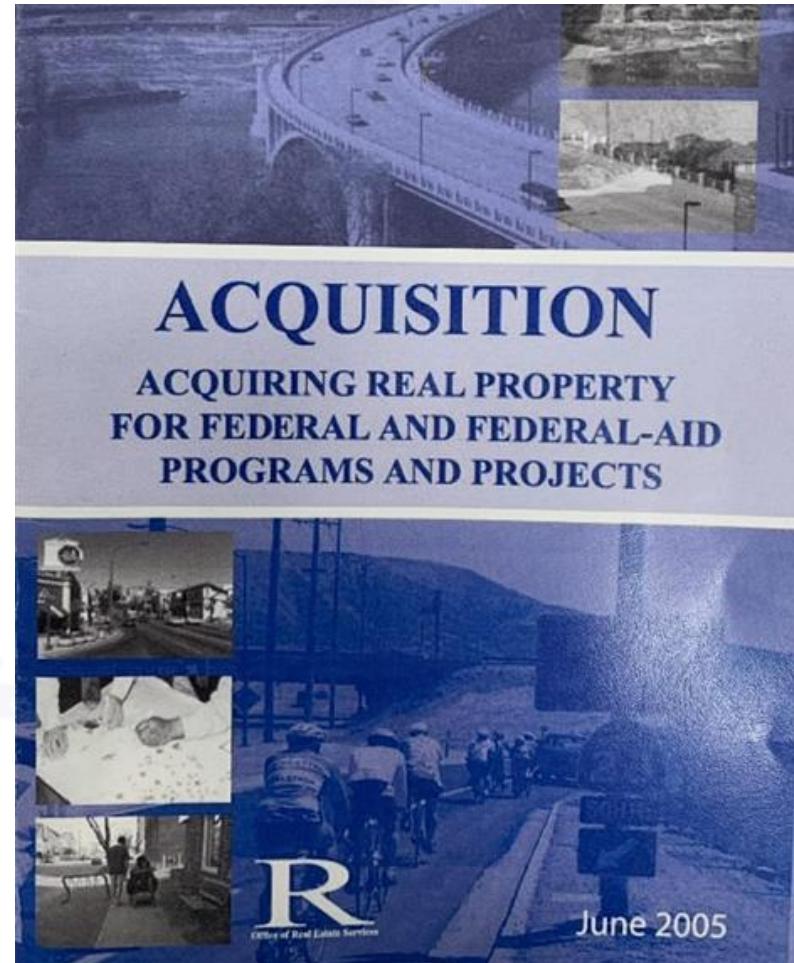
# Right of Way Acquisition

## Right of Way

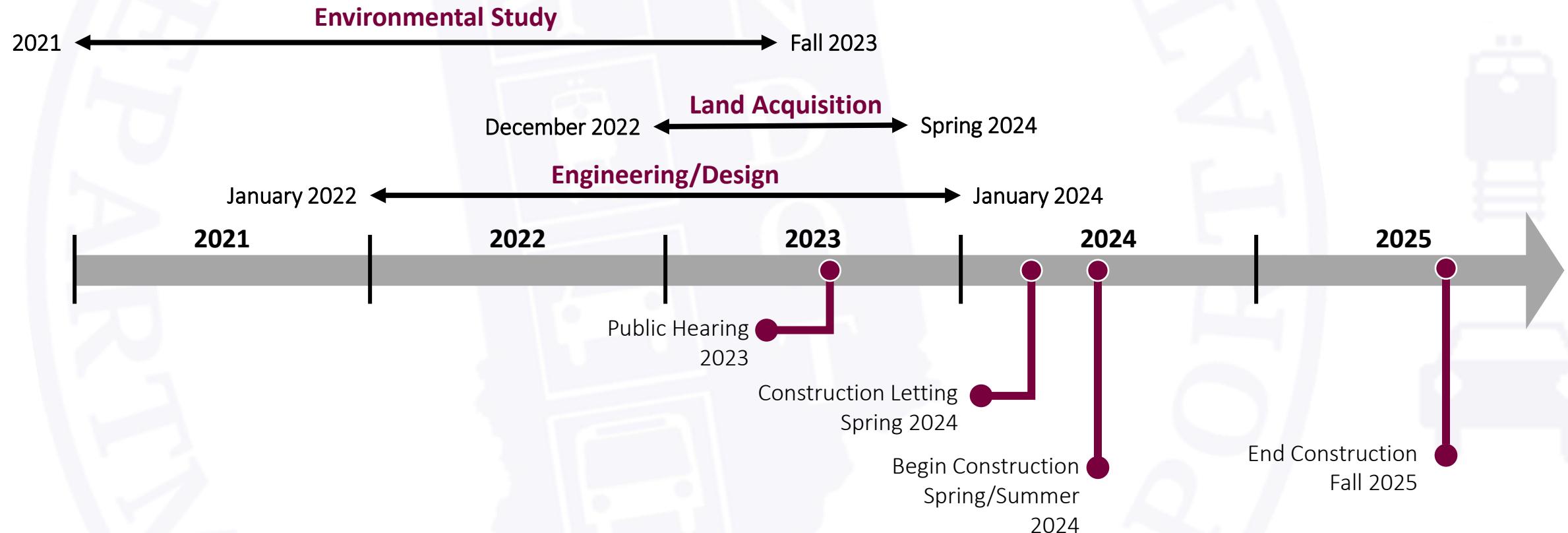
- Permanent (4 parcels)
  - Once purchased by INDOT, it becomes INDOT R/W
- Temporary (3 parcels)
  - Temporary R/W is land required for construction purposes.
  - INDOT pays the landowner a fee for land used during construction.

## Schedule

- Appraisals – 5 parcels secured
- Negotiations – 2 parcels in negotiation



# Anticipated Schedule



# Next Steps

## Project Website

We'll post project information on the project website:

[www.fortwayne.indot.in.gov](http://www.fortwayne.indot.in.gov)

- Scan the QR Code to go directly to the project website.
- Search: INDOT Fort Wayne District
- Main Page: Scroll down to Proposed Projects
- SR 930 and Maplecrest Road Intersection



The screenshot shows the INDOT Fort Wayne District website. The header features the Indiana Department of Transportation logo and a search bar. The main title is "S.R. 930 and Maplecrest Road Intersection Improvement in Allen County". Below the title, a breadcrumb navigation shows the path: INDOT > About INDOT > Central Office > Welcome to the Fort Wayne District > S.R. 930 and Maplecrest Road Intersection Improvement in Allen County. The page content includes sections for "Project Documents" (links to Environmental Document Part 1 and Environmental Document Part 2) and "Project Plans" (links to Part 1, Part 2, and Part 3).



# Thank You!

# Public Hearing Comments

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1. **Complete** a comment form and return it to an INDOT or DLZ representative attending the hearing. Comment forms are available at the sign-in table.
2. **Participate** as a speaker during the comment session following tonight's presentation.
3. **E-mail** comments to Haseeb Ghuman at [hghuman@dlz.com](mailto:hghuman@dlz.com)
4. **Mail** comments to DLZ at 138 North Delaware Street, Indianapolis, Indiana 46204
5. **Visit** the Fort Wayne District webpage to learn more about this project, [www.fortwayne.indot.in.gov](http://www.fortwayne.indot.in.gov)
6. **Submit** comments or have comments postmarked by Wednesday, September 6, 2023. Comments will be reviewed and considered as part of the INDOT decision making process.
7. **Questions?** Contact INDOT Customer Service at 1-855-INDOT-4-U (1-855-463-6848) [INDOT@indot.in.gov](mailto:INDOT@indot.in.gov)



**Client:** INDOT  
**Project:** SR 930 and Maplecrest Rd Intersection Improvement  
**Location:** New Haven Jr/Sr High School Auditoria

**Date and Time:** August 23, 2023, 6:00 PM  
**Purpose of Meeting:** Public Hearing  
**Project Manager:** Haseeb Ghumman



INNOVATIVE IDEAS  
EXCEPTIONAL DESIGN  
UNMATCHED CLIENT SERVICE

## MEETING SIGN-IN SHEET

Name	Title	Organization	Email	Phone Number
Robert Schaper				75
Fletcher Mopper				
A Scheitlin				
Alex Layman				
Jim Keefer				
Mike Mowery				
Ed Raupfer				
Kael Niblick				
Vickie Diblick				
Wendy Osborn				
Gerry Wyss				
Ann Cornwell				
GREG AUGSBURGER				
Sam Fratting				



**Client:** INDOT  
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INNOVATIVE IDEAS  
EXCEPTIONAL DESIGN  
UNMATCHED CLIENT SERVICE

## MEETING SIGN-IN SHEET

Name	Title	Organization	Email	Phone Number
MARILYNNE REYNOLDS Pam Cordinay				
Tony KEEFER Damon Percy				
Diane Keefer Chanchai Hochanor		Georgetown Board Association		
Phil LaBrash	Ass. City Engineer	City of Fort Wayne		
MIKE CCENDENEN				
Cal & Mary Ketzler				
Sarah McCann				
RAVEEN GULATI	Owner	Gulati & Associates LLC		
William REVILLE	PROJECT MANAGER	ALLEN COUNTY Highway		
Jan Robbins	—	—		

**SR 930/Maplecrest Road Intersection Improvements**

**Indiana Department of Transportation**

**Des. No. 1900107**

**Public Hearing Held on August 23, 2023, at New Haven Jr/Sr High School Auditorium**

**Comment and Response Document**

**Verbal Comments Provided at the Public Hearing**

Note: Verbal comments are transcribed (to the best ability) from audio recordings at public hearing.

**1. Speaker: Praveen Kumar Gulati**

My name is Praveen Kumar Gulati and I am a member of the Gulati & Associates, LLC. We own the property at intersection of 6244 Lincoln Highway. At the corner it used to be a small cigarette shop or gas station there. So, as a property owner, I understand that there is a need for improvement and public right of way and we have to provide access for the future, but the property owners are entitled that their properties are restored, and they can enter the property the way it was designed before. I did not completely understand which plan you are going to go and how it is going to impact our property. For other property owners also, it is necessary to take the property, I mean the government has the right to do it, but at the same time being a property owner we have the right that our properties, you know the access is restored as soon as possible. Thank you.

**Response:** After a review of alternatives for the intersection, the southeast quadrant roadway was chosen as the preferred alternative. A left in/right out access along SR 930 with a dedicated turn lane in the center median, and a right in/right out access along Maplecrest Road has been incorporated in the design plans for this property.

**2. Speaker: Samuel A. Frutig**

Let's see, I live within 2,000 thousand feet of this intersection and have utilized it daily for fifteen years both as a private citizen and a commercial driver. I'm a class A driver and have been since 2018. I don't believe this particular project is warranted. I fully support adding pedestrian walkways and crosswalks to all sides of this intersection. I think you need to add sidewalks along with street lights to all sides, aside from that, I fail to see how the entire project is necessary using congestion as the reason. This intersection is only exceptionally busy during rush hours, and I have not seen any extra nor extra ordinary accidents or frequency of accidents here. I am in favor of reworking the intersection to accommodate pedestrian and vehicle traffic, but this project seems too ambitious. Especially the addition of the loop area and a complete redirecting of traffic. I think that there are other intersections along 930, 27, and 24 that can use reworking due to exceptional congestion. Median U-turns in my experience are never a good alternative to heavy intersection traffic. Also, displaced left turns that resemble diverging diamonds and quadrant bypass loop and roadways. This also seems to favor commercial interests which should not be a factor in my opinion. 930 should have expanded lanes throughout New Haven all the way to 469. That is where the real congestion is. This proposal seems much too ambitious and unwarranted. I suggest a complete revision of the plan. Thank you.

**Response:** The existing intersection experiences significant traffic delays and congestion during peak hours, which is expected to worsen over time with future traffic growth. This congestion causes a significant number of rear-end crashes at this intersection. Improvements are needed to alleviate congestion and improve safety. A study was performed to determine the best intersection

improvement alternative. The quadrant roadway in the southeast quadrant was chosen because it had the least amount of utility impacts and maintained the most adjacent property access, while still improving traffic flow.

### **Written Comments Received After the Hearing**

**1. Samuel A. Frutig, 1964 Dellwood Dr. Fort Wayne, Indiana 46803**

I fully support adding pedestrian walkways and crosswalks. I think you need to add sidewalks to the south-west quadrant along with street-lights. Aside from that, I fail to see how the entire project is necessary using congestion as the reason. This intersection is only exceptionally busy during rush hours and I have not seen any extra-ordinary accidents or frequency of accidents here. I live within 2,000 feet of this intersection and have utilized it daily for 15 years, both as a private citizen and a commercial driver. I do not believe this particular project is warranted. I am in favor of re-working the intersection to accommodate pedestrian and vehicle traffic, but this project seems too ambitious. Especially the addition of the “loop” area and a complete re-direction of traffic. I think that there are other intersections along 930, 27, and 24 that can use re-working due to exceptional congestion. In my experience median U-turns, displaced left turns resembling diverging diamonds, and quadrant bypass loops/roadways are never a good alternative to heavy intersection traffic. It seems to favor commercial interests which should not be a factor in my opinion. Also, 930 should have expanded lanes throughout New Haven all the way to 469. That is where the real congestion is. This proposal seems much too ambitious and unwarranted. I suggest a complete revision of the plan.

