FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Route (SR) 930 and Maplecrest Road / Allen County
Designation Number(s):	1900107
Project Description/Termini:	SR 930/Maplecrest Road intersection improvements. The SR 930 termini are approximately 1,200 feet west and 1,600 feet east of the intersection. The Maplecrest Road termini approximately 500 feet north and 1,400 feet south of the intersection.

	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
x	**Categorical Exclusion, Level 3** – Required Signatories: INDOT ESD
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

Approval

N/A
INDOT DE Signature and Date

Drew Passmore November 3, 2023
INDOT ESD Signature and Date

N/A
FHWA Signature and Date

Release for Public Involvement

N/A
INDOT DE Initials and Date

ADWP July 12, 2023
INDOT ESD Initials and Date

Certification of Public Involvement

Matthew Garrison 10/3/2023
INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date: Cindy Mauro 11-3-2023

Name and Organization of CE/EA Preparer: Jason A. Stone / DLZ Indiana, LLC

Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

Part I – Public Involvement

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?		x
If No, then:		
Opportunity for a Public Hearing Required?	x	

**A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.*

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Notice of Entry letters were mailed to potentially affected property owners near the project area on June 18, 2021 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page 1.

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in the *Journal Gazette* newspaper on April 13, 2023 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on May 15, 2023. The text of the public notice and the affidavit of publication appear in Appendix D, pages 164 and 165. No comments were received.

The project met the minimum requirements described in the current Indiana Department of Transportation (INDOT) *Public Involvement Manual* which require the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, legal notices advertising that a public hearing would be held at 6:00 P.M. on August 23, 2023, at the New Haven Junior/Senior High School were published in the *Journal Gazette* newspaper on August 8 and August 15, 2023. The publisher's affidavit for the legal notices is presented as Appendix G, page 2. The text of the legal notices is presented as Appendix G, page 3. The public hearing presentation slides are resented as Appendix G, pages 4 - 34. Twenty-eight people signed the public hearing sign-in sheets (Appendix G, pages 35 and 36). A number of comments were received, including spoken and written comments provided at the public hearing and additional written comments provided during the comment period following the hearing, which ended on September 6, 2023. A comment and response document is presented as Appendix G, pages 37 – 49, and copies of the comments received are presented as Appendix G, pages 50 - 81. INDOT certified completion of the public involvement process for this project on October 3, 2023. Public Involvement activities for this project are complete.

Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: INDOT INDOT District: Fort Wayne

Local Name of the Facility: SR 930 and Maplecrest Road

Funding Source (*mark all that apply*): Federal [x] State [x] Local [ ] Other* [ ]

*If other is selected, please identify the funding source: _____

PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

Project Need:
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 safety study was completed by Williams Sale Partnership (WSP) in 2017. According to that report, 62 crashes occurred from 2014 through 2016, the majority of which were rear-end crashes. A Hazard Assessment Tool (HAT) 3.0 analysis resulted in an Index of Crash Frequency of 1.75 and an Index of Crash Cost of 1.99, indicating that this is likely a high-crash intersection in both frequency and severity (Appendix I, page 6). A value greater than zero indicates there is a higher than expected crash volume. Although this intersection does have a high number and severity of crashes, it is believed that the safety problem is a result of traffic congestion as opposed to roadway geometry or sight distances.

This intersection currently operates at or near capacity in both the morning and evening peak hours. Level of Service (LOS) is a measure of traffic flow conditions. LOS A equates to free-flowing conditions. LOS F equates to heavily congested conditions. The morning peak hour operates at a LOS D (high-density flow in which speed and freedom to maneuver are severely restricted), although the southbound right turn movement operates at LOS F. The evening peak hour operates at LOS E (unstable flow at or near capacity).

Project Purpose:
The project purpose is to provide congestion and safety improvements at this intersection to reduce the number and severity of crashes by providing an intersection with a LOS of C or better.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Allen Municipality: New Haven

Limits of Proposed Work: Along SR 930, approximately 1,200 feet west to 1,600 feet east of the intersection. Along Maplecrest Road, approximately 500 feet north to 1,400 feet south of the intersection.

Total Work Length: 0.463 Mile(s) Total Work Area: 11.87 Acre(s)

	Yes[1]	No
Is an Interstate Access Document (IAD)[1] required?		x
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?	Date:	

[1]*If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.*

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project for improvements to the SR 930/Maplecrest Road intersection in New Haven, Allen County, Indiana.

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. Project location graphics are provided as Appendix B, pages 1 – 3.

Existing Conditions:
Within the project area, SR 930 is a five-lane Principal Arterial with an existing typical section consisting of four 12-foot travel lanes, a two-way left turn lane and variable-width paved shoulders. The typical roadway width is 88 feet. Roadway drainage is via sheet flow. The apparent existing right-of-way is 125 to 140 feet wide, centered on the roadway, throughout the project area.

North of the intersection, Maplecrest Road is a five-lane Minor Arterial with an existing typical section consisting of three 11-foot lanes, an 11-foot right turn lane, a 16-foot left turn lane, curb and gutter, and a 10-foot shared-use path along the east side of the roadway. The typical roadway width is 60 feet. Roadway drainage is collected in curb and gutter and conveyed to an enclosed storm sewer. The apparent existing right-of-way is 185 feet wide, centered on the roadway, throughout the project area. South of the intersection, Maplecrest Road is a four-lane Minor Arterial with an existing typical section consisting of three 12-foot travel lanes, a 15-foot left turn lane, and curb and gutter. The typical roadway width is 51 feet. Roadway drainage is collected in curb and gutter and conveyed to an enclosed storm sewer. The apparent existing right-of-way is 140 feet wide, centered on the roadway. Approximately 1,000 feet south of the intersection, Maplecrest road narrows to a two-lane existing typical section consisting of two 12-foot travel lanes with a variable-width paved shoulder. Roadway drainage is via sheet flow. The apparent existing right-of-way is the edge of pavement. The existing conditions can be seen in the aerial photo graphics presented as Appendix B, page 3 and Appendix D, page 21.

According to the safety study completed by WSP in 2017, crash data was analyzed from January 2014 to January 2017. There was a total of 62 crashes at the intersection. Of the 62 crashes, approximately 69% were rear end, 11% were left turn, and 6% were same direction sideswipe.

This intersection currently operates at or near capacity in both the morning and evening peak hours. The morning peak hour operates at a LOS D, although the southbound right turn movement operates at LOS F. The evening peak hour operates at LOS E.

Preferred Alternative:
The preferred alternative is for construction of a Quadrant Roadway (QR) in the southeast quadrant of the SR 930/Maplecrest Road intersection. A quadrant roadway reroutes all four left-turn movements at a four-legged intersection onto a new roadway (along one of the intersection quadrants). Left turns are prohibited at the existing intersection and new signalized intersections are included at the connections to the quadrant roadway to provide left-turn movements. New signalized intersections will be added to SR 930 and Maplecrest Road, approximately 650 feet east and south of the intersection. Left turns will be accommodated on the QR and will not be permitted at the SR 930/Maplecrest Road intersection. The QR will provide one 12-foot lane each direction, a 4-foot curbed grass median and a left turn lane at the QR intersections with SR 930 and Maplecrest Road. The proposed vehicle turning movements are illustrated on Appendix B, pages 36 – 39.

The project includes some widening along SR 930 with the addition of curbed grass medians and widening along Maplecrest Road with the addition of concrete medians. An additional eastbound through lane will be added, starting approximately 700 feet west of the intersection. A right turn lane and an 8-foot shoulder will also be added to the eastbound approach, beginning approximately 400 feet west of the intersection. A 19-foot curbed grass median will be added from the intersection to the west approximately 200 feet.

East of the intersection, SR 930 will have curb and gutter and a sidewalk on the south side. An eastbound right turn lane for the QR will be added, beginning at the intersection, and extending to the QR. The right turn lane will have curb and gutter until it ends approximately 330 feet east of the intersection. A curbed grass median will be added along SR 930 from the existing intersection and through the new intersection with the QR.

South of the intersection, Maplecrest Road will have added curb and gutter on both sides of the road and a 10-foot trail on the east side which will end at the new intersection with the QR. This trail will connect to the existing shared use path north of the intersection via a crosswalk. A right turn lane for the QR will also be constructed and will begin 500 feet south of the QR intersection. The west side of Maplecrest Road will be widened to provide a southbound left turn lane for the QR intersection. Maplecrest Road will taper down to two lanes at the south project terminus. A 2-foot concrete median will be added between the existing intersection and the QR intersection.

North of the intersection, Maplecrest Road will be widened to the west to provide a second right turn lane with curb and gutter. The existing left turn lane will be converted to a second through lane.

The horizontal alignment and vertical profile of both SR 930 and Maplecrest Road will be maintained within the project limits. SR 930 will be milled and resurfaced within the project limits. The project will also include the upgrade of the signal at SR 930 and Maplecrest Road. New curb inlets along the south side of SR 930 east of the intersection with Maplecrest Road will drain to the proposed ditch line along the south side of SR 930. New and existing curb inlets on Maplecrest Road will convey storm water to an existing enclosed storm sewer system. A drainage basin will be added in the southeast quadrant of the intersection to store stormwater from the QR inlets. An existing 3-foot by 3-foot concrete box culvert east of the existing intersection will be extended to the south to meet the proposed ditch line along the south side of SR 930. The culvert in the southwest corner of the intersection will be shifted south to meet the proposed ditch line along the south side of SR 930. A new 3-foot by 3-foot box culvert under the QR along the south side of SR 930 will be added to carry water from the east to the extended box that runs under SR 930. Project plan sheets are provided as Appendix B, pages 8 – 35.

The project requires acquisition of approximately 3.52 acre of land for new permanent right of way. The project also requires acquisition of approximately 0.33 acre of land for temporary right of way. Refer to the Right of Way section of this document for additional information. The project will not impact waterways. The project will result in a total of approximately 0.319 acre of permanent wetland impacts. No temporary wetland impacts are proposed. Section 401/404 permitting is anticipated to be required. The project is not located within a floodway; therefore, Construction in a Floodway permitting is not anticipated to be required. The project will impact more than one acre of surface area; therefore, Construction Storm Water General permitting is anticipated to be required. Efforts to avoid, minimize, and/or mitigate project impacts, such as limiting the project's construction footprint to the degree practicable, have been made.

Traffic through the intersection will be maintained during the phased construction of the project. Temporary traffic barriers will be used to separate construction activities from traffic during construction. Access to business and public approaches will be maintained. Refer to the Maintenance of Traffic (MOT) section of this document for additional information.

The preferred alternative will satisfy the purpose and need of providing congestion and safety improvements at this intersection to reduce the number and severity of crashes by providing an intersection with a LOS of C or better. The current SR 930/Maplecrest Road intersection, with the QR in place, is predicted to have a LOS C in the Design Year (2044) morning and evening peak hours. The new SR 930/quadrant roadway intersection is predicted to have a LOS C in the Design Year morning and LOS B in the evening peak hours. The new Maplecrest Road/quadrant roadway intersection is predicted to have a LOS A in the morning and LOS B in the Design Year evening hours.

Logical Termini/Independent Utility:
The project termini along each leg are logical because they encompass the proposed improvements and additional distance required to transition back to the existing roadways. The project does not rely on construction of any other project to satisfy its purpose and need; therefore, it has independent utility.

OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

Do Nothing Alternative:
The Do Nothing Alternative was considered; however, this alternative was discarded as it would not meet the project purpose and need of providing congestion and safety improvements at this intersection to reduce the number and severity of crashes by providing an intersection with a LOS of C or better.

Median U-turn Intersection Configuration:
Under this alternative, left turns would be moved to signalized median U-turn intersections along SR 930 on either side of the existing intersection. Of the alternatives considered, this alternative provided the least amount of improvement to traffic flow. Congestion would remain and the purpose of reducing crash frequency/severity would not be addressed. This alternative would result in similar natural resource impacts as compared to the preferred alternative but would also result in significant impacts to utilities and would negatively affect future access conditions for adjacent properties. This alternative would not meet the project purpose and need. For these reasons, this alternative was discarded from further consideration.

Displaced Left Turn Intersection Configuration:
Under this alternative, left turns would be routed via an upstream intersection and channeled away from the through traffic movements at the existing intersection. This would allow for left turns to be made in conjunction with opposing through movements. This alternative would satisfy the project's purpose and need and would result in similar natural resource impacts as compared to the preferred alternative. However, this alternative had the highest construction cost and resulted in the worst impacts to right-of-way, utilities, and future access conditions for adjacent properties. For these reasons, this alternative was discarded from further consideration.

The No Build Alternative is not feasible, prudent or practicable because (*Mark all that apply*)

It would not correct existing capacity deficiencies;	
It would not correct existing safety hazards;	
It would not correct the existing roadway geometric deficiencies;	
It would not correct existing deteriorated conditions and maintenance problems; or	
It would result in serious impacts to the motoring public and general welfare of the economy.	
Other (Describe): It would not satisfy the project's purpose and need.	**x**

ROADWAY CHARACTER:

If the proposed action includes multiple roadways, complete and duplicate for each roadway.

Name of Roadway: SR 930
Functional Classification: Urban Principal Arterial
Current ADT: 26,100 VPD (2021) Design Year ADT: 35,007 VPD (2044)
Design Hour Volume (DHV): 3,501 Truck Percentage (%): 7
Designed Speed (mph): 45 Legal Speed (mph): 45

	Existing		Proposed	
Number of Lanes:	6		6	
Type of Lanes:	4 through and 2 turning lanes		4 through and 2 turning lanes	
Pavement Width:	81	ft.	72	ft.
Shoulder Width:	10	ft.	8	ft.
Median Width:	N/A	ft.	19	ft.
Sidewalk Width:	N/A	ft.	5	ft.

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Name of Roadway Maplecrest Road
Functional Classification: Urban Minor Arterial
Current ADT: 20,250 VPD (2021) Design Year ADT: 29,371 VPD (2044)
Design Hour Volume (DHV): 2,937 Truck Percentage (%) 6
Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing		Proposed	
Number of Lanes:	4		4	
Type of Lanes:	3-thru and 1-turn		3-thru and 1-turn	
Pavement Width:	51	ft.	48	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	2	ft.
Sidewalk Width:	0-10	ft.	10	ft.

Name of Roadway Quadrant Road
Functional Classification: Urban Local Collector
Current ADT: N/A VPD (20) Design Year ADT: N/A VPD (20)
Design Hour Volume (DHV): N/A Truck Percentage (%) N/A
Designed Speed (mph): 30 Legal Speed (mph): 25

	Existing		Proposed	
Number of Lanes:	N/A		3	
Type of Lanes:	N/A		2-thru and 1-turn	
Pavement Width:	N/A	ft.	38	ft.
Shoulder Width:	N/A	ft.	0	ft.
Median Width:	N/A	ft.	4	ft.
Sidewalk Width:	N/A	ft.	5	ft.

Setting:	x	Urban	x	Suburban		Rural
Topography:	x	Level		Rolling		Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): N/A Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	N/A		N/A	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

An existing 30-inch diameter by 76-foot long corrugated metal pipe culvert under the drive at the west project terminus along the south side of SR 930 will be replaced with 77 feet of 30-inch type 3 round concrete pipe due to the roadside ditch alignment shift.

Impacts to a wetland (Wetland A) in the ditch will result from replacement of the existing pipe as well as realignment of the ditch.

An existing 15-inch diameter by 60-foot long corrugated steel pipe culvert under a driveway near the east project terminus along the south side of SR 930 will be replaced with 56 feet of 15-inch type 3 circular concrete pipe due to the roadside ditch alignment shift. Installation of this pipe will not impact wetlands or waterways.

In the southwest corner of the intersection, an existing 36-inch HDPE pipe culvert will be replaced with 268 feet of type 2 circular concrete pipe to meet the new alignment of the ditch along the south side of SR 930. Installation of this pipe will not impact wetlands or waterways.

An existing 3-foot by 3-foot concrete box culvert (CLV-67632), which conveys the Sheridan Legal Drain, crosses under SR 930 approximately 500 feet east of the existing intersection. This box culvert will be extended, in kind, approximately 31 feet to the south, to meet the new alignment of the roadside ditch. Impacts to a wetland (Wetland F) in the ditch will result from extension of the structure as well as realignment of the ditch.

A new 3-foot by 3-foot concrete box culvert that is 134 feet long will be constructed under the QR approach to SR 930 to maintain the roadside ditch drainage to the above-mentioned extended culvert that crosses under SR 930. Installation of this pipe will not impact wetlands or waterways.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?		x
Is a temporary roadway proposed?		x
Will the project involve the use of a detour or require a ramp closure? (describe below)		x
Provisions will be made for access by local traffic and so posted.		
Provisions will be made for through-traffic dependent businesses.		
Provisions will be made to accommodate any local special events or festivals.		
Will the proposed MOT substantially change the environmental consequences of the action?		x
Is there substantial controversy associated with the proposed method for MOT?		x
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	x	
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).		x

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

The MOT for the project will require two-way traffic to be maintained on both SR 930 and Maplecrest Road through all phases of the project. The construction design speed will be 35 mph.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

A multi-use trail is located on the east side of Maplecrest Road, north of SR 930. The project will require approximately 100 linear feet of the trail to be shifted several feet to the east, to align with the trail proposed on the east side of Maplecrest Road, south of the intersection. MOT for the impacted section of multi-use trail was determined not to be necessary because there is no other existing pedestrian/trail facility within the project area.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 500,000.00 (2021) Right-of-Way: $ 100,000.00 (2023) Construction: $ 2,867, 291.00 (2024)

Anticipated Start Date of Construction: August 2024

Remarks:

Note that the right of way funds indicated above, with 2023 year of expenditure, are state funds and are not required to be listed in the 2024-2028 Transportation Improvement Program or the 2024-2028 Statewide Transportation Improvement Program.

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0
Commercial	3.52	0.33
Agricultural	0	0
Forest*	0	0
Wetlands*	0	0
Other:	0	0
TOTAL	3.52	0.33

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

Note that the project will require tree removal (0.2 acre) and wetland impacts (0.319 acre); however, acreages for Forest and Wetlands are not reported separately in the above table as they are within the 3.52 acre of commercially zoned land to be acquired as new permanent right of way.

The existing SR 930 typical minimum right of way (ROW) width is 69 feet near the Old Maumee Road approach, and the existing SR 930 maximum ROW width is 111 feet in the southeast corner of the intersection with Maplecrest Road. The proposed SR 930 typical minimum ROW width is 84 feet near the Old Maumee Road approach, and the proposed SR 930 maximum ROW width is 190 feet in the southeast corner of the intersection with Maplecrest Road.

The existing Maplecrest Road typical minimum ROW width is 60 feet at the south end of the project, and the existing Maplecrest Road maximum ROW width is 120 feet at the north end of the project. No new ROW is required for Maplecrest Road.

The proposed quadrant roadway typical minimum ROW width is 35 feet along the east side of the roadway, and the proposed quadrant roadway maximum ROW width is 114 feet at the intersection with Maplecrest Road.

The project requires acquisition of approximately 3.52 acre of commercial land use along the south side of SR 930 for new permanent ROW. The project also requires acquisition of approximately 0.33 acre of commercial land along the south side of SR 930 for temporary ROW.

If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on July 9, 2021 (Appendix C, pages 1 - 4). In addition, an early coordination request was sent to Fort Wayne Trails, Inc., on April 22, 2022.

Agency	Date Sent	Date Response Received	Appendix C Page #
Indiana Department of Environmental Management (IDEM)	7/22/2021	7/22/2021	5-13
Indiana Department of Natural Resources (IDNR)	7/9/2021	8/6/2021	25-26
Indiana Geological and Water Survey (IGWS)	7/22/2021	7/22/2021	14-16
INDOT Aviation Section	7/9/2021	7/26/2021	22
INDOT Fort Wayne District	7/9/2021	7/13/2021	18
Natural Resource Conservation Service (NRCS)	7/9/2021	7/29/2021	28
US Fish and Wildlife Service (USFWS)	7/9/2021	8/18/2021	17
National Parks Service (NPS)	7/9/2021	N/A	N/A
US Army Corps of Engineers (USACE)	7/9/2021	7/26/2021	20-21
US Department of Housing and Urban Development (USHUD)	7/9/2021	N/A	N/A
Northeastern Indiana Regional Coordinating Council (NIRCC)	7/9/2021	8/17/2021	23-24
Allen County Highway Department	7/9/2021	N/A	N/A
Allen County Department of Planning Services	7/9/2021	N/A	N/A
Allen County Commissioners	7/9/2021	N/A	N/A
New Haven MS4 Coordinator / New Haven Utility Office	7/9/2021	N/A	N/A
Allen County Surveyor / Allen County Drainage Board	7/9/2021	N/A	N/A
Allen County MS4 Coordinator	7/9/2021	7/23/2021	19
New Haven Mayor's Office	7/9/2021	N/A	N/A
New Haven Police Department	7/9/2021	N/A	N/A
New Haven Fire Department / Emergency Services	7/9/2021	N/A	N/A
New Haven Planning Department	7/9/2021	8/17/2021	27
New Haven Public Works Department	7/9/2021	N/A	N/A
East Allen County Schools	7/9/2021	N/A	N/A
Fort Wayne Trails, Inc.	4/22/2022	4/22/2022	57

All applicable recommendations are included in the Environmental Commitments section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features			
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Total stream(s) in project area: N/A Linear feet Total impacted stream(s): N/A Linear feet

County Allen Route SR 930 and Maplecrest Road Des. No. 1900107

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 3), there are two streams, rivers, watercourse, or other jurisdictional features within the 0.5-mile search radius. There are no streams, rivers, watercourse, or other jurisdictional features within or adjacent to the project area, which was confirmed by the site visits on August 18 and 19, 2021 by DLZ. Therefore, no impacts are expected.

Open Water Feature(s)	**Presence**	**Impacts**	
		Yes	**No**
Reservoirs			
Lakes			
Farm Ponds			
Retention/Detention Basin			
Storm Water Management Facilities			
Other:			

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 3), there are three open water features within the 0.5-mile search radius. There are no open water features within or adjacent to the project area. That number was confirmed by the site visits on August 18 and 19, 2021 by DLZ. Therefore, no impacts are expected.

	Presence	**Impacts**	
		Yes	**No**
Wetlands	x	x	

Total wetland area: 0.692 Acre(s) Total wetland area impacted: 0.319 Acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
A	Emergent	0.159	0.090	SR 930, Sta. 54+00 to Sta. 59+00 Right, Likely Water of the US, Appendix F, page 5.
B	Emergent	0.065	0	SR 930, Sta. 54+00 to Sta. 59+00 Left, Likely Water of the US, Appendix F, page 5.
C	Emergent	0.085	0.035	Maplecrest Road, Sta. 26+75 to Sta. 29+60 Left, Likely Water of the US, Appendix F, page 6.
D	Emergent	0.063	0	SR 930, Sta. 74+30 to Sta. 79+25 Left, Likely Water of the US, Appendix F, page 6.

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
E	Emergent	0.035	0	SR 930, Sta. 64+20 to Sta. 67+80 Left, Likely Water of the US, Appendix F, page 7.
F	Emergent	0.194	0.194	SR 930, Sta. 63+00 to Sta. 74+80 Right, Likely Water of the US, Appendix F, page 8.
G	Emergent	0.084	0	Maplecrest Road, Sta. 13+15 to Sta. 14+20 Right, Likely Water of the US, Appendix F, page 8.
H	Emergent	0.007	0	Maplecrest Road, Sta. 13+85 to Sta. 14+20 Left, Likely Water of the US, Appendix F, page 9.

Wetlands (*Mark all that apply*)	**Documentation**	**ESD Approval Dates**
Wetland Determination	x	5/19/2022
Wetland Delineation	x	5/19/2022
USACE Isolated Waters Determination		

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

Substantial adverse impacts to adjacent homes, business or other improved properties;	
Substantially increased project costs;	x
Unique engineering, traffic, maintenance, or safety problems;	x
Substantial adverse social, economic, or environmental impacts, or	
The project not meeting the identified needs.	

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 3), there are 16 NWI-mapped wetlands and one NWI line within the 0.5-mile search radius. There are eight likely wetlands within or adjacent to the project area. That number was confirmed by the site visits on August 18 and 19, 2021 by DLZ.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on May 19, 2022. Please refer to Appendix F, page 1 for the Waters of the U.S. Determination / Wetland Delineation Report. It was recommended that there are eight areas that meet the jurisdictional wetland criteria, Wetlands A through H. The USACE makes all final determinations regarding jurisdiction.

Wetland A:
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*) and rice cutgrass (*Leersia oryzoides*). 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 and hydric soils were noted to be present. 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 likely 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.

Wetland B:
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*) and barnyard grass (*Echinochloa crus-galli*). 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 and hydric soils were noted to be present. 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 likely 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.

Wetland C:
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 of Maplecrest Road and to the north of SR 930. Wetland C is dominated by narrow-leaf cattail (*Typha angustifolia*), 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 and hydric soils were noted to be present. 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 likely 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.

Wetland D:
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*), 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 and hydric soils were noted to be present. 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 likely 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.

Wetland E:
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*), a wetland plant. 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 and hydric soils were noted to be present. 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 likely 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.

Wetland F:
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*), 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 and hydric soils were noted to be present. 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 likely 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.

Wetland G:
Wetland G is located along the east side Maplecrest Road near the south project terminus. Wetland G is dominated by wetland plants consisting of reed canarygrass (*Phalaris arundinacea*) and Indian hemp (*Apocynum cannabinum*). 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 and hydric soils were noted to be present. 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 likely 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.

Wetland H:
Wetland H is located along the west side Maplecrest Road near the south project terminus. Wetland H is dominated by wetland plants consisting of giant ragweed (*Ambrosia trifida*), field nut sedge (*Cyperus esculentus*) and barnyard grass (*Echinochloa crus-galli*). 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 and hydric soils were noted to be present. 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 likely 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.

The project will result in a total of approximately 0.319 acre of permanent wetland impacts, consisting of 0.090 acre of impact to Wetland A, 0.035 acre of impact to Wetland C and 0.194 acre of impact to Wetland F. No temporary impacts are proposed. These impacts are the result of ditch realignment (Wetland A and Wetland F) and slope widening (Wetland C). The proposed ditch realignment and slope widening are required for construction of the proposed improvements; therefore, avoidance is not practicable. Impacts have been minimized by keeping work contained to the area necessary for the proposed construction. Mitigation will likely be required and will be determined during permitting. Wetlands B, D, E, G and H will be labeled on the plans as "Do Not Disturb". This is included as a firm commitment in the Environmental Commitments section of this document.

A USACE Section 404 Permit will likely be required. In the event a Section 404 Permit is required, a Section 401 Water Quality Certification must also be obtained from the IDEM Office of Water Quality.

IDEM's electronically generated early coordination response dated July 22, 2021 contained recommendations relating to wetlands, agency coordination and permitting requirements (Appendix C, pages 7 and 8).

IDNR-DFW responded on August 6, 2021 with recommendations pertaining to agency coordination and mitigation ratios (Appendix C, page 25).

The USACE response dated July 26, 2021 contained a recommendation relating to permitting requirements (Appendix C, page 20).

All applicable recommendations are included in the Environmental Commitments section of this CE.

	Presence	Impacts	
		Yes	No
Terrestrial Habitat	x	x	

Total terrestrial habitat in project area: 5.56 Acre(s) Total tree clearing: 0.2 Acre(s)

Describe types of terrestrial habitat (i.e., forested, grassland, farmland, lawn, etc.) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, a site visit on August 18 and 19, 2021 by DLZ and the aerial map of the project area (Appendix B, page 3), there is wooded land, agricultural field and roadside slopes and ditch banks vegetated with grass. The dominant tree species present are Norway spruce (*Picea abies*), American elm (*Ulmus americana*), black walnut (*Juglans nigra*), and black locust (*Robinia pseudoacacia*). At the time of field reconnaissance, the agricultural fields contained soybeans (*Glycine max*). The dominant grass species in the road slopes and ditch banks are English plantain (*Plantago lanceolata*), yellow bristle grass (*Setaria pumila*), tall fescue (*Schedonorus arundinaceus*) and chicory (*Cichorium intybus*).

The project will result in a total of approximately 5.56 acres of terrestrial habit impacts, consisting of approximately 0.2 acre of tree removal, approximately 3.57 acres of agricultural land and approximately 1.79 acres of roadside slopes and ditch banks. These impacts are the result of roadway widening and reconstruction, as well as new alignment roadway construction, and are necessary for construction of the proposed improvements. Therefore, avoidance is not practicable. Impacts have been minimized by keeping work contained to the area necessary for the proposed construction. Mitigation is not anticipated to be required.

IDNR-DFW responded on August 6, 2021 with recommendations pertaining to mitigation ratios, revegetation of disturbed areas, seasonal tree clearing restrictions and erosion and sedimentation control (Appendix C, pages 25 and 26).

All applicable recommendations are included in the Environmental Commitments section of this CE.

County Allen Route SR 930 and Maplecrest Road Des. No. 1900107

Protected Species **Federally Listed Bats**	**Yes**	**No**
Information for Planning and Consultation (IPaC) determination key completed	x	
Section 7 informal consultation completed (IPaC cannot be completed)		x
Section 7 formal consultation Biological Assessment (BA) required		x

Determination Received for Listed Bats from USFWS: NE [x] NLAA [ ] LAA [ ]

Other Species not included in IPaC	**Yes**	**No**
Additional federal species found in project area (based on IPaC species list)	x	
State species (not bird) found in project area (based upon consultation with IDNR)		x

Migratory Birds	**Yes**	**No**
Known usage or presence of birds (i.e. nests)		x
State bird species based upon coordination with IDNR		x

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E, page 6), completed by DLZ on April 18, 2022, the IDNR Allen County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated August 6, 2021 (Appendix C, pages 25 and 26), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on July 8, 2021. The review did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 30 - 44). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally endangered northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC species list along with the Indiana bat and northern long-eared bat.

The official species list generated from IPaC indicated one other species present within the project area: the federal candidate species Monarch Butterfly (*Danaus plexippus*). Because the Monarch Butterfly is currently listed as a candidate species, no determination of effect or further coordination is required at this time.

The project qualifies for the Rangewide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB), dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. Small structure inspections occurred on June 7 and June 14, 2022 and no evidence of bats/birds using the structure were found (Appendix C, pages 54 and 55). An effect determination key was completed on June 23, 2022, and based on the responses provided, the project was found to have "No Effect" upon the Indiana bat and/or the NLEB (Appendix C, page 45). INDOT reviewed and concurred with the effect finding on June 24, 2022 (Appendix C, page 56).

Small structure inspections occurred on June 7 and June 14, 2022 and no evidence of bats/birds using the structure were found (Appendix C, pages 54 and 55). USFWS Bridge/Structure Assessment are only valid for two years. If construction will begin after June 7, 2024, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the Environmental Commitments of this document.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

The USFWS response dated August 18, 2021 (Appendix C, page 17) indicated that the USFWS had no concerns with the project.

Geological and Mineral Resources	**Yes**	**No**
Project located within the Indiana Karst Region		x
Karst features identified within or adjacent to the project area		x
Oil/gas or exploration/abandoned wells identified in the project area		x

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current Protection of Karst Features during Project Development and Construction. According to the topo map of the project area (Appendix B, page 2) and the RFI report (Appendix E, page 3), there are no karst features identified within or adjacent to the project area. In the early coordination response July 22, 2021, the IGWS did not indicate that karst features exist in the project area (Appendix C, page 14).

The IGWS Environmental Assessment Report indicated the following in the general project vicinity:

- Geological hazards: high liquefaction potential
- Bedrock resources: high potential
- Sand and gravel resources: high potential
- Active or abandoned mineral resources extraction sites: none documented in the area.

The features will not be affected because appropriate soils investigations will be conducted to assess the soils in the project area, and the project will be designed accordingly. The project involves roadway construction and reconstruction, and associated sidewalk and storm sewer work. No excavation which could affect bedrock or sand/gravel extraction or deposits is proposed. Response from IGWS has been communicated with the designer on July 23, 2021. No impacts are expected.

SECTION C – OTHER RESOURCES

	Presence	**Impacts**	
Drinking Water Resources		**Yes**	**No**
Wellhead Protection Area(s)			
Source Water Protection Area(s)			
Water Well(s)	x		x
Urbanized Area Boundary	x		x
Public Water System(s)	x	x	

	Yes	**No**
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		x
If Yes, is the FHWA/EPA SSA MOU Applicable?		
If Yes, is a Groundwater Assessment Required?		

Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

The project is located in Allen County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are

expected.

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on April 5, 2023 by DLZ. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on April 5, 2023 by DLZ. A well is located near the north project terminus, approximately 150 feet east of Maplecrest Road. The features will not be affected because they are not located within the right of way and are not within the project's construction limits. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of IDEM's MS4 Boundary Areas (https://www.in.gov/idem/stormwater/municipal-separate-storm-sewer-systems-ms4/ms4-boundary-areas/) by DLZ on April 29, 2021, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on December 16, 2021 to the New Haven MS4 Coordinator. The New Haven MS4 coordinator did not respond within the 30-day time frame. The project's drainage design is being developed in coordination with the City of New Haven and it will comply with the storm water quality management plan. An IDEM Construction Stormwater General Permit is required for this project. In a response dated July 23, 2021 (Appendix C, page 19), the Allen County MS4 coordinator indicated there were no concerns regarding water quality.

Based on a desktop review, the site visits on August 18 and 19, 2021 by DLZ and the aerial map of the project area (Appendix B, page 3), this project is located where there is a public water system. Existing City of Fort Wayne and City of New Haven water mains are in direct conflict with the proposed construction. The project involves roadway widening and new roadway construction. Avoidance of the existing water mains is not practicable; therefore, the existing water mains will need to be relocated. No unusual conflicts have been identified to date, and no disruptions to water service are anticipated. Utility coordination has been initiated and will continue as the project is developed.

Floodplains	**Presence**	**Impacts**	
		Yes	**No**
Project located within a regulated floodplain			
Longitudinal encroachment			
Transverse encroachment			
Homes located in floodplain within 1000' up/downstream from project			

If applicable, indicate the Floodplain Level?

Level 1 ☐ Level 2 ☐ Level 3 ☐ Level 4 ☐ Level 5 ☐

Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) was accessed on April 5, 2023 by DLZ. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B, page 7). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland	**Presence**	**Impacts**	
		Yes	**No**
Agricultural Lands	x	x	
Prime Farmland (per NRCS)	x	x	

Total Points (from Section VII of CPA-106/AD-1006*) **119**

**If 160 or greater, see CE Manual for guidance.*

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, the site visits on August 18 and 19, 2021 by DLZ and the aerial map of the project area (Appendix B, page 3), the project will convert 3.52 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on July 9, 2021, to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 119 on the NRCS-AD 1006 Form (Appendix C, page 29). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA			x

Full 106 Effect Finding

No Historic Properties Affected [ ] No Adverse Effect [x] Adverse Effect [ ]

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) [x] Archaeology [ ] NRHP Bridge(s) [ ]

Documentation Prepared (mark all that apply)		**ESD Approval Date(s)**	**SHPO Approval Date(s)**
APE, Eligibility and Effect Determination	x	April 4, 2023	May 4, 2023
800.11 Documentation	x	April 4, 2023	May 4, 2023
Historic Properties Report or Short Report	x	March 7, 2022	April 4, 2022
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	x	October 5, 2021	November 12, 2021
Archaeological Phase Ic Survey Report			
Other: Archeological Addendum	x	May 20, 2022	June 12, 2022

		MOA Signature Dates (List all signatories)
Memorandum of Agreement (MOA)		

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

Area of Potential Effect (APE):

The Area of Potential Effects (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 for archaeology was the project footprint. Graphics depicting the APE is presented as Appendix D, pages 20 and 21.

Coordination with Consulting Parties:

On August 12, 2021, an early coordination letter was sent to the Indiana State Historic Preservation Officer (SHPO) and the other invited consulting parties listed below. Parties that accepted the invitation are listed in bold text.

Allen County Historian
African/African-American Historical Museum
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 (NIRCC)
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

The invited agencies/parties were requested to indicate whether the agency/party agreed or did not agree to participate as a consulting party, within 30 days of receipt of the invitation. It was noted that if the desire to participate as a consulting party was not indicated, the agency/party would not be considered a consulting party and would not receive further information about the undertaking unless the scope changed.

In a letter dated August 17, 2021, NIRCC accepted the invitation to participate as a consulting party and noted the presence of Post-War Era (1940-1973) residential housing sites adjacent to or near the project area. NIRCC recommended coordination with INDOT regarding these properties.

In a letter dated August 23, 2021, the SHPO acknowledged receipt of the ECL and indicated that ARCH, Inc. should be invited to participate as a consulting party. They also recommended that the owner of any historic properties be added to the list of CPs.

On August 23, 2021, an ECL was sent via email to ARCH, Inc.

In a letter dated August 25, 2021, the Miami Tribe of Oklahoma accepted the invitation to participate as a consulting party and stated that if any archaeological sites or objects are inadvertently discovered during the project their office should be notified immediately.

In a letter dated September 10, 2021, the Pokagon Band of Potawatomi accepted the invitation to participate as a consulting party and stated that if any archaeological sites or objects are inadvertently discovered during the project their office should be notified immediately.

Archaeological Short Report:
A Phase Ia Archaeological Short Report (ASR) was prepared by Samuel Snell of Metric Environmental, LLC (Snell 9/7/2021). Snell is an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards pursuant to 36 CFR Section 800.4(b).

On August 11 and 12, 2021, Metric staff conducted field work that included visual inspection and the excavation of shovel test probes. Three previously recorded archaeological sites were noted within the project area. Site 12-Al-0057 was noted to have been destroyed by commercial development. Sites 12-Al- 0553 and 12-Al-0554 were considered not eligible for listing in the NRHP. The archaeological survey conducted for this project did not encounter any evidence of the three previously recorded sites and did not identify any previously unrecorded sites; as such, no additional archaeological work was recommended. The recommendations from the ASR are presented as Appendix D, page 92.

In a letter dated October 5, 2021, a request to review and comment on the ASR (SHPO and Tribes only) via IN SCOPE (https://erms12c.indot.in.gov/Section106Documents) was sent to the SHPO and Tribal consulting parties. The SHPO was sent digital and hard copies of the report. Recipients of this review request were asked to provide comments within 30 days; however, Tribal consulting parties could enter the process at any time and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

On October 18, 2021, the Eastern Shawnee Tribe acknowledged receipt of the ASR and indicated that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if archaeological sites or objects are discovered during any phase of the proposed project.

In a letter dated November 12, 2021, the SHPO acknowledged receipt of the ASR. The SHPO indicated that intact portions of archaeological sites 12-Al-0057, 12-Al-0553, and 12-Al-0554 may remain extant within, and immediately adjacent to, portions of the proposed project area. The SHPO expressed its 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. The SHPO noted that 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.

On March 7, 2022, the Forest County Potawatomi Community acknowledged receipt of the ASR. The Tribe offered a finding of No Historic Properties Affected that are of significance to the Forest County Potawatomi Community. The Forest County Potawatomi Community noted that, as a standard caveat, in the event that human remains or archaeological materials are exposed as a result of the project, work should cease immediately, and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find.

On March 8, 2022, the Peoria Tribe of Indians of Oklahoma acknowledged receipt of the ASR. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if any items which fall under the protection of the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during any phase of the proposed project.

Historic Properties:
To determine the presence of historic properties within the project's APE, a historic property report (HPR) was prepared by Timothy Miller of Metric Environmental, LLC (Miller 11/30/2021). Miller is a Qualified Professional (QP) architectural historian who meets the Secretary of the Interior's Professional Qualification Standards pursuant to 36 CFR Section 800.4(b). Miller conducted a literature review by examining the Indiana State Historic Architectural and Archaeological Research Database (SHAARD), Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), National Register of Historic Places (NRHP) database, INDOT-Cultural Resources Office (CRO) Public Web Map App, and Indiana Historical Bureau's Historic Markers database. The results of the Indiana Historic Sites and Structures Inventory (IHSSI) for Allen County (1996) were also reviewed. Additionally, a field survey was conducted on August 9, 2021, for the project. No properties within the APE are currently listed in the NRHP. The following four properties were recommended to be eligible for listing in the NRHP:

1. Holter's Roost at 6623 Old Maumee Avenue (IHSSI #003-214-27104) under Criteria B and C;
2. House at 1759 Estella Avenue (IHSSI #003-214-27119) under Criterion C;
3. Hill House at 6436 Old Maumee Avenue (IHSSI #003-214-27165) under Criterion C;
4. 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) under Criteria A and C.

The summary and conclusion sections of the HPR are presented as Appendix D, pages 88 and 89.

In a letter dated March 7, 2022, a request to review and comment on the HPR via IN SCOPE was sent to the SHPO and both Tribal and non-Tribal consulting parties. The SHPO was sent digital and hard copies of the report. The Lincoln Highway Association and the owners of the identified historic properties were invited to participate as consulting parties. Recipients of this review request were asked to provide comments within 30 days; however, Tribal consulting parties could enter the process at any time and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

In a letter dated April 4, 2022, the SHPO acknowledged receipt of the HPR. The SHPO concurred with the size of the proposed APE, with the eligibility determinations of Holter's Roost at 6623 Old Maumee Avenue (Indiana Historic Sites and Structures Inventory

["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 (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).

Archaeological Short Report Addendum:
An ASR Addendum was prepared by Samuel Snell of Metric Environmental, LLC (Snell 3/28/2022) to account for the addition of a detention basin in the southeast project quadrant. The involved area 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 area was a planted soybean field with 40-50 percent visibility along the field edge. The area was revisited by Metric staff on January 21, 2022, to document the current conditions. No archaeological resources were identified as a result of the survey; as such, no additional archaeological work was recommended. The recommendations from the ASR Addendum are presented as Appendix D, page 94.

In a letter dated May 20, 2022, a request to review and comment on the ASR Addendum (SHPO and Tribes only) via IN SCOPE (http://erms.indot.in.gov/Section106Documents/) was sent to the SHPO and Tribal consulting parties. The SHPO was sent digital and hard copies of the report. Recipients of this review request were asked to provide comments within 30 days; however, Tribal consulting parties could enter the process at any time and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

On May 23, 2022, the Forest County Potawatomi Community acknowledged receipt of the ASR Addendum. The Tribe offered a finding of No Historic Properties Affected that are of significance to the Forest County Potawatomi Community. Additionally, the Forest County Potawatomi Community expressed its desire to remain as a consulting party for this project.

On May 23, 2022, the Miami Tribe of Oklahoma acknowledged receipt of the ASR Addendum and offered no objection to the project proceeding. The Miami Tribe of Oklahoma requested to be immediately notified and consulted if any items which fall under the protection of the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during any phase of the proposed project.

On May 26, 2022, the Peoria Tribe of Indians of Oklahoma acknowledged receipt of the ASR Addendum. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if any items which fall under the protection of the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during any phase of the proposed project.

On June 8, 2022, the Eastern Shawnee Tribe acknowledged receipt of the ASR Addendum and indicated that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if archaeological sites or objects are discovered during any phase of the proposed project.

On June 13, 2022, the Shawnee Tribe acknowledged receipt of the ASR Addendum and indicated it concurs that no known historic properties will be negatively impacted by this project. The Tribe noted there is still potential for discovery of unknown resources and requested that in the event that archaeological materials are encountered during construction, use, or maintenance of this location, the Tribe should be notified to resume immediate consultation under such a circumstance.

In a letter dated June 13, 2022, the SHPO acknowledged receipt of the ASR Addendum. The SHPO indicated they have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and concurred that no further archaeological investigations appear necessary at the proposed project area.

Effects Report:
An Effects Report (Appendix D, pages 148 – 159) was prepared by Candace Hudziak, a Qualified Professional historian with Metric Environmental, LLC, and it was distributed to consulting parties and Tribes on December 2, 2022, with a request to review and comment on the document. The SHPO was sent digital and hard copies of the report. The Effects Report provided additional information on project activities, updated design plans, and discussed potential effects on the NRHP-eligible resources located in the project's APE. Recipients of this review request were asked to provide comments within 30 days and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

In a letter dated December 9, 2022, the SHPO acknowledged receipt of the Effects Report. The SHPO agreed that the project as proposed will not adversely affect the identified historic properties and provided clarification regarding the spelling of Estella Avenue. The SHPO indicated that unless another consulting party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding.

In a letter dated January 5, 2023, the Eastern Shawnee Tribe expressed the opinion that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe, and recommended the project may continue as planned. The Tribe noted that, should this project inadvertently discover an archeological site or object(s) the Eastern Shawnee Tribe should be contacted immediately, as well as the appropriate state agencies, and all ground disturbing activity should stop until the Tribe and State agencies are consulted.

Documentation Finding:
INDOT-CRO, acting on the FHWA's behalf, issued a finding of "No Adverse Effect" on April 4, 2023 for this undertaking (Appendix D, page 2). The SHPO concurred with the finding in a letter dated May 4, 2023 (Appendix D, pages 166 and 167).

Public Involvement:
Views of the public pertaining to the INDOT CRO/FHWA finding of "No Adverse Effect" were sought through publication of a legal notice in the Journal Gazette newspaper on April 13, 2023. Comments were requested on or before May 15, 2023. No comments were received. The legal notice text and affidavit for publication of the legal notice are presented as Appendix D, pages 164 and 165.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	Presence	Use	
Parks and Other Recreational Land		**Yes**	**No**
Publicly owned park			
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)			
Wildlife and Waterfowl Refuges			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			
Historic Properties			
Site eligible and/or listed on the NRHP	**x**		**x**

	Evaluations Prepared
Programmatic Section 4(f)	
"De minimis" Impact	
Individual Section 4(f)	
Any exception included in 23 CFR 774.13	

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, page 2), there are four potential 4(f) resources located within the 0.5-mile search radius. According to additional research, and the site visits on August 18 and 19, 2021 by DLZ, one of these potential 4(f) resources, the SR 930 East north to Lake Avenue Segment of the

Maplecrest Road/NE Utility Corridor trail, is within the project area. The Section 106 review identified four 4(f) resources located within the APE, but only two are within/adjacent to the project area and there will be no use of the other two resources.

The Section 106 review conducted for this project determined the following two properties located within and adjacent to the project area to be eligible for listing in the NRHP. Therefore, these properties are Section 4(f) resources:

1. Holter's Roost (c.1902) at 6623 Old Maumee Avenue (IHSSI #003-214-27104) is eligible for listing in the NRHP under Criterion B for its association with the Holterman family, and under Criterion C as a rare architectural style in the township and county.
2. Sunnymede Residential Historic District (c.1940-1973) 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) is eligible for listing in the NRHP under Criterion A as a representation of postwar tract planning and development, and under Criterion C for its houses with architectural styles popular in the postwar period, such as American Small House, Cape Cod, and Ranch.

In proximity to these properties, the project involves roadway reconstruction and widening, and sidewalk construction. The project will not use these resources by taking permanent right of way and will not indirectly use the resources in such a way that the protected activities, features, or attributes that qualify these resources for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use of either resource is expected.

Note that the project will require reconstruction of approximately 100 feet of the10-foot shared-use path located along the east side of Maplecrest Road, north of SR 930. This shared use path is located within existing right of way, and the project will not require any acquisition of property. This path is part of the local transportation system and functions primarily for transportation; therefore, it is not considered a Section 4(f) resource. MOT for the impacted section of multi-use trail was determined not to be necessary because there is no other existing pedestrian/trail facility within the project area. The RFI contains a recommendation for coordination with Fort Wayne Trails, Inc. An early coordination request was sent to Fort Wayne Trails, Inc., on April 22, 2022. Fort Wayne Trails, Inc. acknowledged receipt of the request; however, no other response was provided (Appendix C, page 57).

Section 6(f) Involvement	**Presence**	**Use**	
		Yes	**No**
Section 6(f) Property	☐	☐	☐

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the INDOT ESD website revealed a total of 30 properties in Allen County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project	Yes	No
Is the project in the most current STIP/TIP?	x	
Is the project located in an MPO Area?	x	
Is the project in an air quality non-attainment or maintenance area?	x	
If Yes, then:		
Is the project in the most current MPO TIP?	x	
Is the project exempt from conformity?	x	
If No, then:		
Is the project in the Transportation Plan (TP)?		
Is a hot spot analysis required (CO/PM)?		

Location in STIP: 2022-2026 NIRCC Appendix C Project List

Name of MPO (if applicable): Northeastern Indiana Regional Coordinating Council

Location in TIP (if applicable): 2022-2026 NIRCC Appendix C Project List

Level of MSAT Analysis required?

Level 1a [x] Level 1b [ ] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

This project is included in the Fiscal Year (FY) 2024-2028 Northeastern Indiana Regional Coordinating Council Transportation Improvement Program (NIRCC TIP) which is directly incorporated into the FY 2024-2028 Statewide Transportation Improvement Program (STIP) (Appendix H, pages 1 - 5).

This project is located in Allen County, which is currently a maintenance area for Ozone, under the 1997 Ozone 8-hour standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project's design concept and scope are accurately reflected in both the NIRCC Transportation Plan (TP) and the Transportation Improvement Program (TIP) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

SECTION G - NOISE

Noise	Yes	No
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?		x

Date Noise Analysis was approved/technically sufficient by INDOT ESD: N/A

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

This project is a Type III project. In accordance with 23 CFR 772 and the *current Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	x	
Will the proposed action result in substantial impacts to community cohesion?		x
Will the proposed action result in substantial impacts to local tax base or property values?		x
Will construction activities impact community events (festivals, fairs, etc.)?		x
Does the community have an approved transition plan?	x	
If No, are steps being made to advance the community's transition plan?		
Does the project comply with the transition plan? (explain in the discussion below)	x	

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

The project is located in a commercially developed setting. No community features are present in the project area. The project is not anticipated to impact community or neighborhood cohesion, the local tax base, property values, public facilities, community centers, community plans or other important resources. No negative community impacts are anticipated.

No events, fairs or festivals take place within the project area. The proposed MOT will ensure that any events held nearby will remain accessible during construction.

Coordination has occurred with the City of New Haven during the planning process. The project involves the construction of Americans with Disabilities Act (ADA) compliant pedestrian facilities and is therefore in compliance with the City's ADA Transition Plan.

Public Facilities and Services

Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.

Based on a desktop review, the aerial map of the project area (Appendix B, page 3) and the RFI report (Appendix E, page 2), there are two recreational facilities, two trails, one managed land and five pipelines located within the 0.5 mile of the project. One multi-use trail and two pipelines are located within the project area. That number was confirmed by the site visits on August 18 and 19, 2021 by DLZ.

The multi-use trail is located along the east side of Maplecrest Road within the project area, north of SR 930. The project will require approximately 100 linear feet of the trail north of SR 930 to be shifted several feet to the east, to align with the trail proposed on the east side of Maplecrest Road, south of the intersection. The trial will be 10 feet wide and will extend to the new intersection with the QR. MOT for the impacted section of multi-use trail was determined not to be necessary because there is no other existing pedestrian/trail facility within the project area. The RFI contains a recommendation for coordination with Fort Wayne Trails, Inc. An early coordination request was sent to Fort Wayne Trails, Inc., on April 22, 2022. Fort Wayne Trails, Inc. acknowledged receipt of the request; however, no other response was provided (Appendix C, page 57).

A Tri-State Pipeline Properties pipeline crosses the western terminus of the project area. A Northern Indiana Public Service Company (NIPSCO) pipeline crosses the project area south of the SR 930 and Maplecrest Road intersection and the proposed QR south of its intersection with SR 930. The RFI contains a recommendation for coordination with INDOT Utilities and Railroads. Utility coordination has been initiated and will continue as the project is developed.

The NIRCC response dated August 17, 2021 (Appendix C, page 24) noted the existing multi-use trail along the east side of Maplecrest Road and indicated that the Northeast Indiana United Trails Plan calls for this trail to be extended to the south. The

project will extend this trail south to the new intersection with the QR. NIRCC indicated that sidewalks are proposed along the north and south sides of SR 930. The project includes the addition of a sidewalk on the south side of SR 930, between the Maplecrest Road intersection and the east project terminus.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

In a response dated August 17, 2021 (Appendix C, page 27), the New Haven Planning Department provided information regarding the locations of water and sewer utilities in the project area. Utility coordination has been initiated and will continue as the project is developed.

Environmental Justice (EJ) (Presidential EO 12898)	**Yes**	**No**
During the development of the project were EJ issues identified?		x
Does the project require an EJ analysis?	x	
If YES, then:		
Are any EJ populations located within the project area?	x	
Will the project result in adversely high and disproportionate impacts to EJ populations?		x

Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require acquisition of approximately 3.52 acres of new permanent ROW, acquisition of approximately 0.33 acre of temporary ROW and will require no relocations. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Allen County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is comprised of Census Tracts 112.01 and 112.02. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2021 American Community Survey Five Year Estimates was obtained from the US Census Bureau (https://data.census.gov/) on April 11, 2023 by DLZ. The data collected for minority and low-income populations within the AC are presented as Appendix I, pages 2 – 4, and are summarized in the below table.

Minority and Low-Income Data (2021 American Community Survey Five Year Estimates)			
	COC - Allen County, Indiana	AC-1 - Census Tract 112.01	AC-2 - Census Tract 112.02
Percent Minority	27.57	15.74	5.95
125% of COC	34.46	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No
Percent Low-Income	12.34	20.87	5.72
125% of COC	15.43	AC > 125% COC	AC < 125% COC
EJ Population of Concern		Yes	No

AC-1, Census Tract 112.01 has a percent minority of 15.74 which is below 50% and is below the 125% COC threshold. Therefore, AC-1 is not a minority population of EJ concern. AC-2, Census Tract 112.02 has a percent minority of 5.95 which is below 50% and is below the 125% COC. Therefore, AC-2 is not a minority population of EJ concern.

AC-1, Census Tract 112.01 has a percent low-income of 20.87 which is below 50% and is above the 125% COC threshold. Therefore, AC-1 is a low-income population of EJ concern. AC-2, Census Tract 112.02 has a percent low-income of 5.72 which is below 50% and is below the 125% COC. Therefore, AC-2 is not a low-income population of EJ concern.

Conclusion:
The project will require acquisition of approximately 3.52 acres of new permanent ROW, acquisition of approximately 0.33 acre of temporary ROW and will require no relocations. Access to abutting properties will be maintained during construction. Two-way traffic will be maintained on both SR 930 and Maplecrest Road through the duration of the project. Aside from short-term inconveniences during construction, the project will not disrupt community cohesion or negatively affect existing linkages between neighborhoods within or beyond the project area. Safety conditions for motorists will be improved. This project will not result in disproportionately high and adverse impacts to the identified low-income EJ population.

On April 24, 2023, INDOT-ESD reviewed the project information along with the EJ Analysis for the above referenced project (Appendix I page 5). 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.

Relocation of People, Businesses or Farms	**Yes**	**No**
Will the proposed action result in the relocation of people, businesses or farms?		x
Is a BIS or CSRS required?		x

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: N/A

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

No relocations of people, businesses, or farms will take place as a result of this project.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation (RFI)	x
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

Date RFI concurrence by INDOT SAM (if applicable): April 22, 2022

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of GIS and available public records, the RFI was completed on April 18, 2022 by DLZ and INDOT SAM provided their concurrence on April 22, 2022 (Appendix E).

One Superfund site is located within 0.5 mile of the project area. Five Resource Conservation and Recovery Act generators are located within 0.5 mile of the project area. Four underground storage tank sites are located within 0.5 mile of the project area. Two Voluntary Remediation Program sites are located within 0.5 mile of the project area. One solid waste landfill is located within 0.5 mile of the project area. Ten leaking underground storage tank (LUST) sites are located within 0.5 mile of the project area. One Brownfield site is located within 0.5 mile of the project area. Three institutional controls sites are located within 0.5 mile of the project area. Five National Pollutant Discharge Elimination System (NPDES) facilities are located within 0.5 mile of the project area. One

NPDES pipe is located within 0.5 mile of the project area.

One LUST site is located in the project area.

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 No Further Action (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 feet below ground surface. 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) IDEM LUST Section, should occur before the ready for contracts date. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**	
Army Corps of Engineers (404/Section10 Permit)		
Nationwide Permit (NWP)		
Regional General Permit (RGP)	x	
Individual Permit (IP)		
Other		
IN Department of Environmental Management (401/Construction Stormwater General Permit)		
Nationwide Permit (NWP)		
Regional General Permit (RGP)		
Individual Permit (IP)	x	
Isolated Wetlands		
Construction Stormwater General Permit	x	
Other		
IN Department of Natural Resources		
Construction in a Floodway		
Navigable Waterway Permit		
Other		
Mitigation Required		
US Coast Guard Section 9 Bridge Permit		
Others (Please discuss in the discussion below)	x	Allen County Legal Drain

List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

This project will require disturbance to more than one acre of ground surface; therefore, an IDEM Construction Stormwater General Permit is likely to be required. This project will impact likely jurisdictional wetlands; therefore, an IDEM Section 401/USACE Section 404 Permit is likely required. Sheridan Drain is a legal drain; therefore, the project requires the Allen County Drainage Board's consent to allow a permanent crossing structure in the legal drain.

ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Fort Wayne District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Any work in a wetland area within INDOT's right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT ESD)
4. Wetlands B, D, E, G and H will be labeled on the plans as "Do Not Disturb". (INDOT ESD)
5. Small structure inspections occurred on June 7 and June 14, 2022 and no evidence of bats/birds using the structure were found (Appendix C, pages 54 and 55). USFWS Bridge/Structure Assessment are only valid for two years. If construction will begin after June 7, 2024, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)
6. 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 feet below ground surface. 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) IDEM LUST Section, should occur before the ready for contracts date. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)

For Further Consideration:

1. Impacts to non-wetland forest of one acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. (IDNR-DFW)
2. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding. (IDNR-DFW)
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR-DFW)

Level 4 Categorical Exclusion
SR 930/Maplecrest Road Intersection Improvements
Des. No. 1900107
Indiana Department of Transportation

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APPENDIX A

INDOT Supporting Documentation

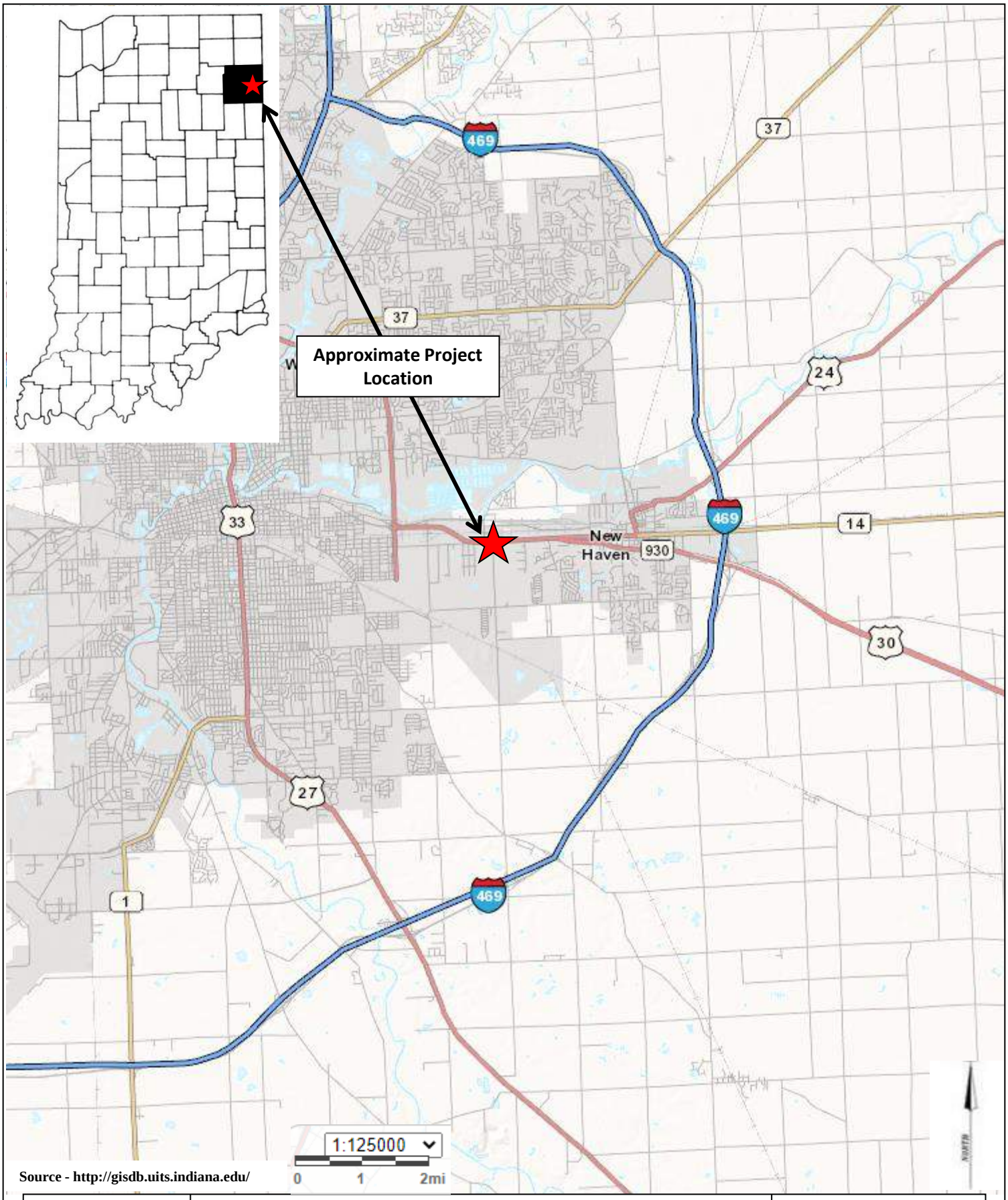
Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement[2]
Stream Impacts[3]	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit[4]
Wetland Impacts[3]	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way[5]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations[6]	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	"No Effect", "Not likely to Adversely Affect" (With select AMMs[7])	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic[8]
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or "No Effect"	"Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential[9]
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any[10]
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes[11]
Approval Level • **District Env. (DE)** • **Env. Serv. Div. (ESD)** • **FHWA**	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

[1] Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2] Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3] Total permanent impacts to streams (linear feet) and wetlands (acres).
[4] US Army Corps of Engineers Individual 404 Permit
[5] Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.
[6] If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.
[7] Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.
[8] Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower-level CE.
[9] Potential for causing a disproportionately high and adverse impact.
[10] Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.
[11] Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
* Includes the threatened/endangered species critical habitat
Note: Substantial public or agency controversy may require a higher-level NEPA document.

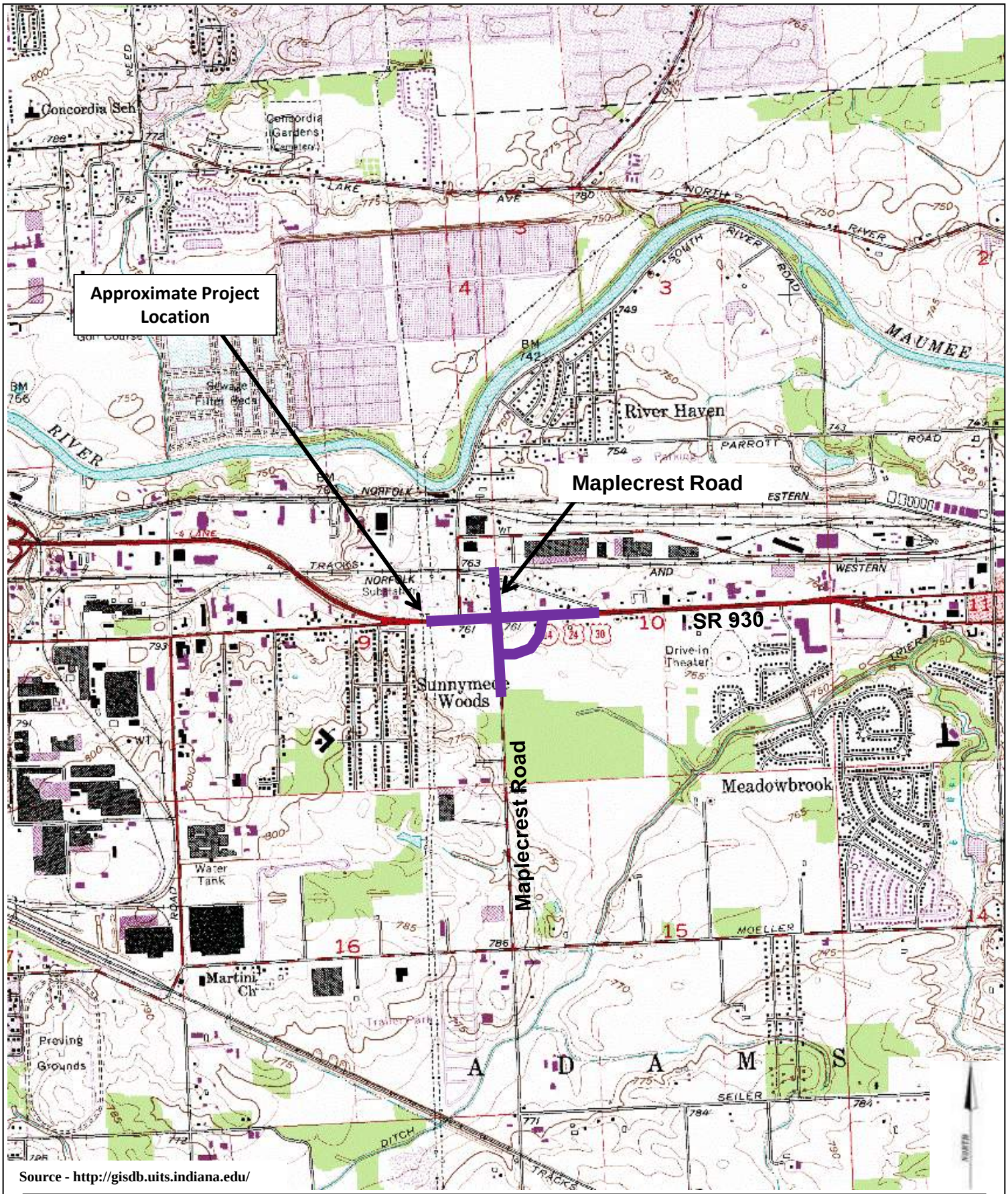
APPENDIX B

Graphics



Source - http://gisdb.uits.indiana.edu/

DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Scale – 1"= 10,417' Figure 1 Project Location



Source - http://gisdb.uits.indiana.edu/

DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Scale – 1"= 2,000' Figure 2 - USGS Project Location



DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Figure 3 Figure 3 – Aerial Photo and Photo Key



Photo 1 – View westerly along SR 930 from west of Maplecrest Road



Photo 2 – View easterly along SR 930 from west of Maplecrest Road

DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Photos Taken 2/11/2020 Figure 4 – Site Photographs



Photo 3 – View northeasterly along SR 930 toward Maplecrest Road intersection



Photo 4 – View northerly toward SR 930/Maplecrest Road intersection from west of Maplecrest Road

DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Photos Taken 2/11/2020 Figure 5 – Site Photographs



Photo 5 – View northerly along Maplecrest Road toward SR 930/Maplecrest Road intersection

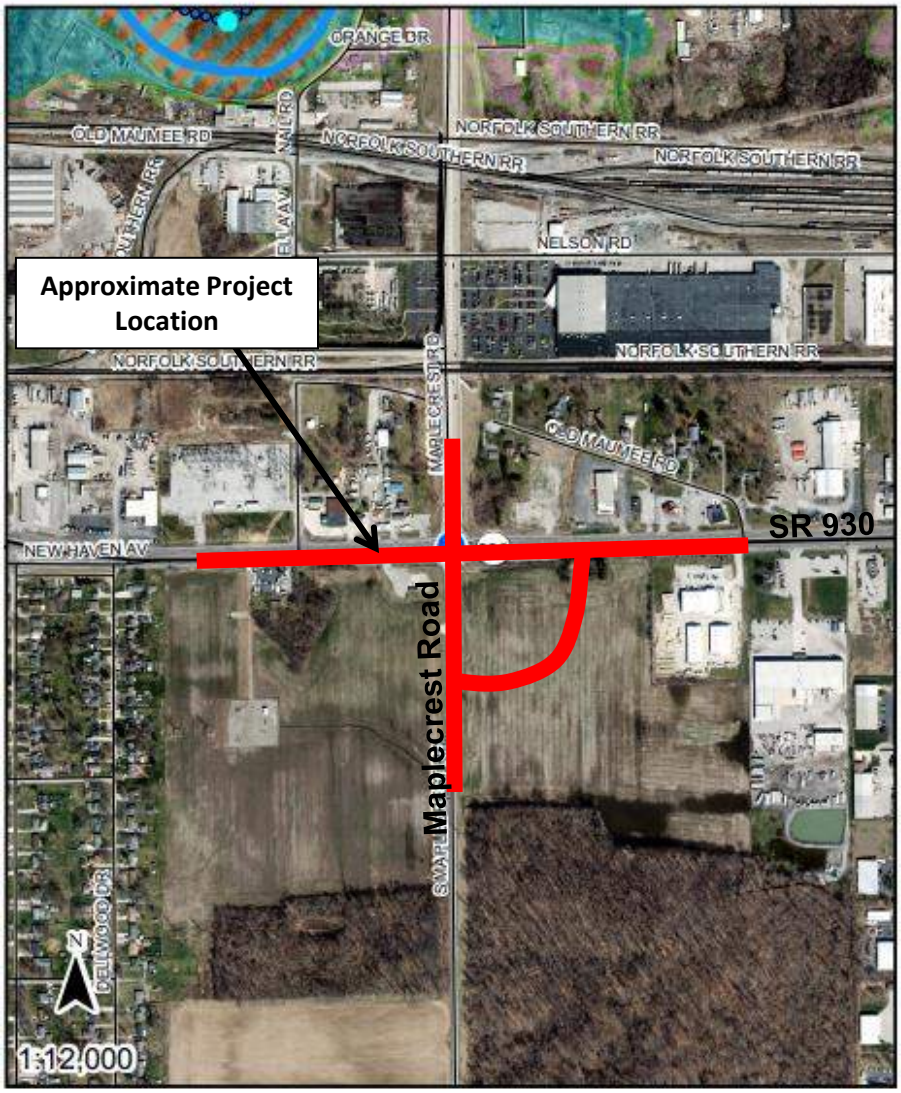


Photo 6 – View westerly along SR 930 toward Maplecrest Road intersection from east of Maplecrest Road

DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Photos Taken 2/11/2020 Figure 6 – Site Photographs

DNR Indiana Department of Natural Resources

Floodplain Analysis & Regulatory Assessment (FARA)



Point of Interest

Base Flood Elevation Point

Flood Elevation Points

STUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

> 500

FEMA Zone AE Floodway; FEMA Administrative Floodway

FEMA Zone AE

Additional Floodplain Area; DNR .2 Percent Flood Hazard

Point of Interest Coordinates (WGS84)

Long: **-85.058762358**

Lat: **41.0694669501**

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

County: **Allen**

Stream Name: **Maumee River**

Approximate Ground Elevation: **761.7 feet (NAVD88)**

Base Flood Elevation: **750.9 feet (NAVD88)**

Drainage Area: **Not available**

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

National Flood Hazard Zone: **Not Mapped**

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

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

Floodplain Administrator: **Rob Gutierrez, Director of Planning and Economic Development**

Community Jurisdiction: **City Of New Haven, City proper**

Phone: **(260) 748-7040**

Email: **rgutierrez@newhavenin.org**

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

Date Generated: 4/5/2023

DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Figure 7 IDNR Floodplain Map

PROJECT	DESIGNATION
1900107	1900107
CONTRACT	
R-42358	

INDIANA DEPARTMENT OF TRANSPORTATION

STAGE 3 PLANS
DECEMBER 2022

ROAD PLANS

SR 930 INTERSECTION IMPROVEMENTS

Route: SR 930 & MAPLECREST BETWEEN RP: 148+058 & 149+008

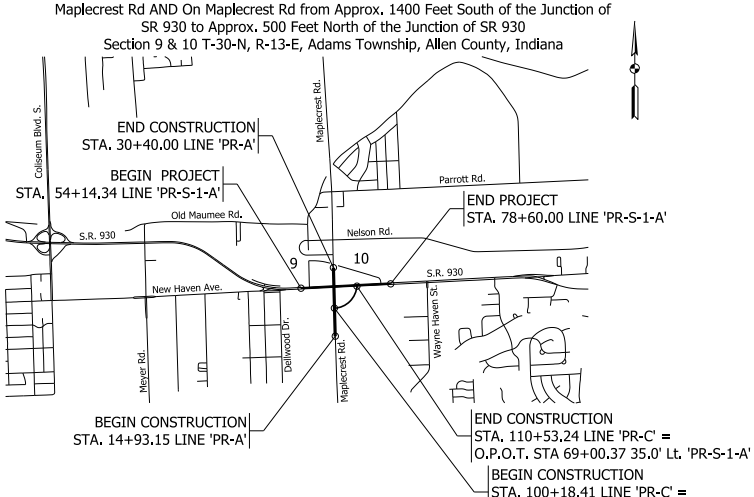
PROJECT NO. 1900107 (X) P.E.

ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

1900107 (X) R/W

(X) CONST.

Overlay and Intersection Improvement On SR 930 from Approx. 1200 Feet West of Junction of Maplecrest Rd to Approx. 1600 Feet East of the Junction of Maplecrest Rd AND On Maplecrest Rd from Approx. 1400 Feet South of the Junction of SR 930 to Approx. 500 Feet North of the Junction of SR 930
Section 9 & 10 T-30-N, R-13-E, Adams Township, Allen County, Indiana



TOWN OF NEW HAVEN

SCALE: 1"=2,000'

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE SCALES BELOW MAY BE USED.

SCALES:

PLAN 20 10 0 20 40
SCALE: 1" = 20'

PROFILE HORIZ. 20 10 0 20 40
SCALE: 1" = 20'

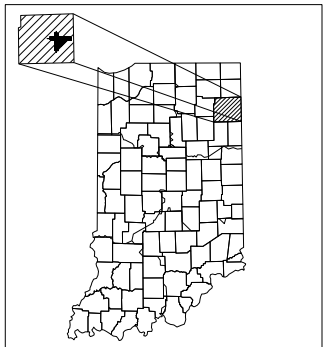
PROFILE VERT. 5 2.5 0 5 10
SCALE: 1" = 5'

LAYOUT 50 25 0 50 100
SCALE: 1" = 50'

TRAFFIC DATA	SR 930	Maplecrest Rd
A.A.D.T. (2021)	26,100 V.P.D.	20,250 V.P.D.
A.A.D.T. (2024 PROJECTED)	27,051 V.P.D.	21,807 V.P.D.
A.A.D.T. (2044 PROJECTED)	35,007 V.P.D.	29,371 V.P.D.
D.H.V (2044 PROJECTED)	3,501 V.P.H.	2,937 V.P.H.
DIRECTIONAL DISTRIBUTION	60 %	52 %
TRUCKS	7% A.A.D.T.	6% A.A.D.T.
	7% D.H.V.	6% D.H.V.

DESIGN DATA	SR 930	Maplecrest Rd
DESIGN SPEED	45 M.P.H.	40 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)	
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	MINOR ARTERIAL
RURAL/URBAN	URBAN (INTERMEDIATE)	URBAN (INTERMEDIATE)
TERRAIN	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE

DESIGN DATA	QUADRANT ROADWAY
DESIGN SPEED	30 M.P.H.
PROJECT DESIGN CRITERIA	NEW CONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	LOCAL AGENCY COLLECTOR
RURAL/URBAN	URBAN (INTERMEDIATE)
TERRAIN	LEVEL
ACCESS CONTROL	NONE



PROJECT LOCATION SHOWN BY
ALLEN COUNTY

HYDROLOGIC UNIT CODE: 04100005010010
04100005010030

LATITUDE: 41°04'10" N LONGITUDE: 85°03'41" W

ROADWAY LENGTH: 0.463 MI.
TOTAL LENGTH: 0.463 MI.
MAX. GRADE: 2.00% (Prop.) 5.00% (Exist.)

CERTIFIED BY: XX
REGISTERED PROFESSIONAL ENGINEER DATE
STATE OF INDIANA NO.
COVERING OVERALL DESIGN & CIVIL DESIGN

CERTIFIED BY: XX
REGISTERED PROFESSIONAL ENGINEER DATE
STATE OF INDIANA NO.
COVERING WATER & SANITARY DESIGN

CERTIFIED BY: XX
REGISTERED PROFESSIONAL ENGINEER DATE
STATE OF INDIANA NO.
COVERING LIGHTING DESIGN

DLZ INDIANA, LLC | DLZ INDIANA, LLC | DLZ INDIANA, LLC

DLZ

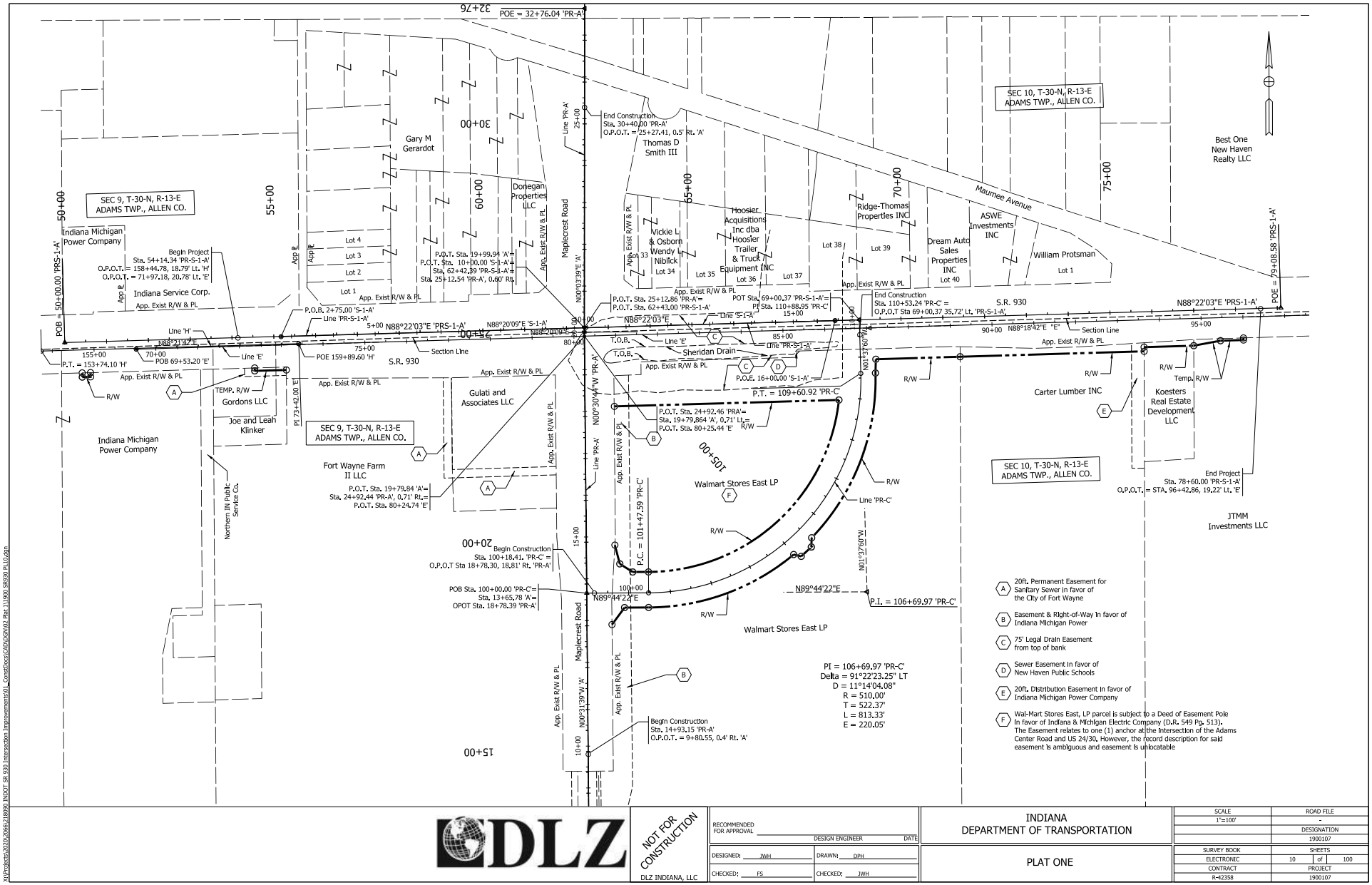
PLANS PREPARED BY:
DLZ INDIANA, LLC
825 South Barr Street
Fort Wayne, Indiana 46802
(260) 420-3114

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

INDIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, DATED 2022, AND CURRENT SUPPLEMENTS THERE TO, TO BE USED WITH THESE PLANS.

BRIDGE FILE	
DESIGNATION	
1900107	
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 100
CONTRACT	PROJECT
R-42358	1900107

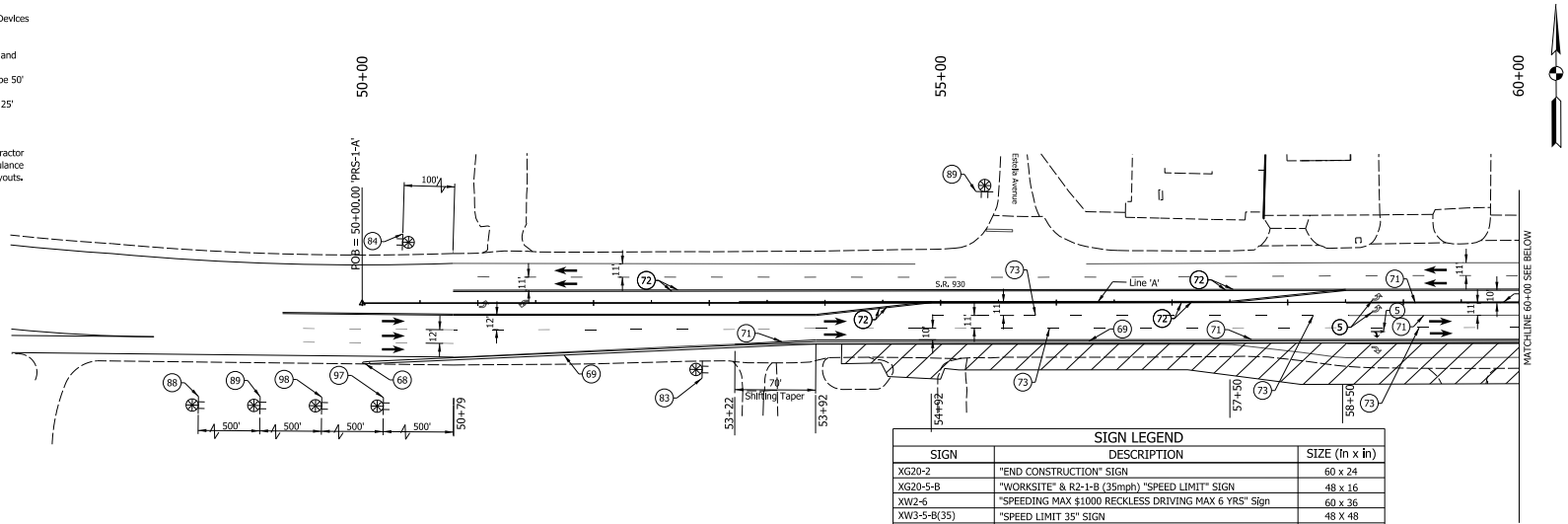
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SEC 9, T-30-N, R-13-E
ADAMS TWP., ALLEN CO.
SEC 10, T-30-N, R-13-E
ADAMS TWP., ALLEN CO.
Maumee Avenue
S.R. 930
Maplecrest Road
Indiana Michigan Power Company
Indiana Service Corp.
Gary M Gerardot
Donegan Properties LLC
Thomas D Smith III
Vickie L & Osborn Wendy L Niblick
Hoosier Acquisitions Inc dba Hoosier Trailer & Truck Equipment INC
Ridge-Thomas Properties INC
ASWE Investments INC
Dream Auto Sales Properties INC
William Protsman
Best One New Haven Realty LLC
Gordons LLC
Joe and Leah Klinker
Gulati and Associates LLC
Fort Wayne Farm II LLC
Sheridan Drain
Walmart Stores East LP
Carter Lumber INC
Koesters Real Estate Development LLC
JTMM Investments LLC
Northern IN Public Service Co.
POB = 50+00.00 'PRS-1-A'
POE = 32+76.04 'PR-A'
POE = 79+08.58 'PRS-1-A'
P.T. = 153+74.10 'H'
POB 69+53.20 'E'
POE 159+89.60 'H'
P.T. = 109+60.92 'PR-C'
P.I. = 106+69.97 'PR-C'
P.C. = 101+47.59 'PR-C'
PI = 106+69.97 'PR-C'
Delta = 91°22'23.25" LT
D = 11°14'04.08"
R = 510.00'
T = 522.37'
L = 813.33'
E = 220.05'
A 20ft. Permanent Easement for Sanitary Sewer in favor of the City of Fort Wayne
B Easement & Right-of-Way in favor of Indiana Michigan Power
C 75' Legal Drain Easement from top of bank
D Sewer Easement in favor of New Haven Public Schools
E 20ft. Distribution Easement in favor of Indiana Michigan Power Company
F Wal-Mart Stores East, LP parcel is subject to a Deed of Easement Pole in favor of Indiana & Michigan Electric Company (D.R. 549 Pg. 513). The Easement relates to one (1) anchor at the intersection of the Adams Center Road and US 24/30, However, the record description for said easement is ambiguous and easement is unlocatable
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER
DATE
DESIGNED: JWH
DRAWN: DPH
CHECKED: FS
CHECKED: JWH
INDIANA DEPARTMENT OF TRANSPORTATION
PLAT ONE
SCALE 1"=100'
ROAD FILE -
DESIGNATION 1900107
SURVEY BOOK
ELECTRONIC 10 of 100
CONTRACT R-42358
SHEETS
PROJECT 1900107

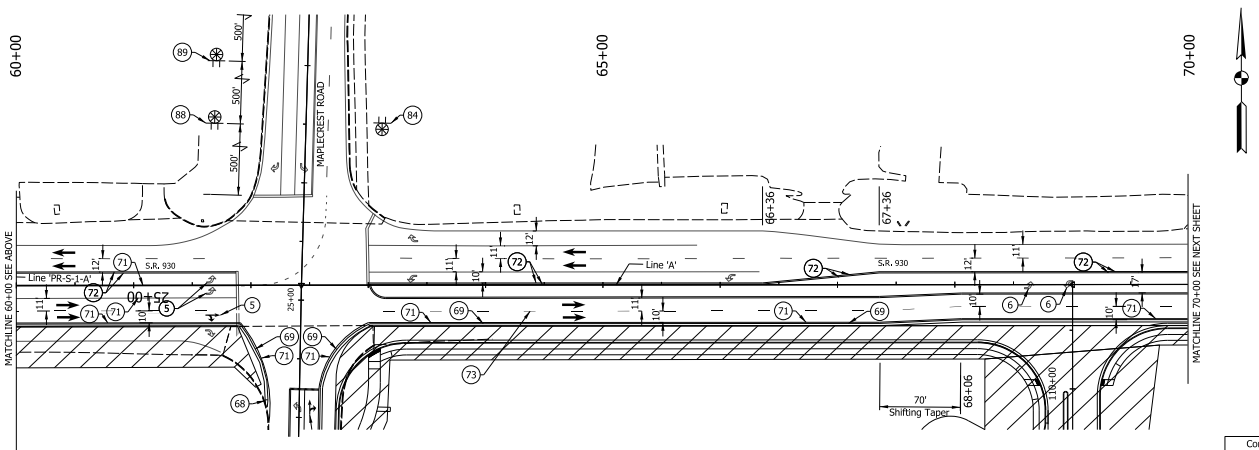
NOTES

1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
XW4-2	1 EACH
TOTAL TYPE 'A' SIGN	5 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Trafftc Barrfer, Type 2	1,566 LFT
Energy Absorbing Terminal, CZ, TL-2	2 EACH



SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48
XW4-2	"(LANE ENDS MERGE ___ SYMBOL" SIGN	36 X 36



LEGEND:

- (5) Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- (6) Pavement Message Marking, Remove
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrfer, Type 2
- (71) Temp. Pavement Markfng, Removable, Solfd, White, 6in
- (72) Temp. Pavement Markfng, Removable, Solfd, Yellow, 6fn
- (73) Temp. Pavement Markfng, Removable, Broken, Whfte, 6in
- (83) XW4-2 '(LANE ENDS MERGE ___ SYMBOL)' Slgn
- (84) XG20-2 'END CONSTRUCTION' Slgn
- (88) XW2-6 'WORKSITE PENALTY ADDED' Slgn
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Slgn
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Slgn
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Slgn
- Flashing Arrow Sign
- Barrfcade
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Slgn
- Standard Drum
- Direction of Traffic

Construction Zone
Desfgn Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

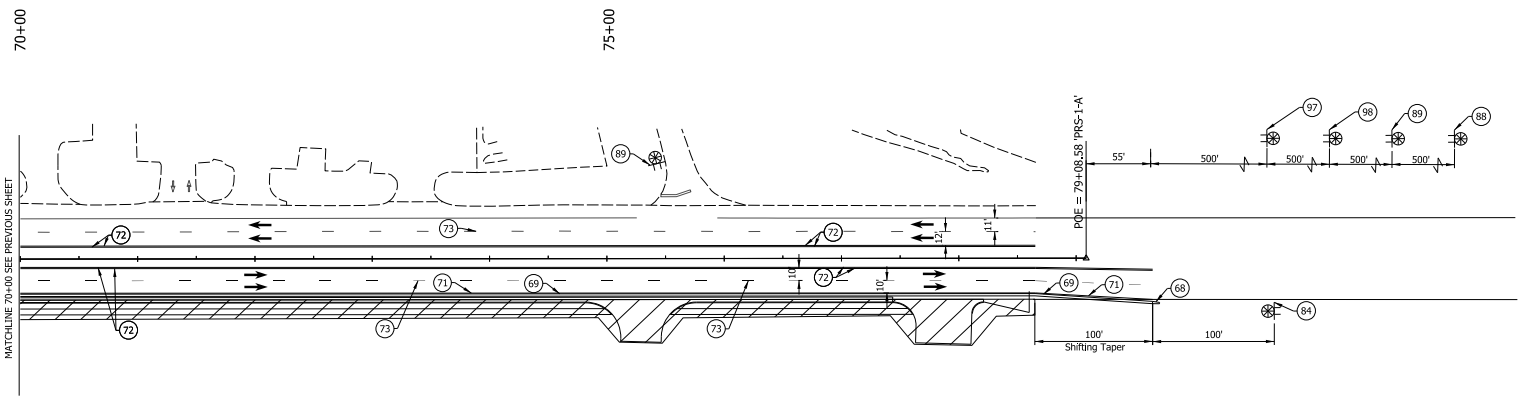
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE I
LINE 'PR-S-1-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	17 of 100
CONTRACT	PROJECT
R-42358	1900107



CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	1 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	3 EACH
Temporary Traffic Barrier, Type 2	965 LFT
Energy Absorbing Terminal, CZ, TL-2	1 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Trafffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

Construction Zone
Design Speed = 35 mph

LEGEND:
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrier, Type 2
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

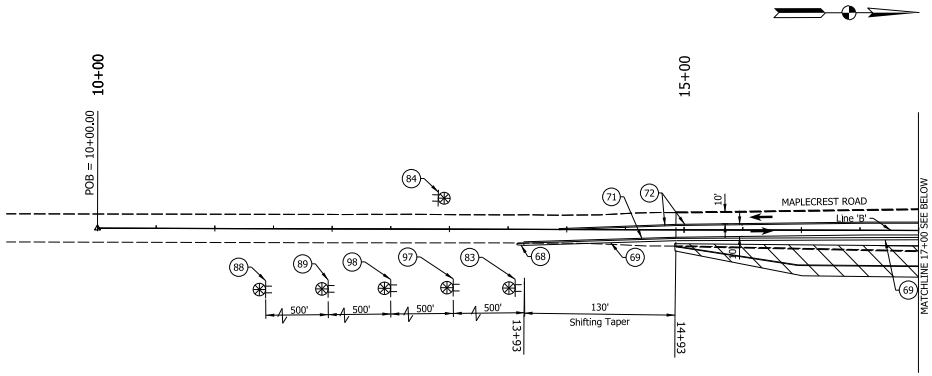
MAINTENANCE OF TRAFFIC PHASE I
LINE 'PR-S-1-A'

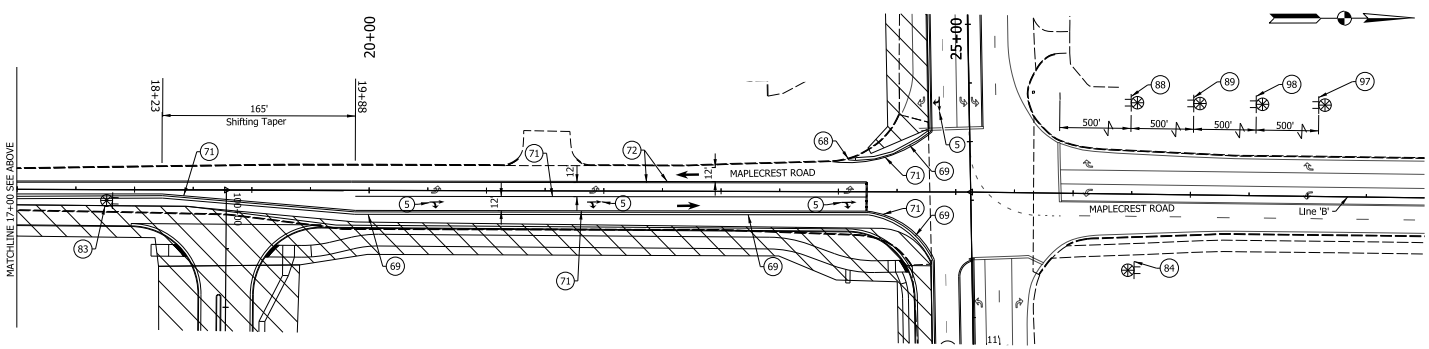
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	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	18 of 100
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	2 EACH
XW2-6	2 EACH
XW20-1a	4 EACH
XW4-2	2 EACH
TOTAL TYPE 'A' SIGN	10 EACH
TYPE 'B' SIGN	
R2-1-B	2 EACH
XG20-5-B	4 EACH
XW3-5-B	2 EACH
TOTAL TYPE 'B' SIGN	8 EACH
Temporary Traffic Barrier, Type 2	1,134 LFT
Energy Absorbing Terminal, CZ, TL-2	1 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48





Construction Zone
Design Speed = 35 mph

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrier, Type 2
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

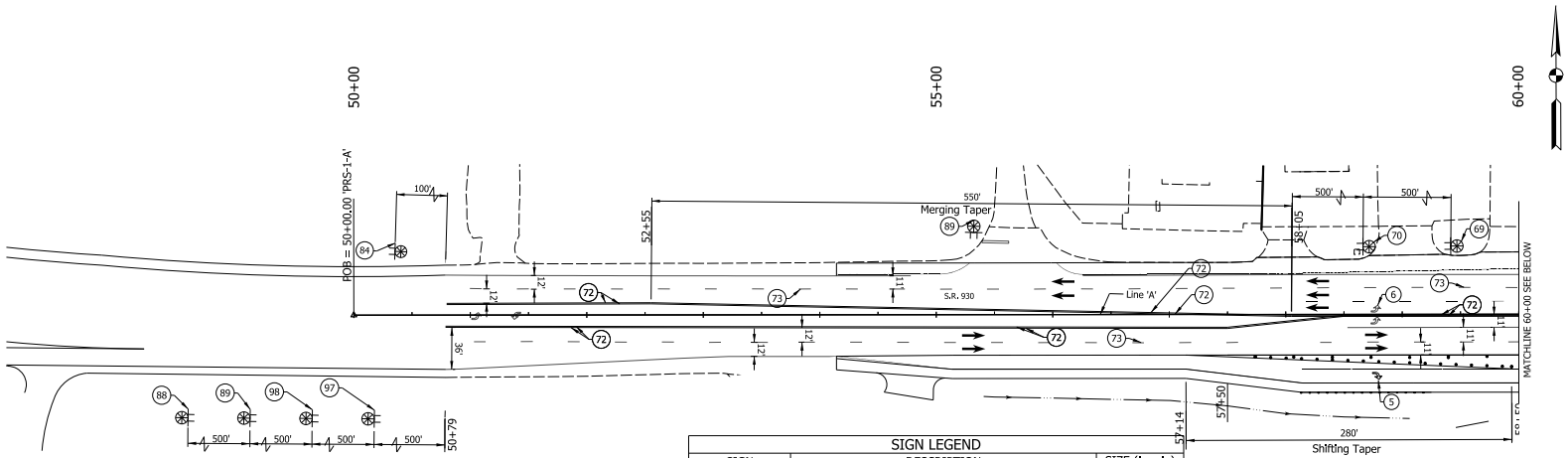
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INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE I
LINE 'PR-A'

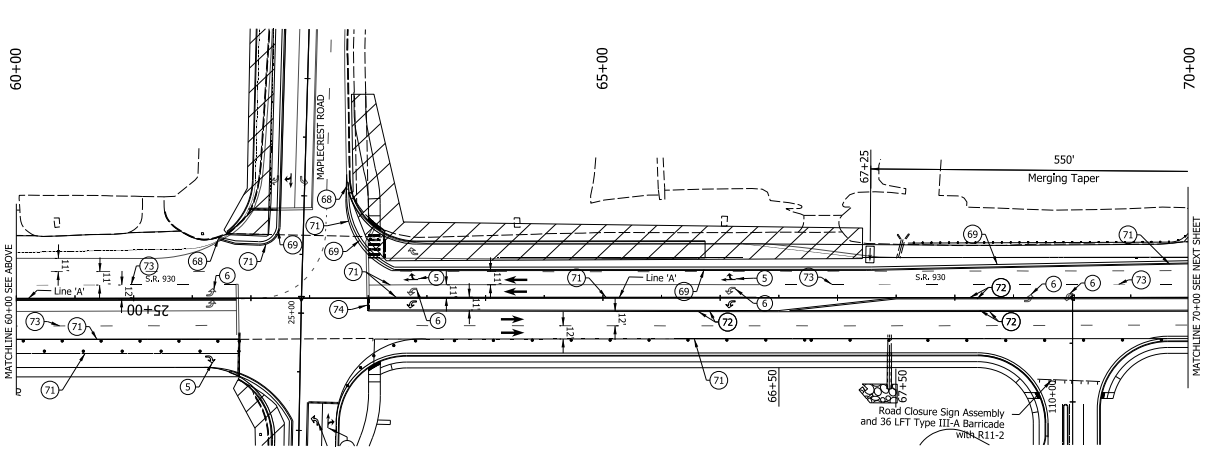
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1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	19 of 100
CONTRACT	PROJECT
R-42358	1900107

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	762 LFT
Energy Absorbing Terminal, CZ, TL-2	1 EACH



NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



Construction Zone
Design Speed = 35 mph

LEGEND:
- 5 Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- 6 Pavement Message Marking, Remove
- 67 W4-2 'LANE ENDS' Sign
- 68 Energy Absorbing Terminal, CZ, TL-2
- 69 Temporary Traffic Barrier, Type 2
- 70 W20-5 'LANE CLOSED AHEAD' Sign
- 71 Temp. Pavement Marking, Removable, Solid, White, 6in
- 72 Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- 73 Temp. Pavement Marking, Removable, Broken, White, 6in
- 84 XG20-2 'END CONSTRUCTION' Sign
- 88 XW2-6 'WORKSITE PENALTY ADDED' Sign
- 89 XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- 97 XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- 98 XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Barricade
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign
- Flashing Arrow Sign

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

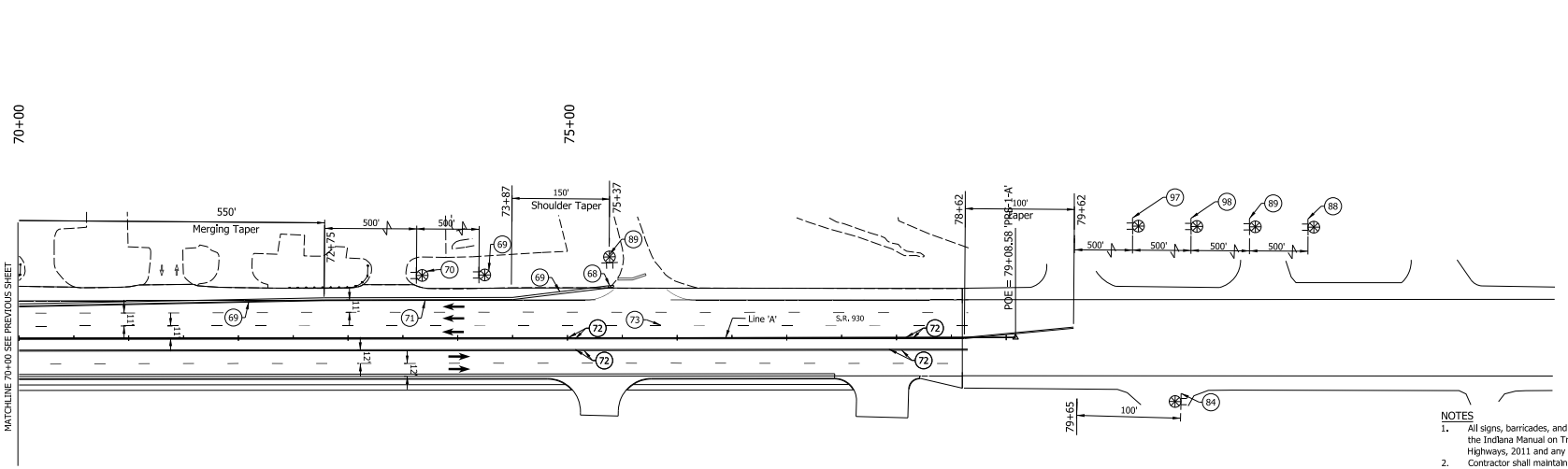
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE II
LINE 'PR-S-1-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	20 of 100
CONTRACT	PROJECT
R-42358	1900107



NOTES

1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	538 LFT
Energy Absorbing Terminal, CZ, TL-2	1 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

LEGEND:

- (67) W4-2 'LANE ENDS' Sign
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrier, Type 2
- (70) W20-5 'LANE CLOSED AHEAD' Sign
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Barricade
- Area Under Construction
- Flashing Arrow Sign
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

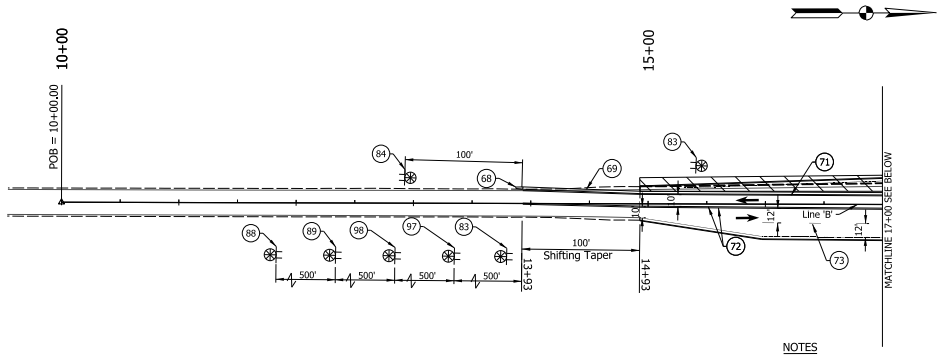
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE II
LINE 'PR-S-1-A'

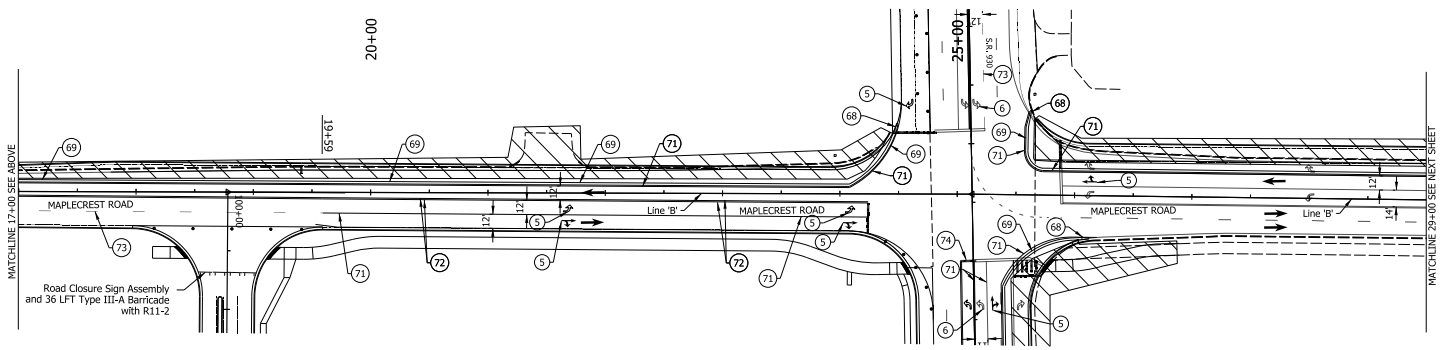
SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	21 of 100
CONTRACT	PROJECT
R-42358	1900107

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	1 EACH
TOTAL TYPE 'A' SIGN	3 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	1,462 LFT
Energy Absorbing Terminal, CZ, TL-2	3 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (30mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.



LEGEND:
- (5) Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- (6) Pavement Message Marking, Remove
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrier, Type 2
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Barricade
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

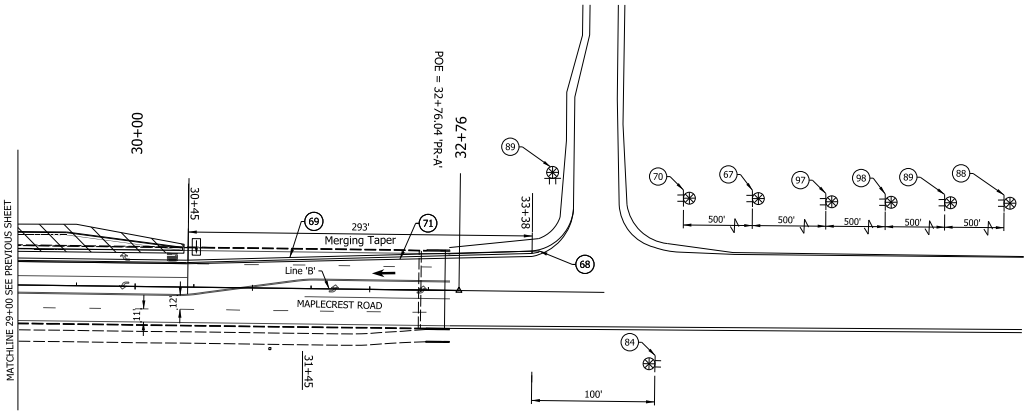
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INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE II
LINE 'PR-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	22 of 100
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	438 LFT
Energy Absorbing Terminal, CZ, TL-2	1 EACH
Flashing Arrow Sign	120 DAYS

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (67) W4-2 'LANE ENDS' Sign
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrier, Type 2
- (70) W20-5 'LANE CLOSED AHEAD' Sign
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Area Under Construction
- Flashing Arrow Sign
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

X:\Projects\2020\20665\21809 INDOT SR 930 Intersection Improvements\01_ConstDocs\CAD\XON\03 MOT\1900 MOT PH2 04.DGN

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

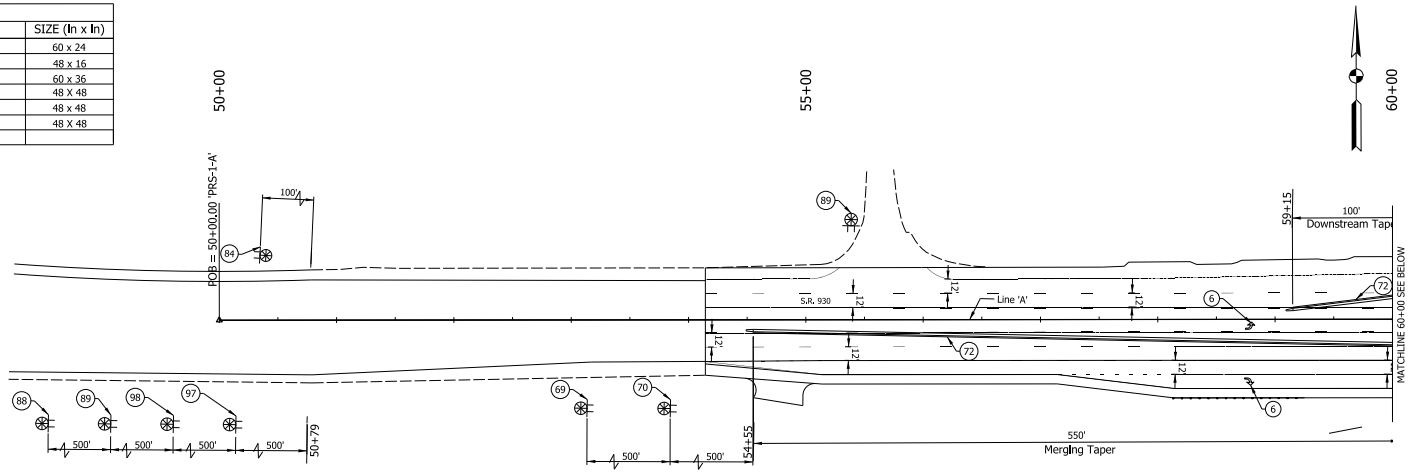
INDIANA
DEPARTMENT OF TRANSPORTATION

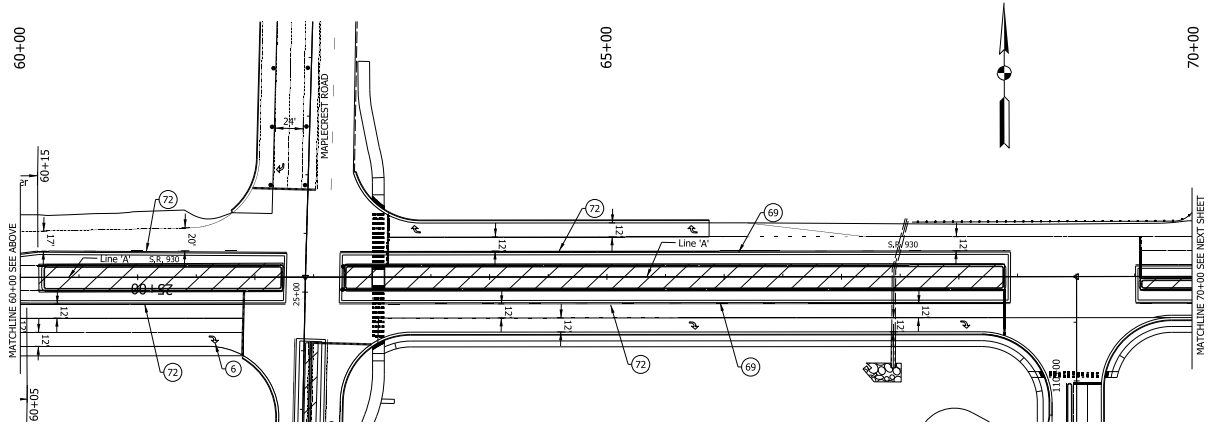
MAINTENANCE OF TRAFFIC PHASE II
LINE 'PR-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	23 of 100
CONTRACT	PROJECT
R-42358	1900107

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	2,482 LFT
Energy Absorbing Terminal, CZ, TL-2	1 EACH





NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

Construction Zone
Design Speed = 35 mph

LEGEND:
- (6) Pavement Message Marking, Remove
- (67) W4-2 'LANE ENDS' Sign
- (69) Temporary Traffic Barrier, Type 2
- (70) W20-5 'LANE CLOSED AHEAD' Sign
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

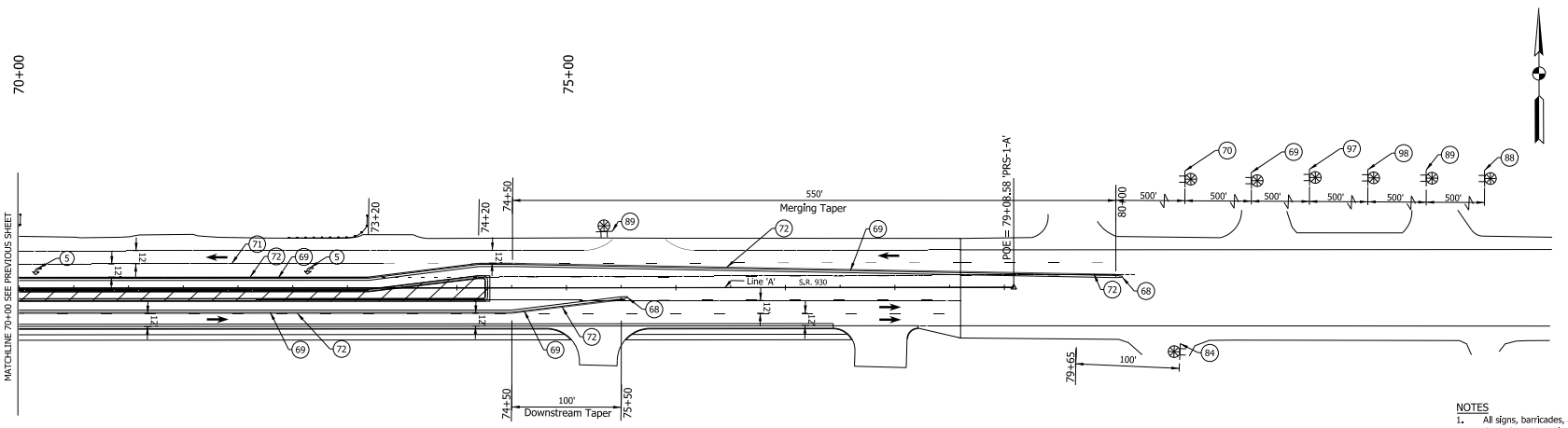
DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III
LINE 'PR-S-1-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	24 of 100
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	1,554 LFT
Energy Absorbing Terminal, CZ, TL-2	2 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (5) Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- (67) W4-2 'LANE ENDS' Sign
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrier, Type 2
- (70) W20-5 'LANE CLOSED AHEAD' Sign
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

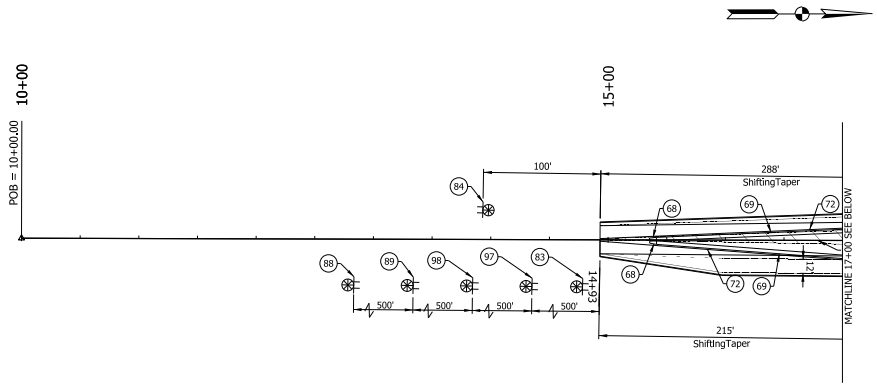
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III
LINE 'PR-S-1-A'

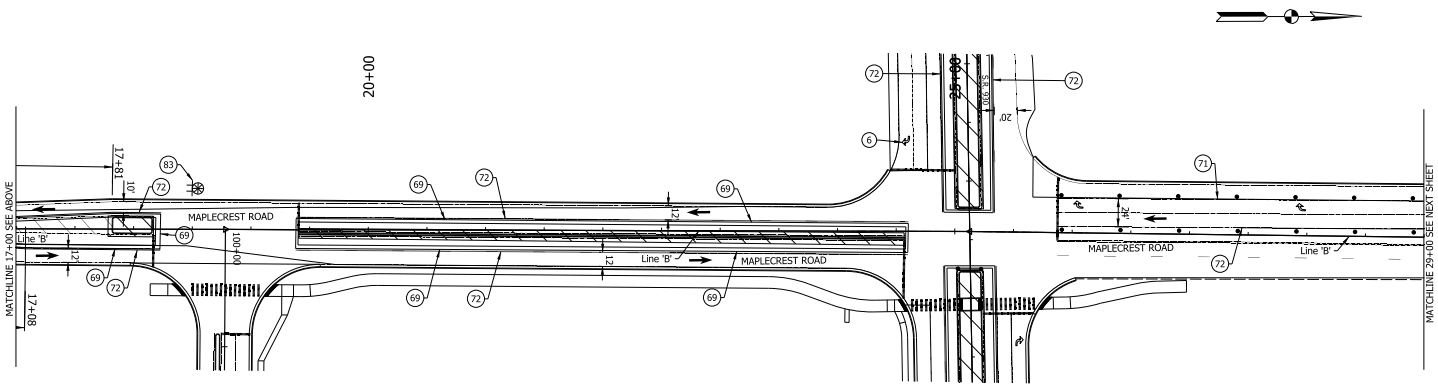
SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	25 of 100
CONTRACT	PROJECT
R-42358	1900107

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	1 EACH
TOTAL TYPE 'A' SIGN	3 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	1,370 LFT
Energy Absorbing Terminal, CZ, TL-2	2 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.