**Response:** The existing intersection experiences significant traffic delays and congestion during peak hours, which is expected to worsen over time with future traffic growth. This congestion causes a significant number of rear-end crashes at this intersection. Improvements are needed to alleviate congestion and improve safety. A study was performed to determine the best intersection improvement alternative. The quadrant roadway in the southeast quadrant was chosen because it had the least amount of utility impacts and maintained the most adjacent property access, while still improving traffic flow.

**2. Robert W. Schaper, 5630 Sampson Road Woodburn, Indiana 46797**

I believe this will cause more confusion. More people will opt to go straight through New Haven than go around the block to go North on Maplecrest. You will never stop all accidents because you people from pay attention.

**Response:** The project includes new pavement markings, overhead signage, and additional ground mounted signage to aid in navigation through the intersections and the quadrant roadway.

**3. Praveen Kumar Gulati, 5199 Gardenia Court, West Lafayette, IN 47906**

- (A) There is not much traffic on Maplecrest. It would be sufficient to treat this road as “secondary”. Traffic count statistics throughout the course of any given day will support this statement.
- (B) The plan for SR 930 is justified and acceptable in public interest.
- (C) City of New Haven, other stakeholders inclusive of residents, property owners and the general public shares the similar views when I talked to them.
- (D) Based on the above, prohibiting a left turn is not a requirement, but rather an imposition. It is my recommendation that IDOT mustn’t construct a median at this time at Maplecrest.

(E) A government is responsible for creating and enforcing the rules of a society, defense, foreign affairs, the economy and public services. Therefore, being a taxpayer, property owner and citizen I solicit that IDOT must work on such principals.

**Response:** Both roadways are Arterial streets. SR 930 is classified as “Primary Arterial” and Maplecrest Road as “Minor Arterial”. As per Northeastern Indiana Regional Coordinating Council (NIRCC), the annual average daily traffic in 2021 for Maplecrest Road was up to 20,250 vehicles per day and the annual average daily traffic in 2021 for SR 930 was up to 26,100 vehicles per day. The addition of the median along Maplecrest Road and eliminating left turns across the two southbound lanes is for the purposes of access control due to close proximity of signalized intersections, and for the purposes of improving traffic safety.

### **Comments Received Via Email After the Hearing**

**1. Jonah Updegrove**

I just recently saw the plan for the intersection of SR 930 and Maplecrest Rd to remove certain turns and add another road to the southeast portion to accommodate safer driver and I think it is a good idea, but it is lacking any infrastructure for bicycle traffic which I have observed at the intersection heading east or west on SR 930. I think that a bicycle lane on SR 930 in the east and west direction with a curb or bollards to protect cyclists would greatly benefit the safety of them since construction is likely going to be taking place anyways. This would not only protect cyclists that currently bike on SR 930, but encourage more people to bike on US930 and decrease the car traffic that is causing this increase in motor vehicle collisions.

**Response:** The bicycle accommodation is included in the project limits via the extension of the existing trail along the east side of Maplecrest Road towards the south across SR 930, and past the new intersection with the quadrant roadway. The Fort Wayne Trails plan for Allen County does not include a bike lane or trail along SR 930 in this area.

**2. Lacey Hopkins**

This new proposal won't make things any better. People come onto SR 930 heading East & they are suppose to yield to oncoming traffic. I watch this happen daily where they are flying on the road & cut people who have the right a way off. In doing so they also cut across all lanes of traffic to get to the turning lanes. I've seen accidents almost caused & have experienced this myself. This new proposal doesn't do anything but make the congestion up the bridge. Why not change the timing on the lights to allow more cars to clear the intersection. I know the light on the South of the intersection doesn't work correctly to turn Left on to SR 930. I'll be sitting there long before the change & it'll give me a yellow light when I should have a green turning light. This happens more often then not. There are issues with the lights and there should be a yield sign that flashes for people coming on to SR 930. These people today think they are entitled and don't follow the rules of the road. Yet I don't see police sitting there either to ticket people. Maybe we should have a police officer sitting in the area ticketing people and they will slow down in that area.

**Response:** With the elimination of left turns, the proposed design is expected to improve safety and improve traffic flow through the existing intersection. Since the left turns will be eliminated at the existing intersection, there will be no conflict between oncoming traffic and through traffic heading east or west. With the relocation of the left turns at the new signals, the amount of green time at the existing intersection will increase and allow more vehicles to pass between red cycles. The

existing intersection is at or near capacity during peak periods. The signal timings are optimized for the current conditions, and providing more green time to any movement results in longer delays for all other movements.

**3. Phil Russell**

Hello,

I saw in the news today that there was a meeting held yesterday about the possible changes to SR 930 and Maplecrest. I am writing to provide input on it as someone who uses that intersection several times a day. The plan that was presented does not seem to address the major issues with the intersection. It simply pushes the problem south on Maplecrest and east on SR 930. In my opinion, a better solution would be to make Maplecrest 2 lanes in each direction south of the intersection. Double turn lanes, along with updated light timing, could be utilized to relieve some of the pressure and back ups. Adding in an extra stop light on 930 and an extra restriction point on Maplecrest south of the intersection will not help with flow. It just moves the problem elsewhere.

**Response:** The primary cause of congestion and safety at the existing intersection is due to the heavy through traffic and left turning traffic. The existing intersection operation was evaluated with the addition of lanes on all approaches. However, those additions are not expected to address the traffic capacity and safety at the intersection. Moving the left turns to the secondary intersections and coordinating the green times will allow vehicles to move more efficiently at the existing intersection. Signal timing coordination between existing and new signals will also improve the traffic operations through the project. The turn lanes were identified based on the traffic analysis done for the project. Allen County is planning a project to widen Maplecrest to the south, but this will not address the safety and congestion issues at the SR 930 intersection.

**4. Terence Meloan**

This SR 930 and Maplecrest proposed quadrant road will (1) double the number of turns, (2) make vehicles cross 2 lanes of moving traffic on IN 930, (3) cross 2 lanes of moving traffic halfway downhill on Maplecrest. I travel thru this intersection 6 times a week each way. There will be some spectacular t-bones after this change.

**Response:** Most of the existing crashes are attributable to rear end and left turns at the main intersection due to congestion. The proposed quadrant roadway will help mitigate this safety concern by shifting the left turn movements to the quadrant intersections, thereby reducing the amount of traffic and conflicts at the main intersection.

**5. Clarice Koepke**

The proposed changes to the SR 930 & Maplecrest intersection are not conducive to efficient travel. It also seems to be counterproductive to the reason the Maplecrest bridge was constructed in the first place. Why not change the signals to match that of Coliseum and State (Fort Wayne). Also, the fact that this has not been properly shared with ALL the residents of New Haven to have an open meeting is also quite unreasonable.

**Response:** Eliminating the left turns at the existing intersection will provide increased green time for the through movements in either direction. This results in more efficient travel through the intersection. The Coliseum Blvd and State Blvd intersection has different traffic volumes and

patterns. Modifying the existing number of lanes and signal timings was evaluated but those improvements did not address the traffic capacity and safety at this intersection.

The public hearing was advertised in The Journal Gazette on August 8<sup>th</sup> and August 15<sup>th</sup>. Local Fort Wayne channel WANE 15 had also advertised the public hearing. INDOT also advertised the hearing on its website, INDOT's email subscription list, and INDOT's social media accounts.

**6. Abigail Reuille**

My family and I live on Old Maumee Road, right by this intersection. It is barely ever congested to a point of frustration and I rarely see accidents. The proposed project does not seem necessary and I would think it would prove to be a bigger headache than the way the intersection currently is. I am opposed.

**Response:** The project is necessitated by increased congestion and crashes at the intersection. During peak hours the existing intersection operates at or near capacity, leading to congestion and vehicle back-ups. These conditions are expected to worsen with future traffic growth. Between January of 2017 and December of 2022, 151 total crashes were reported with 58% of those being rear-end collisions.

**7. Wendy Osborn**

Hello Mr. Hasseb Ghuman,

I attended the public hearing on the DES# 1900107 proposed intersection improvement at SR930 & Maplecrest Rd - Allen County. It was informative and detailed.

I have some concerns that there will be heavy traffic back ups in all four directions due to the two additional street lights on SR930 east of the intersection and also Maplecrest Rd south of the current intersection. The traffic will not be able to flow well. There will be a lot of stops & starts between the additional lights with not many cars being able to proceed through the lights and intersections and more delays. The proposed layout will be confusing to drivers and may possibly create more accidents when trying to figure out which lane to drive in depending on which direction they need to head.

It would be best to keep the current intersection and not construct the proposed one. For safety for the drivers to make sure all the current lanes are well marked on the road including all the left turn lanes to cut down on the accidents especially if there are two left turn lanes turning on Maplecrest Rd heading north. This will help the drivers to be able to stay in their own lanes when making left turns.

**Response:** Upon completion of the project, all signal timings will be coordinated to allow vehicles to move straight through the existing intersection and the new signals at quadrant roadway. Additional signage and pavement markings will be installed to aid in navigation through the quadrant roadway.

## 8. Praveen Kumar Gulati

Dear Mr. Ghumman,

I am writing to protest your proposed improvement plan at SR 930 and Maplecrest Road in Allen County, New Haven as the primary property owner of 6244 Lincoln Highway, New Haven.

We respectfully ask that a reevaluation is considered citing the following reasons:

As presented during the recent public hearing - The interest of the property owners should be a primary factor in the decision. We are not opposed to development as we are citizens of the community first. In fact, we welcome the development which is aimed at public safety and smooth traffic flow. Having said that, the proposed plan feels ambitious (and somewhat disruptive) and likely requires some revision.

For example:

- 1) There is not much traffic on Maplecrest. It would be sufficient to treat this road as "secondary". Traffic count statistics throughout the course of any given day will support this statement.
- 2) The plan for SR 930 is justified and acceptable in public interest.

Based on the above, prohibiting a left turn is not a requirement, but rather an imposition. It is my recommendation that INDOT mustn't construct a median at this time at Maplecrest.

We hereby submit this formal protest for the interest of all stakeholders inclusive of residents, property owners, and the general public.

**Response:** Both roadways are Arterial streets. SR 930 is classified as "Primary Arterial" and Maplecrest Road as "Minor Arterial". As per Northeastern Indiana Regional Coordinating Council (NIRCC), the annual average daily traffic in 2021 for Maplecrest Road was up to 20,250 vehicles per day and the annual average daily traffic in 2021 for SR 930 was up to 26,100 vehicles per day. The addition of the median along Maplecrest Road, eliminating left turns across the two southbound lanes, is for the purposing of access control due to adjacent signalized intersections, and for the purposes of improving traffic safety.

## 9. Richard Bleich

INDOT's engineering drawings mirror those of New Haven's Lincoln Highway Corridor Plan. INDOT had concealed a part of a map that was shown at a public meeting which would have revealed that INDOT and the City of New Haven are working in conjunction on this project.

A study performed by INDOT alleges that the primary cause of congestion at the intersection is in the left turn phase at the intersection causing a high number of real-end collisions.

But the INDOT project environmental assessment document shows that of 62 non-fatal crashes that occurred between 2014 and 2016 at this intersection, only 11% were from left hand turns.

Of the roughly 151 total crashes have occurred around the intersection between 2017 and 2020, only 58% of the crashes are rear-end collisions, statistically only 10% of collisions would have been

from left hand turns. A separate national report from the Bureau of Transportation Statistics indicates that only 10% of rear end collisions are a result of left hand turns.

I spoke with an Indianapolis civil engineer with over 35 years of experience (with no prior knowledge of the New Haven development plan) who said, "There is more to this than just eliminating LHT's at 930. Someone is developing that corner and we (taxpayers) are paying for the solution to the developers traffic problem at 930." I agree. It's a solution in search of a problem at the taxpayers expense.

This is a nonsensical solution to a nonexistent problem. Rerouting ALL left hand turning traffic onto the same two lane street that New Haven plans to develop into a mixed use complex will ultimately result in an increase of traffic collisions, not a reduction.

**Response:** During peak hours the existing intersection operates at or near capacity, leading to congestion and vehicle stacking. Between January of 2017 and December of 2022, 151 total crashes were reported with 58% of those being rear-end collisions. Most of the existing crashes are attributable to rear end and left turns at the main intersection due to congestion. The proposed quadrant roadway will help mitigate this safety concern by shifting the left turn movements to the quadrant intersections, thereby reducing the amount of traffic and conflicts at the main intersection. By eliminating left turns at the existing intersection, the traffic conflicts will be reduced and the through traffic will have increased green time at the existing intersection, thereby improving safety. Coordination was done with the City of New Haven during the project development.

#### 10. Fort Wayne Farms II, LLC/ Dylan Fisher

Mr. Ghumman,

My client, Fort Wayne Farm II, LLC, is the owner of a sizable tract of land with frontage along S.R. 930 and Maplecrest Road. My firm has been asked to prepare written comments to be submitted in accordance with the public comment requirements for the project (INDOT Des 1900107).

My client is particularly interested in a permanent access solution to facilitate future commercial development growth on their parcel and the adjacent lands, located at the southwest corner of the busy intersection. There are active commercial development prospects for the undeveloped property at this corner of the intersection, but no access from SR 930 or Maplecrest Road are shown in the current preliminary project plans. The current zoning on my client's property is R-4, Flex Residential, which is intended to permit low to high density residential including single, two-family, and multi-family housing. Other compatible, nonresidential uses may be permitted including certain professional office and commercial uses. Realistically their parcel may be developed for a combination of multi-family and neighborhood commercial users generating a fair amount of daily vehicle trips. The attached economic impact report details a hypothetical development pattern and fiscal impact resulting from development of my client's property.

It's my understanding that multi-modal connectivity, via the planned pedestrian and bicycle trail along Maplecrest Road, are an important element of the INDOT project. Given the likelihood of residential and commercial development occurring on my client's site, we think pre-planned and safe vehicular, pedestrian, and bicycle connectivity to the site should be considered in the final design for INDOT Des 1900107. With that said, my client's formal design comments are provided below:

### Maplecrest Road Considerations

- No curb cut shown on west side of Maplecrest Road near location of new signal-controlled intersection. Site will need left in/out at the new signal control on Maplecrest Road for future development opportunity.
- Ideally site access for the Fort Wayne Farm II, LLC property along Maplecrest Road would align with the new, signal controlled Jughandle road intersection. Current Maplecrest design does not appear to allow for controlled, left turn into the site from northbound Maplecrest Road. Northbound traffic lanes are designated for northbound travel continuing Maplecrest Road or for right turns on to new jughandle to access SR 930. Seeking addition of left-turn lane with stacking capacity or allow space for the future establishment of a left-turn lane with stacking capacity to access site by restriping of the intersection. Ideally, the newly paved road pavement width and alignment would allow for the future left-turn lane without modifying the pavement section.
- Jughandle road intersection at Maplecrest Road should plan for through traffic allowing vehicles to travel straight through signal-controlled intersection and enter proposed property. Current plans show right and left turns only. Additional lane does not appear necessary in this situation as the right-turn lane could serve as right-turn or straight traffic.
- Ideally the engineering design would account for the installation of a future crosswalk across Maplecrest Road at proposed the new signal-controlled intersection with jughandle road to allow pedestrian/bicycle egress and ingress from proposed shared-use path extension.

### SR 930 Considerations

- Plans show no access point on northern edge of property adjacent to SR 930. Site needs left/right turning access for future development opportunity.
- Ideal location for left/right access point along south side of SR 930 would be in alignment with Estella Avenue on the north side of SR 930.
- Center lane of SR 930, west of SR 930 and Maplecrest Road intersection, appears to change from a solid median near the intersection to a turn lane as SR 930 moves westward. Is this proposed as a turn lane that would allow westbound SR 930 traffic to stack and then turn left into a future access point along the southside of SR 930?
- No concern with location of proposed guardrail on south side of SR 930.
- No concern with placement of directional signage.

### General Considerations

- Proposed construction schedule?
- Is there opportunity for the new proposed stormwater basin to serve as regional detention?

This email and the enclosed attachments are submitted on behalf of Fort Wayne Farm II, LLC as the landowner's public comments on INDOT Des 1900107. I'd welcome the opportunity to speak with you about each of the considerations.

**Response:** Multiuse path is included within the project limits, via the extension of the existing trail along the east side of Maplecrest Road towards the south across SR 930, and past the new intersection with the quadrant roadway. Sidewalks are also included within the project limits along the quadrant roadway and south side of SR 930 (east of Maplecrest).

The addition of the median along Maplecrest Road is for the purposes of access control due to close proximity of the signalized intersections, and for the purposes of improving traffic safety.

Access from Maplecrest will not be permitted across from the quadrant roadway due to the functionality of the quadrant roadway signal operation. Full access can be permitted south of the quadrant roadway, at more than 1000'+ south of SR 930. Full access could also be permitted on SR 930 across from Estella Ave., though this access is not planned as part of INDOT's project.

For the parcel located immediately southwest of the intersection, only a right-in/right access can be permitted along Maplecrest. A left-in can be permitted from SR 930, utilizing the existing bi-directional left turn, west of Maplecrest. Left-out on SR 930 from this parcel will not be permitted.

The proposed construction is expected to occur between Spring/Summer 2024 and Fall/Winter 2025.

There is no additional capacity in the proposed stormwater basin to be used as a regional detention.

## 11. Marie James

Haseeb,

I am concerned about the improvement project making the intersection very confusing and difficult for the trucks and cars to navigate. New Haven has truck traffic and slow moving vehicles. There is nothing wrong with the intersection.

I feel the traffic study was taken at the time of construction on the Landin Road bridge. This caused heavy traffic at times and people were not used to coming south over the Maplecrest bridge into standing traffic to turn left onto 930. When the Landin bridge is open the traffic is not as heavy. Also people are now more prepared to stop and expect a longer turn line. As with any heavy traffic patterns throughout Fort Wayne, people adjust.

I would be happier to know the statistics from 2017 to 2023 were considered. You may find that the numbers show what I am trying to explain. I think the number of accidents has declined and the intersection does not need to be revised.

**Response:** From January 2017 to December 2022, a total of 151 crashes have been reported at the existing intersection, an average of approx. 25 crashes per year. A compilation of crash data previously noted that from January 2014 to December 2016, a total of 62 crashes were reported, and an average of approx. 21 crashes per year. This data indicates an increase in number of reported crashes between the time periods stated above.

## 12. Amanda Scheitlin

I just want to take a minute to voice my opposition to this proposed 'improvement'. After attending the public meeting for this project I did some research and found the data doesn't match the reasons given for this project which makes this seem quite disingenuous. I think we all know what the real reason is for this proposed project and it is shameful that Allen County and INDOT would place yet another burden on this part of the County to satisfy their desire to build a prison size jail right in a neighborhood and Wetlands. The number one area in the County with the highest number of elderly, physically impaired, single mothers, lowest incomes, etc. This part of the County is the most overburdened area of the County and this 'improvement' will not be serving us. It is strictly intended to serve the Allen County Jail. The County only thinks about us when they want the funds to pay for their negligence. Shame on you for being a participant in this scam.

\* Please, don't bother giving me the speech about how "it is for the good of all". Allen County always reminds us that we are only collateral damage to them. We only count when it comes time to pay for their negligence.

**Response:** The project is necessitated by increased congestion and crashes at the intersection. During peak hours the existing intersection operates at or near capacity, leading to congestion and crashes. These conditions are expected to increase with future traffic growth. Between January of 2017 and December of 2022, 151 total crashes were reported with 58% of those being rear-end collisions. With congestion being the primary cause of these crashes, the quadrant roadway intersection was chosen that eliminates left turns at the existing intersection. With the elimination of left turns, the proposed design is expected to improve safety and improve traffic flow through the existing intersection. This project is an INDOT project and is not associated with the proposed Allen County Jail.

### 13. Tina Hughes

Hello, we have a few questions about this plan. What is the estimated cost of this plan? There is always an estimate, especially since you know how long it will take to complete the project. Who will be paying for this plan and how? Will you be applying for an income tax or property tax levy?

Does this project have any connection to the proposed new Jail project, or it's budgeting/taxing? What study did you do to determine that it would be safer and better to put this at 930 and Maplecrest instead of Meyer Rd which is the entrance to our city? Meyer Rd is a MUCH LESS BUSY intersection by far.

You are adding an additional light in front of the Napa store, but to do that, you have to waste a prime piece of land that could be used to attract big retail businesses like walmart who was considering that very spot for some time. Is that the best use of New Haven's prime Real Estate at one of the most important intersections in our city?

Why do we need this extra light? What is it's function?

Please help us to understand. We are concerned about our city.

Thanks!

Allen County Residents Against the Jail (ACRAJ)

**Response:** The project is being funded by INDOT/FHWA and is estimated at approx. \$7.3 million for Construction. There is no connection with the proposed jail project. Due to heavy traffic volumes, the traffic light on SR 930 and Quadrant Road will provide a safe operation for through and turning vehicles. The area inside of the quadrant roadway is not being acquired, allowing it to be developed in the future.

#### 14. Chanchai Hocharoen

I am a Georgetowne Place Community Association Board member. I represented the Board at the public hearing for SR 930 and Maplecrest Road Intersection Improvements dated August 23, 2023 at New Haven High school.

The intersection of SR 930 and Maplecrest Road is located directly and approximately 1.5 miles south of our Georgetowne Place Subdivision. The residents of Georgetowne Place Subdivision, which is one of the largest subdivisions on Maplecrest Road near the project site, utilize Maplecrest Road to go to City of New Haven and City of Fort Wayne. Also, there is more traffic on Maplecrest Road north of SR 930 that uses the intersection every day. My neighbor and I also use SR 930 to go to work in downtown Fort Wayne every day. The designer/Indiana Department of transportation (INDOT) indicated that the intersection project needs improvements due to the crash history and a high traffic volume at the intersection. The project proposed the following:

- Eliminated left-turn movements on both SR 930 and Maplecrest Road by Add a raised concrete median on SR 930 to prohibit left-turn movements.
- Introduce two new intersections, one is on Maplecrest Road south of SR 930 and another intersection is on SR 930 east of Maplecrest Road with a new traffic signal at each intersection.
- Introduce a new two-lane loop road that will connect these two new intersections in the southeast quadrant of the intersection of SR 930 and Maplecrest Road.
- Reroute left-turn traffic from SR 930 and Maplecrest Rd to the new loop road and the new 2 intersections.
- Other improvements include pedestrian sidewalks.

Following are the comments from the Board based on the above proposed intersection improvements:

1. We feel that the project does not properly address the need for improvements at the intersection and does not have properly design for the intersections.
2. In addition, we feel that the proposed new intersections eventually will generate more crashes or accident in the future. Crash history indicates that most of the accidents occur at the intersection with or without traffic signal. With introducing two new intersections equipped with traffic signals, we positively think that there are more traffic accidents is just waiting to happen at these intersections.
3. This proposed design concept would have changed their normal drive routine to follow new traffic direction or traffic pattern.
4. The new intersection layout will cause a lot of delays for the drivers, who want to make a left-turn.
5. Eastbound left-turn lane on SR 930 currently consists of two single left-turn lanes (side by side) for traffic to turn north on Maplecrest Road. The Left-turn traffic on SR 930 is very heavy during the rush hour periods. We believe that rerouting the left-turn traffic from these two left-turn lanes to a-single lane of traffic in the new loop road will result in longer traffic delay and a long queue length of traffic.
6. The drivers have to use more times to travel around the loop road or follow the new direction to complete the left turn trips. This could cause traffic crash as well.
7. The association has requested a copy of Engineering Study Report from INDOT Fort Wayne District. However, we did not receive it.
8. We don't see the need of making improvements to the existing intersection is valid. The current intersection appears to work fine.

9. Based on our experience with the traffic volumes at the intersection, we think an additional of a left-turn lane and a right-turn lane on Maplecrest Rd north of SR 930 are needed.
10. We think other design concept should be considered such as a roundabout design concept can be used at this intersection. The roundabout would provide positive results such as reduce potential crash and fatality, save construction costs as well as right-of-way.
11. We feel that Wal-Mart, Inc will benefit the most from this project, not the road users, because Wal-Mart eventually can get rid of their property by selling to INDOT. The empty land located in the southeast corner of the intersection is currently owned by Wal-Mart, Inc. for over 10 years. Wal-Mart planned to build a Super Store in 2010, but it did not happen. Wal-Mart has moved the new store to Chapel Ridge Shopping Center on Maysville Road.
12. The Georgetown Association Board is going to oppose this proposed intersection construction project.
13. I have spoken with former and current INDOT Fort Wayne District employees who attended the Public Hearing. Their opinions were that the intersection does not need to be changed.
14. We believe there are more State Roads in the INDOT Fort Wayne District area that need more attentions or improvements than this intersection of SR 930 and Maplecrest Road. We understand that this project was part of the State's program for road improvements. We oppose the construction of the SR 930 and Maplecrest Road intersection. However, we do not oppose the INDOT to stop spending the money for the road project. We would like to see the money is used somewhere else to improve public safety.

Please feel free to contact me for any questions.

**Response:** The project is necessitated by increased congestion and crashes at the intersection. During peak hours the existing intersection operates at or near capacity, leading to congestion and crashes. These conditions are expected to increase with future traffic growth. Between January of 2017 and December of 2022, 151 total crashes were reported with 58% of those being rear-end collisions. With congestion being the primary cause of these crashes, the quadrant roadway intersection was chosen that eliminates left turns at the existing intersection. With the elimination of left turns, the proposed design is expected to improve safety and improve traffic flow through the existing intersection. Simply adding more lanes to the intersection is not expected to resolve congestion due to traffic growth in the future.

Shifting left turns to the quadrant roadway intersections may create a longer travel distance but since all signals will be coordinated, travel times, and safety are expected to improve.