LEGEND:
- 6 Pavement Message Marking, Remove
- 69 Temporary Traffic Barrier, Type 2
- 71 Temp. Pavement Marking, Removable, Solid, White, 6in
- 72 Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- 84 XG20-2 'END CONSTRUCTION' Sign
- 88 XW2-6 'WORKSITE PENALTY ADDED' Sign
- 89 XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- 97 XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- 98 XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

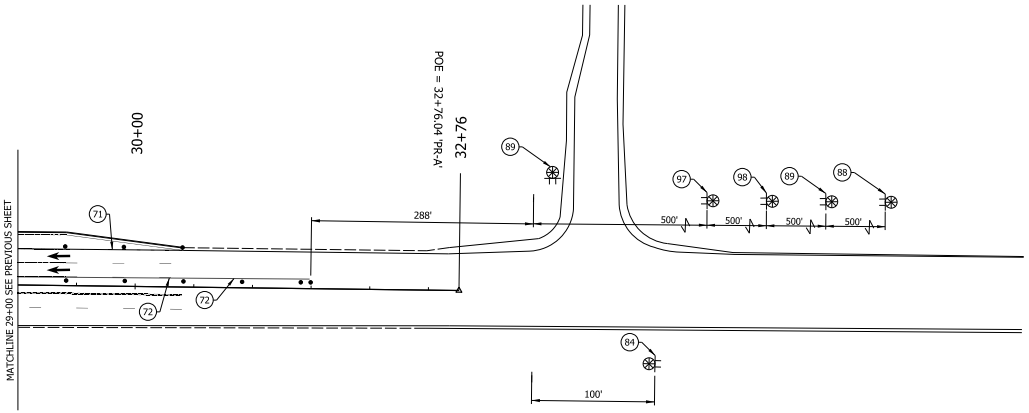
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INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III
LINE 'PR-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	26 of 100
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

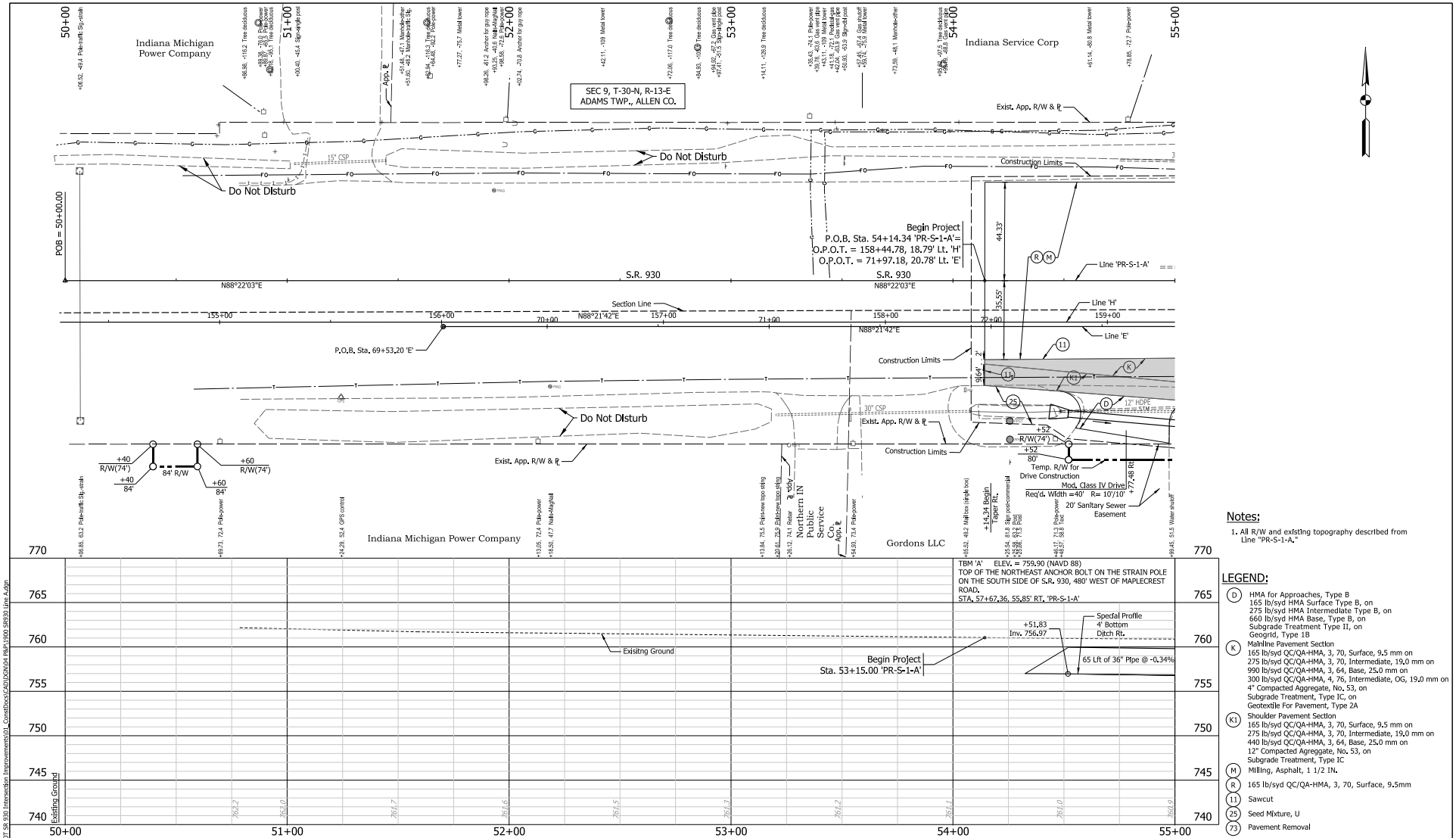
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III
LINE 'PR-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	27 of 100
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "PR-S-1-A."

LEGEND:

- (D) HMA for Approaches, Type B
  165 lb/syd HMA Surface Type B, on
  275 lb/syd HMA Intermediate Type B, on
  660 lb/syd HMA Base, Type B, on
  Subgrade Treatment Type II, on
  Geogrid, Type 1B
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  990 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC, on
  Geotextile For Pavement, Type 2A
- (K1) Shoulder Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  440 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  12" Compacted Agregate, No. 53, on
  Subgrade Treatment, Type IC
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
- (11) Sawcut
- (25) Seed Mixture, U
- (73) Pavement Removal

1 N=179787.255 E=784295.243
MAG NAIL WITH DLZ CONTROL WASHER
55+56.24, 44' Rt, 'PR-S-1-A'
ELEV. = 766.45 (NAVD 88)

13 N=179766.504 E=783863.709
MAG NAIL WITH DLZ WASHER SET FLUSH
51+24.29, 52.40' Rt, 'PR-S-1-A'
ELEV. = 761.87 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

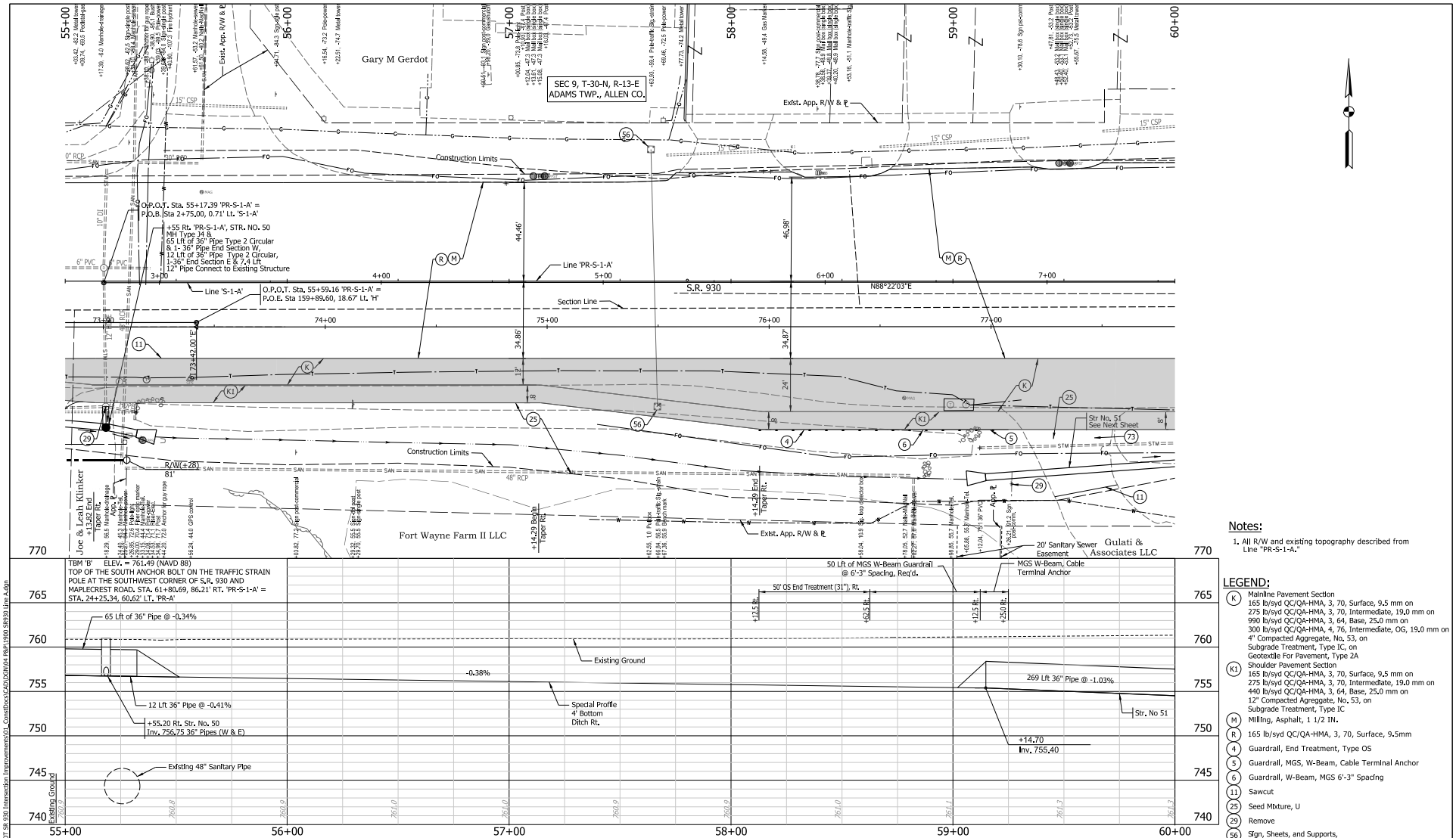
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INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-S-1-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	28 of 100
CONTRACT	PROJECT
R-42358	1900107

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Notes:

1. All R/W and existing topography described from Line 'PR-S-1-A.'

LEGEND:

K	Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 990 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 4" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC, on Geotextile For Pavement, Type 2A
K1	Shoulder Pavement Section 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 440 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 12" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC
M	Milling, Asphalt, 1 1/2 IN.
R	165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
4	Guardrail, End Treatment, Type OS
5	Guardrail, MGS, W-Beam, Cable Terminal Anchor
6	Guardrail, W-Beam, MGS 6'-3" Spacing
11	Sawcut
25	Seed Mixture, U
29	Remove
56	Sign, Sheets, and Supports, Remove
73	Pavement Removal

1	N=179787.255 E=784295.243 S.R. 930 Telephone Manhole Power Pole Stop Light Ahead Sign MAG NAIL WITH DLZ CONTROL WASHER 55+56.24, 44' Rt. 'PR-S-1-A' ELEV. = 766.45 (NAVD 88)
2	N=179774.579 E=784929.800 S.R. 930 Drainage Manhole Traffic Manhole MAPLECREST 5/8" REBAR WITH DLZ CAP SET FLUSH 61+90.17, 74.75' Rt. 'PR-S-1-A' ELEV. = 760.55 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

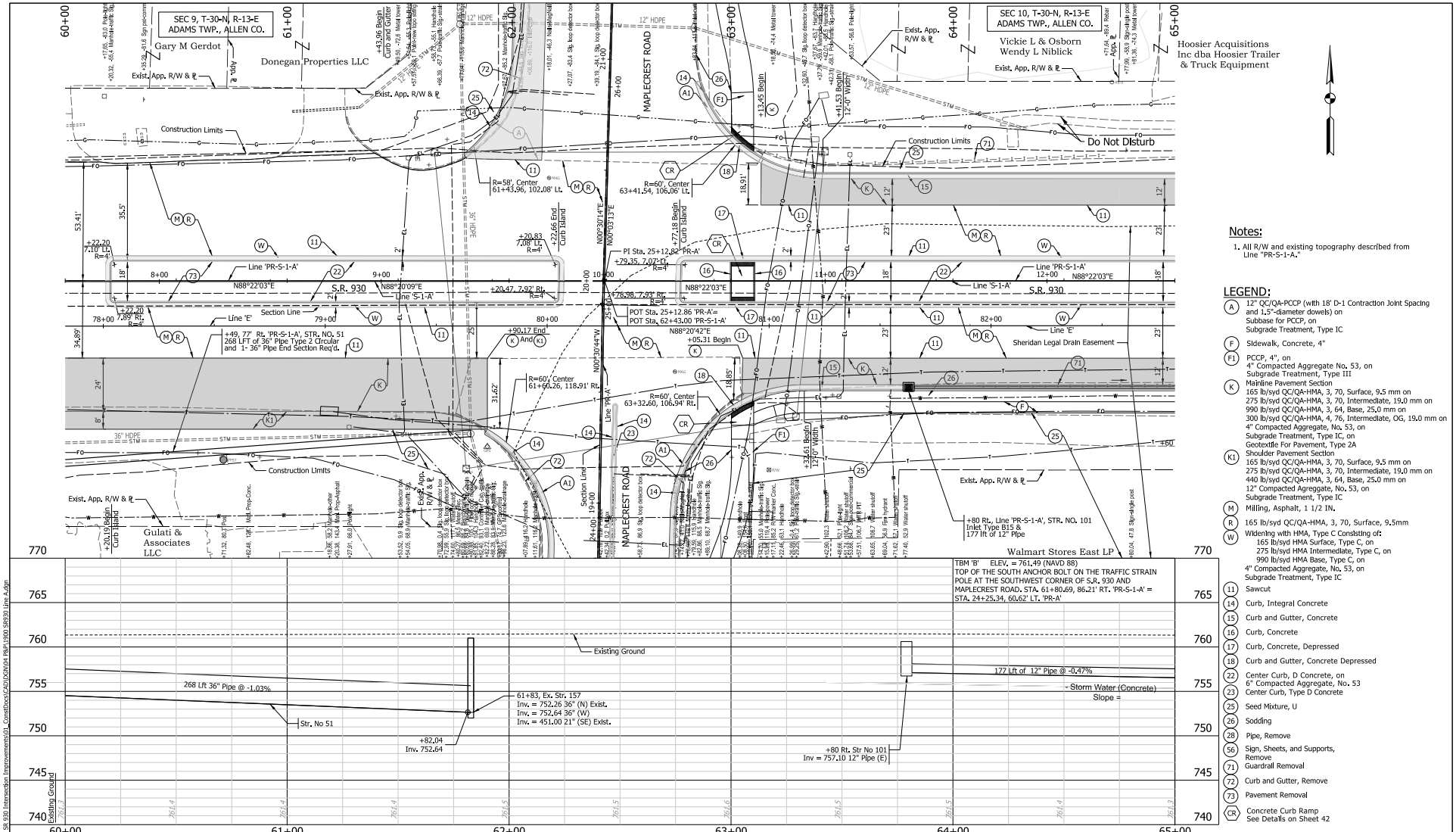
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-S-1-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	29 of 100
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "PR-S-1-A."

LEGEND:

- (A) 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (F1) PCCP, 4", on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  990 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC, on
  Geotextile For Pavement, Type 2A
- (K1) Shoulder Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  440 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  12" Compacted Agreggate, No. 53, on
  Subgrade Treatment, Type IC
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
- (W) Widening with HMA, Type C Consisting of:
  165 lb/syd HMA Surface, Type C, on
  275 lb/syd HMA Intermediate, Type C, on
  990 lb/syd HMA Base, Type C, on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC
- (11) Sawcut
- (14) Curb, Integral Concrete
- (15) Curb and Gutter, Concrete
- (16) Curb, Concrete
- (17) Curb, Concrete, Depressed
- (18) Curb and Gutter, Concrete Depressed
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (23) Center Curb, Type D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (28) Pipe, Remove
- (56) Sign, Sheets, and Supports, Remove
- (71) Guardrail Removal
- (72) Curb and Gutter, Remove
- (73) Pavement Removal
- (CR) Concrete Curb Ramp See Details on Sheet 42

2 N=179774.579 E=784929.800
S.R. 930 — Drainage Manhole, Traffic Manhole, MAPLECREST
5/8" REBAR WITH DLZ CAP SET FLUSH
61+80.17, 74.75' Rt. 'PR-S-1-A'
ELEV. = 766.55 (NAVD 88)

4 N=179820.856 E=785509.288
S.R. 930 — Northeast Anchor Bolt On Strain Pole (Dim 0), Telephone Manhole, R/W Monument
MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'PR-S-1-A'
ELEV. = 766.42 (NAVD 88)

DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC

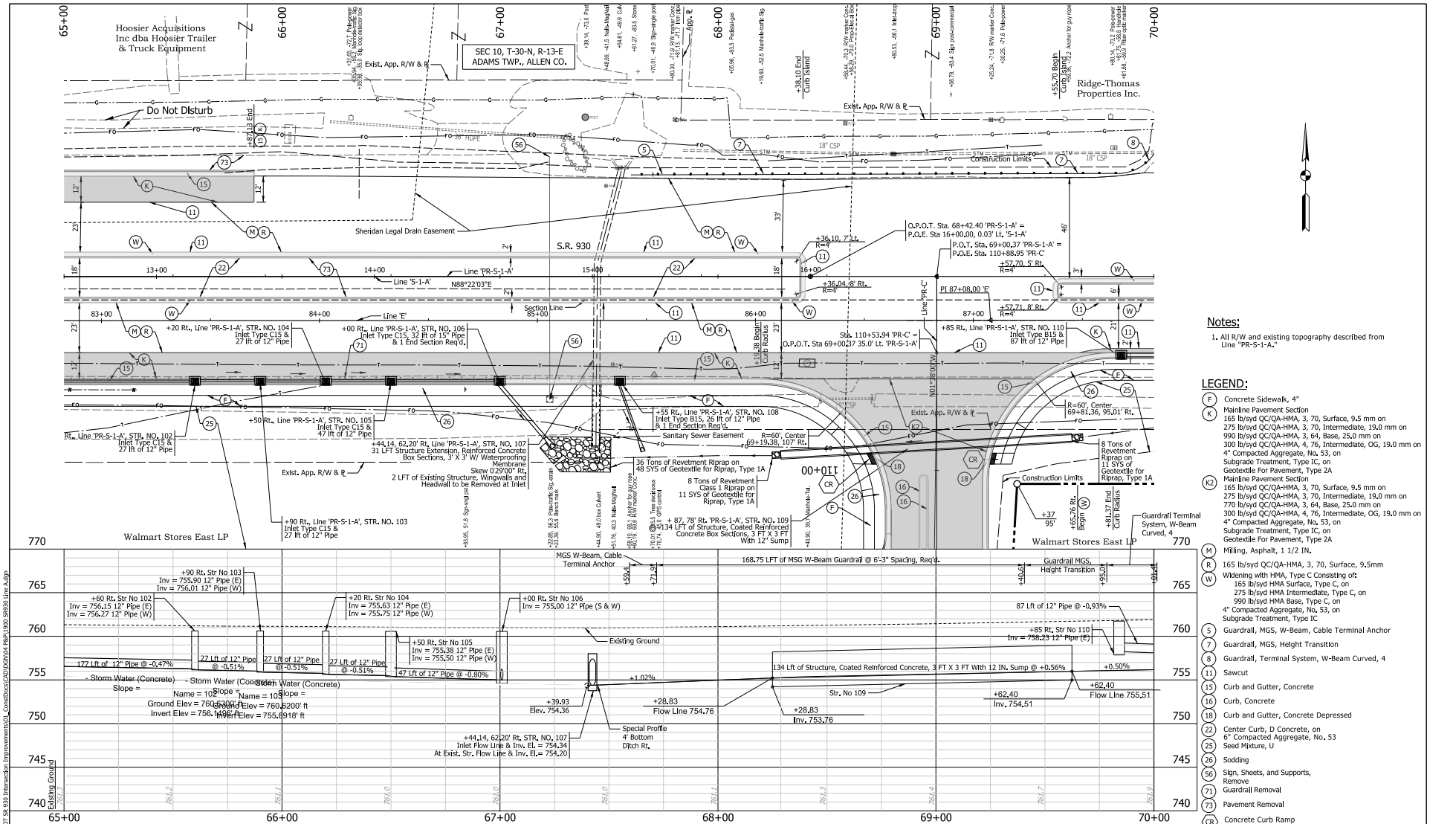
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE
DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-S-1-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1'=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	30 of 100
CONTRACT	PROJECT
R-42358	1900107

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4 N=179820.856 E=785509.288

S.R. 930

Northeast Anchor Bolt On Strain Pole 35MH 05

Telephone Manhole

70.4' AZ=84°

42.0' AZ=356°

27.0' AZ=201°

R/W Monument

MAG NAIL WITH DLZ WASHER SET FLUSH 67+70.74, 45' Rt. 'PR-S-1-A' ELEV. = 766.42 (NAVD 88)

TBM 'D' ELEV. = 759.59 (NAVD 88)
TOP OF THE NORTHEAST ANCHOR BOLT ON THE STRAIN POLE ON THE SOUTH SIDE OF S.R. 930, 470' EAST OF MAPLECREST ROAD.
STA. 67+23.39, 55.57 RT. 'PR-S-1-A'

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

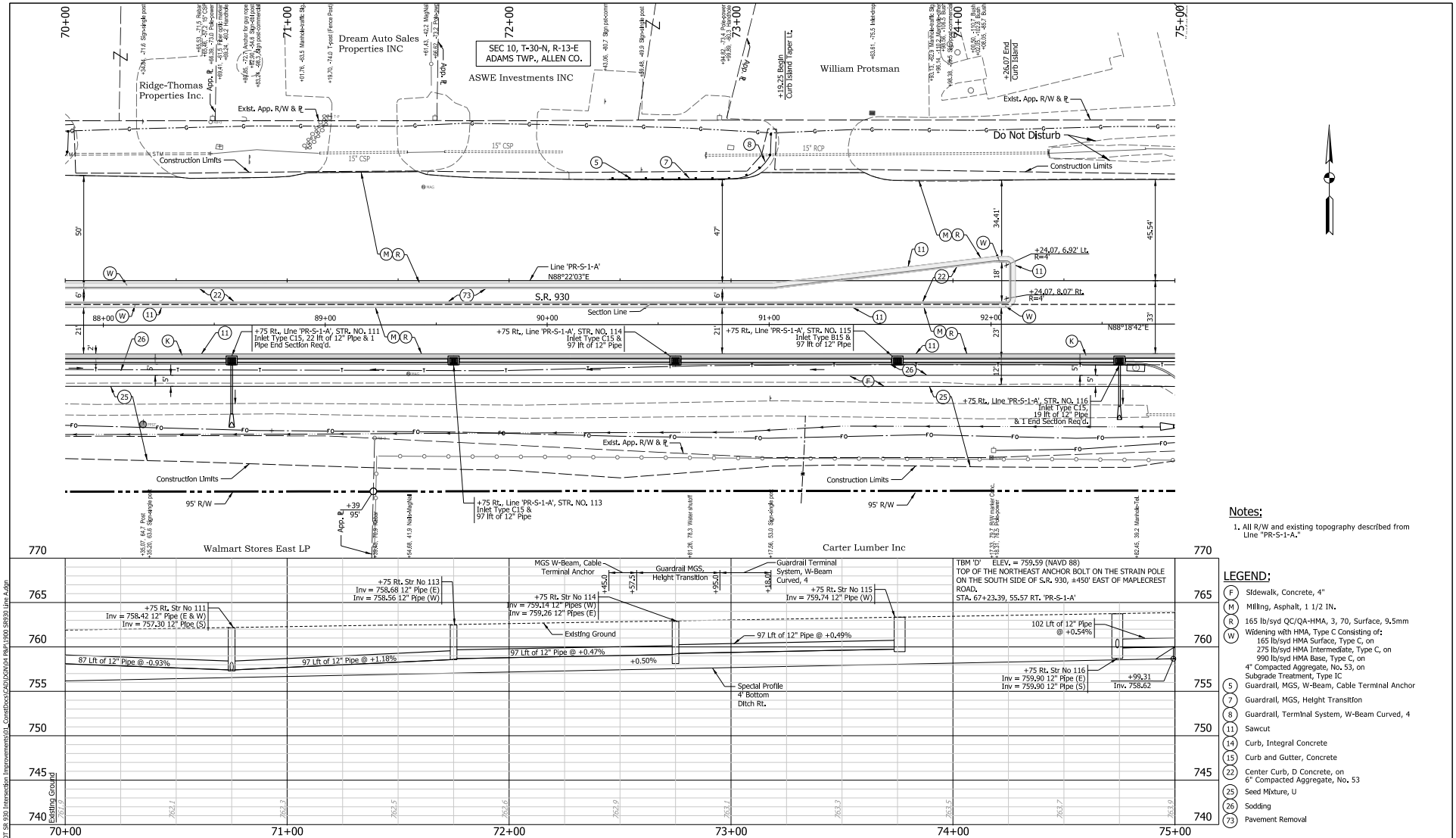
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE 'PR-S-1-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	31 of 100
CONTRACT	PROJECT
R-42358	1900107



Notes;

1. All R/W and existing topography described from Line "PR-S-1-A."

LEGEND;

F	Sidewalk, Concrete, 4"
M	Milling, Asphalt, 1 1/2 IN.
R	165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
W	Widening with HMA, Type C Consisting of: 165 lb/syd HMA Surface, Type C, on 275 lb/syd HMA Intermediate, Type C, on 990 lb/syd HMA Base, Type C, on 4" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC
5	Guardrail, MGS, W-Beam, Cable Terminal Anchor
7	Guardrail, MGS, Height Transition
8	Guardrail, Terminal System, W-Beam Curved, 4
11	Sawcut
14	Curb, Integral Concrete
15	Curb and Gutter, Concrete
22	Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
25	Seed Mixture, U
26	Sodding
73	Pavement Removal

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

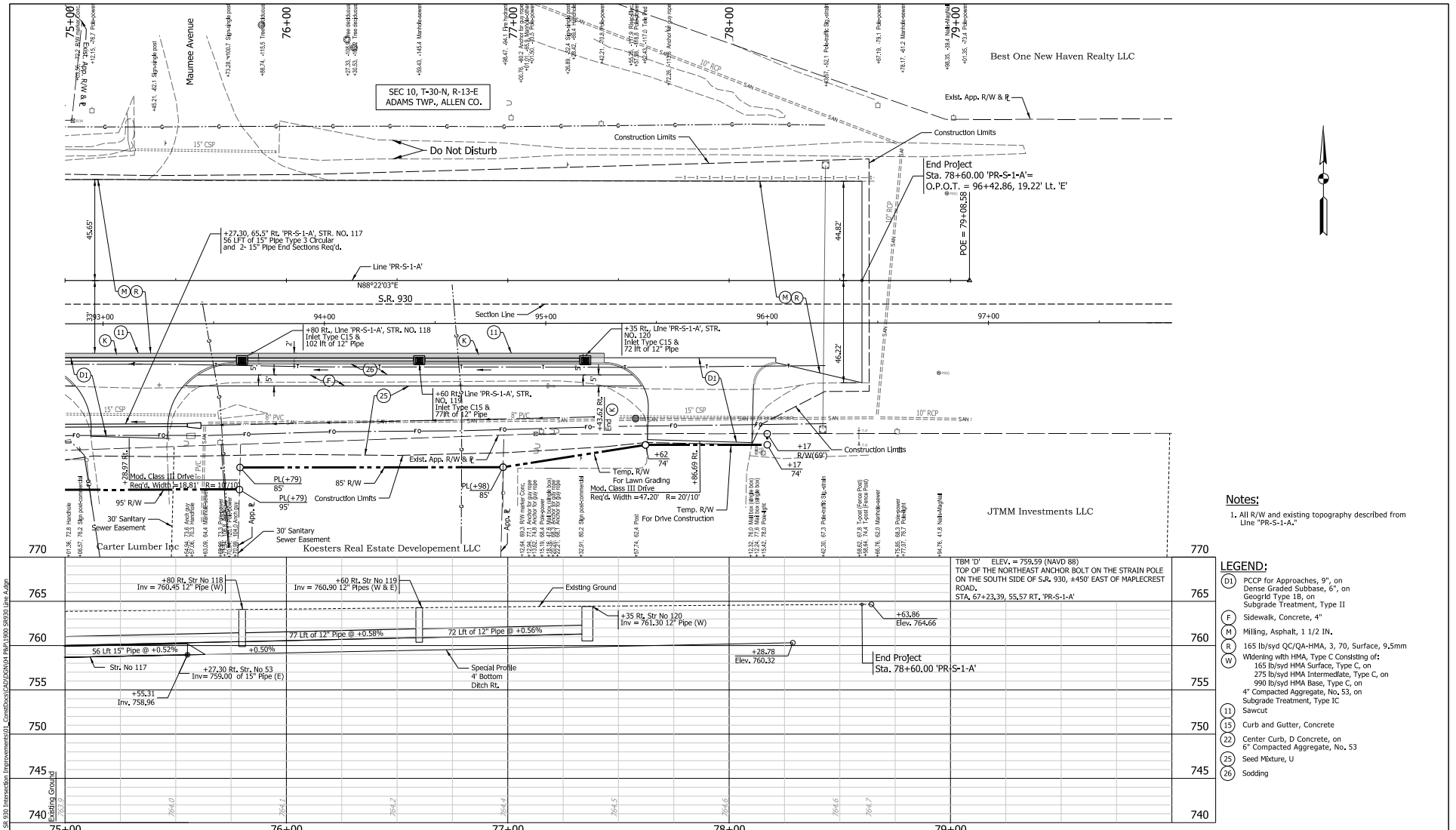
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-S-1-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	32 of 100
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "PR-S-1-A."

LEGEND:

- (D1) PCCP for Approaches, 9", on Dense Graded Subbase, 6", on Geogrid Type 1B, on Subgrade Treatment, Type II
- (F) Sidewalk, Concrete, 4"
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
- (W) Widening with HMA, Type C Consisting of:
  165 lb/syd HMA Surface, Type C, on
  275 lb/syd HMA Intermediate, Type C, on
  990 lb/syd HMA Base, Type C, on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC
- (11) Sawcut
- (15) Curb and Gutter, Concrete
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (25) Seed Mixture, U
- (26) Sodding

4 N=179820.856 E=785509.288

S.R. 930

MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'PR-S-1-A'
ELEV. = 766.42 (NAVD 88)

DLZ

DLZ INDIANA, LLC

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

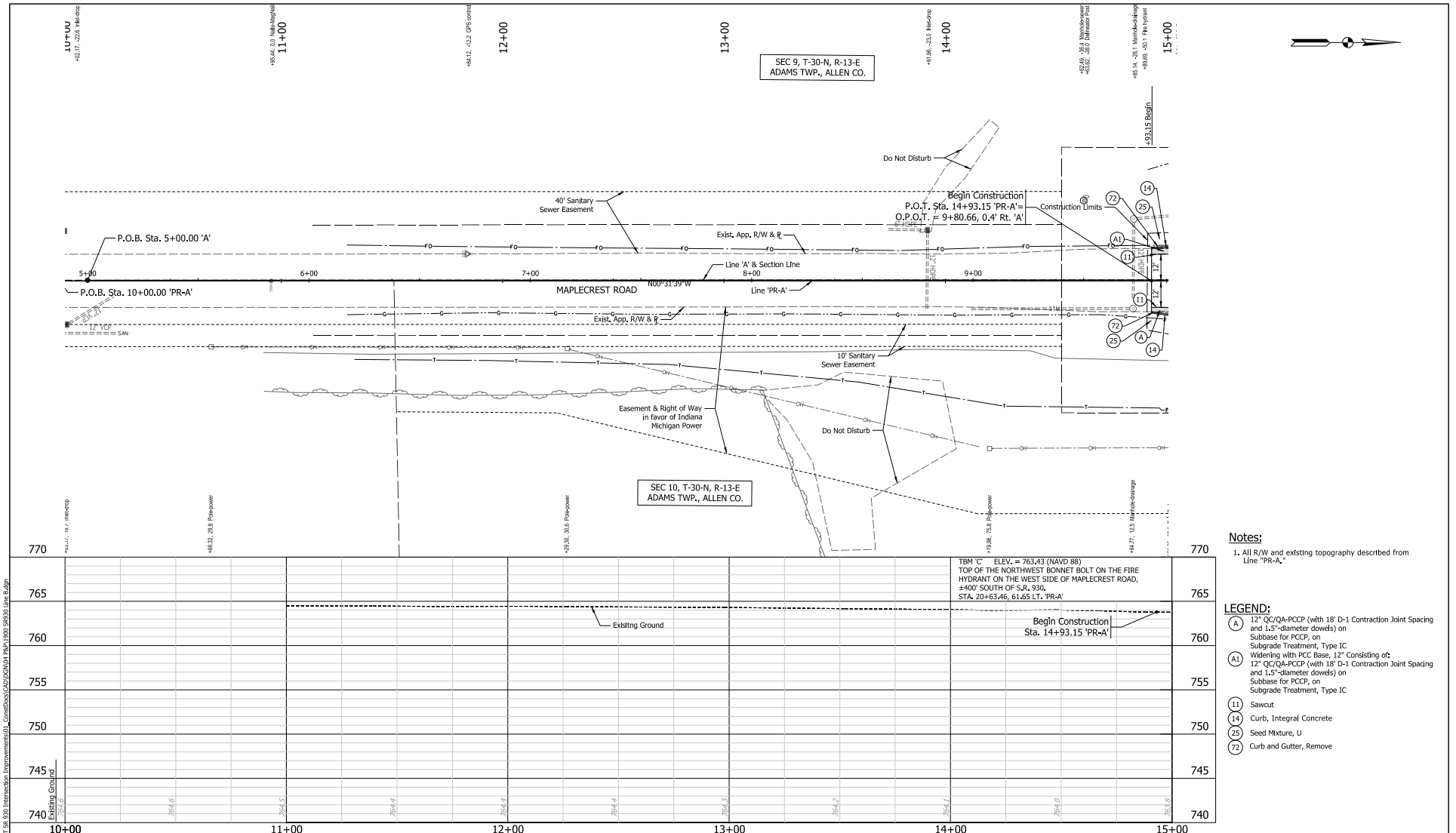
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-S-1-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	33 of 100
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and exlsting topography described from Line "PR-A."

LEGEND:

- (A) 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-dlameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (A1) Widening with PCC Base, 12" Consisting of: 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-dlameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (11) Sawcut
- (14) Curb, Integral Concrete
- (25) Seed Mixture, U
- (72) Curb and Gutter, Remove

5 N=178522,119 E=784980,147
MAG NAIL WITH DLZ WASHER SET FLUSH
11+84.12, 12.21' LT. PR-A
ELEV. = 764.15 (NAVD 88)

3 N=179075,622 E=784932,140
5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27' LT. PR-A
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

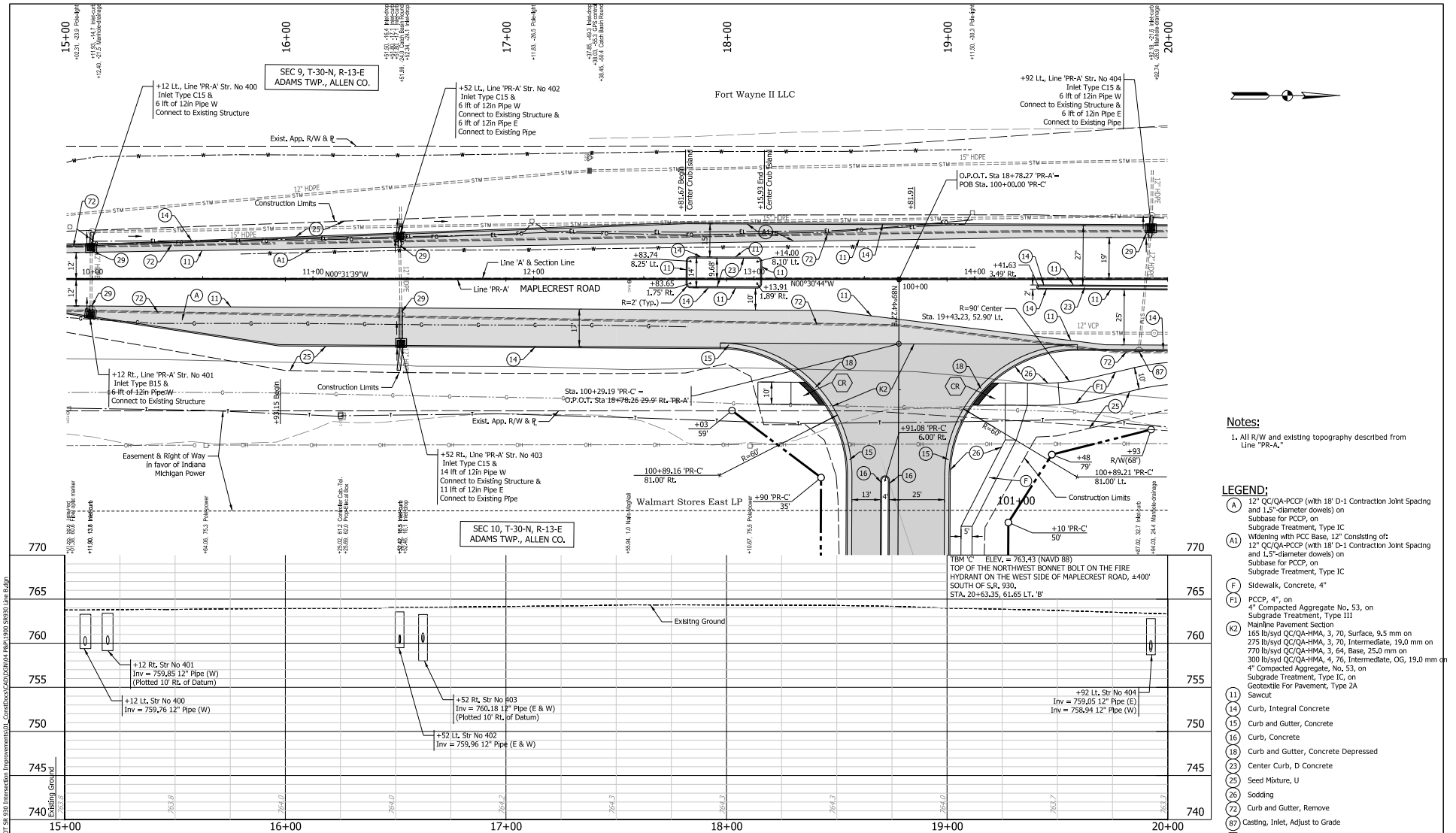
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1'=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	34 of 100
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "PR-A."

LEGEND:

- (A) 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (A1) Widening with PCC Base, 12" Consisting of: 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (F1) PCCP, 4", on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K2) Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 770 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 4" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC, on Geotextile For Pavement, Type 2A
- (11) Sawcut
- (14) Curb, Integral Concrete
- (15) Curb and Gutter, Concrete
- (16) Curb, Concrete
- (18) Curb and Gutter, Concrete Depressed
- (23) Center Curb, D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (72) Curb and Gutter, Remove
- (87) Casting, Inlet, Adjust to Grade
- (CR) Concrete Curb Ramp See Details on Sheet 43

3 N=179075.622 E=784932.140

5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 Lt 'PR-A'
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

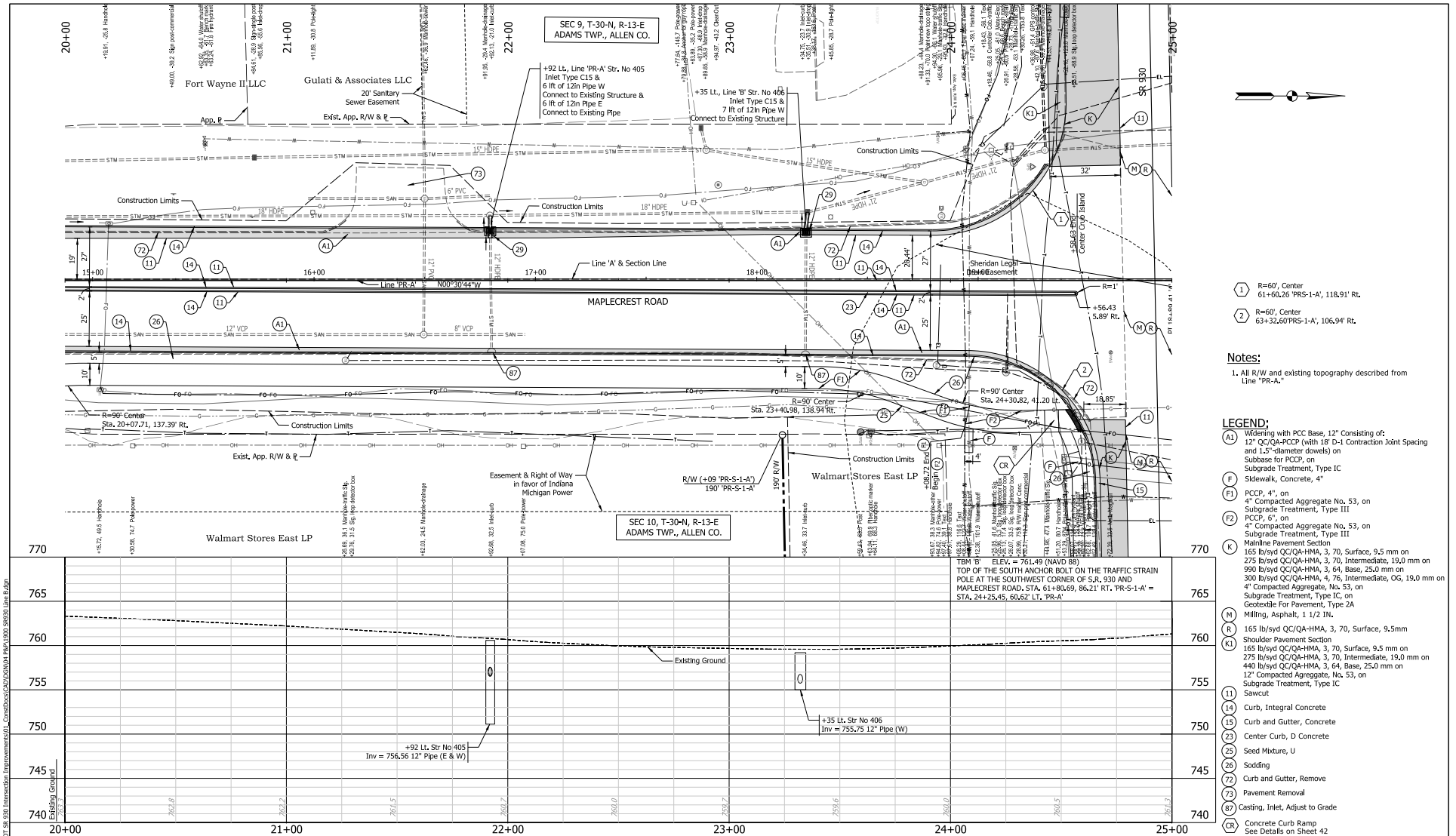
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	35 of 100
CONTRACT	PROJECT
R-42358	1900107



1 R=60', Center 61+60.26 'PRS-1-A', 118.91' Rt.

2 R=60', Center 63+32.60'PRS-1-A', 106.94' Rt.

Notes:

1. All R/W and existing topography described from Line "PR-A."

LEGEND:

- A1 Widening with PCC Base, 12" Consisting of: 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- F Sidewalk, Concrete, 4"
- F1 PCCP, 4", on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- F2 PCCP, 6", on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- K Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 990 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 4" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC, on Geotextile For Pavement, Type 2A
- M Milling, Asphalt, 1 1/2 IN.
- R 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
- K1 Shoulder Pavement Section 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 440 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 12" Compacted Agreggate, No. 53, on Subgrade Treatment, Type IC
- 11 Sawcut
- 14 Curb, Integral Concrete
- 15 Curb and Gutter, Concrete
- 23 Center Curb, D Concrete
- 25 Seed Mixture, U
- 26 Sodding
- 72 Curb and Gutter, Remove
- 73 Pavement Removal
- 87 Casting, Inlet, Adjust to Grade
- CR Concrete Curb Ramp See Details on Sheet 42

2 N=179774.579 E=784926.800
S.R. 930
MAPLECREST
5/8" REBAR WITH DLZ CAP SET FLUSH
61+90.17, 74.75' RT. 'PR-S-1-A'
ELEV. = 766.55 (NAVD 88)

3 N=179075.622 E=784932.140
5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27' LT 'PR-A'
ELEV. = 761.72 (NAVD 88)

DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC

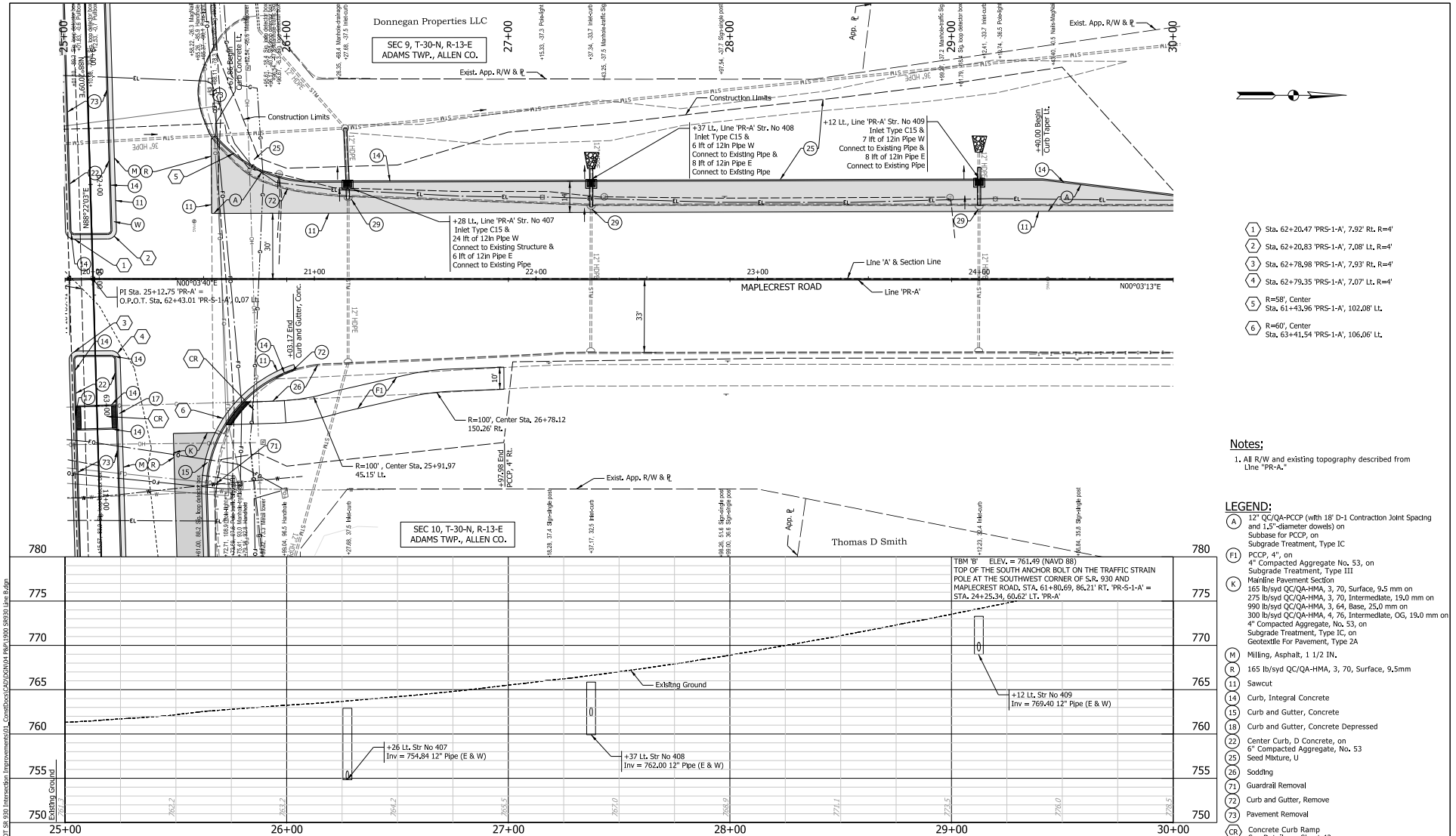
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE
DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE 'PR-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	36 of 100
CONTRACT	PROJECT
R-42358	1900107

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1. Sta. 62+20.47 'PRS-1-A', 7.92' Rt. R=4'
2. Sta. 62+20.83 'PRS-1-A', 7.08' Lt. R=4'
3. Sta. 62+78.98 'PRS-1-A', 7.93' Rt. R=4'
4. Sta. 62+79.35 'PRS-1-A', 7.07' Lt. R=4'
5. R=58', Center Sta. 61+43.96 'PRS-1-A', 102.08' Lt.
6. R=60', Center Sta. 63+41.54 'PRS-1-A', 106.06' Lt.

Notes:

1. All R/W and existing topography described from Line "PR-A."

LEGEND:

- (A) 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (F1) PCCP, 4", on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  990 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC, on
  Geotextile For Pavement, Type 2A
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
- (11) Sawcut
- (14) Curb, Integral Concrete
- (15) Curb and Gutter, Concrete
- (18) Curb and Gutter, Concrete Depressed
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (25) Seed Mixture, U
- (26) Soddlng
- (71) Guardrail Removal
- (72) Curb and Gutter, Remove
- (73) Pavement Removal
- (CR) Concrete Curb Ramp See Details on Sheet 42

2 N=179774.579 E=784926.800
S.R. 930
MAPLECREST
5/8" REBAR WITH DLZ CAP SET FLUSH
61+90.17 74.75' Rt. 'PR-S-1-A'
ELEV. = 786.55 (NAVD 88)

14 N=180571.014 E=785024.866
MAPLECREST
MAG NAIL WITH DLZ WASHER SET FLUSH
32+32.97 43.7' Rt. 'PR-A'
ELEV. = 789.56 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

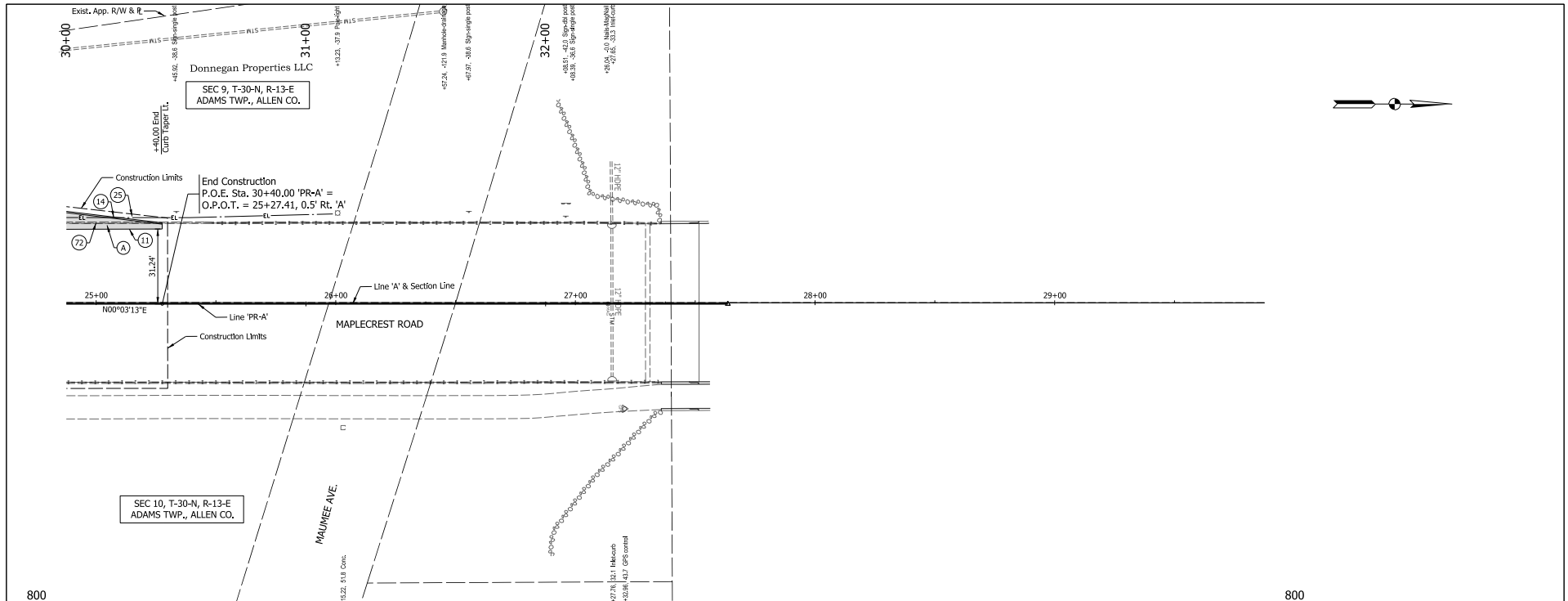
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	37 of 100
CONTRACT	PROJECT
R-42358	1900107

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TBM 'B' ELEV. = 761.49 (NAVD 88)
TOP OF THE SOUTH ANCHOR BOLT ON THE TRAFFIC STRAIN POLE AT THE SOUTHWEST CORNER OF S.R. 930 AND MAPLECREST ROAD. STA. 61+80.69, 86.21' RT. 'PR-S-1-A' = STA. 24+25.34, 60.62' LT. 'PR-A'

Notes:

1. All R/W and existing topography described from Line "PR-A."

LEGEND:

- (A) 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (11) Sawcut
- (15) Curb and Gutter, Concrete
- (25) Seed Mixture, U
- (72) Curb and Gutter, Remove

14 N=180571.014 E=785024.866

MAPLECREST
MAG NAIL WITH DLZ WASHER SET FLUSH
32+33.21, 43.71' Rt. PR-A,
ELEV. = 789.56 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE:

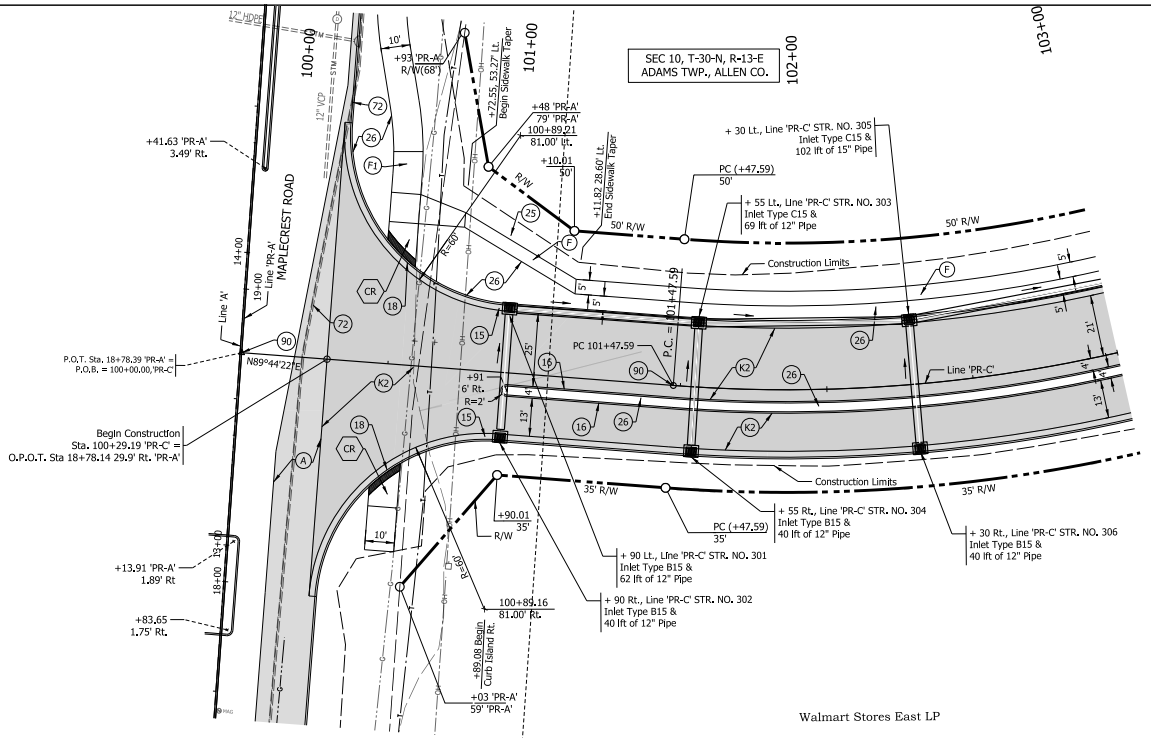
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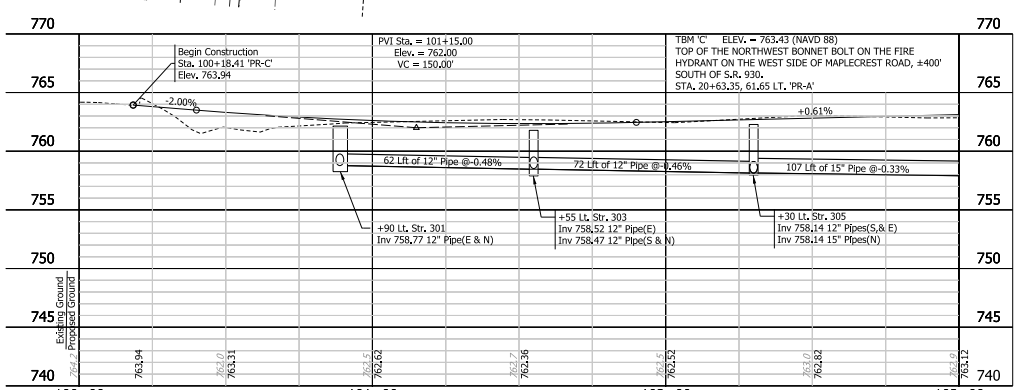
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	38 of 100
CONTRACT	PROJECT
R-42358	1900107





Notes:

1. All R/W and existing topography described from Line "PRC."
2. Line "PRC" to be constructed.

LEGEND:

- (A) 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (F1) PCCP, 4", on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K2) Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 770 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 4" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC, on Geotextile For Pavement, Type 2A
- (11) Sawcut
- (15) Curb and Gutter, Concrete
- (16) Curb, Concrete
- (18) Curb and Gutter, Concrete Depressed
- (23) Center Curb, D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (72) Curb and Gutter, Remove
- (90) Monument, B
- (CR) Concrete Curb Ramp See Details on Sheet 43

3 N=179075.622 E=784932.140

5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 Lt 'PR-A'
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

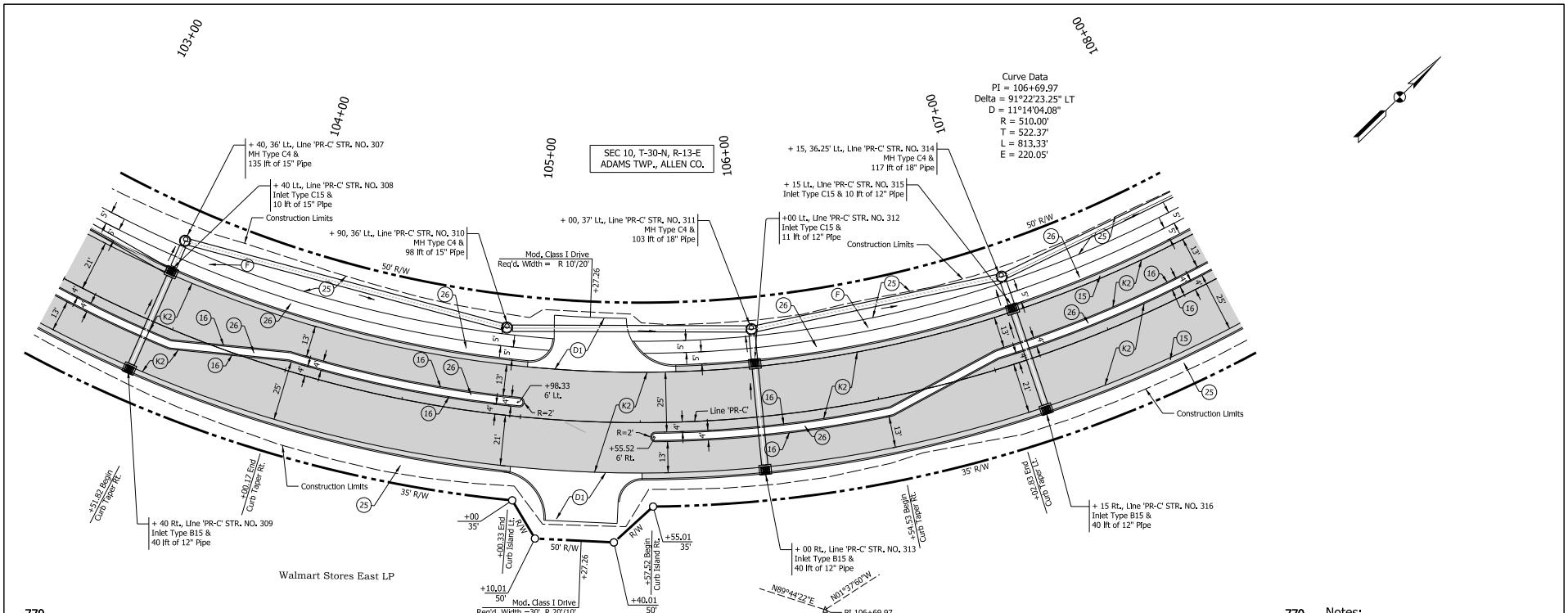
DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

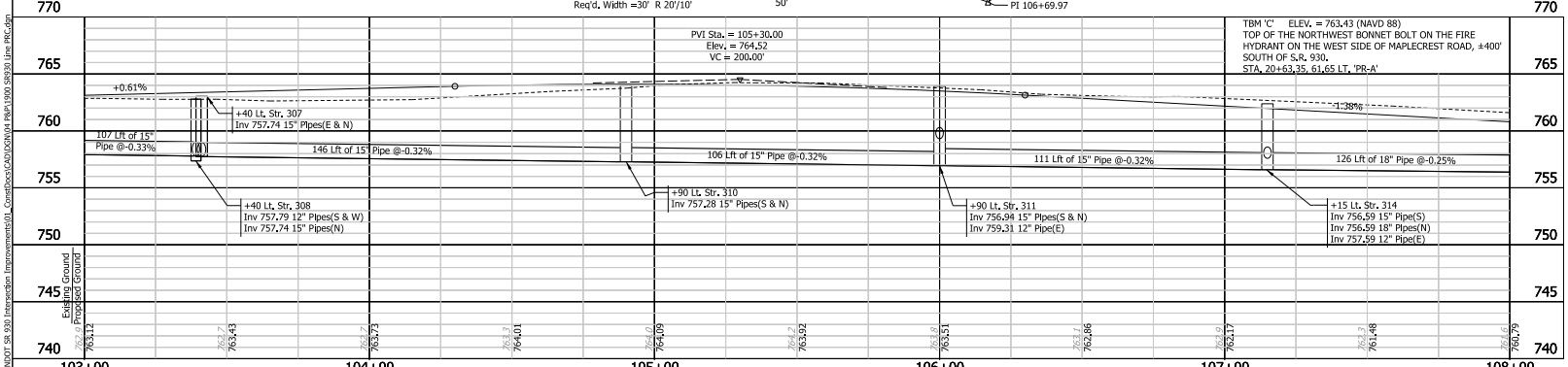
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-C'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	39 of 100
CONTRACT	PROJECT
R-42358	1900107

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Notes:

1. All R/W and existing topography described from Line "PRC"
2. Line "PRC" to be constructed.

LEGEND:

- (D1) PCCP for Approaches, 9", on Dense Graded Subbase, 6", on Subgrade Treatment, Type II
- (F) Sidewalk, Concrete, 4"
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  770 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC, on
  Geotextile For Pavement, Type 2A
- (15) Curb and Gutter, Concrete
- (16) Curb, Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (90) Monument, B

3 N=179075.622 E=784932.140

5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 Lt 'PR-A'
ELEV. = 761.72 (NAVD 88)

DLZ

DLZ INDIANA, LLC

NOT FOR CONSTRUCTION

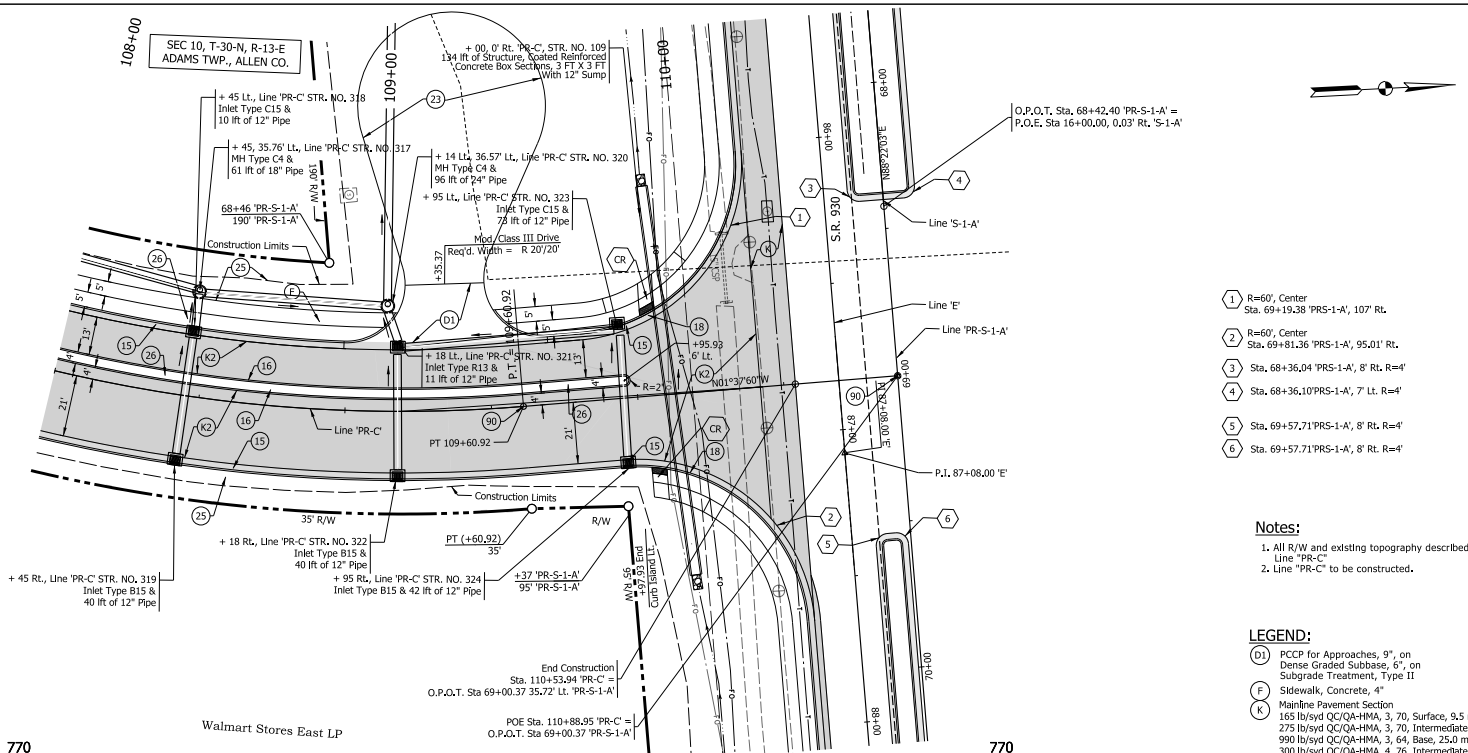
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

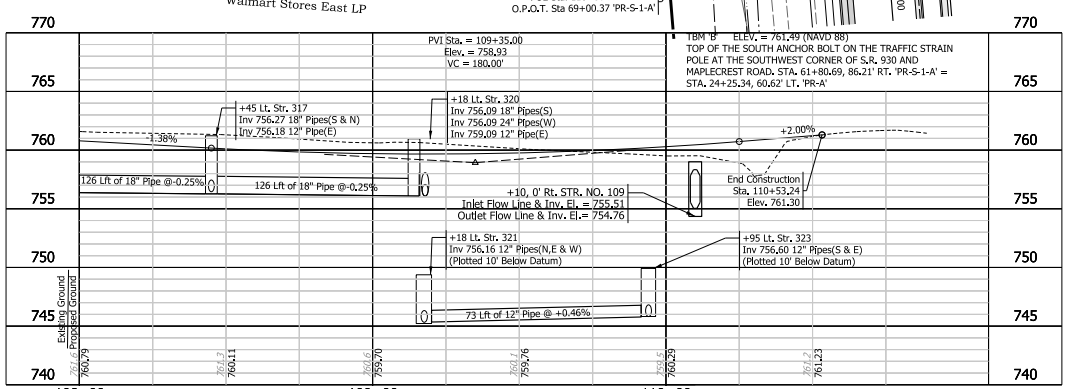
DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-C'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	40 of 100
CONTRACT	PROJECT
R-42358	1900107





Notes:

1. All R/W and existing topography described from Line "PR-C"
2. Line "PR-C" to be constructed.

LEGEND:

- (D1) PCCP for Approaches, 9", on Dense Graded Subbase, 6", on Subgrade Treatment, Type II
- (F) Sidewalk, Concrete, 4"
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  990 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC, on
  Geotextile For Pavement, Type 2A
- (K2) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  770 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC, on
  Geotextile For Pavement, Type 2A
- (11) Sawcut
- (15) Curb and Gutter, Concrete
- (16) Curb, Concrete
- (18) Curb and Gutter, Concrete Depressed
- (22) Center Curb, D Concrete
- (23) 6" Compacted Aggregate No. 73, on Subgrade Treatment Type, IC
- (25) Seed Mixture, U
- (26) Sodding
- (90) Monument, B
- (CR) Concrete Curb Ramp
  See Details on Sheet 43

4 N=179820.856 E=785509.288
S.R. 930
Northeast Anchor Bolt On Traffic Pole 'PRM-05'
Telephone Manhole
70.4' AZ=84°
AZ=0° AZ=156°
AZ=27.0' AZ=201°
R/W Monument
MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'PR-S-1-A'
ELEV. = 766.42 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-C'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	41 of 100
CONTRACT	PROJECT
R-42358	1900107

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1. IN LIEU OF ORIFICE DETAIL SHOWN, AN ALTERNATE METHOD MAY BE USED AS SUCH: 12" INLET PIPE WITH STEEL PLATE INLAID WITHIN PIPE INVERT. 5.6" ORIFICE WELDED OUT OF STEEL PLATE. SEE DETAIL THIS SHEET.

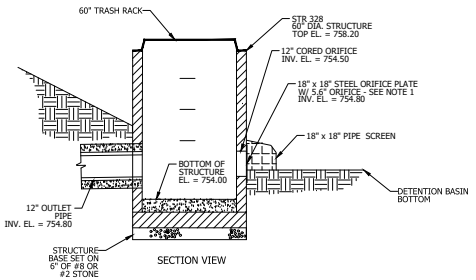
2. DETENTION BASIN OUTLET CONTROL MANHOLE SHALL BE FURNISHED WITH A DOME TOP-MOUNT TRASH RACK SUCH AS:

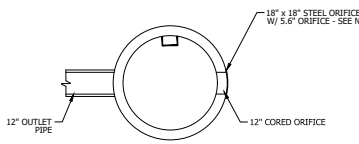
   TRASHRACKS.COM MODEL LDR-60
   CONTECH RS-60
   PHOENIX PRE-CAST PRODUCTS TOP GRATE DOMED
   OR APPROVED EQUAL

3. DETENTION BASIN OUTLET CONTROL MANHOLE SHALL BE FURNISHED WITH AN ORIFICE PIPE SCREEN SUCH AS:

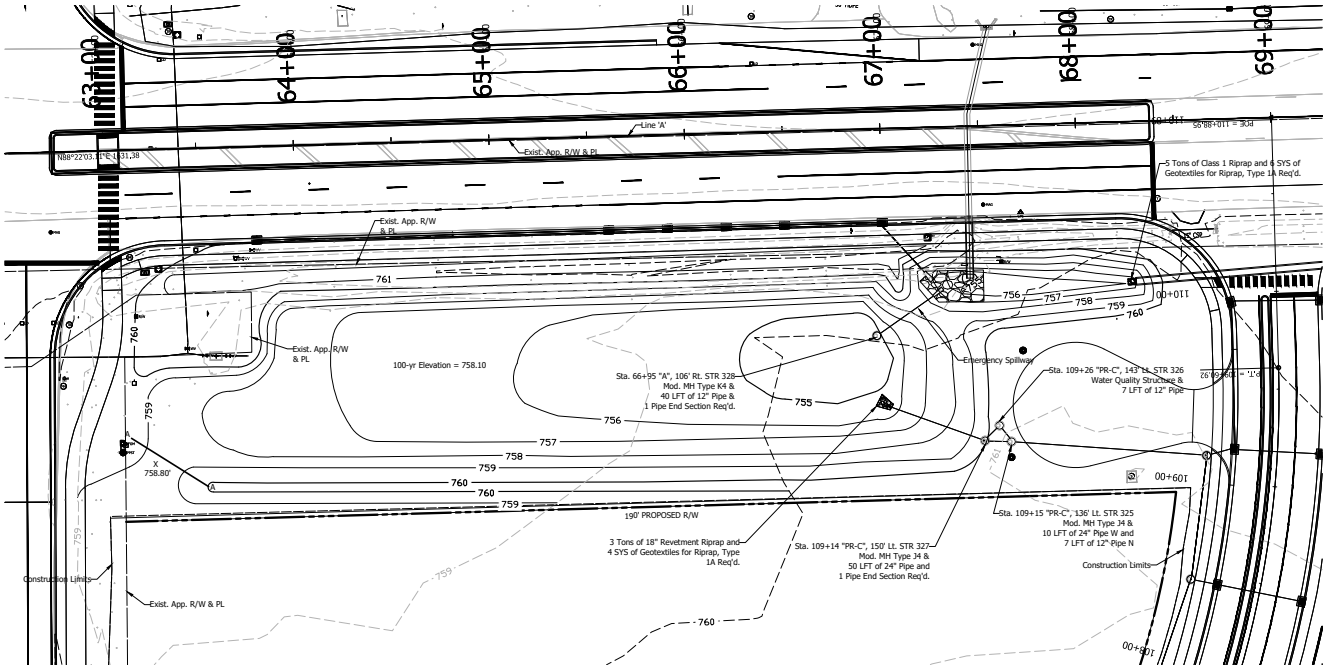
   TRASHRACKS.COM MODEL LPG-18
   OR APPROVED EQUAL

4. TRASH RACK TO BE BOLTED TO TOP FLANGE OF MANHOLE RIM. PIPE SCREEN TO BE BOLTED TO STEEL PLATE OR MANHOLE. TRASH RACK AND PIPE SCREEN TO BE REMOVEABLE FOR MAINTENANCE ACCESS.

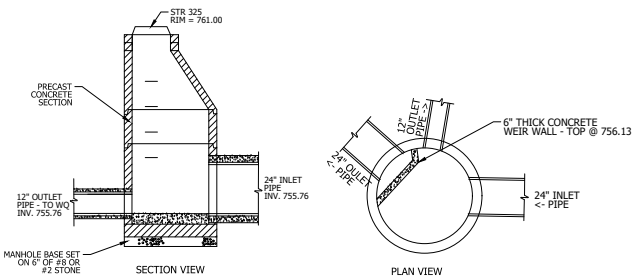




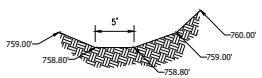
RELEASE STRUCTURE #328 (MOD. MH TYPE K4) DETAIL
N.T.S.



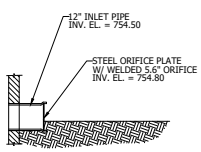
NOTES:
1. WATER QUALITY STRUCTURE SHALL BE MODEL DOWNSTREAM DEFENDER 4' DIAMETER OR APPROVED EQUAL.



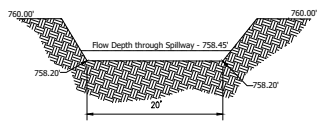
DIVERSION STRUCTURE #325 (MOD. MH TYPE J4) DETAIL
N.T.S.



SECTION A-A
N.T.S.



RELEASE STRUCTURE ORIFICE ALTERNATE DETAIL
N.T.S.



EMERGENCY SPILLWAY DETAIL
N.T.S.

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BD DRAWN: EMY

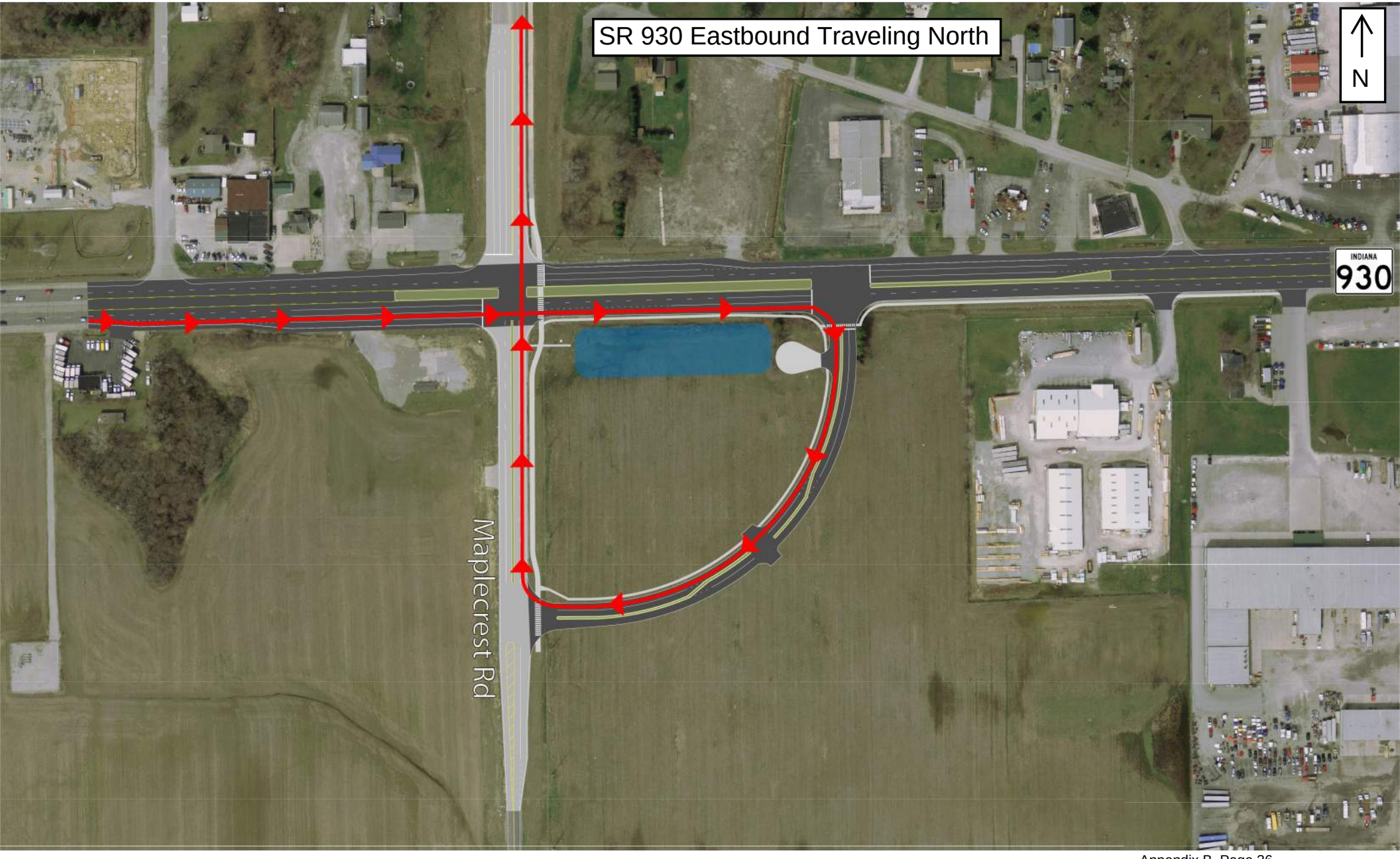
CHECKED: JEL CHECKED: BD

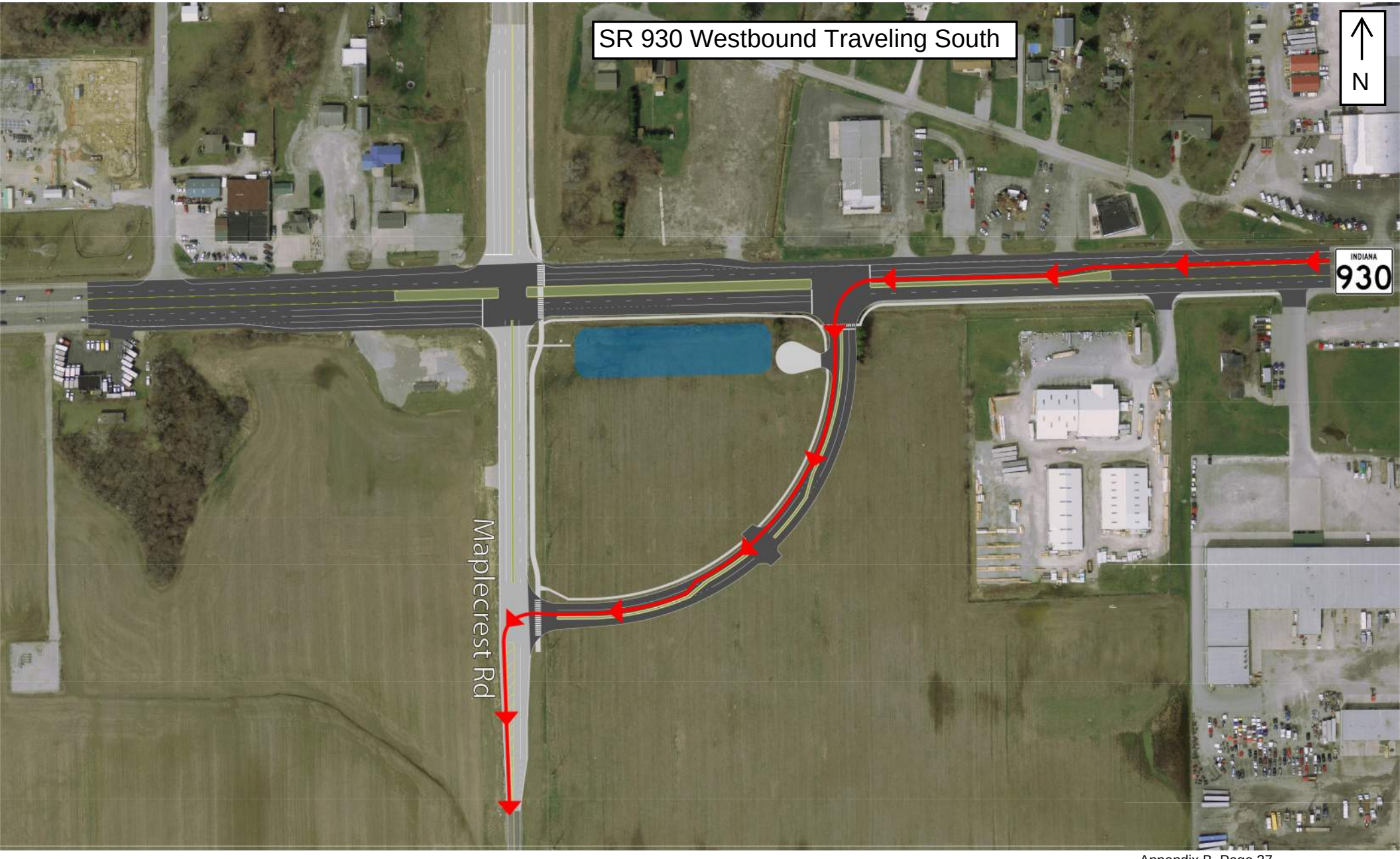
INDIANA
DEPARTMENT OF TRANSPORTATION

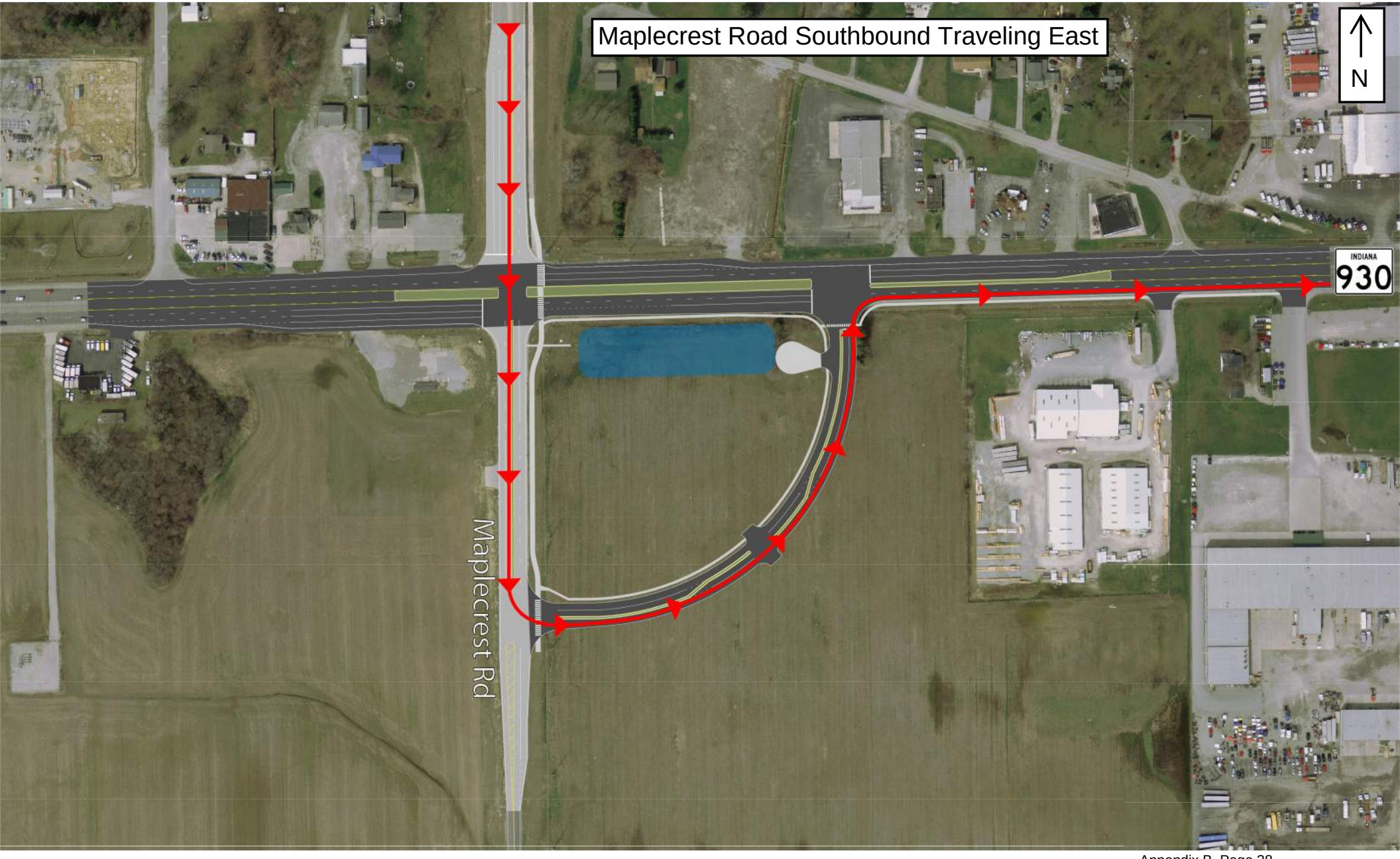
DETENTION BASIN LAYOUT

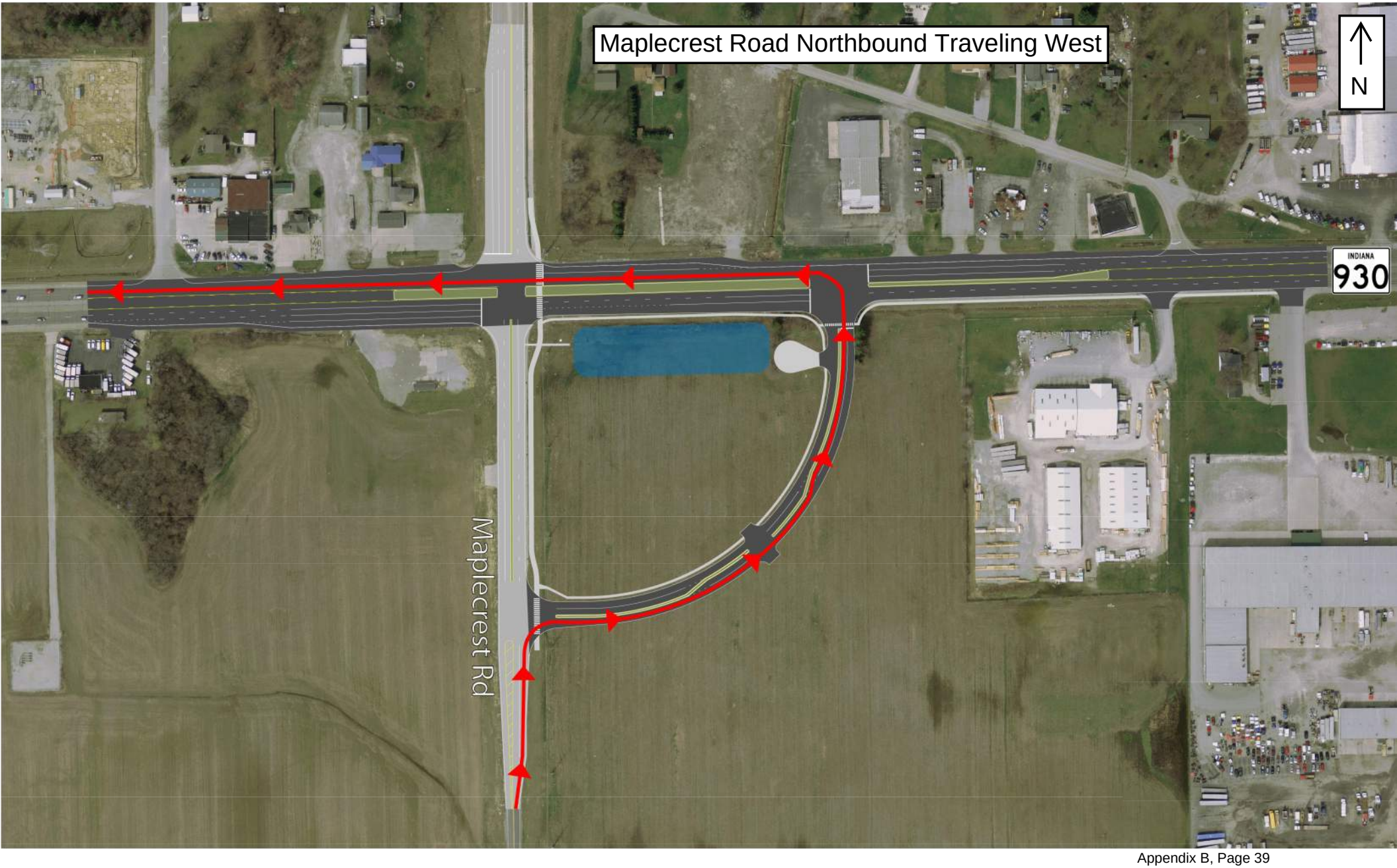
SCALE	ROAD FILE
Horizontal Scale: 1"=30'	-
Vertical Scale: N/A	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	42 of 100
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20060.218090 INDOT SR 930 Intersection Improvements\02 Discipline\Files\Civil\Drainage


SR 930 Eastbound Traveling North
N
INDIANA
930
Maplecrest Rd


SR 930 Westbound Traveling South
N
INDIANA
930
Maplecrest Rd


Maplecrest Road Southbound Traveling East
N
INDIANA
930
Maplecrest Rd


Maplecrest Road Northbound Traveling West
N
INDIANA
930
Maplecrest Rd

APPENDIX C

Early Coordination

DLZ
ARCHITECTURE • ENGINEERING • PLANNING
SURVEYING • CONSTRUCTION SERVICES

INNOVATIVE IDEAS
EXCEPTIONAL DESIGN
UNMATCHED CLIENT SERVICE

Sample Early Coordination Letter.
Note: Graphics that accompanied this letter have been removed.
Similar graphics are presented in Appendix B of this document.

July 9, 2021

See Appended List

Re: Early Coordination Request
SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County
Indiana Department of Transportation
INDOT Des. No.: 1900107 DLZ No.: 2066-2180-90

Dear Interested Party:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project in Allen County. This letter is part of the early coordination phase of the environmental review process. DLZ Indiana, LLC (DLZ) is under contract to advance environmental documentation for the referenced project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with these projects. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

This project is located at the intersection of SR 930 and Maplecrest Road, approximately 3.67 miles west of I-469. Note that Maplecrest Road south of 930 within the project area was formerly known as Adams Center Road. The intersection operates at or near capacity in both the morning and evening peak hours. Between 2014 and 2016, 62 crashes occurred at the intersection, 69% of which were rear-end and 11% of which were left turn crashes. Based on this data, congestion is the cause for the higher than expected rate of crashes. A traffic count from 2018 shows the AADT for SR 930 to be 23,936 vehicles per day and Maplecrest Road (formerly Adams Center Road) to be 11,307 VPD. The southbound right turn movement operates at a LOS F at peak hours. There is also a high number of left turn movements from SR 930 to Maplecrest Road as evidenced by the two left turn lanes in this direction. A potential factor contributing to congestion in the eastbound through movement is the merging of SR 930 to one lane approximately one mile east of the intersection. There is also a road diet project on Lincoln Highway that may affect the congestion as it will be reduced from two lanes to one lane in each direction. 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 with 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. Roadway drainage is via sheet flow, and via storm sewer within

the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway, throughout the project area. Within the project area, Maplecrest Road is a two-lane Minor Arterial with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way 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 by relocating those maneuvers to secondary intersections created by the quadrant roadway south and west 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. The project will include the addition of a southbound right turn lane on Maplecrest Road, an additional eastbound right-turn lane on SR 930, an additional southbound through lane on Maplecrest Road, and a northbound left-turn lane on Maplecrest Road south of the quadrant roadway paired with the four lane quadrant roadway.

The project's right of way needs have not yet been determined; however, it is anticipated that up to 8 acres may be acquired. The method of traffic maintenance is not anticipated to require a detour as most improvements will occur outside the existing roadway. Adding the additional turn lanes will require restricting access to lanes during construction. Once the new infrastructure is constructed, resurfacing and reconfiguring the lanes is expected to be completed under traffic.

Land in commercial, residential and agricultural use abuts the project area. Waters and wetlands determinations will be performed. This project does not qualify for USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat, and standard informal consultation will occur. A Section 106 compliance review will be conducted to assess effects upon historic properties. The results of this investigation will be forwarded to the State Historic Preservation Officer for review and concurrence, as appropriate.

Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Jason A. Stone, DLZ Indiana, LLC, 2211 E. Jefferson Blvd.,

South Bend, Indiana 46615, Telephone - 574 245-1674, E-mail – jstone@dlz.com, or Matthew Witt, INDOT Project Manager, 5333 Hatfield Rd., Fort Wayne, Indiana 46808, Telephone – 260 399-7320, E-mail - mwitt@indot.in.gov

Thank you in advance for your input.

DLZ INDIANA, LLC

Jason A. Stone
Environmental Scientist

cc: PSL, DLZ file
emc: FHWA, INDOT Ft. Wayne District

The following agencies received this early coordination request

Indiana Department of Environmental Management
(on-line)

Environmental Geology Section
Indiana Geological Survey
(on-line)

Indiana Department of Natural Resources
environmentalreview@dnr.in.gov

Manager, Aviation Section
Indiana Department of Transportation
jcourtade@indot.in.gov

State Conservationist
Natural Resource Conservation Service
rick.neilson@in.usda.gov

US Fish and Wildlife Service
elizabeth_mccloskey@fws.gov

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

Environmental Analysis Branch, CENCE-PL-E
Department of the Army
Detroit District, Corps of Engineers
Paul.H.Allerding@usace.army.mil
Charles.A.Uhlarik@usace.army.mil

Environmental Officer
Chicago Regional Office, USHUD
Melanie.H.Castillo@hud.gov

Northeastern Indiana Regional Coordinating Council
Dan.Avery@co.allen.in.us

Allen County Commissioners
richard.beck@allencounty.us
therese.brown@co.allen.in.us
nelson.peters@allencounty.us

Allen County Surveyor's Office / Allen County Drainage Board
Surveyor@co.allen.in.us

Allen County Highway Department
Jessica.Chrisman@co.allen.in.us

Allen County Department of Planning Services
dps@allencounty.us

New Haven Public Works Department
jjacquay@newhaven.in.gov

New Haven Fire Department / Emergency Services
jhale@newhaven.in.gov

New Haven Planning Department
rgutierrez@newhaven.in.gov

New Haven Chief of Police
jmccracken@newhaven.in.gov

New Haven MS4 Coordinator
utilityoffice@newhaven.in.gov

East Allen County Schools
mhissong@eacs.k12.in.us

New Haven Mayor's Office
smccmichael@newhaven.in.gov

Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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

INDOT Ft. Wayne District
Matthew Witt, Project Manager
5333 Hatfield Road
Fort Wayne , IN 46808

DLZ Indiana, LLC
Jason A. Stone
Environmental Services Dept. Manager
2211 E Jefferson Blvd
South Bend , IN 46615

Dear Grant Administrator or Other Finance Approval Authority:

RE: This INDOT project is located at the intersection of SR 930 and Maplecrest Road, approximately 3.67 miles west of I-469. Note that Maplecrest Road south of 930 within the project area was formerly known as Adams Center Road. The intersection operates at or near capacity in both the morning and evening peak hours. Between 2014 and 2016, 62 crashes occurred at the intersection, 69% of which were rear-end and 11% of which were left turn crashes. Based on this data, congestion is the cause for the higher than expected rate of crashes. A traffic count from 2018 shows the AADT for SR 930 to be 23,936 vehicles per day and Maplecrest Road (formerly Adams Center Road) to be 11,307 VPD. The southbound right turn movement operates at a LOS F at peak hours. There is also a high number of left turn movements from SR 930 to Maplecrest Road as evidenced by the two left turn lanes in this direction. A potential factor contributing to congestion in the eastbound through movement is the merging of SR 930 to one lane approximately one mile east of the intersection. There is also a road diet project on Lincoln Highway that may affect the congestion as it will be reduced from two lanes to one lane in each direction. 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 with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway, throughout the project area. Within the project area, Maplecrest Road is a two-lane Minor Arterial with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way 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 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's right of way needs have not yet been determined; however, it is anticipated that less than 10 acres may be acquired. The method of traffic maintenance is not anticipated to require a detour as most improvements will occur outside the existing roadway. Adding the additional turn lanes will require restricting access to lanes during construction. Once the new infrastructure is constructed, resurfacing and reconfiguring the lanes is expected to be completed under traffic. Land in commercial, residential and agricultural use abuts the project area.

The Indiana Department of Environmental Management (IDEM) is aware that many local government or not-for-profit entities are seeking grant monies, a bond issuance, or another public funding mechanism to cover some portion of the cost of a public works, infrastructure, or community development project. IDEM also is aware that in order to be eligible for such funding assistance, applicants are required to first evaluate the potential impacts that their particular project may have on the environment. In order to assist applicants seeking such financial assistance and to ensure that such projects do not have an adverse impact on the environment, IDEM has prepared the following list of environmental issues that each applicant must consider in order to minimize environmental impacts in compliance with all relevant state laws.

IDEM recommends that each applicant consider the following issues when moving forward with their project. IDEM also requests that, in addition to submitting the information requested above, each applicant also sign the attached certification, attesting to the fact that they have read the letter in its entirety, agree to abide by the recommendations of the letter, and to apply for any permits required from IDEM for the completion of their project.

IDEM recommends that any person(s) intending to complete a public works, infrastructure, or community development project using any public funding consider each of the following applicable recommendations and requirements:

WATER AND BIOTIC QUALITY

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

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

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

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

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

3. If the USACE determines that a wetland or other body of water is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A state isolated wetland permit from IDEM's Office of Water Quality is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the Office of Water Quality at 317-233-8488.

4. If your project will impact more than 0.5 acres of wetland, stream relocation, or other large-scale alterations to bodies of water such as the creation of a dam or a water diversion, you should seek additional input from the Office of Water Quality, Wetlands staff at 317-233-8488.

5. Work within the one-hundred year floodway of a given body of water is regulated by the Department of Natural Resources, Division of Water. Contact this agency at 317-232-4160 for further information.

6. The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

7. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
    - http://www.in.gov/idem/4902.htm (http://www.in.gov/idem/4902.htm)

   To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (http://www.in.gov/idem/4917.htm#constreq (http://www.in.gov/idem/4917.htm#constreq)), and as described in 327 IAC 15-5-6.5 (http://www.in.gov/legislative/iac/T03270/A00150 [PDF] (http://www.in.gov/legislative/iac/T03270/A00150.PDF), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (http://www.in.gov/isda/soil/contacts/map.html (http://www.in.gov/isda/soil/contacts/map.html)).

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

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

   If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

   Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to

construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

8. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317-232-4080) for additional project input.

9. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.

10. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.

11. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project (see page 1) should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed under specific conditions (http://www.in.gov/idem/4148.htm (http://www.in.gov/idem/4148.htm)). You also can seek an open burning variance from IDEM.

   IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on-site. You must register with IDEM if more than 2,000 pounds is to be composted; contact 317-232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) on-site, although burying large quantities of such material can lead to subsidence problems.

2. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

   If construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for three to five years, precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus Histoplasma capsulatum, which stems from bird or bat droppings that have accumulated in one area for three to five years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at 317-233-7272.

3. The U.S. EPA and the U.S. Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. For a county-by-county map of predicted radon levels in Indiana , visit http://www.in.gov/idem/4267.htm (http://www.in.gov/idem/4267.htm).

The U.S. EPA further recommends that all homes and apartments (within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L or higher, then U.S. EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L or higher, then U.S. EPA recommends the installation of radon-reduction measures. For a list of qualified radon testers and radon mitigation (or reduction) specialists, visit http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf). Also, is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure, visit http://www.in.gov/isdh/regsvcs/radhealth/radon.htm (http://www.in.gov/isdh/regsvcs/radhealth/radon.htm), http://www.in.gov/idem/4145.htm (http://www.in.gov/idem/4145.htm), or http://www.epa.gov/radon/index.html (http://www.epa.gov/radon/index.html).

4. With respect to asbestos removal, all facilities slated for renovation or demolition (except residential buildings that have four (4) or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

   If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

   For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

   In all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at www.in.gov/icpr/webfile/formsdiv/44593.pdf.

   Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of $150 per project; projects below these amounts will be billed a fee of $50 per project. Billings will occur on a quarterly basis.

   For more information about IDEM policy regarding asbestos removal and disposal, visit: http://www.in.gov/idem/4983.htm (http://www.in.gov/idem/4983.htm).

5. With respect to lead-based paint removal, IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978 , or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal, visit

http://www.in.gov/idem/permits/guide/waste/leadabatement.html (http://www.in.gov/idem/permits/guide/waste/leadabatement.html).

6. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months of April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (http://www.ai.org/legislative/iac/T03260/A00080.PDF (http://www.ai.org/legislative/iac/T03260/A00080.PDF)).

7. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (www.ai.org/legislative/iac/t03260/a00020.pdf (http://www.ai.org/legislative/iac/t03260/a00020.pdf).). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

8. For more information on air permits, visit http://www.in.gov/idem/4223.htm (http://www.in.gov/idem/4223.htm), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or oamprod at idem.in.gov.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.

2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit http://www.in.gov/idem/4998.htm (http://www.in.gov/idem/4998.htm).

3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.

4. If Polychlorinated Biphenyls (PCBs) are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.

5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes. (Asbestos removal is addressed above, under Air Quality.)

6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317-308-3039(http://www.in.gov/idem/4999.htm (http://www.in.gov/idem/4999.htm)).

FINAL REMARKS

Should the applicant need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that they notify all adjoining property owners and/or occupants within ten days of your submittal of each permit application. Applicants seeking multiple permits, may still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Please note that this letter does not constitutes a permit, license, endorsement, or any other form of approval on the part of either the Indiana Department of Environmental Management or any other Indiana state agency.

Should you have any questions relating to the content or recommendations of this letter, or if you have additional questions about whether a more complete environmental review of your project should be conducted, please feel free to contact Steve Howell at (317) 232-8587, snhowell@idem.in.gov.

Signature(s) of the Applicant

I acknowledge that I am seeking grant monies, a bond issuance, or other public funding mechanism to cover some portion of the cost of the public works, infrastructure, or community development project as described herein, which I am working (possibly with others) to complete.

Project Description

This INDOT project is located at the intersection of SR 930 and Maplecrest Road, approximately 3.67 miles west of I-469. Note that Maplecrest Road south of 930 within the project area was formerly known as Adams Center Road. The intersection operates at or near capacity in both the morning and evening peak hours. Between 2014 and 2016, 62 crashes occurred at the intersection, 69% of which were rear-end and 11% of which were left turn crashes. Based on this data, congestion is the cause for the higher than expected rate of crashes. A traffic count from 2018 shows the AADT for SR 930 to be 23,936 vehicles per day and Maplecrest Road (formerly Adams Center Road) to be 11,307 VPD. The southbound right turn movement operates at a LOS F at peak hours. There is also a high number of left turn movements from SR 930 to Maplecrest Road as evidenced by the two left turn lanes in this direction. A potential factor contributing to congestion in the eastbound through movement is the merging of SR 930 to one lane approximately one mile east of the intersection. There is also a road diet project on Lincoln Highway that may affect the congestion as it will be reduced from two lanes to one lane in each direction. 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 with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway, throughout the project area. Within the project area, Maplecrest Road is a two-lane Minor Arterial with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way 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 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’s right of way needs have not yet been determined; however, it is anticipated that less than 10 acres may be acquired. The method of traffic maintenance is not anticipated to require a detour as most improvements will occur outside the existing roadway.

restricting access to lanes during construction. Once the new infrastructure is constructed, resurfacing and reconfiguring the lanes is expected to be completed under traffic. Land in commercial, residential and agricultural use abuts the project area.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environmental Management that appears directly above. In addition, I understand that in order to complete the project in which I am interested, with a minimum impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Dated Signature of the Public Owner Contact/Responsible Elected Official Matthew P Witt

Matthew Witt, Project Manager

Dated Signature of the Project Planner/Consultant Contact Person 4-19-2023

Jason A. Stone

Organization and Project Information

Project ID: 2066-2180-90
Des. ID: 1900107
Project Title: SR 930/Maplecrest Road Intersection Improvement
Name of Organization: DLZ Indiana, LLC
Requested by: Jason Stone

Environmental Assessment Report

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

*All map layers from Indiana Map (maps.indiana.edu)

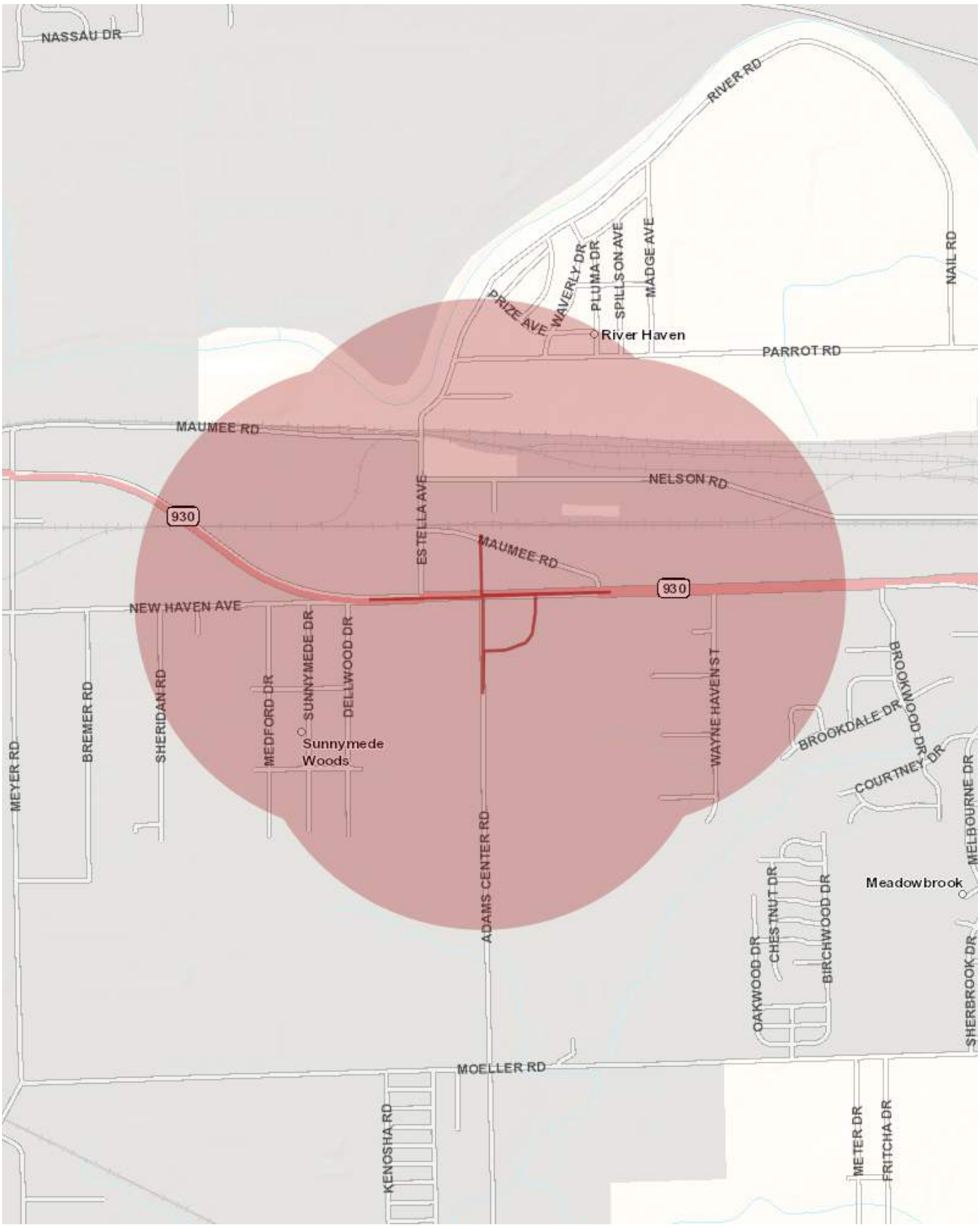
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This information was furnished by Indiana Geological Survey
Address: 1001 E. 10th St., Bloomington, IN 47405
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

Date: July 22, 2021

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Jason Stone

From: McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>
Sent: Wednesday, August 18, 2021 4:01 PM
To: Jason Stone
Subject: Re: [EXTERNAL] RE: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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Good afternoon Jason, this change should eliminate the issue of trees being cut more than 300 feet from existing pavement; USFWS has no concerns about the project so won't be providing a letter.