Eastbound left turns at the existing intersection are heavy, and those will now make a right turn at quadrant roadway, thereby, reduced chances of longer queues.

A roundabout option was not considered due to the existing heavy traffic volumes along SR 930, proximity to the railroad bridge to the north of the intersection, and impacts to the utilities, adjacent properties and right of way.

INDOT is not purchasing the entire Wal-Mart parcel, but only the right of way needed to build the quadrant roadway. The area inside of the quadrant roadway will not be acquired by the project either, and will be able to be developed in the future.

A copy of the Engineer's Report was sent to the Association on October 27, 2023.

**15. Brenda Thomas**

Hi Haseeb –

concerning the proposed intersection improvement at SR 930 and Maplecrest Rd. Why can't you just make the light stay GREEN (not flashing yellow) to turn east onto 930 from Maplecrest, that's the biggest issue, especially during heavy travel times!

**Response:** Additional green time for the left turn movement onto SR 930 would cause a greater delay to through traffic on both roadways and increase congestion.

## Jason Stone

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**From:** Shaw, Kevin <KShaw1@indot.IN.gov>  
**Sent:** Monday, August 28, 2023 8:45 AM  
**To:** Haseeb A. Ghumman, PE, PTOE  
**Cc:** Jordan Hasley, PE  
**Subject:** FW: Case CS0405412 has been escalated to you

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Good Morning Haseeb,

Below is another Des 1900107 comment that was received through INDOT4U.

Thank you,

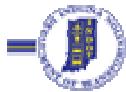
**Kevin Shaw, PMP**

*Project Manager*

5333 Hatfield Road  
Fort Wayne, IN 46808

**Office:** 260-969-8234

**Email:** [KShaw1@indot.in.gov](mailto:KShaw1@indot.in.gov)



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**From:** INDOT Customer Service <indottsc@service-now.com>  
**Sent:** Monday, August 28, 2023 8:44 AM  
**To:** Yarian, Matthew <MYarian@indot.IN.gov>; Shaw, Kevin <KShaw1@indot.IN.gov>  
**Subject:** Case CS0405412 has been escalated to you

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This Case CS0405412 has been escalated to you for investigation and resolution.

**Customer Information:**

Full Name: Abigail Reuille

Email address: [REDACTED]

Customer Primary Telephone Number: [REDACTED]

**Location Information:**

Road number: SR 930

Mile Marker Begin:

Mile Marker End:

County: Allen

City/Town: Fort Wayne

District: FORT WAYNE

Sub District: FORT WAYNE

Lane: Driving lane

Direction: East/West

Location Description: Provided County: Allen

Provided Road/route: SR 930 and Maplecrest proposed project

My family and I live on Old Maumee Road, right by this intersection. It is barely ever congested to a point of frustration and I rarely see accidents. The proposed project does not seem necessary and I would think it would prove to be a bigger headache than the way the intersection currently is. I am opposed.

Intersection:

**Case Information:**

Description: My family and I live on Old Maumee Road, right by this intersection. It is barely ever congested to a point of frustration and I rarely see accidents. The proposed project does not seem necessary and I would think it would prove to be a bigger headache than the way the intersection currently is. I am opposed.

INDOT Service: Project Information Assistance

Date Case Opened: 08-27-2023 20:06:47 EDT

Status: Resolved

Escalation Team: Ft. Wayne District

Assigned to: Linda Langston

Priority: 4 - Low

Time to Resolve: 9 Days

Target Date/Time: 09-06-2023 04:18:26 EDT

WMS Work Request #:

[CS0405412](#)

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Indianapolis, IN 46204



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Ref:MSG6602811\_SXmnj9bGguHFx05u2Mxc

## Jason Stone

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**From:** Haseeb A. Ghumman, PE, PTOE  
**Sent:** Wednesday, September 6, 2023 1:16 PM  
**To:** KShaw1@indot.IN.gov; Jordan Hasley, PE  
**Subject:** FW: proposed intersection improvent SR 930 and Maplecrest

---

**From:** Amanda Scheitlin <amandas@comcast.net>  
**Sent:** Wednesday, September 6, 2023 1:14 PM  
**To:** Haseeb A. Ghumman, PE, PTOE <hghumman@dlz.com>  
**Subject:** proposed intersection improvent SR 930 and Maplecrest

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I just want to take a minute to voice my opposition to this proposed ‘improvement’. After attending the public meeting for this project I did some research and found the data doesn’t match the reasons given for this project which makes this seem quite disingenuous. I think we all know what the real reason is for this proposed project and it is shameful that Allen County and INDOT would place yet another burden on this part of the County to satisfy their desire to build a prison size jail right in a neighborhood and Wetlands. The number one area in the County with the highest number of elderly, physically impaired, single mothers, lowest incomes, etc. This part of the County is the most overburdened area of the County and this ‘improvement’ will not be serving us. It is strictly intended to serve the Allen County Jail. The County only thinks about us when they want the funds to pay for their negligence. Shame on you for being a participant in this scam.

\* Please, don’t bother giving me the speech about how “it is for the good of all”. Allen County always reminds us that we are only collateral damage to them. We only count when it comes time to pay for their negligence.

Amanda Scheitlin

## Jason Stone

---

**From:** Shaw, Kevin <KShaw1@indot.IN.gov>  
**Sent:** Friday, August 25, 2023 9:12 AM  
**To:** Haseeb A. Ghumman, PE, PTOE  
**Cc:** Jordan Hasley, PE  
**Subject:** FW: Case CS0404973 has been escalated to you

**EXTERNAL:** Message origin is from an external network. Use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Haseeb,

Please see the Des 1900107 comment below.

Thank you,

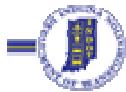
**Kevin Shaw, PMP**

*Project Manager*

5333 Hatfield Road  
Fort Wayne, IN 46808

**Office:** 260-969-8234

**Email:** [KShaw1@indot.in.gov](mailto:KShaw1@indot.in.gov)



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**From:** INDOT Customer Service <indottsc@service-now.com>  
**Sent:** Friday, August 25, 2023 9:09 AM  
**To:** Yarian, Matthew <MYarian@indot.IN.gov>; Shaw, Kevin <KShaw1@indot.IN.gov>  
**Subject:** Case CS0404973 has been escalated to you

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This Case CS0404973 has been escalated to you for investigation and resolution.

**Customer Information:**

Full Name: Clarice Koepke

Email address: [REDACTED]

Customer Primary Telephone Number:

**Location Information:**

Road number: SR 930

Mile Marker Begin: 148.8

Mile Marker End: 148.8

County: Allen

City/Town: New Haven

District: FORT WAYNE

Sub District: FORT WAYNE

Lane: Driving lane

Direction: East/West

**Location Description:** The proposed changes to the SR 930 & Maplecrest intersection are not conducive to efficient travel. It also seems to be counterproductive to the reason the Maplecrest bridge was constructed in the first place. Why not change the signals to match that of Coliseum and State (Fort Wayne).

Also, the fact that this has not been properly shared with ALL the residents of New Haven to have an open meeting is also quite unreasonable., CS0404973, Clarice Koepke [REDACTED]

Intersection: SR 930 & Maplecrest Rd.

#### **Case Information:**

**Description:** The proposed changes to the SR 930 & Maplecrest intersection are not conducive to efficient travel. It also seems to be counterproductive to the reason the Maplecrest bridge was constructed in the first place. Why not change the signals to match that of Coliseum and State (Fort Wayne).

Also, the fact that this has not been properly shared with ALL the residents of New Haven to have an open meeting is also quite unreasonable., CS0404973, Clarice Koepke [REDACTED]

INDOT Service: Project Information Assistance

Date Case Opened: 08-24-2023 16:17:51 EDT

Status: Open

Escalation Team: Ft. Wayne District

Assigned to: Brian Johnson

Priority: 4 - Low

Time to Resolve: 7 Days 9 Hours 24 Minutes

Target Date/Time: 09-01-2023 12:30:00 EDT

WMS Work Request #:

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[CS0404973](#)

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## Jason Stone

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**From:** Haseeb A. Ghumman, PE, PTOE  
**Sent:** Wednesday, September 6, 2023 8:29 AM  
**To:** KShaw1@indot.IN.gov; Jordan Hasley, PE  
**Subject:** FW: Public Comment for INDOT Des 1900107 - Fort Wayne Farm II, LLC  
**Attachments:** INDOT Des 1900107 - SR 390 & Maplecrest - Property Owner Considerations; Fort Wayne Farms II, LLC - SR 930 Maplecrest Road Implan Summary.pdf

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**From:** Dylan Fisher [REDACTED]  
**Sent:** Wednesday, September 6, 2023 8:00 AM  
**To:** Haseeb A. Ghumman, PE, PTOE <hghumman@dlz.com>  
**Cc:** Jacob Arbital [REDACTED]; Sam Crockett [REDACTED]  
**Subject:** Public Comment for INDOT Des 1900107 - Fort Wayne Farm II, LLC

**EXTERNAL:** Message origin is from an external network. Use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Mr. Ghumman,

My client, Fort Wayne Farm II, LLC, is the owner of a sizable tract of land with frontage along S.R. 930 and Maplecrest Road. My firm has been asked to prepare written comments to be submitted in accordance with the public comment requirements for the project (INDOT Des 1900107).

My client is particularly interested in a permanent access solution to facilitate future commercial development growth on their parcel and the adjacent lands, located at the southwest corner of the busy intersection. There are active commercial development prospects for the undeveloped property at this corner of the intersection, but no access from SR 930 or Maplecrest Road are shown in the current preliminary project plans. The current zoning on my client's property is R-4, Flex Residential, which is intended to permit low to high density residential including single, two-family, and multi-family housing. Other compatible, nonresidential uses may be permitted including certain professional office and commercial uses. Realistically their parcel may be developed for a combination of multi-family and neighborhood commercial users generating a fair amount of daily vehicle trips. The attached economic impact report details a hypothetical development pattern and fiscal impact resulting from development of my client's property.

It's my understanding that multi-modal connectivity, via the planned pedestrian and bicycle trail along Maplecrest Road, are an important element of the INDOT project. Given the likelihood of residential and commercial development occurring on my client's site, we think pre-planned and safe vehicular, pedestrian, and bicycle connectivity to the site should be considered in the final design for INDOT Des 1900107. With that said, my client's formal design comments are provided below:

### Maplecrest Road Considerations

- No curb cut shown on west side of Maplecrest Road near location of new signal-controlled intersection. Site will need left in/out at the new signal control on Maplecrest Road for future development opportunity.
- Ideally site access for the Fort Wayne Farm II, LLC property along Maplecrest Road would align with the new, signal controlled Jughandle road intersection. Current Maplecrest design does not appear to allow for controlled, left turn into the site from northbound Maplecrest Road. Northbound traffic lanes are designated for northbound travel continuing Maplecrest Road or for right turns on to new jughandle to access SR 930. Seeking

addition of left-turn lane with stacking capacity or allow space for the future establishment of a left-turn lane with stacking capacity to access site by restriping of the intersection. Ideally, the newly paved road pavement width and alignment would allow for the future left-turn lane without modifying the pavement section.

- Jughandle road intersection at Maplecrest Road should plan for through traffic allowing vehicles to travel straight through signal-controlled intersection and enter proposed property. Current plans show right and left turns only. Additional lane does not appear necessary in this situation as the right-turn lane could serve as right-turn or straight traffic.
- Ideally the engineering design would account for the installation of a future crosswalk across Maplecrest Road at proposed the new signal-controlled intersection with jughandle road to allow pedestrian/bicycle egress and ingress from proposed shared-use path extension.

#### SR 930 Considerations

- Plans show no access point on northern edge of property adjacent to SR 930. Site needs left/right turning access for future development opportunity.
- Ideal location for left/right access point along south side of SR 930 would be in alignment with Estella Avenue on the north side of SR 930.
- Center lane of SR 930, west of SR 930 and Maplecrest Road intersection, appears to change from a solid median near the intersection to a turn lane as SR 930 moves westward. Is this proposed as a turn lane that would allow westbound SR 930 traffic to stack and then turn left into a future access point along the southside of SR 930?
- No concern with location of proposed guardrail on south side of SR 930.
- No concern with placement of directional signage.

#### General Considerations

- Proposed construction schedule?
- Is there opportunity for the new proposed stormwater basin to serve as regional detention?

This email and the enclosed attachments are submitted on behalf of Fort Wayne Farm II, LLC as the landowner's public comments on INDOT Des 1900107. I'd welcome the opportunity to speak with you about each of the considerations.

Dylan Fisher  
Vice President of Real Estate  
The Wheatley Group  
5150 Charlestown Road | New Albany, IN 47150



## Jason Stone

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**From:** INDOT Customer Service <indottsc@service-now.com>  
**Sent:** Thursday, August 24, 2023 1:07 PM  
**To:** Yarian, Matthew; Bass, Jenny R; Shaw, Kevin  
**Subject:** Case CS0404900 has been escalated to you

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This Case CS0404900 has been escalated to you for investigation and resolution.

### **Customer Information:**

Full Name: Jonah Updegrove

Email address: [REDACTED]

Customer Primary Telephone Number: [REDACTED]

### **Location Information:**

Road number: SR 930

Mile Marker Begin:

Mile Marker End:

County: Allen

City/Town: New Haven

District: FORT WAYNE

Sub District: FORT WAYNE

Lane: Curb

Direction: East/West

Location Description: Provided County: Allen

I just recently saw the plan for the intersection of SR 930 and Maplecrest Rd to remove certain turns and add another road to the southeast portion to accommodate safer driver and I think it is a good idea, but it is lacking any infrastructure for bicycle traffic which I have observed at the intersection heading east or west on SR 930. I think that a bicycle lane on SR 930 in the east and west direction with a curb or bollards to protect cyclists would greatly benefit the safety of them since construction is likely going to be taking place anyways. This would not only protect cyclists that currently bike on SR 930, but encourage more people to bike on US930 and decrease the car traffic that is causing this increase in motor vehicle collisions.

Intersection: SR 930 & Maplecrest rd.

**Case Information:**

Description: I just recently saw the plan for the intersection of SR 930 and Maplecrest Rd to remove certain turns and add another road to the southeast portion to accommodate safer driver and I think it is a good idea, but it is lacking any infrastructure for bicycle traffic which I have observed at the intersection heading east or west on SR 930. I think that a bicycle lane on SR 930 in the east and west direction with a curb or bollards to protect cyclists would greatly benefit the safety of them since construction is likely going to be taking place anyways. This would not only protect cyclists that currently bike on SR 930, but encourage more people to bike on US930 and decrease the car traffic that is causing this increase in motor vehicle collisions.

INDOT Service: Project Information Assistance

Date Case Opened: 08-24-2023 12:36:34 EDT

Status: Open

Escalation Team: Ft. Wayne District

Assigned to: Linda Langston

Priority: 4 - Low

Time to Resolve: 7 Days 23 Hours 59 Minutes

Target Date/Time: 09-01-2023 08:56:05 EDT

WMS Work Request #:

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[CS0404900](#)

**Transportation Services Call Center**  
Indiana Department of Transportation  
100 N Senate Avenue N758  
Indianapolis, IN 46204



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Ref:MSG6593529\_nQWttyEKjXwS2uqw6yuA

## Jason Stone

---

**From:** INDOT Customer Service <indottsc@service-now.com>  
**Sent:** Thursday, August 24, 2023 11:10 AM  
**To:** Yarian, Matthew; Bass, Jenny R; Shaw, Kevin  
**Subject:** Case CS0404820 has been escalated to you

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

---

This Case CS0404820 has been escalated to you for investigation and resolution.

### **Customer Information:**

Full Name: Lacey Hopkins

Email address: [REDACTED]

Customer Primary Telephone Number:

### **Location Information:**

Road number: SR 930

Mile Marker Begin:

Mile Marker End:

County: Allen

City/Town: Fort Wayne

District: FORT WAYNE

Sub District: FORT WAYNE

Lane: Driving lane

Direction: East/West

Location Description: This new proposal won't make things any better. People come onto SR 930 heading East & they are suppose to yield to oncoming traffic. I watch this happen daily where they are flying on the road & cut people who have the right a way off. In doing so they also cut across all lanes of traffic to get to the turning lanes. I've seen accidents almost caused & have experienced this myself. This new proposal doesn't do anything but make the congestion up the bridge. Why not change the timing on the lights to allow more cars to clear the intersection. I know the light on the South of the intersection doesn't work correctly to turn Left on to SR 930. I'll be sitting there long before the change & it'll give me a yellow light when I should have a green turning light. This happens more often then not. There are issues with the lights and there should be a yield sign that flashes for people coming on to SR 930. These people today think

they are entitled and don't follow the rules of the road. Yet I don't see police sitting there either to ticket people. Maybe we should have a police officer sitting in the area ticketing people and they will slow down in that area.

Intersection: Maplecrest

**Case Information:**

Description: This new proposal won't make things any better. People come onto SR 930 heading East & they are suppose to yield to oncoming traffic. I watch this happen daily where they are flying on the road & cut people who have the right a way off. In doing so they also cut across all lanes of traffic to get to the turning lanes. I've seen accidents almost caused & have experienced this myself. This new proposal doesn't do anything but make the congestion up the bridge. Why not change the timing on the lights to allow more cars to clear the intersection. I know the light on the South of the intersection doesn't work correctly to turn Left on to SR 930. I'll be sitting there long before the change & it'll give me a yellow light when I should have a green turning light. This happens more often then not. There are issues with the lights and there should be a yield sign that flashes for people coming on to SR 930. These people today think they are entitled and don't follow the rules of the road. Yet I don't see police sitting there either to ticket people. Maybe we should have a police officer sitting in the area ticketing people and they will slow down in that area.

INDOT Service: Project Information Assistance

Date Case Opened: 08-24-2023 09:42:53 EDT

Status: Open

Escalation Team: Ft. Wayne District

Assigned to: Linda Langston

Priority: 4 - Low

Time to Resolve: 8 Days

Target Date/Time: 09-01-2023 06:50:32 EDT

WMS Work Request #:

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[CS0404820](#)

**Transportation Services Call Center**  
Indiana Department of Transportation  
100 N Senate Avenue N758  
Indianapolis, IN 46204





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Ref:MSG6592511\_BaqVTYRODGOKevGsOrH2

## Jason Stone

---

**From:** Haseeb A. Ghumman, PE, PTOE  
**Sent:** Wednesday, September 6, 2023 11:34 AM  
**To:** KShaw1@indot.IN.gov; Jordan Hasley, PE  
**Subject:** FW: SR 930 and Maplecrest Rd project

---

**From:** Marie James [REDACTED]  
**Sent:** Wednesday, September 6, 2023 11:14 AM  
**To:** Haseeb A. Ghumman, PE, PTOE <hghumman@dlz.com>  
**Subject:** SR 930 and Maplecrest Rd project

**EXTERNAL:** Message origin is from an external network. Use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Haseeb,

I am concerned about the improvement project making the intersection very confusing and difficult for the trucks and cars to navigate. New Haven has truck traffic and slow moving vehicles. There is nothing wrong with the intersection.

I feel the traffic study was taken at the time of construction on the Landin Road bridge. This caused heavy traffic at times and people were not used to coming south over the Maplecrest bridge into standing traffic to turn left onto 930. When the Landin bridge is open the traffic is not as heavy. Also people are now more prepared to stop and expect a longer turn line. As with any heavy traffic patterns throughout Fort Wayne, people adjust.

I would be happier to know the statistics from 2017 to 2023 were considered. You may find that the numbers show what I am trying to explain. I think the number of accidents has declined and the intersection does not need to be revised.

Thank you for your time,  
Marie James  
9064 Landin Pointe Blvd  
New Haven

## Jason Stone

---

**From:** INDOT Customer Service <indottsc@service-now.com>  
**Sent:** Thursday, August 24, 2023 1:24 PM  
**To:** Yarian, Matthew; Bass, Jenny R; Shaw, Kevin  
**Subject:** Case CS0404909 has been escalated to you

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

---

This Case CS0404909 has been escalated to you for investigation and resolution.

### **Customer Information:**

Full Name: Phil Russell

Email address: [REDACTED]

Customer Primary Telephone Number: [REDACTED]

### **Location Information:**

Road number: SR 930

Mile Marker Begin:

Mile Marker End:

County: Allen

City/Town: New Haven

District: FORT WAYNE

Sub District: FORT WAYNE

Lane: Driving lane

Direction:

Location Description: Provided County: Allen

Hello,

I saw in the news today that there was a meeting held yesterday about the possible changes to SR 930 and Maplecrest. I am writing to provide input on it as someone who uses that intersection several times a day. The plan that was presented does not seem to address the major issues with the intersection. It simply pushes the problem south on Maplecrest and east on SR 930. In my opinion, a better solution would be to make Maplecrest 2 lanes in each direction south of the intersection. Double turn lanes, along with updated light timing, could be utilized to relieve some of the pressure and back ups. Adding in an extra stop light on 930 and an extra restriction point on Maplecrest south of the

intersection will not help with flow. It just moves the problem elsewhere.

Best Regards,  
Phil Russell

Intersection: SR 930 & Maplecrest Rd.

**Case Information:**

Description: Hello,

I saw in the news today that there was a meeting held yesterday about the possible changes to SR 930 and Maplecrest. I am writing to provide input on it as someone who uses that intersection several times a day. The plan that was presented does not seem to address the major issues with the intersection. It simply pushes the problem south on Maplecrest and east on SR 930. In my opinion, a better solution would be to make Maplecrest 2 lanes in each direction south of the intersection. Double turn lanes, along with updated light timing, could be utilized to relieve some of the pressure and back ups. Adding in an extra stop light on 930 and an extra restriction point on Maplecrest south of the intersection will not help with flow. It just moves the problem elsewhere.

Best Regards,  
Phil Russell

INDOT Service: Project Information Assistance

Date Case Opened: 08-24-2023 13:07:34 EDT

Status: Open

Escalation Team: Ft. Wayne District

Assigned to: Linda Langston

Priority: 4 - Low

Time to Resolve: 7 Days 23 Hours 59 Minutes

Target Date/Time: 09-01-2023 09:10:38 EDT

WMS Work Request #:

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[CS0404909](#)

**Transportation Services Call Center**  
Indiana Department of Transportation  
100 N Senate Avenue N758  
Indianapolis, IN 46204





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Ref:MSG6593672\_H4Xja10oUy6im7Z8MfAm

## Jason Stone

---

**From:** Haseeb A. Ghumman, PE, PTOE  
**Sent:** Tuesday, August 29, 2023 3:44 PM  
**To:** Jordan Hasley, PE  
**Subject:** Fwd: Regarding proposed intersection at SR 930 and Maplecrest Road in Allen a county

Sent from my iPhone

Begin forwarded message:

**From:** Praveen Gulati [REDACTED]  
**Date:** August 29, 2023 at 2:54:17 PM EDT  
**To:** Indot@indot.in.gov, kshaw1@indot.in.gov, "Haseeb A. Ghumman, PE, PTOE"  
<hghumman@dlz.com>, [REDACTED], [REDACTED]  
**Subject: Regarding proposed intersection at SR 930 and Maplecrest Road in Allen a county**

**EXTERNAL:** Message origin is from an external network. Use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Dear Mr. Ghumman,

I am writing to protest your proposed improvement plan at SR 930 and Maplecrest Road in Allen County, New Haven as the primary property owner of [6244 Lincoln Highway, New Haven](#).

We respectfully ask that a reevaluation is considered citing the following reasons:

As presented during the recent public hearing - The interest of the property owners should be a primary factor in the decision. We are not opposed to development as we are citizens of the community first. In fact, we welcome the development which is aimed at public safety and smooth traffic flow. Having said that, the proposed plan feels ambitious (and somewhat disruptive) and likely requires some revision.

For example:

- 1) There is not much traffic on Maplecrest. It would be sufficient to treat this road as "secondary". Traffic count statistics throughout the course of any given day will support this statement.
- 2) The plan for SR 930 is justified and acceptable in public interest.

Based on the above, prohibiting a left turn is not a requirement, but rather an imposition. It is my recommendation that IDOT mustn't construct a median at this time at Maplecrest.

We hereby submit this formal protest for the interest of all stakeholders inclusive of

residents, property owners, and the general public.

Sincerely,

Praveen Gulati  
Gulati & Associates, LLC

[Redacted]



# COMMENT SHEET

**RE: SR 930 and Maplecrest Road Intersection Improvement (INDOT Des 1900107)**

**TO:** DLZ INDIANA, LLC  
Attn: Haseeb Ghumman  
138 North Delaware Street  
Indianapolis, IN 46204  
Email: [hghumman@dlz.com](mailto:hghumman@dlz.com)

**COMMENTS:** (Note: Must be submitted or postmarked if by mail, no later than September 6, 2023.)

(A) THERE IS NOT MUCH TRAFFIC ON MAPLECREST. IT WOULD BE SUFFICIENT TO TREAT THIS ROAD AS "SECONDARY." TRAFFIC COUNT STATISTICS THROUGHOUT THE COURSE OF ANY GIVEN DAY WILL SUPPORT THIS STATEMENT.

(B) THE PLAN FOR SR 930 IS JUSTIFIED AND ACCEPTABLE IN PUBLIC INTEREST.

(C) CITY OF NEW HAVEN, OTHER STAKEHOLDERS INCLUSIVE  
OF RESIDENTS, PROPERTY OWNERS AND THE GENERAL PUBLIC  
SHARES THE SIMILAR VIEWS WHEN I TALKED TO THEM

(D) BASED ON THE ABOVE, PROHIBITING A LEFT TURN IS NOT A REQUIREMENT, BUT RATHER AN IMPOSITION. IT IS MY RECOMMENDATION THAT IDOT MUSTN'T CONSTRUCT A MEDIAN AT THIS TIME AT MAPLE CREST.