Liz McCloskey

From: Jason Stone <jstone@dlz.com>
Sent: Friday, July 23, 2021 7:15 AM
To: 'DNR Environmental Review' <environmentalreview@dnr.IN.gov>; 'Courtade, Julian' <JCourtade@indot.IN.gov>; 'rick.neilson@in.usda.gov' <rick.neilson@in.usda.gov>; McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>; MWRO Compliance, NPS <MWRO_Compliance@nps.gov>; 'Allerding, Paul H CIV USARMY CELRE (US)' <Paul.H.Allerding@usace.army.mil>; 'Charles.A.Uhlarik@usace.army.mil' <Charles.A.Uhlarik@usace.army.mil>; 'Melanie.H.Castillo@hud.gov' <Melanie.H.Castillo@hud.gov>; 'Dan.Avery@co.allen.in.us' <Dan.Avery@co.allen.in.us>; 'richard.beck@allencounty.us' <richard.beck@allencounty.us>; 'therese.brown@co.allen.in.us' <therese.brown@co.allen.in.us>; 'nelson.peters@allencounty.us' <nelson.peters@allencounty.us>; 'Surveyor@co.allen.in.us' <Surveyor@co.allen.in.us>; 'Jessica.Chrisman@co.allen.in.us' <Jessica.Chrisman@co.allen.in.us>; 'dps@allencounty.us' <dps@allencounty.us>; 'jjacquay@newhaven.in.gov' <jjacquay@newhaven.in.gov>; 'jhale@newhaven.in.gov' <jhale@newhaven.in.gov>; Rob Gutierrez <rgutierrez@newhaven.in.gov>; 'jmccracken@newhaven.in.gov' <jmccracken@newhaven.in.gov>; 'utilityoffice@newhaven.in.gov' <utilityoffice@newhaven.in.gov>; 'mhissong@eacs.k12.in.us' <mhissong@eacs.k12.in.us>; 'smccmichael@newhaven.in.gov' <smccmichael@newhaven.in.gov>
Cc: 'k.carmanygeorge@dot.gov' <k.carmanygeorge@dot.gov>; 'knovak@indot.in.gov' <knovak@indot.in.gov>; 'mwitt@indot.in.gov' <mwitt@indot.in.gov>; Philip LaBrash <plabrash@dlz.com>
Subject: [EXTERNAL] RE: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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All

An Early Coordination request was sent to the recipients of this e-mail on July 9, 2021, indicating that the project involved construction of a quadrant roadway in the southwest quadrant of the SR 930/Maplecrest Road intersection. It has been determined that the quadrant roadway will be located in the southeast intersection quadrant. An updated Early Coordination request is attached. Please provide any comments you may have within 30 days of your receipt of this request.

Jason Stone

From: Papadakis, Arianna <APapadakis@indot.IN.gov>
Sent: Tuesday, July 13, 2021 12:45 PM
To: Jason Stone
Cc: Novak, Karen
Subject: RE: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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Good afternoon,

I have reviewed the enclosed early coordination packet and I do not have any environmental concerns regarding the project (Des. No. 1900107 SR 930 at Maplecrest, Intersection Project) at this time. Therefore, I will not be providing a comment letter.

Thank you,

Arianna Papadakis
Environmental Manager II
Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808
Phone: (260) 969-8262
Email: APapadakis@indot.in.gov

Jason Stone

From: Matt Jarrett <Matt.Jarrett@co.allen.in.us>
Sent: Friday, July 23, 2021 2:12 PM
To: Danielle Hilworth
Cc: Jason Stone
Subject: RE: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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Jason,

I don't have any issues from a water quality standpoint on this project.

Thanks,
Matt Jarrett, CPMSM
MS4 Program Manager/Water Quality Hydrologist
Allen County Surveyor's Office – Citizens Square
200 E. Berry Street, Suite 350
Fort Wayne, IN 46802
260-449-3612
Matt.jarrett@co.allen.in.us

From: Danielle Hilworth
Sent: Friday, July 23, 2021 9:08 AM
To: Mike Fruchey <Mike.Fruchey@co.allen.in.us>; Matt Jarrett <Matt.Jarrett@co.allen.in.us>
Cc: Cheryl Zurbrugg <Cheryl.Zurbrugg@co.allen.in.us>
Subject: FW: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

Danielle Hilworth
Allen County Surveyor's Office – Administrative Assistant
200 East Berry, Suite 350, Fort Wayne, IN 46802-2737
phone: 260-449-7625 fax: 260-449-7627
www.allencounty.us/surveyor-s-office

"A truly American sentiment recognizes the dignity of labor and the fact that honor lies in honest toil"
~Grover Cleveland

From: Jason Stone <jstone@dlz.com>
Sent: Friday, July 23, 2021 8:16 AM
To: 'DNR Environmental Review' <environmentalreview@dnr.IN.gov>; 'Courtade, Julian' <JCourtade@indot.IN.gov>; 'rick.neilson@in.usda.gov' <rick.neilson@in.usda.gov>; 'McCloskey, Elizabeth' <elizabeth_mccloskey@fws.gov>; 'Mwro_Compliance@nps.gov' <Mwro_Compliance@nps.gov>; 'Allerding, Paul H CIV USARMY CELRE (US)' <Paul.H.Allerding@usace.army.mil>; 'Charles.A.Uhlarik@usace.army.mil' <Charles.A.Uhlarik@usace.army.mil>; 'Melanie.H.Castillo@hud.gov' <Melanie.H.Castillo@hud.gov>; Dan Avery <Dan.Avery@co.allen.in.us>; Richard Beck

DEPARTMENT OF THE ARMY
U. S. ARMY CORPS OF ENGINEERS, DETROIT DISTRICT
477 MICHIGAN AVE.
DETROIT, MICHIGAN 48226-2550

July 26, 2021

Jason Stone
DLZ Indiana, LLC
2211 East Jefferson Blvd.
South Bend, IN 46615

Dear Mr. Stone:

This is in response to your letter of July 23, 2021, requesting comments on a proposed intersection improvement project for State Road (SR) 930 at Maplecrest Road, approximately 3.67 miles west of Interstate 469 in Allen County, Indiana (Des. No. 1900107). The project purpose is to reduce congestion and provide safety improvements. In summary, a quadrant roadway will be constructed to the south and east of the intersection to eliminate left-turn movements through the main intersection, and lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns. We are providing the following information in accordance with our responsibilities under our Regulatory and Civil Works Programs.

Your project may require a Department of the Army Permit, pursuant to Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899. Any of the proposed work that occurs within a water of the United States or adjacent wetlands, will likely require prior authorization through our regulatory permit process. For further information on permit requirements and the application process, please contact the Michiana Branch, Regulatory Office, South Bend, Indiana, at 574-232-1952.

There are no current plans under our Civil Works Program to develop waterways in the vicinity of your project; nor do we have any current or proposed flood risk management studies for the area described in your letter.

The project site is designated as an area of minimal flood hazard under the National Flood Insurance Program (NFIP). We recommend that you coordinate with local officials and with the Indiana Department of Natural Resources (IDNR) regarding the applicability of a floodplain permit prior to construction. This coordination would help ensure compliance with local and state floodplain management regulations and acts, such as the Indiana Flood Control Act (IC 13-2-22). If you obtain information that any part of your project would impact the floodplain, you should consider other alternatives that, to the extent possible, avoid or minimize adverse impacts associated with use of the floodplain.

We appreciate the opportunity to comment on the proposed intersection improvement project for SR 930 at Maplecrest Road in Allen County, Indiana. Questions regarding our regulatory program should be directed to Mr. Don Reinke, Regulatory Office, at 313-226-6812. Any other questions may be directed to Mr. Paul Allerding of my staff at 313-226-7590 or me at 313-226-2476.

Sincerely,

Charles A. Uhlarik

Charles A. Uhlarik
Chief, Environmental Analysis Branch

Copies furnished:

Don Reinke, Corps, Regulatory Office, Detroit MI
Aaron Damrill, Corps, Regulatory Office, South Bend IN
Garrett Ray, Corps, Floodplain Management Services, Detroit MI

Jason Stone

From: Courtade, Julian <JCourtade@indot.IN.gov>
Sent: Monday, July 26, 2021 7:56 AM
To: Jason Stone
Subject: RE: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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Jason –

I reviewed the Early Coordination Letter and found no issues with any surrounding airspace or public-use airports. This is due to the project meeting the required glideslope criteria from the nearest public-use facility according to 14 CFR Part 77 – Safe, efficient use, and preservation of the navigable airspace.

If any object will exceed 200 ft in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the OEAAA portal below.

https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp

Please let me know if you have any questions!

Thanks,

Julian L. Courtade
Chief Airport Inspector
100 North Senate Ave, N758-MM
Indianapolis, IN 46204
Cell: (317) 954-7385
Email: jcourtade@indot.in.gov

From: Jason Stone <jstone@dlz.com>
Sent: Friday, July 23, 2021 8:16 AM
To: DNR Environmental Review <environmentalreview@dnr.IN.gov>; Courtade, Julian <JCourtade@indot.IN.gov>; Neilson, Rick - NRCS, Indianapolis, IN <rick.neilson@in.usda.gov>; McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>; 'Mwro_Compliance@nps.gov' <Mwro_Compliance@nps.gov>; 'Allerding, Paul H CIV USARMY CELRE (US)' <Paul.H.Allerding@usace.army.mil>; 'Charles.A.Uhlarik@usace.army.mil' <Charles.A.Uhlarik@usace.army.mil>; Castillo, Melanie H <Melanie.H.Castillo@hud.gov>; Dan Avery <dan.avery@co.allen.in.us>; 'richard.beck@allencounty.us' <richard.beck@allencounty.us>; 'therese.brown@co.allen.in.us' <therese.brown@co.allen.in.us>; 'nelson.peters@allencounty.us' <nelson.peters@allencounty.us>; 'Surveyor@co.allen.in.us' <Surveyor@co.allen.in.us>; 'Jessica.Chrisman@co.allen.in.us' <Jessica.Chrisman@co.allen.in.us>; 'dps@allencounty.us' <dps@allencounty.us>;

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

THIS IS NOT A PERMIT

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

DNR #: ER-23887 **Request Received:** July 9, 2021

Requestor: DLZ Indiana, LLC
Jason A Stone
2211 East Jefferson Boulevard
South Bend, IN 46615-2607

Project: SR 930 and Maplecrest Road (formerly Adams Center Road) intersection improvement, about 3.67 miles west of I-469, Fort Wayne; Des #1900107, DLZ #2066-2180-90

County/Site info: Allen

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

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

Regulatory Assessment: Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

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

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

1) Forested Habitat:
We recommend a mitigation plan be developed for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

2) Wetland Habitat:
Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the

1991 INDOT/IDNR/USFWS Memorandum of Understanding.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:
1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Do not excavate or place fill in any riparian wetland.

Contact Staff: Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer **Date:** August 6, 2021

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

City of New Haven
Planning Department
815 Lincoln Highway East | New Haven, IN 46774 | 260-748-7040

August 17th, 2021

DLZ
2211 E Jefferson Blvd
South Bend, IN 46615-2692

RE: SR 930 at Maplecrest, INDOT Des. No. 1900107, DLZ No. 2066-2180-90

DLZ and INDOT:

The City of New Haven has two Utilities within the proposed project area. On the southwest side of the intersection and continues along the south side of 930, there is a 20" water line and Fort Wayne Utilities' billing valve. There are storm sewer lines and inlets along both sides of South Maplecrest running north and south of the intersection.

The New Haven Planning Department has reviewed INDOT's Scoping Report and the 2017 WSP Engineering Review. Based on the information presented, we do not feel a quadrant intersection is the best solution for this intersection. Improving the existing intersection design could be more effective promoting the wellbeing of the community and less costly to implement. Using some of the recommendations made by the consultant would be more aligned with the City's long-term goal for the 930 corridor is to focus on safety and beautification.

Sincerely,

Rob Gutierrez
Director of Planning

USDA
United States Department of Agriculture

Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, IN 46278
317-290-3200

July 29, 2021

Jason A. Stone
DLZ
2211 East Jefferson Boulevard
South Bend, Indiana 46615

Dear Mr. Stone:

The proposed project to make intersection improvements at State Road 930 and Maplecrest Road in Allen County, Indiana, (Des No 1900107), as referred to in your letter received July 9, 2021 will cause a conversion of prime farmland.

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

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

Sincerely,

RICHARD NEILSON
Digitally signed by RICHARD NEILSON
Date: 2021.07.29 15:44:24 -04'00'

RICK NEILSON
State Soil Scientist

Enclosures

USDA is an equal opportunity provider, employer and lender.

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request	
Name of Project DES1900107_SR930_MaplecrestRd_R	Federal Agency Involved	
Proposed Land Use	County and State Allen County, Indiana	
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 7/23/2021	Person Completing Form: JRA

Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑	NO ☐	Acres Irrigated	Average Farm Size
				182 ac

Major Crop(s)	Farmable Land In Govt. Jurisdiction	Amount of Farmland As Defined in FPPA
Corn	Acres: 411230 % 97	Acres: 394025 % 93

Name of Land Evaluation System Used	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS
LESA		7/29/2021

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	3.52			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	3.52			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	9.46			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.002			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	78			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	74			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	0			
2. Perimeter In Non-urban Use	(10)	5			
3. Percent Of Site Being Farmed	(20)	10			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	0			
6. Distance To Urban Support Services	(15)	0			
7. Size Of Present Farm Unit Compared To Average	(10)	10			
8. Creation Of Non-farmable Farmland	(10)	5			
9. Availability Of Farm Support Services	(5)	5			
10. On-Farm Investments	(20)	0			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	10			
TOTAL SITE ASSESSMENT POINTS	160	45	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	74	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	45	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	119	0	0	0

Site Selected: Site A	Date Of Selection April 12, 2023	Was A Local Site Assessment Used? YES ☐ NO ☑

NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

Name of Federal agency representative completing this form: Jason A. Stone / DLZ Indiana, LLC	Date: April 12, 2023

(See Instructions on reverse side) **Form AD-1006 (03-02)**

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To: June 23, 2022
Project Code: 2022-0052242
Project Name: SR 930/Maplecrest Road Intersection Improvements, Des No 1900107

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

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

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Project Code: 2022-0052242
Event Code: None
Project Name: SR 930/Maplecrest Road Intersection Improvements, Des No 1900107
Project Type: New Constr - Above Ground
Project Description: This INDOT project (Des. No. 1900107) is located at the intersection of SR 930 and Maplecrest Road, approximately 3.67 miles west of I-469. The intersection operates at or near capacity in both the morning and evening peak hours. The southbound right turn movement operates at a LOS F at peak hours. There is a high number of left turn movements from SR 930 to Maplecrest Road as evidenced by the two left turn lanes in this direction. A factor contributing to congestion in the eastbound through movement is the merging of SR 930 to one lane approximately one mile east of the intersection. 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 with a 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. Roadway drainage is via sheet flow, and storm sewer within the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway throughout the project area. Maplecrest Road is a two-lane Minor Arterial with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway, throughout the project area.

The project proposes construction of a quadrant roadway in the southeast intersection quadrant which will eliminate left turn movements through the primary intersection of SR 930 and Maplecrest Road by relocating those maneuvers to new, 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 four, the primary signal will decrease delay and congestion. The new quadrant roadway will provide storage length for the turning vehicles. Lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns. An existing SR 930 3-foot by 3-foot concrete box culvert located approximately 480 feet east of Maplecrest Road will be extended approximately 16 feet to the south. An

existing 36-inch pipe culvert in the southwest intersection quardrant will be replaced. It is anticipated that up to 10 acres of right of way may be acquired. Maintenance of traffic is not anticipated to require a detour as most improvements will occur outside the existing roadway.

On July 8, 2021, the INDOT Fort Wayne District reviewed the USFWS database for recorded captures, roosts, maternity colonies, and hibernacula within 0.5 mile of the project. No such occurrences were found. The SR 930 box culvert was inspected on June 7, 2022, and the 36-inch pipe culvert was inspected on June 14, 2022 . No bats or evidence of bat use were observed. There is no suitable summer habitat in or adjacent to the project area. The project may require clearing of up to 0.2 acre of wooded area, on the south side of SR 930, approximtely 675 feet east of the intersection. The dominant species to be removed are black walnut (Juglans nigra), American elm (Ulmus americana) and black locust (Robinia pseudoacacia). Tree removal will occur during the inactive season prior to construction. The project involves replacement of existing lighting, installation of new permanent lighting and new signalized intersection construction. No temporary lighting is proposed. No mitigation is anticipated to be required. Construction is proposed more than 300 feet from existing roadways. Construction will take place during daylight hours and is anticipated to begin on 3/1/2024, and end by 11/30/2024.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.0688854,-85.05756006242397,14z



Counties: Allen County, Indiana

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

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

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

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

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

Mammals

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

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

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

---

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Prothonotary Warbler *Protonotaria citrea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31

NAME	BREEDING SEASON
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

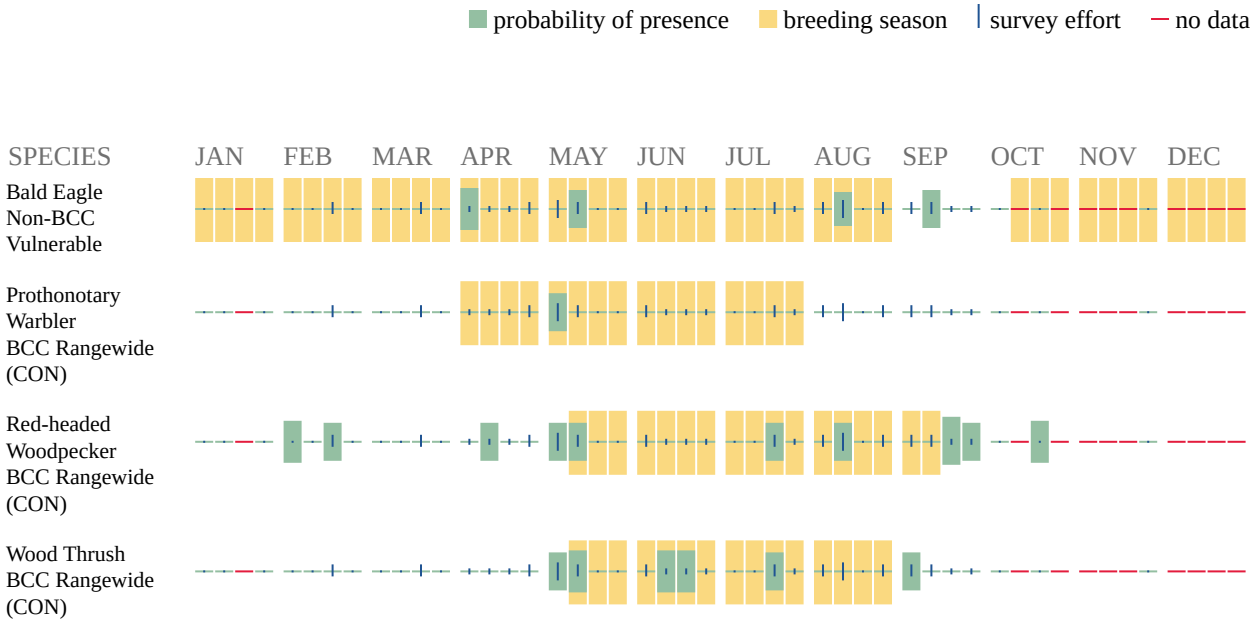
Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.
Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in

the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?
The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of

certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPaC User Contact Information

Agency: Department of Transportation
Name: Jason Stone
Address: 2211 E Jefferson Blvd
City: South Bend
State: IN
Zip: 46615
Email jstone@dlz.com
Phone: 5742451674

Lead Agency Contact Information

Lead Agency: Department of Transportation

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To: June 23, 2022
Project code: 2022-0052242
Project Name: SR 930/Maplecrest Road Intersection Improvements, Des No 1900107

Subject: Consistency letter for the 'SR 930/Maplecrest Road Intersection Improvements, Des No 1900107' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated June 23, 2022 to verify that the **SR 930/Maplecrest Road Intersection Improvements, Des No 1900107** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species.** If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessments failed to detect Indiana bats, but you later detect bats prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden

eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

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

Name

SR 930/Maplecrest Road Intersection Improvements, Des No 1900107

Description

This INDOT project (Des. No. 1900107) is located at the intersection of SR 930 and Maplecrest Road, approximately 3.67 miles west of I-469. The intersection operates at or near capacity in both the morning and evening peak hours. The southbound right turn movement operates at a LOS F at peak hours. There is a high number of left turn movements from SR 930 to Maplecrest Road as evidenced by the two left turn lanes in this direction. A factor contributing to congestion in the eastbound through movement is the merging of SR 930 to one lane approximately one mile east of the intersection. 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 with a 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. Roadway drainage is via sheet flow, and storm sewer within the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway throughout the project area. Maplecrest Road is a two-lane Minor Arterial with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway, throughout the project area.

The project proposes construction of a quadrant roadway in the southeast intersection quadrant which will eliminate left turn movements through the primary intersection of SR 930 and Maplecrest Road by relocating those maneuvers to new, 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 four, the primary signal will decrease delay and congestion. The new quadrant roadway will provide storage length for the turning vehicles. Lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns. An existing SR 930 3-foot by 3-foot concrete box culvert located approximately 480 feet east of Maplecrest Road will be extended approximately 16 feet to the south. An existing 36-inch pipe culvert in the southwest intersection quardrant will be replaced. It is anticipated that up to 10 acres of right of way may be acquired. Maintenance of traffic is not anticipated to require a detour as most improvements will occur outside the existing roadway.

On July 8, 2021, the INDOT Fort Wayne District reviewed the USFWS database for recorded

captures, roosts, maternity colonies, and hibernacula within 0.5 mile of the project. No such occurrences were found. The SR 930 box culvert was inspected on June 7, 2022, and the 36-inch pipe culvert was inspected on June 14, 2022 . No bats or evidence of bat use were observed. There is no suitable summer habitat in or adjacent to the project area. The project may require clearing of up to 0.2 acre of wooded area, on the south side of SR 930, approximtely 675 feet east of the intersection. The dominant species to be removed are black walnut (Juglans nigra), American elm (Ulmus americana) and black locust (Robinia pseudoacacia). Tree removal will occur during the inactive season prior to construction. The project involves replacement of existing lighting, installation of new permanent lighting and new signalized intersection construction. No temporary lighting is proposed. No mitigation is anticipated to be required. Construction is proposed more than 300 feet from existing roadways. Construction will take place during daylight hours and is anticipated to begin on 3/1/2024, and end by 11/30/2024.

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat[1]?

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

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

   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   Yes

6. Are *all* project activities **greater than** 300 feet from existing road/rail surfaces[1]?

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

   No

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

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

   No

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

   No

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

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

   [2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat.

   No

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

    No

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

    No

12. Does the project include slash pile burning?

    No

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

    Yes

14. Is there *any* suitable habitat[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

    No

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

    No

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

    No

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

    Yes

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

    No

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

    No

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

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

    Yes

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

    No

22. Is the location of this project consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the project action area is not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.

23. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the bridge is more than 1,000 feet from the nearest suitable habitat and is therefore considered unsuitable for use by bats

24. Is the permanent lighting portion of this project consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

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

This key was last updated in IPaC on April 28, 2022. Keys are subject to periodic revision.

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

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

IPaC User Contact Information

Agency: Department of Transportation
Name: Jason Stone
Address: 2211 E Jefferson Blvd
City: South Bend
State: IN
Zip: 46615
Email jstone@dlz.com
Phone: 5742451674

Lead Agency Contact Information

Lead Agency: Department of Transportation

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
June 14, 2022, 3:45 PM	1900107	SR 930	Allen
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height (approximate)**	**Structure Length**
Unknown	lat. 41.069228, lon. -85.059974	36 inches	230

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ◉ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☒ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes: HDPE

Crossings Traversed (check all that apply)

- ☒ Bare ground
- ☐ Rip-rap
- ☐ Flowing water
- ☐ Standing water
- ☒ Seasonal water
- ☒ Open vegetation
- ☐ Closed vegetation
- ☐ Railroad
- ☐ Road/trail - Type:
- ☐ Other:

Surrounding Habitat (check all that apply)

- ☒ Agricultural
- ☒ Commercial
- ☐ Residential-urban
- ☐ Residential-rural
- ☐ Woodland/forested
- ☐ Grassland
- ☐ Ranching
- ☐ Riparian/wetland
- ☐ Mixed use
- ☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☐ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Jason A. Stone

Signature:

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
6/7/2022, 10:15 AM	Des. 1900107	SR 930	Allen
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height (approximate)**	**Structure Length**
Unknown	Lat. 41.069365, Lon. -85.056944	3 feet	100 feet

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ⊙ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Creosote Evidence

- ○ Yes ⊙ No
- ○ Unknown

Notes:

Crossings Traversed (check all that apply)

- ☐ Bare ground
- ☐ Rip-rap
- ☐ Flowing water
- ☐ Standing water
- ☒ Seasonal water
- ☒ Open vegetation
- ☐ Closed vegetation
- ☐ Railroad
- ☒ Road/trail - Type: Highway
- ☐ Other:

Surrounding Habitat (check all that apply)

- ☒ Agricultural
- ☒ Commercial
- ☐ Residential-urban
- ☐ Residential-rural
- ☐ Woodland/forested
- ☒ Grassland
- ☐ Ranching
- ☐ Riparian/wetland
- ☒ Mixed use
- ☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present: No bat evidence	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Jason A. Stone

Signature: Jason Stone

Jason Stone

From: Papadakis, Arianna <APapadakis@indot.IN.gov>
Sent: Friday, June 24, 2022 7:41 AM
To: Jason Stone
Subject: RE: IPaC review - SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 -

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

Hello,

I concur with the NE finding for Des. No. 1900107. The Official Species List and Consistency Letter will be available for your use. It is suggested that these documents be downloaded at this time. This concludes the IPaC phase of coordination with the Fort Wayne environmental office.

Thanks,

Arianna Papadakis
Sr Environmental Mngr Supervisor
Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808
Phone: (260) 969-8262
Email: APapadakis@indot.in.gov



From: Jason Stone <jstone@dlz.com>
Sent: Thursday, June 23, 2022 4:22 PM
To: Papadakis, Arianna <APapadakis@indot.IN.gov>
Subject: RE: IPaC review - SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 -

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

Arianna

I updated the project description per your comments and completed the determination key.

From: Papadakis, Arianna <APapadakis@indot.IN.gov>
Sent: Thursday, June 23, 2022 3:11 PM
To: Jason Stone <jstone@dlz.com>
Subject: RE: IPaC review - SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 -

Jason Stone

From: Megan McClellan <megan@fwtrails.org>
Sent: Friday, April 22, 2022 2:16 PM
To: Jason Stone
Subject: Re: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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Ok, thanks.

On Fri, Apr 22, 2022 at 2:13 PM Jason Stone <jstone@dlz.com> wrote:

> Hello Megan
>
> Typically we request comments within 30 days. There's no rush. Thanks very much.

From: Megan McClellan <megan@fwtrails.org>
Sent: Friday, April 22, 2022 2:10 PM
To: Jason Stone <jstone@dlz.com>
Subject: Re: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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Received. I will review. Is there a date by which you need comments?

On Fri, Apr 22, 2022 at 8:52 AM Jason Stone <jstone@dlz.com> wrote:

> Hello Megan
>
> Please review the attached early coordination materials and provide us with any comments you may have. Thanks very much.

APPENDIX D

Section 106 Documentation

FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
STATE ROAD 930 AND MAPLECREST ROAD INTERSECTION IMPROVEMENTS
CITY OF NEW HAVEN, ADAMS TOWNSHIP, ALLEN COUNTY, INDIANA
DES. NO.: 1900107; DHPA NO. 27983

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

The Area of Potential Effects (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 for archaeology was the project footprint. A graphic depicting the APE can be found in Appendix A.

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

Four properties within the APE are listed in or eligible for listing in the National Register of Historic Places (NRHP).

Holter's Roost (c.1902) at 6623 Old Maumee Avenue (IHSSI #003-214-27104) is eligible for listing in the NRHP under Criterion B for its association with the Holterman family, and under Criterion C as a rare architectural style in the township and county.

House (c. 1923) at 1759 Estella Avenue (IHSSI #003-214-27119) is eligible for listing in the NRHP under Criterion C as an exemplary example of a Craftsman style bungalow.

Hill House (c.1927) at 6436 Old Maumee Avenue (IHSSI #003-214-27165) is eligible for listing in the NRHP under Criterion C as an example of an unaltered Craftsman style bungalow.

Sunnymede Residential Historic District (c.1940-1973) 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) is eligible for listing in the NRHP under Criterion A as a representation of postwar tract planning and development, and under Criterion C for its houses with architectural styles popular in the postwar period, such as American Small House, Cape Cod, and Ranch.

EFFECT FINDING

Holter's Roost – No Adverse Effect

House at 1759 Estella Avenue - No Adverse Effect

Hill House - No Adverse Effect

Sunnymede Residential Historic District – No Adverse Effect

INDOT, acting on FHWA's behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

Holter's Roost - This undertaking will not convert property from Holter's Roost, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for Holter's Roost.

House at 1759 Estella Avenue - This undertaking will not convert property from House at 1759 Estella Avenue, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for House at 1759 Estella Avenue.

Hill House - This undertaking will not convert property from Hill House, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for Hill House.

Sunnymede Residential Historic District - This undertaking will not convert property from Sunnymede Residential Historic District, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for Sunnymede Residential Historic District.



Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

April 4, 2023
Approved Date

FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR SECTION 800.5(c)
STATE ROAD 930 AND MAPLECREST ROAD INTERSECTION IMPROVEMENTS
CITY OF NEW HAVEN, ADAMS TOWNSHIP, ALLEN COUNTY, INDIANA
DES. NO.: 1900107; DHPA NO. 27983

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA) proposes to proceed with a project for improvements to the State Road (SR) 930 intersection with Maplecrest Road in the City of New Haven, Adams Township, Allen County, Indiana (Des. No. 1900107). The project area can be found on the 1998 Fort Wayne East, Indiana, USGS Topographic Quadrangle, in Sections 9 and 10, Township 30 North, Range 13 East. See Appendix A for maps of the project location and Appendix B for project plans.

The undertaking 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. 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. 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. The undertaking includes 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. The undertaking also includes construction of seven new overhead cantilevered sign structures measuring approximately 23 to 26.6 feet tall, and 30 feet wide, located throughout the project area.

Less than five acres of new permanent right of way, and less than 0.5 acre of temporary right of way will be acquired. Neither temporary nor permanent right-of-way will be needed from 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.

The effects letter distributed on October 5, 2021 indicated that the project's letting date is March 13, 2024. The currently anticipated project letting date is August 9, 2023.

Federal-aid highway construction projects qualify as "undertakings" as defined in CFR 800.16(y) and are subject to a Section 106 review as per Section 106 of the National Historic Preservation Act of 1966. Federal-aid funds will be used for planning and/or construction of the proposed improvements; thus, a Section 106 review is applicable.

The Area of Potential Effects (APE) includes all locations where the project may result in disturbance of the ground; all locations from which elements of the project may be visible or audible; all locations where activity may result in changes in traffic patterns, land use, or public access; and all areas where there may be direct or indirect effects due to elements of the project. For above-ground structures the APE was defined extending 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 for archaeology was the project footprint. Aerial maps of the APE are located in Appendix A and project site photographs are located in Appendix C.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Early Coordination

Per 36 CFR 800.2(c)(1) the Federal agency fulfilling the Section 106 requirements is statutorily obligated to involve stakeholders in consultation. Per the National Historic Preservation Act of 1966, the Indiana State Historic Preservation Office (SHPO) is responsible for consulting on Federal undertakings that may affect historic properties.

In addition to the SHPO, the parties listed below were invited to participate as consulting parties for this undertaking:

Invited Consulting Party	Accepted/Decline Invitation
Allen County Historian	No Response
African/African-American Historical Museum (Fort Wayne)	No Response
Allen County Genealogical Society of Indiana	No Response
Besancon Historical Society	No Response
Fort Wayne Jewish Historical Society	No Response
The Genealogy Center	No Response
The History Center (Fort Wayne) / Allen County Historical Society	No Response
New Haven Area Heritage Association	No Response
Northeastern Indiana Regional Coordinating Council (NIRCC)	Accepted
Allen County Commissioners	No Response
Indiana Landmarks Northeast Field Office	No Response
Allen County Highway Department	No Response
Allen County Engineer	No Response
Allen County Department of Planning Services	No Response
New Haven Mayor's Office	No Response
New Haven Public Works Department	No Response
Eastern Shawnee Tribe of Oklahoma	No Response

Miami Tribe of Oklahoma	Accepted
Peoria Tribe of Indians of Oklahoma	No Response
Pokagon Band of Potawatomi Indians	Accepted
Shawnee Tribe	No Response
Absentee Shawnee Tribe of Oklahoma	No Response
Delaware Tribe of Indians	No Response
Forest County Potawatomi Community	No Response
Wyandotte Nation	No Response

On August 12, 2021, an Early Coordination Letter (ECL) was sent via email to the SHPO and to other stakeholders and interested parties. The INDOT-CRO sent the ECL via email to Tribes on August 12, 2021. The ECL provided project information, project location maps, and invited recipients to become consulting parties to the undertaking. The parties were requested to indicate whether they agreed to participate as a consulting party within 30 days of receipt of the invitation. It was noted that if the invited consulting party did not reply, they would not be considered a consulting party and would not receive further information about the undertaking unless the scope changed. Tribes may elect to participate as consulting parties at any time. A hard copy of the ECL was also mailed to the SHPO on August 12, 2021.

In a letter dated August 17, 2021, NIRCC accepted the invitation to participate as a consulting party and noted the presence of Post-War Era (1940-1973) residential housing sites adjacent to or near the project area. NIRCC recommended coordination with INDOT regarding these properties.

In a letter dated August 23, 2021, the SHPO acknowledged receipt of the ECL and indicated that ARCH, Inc. should be invited to participate as a consulting party. They also recommended that the owner of any historic properties be added to the list of CPs.

On August 23, 2021, an ECL was sent via email to ARCH, Inc.

In a letter dated August 25, 2021, the Miami Tribe of Oklahoma accepted the invitation to participate as a consulting party and stated that if any archaeological sites or objects are inadvertently discovered during the project their office should be notified immediately.

In a letter dated September 10, 2021, the Pokagon Band of Potawatomi accepted the invitation to participate as a consulting party and stated that if any archaeological sites or objects are inadvertently discovered during the project their office should be notified immediately.

No other replies were received in response to the ECL. All consulting party correspondence is located in Appendix F.

Above and Below Ground Investigations

A Phase Ia Archaeological Short Report (ASR) was prepared by Samuel Snell of Metric Environmental, LLC (Snell 9/7/2021). Snell is an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards pursuant to 36 CFR Section 800.4(b).

On August 11 and 12, 2021, Metric staff conducted field work that included visual inspection and the excavation of shovel test probes. Three previously recorded archaeological sites were noted within the

project area. Site 12-Al-0057 was noted to have been destroyed by commercial development. Sites 12-Al-0553 and 12-Al-0554 were considered not eligible for listing in the NRHP.

The archaeological survey conducted for this project did not encounter any evidence of the three previously recorded sites and did not identify any previously unrecorded sites; as such, no additional archaeological work was recommended. The recommendations from the ASR are presented in Appendix E.

In a letter dated October 5, 2021, a request to review and comment on the ASR (SHPO and Tribes only) via IN SCOPE (https://erms12c.indot.in.gov/Section106Documents) was sent to the SHPO and Tribal consulting parties. The SHPO was sent digital and hard copies of the report. Recipients of this review request were asked to provide comments within 30 days; however, Tribal consulting parties could enter the process at any time and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

On October 18, 2021, the Eastern Shawnee Tribe acknowledged receipt of the ASR and indicated that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if archaeological sites or objects are discovered during any phase of the proposed project.

In a letter dated November 12, 2021, the SHPO acknowledged receipt of the ASR. The SHPO indicated that intact portions of archaeological sites 12-Al-0057, 12-Al-0553, and 12-Al-0554 may remain extant within, and immediately adjacent to, portions of the proposed project area. The SHPO expressed its 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. The SHPO noted that 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.

On March 7, 2022, the Forest County Potawatomi Community acknowledged receipt of the ASR. The Tribe offered a finding of No Historic Properties Affected that are of significance to the Forest County Potawatomi Community. The Forest County Potawatomi Community noted that, as a standard caveat, in the event that human remains or archaeological materials are exposed as a result of the project, work should cease immediately and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find.

To determine the presence of historic properties within the project's APE, a historic property report (HPR) was prepared by Timothy Miller of Metric Environmental, LLC (Miller 11/30/2021). Miller is a Qualified Professional (QP) architectural historian who meets the Secretary of the Interior's Professional Qualification Standards pursuant to 36 CFR Section 800.4(b).

Miller conducted a literature review by examining the Indiana State Historic Architectural and Archaeological Research Database (SHAARD), Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), National Register of Historic Places (NRHP) database, INDOT-Cultural Resources Office (CRO) Public Web Map App, and Indiana Historical Bureau's Historic Markers database. The results of the Indiana Historic Sites and Structures Inventory (IHSSI) for Allen County (1996) were also reviewed.

Additionally, a field survey was conducted on August 9, 2021, for the project.

No properties within the APE are currently listed in the NRHP. The following four properties were recommended to be eligible for listing in the NRHP:

1. Holter's Roost at 6623 Old Maumee Avenue (IHSSI #003-214-27104) under Criteria B and C;
2. House at 1759 Estella Avenue (IHSSI #003-214-27119) under Criterion C;
3. Hill House at 6436 Old Maumee Avenue (IHSSI #003-214-27165) under Criterion C;
4. 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) under Criteria A and C.

The summary and conclusion sections of the HPR are presented in Appendix D. The full HPR document may be downloaded from IN SCOPE at https://erms12c.indot.in.gov/Section106Documents (the Des. No. is the most efficient search term, once in IN SCOPE).

In a letter dated March 7, 2022, a request to review and comment on the HPR via IN SCOPE was sent to the SHPO and both Tribal and non-Tribal consulting parties. The SHPO was sent digital and hard copies of the report. The Lincoln Highway Association and the owners of the identified historic properties were invited to participate as consulting parties. Recipients of this review request were asked to provide comments within 30 days; however, Tribal consulting parties could enter the process at any time and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

On March 8, 2022, the Peoria Tribe of Indians of Oklahoma acknowledged receipt of the ASR. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if any items which fall under the protection of the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during any phase of the proposed project.

In a letter dated April 4, 2022, the SHPO acknowledged receipt of the HPR. The SHPO concurred with the size of the proposed APE, with the eligibility determinations of Holter's Roost at 6623 Old Maumee Avenue (Indiana Historic Sites and Structures Inventory ["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 (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 SHPO letter also acknowledged an Addendum Archaeology Report was forthcoming.

An ASR Addendum was prepared by Samuel Snell of Metric Environmental, LLC (Snell 3/28/2022) to account for the addition of a detention basin in the southeast project quadrant. The involved area 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 area was a planted soybean field with 40-50 percent visibility along the field edge. The area was revisited by Metric staff on January 21, 2022, to document the current conditions. No archaeological resources were identified as a result of the survey; as such, no additional archaeological work was recommended. The recommendations from the ASR Addendum are presented in Appendix E.

In a letter dated May 20, 2022, a request to review and comment on the ASR Addendum (SHPO and Tribes only) via IN SCOPE (http://erms.indot.in.gov/Section106Documents/) was sent to the SHPO and Tribal consulting parties. The SHPO was sent digital and hard copies of the report. Recipients of this review request were asked to provide comments within 30 days; however, Tribal consulting parties could enter the process at any time and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

On May 23, 2022, the Forest County Potawatomi Community acknowledged receipt of the ASR Addendum. The Tribe offered a finding of No Historic Properties Affected that are of significance to the Forest County Potawatomi Community. Additionally, the Forest County Potawatomi Community expressed its desire to remain as a consulting party for this project.

On May 23, 2022, the Miami Tribe of Oklahoma acknowledged receipt of the ASR Addendum and offered no objection to the project proceeding. The Miami Tribe of Oklahoma requested to be immediately notified and consulted if any items which fall under the protection of the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during any phase of the proposed project.

On May 26, 2022, the Peoria Tribe of Indians of Oklahoma acknowledged receipt of the ASR Addendum. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if any items which fall under the protection of the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during any phase of the proposed project.

On June 8, 2022, the Eastern Shawnee Tribe acknowledged receipt of the ASR Addendum and indicated that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if archaeological sites or objects are discovered during any phase of the proposed project.

On June 13, 2022, the Shawnee Tribe acknowledged receipt of the ASR Addendum and indicated it concurs that no known historic properties will be negatively impacted by this project. The Tribe noted there is still potential for discovery of unknown resources and requested that in the event that archaeological materials are encountered during construction, use, or maintenance of this location, the Tribe should be notified to resume immediate consultation under such a circumstance.

In a letter dated June 13, 2022, the SHPO acknowledged receipt of the ASR Addendum. The SHPO indicated they have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and concurred that no further archaeological investigations appear necessary at the proposed project area.

No other consulting party comments were received regarding the ECL, HPR, ASR, or ASR Addendum.

Refer to Appendix F for Consulting Party Correspondence.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

The APE contains four properties eligible for listing in the NRHP.

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 proposed NRHP boundary follows the parcel's property line and encompasses 0.43 acre.

The property is 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.

House
1759 Estella Avenue
IHSSI #003-214-27119, rated Notable
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 proposed NRHP boundary follows the parcel's property line and encompasses 0.45 acre. It includes a non-contributing garage.

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.

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 proposed NRHP boundary follows the parcel's property line and encompasses 0.44 acre.

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.

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. The 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.

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.

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON 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.

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 -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

Section 106 requires federal agencies to determine whether an undertaking has the potential to have an effect, either directly or indirectly, upon historic properties. Per 36 CFR § 800.16 (i), 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 after 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."

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

On August 12, 2021, an ECL was sent to both non-Tribal and Tribal consulting parties. The SHPO acknowledged receipt of the ECL in a letter dated August 23, 2021, and recommended ARCH, Inc. be invited to participate as a consulting party. The invitation to participate as a consulting party was accepted by NIRCC on August 17, 2021, by the Miami Tribe of Oklahoma on August 25, 2021, and by the Pokagon Band of Potawatomi on September 10, 2021.

In a letter dated October 5, 2021, a request to review and comment upon the ASR (SHPO and Tribes only) via IN SCOPE was sent to the SHPO and Tribal consulting parties. On October 18, 2021, the Eastern Shawnee Tribe indicated that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. In a letter dated November 12, 2021, the SHPO acknowledged receipt of the ASR. The SHPO expressed its opinion that no further archaeological investigations appear necessary at the proposed project area. On March 7, 2022, the Forest County Potawatomi Community offered a finding of No Historic Properties Affected. On March 8, 2022, the Peoria Tribe of Indians of Oklahoma offered no objection to the undertaking.

In a letter dated March 7, 2022, a request to review and comment upon the HPR via IN SCOPE was sent to the SHPO and both Tribal and non-Tribal consulting parties. In a letter dated April 4, 2022, the SHPO concurred with the size of the proposed APE, with the eligibility determinations of Holter's Roost at 6623 Old Maumee Avenue, house at 1759 Estella Avenue, Hill House at 6436 Old Maumee Avenue, and Sunnymede Residential Historic District.

In a letter dated May 18, 2022, a request to review and comment upon the ASR Addendum (SHPO and Tribes only) via IN SCOPE was sent to the SHPO and Tribal consulting parties. On May 23, 2022, the Forest County Potawatomi Community offered a finding of No Historic Properties Affected. On May 23, 2022, the Miami Tribe of Oklahoma offered no objection to the project proceeding. On May 26, 2022, the Peoria Tribe of Indians of Oklahoma offered no objection to the undertaking. On June 8, 2022, the Eastern Shawnee Tribe indicated that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. On June 13, 2022, the Shawnee Tribe stated that no known historic properties will be negatively impacted by this project. In a letter dated June 13, 2022, the SHPO indicated they have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area, and concurred that no further archaeological investigations appear necessary.

An Effects Report was prepared by Candace Hudziak, a Qualified Professional historian with Metric Environmental, LLC, and it was distributed to consulting parties and Tribes on December 2, 2022, with a request to review and comment on the document via IN SCOPE (the report may be downloaded from IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/). The SHPO was sent digital and hard copies of the report. The Effects Report provided additional information on project activities, updated design plans, and discussed potential effects on the NRHP-eligible resources located in the project's APE. The Effects Report stated that INDOT, with authority delegated by FHWA, will issue an effect finding as per 36 CFR § 800.5(b) after compiling comments from consulting parties. Recipients of this review request were asked to provide comments within 30 days and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

In a letter dated December 9, 2022, the SHPO acknowledged receipt of the Effects Report. The SHPO agreed that the project as proposed will not adversely affect the identified historic properties and provided clarification regarding the spelling of Estella Avenue. The SHPO indicated that unless another consulting party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding.

In a letter dated January 5, 2023, the Eastern Shawnee Tribe expressed the opinion that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe, and recommended the project may continue as planned. The Tribe noted that, should this project inadvertently discover an archeological site or object(s) the Eastern Shawnee Tribe should be contacted immediately, as well as the appropriate state agencies, and all ground disturbing activity should stop until the Tribe and State agencies are consulted.

Refer to Appendix F for Consulting Party Correspondence.

INDOT's finding of "No Adverse Effect", made on behalf of the FHWA, and supporting 36 CFR § 800.11(e) documentation, is hereby provided to the SHPO and other consulting parties for a final 30-day comment period. Views of the public are being concurrently sought through publication of the Findings in the Ft. Wayne Journal Gazette newspaper. This document will be revised if necessary if public comment warrants it.

APPENDICES

A. Project Location Maps, Area of Potential Effect (APE), and NRHP Boundary Map
B. Project Plans
C. Project Site Photographs and Key Maps of the APE
D. Historic Property Report Management Summary and Conclusion
E. ASR and ASR Addendum Recommendations
F. Consulting Party Correspondence

SECTION 106 APPENDIX A

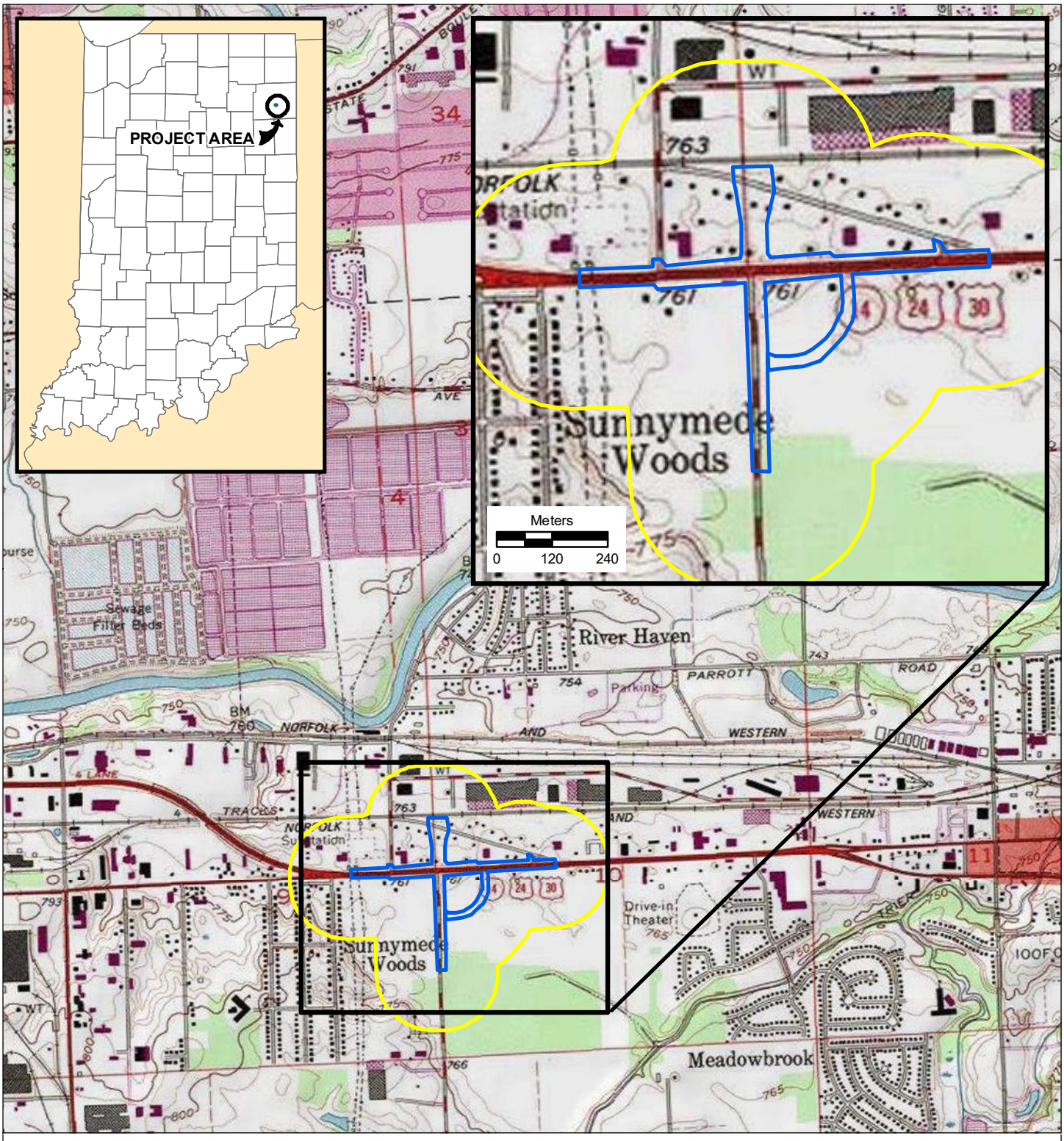


Figure 1. Survey area on a portion of the 1998 Fort Wayne East, IN, topographic quadrangle
SR 930 at Maplecrest Road Intersection Improvement Project New Haven, Allen County, Indiana
Metric Project No. 20-0026
Map Date: 06/20/2022

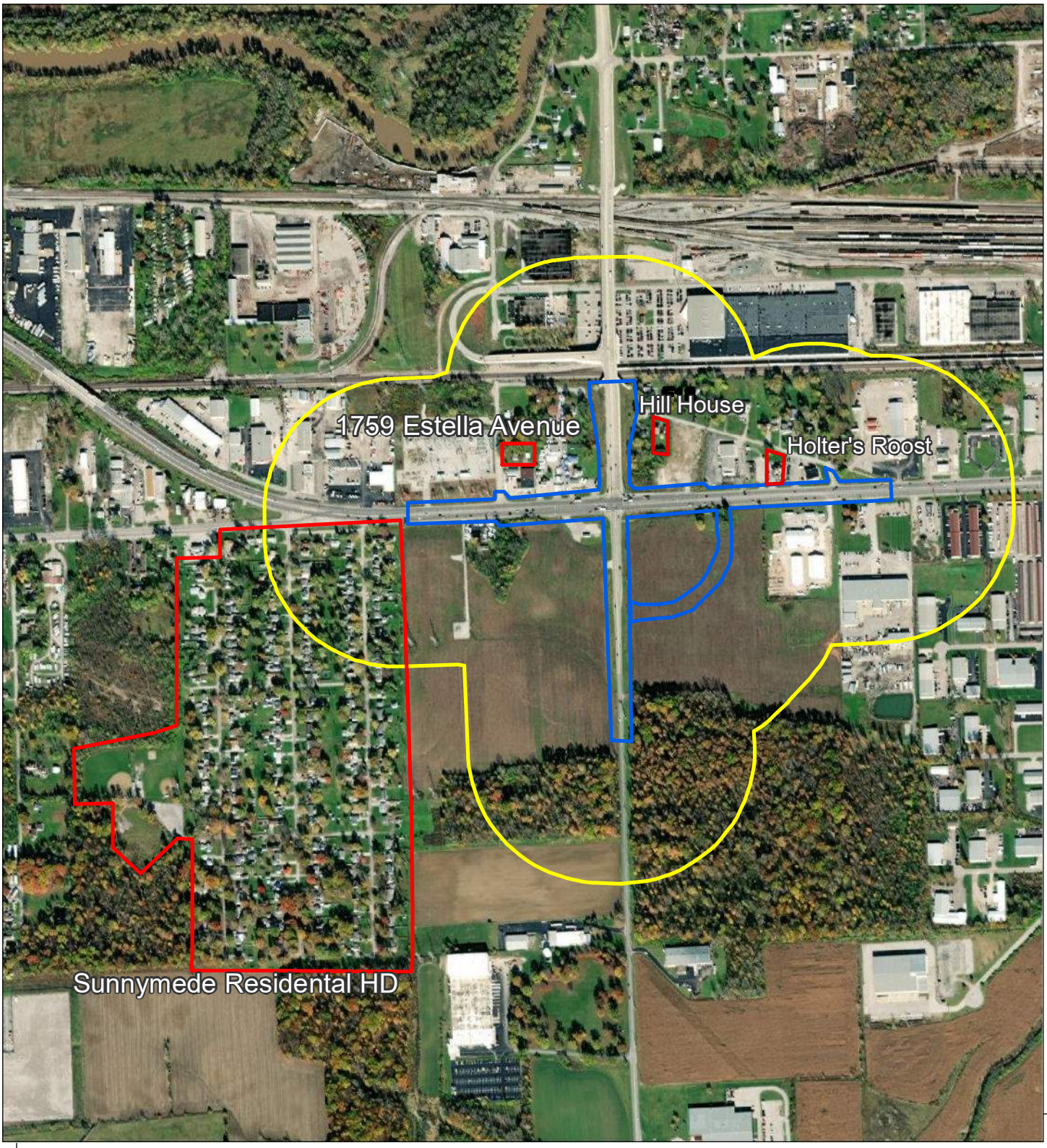
All Locations Approximate
1998 Basemap

N

1 cm = 240 m

Meters
0 240 480

METRIC ENVIRONMENTAL



Project Area
APE
Proposed NR Property

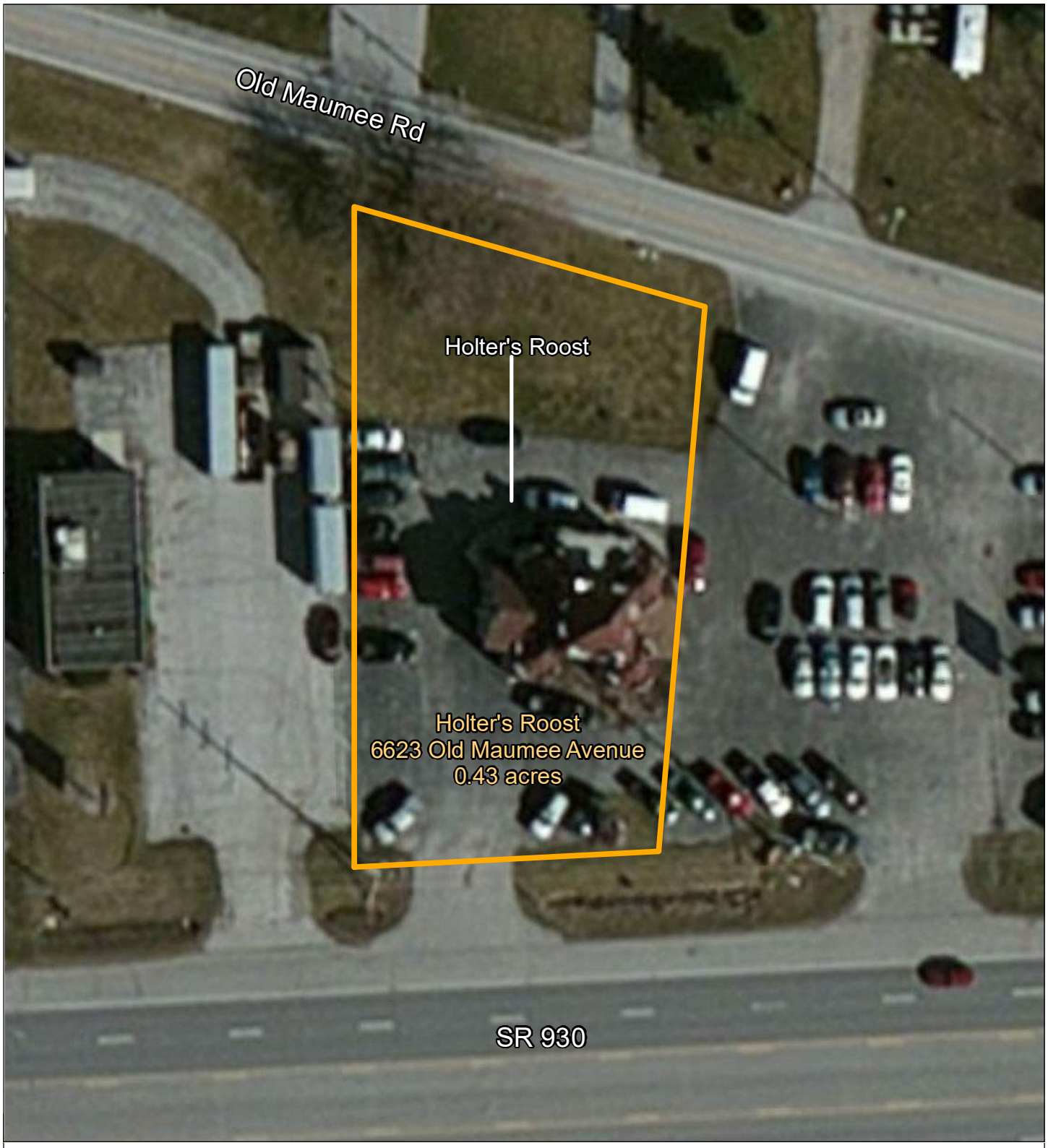
Figure 2. Project area on an aerial photograph
NRHP boundary on a portion of an aerial map
SR 930 at Maplecrest Road Intersection Improvement Project
New Haven, Allen County, Indiana
Metric Project No. 20-0026
Map Date: 07/28/2021

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

N
1 cm = 100 m
Meters
0 125 250

METRIC ENVIRONMENTAL



Holter's Roost NR Boundary

Figure 3. Holter's Roost NR boundary on a portion of an aerial map
SR 930 at Maplecrest Road Intersection Improvement Project
New Haven, Allen County, Indiana
Metric Project No. 20-0026
Map Date: 6/20/2022

All Locations Approximate
2017 Basemap

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

N

1 cm = 5 m

Meters
0 5 10

METRIC ENVIRONMENTAL



1759 Estella Avenue HD

Figure 4. 1759 Estella Avenue's proposed NRHP boundary on a portion of an aerial map
SR 930 at Maplecrest Road Intersection Improvement Project
New Haven, Allen County, Indiana
Metric Project No. 20-0026
Map Date: 06/20/2022

All Locations Approximate
2017 Basemap

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

N

1 cm = 7 m

Meters
0 5 10

METRIC ENVIRONMENTAL



Hill House NR Boundary

Figure 5. Hill House proposed NRHP boundary on a portion of an aerial map
SR 930 at Maplecrest Road Intersection Improvement Project
New Haven, Allen County, Indiana
Metric Project No.20-0026
Map Date: 06/20/2022

All Locations Approximate
2017 Basemap

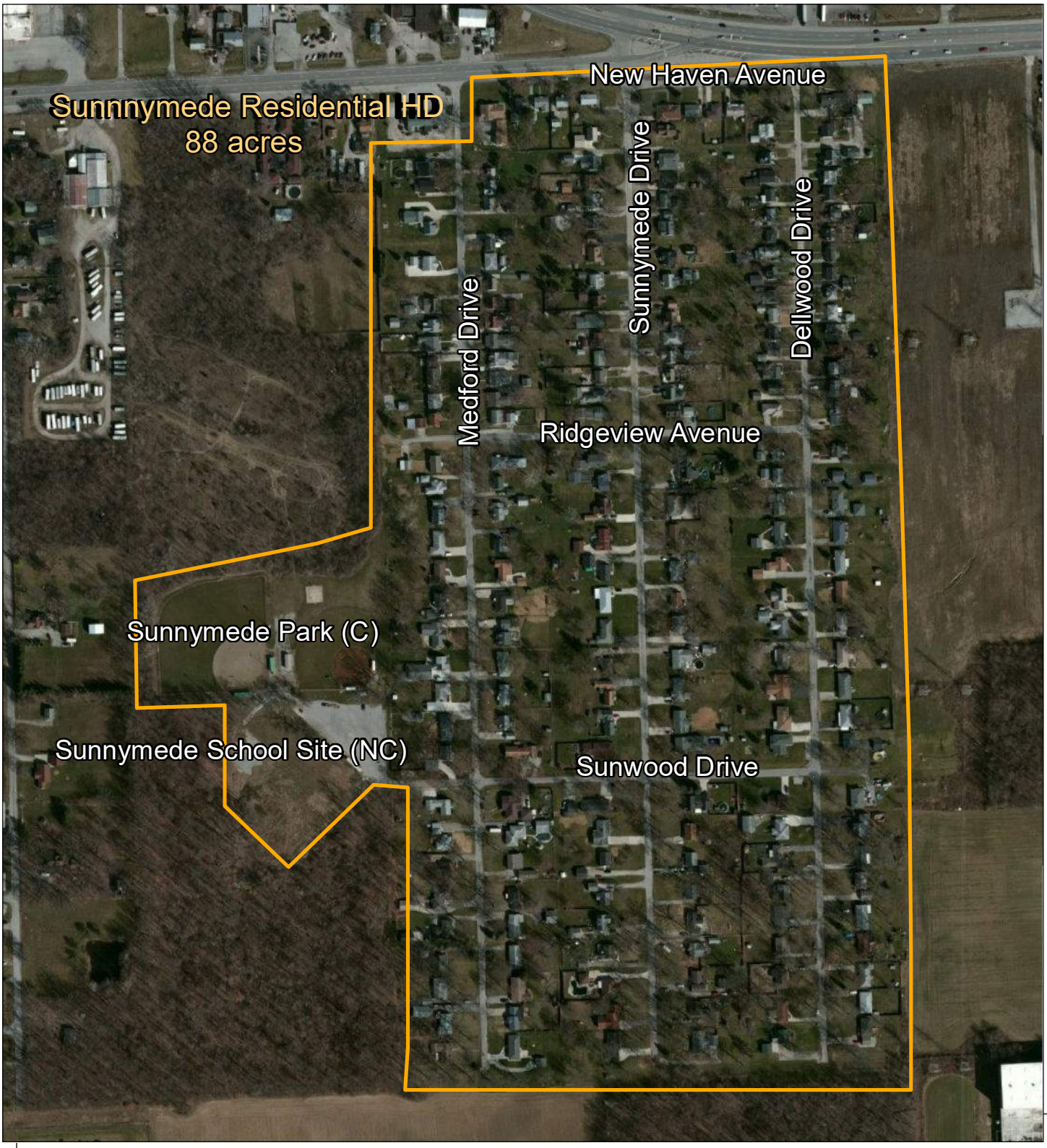
Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

N

1 cm = 6 m

Meters
0 5 10

METRIC ENVIRONMENTAL



Sunnymede Residential HD Boundary

Figure 6. Sunnymede Residential HD proposed NRHP boundary on a portion of an aerial map
SR 930 at Maplecrest Road Intersection Improvement Project
New Haven, Allen County, Indiana
Metric Project No. 20-0026
Map Date: 06/20/2022

All Locations Approximate
2017 Basemap

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

N

1 cm = 44 m

Meters
0 50 100

METRIC ENVIRONMENTAL

SECTION 106 APPENDIX B

PROJECT	DESIGNATION
1900107	1900107
CONTRACT	
R-42358	

INDIANA DEPARTMENT OF TRANSPORTATION

STAGE 2 PLANS
JUNE 2022

ROAD PLANS

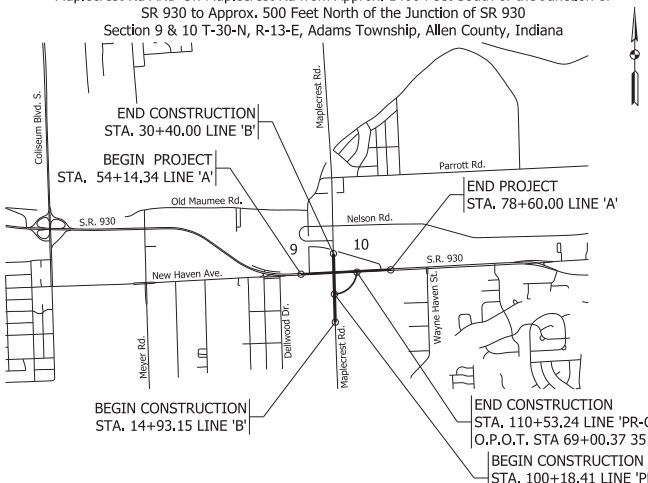
SR 930 INTERSECTION IMPROVEMENTS

Route: SR 930 & MAPLECREST BETWEEN RP: 148+058 & 149+008

PROJECT NO. 1900107

(X) P.E.
(X) R/W
(X) CONST.

Structural Overlay and Intersection Improvement On SR 930 from Approx. 1200 Feet West of Junction of Maplecrest Rd to Approx. 1600 Feet East of the Junction of Maplecrest Rd AND On Maplecrest Rd from Approx. 1400 Feet South of the Junction of SR 930 to Approx. 500 Feet North of the Junction of SR 930
Section 9 & 10 T-30-N, R-13-E, Adams Township, Allen County, Indiana



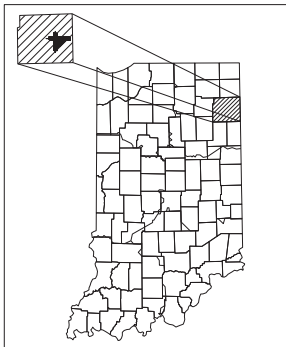
TOWN OF NEW HAVEN

SCALE: 1"=2,000'

TRAFFIC DATA	SR 930	Maplecrest Rd
A.A.D.T. (2021)	26,100 V.P.D.	20,250 V.P.D.
A.A.D.T. (2024 PROJECTED)	27,051 V.P.D.	21,807 V.P.D.
A.A.D.T. (2044 PROJECTED)	35,007 V.P.D.	29,371 V.P.D.
D.H.V (2044 PROJECTED)	3,501 V.P.H.	2,937 V.P.H.
DIRECTIONAL DISTRIBUTION	60 %	52 %
TRUCKS	7% A.A.D.T.	6% A.A.D.T.
	7% D.H.V.	6% D.H.V.

DESIGN DATA	SR 930	Maplecrest Rd
DESIGN SPEED	45 M.P.H.	40 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)	
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	MINOR ARTERIAL
RURAL/URBAN	URBAN (INTERMEDIATE)	URBAN (INTERMEDIATE)
TERRAIN	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE

DESIGN DATA	QUADRANT ROADWAY
DESIGN SPEED	35 M.P.H.
PROJECT DESIGN CRITERIA	NEW CONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	LOCAL AGENCY COLLECTOR
RURAL/URBAN	URBAN (INTERMEDIATE)
TERRAIN	LEVEL
ACCESS CONTROL	NONE



PROJECT LOCATION SHOWN BY
ALLEN COUNTY

HYDROLOGIC UNIT CODE: 04100005010010
04100005010030

LATITUDE: 41°04'10" N LONGITUDE: 85°03'41" W

ROADWAY LENGTH: 0.463 MI.
TOTAL LENGTH: 0.463 MI.
MAX. GRADE: 2.00% (Prop.) 5.00% (Exist.)

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE SCALES BELOW MAY BE USED.

SCALES:

PLAN 20 10 0 20 40
SCALE: 1" = 20'

PROFILE HORIZ. 20 10 0 20 40
SCALE: 1" = 20'

PROFILE VERT. 5 2.5 0 5 10
SCALE: 1" = 5'

LAYOUT 50 25 0 50 100
SCALE: 1" = 50'

INDIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, DATED 2022, AND CURRENT SUPPLEMENTS THERE TO, TO BE USED WITH THESE PLANS.

CERTIFIED BY: _____ XX
REGISTERED PROFESSIONAL ENGINEER DATE
STATE OF INDIANA NO.
COVERING OVERALL DESIGN & CIVIL DESIGN

CERTIFIED BY: _____ XX
REGISTERED PROFESSIONAL ENGINEER DATE
STATE OF INDIANA NO.
COVERING WATER & SANITARY DESIGN

CERTIFIED BY: _____ XX
REGISTERED PROFESSIONAL ENGINEER DATE
STATE OF INDIANA NO.
COVERING LIGHTING DESIGN

DLZ INDIANA, LLC | DLZ INDIANA, LLC | DLZ INDIANA, LLC

DLZ

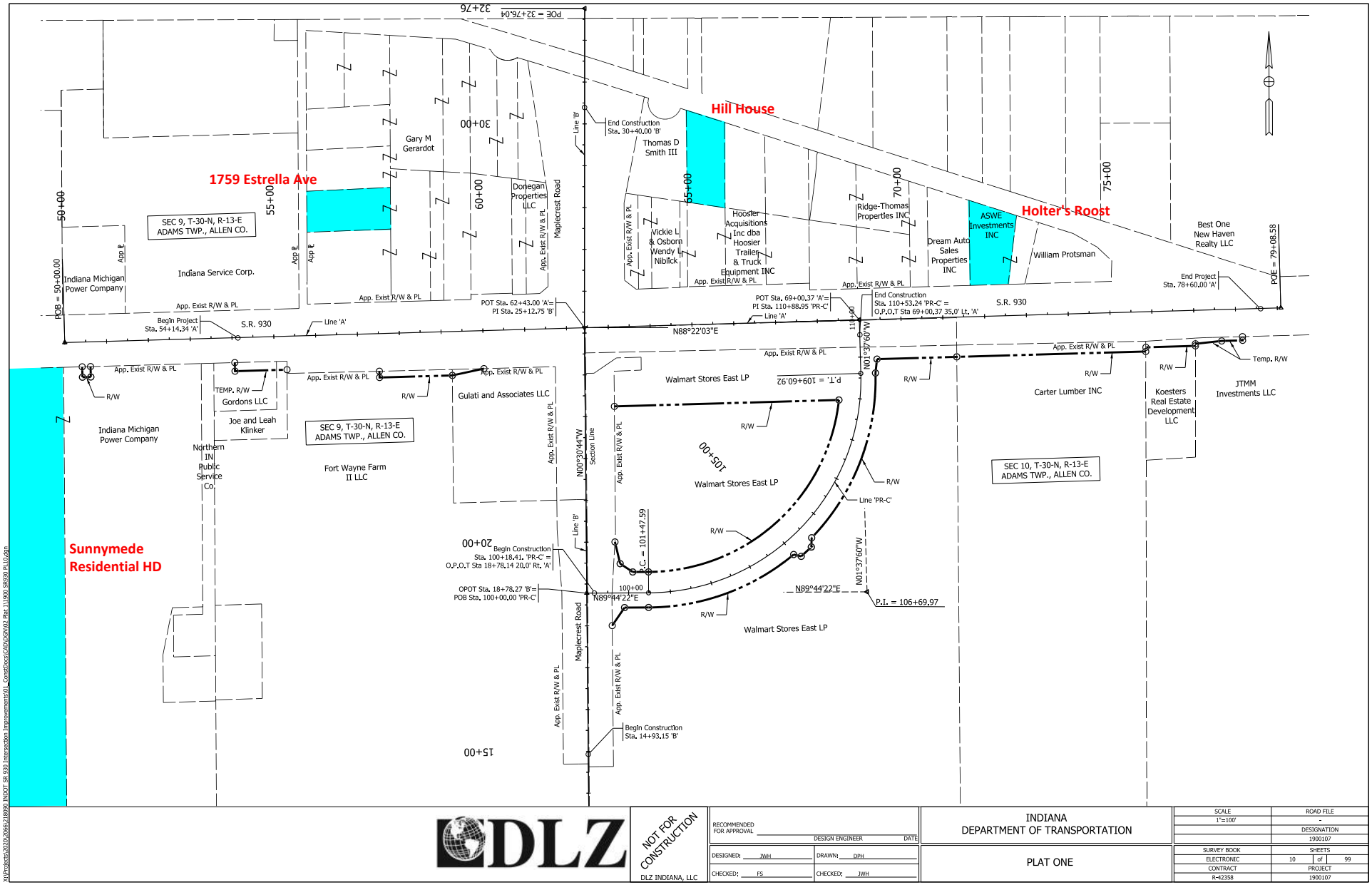
PLANS PREPARED BY:
DLZ INDIANA, LLC
825 South Barr Street
Fort Wayne, Indiana 46802
(260) 420-3114

APPROVED
FOR LETTING: _____
INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	
DESIGNATION	
1900107	

SURVEY BOOK	SHEETS
ELECTRONIC	1 of 99
CONTRACT	PROJECT
R-46526	1900107

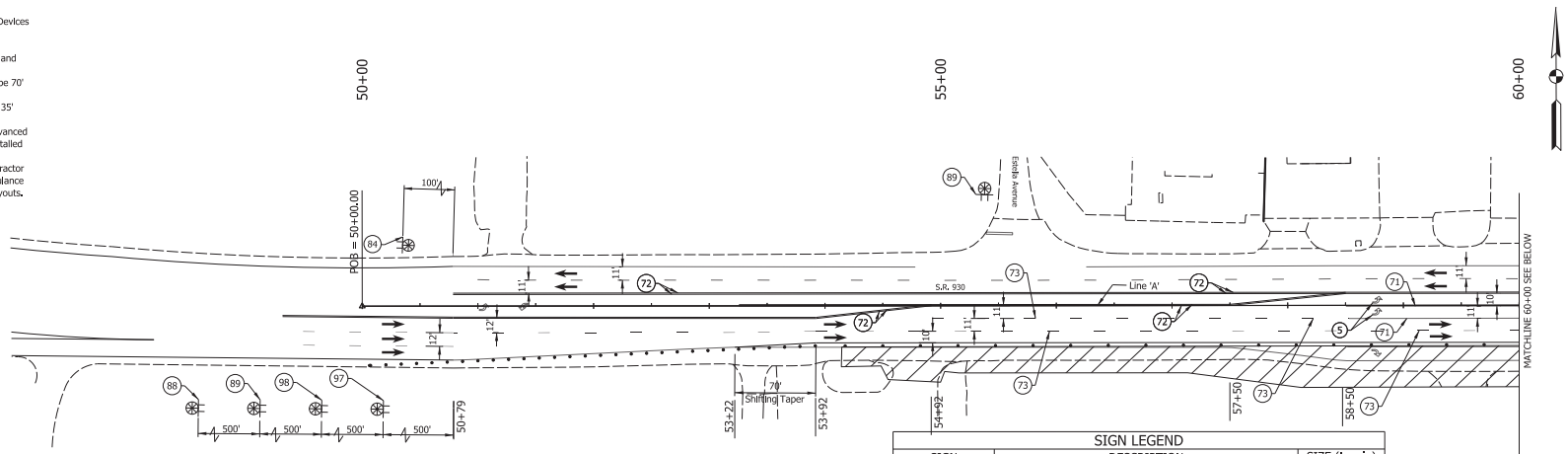
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Hill House
1759 Estrella Ave
Holter's Roost
Sunnymede Residential HD
Gary M Gerardot
Thomas D Smith III
Donegan Properties LLC
Maplecrest Road
Vickie L & Osborn Wendy L Niblick
Hoosier Acquisitions Inc dba Hoosier Trailer & Truck Equipment INC
Ridge-Thomas Properties INC
ASWE Investments INC
Dream Auto Sales Properties INC
William Protsman
Best One New Haven Realty LLC
Indiana Michigan Power Company
Indiana Service Corp.
SEC 9, T-30-N, R-13-E ADAMS TWP., ALLEN CO.
S.R. 930
Walmart Stores East LP
Gordons LLC
Joe and Leah Klinker
Gulati and Associates LLC
Northern IN Public Service Co.
Fort Wayne Farm II LLC
Carter Lumber INC
Koesters Real Estate Development LLC
JTMM Investments LLC
SEC 10, T-30-N, R-13-E ADAMS TWP., ALLEN CO.
N88°22'03"E
N89°44'22"E
N00°30'44"W
N01°37'60"W
P.I. = 106+69.97
POB = 50+00.00
POE = 79+08.58
POE = 32+76.04
DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC
INDIANA DEPARTMENT OF TRANSPORTATION
PLAT ONE

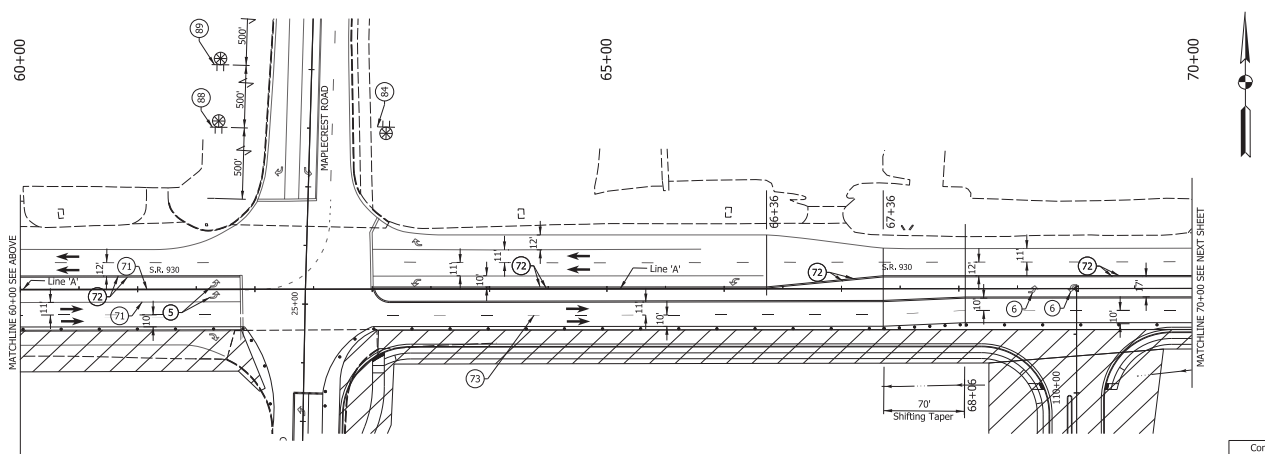
NOTES

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6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH



SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



LEGEND:

- (5) Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- (6) Pavement Message Marking, Remove
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Flashing Arrow Sign
- Barricade
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign
- Standard Drum
- Direction of Traffic

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

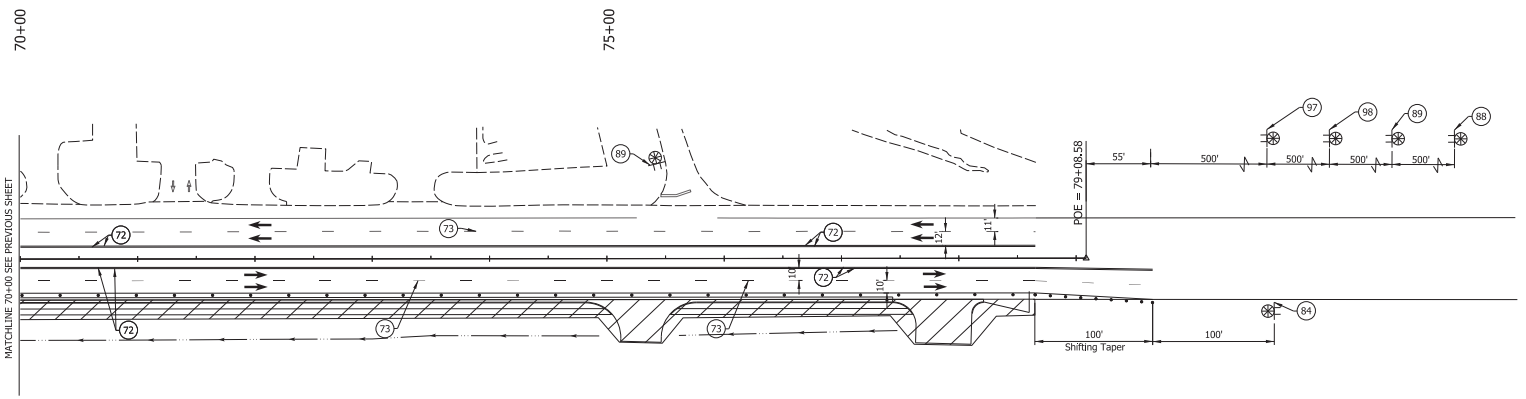
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE I
LINE 'A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	17 of 99
CONTRACT	PROJECT
R-42358	1900107



CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	1 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	3 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
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Construction Zone
Design Speed = 35 mph

LEGEND:
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
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- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign

DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

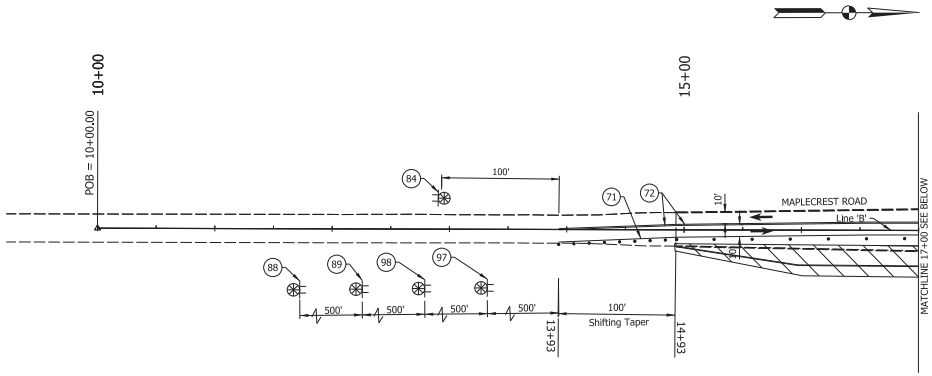
MAINTENANCE OF TRAFFIC PHASE I
LINE 'A'

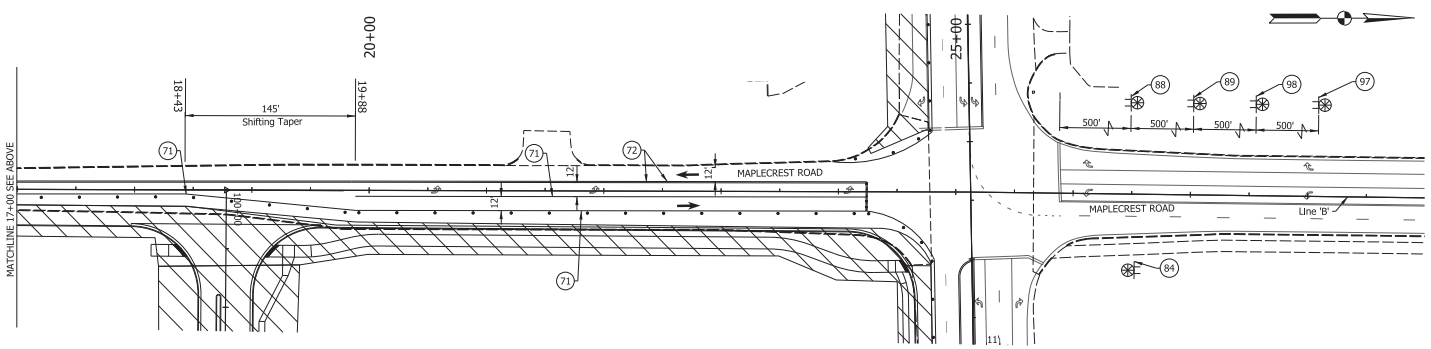
SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	18 of 99
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	2 EACH
XW2-6	2 EACH
XW20-1a	4 EACH
TOTAL TYPE 'A' SIGN	8 EACH
TYPE 'B' SIGN	
R2-1-B	2 EACH
XG20-5-B	4 EACH
XW3-5-B	2 EACH
TOTAL TYPE 'B' SIGN	8 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (ft x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
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XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48





Construction Zone
Design Speed = 35 mph

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- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

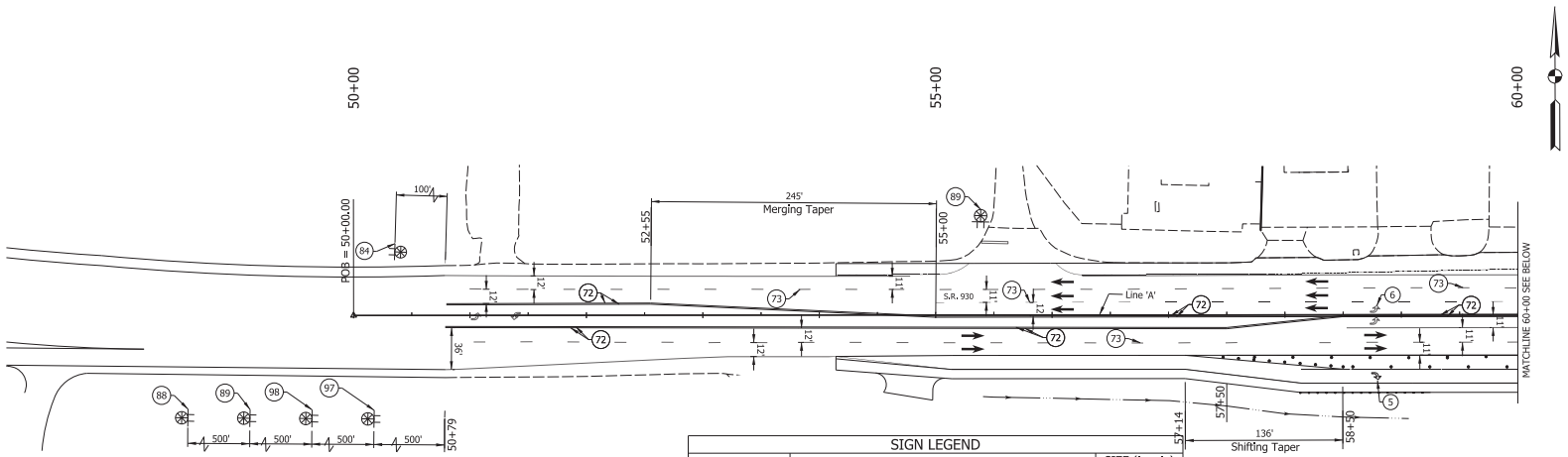
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE I
LINE 'B'

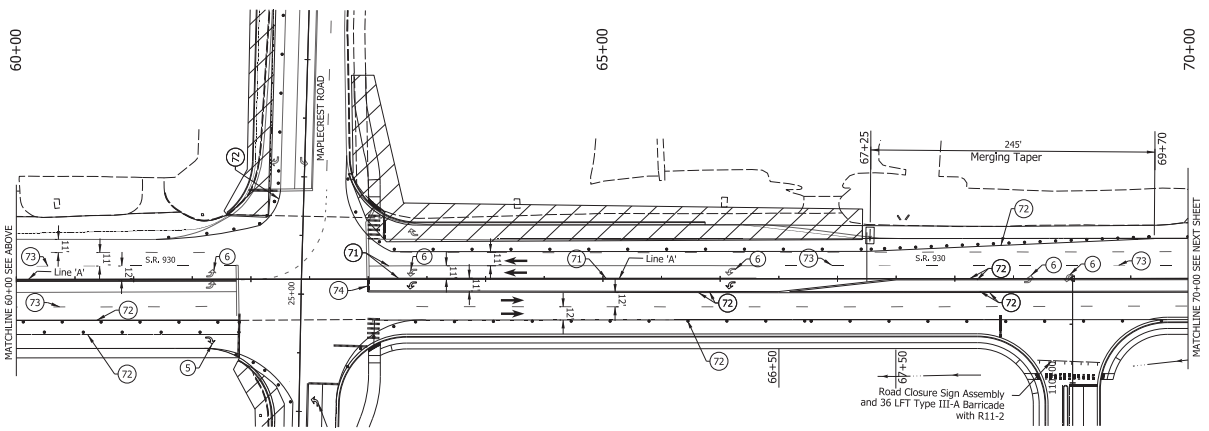
SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	19 of 99
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH



SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



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- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Barricade
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign
- Flashing Arrow Sign

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

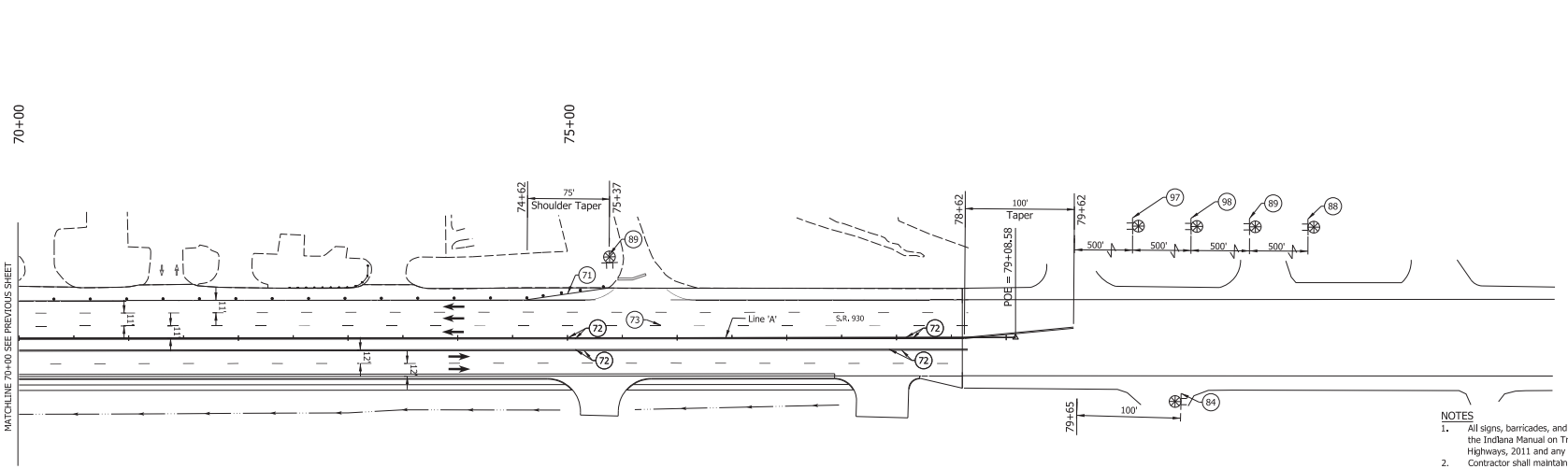
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE II
LINE 'A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	20 of 99
CONTRACT	PROJECT
R-42358	1900107



CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

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- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Barricade
- Area Under Construction
- Flashing Arrow Sign
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

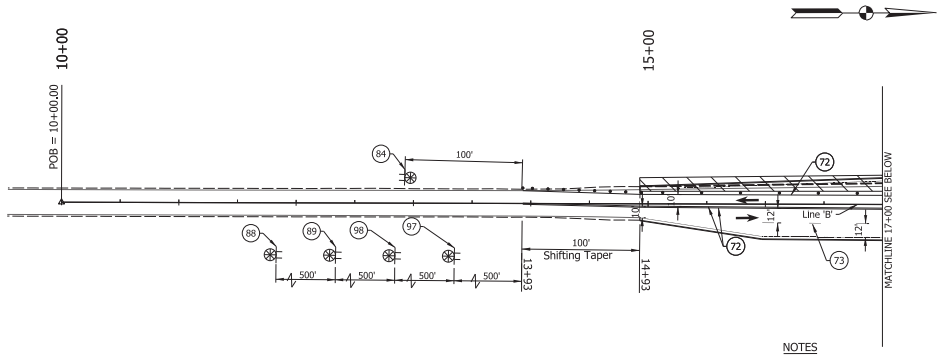
MAINTENANCE OF TRAFFIC PHASE II
LINE 'A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	21 of 99
CONTRACT	PROJECT
R-42358	1900107

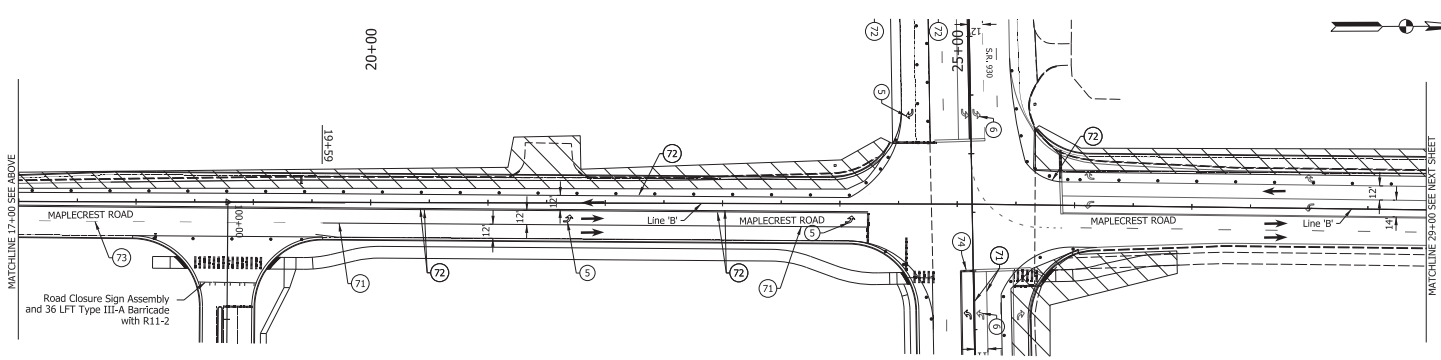
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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	1 EACH
TOTAL TYPE 'A' SIGN	3 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (30mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
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- Barricade
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

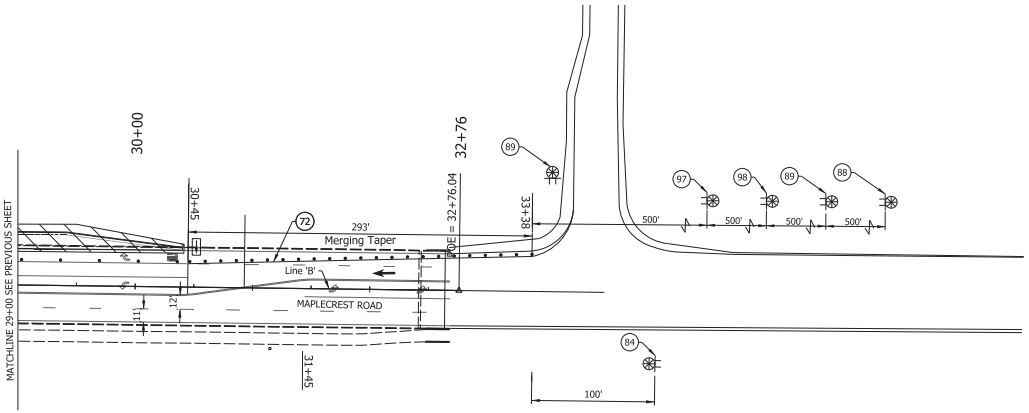
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE II
LINE 'B'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	22 of 99
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
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- Standard Drum
- Direction of Traffic
- Area Under Construction
- Flashing Arrow Sign
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

X:\Projects\2020\20661\18000 INDOT SR 930 Intersection Improvements\01_Const\Docs\CAD\XOAK\03 MOT\1900 MOT PH2 04.DGN

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

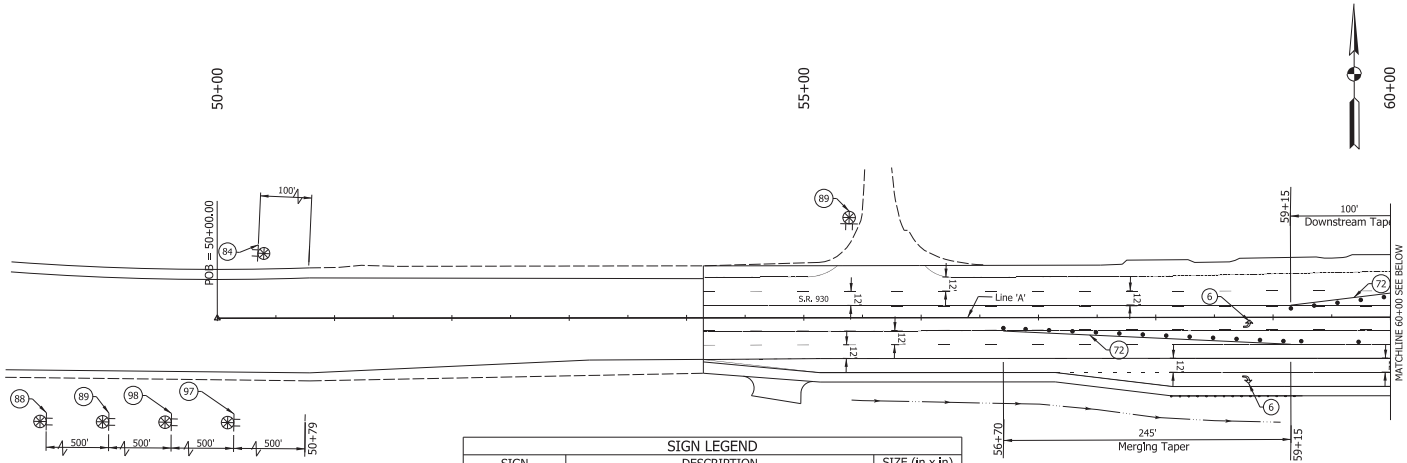
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INDIANA
DEPARTMENT OF TRANSPORTATION

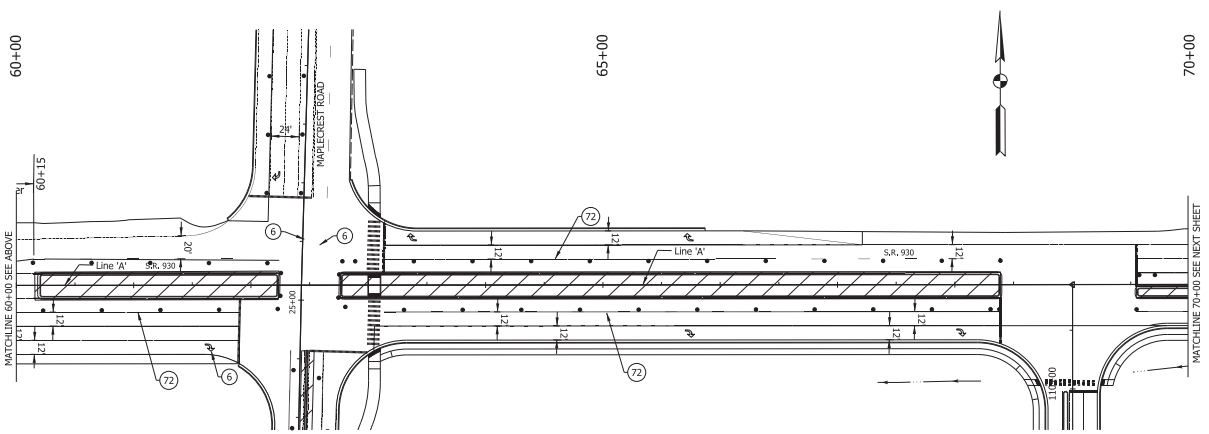
MAINTENANCE OF TRAFFIC PHASE II
LINE 'B'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	23 of 99
CONTRACT	PROJECT
R-42358	1900107

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH



SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



Construction Zone
Design Speed = 35 mph

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 70' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 35' unless otherwise noted.
5. Warning Lights, Type B shall be installed on all advanced warning signs. Warning Lights, Type C shall be installed on all channelizing devices.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (6) Pavement Message Marking, Remove
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

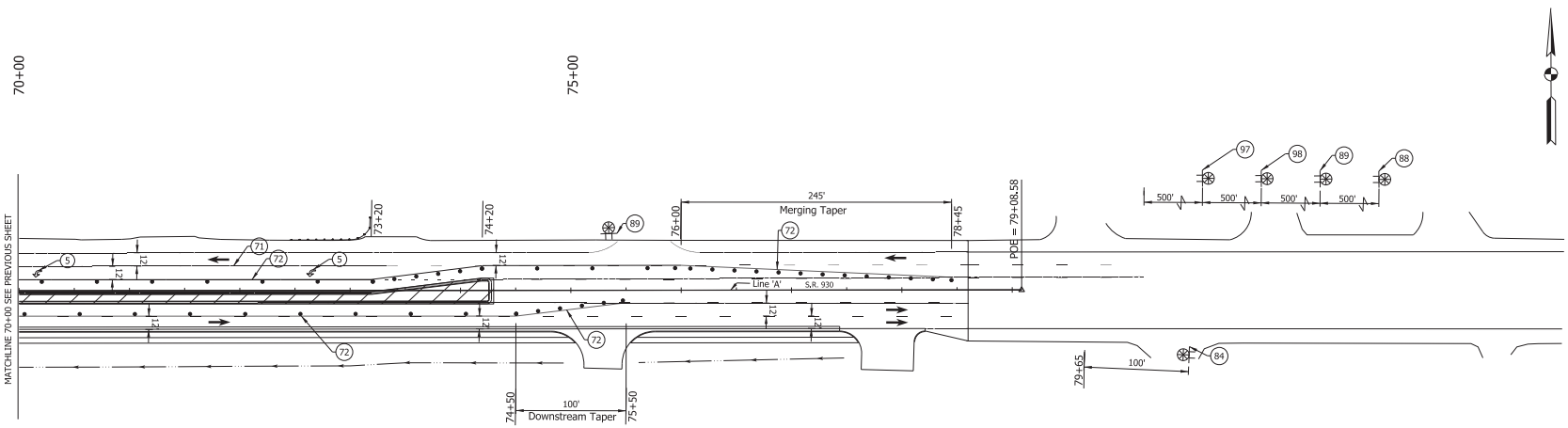
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III
LINE 'A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	24 of 99
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 70' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 35' unless otherwise noted.
5. Warning Lights, Type B shall be installed on all advanced signs. Warning Lights, Type C shall be installed on all channelizing devices.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (5) Temporary Pavement Message Marking, Removable, Lane Indic
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

X:\Projects\2020\20665\21800 INDOT SR 930 Intersection Improvements\01_ConstDocs\CAD\CKM\03 MOT\1900 MOT PH3 02.DGN

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

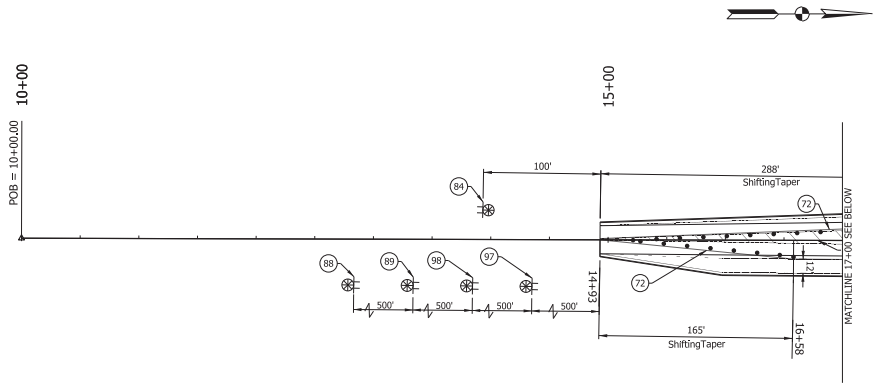
INDIANA
DEPARTMENT OF TRANSPORTATION

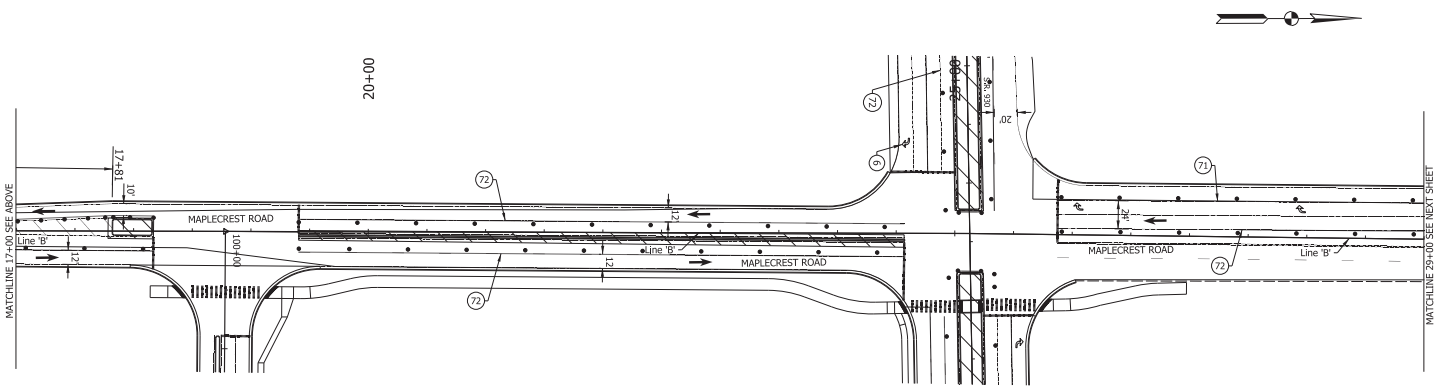
MAINTENANCE OF TRAFFIC PHASE III
LINE 'A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	25 of 99
CONTRACT	PROJECT
R-42358	1900107

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	1 EACH
TOTAL TYPE 'A' SIGN	3 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48





NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 70' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 35' unless otherwise noted.
5. Warning Lights, Type B shall be installed on all advanced signs. Warning Lights, Type C shall be installed on all channelizing devices.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (6) Pavement Message Marking, Remove
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

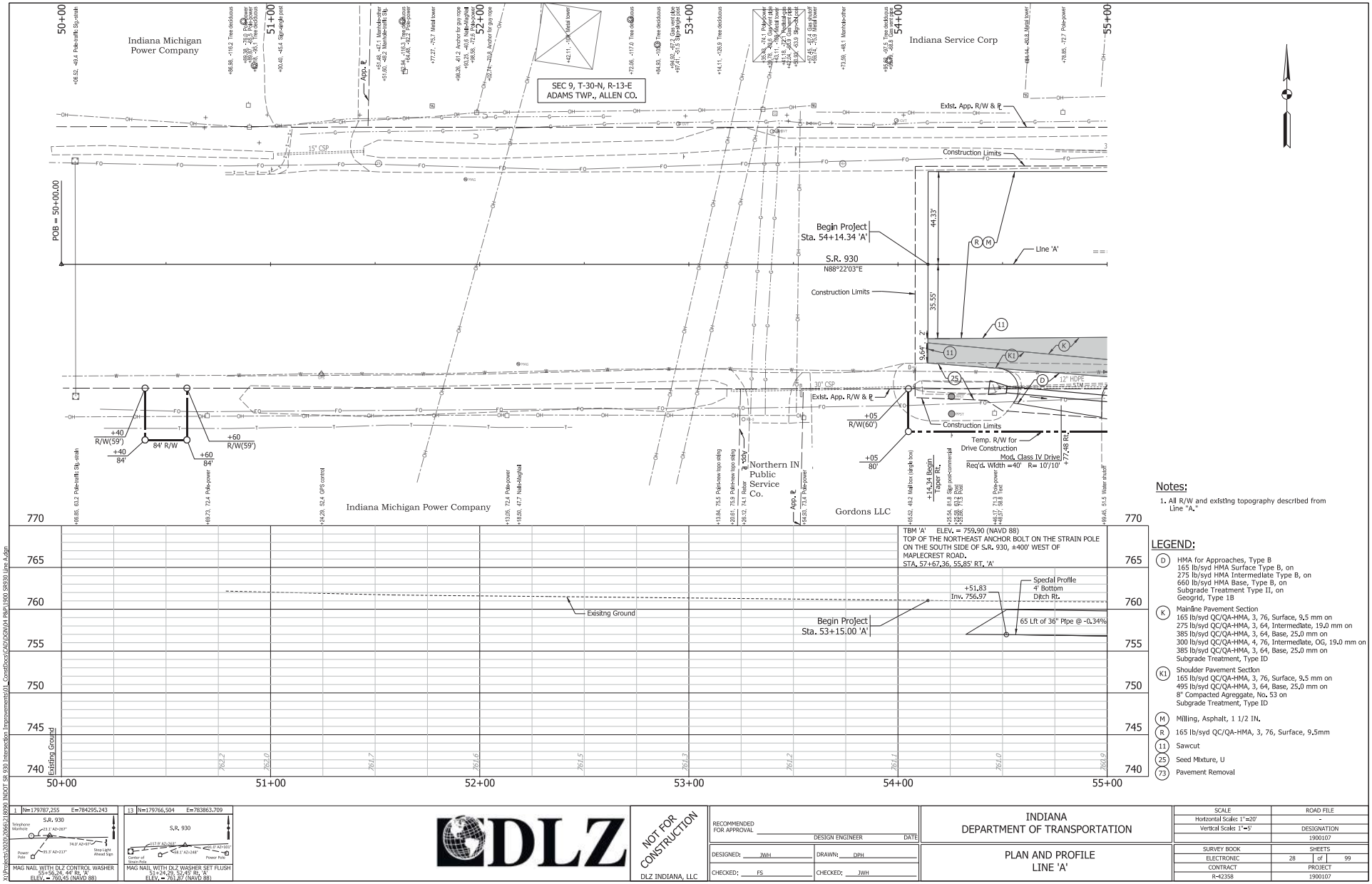
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III
LINE 'B'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	26 of 99
CONTRACT	PROJECT
R-42358	1900107

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Notes:

1. All R/W and exIsting topography described from Line "A."

LEGEND:

- (D) HMA for Approaches, Type B
  165 lb/syd HMA Surface Type B, on
  275 lb/syd HMA Intermediate Type B, on
  660 lb/syd HMA Base, Type B, on
  Subgrade Treatment Type II, on
  Geogrid, Type 1B
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (K1) Shoulder Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  495 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  8" Compacted Agreggate, No. 53 on
  Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (11) Sawcut
- (25) Seed Mixture, U
- (73) Pavement Removal

1 N=179787.255 E=784295.243
MAG NAIL WITH DLZ CONTROL WASHER
55+56.24, 44' Rt. 'A'
ELEV. = 760.45 (NAVD 88)

13 N=179766.504 E=783863.709
MAG NAIL WITH DLZ WASHER SET FLUSH
53+24.29, 52.45' Rt. 'A'
ELEV. = 761.87 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