(E) A GOVERNMENT IS RESPONSIBLE FOR CREATING AND ENFORCING THE RULES OF A SOCIETY, DEFENCE, FOREIGN AFFAIRS, THE ECONOMY AND PUBLIC SERVICES. THEREFORE, BEING A TAX PAYER, A PROPERTY OWNER AND CITIZEN I SOLICIT THAT <sup>Appendix G, Page 4</sup> ~~40~~ must WORK ON SUCH PRINCIPLES.

## Jason Stone

---

**From:** Shaw, Kevin <KShaw1@indot.IN.gov>  
**Sent:** Thursday, August 31, 2023 10:53 AM  
**To:** Haseeb A. Ghumman, PE, PTOE  
**Cc:** Jordan Hasley, PE; Plattner, Dana  
**Subject:** FW: Case CS0406193 has been escalated to you

**EXTERNAL:** Message origin is from an external network. Use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Haseeb,

Please see the 1900107 comment below.

Thank you,

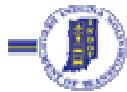
**Kevin Shaw, PMP**

*Project Manager*

5333 Hatfield Road  
Fort Wayne, IN 46808

**Office:** 260-969-8234

**Email:** [KShaw1@indot.in.gov](mailto:KShaw1@indot.in.gov)



---

**From:** INDOT Customer Service <indottsc@service-now.com>  
**Sent:** Thursday, August 31, 2023 10:11 AM  
**To:** Yarian, Matthew <MYarian@indot.IN.gov>; Shaw, Kevin <KShaw1@indot.IN.gov>  
**Subject:** Case CS0406193 has been escalated to you

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---

This Case CS0406193 has been escalated to you for investigation and resolution.

**Customer Information:**

Full Name: Richard Bleich

Email address: [REDACTED]

Customer Primary Telephone Number: [REDACTED]

**Location Information:**

Road number: SR 930

Mile Marker Begin:

Mile Marker End:

County: Allen

City/Town: New Haven

District: FORT WAYNE

Sub District: FORT WAYNE

Lane: Driving lane

Direction: East/West

Location Description: Provided County: Allen

Something doesn't seem to add up with the SR 930/Maplecrest Road intersection improvements project.

Intersection: SR 930 & Maplecrest Rd.

#### **Case Information:**

Description: Something doesn't seem to add up with the SR 930/Maplecrest Road intersection improvements project.

INDOT's engineering drawings mirror those of New Haven's Lincoln Highway Corridor Plan. INDOT had concealed a part of a map that was shown at a public meeting which would have revealed that INDOT and the City of New Haven are working in conjunction on this project.

A study performed by INDOT alleges that the primary cause of congestion at the intersection is in the left turn phase at the intersection causing a high number of real-end collisions.

But the INDOT project environmental assessment document shows that of 62 non-fatal crashes that occurred between 2014 and 2016 at this intersection, only 11% were from left hand turns.

Of the roughly 151 total crashes have occurred around the intersection between 2017 and 2020, only 58% of the crashes are rear-end collisions, statistically only 10% of collisions would have been from left hand turns. A separate national report from the Bureau of Transportation Statistics indicates that only 10% of rear end collisions are a result of left hand turns.

I spoke with an Indianapolis civil engineer with over 35 years of experience (with no prior knowledge of the New Haven development plan) who said, "There is more to this than just eliminating LHT's at 930. Someone is developing that corner and we (taxpayers) are paying for the solution to the developers traffic problem at 930." I agree. It's a solution in search of a problem at the taxpayers expense.

This is a nonsensical solution to a nonexistent problem. Rerouting ALL left hand turning traffic onto the same two lane street that New Haven plans to develop into a mixed use complex will ultimately result in an increase of traffic collisions, not a reduction.

INDOT Service: Project Information Assistance

Date Case Opened: 08-31-2023 00:00:53 EDT

Status: Resolved

Escalation Team: Ft. Wayne District

Assigned to: Linda Langston

Priority: 4 - Low

Time to Resolve: 10 Days 23 Hours 59 Minutes

Target Date/Time: 09-11-2023 05:33:08 EDT

WMS Work Request #:

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[CS0406193](#)

**Transportation Services Call Center**  
Indiana Department of Transportation  
100 N Senate Avenue N758  
Indianapolis, IN 46204



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Ref:MSG6622145\_YfPgJeAhq1ux0UfaMwp5



# COMMENT SHEET

**RE: SR 930 and Maplecrest Road Intersection Improvement (INDOT Des 1900107)**

**TO:** DLZ INDIANA, LLC  
Attn: Haseeb Ghuman  
138 North Delaware Street  
Indianapolis, IN 46204  
Email: [hghuman@dlz.com](mailto:hghuman@dlz.com)

**COMMENTS:** (Note: Must be submitted or postmarked if by mail, no later than September 6, 2023.)

I believe this will cause more confusion. More people will opt to go straight through New Haven than go around the block to go North on Maplecrest. You will never stop all accidents because you people from pay attention.



# COMMENT SHEET

**RE: SR 930 and Maplecrest Road Intersection Improvement (INDOT Des 1900107)**

**TO:** DLZ INDIANA, LLC  
Attn: Haseeb Ghumman  
138 North Delaware Street  
Indianapolis, IN 46204  
Email: [hghumman@dlz.com](mailto:hghumman@dlz.com)

**COMMENTS:** (Note: Must be submitted or postmarked if by mail, no later than September 6, 2023.)

COMMENTS: (Note: Must be submitted or postmarked by mail, no later than September 1, 2000.)

I fully support adding pedestrian walkways and crosswalks. I think you need to add sidewalks to the south-west quadrant along with street-lights. Aside from that, I fail to see how the entire project is necessary using congestion as the reason. This intersection is only exceptionally busy during rush hours and I have not seen any extra-ordinary accidents or frequency of accidents here. I live within 2000 feet of this intersection and have utilized it daily for 15 years, both as a private citizen and a commercial driver. I do not believe this particular project is warranted. Mark Goss

I am in favor of re-working the intersection to accommodate pedestrian and vehicle traffic, but this project seems too ambitious. Especially the

addition of the "loop" area and a complete re-directioning of traffic. I think that there are other intersections along 930, 27, and 24~~st~~ Median Uturns, in my experience are never a good alternative to heavy intersection traffic.

and displaced left turns resembling diverging diamonds.

and quadrant bypass loops/roadways

It seems to favor commercial interests which should not be a factor in my opinion.

~~\* that can use re-working due to exceptional congestion.~~

Also, 930 should have expanded lanes throughout New Haven all the way to 469. That is where the real congestion is.

This proposal seems much too ambitious and unwarranted. I suggest a complete revision of the plan.

## Jason Stone

---

**From:** INDOT Customer Service <indottsc@service-now.com>  
**Sent:** Thursday, August 24, 2023 11:09 AM  
**To:** Bass, Jenny R; Yarian, Matthew; Shaw, Kevin  
**Subject:** Case CS0404762 has been escalated to you

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

---

This Case CS0404762 has been escalated to you for investigation and resolution.

### **Customer Information:**

Full Name: Terence Meloan

Email address: [REDACTED]

Customer Primary Telephone Number: [REDACTED]

### **Location Information:**

Road number: SR 930

Mile Marker Begin:

Mile Marker End:

County: Allen

City/Town: New Haven

District: FORT WAYNE

Sub District: FORT WAYNE

Lane: Driving lane

Direction:

Location Description: Provided County: Allen

This SR 930 and Maplecrest proposed quadrant road will (1) double the number of turns, (2) make vehicles cross 2 lanes of moving traffic on IN 930, (3) cross 2 lanes of moving traffic halfway downhill on Maplecrest. I travel thru this intersection 6 times a week each way. There will be some spectacular t-bones after this change.

Intersection: SR 930 & Maplecrest Rd.

**Case Information:**

Description: This SR 930 and Maplecrest proposed quadrant road will (1) double the number of turns, (2) make vehicles cross 2 lanes of moving traffic on IN 930, (3) cross 2 lanes of moving traffic halfway downhill on Maplecrest. I travel thru this intersection 6 times a week each way. There will be some spectacular t-bones after this change.

INDOT Service: Project Information Assistance

Date Case Opened: 08-24-2023 00:26:53 EDT

Status: Open

Escalation Team: Ft. Wayne District

Assigned to: Linda Langston

Priority: 4 - Low

Time to Resolve: 8 Days

Target Date/Time: 09-01-2023 06:53:46 EDT

WMS Work Request #:

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[CS0404762](#)

**Transportation Services Call Center**  
Indiana Department of Transportation  
100 N Senate Avenue N758  
Indianapolis, IN 46204



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Ref:MSG6592505\_v0EudcqbYldf4ngLADvF

## Jason Stone

---

**From:** Haseeb A. Ghumman, PE, PTOE  
**Sent:** Wednesday, September 6, 2023 4:31 PM  
**To:** KShaw1@indot.IN.gov; Jordan Hasley, PE  
**Subject:** FW: Recently Proposed SR 930 & Maplecrest Rd Intersection Improvements

---

**From:** Tina Hughes [REDACTED]  
**Sent:** Wednesday, September 6, 2023 4:13 PM  
**To:** Haseeb A. Ghumman, PE, PTOE <hghumman@dlz.com>; indot@indot.in.gov  
**Subject:** Recently Proposed SR 930 & Maplecrest Rd Intersection Improvements

**EXTERNAL:** Message origin is from an external network. Use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Hello, we have a few questions about this plan. What is the estimated cost of this plan? There is always an estimate, especially since you know how long it will take to complete the project. Who will be paying for this plan and how? Will you be applying for an income tax or property tax levy?

Does this project have any connection to the proposed new Jail project, or it's budgeting/taxing?

What study did you do to determine that it would be safer and better to put this at 930 and Maplecrest instead of Meyer Rd which is the entrance to our city? Meyer Rd is a MUCH LESS BUSY intersection by far.

You are adding an additional light in front of the Napa store, but to do that, you have to waste a prime piece of land that could be used to attract big retail businesses like walmart who was considering that very spot for some time. Is that the best use of New Haven's prime Real Estate at one of the most important intersections in our city?

Why do we need this extra light? What is it's function?

Please help us to understand. We are concerned about our city.

Thanks!

Allen County Residents Against the Jail (ACRAJ)

## Jason Stone

---

**From:** Haseeb A. Ghumman, PE, PTOE  
**Sent:** Monday, August 28, 2023 8:53 AM  
**To:** KShaw1@indot.IN.gov; Jordan Hasley, PE  
**Subject:** FW: DES# 1900107 proposed intersection improvement at SR930 & Maplecrest Rd - Allen County

---

**From:** Wendy Osborn [REDACTED]  
**Sent:** Sunday, August 27, 2023 5:05 PM  
**To:** Haseeb A. Ghumman, PE, PTOE <hghumman@dlz.com>  
**Subject:** DES# 1900107 proposed intersection improvement at SR930 & Maplecrest Rd - Allen County

**EXTERNAL:** Message origin is from an external network. Use proper judgment and caution when opening attachments, clicking links, or responding to this email.

Hello Mr. Hasseb Ghumman,

I attended the public hearing on the DES# 1900107 proposed intersection improvement at SR930 & Maplecrest Rd - Allen County. It was informative and detailed.

I have some concerns that there will be heavy traffic back ups in all four directions due to the two additional street lights on SR930 east of the intersection and also Maplecrest Rd south of the current intersection. The traffic will not be able to flow well. There will be a lot of stops & starts between the additional lights with not many cars being able to proceed through the lights and intersections and more delays. The proposed layout will be confusing to drivers and may possibly create more accidents when trying to figure out which lane to drive in depending on which direction they need to head.

It would be best to keep the current intersection and not construct the proposed one. For safety for the drivers to make sure all the current lanes are well marked on the road including all the left turn lanes to cut down on the accidents especially if there are two left turn lanes turning on Maplecrest Rd heading north. This will help the drivers to be able to stay in their own lanes when making left turns.

Thank you,  
Wendy Osborn

## APPENDIX H

### Air Quality Documentation



**SR 930/Maplecrest Road Intersection Improvements**  
**Indiana Department of Transportation**  
**Des. No.: 1900107**

**Federal Transit  
Administration**  
Region V  
200 West Adams St., Suite 320  
Chicago, IL 60606-5253



**U.S. Department  
of Transportation**

**Federal Highway Administration**  
Indiana Division  
575 N. Pennsylvania St., Rm 254  
Indianapolis, IN 46204-1576

September 1, 2023

Mr. Michael Smith  
Commissioner  
Indiana Department of Transportation  
100 N Senate Ave. N955  
Indianapolis, IN 46204

Note: Attachments have been removed for the purposes  
of this NEPA document.

**SUBJECT:** Indiana FY2024-2028 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2024-2028 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated August 23, 2023.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2024-2028 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5<sup>th</sup> year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2024-2028 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2024-2028 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective September 1, 2023 and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at [erica.tait@dot.gov](mailto:erica.tait@dot.gov), or Mr. Tony Greep of the FTA Region 5 Office at (312) 353-1646, or by email at [anthony.greep@dot.gov](mailto:anthony.greep@dot.gov).