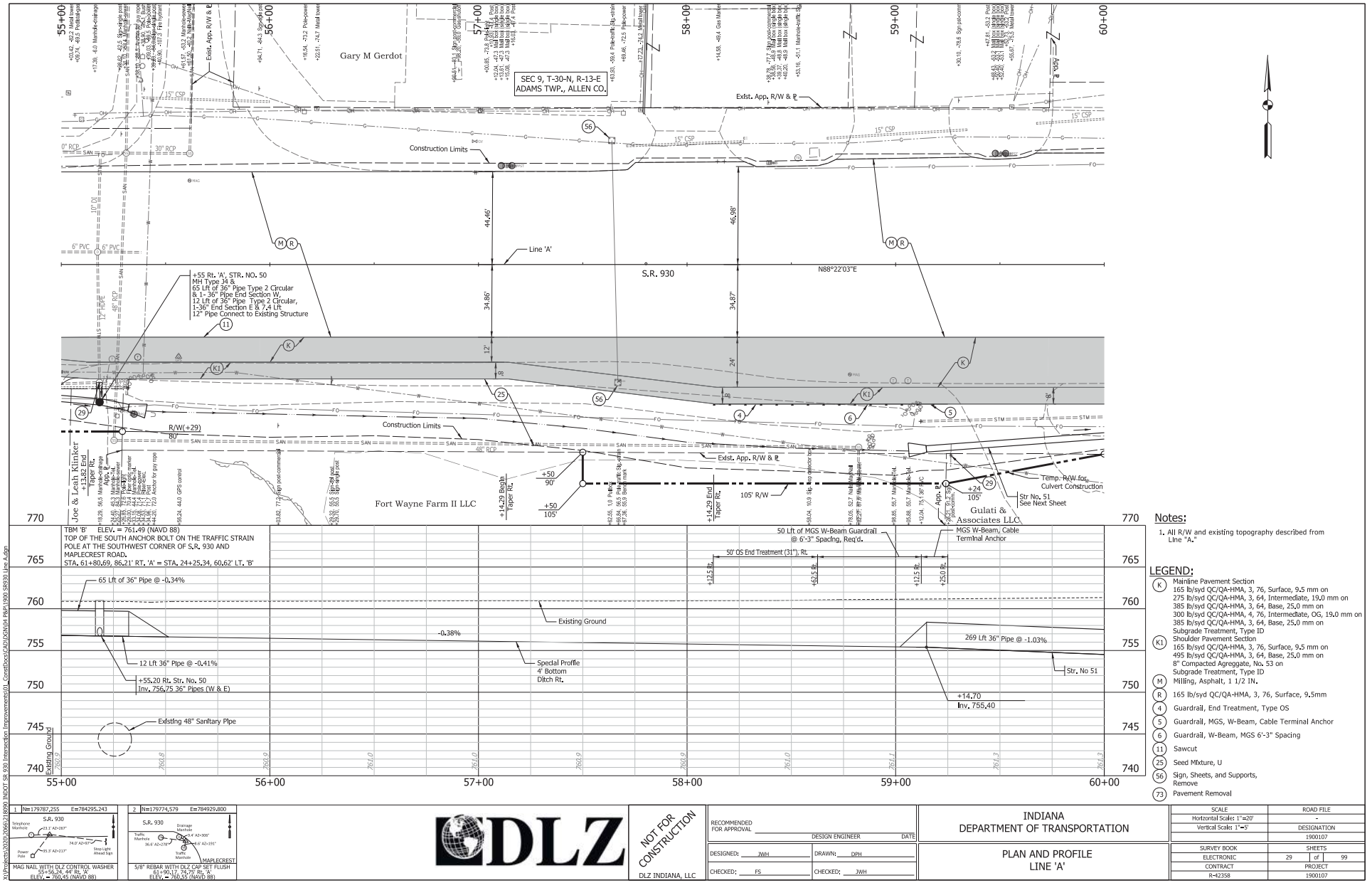
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	28 of 99
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20660.2\1900 INDOT SR 930 Intersection Improvements\01_Const\Docs\CAD\DGN\04 P&A\1900 SR930 Line A.dgn



Notes:

1. All R/W and existing topography described from Line "A."

LEGEND:

- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (K1) Shoulder Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  495 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  8" Compacted Agreggate, No. 53 on
  Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (4) Guardrail, End Treatment, Type OS
- (5) Guardrail, MGS, W-Beam, Cable Terminal Anchor
- (6) Guardrail, W-Beam, MGS 6'-3" Spacing
- (11) Sawcut
- (25) Seed Mixture, U
- (56) Sign, Sheets, and Supports, Remove
- (73) Pavement Removal

1	N=179787.255 E=784295.243
	S.R. 930
	MAG NAIL WITH DLZ CONTROL WASHER 55+56.24, 44' Rt. 'A' ELEV. = 760.45 (NAVD 88)
2	N=179774.579 E=784929.800
	S.R. 930 MAPLECREST
	5/8" REBAR WITH DLZ CAP SET FLUSH 61+90.17, 74.75' Rt. 'A' ELEV. = 760.55 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

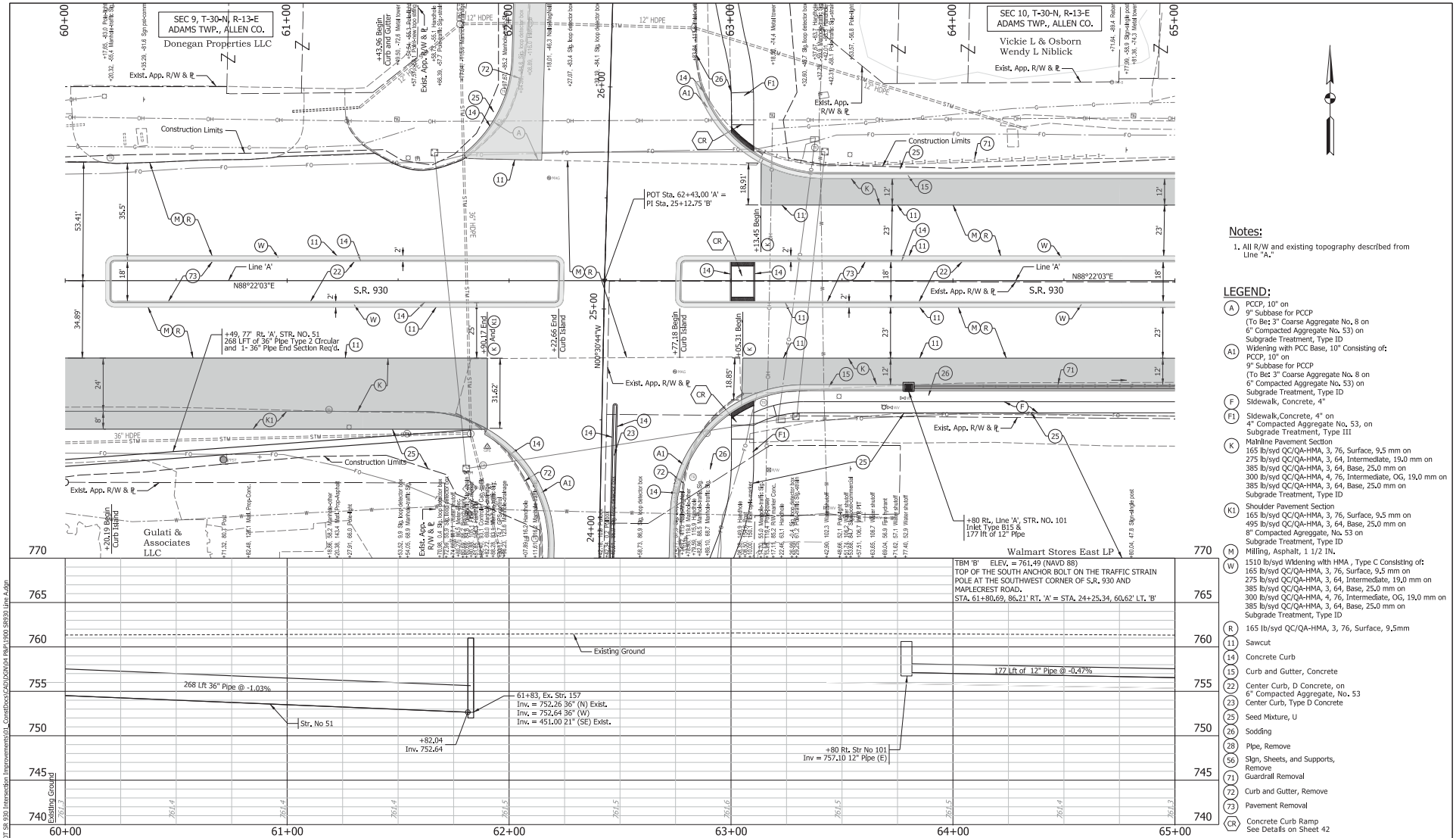
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	29 of 99
CONTRACT	PROJECT
R-42358	1900107

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Notes:

1. All R/W and existing topography described from Line "A."

LEGEND:

- (A) PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (A1) Widening with PCC Base, 10" Consisting of: PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (F) Sidewalk, Concrete, 4"
- (F1) Sidewalk,Concrete, 4" on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
- (K1) Shoulder Pavement Section 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 495 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 8" Compacted Aggregate, No. 53 on Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 IN.
- (W) 1510 lb/syd Widening with HMA , Type C Consisting of: 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (23) Center Curb, Type D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (28) Pipe, Remove
- (56) Sign, Sheets, and Supports, Remove
- (71) Guardrail Removal
- (72) Curb and Gutter, Remove
- (73) Pavement Removal
- (CR) Concrete Curb Ramp See Details on Sheet 42

2 N=179774.579 E=784926.800
S.R. 930
Drainage Manhole
Traffic Manhole
Telephone Manhole
MAPLECREST
5/8" REBAR WITH DLZ CAP SET FLUSH
61+90.17 74.75' Rt. 'A'
ELEV. = 766.55 (NAVD 88)

4 N=179820.856 E=785509.288
S.R. 930
Northeast Anchor Bolt On Traffic Pole (Dim 0)
Telephone Manhole
R/W Monument
MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'A'
ELEV. = 766.42 (NAVD 88)

DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC

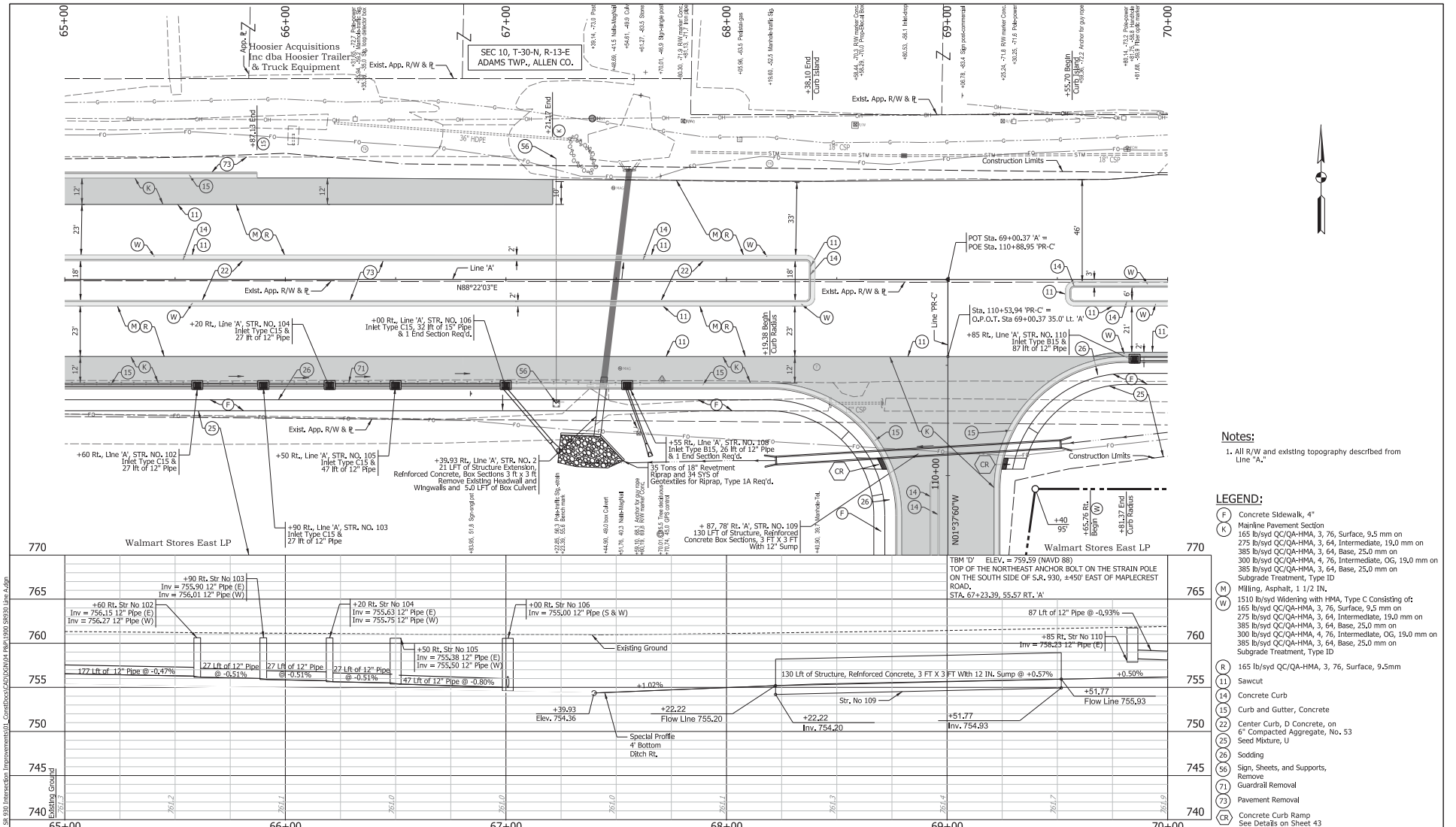
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE
DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE 'A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	30 of 99
CONTRACT	PROJECT
R-42358	1900107

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Notes:

1. All R/W and existing topography descrfbed from Line "A."

LEGEND:

- (F) Concrete Sidewalk, 4"
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 IN.
- (W) 1510 lb/syd Widening with HMA, Type C Consisting of:
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (25) Seed Mixture, U
- (26) Sodding
- (56) Sign, Sheets, and Supports, Remove
- (71) Guardrail Removal
- (73) Pavement Removal
- (CR) Concrete Curb Ramp See Details on Sheet 43

4 N=179820.856 E=785509.288
S.R. 930
Northeast Anchor Bolt On Strain Pole 1994-05
Telephone Manhole
70.4' AZ=84°
42.0 AZ=256°
27.0' AZ=201°
R/W Monument
MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'A'
ELEV. = 766.42 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

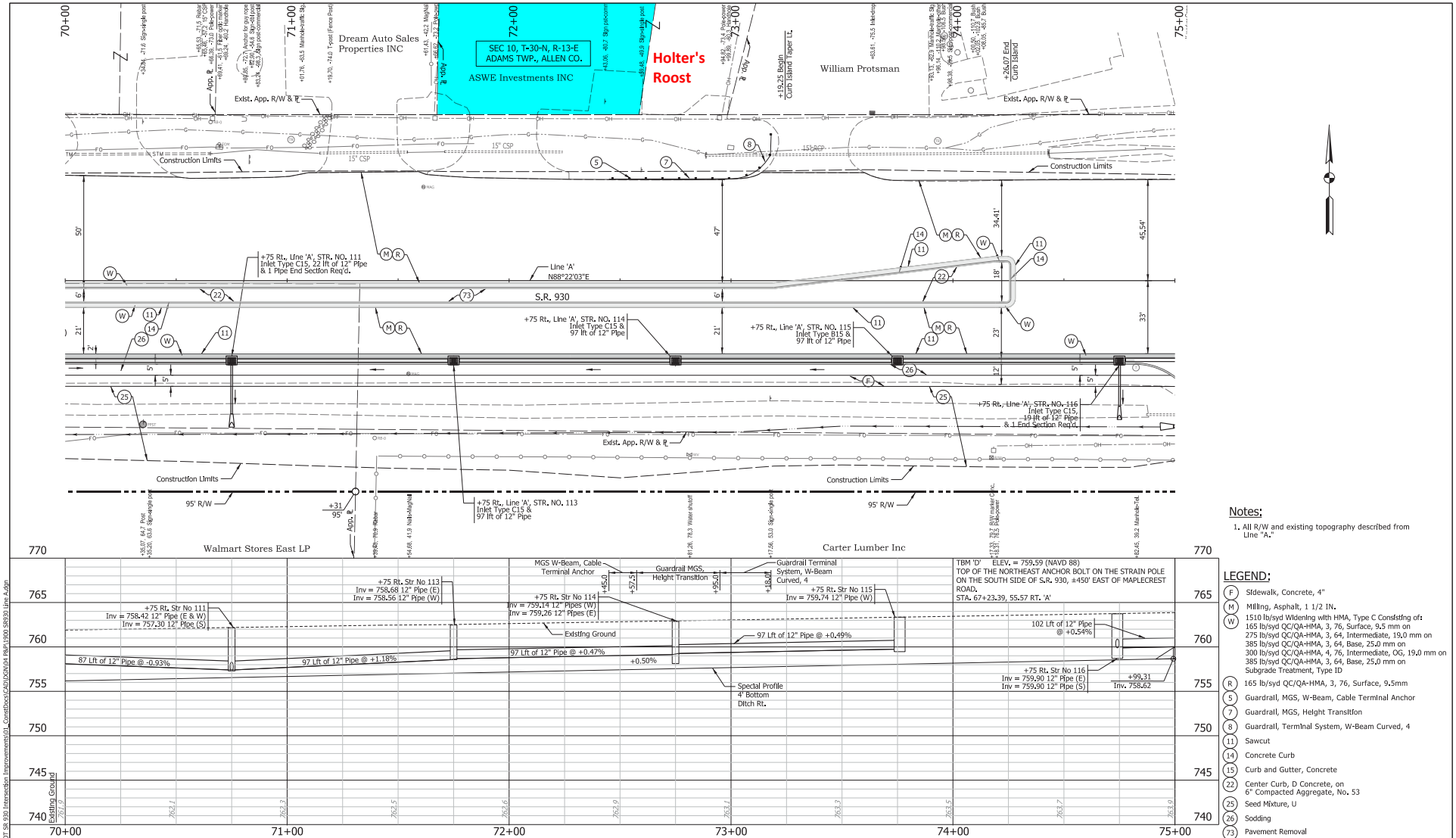
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	31 of 99
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20662\19000 INDOT SR 930 Intersection Improvements\0_Const\Docs\CAD\100\M PMA\1900 SHEET 31 Line A.dgn



Notes;

1. All R/W and existing topography described from Line "A."

LEGEND;

F		Sidewalk, Concrete, 4"
M		Milling, Asphalt, 1 1/2 IN.
W		1510 lb/syd Widening with HMA, Type C Consistng of: 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
R		165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
5		Guardrail, MGS, W-Beam, Cable Terminal Anchor
7		Guardrail, MGS, Height Transition
8		Guardrail, Terminal System, W-Beam Curved, 4
11		Sawcut
14		Concrete Curb
15		Curb and Gutter, Concrete
22		Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
25		Seed Mixture, U
26		Sodding
73		Pavement Removal

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

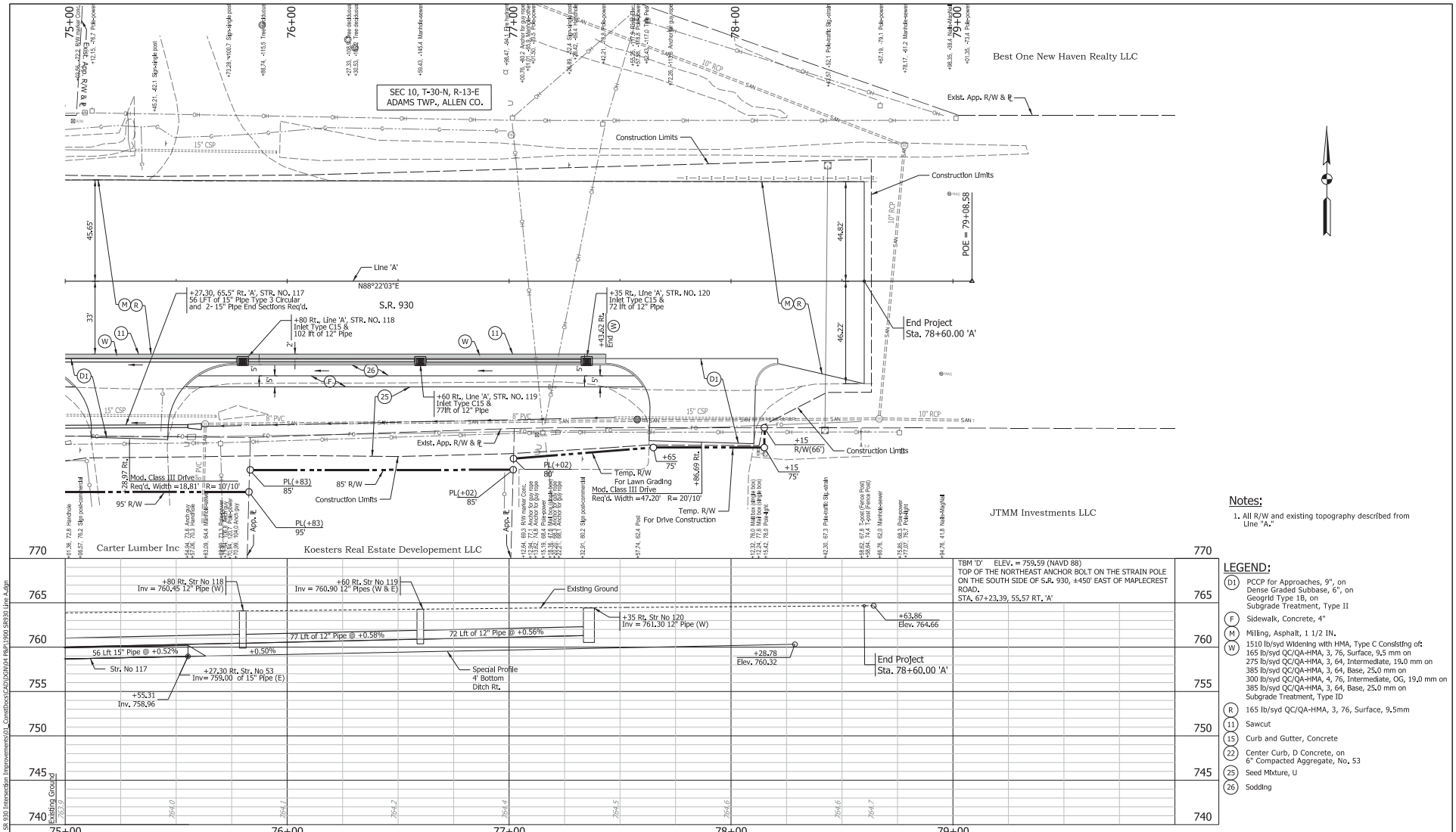
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE 'A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	32 of 99
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "A."

LEGEND:

- (D1) PCCP for Approaches, 9", on Dense Graded Subbase, 6", on Geogrid Type 1B, on Subgrade Treatment, Type II
- (F) Sidewalk, Concrete, 4"
- (M) Milling, Asphalt, 1 1/2 IN.
- (W) 1510 lb/syd Widening with HMA, Type C Consisting of: 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (11) Sawcut
- (15) Curb and Gutter, Concrete
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (25) Seed Mixture, U
- (26) Sodding

4 N=179820.856 E=785509.288

S.R. 930

MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'A'
ELEV. = 766.42 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

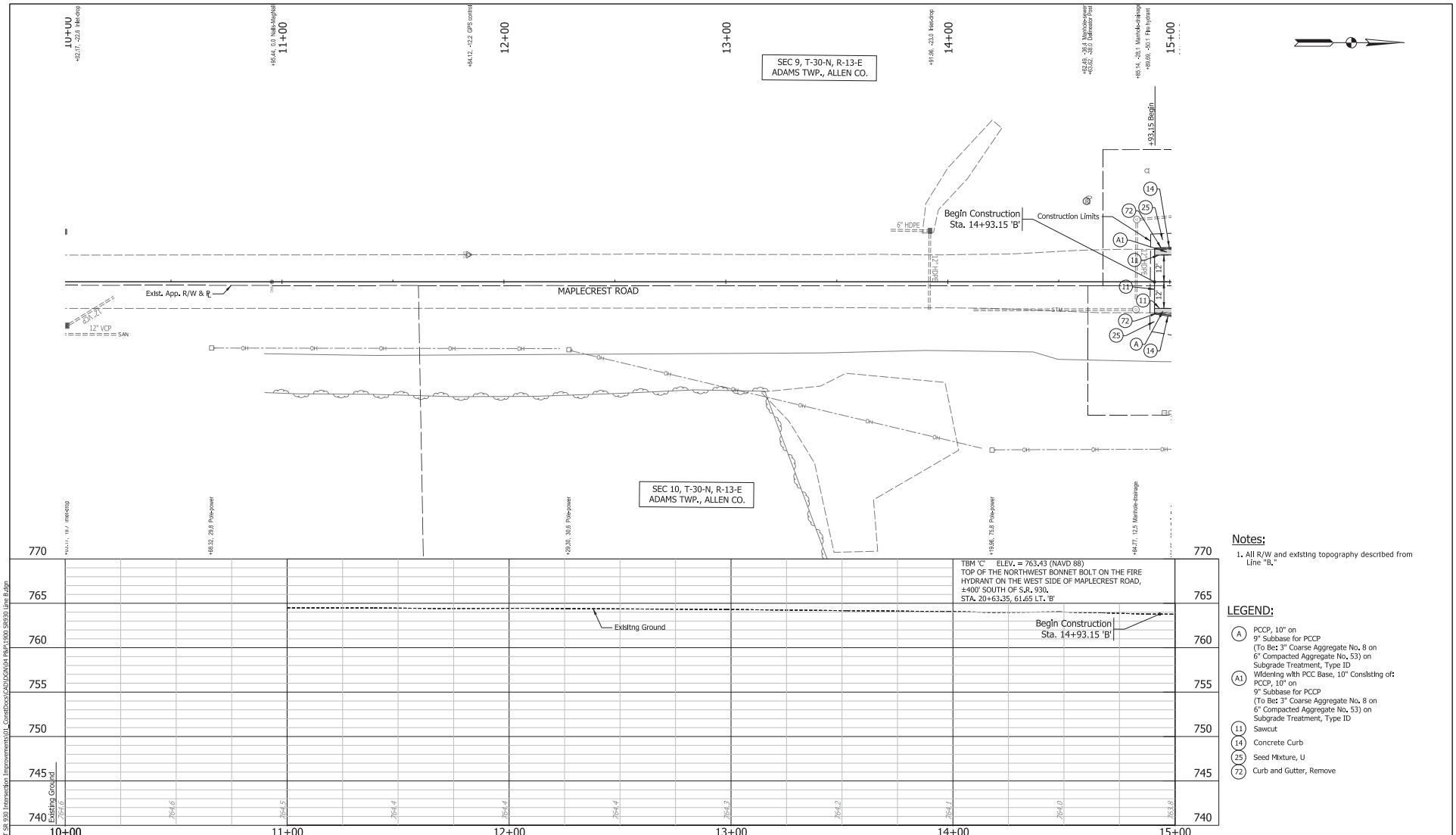
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	33 of 99
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\2060\2190900 INDOT SR 930 Intersection Improvements\01_Const\Docs\CAD\LOGN\04 P&A\1900 SR930 Line A.dgn



Notes:

1. All R/W and existing topography described from Line "B."

LEGEND:

- (A) PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (A1) Widening with PCC Base, 10" Consisting of: PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (11) Sawcut
- (14) Concrete Curb
- (25) Seed Mixture, U
- (72) Curb and Gutter, Remove

5 N=178522,119 E=784980,147
MAG NAIL WITH DLZ WASHER SET FLUSH
11+84.12, 12.21 LT. 'B'
ELEV. = 764.15 (NAVD 88)

3 N=179075,622 E=784932,140
5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 LT. 'B'
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

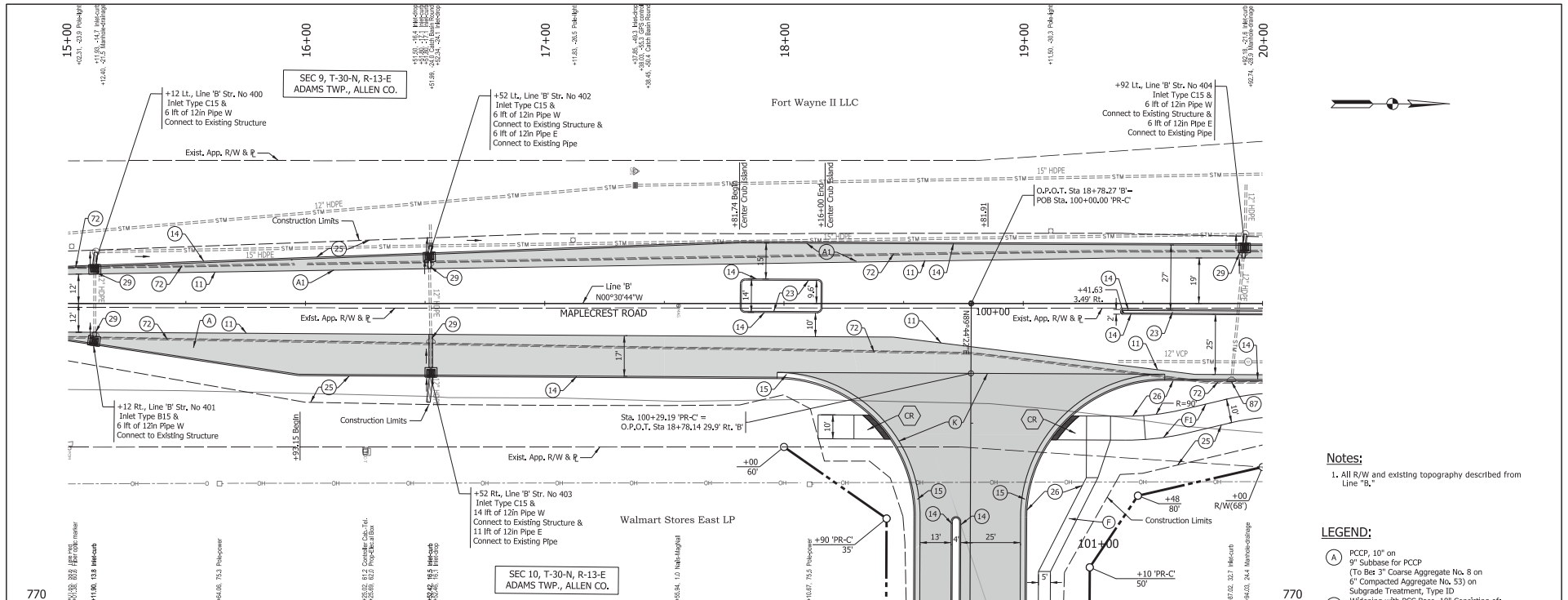
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'B'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	34 of 99
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "B."

LEGEND:

- (A) PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (A1) Widening with PCC Base, 10" Consisting of: PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (F) Sidewalk, Concrete, 4"
- (F1) Sidewalk, Concrete, 4" on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (23) Center Curb, D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (72) Curb and Gutter, Remove
- (87) Casting, Inlet, Adjust to Grade
- (CR) Concrete Curb Ramp See Details on Sheet 43

3 N=179075.622 E=784932.140

5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 Lt 'B'
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

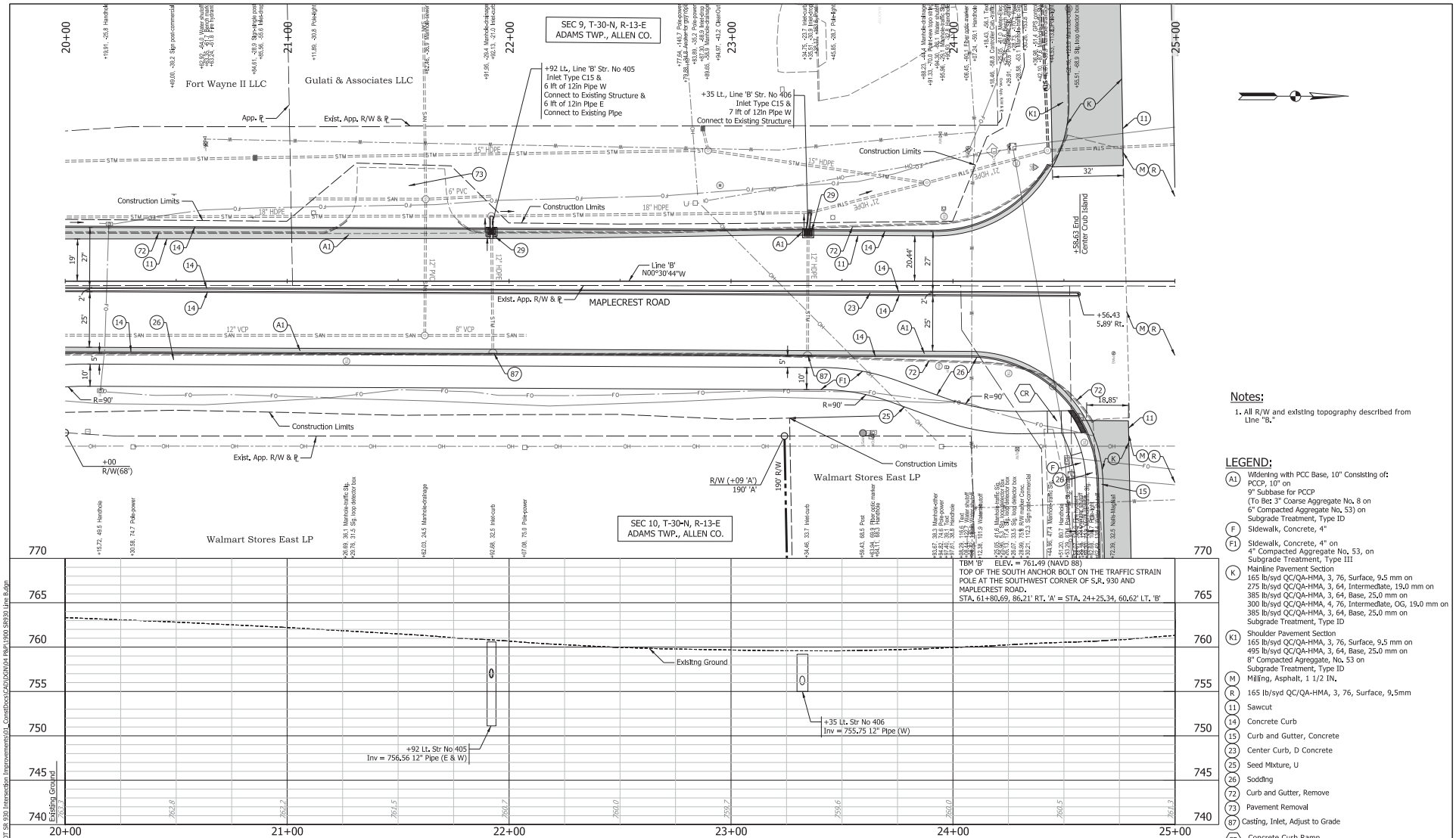
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'B'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	35 of 99
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "B."

LEGEND:

- (A1) Widening with PCC Base, 10" Consisting of: PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (F) Sidewalk, Concrete, 4"
- (F1) Sidewalk, Concrete, 4" on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
- (K1) Shoulder Pavement Section 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 495 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 8" Compacted Agreggate, No. 53 on Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (23) Center Curb, D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (72) Curb and Gutter, Remove
- (73) Pavement Removal
- (87) Casting, Inlet, Adjust to Grade
- (CR) Concrete Curb Ramp See Details on Sheet 42

2	N=179774.579 E=784926.800
S.R. 930	
5/8" REBAR WITH DLZ CAP SET FLUSH	
61+90.17, 74.75' Rt. 'A'	
ELEV. = 760.55 (NAVD 88)	

3	N=179075.622 E=784932.140
MAPLECREST	
5/8" REBAR WITH DLZ CAP SET FLUSH	
17+38.03, 55.27 Lt 'B'	
ELEV. = 761.72 (NAVD 88)	

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

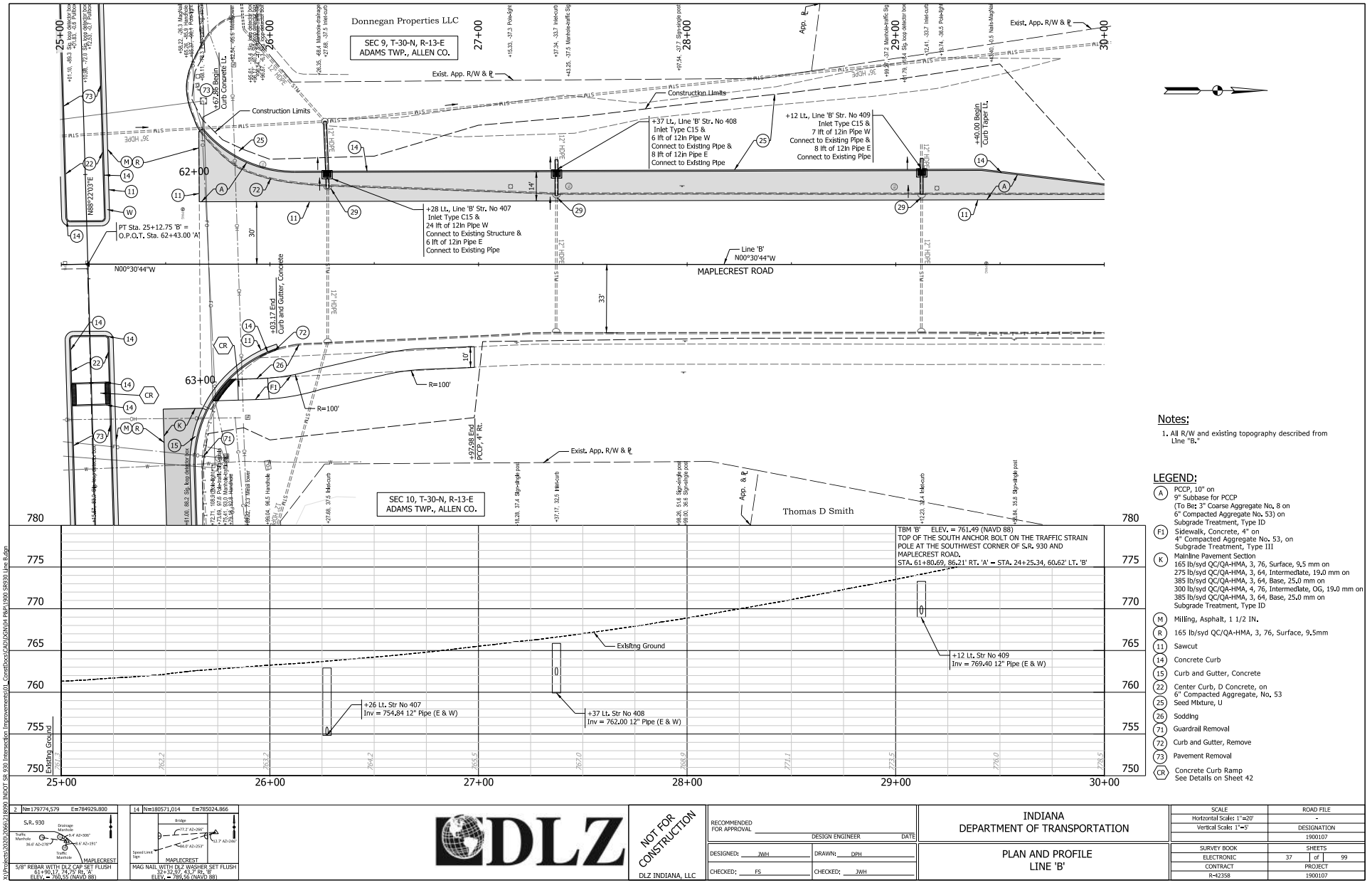
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INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'B'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	36 of 99
CONTRACT	PROJECT
R-42358	1900107

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Notes:

1. All R/W and existing topography described from Line "B."

LEGEND:

- (A) PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (F1) Sidewalk, Concrete, 4" on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (25) Seed Mixture, U
- (26) Sodding
- (71) Guardrail Removal
- (72) Curb and Gutter, Remove
- (73) Pavement Removal
- (CR) Concrete Curb Ramp See Details on Sheet 42

2 N=179774.579 E=784926.800
S.R. 930
MAPLECREST
5/8" REBAR WITH DLZ CAP SET FLUSH
61+90.17 74.75' Rt. 'A'
ELEV. = 766.55 (NAVD 88)

14 N=180571.014 E=785024.866
MAPLECREST
MAG NAIL WITH DLZ WASHER SET FLUSH
32+32.67 43.7' Rt. 'B'
ELEV. = 789.56 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

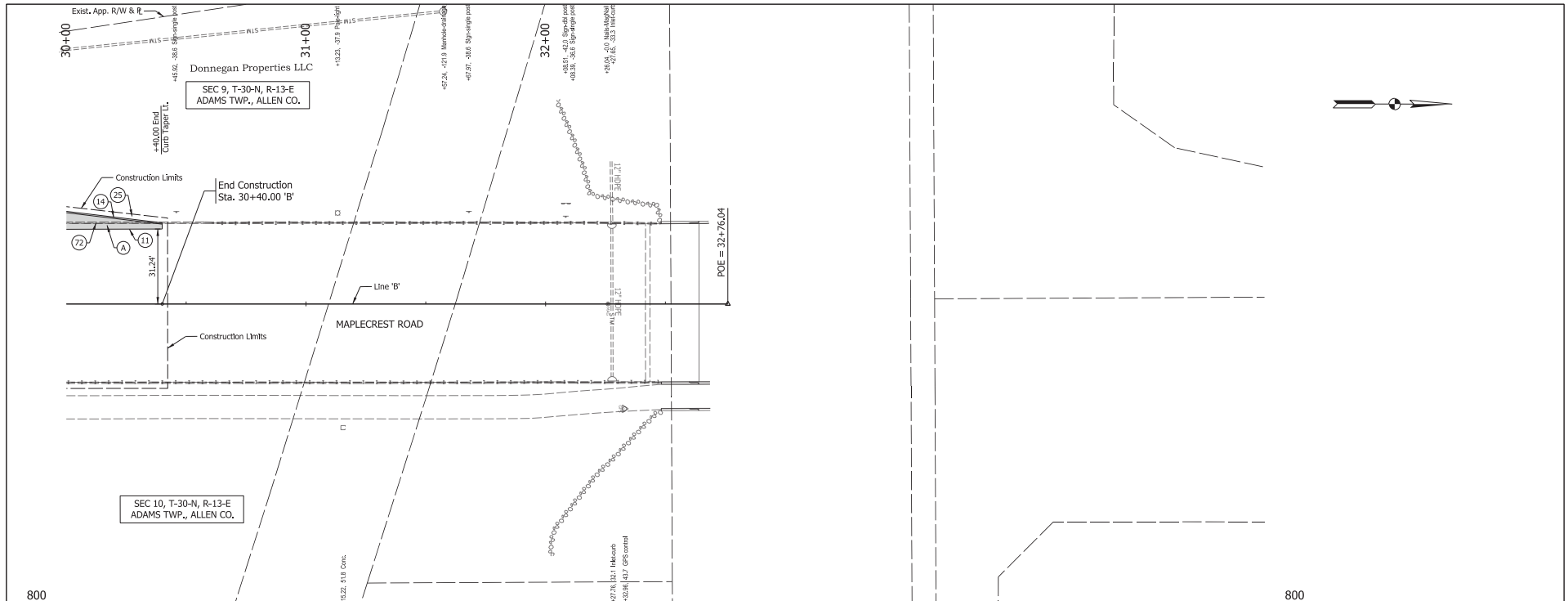
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CHECKED: FS CHECKED: JWH

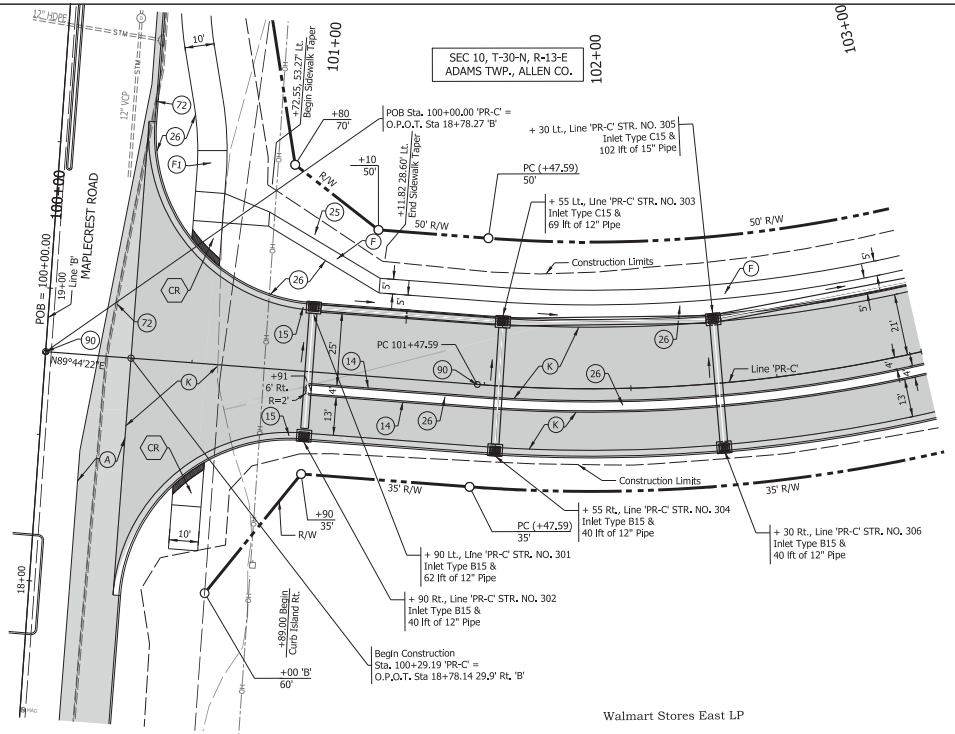
INDIANA
DEPARTMENT OF TRANSPORTATION

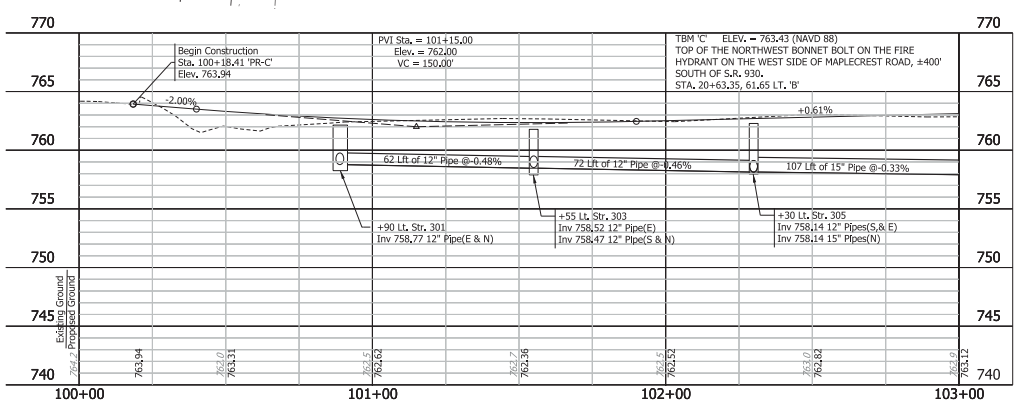
PLAN AND PROFILE
LINE 'B'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	37 of 99
CONTRACT	PROJECT
R-42358	1900107

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Exist. App. R/W & ℄
30+00
31+00
32+00
Donnegan Properties LLC
SEC 9, T-30-N, R-13-E
ADAMS TWP., ALLEN CO.
+40.00 End Curb Taper Lt.
Construction Limits
End Construction
Sta. 30+40.00 'B'
14
25
72
A
11
31.24'
Line 'B'
MAPLECREST ROAD
Construction Limits
POE = 32+76.04
SEC 10, T-30-N, R-13-E
ADAMS TWP., ALLEN CO.
800
795
790
785
780
775
770
End Construction
Sta. 30+40.00 'B'
Existing Ground
Existing Ground
30+00
31+00
32+00
TBM 'B' ELEV. = 761.49 (NAVD 88)
TOP OF THE SOUTH ANCHOR BOLT ON THE TRAFFIC STRAIN POLE AT THE SOUTHWEST CORNER OF S.R. 930 AND MAPLECREST ROAD.
STA. 61+80.69, 86.21' RT. 'A' = STA. 24+25.34, 60.62' LT. 'B'
Notes:
1. All R/W and existing topography described from Line 'B.'
LEGEND:
A PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
11 Sawcut
15 Curb and Gutter, Concrete
25 Seed Mixture, U
72 Curb and Gutter, Remove
MAPLECREST
MAG NAIL WITH DLZ WASHER SET FLUSH
32+32.07 43.7' Rt. 'B'
ELEV. = 789.56 (NAVD 88)
DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER
DATE:
DESIGNED: JWH
DRAWN: DPH
CHECKED: FS
CHECKED: JWH
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE LINE 'B'
SCALE
Horizontal Scale: 1"=20'
Vertical Scale: 1"=5'
ROAD FILE
-
DESIGNATION
1900107
SURVEY BOOK
ELECTRONIC
CONTRACT
R-42358
SHEETS
38 of 99
PROJECT
1900107





Notes:

1. All R/W and existing topography described from Line "PRC."
2. Line "PRC" to be constructed.

LEGEND:

- (A) PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (F) Sidewalk, Concrete, 4"
- (F1) Sidewalk, Concrete, 4" on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (23) Center Curb, D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (72) Curb and Gutter, Remove
- (CR) Concrete Curb Ramp See Details on Sheet 43

3 N=179075.622 E=784932.140

5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 Lt 'B'
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

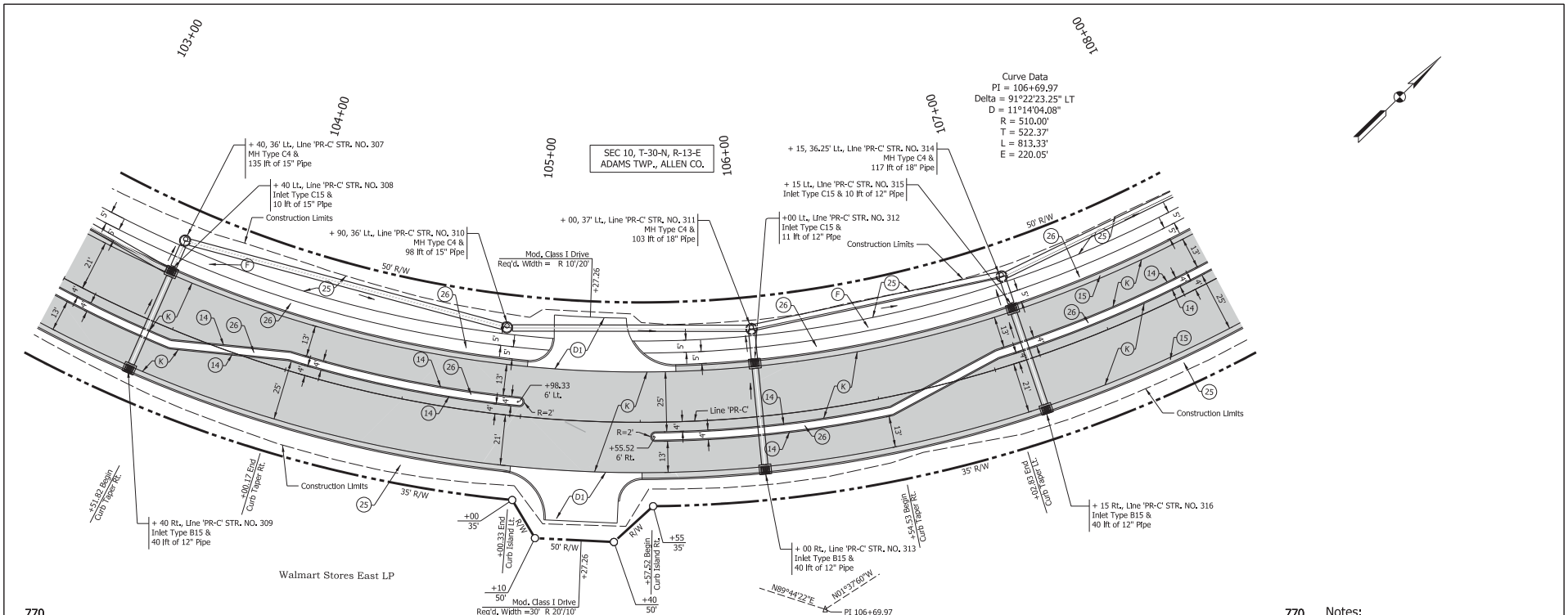
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CHECKED: FS CHECKED: JWH

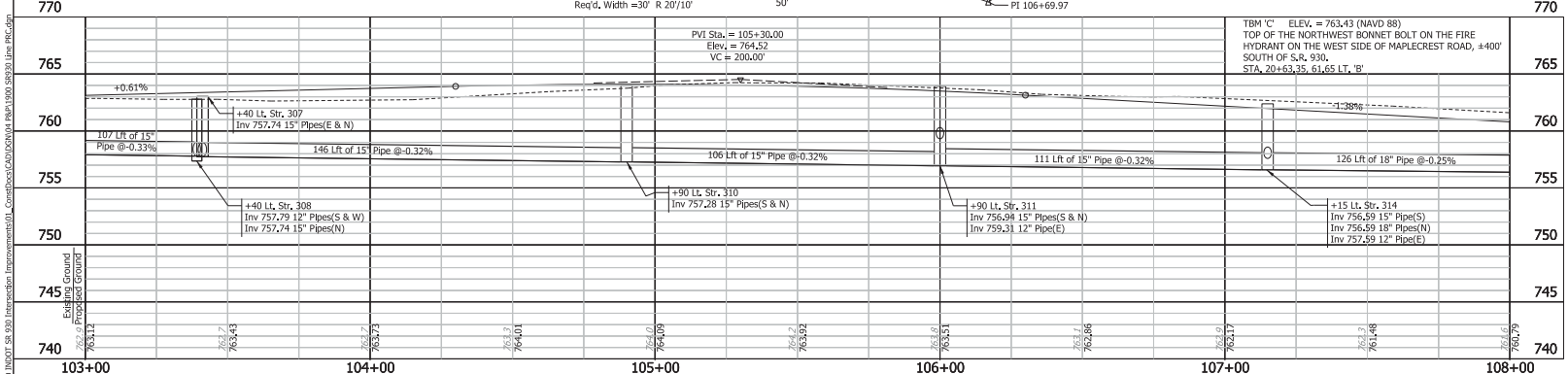
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PRC'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	39 of 99
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20660\2180\0 INDOT SR 930 Intersection Improvements\01_Construction\CAD\ROW\04 PMA\1900 SR930 Line PRC.dgn





Notes:

1. All R/W and existing topography described from Line "PRC"
2. Line "PRC" to be constructed.

LEGEND:

- (D1) PCCP for Approaches, 9", on Dense Graded Subbase, 6", on Subgrade Treatment, Type II
- (F) Sidewalk, Concrete, 4"
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (25) Seed Mixture, U
- (26) Sodding

3 N=179075.622 E=784932.140

5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 Lt 'B'
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

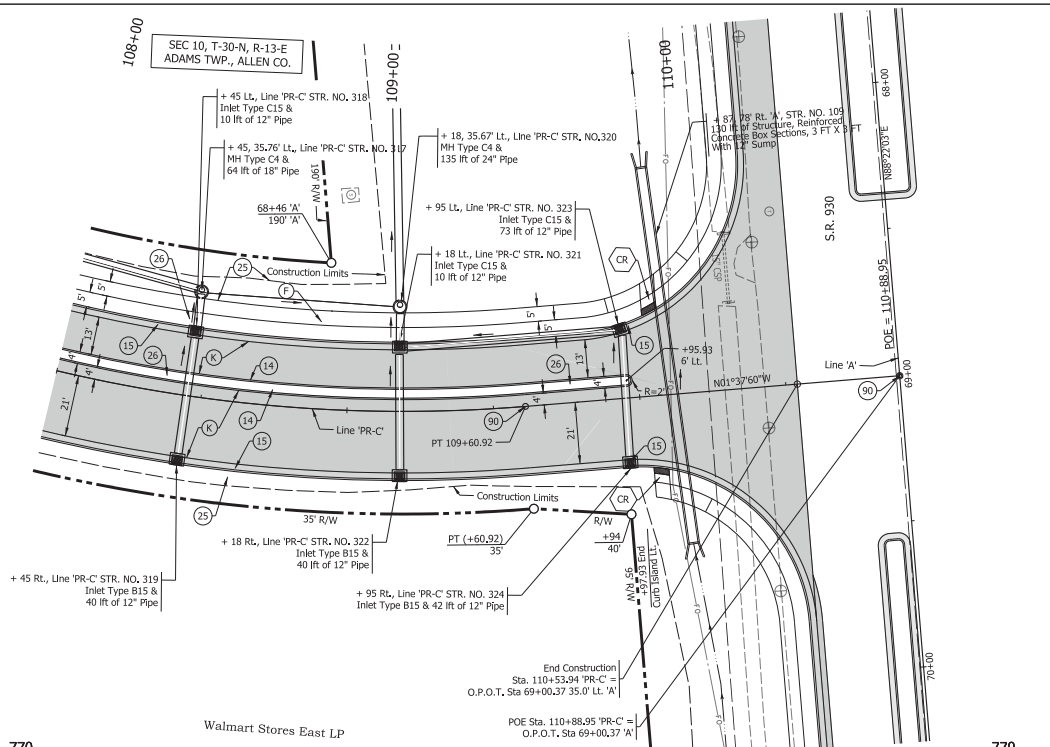
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PRC'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	40 of 99
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20660\19000 INDOT SR 930 Intersection Improvements\01_Constdocs\CAD\CADD\M PRA\1900 SR930 Line PRC.dgn



Notes:

1. All R/W and existing topography described from Line "PRC"
2. Line "PRC" to be constructed.

LEGEND:

- (F) Sidewalk, Concrete, 4"
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (25) Seed Mixture, U
- (26) Sodding
- (CR) Concrete Curb Ramp See Details on Sheet 43

4 N=179820.856 E=785509.288

S.R. 930

Northeast Anchor Bolt On Maplecrest RDWY

Telephone Manhole

70.4' AZ=84°

R/W Monument

MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'A'
ELEV. = 766.42 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PRC'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	41 of 99
CONTRACT	PROJECT
R-42358	1900107

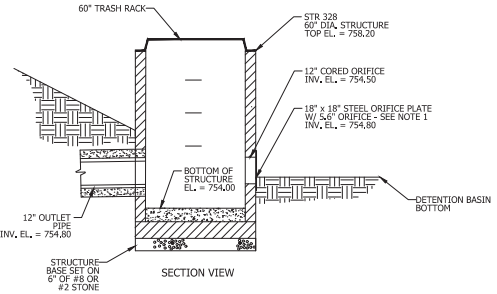
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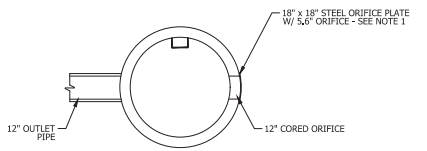
1. IN LIEU OF ORIFICE DETAIL SHOWN, AN ALTERNATE METHOD MAY BE USED AS SUCH: 12" INLET PIPE WITH STEEL PLATE INLAID WITHIN PIPE INVERT. 5.6" ORIFICE WELDED OUT OF STEEL PLATE. SEE DETAIL THIS SHEET.