Sincerely,

**KELLEY**  
**BROOKINS**  
Digitally signed by  
KELLEY BROOKINS  
Date: 2023.08.31  
17:33:15 -05'00'

Kelley Brookins  
Regional Administrator  
FTA Region V

Sincerely,

**JERMAINE**  
**R HANNON**  
Digitally signed by  
JERMAINE R HANNON  
Date: 2023.09.01  
11:46:31 -04'00'

Jermaine R. Hannon  
Division Administrator  
FHWA Indiana Division



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-Executive Office  
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

August 28, 2023

Mr. Jermaine R. Hannon, Division Administrator  
FHWA Indiana Division  
575 North Pennsylvania St., Room 254  
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator  
FTA Region 5  
200 West Adams St.  
Suite 320  
Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its FY 2024-2028 Statewide Transportation Improvement Program (STIP) for review and approval by your offices.

Included in the final submitted document is a listing of the state's expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIPs will be included in the FY 2024-2028 STIP by reference.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2024-2028
• <a href="https://www.tippecanoe.in.gov/DocumentCenter/View/40728/FY-2024-2028-TIP-including-0-amendments">https://www.tippecanoe.in.gov/DocumentCenter/View/40728/FY-2024-2028-TIP-including-0-amendments</a>	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO)	FY 2024-2028
• <a href="https://bloomington.in.gov/sites/default/files/2023-08/BMCMPO%20FY%202024%20-%202028%20TIP%20-%2006-30-23%20-%20ADOPTED%20FINAL.pdf">https://bloomington.in.gov/sites/default/files/2023-08/BMCMPO%20FY%202024%20-%202028%20TIP%20-%2006-30-23%20-%20ADOPTED%20FINAL.pdf</a>	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2024-2028
• <a href="https://www.columbus.in.gov/planning/tip/">https://www.columbus.in.gov/planning/tip/</a>	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
• <i>Including Amendments/modifications through 2/14/23</i>	
• <a href="https://www.co.delaware.in.us/egov/documents/1692987897_47263.pdf">https://www.co.delaware.in.us/egov/documents/1692987897_47263.pdf</a>	
Evansville Metropolitan Planning Organization (EMPO)	FY 2024-2028
• <a href="http://www.evansvillemopo.com/Docs/TIP/TIP_2024-2028/TIP_2024-2028.pdf">http://www.evansvillemopo.com/Docs/TIP/TIP_2024-2028/TIP_2024-2028.pdf</a>	
Kokomo-Howard County Governmental Coordinating Council (KHGCC)	FY 2022-2026
• <i>Including Amendments/modification through 7/28/23</i>	
• <a href="https://www.kokomomopo.com/project/tip-2020-2024/www.in.gov/dot/">https://www.kokomomopo.com/project/tip-2020-2024/www.in.gov/dot/</a>	

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Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2023-2026
• <a href="https://www.kipda.org/wp-content/uploads/2023/05/FY2023-TIP-FINAL-5-25.pdf">https://www.kipda.org/wp-content/uploads/2023/05/FY2023-TIP-FINAL-5-25.pdf</a>	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2024-2027
• <a href="https://www.indympo.org/whats-underway/irtip">https://www.indympo.org/whats-underway/irtip</a>	
Michiana Area Council of Governments (MACOG)	FY 2024-2028
• <a href="http://www.macog.com/docs/transportation/tip/approved/fy2028tip_projects.pdf">http://www.macog.com/docs/transportation/tip/approved/fy2028tip_projects.pdf</a>	
Madison County Council of Governments (MCCOG)	FY 2022-2026
• <i>Including Amendments/modifications through 7/28/23</i>	
• <a href="https://irp.cdn-website.com/65a760a0/files/uploaded/TIP%202022-2026%20-%20updated%205-1-23.pdf">https://irp.cdn-website.com/65a760a0/files/uploaded/TIP%202022-2026%20-%20updated%205-1-23.pdf</a>	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2024-2028
• <a href="https://www.nircc.com/uploads/1/2/9/8/129837621/final_2024-2028_tip_5-25-23.pdf">https://www.nircc.com/uploads/1/2/9/8/129837621/final_2024-2028_tip_5-25-23.pdf</a>	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
• <i>Including Amendments/modifications through 7/25/23</i>	
• <a href="https://nirpc.org/2040-plan/mobility/transportation-improvement-program/">https://nirpc.org/2040-plan/mobility/transportation-improvement-program/</a>	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2024-2027
• <a href="https://www.oki.org/transportation-planning/transportation-improvement-program-tip/">https://www.oki.org/transportation-planning/transportation-improvement-program-tip/</a>	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2024-2028
• <a href="https://www.terrehautempo.com/images/THAMPO_2024_2028_AdoptionTIP.pdf">https://www.terrehautempo.com/images/THAMPO_2024_2028_AdoptionTIP.pdf</a>	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2024-2028 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact April Leckie, STIP Administration at 317-232-5466 or at [leckie@indot.in.gov](mailto:leckie@indot.in.gov).

Sincerely,



Michael Smith, Commissioner  
Indiana Department of Transportation

cc: (w/enclosure): Angelica Salgado, FTA  
Cecilia Crenshaw, FTA  
Erica Tait, FHWA  
Lyndsay Quist, INDOT  
Kristin Brier, INDOT  
Kathy Eaton-McKalip, INDOT  
Louis Feagans, INDOT

April Leckie, INDOT  
Roy Nunnally, INDOT  
Larry Buckel, INDOT  
Jay Mitchell, INDOT  
Jason Casteel, INDOT  
Michael McNeil, INDOT

## INDOT Projects

## FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
I-469		PE						2023	\$135,000	\$15,000	R-43269	
I-469 0.14 West of I-69, Large Culvert for UNT Swift Ditch	2002361	RW	\$0						\$0	\$0	NHPP 90/10	Group Project
Small Structure Pipe Lining		CN		\$989,500					\$791,600	\$197,900	9/11/2024	exempt
Total cost for project:	\$1,139,500	Totals	\$0	\$989,500	\$0	\$0	\$0		\$926,600	\$212,900		
I-469		PE									B-43816	
I-69 NB bridge over Cedar Creek, 3.62 mi n/o SR 1	2100649	RW	\$0						\$264,960	\$66,240	NHPP	Group Project
Bridge Thin Deck Overlay		CN			\$331,200						12/10/2025	exempt
Total cost for project:	\$331,200	Totals	\$0	\$0	\$331,200	\$0	\$0		\$264,960	\$66,240		
I-469		PE									B-43816	
I-69 NB bridge over Cedar Creek, 3.62 mi n/o SR 1	2100652	RW	\$75,000						\$60,000	\$15,000	NHPP	Group Project
Bridge Thin Deck Overlay		CN			\$331,200						12/10/2025	exempt
Total cost for project:	\$406,200	Totals	\$75,000	\$0	\$331,200	\$0	\$0		\$324,960	\$81,240		
I-469		PE									B-43850	
I-469 bridge/pipe over drainage ditch, 0.16 mi e/o US 27	2100627	RW	\$0						\$289,980	\$32,220	NHPP	Group Project
Bridge Rehab-Pipe Lining		CN		\$105,000								
				\$45,000	\$5,652,000				\$94,500	\$10,500		
Total cost for project:	\$6,124,200	Totals	\$0	\$150,000	\$5,652,000	\$0	\$0		\$5,127,300	\$569,700		exempt
I-469		PE									B-44540	
I-469 EB Bridge over Harber Ditch, 0.12 miles W SR 1	2200500	RW	\$176,000						\$158,400	\$17,600	NHPP 90/10	Group Project
Bridge Deck overlay		CN		\$10,000							12/9/2026	exempt
Total cost for project:	\$1,427,096	Totals	\$176,000	\$10,000	\$0	\$1,241,096	\$0		\$1,284,386	\$142,710		
I-469		PE									B-44540	
I-469 WB Bridge over Harber Ditch, 0.12 miles W SR 1	2200735	RW	\$176,000						\$158,400	\$17,600	NHPP 90/10	Group Project
Bridge Deck Overlay		CN		\$10,000							12/9/2026	exempt
Total cost for project:	\$1,436,096	Totals	\$176,000	\$10,000	\$0	\$1,241,096	\$0		\$1,284,386	\$151,710		
I-469		PE									B-44535	
EB (S Jct) Bridge over I-69 NB/SB, 5.51 mi s/o US 24	2200984	RW	\$10,000						\$8,000	\$2,000	NHPP	Group Project
Bridge Thin Deck Overlay		CN		\$10,000							11/5/2026	exempt
Total cost for project:	\$402,354		\$10,000	\$10,000	\$0	\$382,354	\$0		\$313,883	\$78,471		
I-469		PE									B-44535	
WB (S Jct) Bridge over I-69 NB/SB, 5.51 mi s/o US 24	2200985	RW	\$10,000						\$8,000	\$2,000	NHPP	Group Project
Bridge Thin Deck Overlay		CN		\$10,000							11/5/2026	exempt
Total cost for project:	\$403,479		\$10,000	\$10,000	\$0	\$383,479	\$0		\$314,783	\$78,696		
SR 930		PE									R-42358	
At Maplecrest/Adams Ctr Rd, 3.66 mi w/o I-469	1900107	RW	\$0						\$400,000	\$100,000	STBG 80/20	
Intersection Safety Improvement		CN	\$7,600,181									2/15/2024
Total cost for project:	\$3,467,000	Totals	\$7,600,181	\$0	\$0	\$0	\$0		\$2,773,600	\$693,400		

## APPENDIX I

### Additional Information



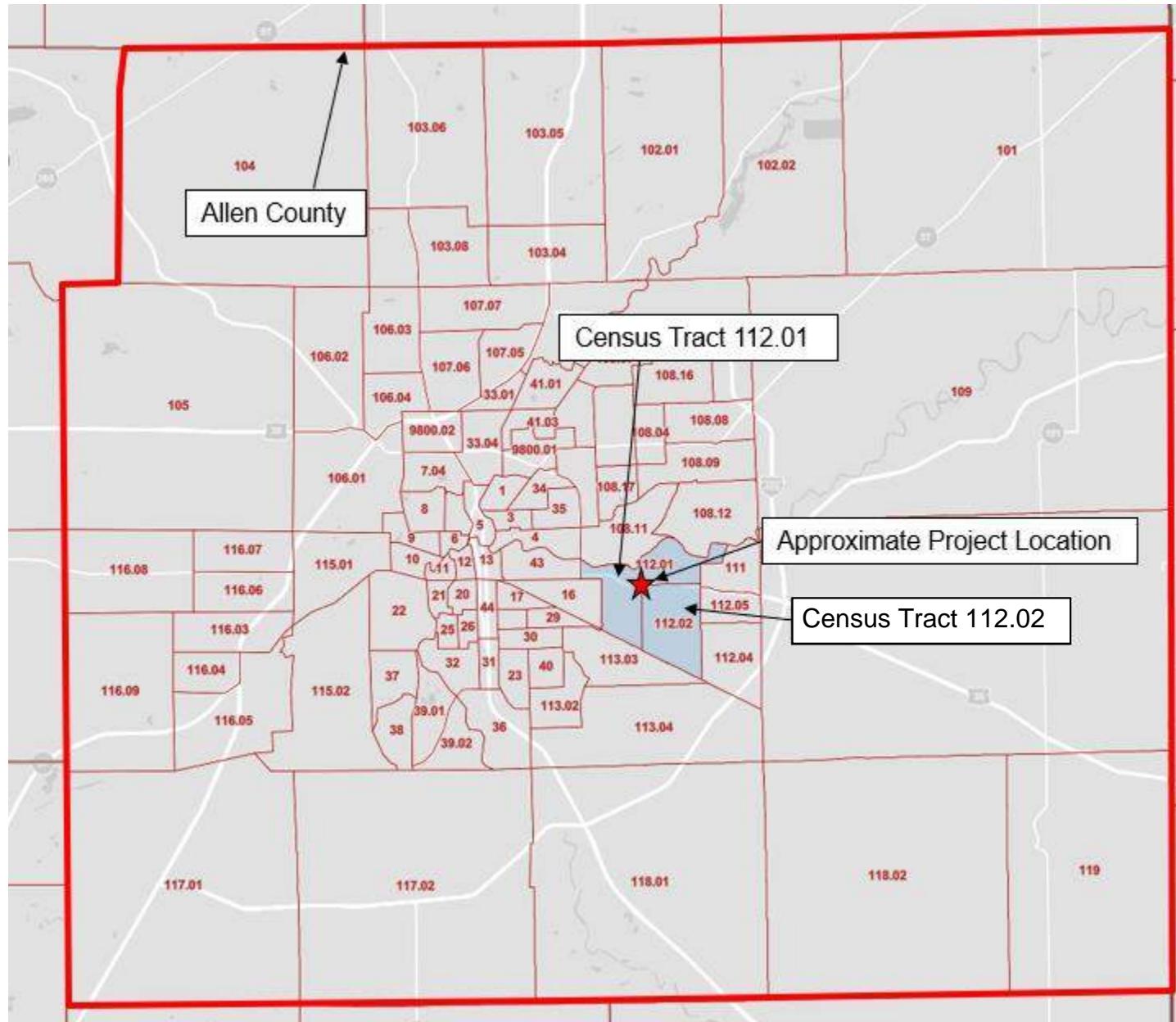
**SR 930/Maplecrest Road Intersection Improvements**  
**Indiana Department of Transportation**  
**Des. No.: 1900107**

Excerpted from INDOT's Land and Water Conservation Fund County Property List (<https://www.in.gov/indot/2523.htm>) on April 13, 2023

Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated March 2022)			
ProjectNumber	SubProjectCode	County	Property
1800030	1800030	Allen	Franke Park
1800032	1800032	Allen	Kreager Park (Maumee Park)
1800067	1800067	Allen	Fox Island Co. Park & Nature Preserve
1800097	1800097	Allen	Jury Memorial Park and Pool
1800105	1800105	Allen	Franke Park
1800153	1800153	Allen	Moser Park
1800188	1800188	Allen	Franke Park
1800201	1800201	Allen	Foster Park & Golf Course
1800315	1800315	Allen	Fox Island Co. Park & Nature Preserve
1800369	1800369A	Allen	Fox Island Co. Park & Nature Preserve
1800369	1800369N	Allen	Franke Park
1800369	1800369K	Allen	Moser Park
1800371	1800371	Allen	Jehl Park
1800392	1800392	Allen	Havenhurst Park
1800396	1800396	Allen	St. Marys River Greenway
1800408	1800408	Allen	Cooks Landing Roadside Park
1800419	1800419	Allen	St. Marys River Greenway
1800465	1800465	Allen	St. Marys River Greenway
1800469	1800469	Allen	St. Marys River Greenway
1800500	1800500	Allen	Grabill Community Park
1800526	1800526	Allen	Buckner Farm Park
1800527	1800527	Allen	Matea Park
1800570	1800570	Allen	Kreager Park
1800577	1800577	Allen	Riverside Gardens Park
1800602	1800602	Allen	Shoaff Park
1800609	1800609	Allen	Monroeville Community Park
1800614	1800614	Allen	Archbold Wilson Memorial Park
1800619	1800619	Allen	Payton County Park
1800621	1800621	Allen	Jury Park
1800634	1800634	Allen	Buckner Park

# Environmental Justice Analysis

Map of Allen County and Census Tracts 112.01 and 112.02



## B03002| HISPANIC OR LATINO ORIGIN BY RACE

2021: ACS 5-Year Estimates Detailed Tables | Universe: Total population

Notes	Geos	Topics	123	Dataset	Year	Hide	Transpose	Margin of Error	Restore	Excel	CSV	ZIP	Share	Print	Map
						Allen County, Indiana						Census Tract 112.01, Allen County, Ind...			Census Tract 112.02, Allen County, Ind...
Label						Estimate						Estimate			Estimate
▼ Total:						381,839						2,128			3,110
▼ Not Hispanic or Latino:						351,985						1,975			3,034
White alone						276,574						1,793			2,925

## B03002: HISPANIC OR LATINO ORIGIN BY RACE - Universe: Total population

	COC	AC 1	AC 2
Total:	381,839	2,128	3,110
White alone	276,574	1,793	2,925
% Minority	27.57%	15.74%	5.95%
125% COC	34.46%		
AC Greater than 50% or Greater than 125% COC?		No	No
Minority EJ Population of Concern?		No	No

## B17001| POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

2021: ACS 5-Year Estimates Detailed Tables | Universe: Population for whom poverty status is determined

Notes	Geos	Topics	123	Dataset	Year	Hide	Transpose	Margin of Error	Restore	Excel	CSV	ZIP	Share	Print	Map
Allen County, Indiana						Census Tract 112.01, Allen County, Ind...						Census Tract 112.02, Allen County, Ind...			
Label						Estimate						Estimate			
▼ Total:						375,492						2,108			
▼ Income in the past 12 months below poverty level:						46,353						440			

## B17001: POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

	COC	AC 1	AC 2
Total:	375,492	2,108	3,097
Income in the past 12 months below poverty level:	46,353	440	177
% Low Income	12.34%	20.87%	5.72%
125% COC	15.43%		
AC Greater than 50% or Greater than 125% COC?		Yes	No
Low Income EJ Population of Concern?		Yes	No

## Jason Stone

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**From:** Fair, Terri <TFair@indot.IN.gov>  
**Sent:** Monday, April 24, 2023 3:55 PM  
**To:** Jason Stone  
**Cc:** Passmore, Andrew D  
**Subject:** FW: INDOT, SR 930 Intersection Improvements, Des No 1900107 - EJ Analysis  
**Attachments:** Update EJ Map and Analysis 1900107.pdf

**EXTERNAL:** Message origin is from an external network. Use proper judgment and caution when opening attachments, clicking links, or responding to this email.

INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project may require minimal right-of-way, require no relocations, and would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non-EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.

# Excerpt from Abbreviated Engineering Review for Traffic Safety

## ABBREVIATED ENGINEERING REVIEW FOR TRAFFIC SAFETY

\* Revised by INDOT Office of Traffic Safety (January 10, 2013)

Date:	12/21/2017
Des. No.:	n/a

### Reviewer Information:

Primary Author:	Ericka Miller, PE, PTOE	Agency:	for INDOT Office of Traffic Safety
Phone Numbers:	317-972-4519	Email Address:	<a href="mailto:Ericka.Miller@wsp.com">Ericka.Miller@wsp.com</a>

### Purpose of Review:

WSP was hired by INDOT to study several high-crash locations throughout the state, identify existing safety issues, and recommend improvements to remedy those deficiencies. Improvements might range from lower-cost maintenance items, such as signage and pavement markings, to higher-cost capital improvements, such as reconstruction or added travel lanes, where necessary. This form is suitable for Level 1 review. Of the three available levels of engineering review, this represents the least refined, lowest intensity degree of analysis, development of essential project intent (outline of certified course of action), scoring and process documentation.

### Project Location:

Intersection:	SR 930 & Maplecrest	District:	Fort Wayne	City:	New Haven	County:	Allen
RP Start:		RP End:		Lat & Long:	41.069411°	-85.058759°	Inside Urban Area Boundary: <input checked="" type="checkbox"/> Yes or No
MPO:	Northeastern Indiana Regional Coordinating Council (NIRCC)			Project Type:			

Location: SR 930 & Maplecrest-Adams Central

The intersection is located along SR 930, approximately 3.65mi west of I-469 in New Haven, IN. See attached Site Location Map, Page 3.

### Existing Conditions:

See attached Collision Diagram on Page 7 with aerial image. Within the study area, SR 930 is classified as a principal arterial, and Maplecrest Rd / Adams Center Rd is classified as a minor arterial (Maplecrest Rd north of SR 930 and Adams Center Rd south of SR 930). At the signalized study intersection, the eastbound approach of SR 930 consists of two left-turn lanes, two through lanes, and one right-turn lane (no median), while the westbound approach consists of one left-turn lane, two through lanes, and one right-turn lane (painted median). The northbound approach of Adams Center Rd consists of one left-turn lane, one through lane and one shared through/right-turn lane, while the southbound approach of Maplecrest Rd consists of one left-turn lane one through lane and one right-turn lane (no medians on either approach). Currently, eastbound/westbound left-turns operate under protected-only signal phasing, and northbound/southbound left-turns are protected/permitted with flashing yellow arrow (FYA) indications. The signalized intersection is part of a coordinated system along SR 930. The posted speed limit along all approaches is 45mph. Adjacent land is undeveloped on the northeast and southeast corners; there is a vacant lot on the southwest corner, and an Auto Sales Shop on the northwest corner. During the field check on 8/9/17, the following issues were identified:

- Busy/congested intersection (see LOS summary below)
- Rear ends in both directions on SR 930
- Crash issue with westbound left-turning vehicles
- High speeds along SR 930 (noted by INDOT staff)
- Heavy truck traffic
- Faded/worn striping, pavement markings and stop bars on all legs (worse on north and south legs)
- Slight rutting in asphalt pavement on the west leg
- Non-standard R3-5 signs over dedicated turn lanes

### Traffic Operations:

**a) Mobility/Congestion Performance:** According to available traffic count data on INDOT's website, the 2016 AADT along SR 930 east of Maplecrest Rd / Adams Center Rd was 23,805. Along Adams Center Rd south of SR 930, the 2016 AADT was 11,162. Using 2017 turn count data and signal timings provided by the INDOT Fort Wayne District, capacity analyses were conducted for the intersection using Synchro software. The analyses show that the intersection operates at LOS D during the AM peak hour, with the northbound left-turn, southbound through, and southbound right-turn operating at LOS E; all other movements are projected to operate at LOS D or better. The analyses also show that the intersection operates at LOS C during the PM peak hour, with the westbound left-turn

**b) Safety Performance:** According to available crash data, there were 62 crashes at the study location from Jan-1 2014 to Dec-31 2016, ten of which resulted in injury (four of those were incapacitating injury crashes). Of the 62 crashes, approximately 69% were 'rear end', 11% were 'left turn', and 6% were 'same direction sideswipe'. Using HAT 3.0 software, the Index of Crash Frequency ( $I_{CF}$ ) for the study intersection was found to be 1.75, and the Index of Crash Cost ( $I_{CC}$ ) for the study intersection was found to be 1.99. According to The Hazard Elimination Program-Manual on Improving Safety of Indiana Road Intersections and Sections, if the  $I_{CF}$  and  $I_{CC}$  values for a location are both greater than 2, the location is a "high crash" location. Therefore, based on the available crash data, the study intersection is not necessarily considered a "high crash" location. However, because the  $I_{CF}$  and  $I_{CC}$  are both greater than zero, there are still more crashes and associated costs than expected. See attached Crash Summary, Pages 8-10.

### Alternatives and Recommendations

The "do-nothing" alternative was considered and rejected, as it does not improve safety at the study location. Based on the data summarized herein, and the current conditions at the study location, the following improvements are recommended:

#### *Short-Term*

- Refresh striping, pavement markings and stop bars on all legs
- Police enforcement of posted speed limits and red-light running
- Adjust yellow/red times based on ITE formulas

#### *Long-Term*

##### Option 1

- Reconfigure intersection as Median U-Turn (MUT) intersection, eliminating left-turns at the intersection and forcing motorists to utilize signalized U-turn access points on SR 930 (see attached schematic)
  - Using 2017 data, the intersection operates at LOS C during the AM peak hour, with all movements operating at LOS D or better and LOS C during the PM peak hour with the eastbound and southbound left-turns operating at LOS E, all other movements operating at LOS D or better.
- Consider the construction of a median with u-turn access along SR 930 from New Haven Ave to Lincoln Highway to reinforce operation at the study intersection. It should be noted that associated costs are not included in the cost estimate herein.
- Consider the construction of additional pedestrian facilities in the area. It should be noted that associated costs are not included in the cost estimate herein.

##### Option 2

- Widen the south leg to provide two southbound receiving lanes. Cross-section would taper down to existing ~ 500' south of the intersection.
  - Using 2017 data, the intersection operates at LOS D during the AM peak hour, with all movements operating at LOS D or better and LOS C during the PM peak hour with all movements operating at LOS D or better.
- Re-stripe the east leg so that the westbound approach consists of 2 LT lanes, 2 thru lanes and 1 RT lane. Paint/install guidelines for westbound dual LT.
- Widen the north leg so that the southbound approach consists of 1 LT lane, 2 thru lanes and 1 RT lane.

Consider the construction of additional pedestrian facilities in the area. It should be noted that associated costs are not included in the cost estimate herein.

### Costs Estimate(s) for Proposed Safety Improvement Project

Short-Term	Long-Term Option 1	Long-Term Option 2
Preliminary Engineering Cost = N/A	Preliminary Engineering Cost = \$188,000	Preliminary Engineering Cost = \$106,000
Construction Cost = \$18,000	Construction Cost = \$1,169,000	Construction Cost = \$662,000
Right-of-Way Cost = N/A	Right-of-Way Cost = N/A	Site Preparation Cost = \$12,500
Total Cost = \$18,000	Total Cost = \$1,357,000	Total Cost = \$780,500
It should be noted that possible environmental documentation costs are not included in Cost Estimates (Pages 12-14).		

### Project Score: (for INDOT use)

	0	Safety Program Score = <input type="text" value="#REF!"/>
	0	
	0	
	0	
	0	
	0	

### Miscellaneous Notes:

A field check was conducted for this location on 8/9/17; the following people were present - Dana Plattner (INDOT Fort Wayne District), Matt Sagstetter (INDOT Fort Wayne District), Jerry Faust (NIRCC), Tony Maze (Fort Wayne Police Department), Tom Ford (INDOT Central Office), Ericka Miller (WSP) and Matt Duffy (WSP). An input meeting was held at the INDOT Fort Wayne District Office on 10/11/17.

### Attachments:

- Site Location Map, Page 3
- Photographs, Pages 4-6
- Collision Diagram, Page 7
- Crash Summary, Pages 8-10
- Conceptual Schematic Page 11
- Cost Estimates, Pages 12-14