2. DETENTION BASIN OUTLET CONTROL MANHOLE SHALL BE FURNISHED WITH A DOME TOP-MOUNT TRASH RACK SUCH AS:

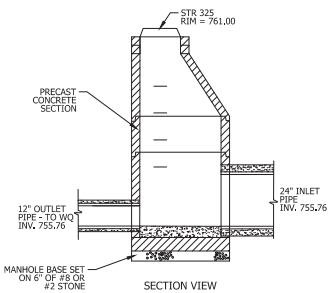
   TRASHRACKS.COM MODEL LDR-60
   CONTECH RS-60
   PHOENIX PRE-CAST PRODUCTS TOP GRATE DOMED
   OR APPROVED EQUAL

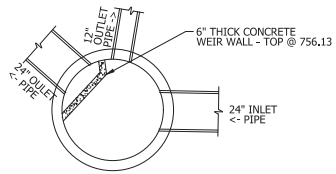
3. TRASH RACK TO BE BOLTED TO TOP FLANGE OF MANHOLE RIM AND TO BE REMOVEABLE FOR MAINTENANCE ACCESS.



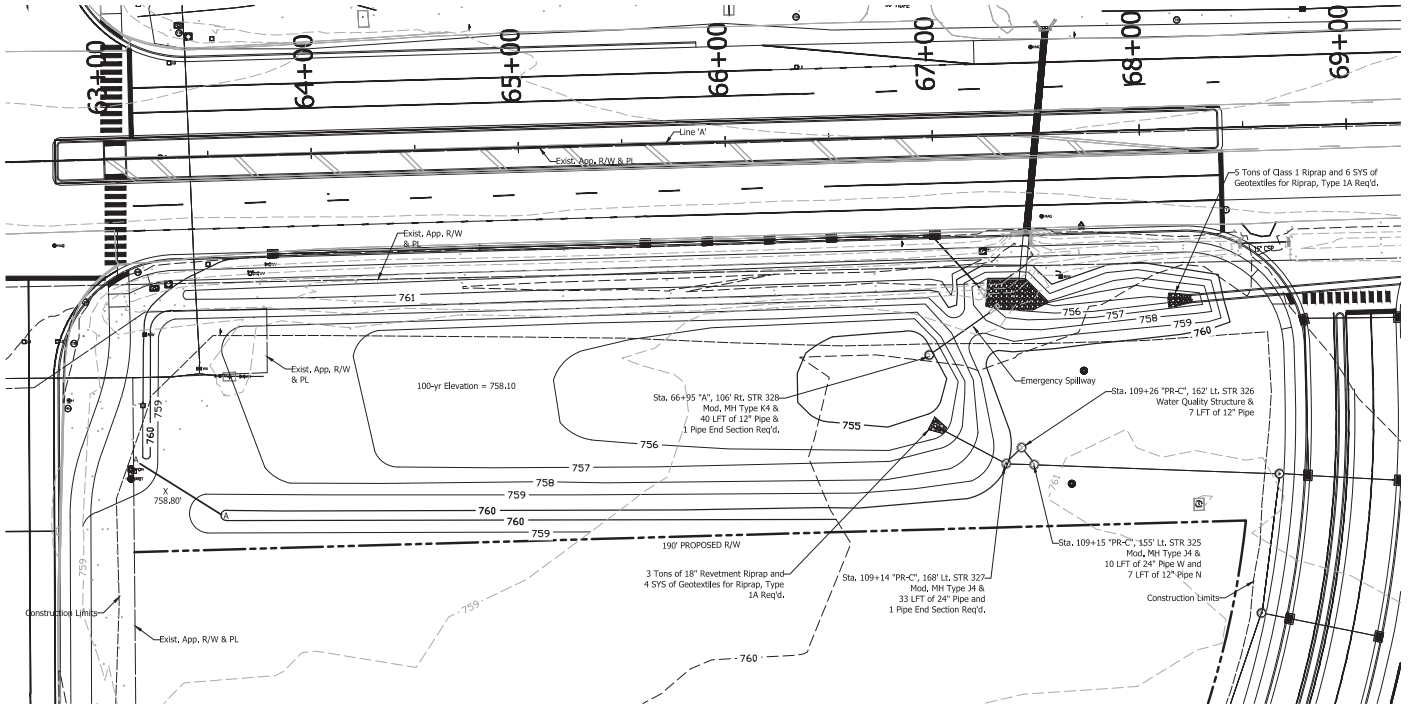


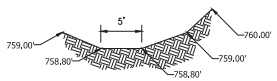
RELEASE STRUCTURE #328 (MOD. MH TYPE K4) DETAIL
N.T.S.



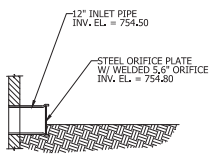


DIVERSION STRUCTURE #325 (MOD. MH TYPE J4) DETAIL
N.T.S.

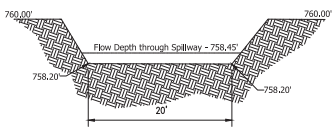




SECTION A-A
N.T.S.



RELEASE STRUCTURE ORIFICE ALTERNATE DETAIL
N.T.S.



EMERGENCY SPILLWAY DETAIL
N.T.S.

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BD DRAWN: EMY

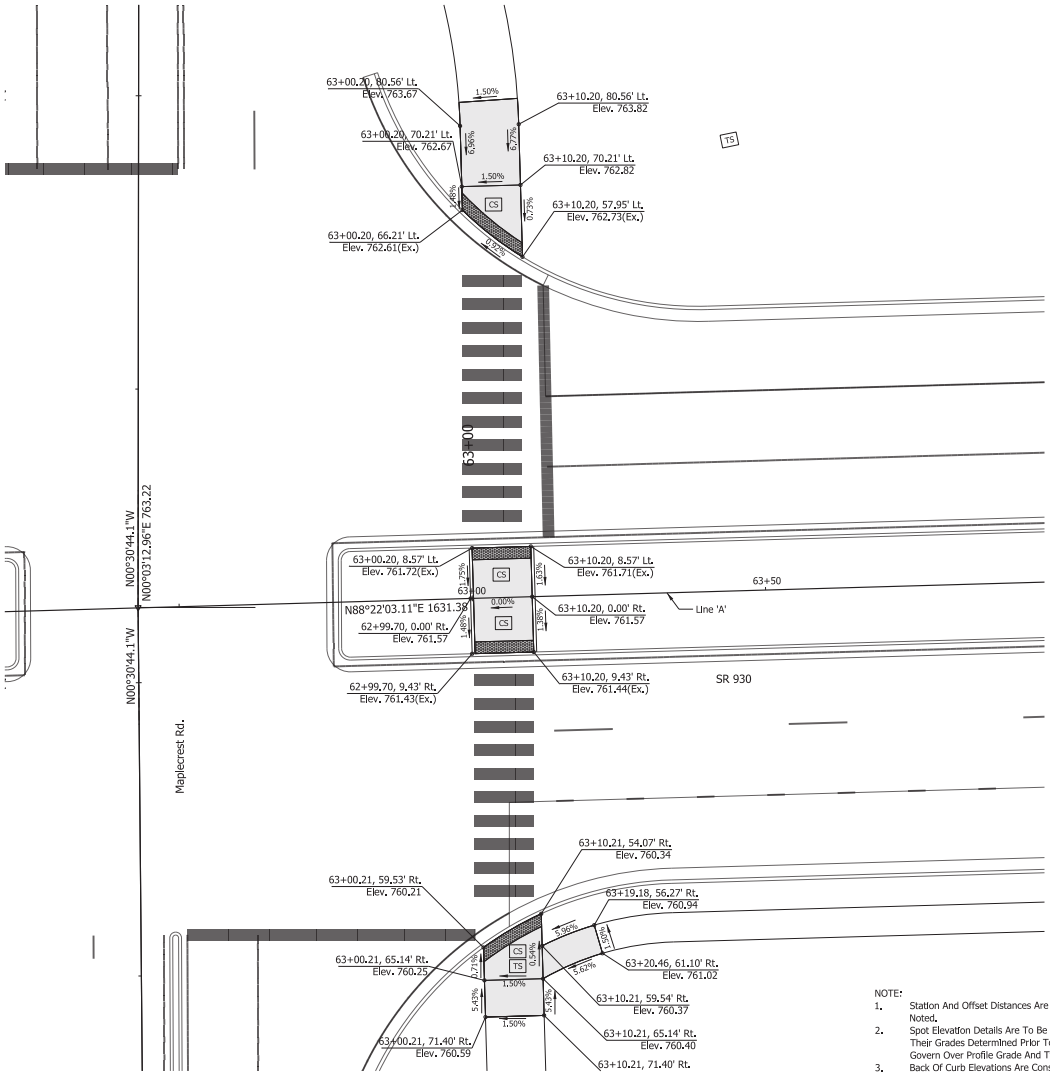
CHECKED: JEL CHECKED: BD

INDIANA DEPARTMENT OF TRANSPORTATION

DETENTION BASIN LAYOUT

SCALE	ROAD FILE
Horizontal Scale: 1"=30'	-
Vertical Scale: N/A	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	42 of 99
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20661218900 INDOT SR 930 Intersection Improvements\02_Discipline Files\Civil\Drainage



NOTE:
1. Station And Offset Distances Are From Line 'A'unless Otherwise Noted.
2. Spot Elevation Details Are To Be Considered Complete Units And Their Grades Determined Prior To Construction. Spot Elevations Govern Over Profile Grade And Typical Section.
3. Back Of Curb Elevations Are Considered The Same As The Front Of Curb Elevation At Depresed Curbs. Grades On Curbramps Have Been Determined From The Back Of The Curb.

LEGEND:
- CS Clear Space (4'x4' Min.)
- TS Turning Space (4'x4' Min.)
- Detectable Warning Surface
- Pay Limits for Curb Ramps

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

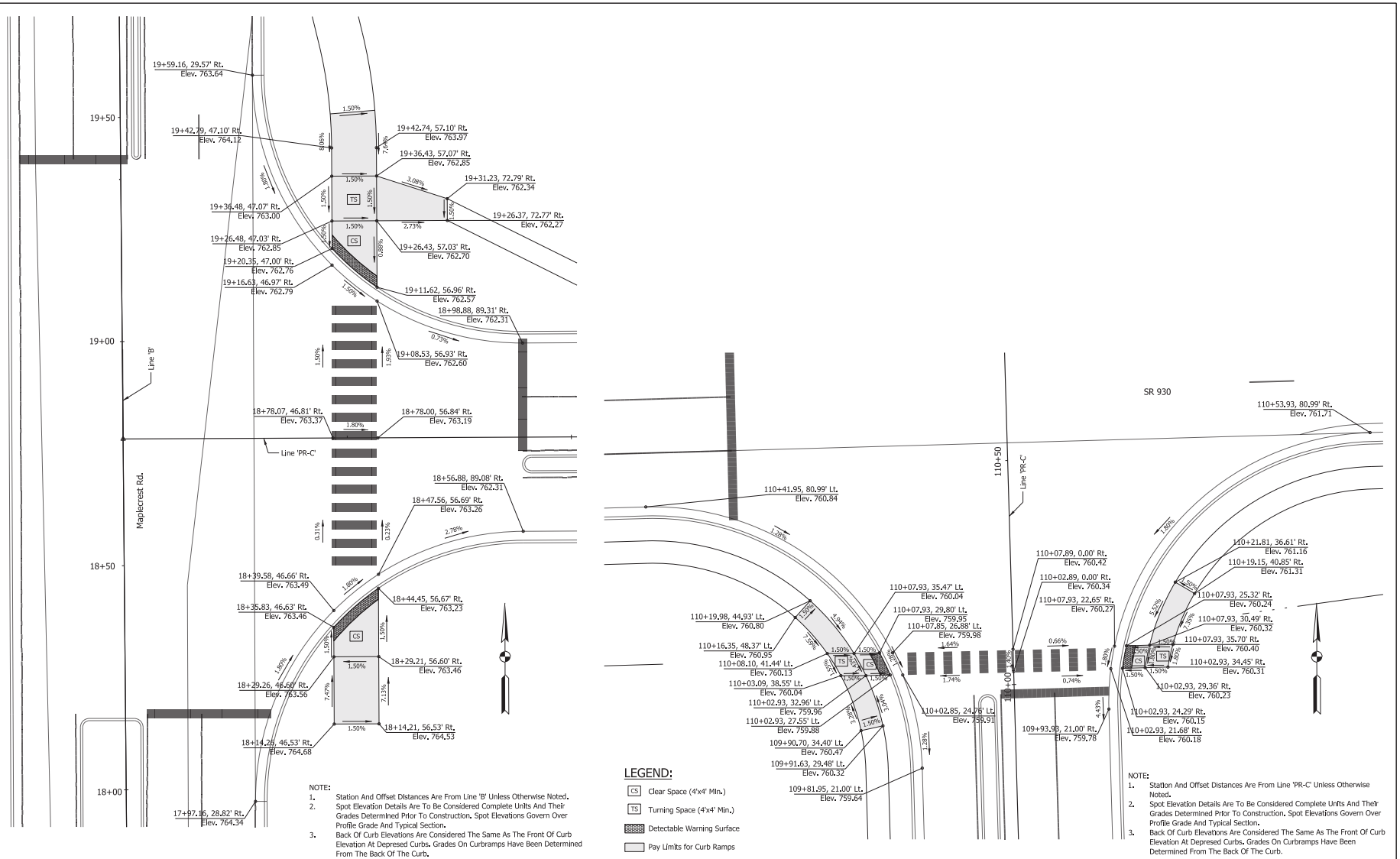
INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATION
SR 930 AND MAPLECREST RD.

SCALE	ROAD FILE
1"=10'	-
	DESIGNATION
	1900107

SURVEY BOOK	SHEETS
ELECTRONIC	43 of 99
CONTRACT	PROJECT
R-42358	1900107

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

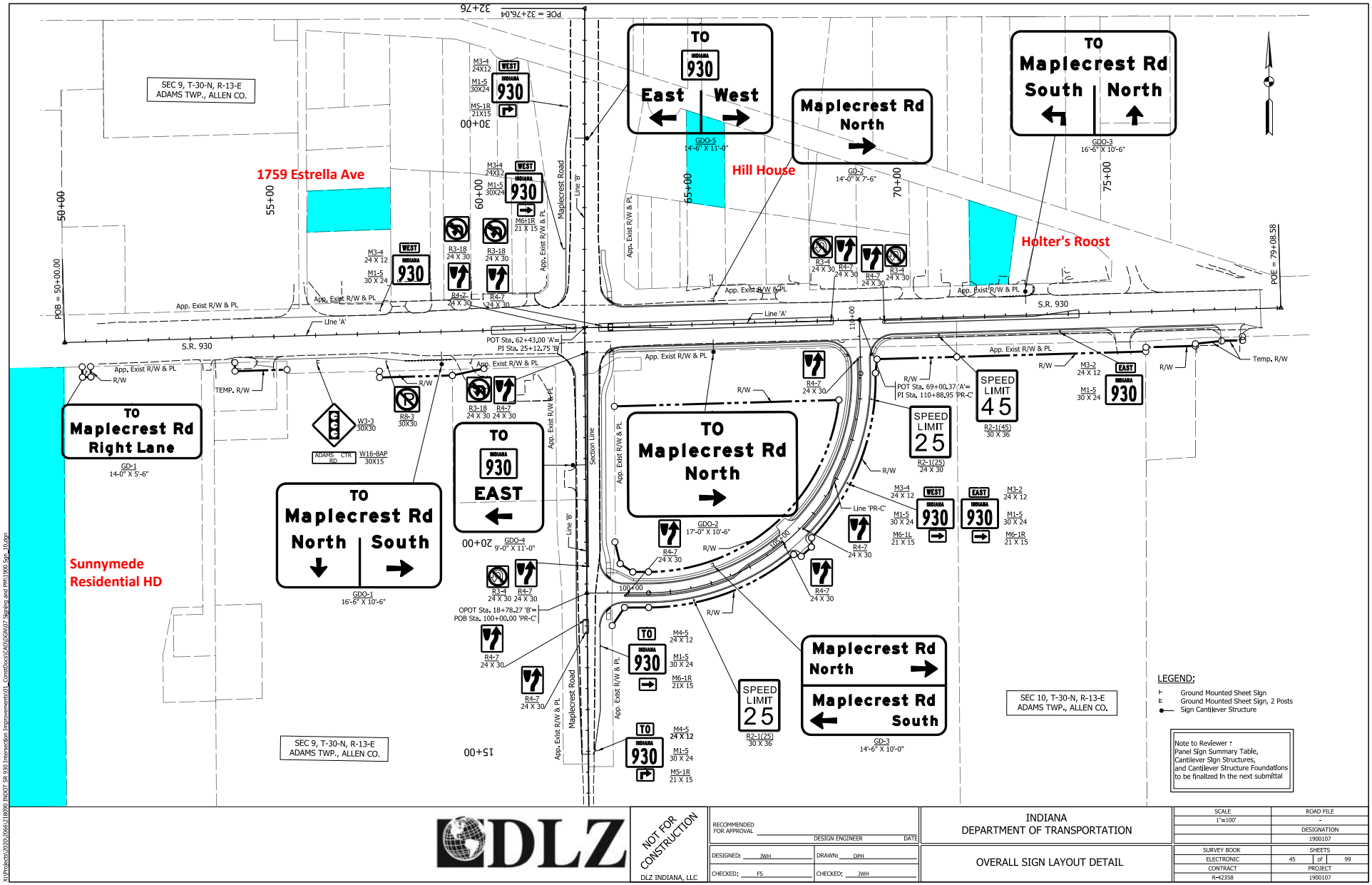
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATION
MAPLECREST RD. AND 'PR-C', SR930 AND 'PR-C'

SCALE	ROAD FILE
1"=10'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	44 of 99
CONTRACT	PROJECT
R-42358	1900107


1759 Estrella Ave
Hill House
Holter's Roost
Sunnymede Residential HD
SEC 9, T-30-N, R-13-E ADAMS TWP., ALLEN CO.
SEC 10, T-30-N, R-13-E ADAMS TWP., ALLEN CO.
S.R. 930
Maplecrest Road
Line 'A'
Line 'B'
Section Line
POB = 50+00.00
POE = 32+76.04
POE = 79+08.58
TO 930 East West
Maplecrest Rd North
TO Maplecrest Rd South North
TO Maplecrest Rd Right Lane
TO 930 EAST
TO Maplecrest Rd North South
TO Maplecrest Rd North
Maplecrest Rd North
Maplecrest Rd South
SPEED LIMIT 25
SPEED LIMIT 45
LEGEND:
Ground Mounted Sheet Sign
Ground Mounted Sheet Sign, 2 Posts
Sign Cantilever Structure
Note to Reviewer : Panel Sign Summary Table, Cantilever Sign Structures, and Cantilever Structure Foundations to be finalized in the next submittal
DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC
INDIANA DEPARTMENT OF TRANSPORTATION
OVERALL SIGN LAYOUT DETAIL
SCALE 1"=100'
ROAD FILE -
DESIGNATION 1900107
SURVEY BOOK
ELECTRONIC
CONTRACT
R-42358
SHEETS 45 of 99
PROJECT 1900107

FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Route (SR) 930 and Maplecrest Road / Allen County
Designation Number(s):	1900107
Project Description/Termini:	SR 930/Maplecrest Road intersection improvements. The SR 930 termini are approximately 1,200 feet west and 1,600 feet east of the intersection. The Maplecrest Road termini approximately 500 feet north and 1,400 feet south of the intersection.

	Categorical Exclusion, Level 2 – Required Signatories: INDOT DE and/or INDOT ESD
x	**Categorical Exclusion, Level 3** – Required Signatories: INDOT ESD
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

Approval

N/A
INDOT DE Signature and Date

Drew Passmore November 3, 2023
INDOT ESD Signature and Date

N/A
FHWA Signature and Date

Release for Public Involvement

N/A
INDOT DE Initials and Date

ADWP July 12, 2023
INDOT ESD Initials and Date

Certification of Public Involvement

Matthew Garrison 10/3/2023
INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date: Cindy Mauro 11-3-2023

Name and Organization of CE/EA Preparer: Jason A. Stone / DLZ Indiana, LLC

Note: Refer to the most current INDOT CE Manual, guidance language, and other ESD resources for further guidance regarding any section of this form.

Part I – Public Involvement

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?		x
If No, then:		
Opportunity for a Public Hearing Required?	x	

**A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.*

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Notice of Entry letters were mailed to potentially affected property owners near the project area on June 18, 2021 notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, page 1.

To meet the public involvement requirements of Section 106, a legal notice of FHWA's finding of "No Adverse Effect" was published in the *Journal Gazette* newspaper on April 13, 2023 offering the public an opportunity to submit comment pursuant to 36 CFR 800.2(d), 800.3(e), and 800.6(a)(4). The public comment period closed 30 days later on May 15, 2023. The text of the public notice and the affidavit of publication appear in Appendix D, pages 164 and 165. No comments were received.

The project met the minimum requirements described in the current Indiana Department of Transportation (INDOT) *Public Involvement Manual* which require the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, legal notices advertising that a public hearing would be held at 6:00 P.M. on August 23, 2023, at the New Haven Junior/Senior High School were published in the *Journal Gazette* newspaper on August 8 and August 15, 2023. The publisher's affidavit for the legal notices is presented as Appendix G, page 2. The text of the legal notices is presented as Appendix G, page 3. The public hearing presentation slides are resented as Appendix G, pages 4 - 34. Twenty-eight people signed the public hearing sign-in sheets (Appendix G, pages 35 and 36). A number of comments were received, including spoken and written comments provided at the public hearing and additional written comments provided during the comment period following the hearing, which ended on September 6, 2023. A comment and response document is presented as Appendix G, pages 37 – 49, and copies of the comments received are presented as Appendix G, pages 50 - 81. INDOT certified completion of the public involvement process for this project on October 3, 2023. Public Involvement activities for this project are complete.

Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: INDOT INDOT District: Fort Wayne

Local Name of the Facility: SR 930 and Maplecrest Road

Funding Source (*mark all that apply*): Federal [x] State [x] Local [ ] Other* [ ]

*If other is selected, please identify the funding source: _____

PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

Project Need:
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 safety study was completed by Williams Sale Partnership (WSP) in 2017. According to that report, 62 crashes occurred from 2014 through 2016, the majority of which were rear-end crashes. A Hazard Assessment Tool (HAT) 3.0 analysis resulted in an Index of Crash Frequency of 1.75 and an Index of Crash Cost of 1.99, indicating that this is likely a high-crash intersection in both frequency and severity (Appendix I, page 6). A value greater than zero indicates there is a higher than expected crash volume. Although this intersection does have a high number and severity of crashes, it is believed that the safety problem is a result of traffic congestion as opposed to roadway geometry or sight distances.

This intersection currently operates at or near capacity in both the morning and evening peak hours. Level of Service (LOS) is a measure of traffic flow conditions. LOS A equates to free-flowing conditions. LOS F equates to heavily congested conditions. The morning peak hour operates at a LOS D (high-density flow in which speed and freedom to maneuver are severely restricted), although the southbound right turn movement operates at LOS F. The evening peak hour operates at LOS E (unstable flow at or near capacity).

Project Purpose:
The project purpose is to provide congestion and safety improvements at this intersection to reduce the number and severity of crashes by providing an intersection with a LOS of C or better.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Allen Municipality: New Haven

Limits of Proposed Work: Along SR 930, approximately 1,200 feet west to 1,600 feet east of the intersection. Along Maplecrest Road, approximately 500 feet north to 1,400 feet south of the intersection.

Total Work Length: 0.463 Mile(s) Total Work Area: 11.87 Acre(s)

	Yes[1]	No
Is an Interstate Access Document (IAD)[1] required?		x
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?	Date:	

[1]*If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.*

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

The Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) intend to proceed with a project for improvements to the SR 930/Maplecrest Road intersection in New Haven, Allen County, Indiana.

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. Project location graphics are provided as Appendix B, pages 1 – 3.

Existing Conditions:
Within the project area, SR 930 is a five-lane Principal Arterial with an existing typical section consisting of four 12-foot travel lanes, a two-way left turn lane and variable-width paved shoulders. The typical roadway width is 88 feet. Roadway drainage is via sheet flow. The apparent existing right-of-way is 125 to 140 feet wide, centered on the roadway, throughout the project area.

North of the intersection, Maplecrest Road is a five-lane Minor Arterial with an existing typical section consisting of three 11-foot lanes, an 11-foot right turn lane, a 16-foot left turn lane, curb and gutter, and a 10-foot shared-use path along the east side of the roadway. The typical roadway width is 60 feet. Roadway drainage is collected in curb and gutter and conveyed to an enclosed storm sewer. The apparent existing right-of-way is 185 feet wide, centered on the roadway, throughout the project area. South of the intersection, Maplecrest Road is a four-lane Minor Arterial with an existing typical section consisting of three 12-foot travel lanes, a 15-foot left turn lane, and curb and gutter. The typical roadway width is 51 feet. Roadway drainage is collected in curb and gutter and conveyed to an enclosed storm sewer. The apparent existing right-of-way is 140 feet wide, centered on the roadway. Approximately 1,000 feet south of the intersection, Maplecrest road narrows to a two-lane existing typical section consisting of two 12-foot travel lanes with a variable-width paved shoulder. Roadway drainage is via sheet flow. The apparent existing right-of-way is the edge of pavement. The existing conditions can be seen in the aerial photo graphics presented as Appendix B, page 3 and Appendix D, page 21.

According to the safety study completed by WSP in 2017, crash data was analyzed from January 2014 to January 2017. There was a total of 62 crashes at the intersection. Of the 62 crashes, approximately 69% were rear end, 11% were left turn, and 6% were same direction sideswipe.

This intersection currently operates at or near capacity in both the morning and evening peak hours. The morning peak hour operates at a LOS D, although the southbound right turn movement operates at LOS F. The evening peak hour operates at LOS E.

Preferred Alternative:
The preferred alternative is for construction of a Quadrant Roadway (QR) in the southeast quadrant of the SR 930/Maplecrest Road intersection. A quadrant roadway reroutes all four left-turn movements at a four-legged intersection onto a new roadway (along one of the intersection quadrants). Left turns are prohibited at the existing intersection and new signalized intersections are included at the connections to the quadrant roadway to provide left-turn movements. New signalized intersections will be added to SR 930 and Maplecrest Road, approximately 650 feet east and south of the intersection. Left turns will be accommodated on the QR and will not be permitted at the SR 930/Maplecrest Road intersection. The QR will provide one 12-foot lane each direction, a 4-foot curbed grass median and a left turn lane at the QR intersections with SR 930 and Maplecrest Road. The proposed vehicle turning movements are illustrated on Appendix B, pages 36 – 39.

The project includes some widening along SR 930 with the addition of curbed grass medians and widening along Maplecrest Road with the addition of concrete medians. An additional eastbound through lane will be added, starting approximately 700 feet west of the intersection. A right turn lane and an 8-foot shoulder will also be added to the eastbound approach, beginning approximately 400 feet west of the intersection. A 19-foot curbed grass median will be added from the intersection to the west approximately 200 feet.

East of the intersection, SR 930 will have curb and gutter and a sidewalk on the south side. An eastbound right turn lane for the QR will be added, beginning at the intersection, and extending to the QR. The right turn lane will have curb and gutter until it ends approximately 330 feet east of the intersection. A curbed grass median will be added along SR 930 from the existing intersection and through the new intersection with the QR.

South of the intersection, Maplecrest Road will have added curb and gutter on both sides of the road and a 10-foot trail on the east side which will end at the new intersection with the QR. This trail will connect to the existing shared use path north of the intersection via a crosswalk. A right turn lane for the QR will also be constructed and will begin 500 feet south of the QR intersection. The west side of Maplecrest Road will be widened to provide a southbound left turn lane for the QR intersection. Maplecrest Road will taper down to two lanes at the south project terminus. A 2-foot concrete median will be added between the existing intersection and the QR intersection.

North of the intersection, Maplecrest Road will be widened to the west to provide a second right turn lane with curb and gutter. The existing left turn lane will be converted to a second through lane.

The horizontal alignment and vertical profile of both SR 930 and Maplecrest Road will be maintained within the project limits. SR 930 will be milled and resurfaced within the project limits. The project will also include the upgrade of the signal at SR 930 and Maplecrest Road. New curb inlets along the south side of SR 930 east of the intersection with Maplecrest Road will drain to the proposed ditch line along the south side of SR 930. New and existing curb inlets on Maplecrest Road will convey storm water to an existing enclosed storm sewer system. A drainage basin will be added in the southeast quadrant of the intersection to store stormwater from the QR inlets. An existing 3-foot by 3-foot concrete box culvert east of the existing intersection will be extended to the south to meet the proposed ditch line along the south side of SR 930. The culvert in the southwest corner of the intersection will be shifted south to meet the proposed ditch line along the south side of SR 930. A new 3-foot by 3-foot box culvert under the QR along the south side of SR 930 will be added to carry water from the east to the extended box that runs under SR 930. Project plan sheets are provided as Appendix B, pages 8 – 35.

The project requires acquisition of approximately 3.52 acre of land for new permanent right of way. The project also requires acquisition of approximately 0.33 acre of land for temporary right of way. Refer to the Right of Way section of this document for additional information. The project will not impact waterways. The project will result in a total of approximately 0.319 acre of permanent wetland impacts. No temporary wetland impacts are proposed. Section 401/404 permitting is anticipated to be required. The project is not located within a floodway; therefore, Construction in a Floodway permitting is not anticipated to be required. The project will impact more than one acre of surface area; therefore, Construction Storm Water General permitting is anticipated to be required. Efforts to avoid, minimize, and/or mitigate project impacts, such as limiting the project's construction footprint to the degree practicable, have been made.

Traffic through the intersection will be maintained during the phased construction of the project. Temporary traffic barriers will be used to separate construction activities from traffic during construction. Access to business and public approaches will be maintained. Refer to the Maintenance of Traffic (MOT) section of this document for additional information.

The preferred alternative will satisfy the purpose and need of providing congestion and safety improvements at this intersection to reduce the number and severity of crashes by providing an intersection with a LOS of C or better. The current SR 930/Maplecrest Road intersection, with the QR in place, is predicted to have a LOS C in the Design Year (2044) morning and evening peak hours. The new SR 930/quadrant roadway intersection is predicted to have a LOS C in the Design Year morning and LOS B in the evening peak hours. The new Maplecrest Road/quadrant roadway intersection is predicted to have a LOS A in the morning and LOS B in the Design Year evening hours.

Logical Termini/Independent Utility:
The project termini along each leg are logical because they encompass the proposed improvements and additional distance required to transition back to the existing roadways. The project does not rely on construction of any other project to satisfy its purpose and need; therefore, it has independent utility.

OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

Do Nothing Alternative:
The Do Nothing Alternative was considered; however, this alternative was discarded as it would not meet the project purpose and need of providing congestion and safety improvements at this intersection to reduce the number and severity of crashes by providing an intersection with a LOS of C or better.

Median U-turn Intersection Configuration:
Under this alternative, left turns would be moved to signalized median U-turn intersections along SR 930 on either side of the existing intersection. Of the alternatives considered, this alternative provided the least amount of improvement to traffic flow. Congestion would remain and the purpose of reducing crash frequency/severity would not be addressed. This alternative would result in similar natural resource impacts as compared to the preferred alternative but would also result in significant impacts to utilities and would negatively affect future access conditions for adjacent properties. This alternative would not meet the project purpose and need. For these reasons, this alternative was discarded from further consideration.

Displaced Left Turn Intersection Configuration:
Under this alternative, left turns would be routed via an upstream intersection and channeled away from the through traffic movements at the existing intersection. This would allow for left turns to be made in conjunction with opposing through movements. This alternative would satisfy the project's purpose and need and would result in similar natural resource impacts as compared to the preferred alternative. However, this alternative had the highest construction cost and resulted in the worst impacts to right-of-way, utilities, and future access conditions for adjacent properties. For these reasons, this alternative was discarded from further consideration.

The No Build Alternative is not feasible, prudent or practicable because (*Mark all that apply*)

It would not correct existing capacity deficiencies;	
It would not correct existing safety hazards;	
It would not correct the existing roadway geometric deficiencies;	
It would not correct existing deteriorated conditions and maintenance problems; or	
It would result in serious impacts to the motoring public and general welfare of the economy.	
Other (Describe): It would not satisfy the project's purpose and need.	**x**

ROADWAY CHARACTER:

If the proposed action includes multiple roadways, complete and duplicate for each roadway.

Name of Roadway: SR 930
Functional Classification: Urban Principal Arterial
Current ADT: 26,100 VPD (2021) Design Year ADT: 35,007 VPD (2044)
Design Hour Volume (DHV): 3,501 Truck Percentage (%): 7
Designed Speed (mph): 45 Legal Speed (mph): 45

	Existing		Proposed	
Number of Lanes:	6		6	
Type of Lanes:	4 through and 2 turning lanes		4 through and 2 turning lanes	
Pavement Width:	81	ft.	72	ft.
Shoulder Width:	10	ft.	8	ft.
Median Width:	N/A	ft.	19	ft.
Sidewalk Width:	N/A	ft.	5	ft.

Indiana Department of Transportation

County Allen Route SR 930 and Maplecrest Road Des. No. 1900107

Name of Roadway Maplecrest Road
Functional Classification: Urban Minor Arterial
Current ADT: 20,250 VPD (2021) Design Year ADT: 29,371 VPD (2044)
Design Hour Volume (DHV): 2,937 Truck Percentage (%) 6
Designed Speed (mph): 40 Legal Speed (mph): 40

	Existing		Proposed	
Number of Lanes:	4		4	
Type of Lanes:	3-thru and 1-turn		3-thru and 1-turn	
Pavement Width:	51	ft.	48	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	2	ft.
Sidewalk Width:	0-10	ft.	10	ft.

Name of Roadway Quadrant Road
Functional Classification: Urban Local Collector
Current ADT: N/A VPD (20) Design Year ADT: N/A VPD (20)
Design Hour Volume (DHV): N/A Truck Percentage (%) N/A
Designed Speed (mph): 30 Legal Speed (mph): 25

	Existing		Proposed	
Number of Lanes:	N/A		3	
Type of Lanes:	N/A		2-thru and 1-turn	
Pavement Width:	N/A	ft.	38	ft.
Shoulder Width:	N/A	ft.	0	ft.
Median Width:	N/A	ft.	4	ft.
Sidewalk Width:	N/A	ft.	5	ft.

Setting:	x	Urban	x	Suburban		Rural
Topography:	x	Level		Rolling		Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): N/A Sufficiency Rating: N/A
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	N/A		N/A	
Number of Spans:	N/A		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	N/A	ft.	N/A	ft.
Shoulder Width:	N/A	ft.	N/A	ft.

Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

An existing 30-inch diameter by 76-foot long corrugated metal pipe culvert under the drive at the west project terminus along the south side of SR 930 will be replaced with 77 feet of 30-inch type 3 round concrete pipe due to the roadside ditch alignment shift.

Impacts to a wetland (Wetland A) in the ditch will result from replacement of the existing pipe as well as realignment of the ditch.

An existing 15-inch diameter by 60-foot long corrugated steel pipe culvert under a driveway near the east project terminus along the south side of SR 930 will be replaced with 56 feet of 15-inch type 3 circular concrete pipe due to the roadside ditch alignment shift. Installation of this pipe will not impact wetlands or waterways.

In the southwest corner of the intersection, an existing 36-inch HDPE pipe culvert will be replaced with 268 feet of type 2 circular concrete pipe to meet the new alignment of the ditch along the south side of SR 930. Installation of this pipe will not impact wetlands or waterways.

An existing 3-foot by 3-foot concrete box culvert (CLV-67632), which conveys the Sheridan Legal Drain, crosses under SR 930 approximately 500 feet east of the existing intersection. This box culvert will be extended, in kind, approximately 31 feet to the south, to meet the new alignment of the roadside ditch. Impacts to a wetland (Wetland F) in the ditch will result from extension of the structure as well as realignment of the ditch.

A new 3-foot by 3-foot concrete box culvert that is 134 feet long will be constructed under the QR approach to SR 930 to maintain the roadside ditch drainage to the above-mentioned extended culvert that crosses under SR 930. Installation of this pipe will not impact wetlands or waterways.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?		x
Is a temporary roadway proposed?		x
Will the project involve the use of a detour or require a ramp closure? (describe below)		x
Provisions will be made for access by local traffic and so posted.		
Provisions will be made for through-traffic dependent businesses.		
Provisions will be made to accommodate any local special events or festivals.		
Will the proposed MOT substantially change the environmental consequences of the action?		x
Is there substantial controversy associated with the proposed method for MOT?		x
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)	x	
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).		x

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

The MOT for the project will require two-way traffic to be maintained on both SR 930 and Maplecrest Road through all phases of the project. The construction design speed will be 35 mph.

The closures/lane restrictions will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.

A multi-use trail is located on the east side of Maplecrest Road, north of SR 930. The project will require approximately 100 linear feet of the trail to be shifted several feet to the east, to align with the trail proposed on the east side of Maplecrest Road, south of the intersection. MOT for the impacted section of multi-use trail was determined not to be necessary because there is no other existing pedestrian/trail facility within the project area.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 500,000.00 (2021) Right-of-Way: $ 100,000.00 (2023) Construction: $ 2,867, 291.00 (2024)

Anticipated Start Date of Construction: August 2024

Remarks:

Note that the right of way funds indicated above, with 2023 year of expenditure, are state funds and are not required to be listed in the 2024-2028 Transportation Improvement Program or the 2024-2028 Statewide Transportation Improvement Program.

RIGHT OF WAY:

Land Use Impacts	Amount (acres)	
	Permanent	Temporary
Residential	0	0
Commercial	3.52	0.33
Agricultural	0	0
Forest*	0	0
Wetlands*	0	0
Other:	0	0
TOTAL	3.52	0.33

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

Note that the project will require tree removal (0.2 acre) and wetland impacts (0.319 acre); however, acreages for Forest and Wetlands are not reported separately in the above table as they are within the 3.52 acre of commercially zoned land to be acquired as new permanent right of way.

The existing SR 930 typical minimum right of way (ROW) width is 69 feet near the Old Maumee Road approach, and the existing SR 930 maximum ROW width is 111 feet in the southeast corner of the intersection with Maplecrest Road. The proposed SR 930 typical minimum ROW width is 84 feet near the Old Maumee Road approach, and the proposed SR 930 maximum ROW width is 190 feet in the southeast corner of the intersection with Maplecrest Road.

The existing Maplecrest Road typical minimum ROW width is 60 feet at the south end of the project, and the existing Maplecrest Road maximum ROW width is 120 feet at the north end of the project. No new ROW is required for Maplecrest Road.

The proposed quadrant roadway typical minimum ROW width is 35 feet along the east side of the roadway, and the proposed quadrant roadway maximum ROW width is 114 feet at the intersection with Maplecrest Road.

The project requires acquisition of approximately 3.52 acre of commercial land use along the south side of SR 930 for new permanent ROW. The project also requires acquisition of approximately 0.33 acre of commercial land along the south side of SR 930 for temporary ROW.

If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were sent on July 9, 2021 (Appendix C, pages 1 - 4). In addition, an early coordination request was sent to Fort Wayne Trails, Inc., on April 22, 2022.

Agency	Date Sent	Date Response Received	Appendix C Page #
Indiana Department of Environmental Management (IDEM)	7/22/2021	7/22/2021	5-13
Indiana Department of Natural Resources (IDNR)	7/9/2021	8/6/2021	25-26
Indiana Geological and Water Survey (IGWS)	7/22/2021	7/22/2021	14-16
INDOT Aviation Section	7/9/2021	7/26/2021	22
INDOT Fort Wayne District	7/9/2021	7/13/2021	18
Natural Resource Conservation Service (NRCS)	7/9/2021	7/29/2021	28
US Fish and Wildlife Service (USFWS)	7/9/2021	8/18/2021	17
National Parks Service (NPS)	7/9/2021	N/A	N/A
US Army Corps of Engineers (USACE)	7/9/2021	7/26/2021	20-21
US Department of Housing and Urban Development (USHUD)	7/9/2021	N/A	N/A
Northeastern Indiana Regional Coordinating Council (NIRCC)	7/9/2021	8/17/2021	23-24
Allen County Highway Department	7/9/2021	N/A	N/A
Allen County Department of Planning Services	7/9/2021	N/A	N/A
Allen County Commissioners	7/9/2021	N/A	N/A
New Haven MS4 Coordinator / New Haven Utility Office	7/9/2021	N/A	N/A
Allen County Surveyor / Allen County Drainage Board	7/9/2021	N/A	N/A
Allen County MS4 Coordinator	7/9/2021	7/23/2021	19
New Haven Mayor's Office	7/9/2021	N/A	N/A
New Haven Police Department	7/9/2021	N/A	N/A
New Haven Fire Department / Emergency Services	7/9/2021	N/A	N/A
New Haven Planning Department	7/9/2021	8/17/2021	27
New Haven Public Works Department	7/9/2021	N/A	N/A
East Allen County Schools	7/9/2021	N/A	N/A
Fort Wayne Trails, Inc.	4/22/2022	4/22/2022	57

All applicable recommendations are included in the Environmental Commitments section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features			
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Total stream(s) in project area: N/A Linear feet Total impacted stream(s): N/A Linear feet

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Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 3), there are two streams, rivers, watercourse, or other jurisdictional features within the 0.5-mile search radius. There are no streams, rivers, watercourse, or other jurisdictional features within or adjacent to the project area, which was confirmed by the site visits on August 18 and 19, 2021 by DLZ. Therefore, no impacts are expected.

Open Water Feature(s)	**Presence**	**Impacts**	
		Yes	**No**
Reservoirs			
Lakes			
Farm Ponds			
Retention/Detention Basin			
Storm Water Management Facilities			
Other:			

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 3), there are three open water features within the 0.5-mile search radius. There are no open water features within or adjacent to the project area. That number was confirmed by the site visits on August 18 and 19, 2021 by DLZ. Therefore, no impacts are expected.

	Presence	**Impacts**	
		Yes	**No**
Wetlands	x	x	

Total wetland area: 0.692 Acre(s) Total wetland area impacted: 0.319 Acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
A	Emergent	0.159	0.090	SR 930, Sta. 54+00 to Sta. 59+00 Right, Likely Water of the US, Appendix F, page 5.
B	Emergent	0.065	0	SR 930, Sta. 54+00 to Sta. 59+00 Left, Likely Water of the US, Appendix F, page 5.
C	Emergent	0.085	0.035	Maplecrest Road, Sta. 26+75 to Sta. 29+60 Left, Likely Water of the US, Appendix F, page 6.
D	Emergent	0.063	0	SR 930, Sta. 74+30 to Sta. 79+25 Left, Likely Water of the US, Appendix F, page 6.

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
E	Emergent	0.035	0	SR 930, Sta. 64+20 to Sta. 67+80 Left, Likely Water of the US, Appendix F, page 7.
F	Emergent	0.194	0.194	SR 930, Sta. 63+00 to Sta. 74+80 Right, Likely Water of the US, Appendix F, page 8.
G	Emergent	0.084	0	Maplecrest Road, Sta. 13+15 to Sta. 14+20 Right, Likely Water of the US, Appendix F, page 8.
H	Emergent	0.007	0	Maplecrest Road, Sta. 13+85 to Sta. 14+20 Left, Likely Water of the US, Appendix F, page 9.

Wetlands (*Mark all that apply*)	**Documentation**	**ESD Approval Dates**
Wetland Determination	x	5/19/2022
Wetland Delineation	x	5/19/2022
USACE Isolated Waters Determination		

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

Substantial adverse impacts to adjacent homes, business or other improved properties;	
Substantially increased project costs;	x
Unique engineering, traffic, maintenance, or safety problems;	x
Substantial adverse social, economic, or environmental impacts, or	
The project not meeting the identified needs.	

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area, and the RFI report (Appendix E, page 3), there are 16 NWI-mapped wetlands and one NWI line within the 0.5-mile search radius. There are eight likely wetlands within or adjacent to the project area. That number was confirmed by the site visits on August 18 and 19, 2021 by DLZ.

A Waters of the U.S. Determination / Wetland Delineation Report was approved by INDOT Ecology and Waterway Permitting Office on May 19, 2022. Please refer to Appendix F, page 1 for the Waters of the U.S. Determination / Wetland Delineation Report. It was recommended that there are eight areas that meet the jurisdictional wetland criteria, Wetlands A through H. The USACE makes all final determinations regarding jurisdiction.

Wetland A:
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*) and rice cutgrass (*Leersia oryzoides*). 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 and hydric soils were noted to be present. 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 likely 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.

Wetland B:
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*) and barnyard grass (*Echinochloa crus-galli*). 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 and hydric soils were noted to be present. 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 likely 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.

Wetland C:
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 of Maplecrest Road and to the north of SR 930. Wetland C is dominated by narrow-leaf cattail (*Typha angustifolia*), 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 and hydric soils were noted to be present. 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 likely 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.

Wetland D:
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*), 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 and hydric soils were noted to be present. 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 likely 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.

Wetland E:
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*), a wetland plant. 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 and hydric soils were noted to be present. 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 likely 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.

Wetland F:
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*), 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 and hydric soils were noted to be present. 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 likely 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.

Wetland G:
Wetland G is located along the east side Maplecrest Road near the south project terminus. Wetland G is dominated by wetland plants consisting of reed canarygrass (*Phalaris arundinacea*) and Indian hemp (*Apocynum cannabinum*). 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 and hydric soils were noted to be present. 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 likely 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.

Wetland H:
Wetland H is located along the west side Maplecrest Road near the south project terminus. Wetland H is dominated by wetland plants consisting of giant ragweed (*Ambrosia trifida*), field nut sedge (*Cyperus esculentus*) and barnyard grass (*Echinochloa crus-galli*). 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 and hydric soils were noted to be present. 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 likely 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.

The project will result in a total of approximately 0.319 acre of permanent wetland impacts, consisting of 0.090 acre of impact to Wetland A, 0.035 acre of impact to Wetland C and 0.194 acre of impact to Wetland F. No temporary impacts are proposed. These impacts are the result of ditch realignment (Wetland A and Wetland F) and slope widening (Wetland C). The proposed ditch realignment and slope widening are required for construction of the proposed improvements; therefore, avoidance is not practicable. Impacts have been minimized by keeping work contained to the area necessary for the proposed construction. Mitigation will likely be required and will be determined during permitting. Wetlands B, D, E, G and H will be labeled on the plans as "Do Not Disturb". This is included as a firm commitment in the Environmental Commitments section of this document.

A USACE Section 404 Permit will likely be required. In the event a Section 404 Permit is required, a Section 401 Water Quality Certification must also be obtained from the IDEM Office of Water Quality.

IDEM's electronically generated early coordination response dated July 22, 2021 contained recommendations relating to wetlands, agency coordination and permitting requirements (Appendix C, pages 7 and 8).

IDNR-DFW responded on August 6, 2021 with recommendations pertaining to agency coordination and mitigation ratios (Appendix C, page 25).

The USACE response dated July 26, 2021 contained a recommendation relating to permitting requirements (Appendix C, page 20).

All applicable recommendations are included in the Environmental Commitments section of this CE.

	Presence	Impacts	
		Yes	No
Terrestrial Habitat	x	x	

Total terrestrial habitat in project area: 5.56 Acre(s) Total tree clearing: 0.2 Acre(s)

Describe types of terrestrial habitat (i.e., forested, grassland, farmland, lawn, etc.) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, a site visit on August 18 and 19, 2021 by DLZ and the aerial map of the project area (Appendix B, page 3), there is wooded land, agricultural field and roadside slopes and ditch banks vegetated with grass. The dominant tree species present are Norway spruce (*Picea abies*), American elm (*Ulmus americana*), black walnut (*Juglans nigra*), and black locust (*Robinia pseudoacacia*). At the time of field reconnaissance, the agricultural fields contained soybeans (*Glycine max*). The dominant grass species in the road slopes and ditch banks are English plantain (*Plantago lanceolata*), yellow bristle grass (*Setaria pumila*), tall fescue (*Schedonorus arundinaceus*) and chicory (*Cichorium intybus*).

The project will result in a total of approximately 5.56 acres of terrestrial habit impacts, consisting of approximately 0.2 acre of tree removal, approximately 3.57 acres of agricultural land and approximately 1.79 acres of roadside slopes and ditch banks. These impacts are the result of roadway widening and reconstruction, as well as new alignment roadway construction, and are necessary for construction of the proposed improvements. Therefore, avoidance is not practicable. Impacts have been minimized by keeping work contained to the area necessary for the proposed construction. Mitigation is not anticipated to be required.

IDNR-DFW responded on August 6, 2021 with recommendations pertaining to mitigation ratios, revegetation of disturbed areas, seasonal tree clearing restrictions and erosion and sedimentation control (Appendix C, pages 25 and 26).

All applicable recommendations are included in the Environmental Commitments section of this CE.

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Protected Species **Federally Listed Bats**	**Yes**	**No**
Information for Planning and Consultation (IPaC) determination key completed	x	
Section 7 informal consultation completed (IPaC cannot be completed)		x
Section 7 formal consultation Biological Assessment (BA) required		x

Determination Received for Listed Bats from USFWS: NE [x] NLAA [ ] LAA [ ]

Other Species not included in IPaC	**Yes**	**No**
Additional federal species found in project area (based on IPaC species list)	x	
State species (not bird) found in project area (based upon consultation with IDNR)		x

Migratory Birds	**Yes**	**No**
Known usage or presence of birds (i.e. nests)		x
State bird species based upon coordination with IDNR		x

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E, page 6), completed by DLZ on April 18, 2022, the IDNR Allen County Endangered, Threatened and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated August 6, 2021 (Appendix C, pages 25 and 26), the Natural Heritage Program's Database has been checked and to date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on July 8, 2021. The review did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages 30 - 44). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally endangered northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species were generated in the IPaC species list along with the Indiana bat and northern long-eared bat.

The official species list generated from IPaC indicated one other species present within the project area: the federal candidate species Monarch Butterfly (*Danaus plexippus*). Because the Monarch Butterfly is currently listed as a candidate species, no determination of effect or further coordination is required at this time.

The project qualifies for the Rangewide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB), dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. Small structure inspections occurred on June 7 and June 14, 2022 and no evidence of bats/birds using the structure were found (Appendix C, pages 54 and 55). An effect determination key was completed on June 23, 2022, and based on the responses provided, the project was found to have "No Effect" upon the Indiana bat and/or the NLEB (Appendix C, page 45). INDOT reviewed and concurred with the effect finding on June 24, 2022 (Appendix C, page 56).

Small structure inspections occurred on June 7 and June 14, 2022 and no evidence of bats/birds using the structure were found (Appendix C, pages 54 and 55). USFWS Bridge/Structure Assessment are only valid for two years. If construction will begin after June 7, 2024, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. This firm commitment is included in the Environmental Commitments of this document.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

The USFWS response dated August 18, 2021 (Appendix C, page 17) indicated that the USFWS had no concerns with the project.

Geological and Mineral Resources	**Yes**	**No**
Project located within the Indiana Karst Region		x
Karst features identified within or adjacent to the project area		x
Oil/gas or exploration/abandoned wells identified in the project area		x

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)

Based on a desktop review and the Indiana Karst Region map, the project is located outside the designated Indiana Karst Region as outlined in the most current Protection of Karst Features during Project Development and Construction. According to the topo map of the project area (Appendix B, page 2) and the RFI report (Appendix E, page 3), there are no karst features identified within or adjacent to the project area. In the early coordination response July 22, 2021, the IGWS did not indicate that karst features exist in the project area (Appendix C, page 14).

The IGWS Environmental Assessment Report indicated the following in the general project vicinity:

- Geological hazards: high liquefaction potential
- Bedrock resources: high potential
- Sand and gravel resources: high potential
- Active or abandoned mineral resources extraction sites: none documented in the area.

The features will not be affected because appropriate soils investigations will be conducted to assess the soils in the project area, and the project will be designed accordingly. The project involves roadway construction and reconstruction, and associated sidewalk and storm sewer work. No excavation which could affect bedrock or sand/gravel extraction or deposits is proposed. Response from IGWS has been communicated with the designer on July 23, 2021. No impacts are expected.

SECTION C – OTHER RESOURCES

	Presence	**Impacts**	
Drinking Water Resources		**Yes**	**No**
Wellhead Protection Area(s)			
Source Water Protection Area(s)			
Water Well(s)	x		x
Urbanized Area Boundary	x		x
Public Water System(s)	x	x	

	Yes	**No**
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		x
If Yes, is the FHWA/EPA SSA MOU Applicable?		
If Yes, is a Groundwater Assessment Required?		

Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

The project is located in Allen County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are

expected.

The Indiana Department of Environmental Management's Wellhead Proximity Determinator website (http://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on April 5, 2023 by DLZ. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on April 5, 2023 by DLZ. A well is located near the north project terminus, approximately 150 feet east of Maplecrest Road. The features will not be affected because they are not located within the right of way and are not within the project's construction limits. Therefore, no impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.

Based on a desktop review of IDEM's MS4 Boundary Areas (https://www.in.gov/idem/stormwater/municipal-separate-storm-sewer-systems-ms4/ms4-boundary-areas/) by DLZ on April 29, 2021, this project is located in an Urban Area Boundary (UAB). An early coordination letter was sent on December 16, 2021 to the New Haven MS4 Coordinator. The New Haven MS4 coordinator did not respond within the 30-day time frame. The project's drainage design is being developed in coordination with the City of New Haven and it will comply with the storm water quality management plan. An IDEM Construction Stormwater General Permit is required for this project. In a response dated July 23, 2021 (Appendix C, page 19), the Allen County MS4 coordinator indicated there were no concerns regarding water quality.

Based on a desktop review, the site visits on August 18 and 19, 2021 by DLZ and the aerial map of the project area (Appendix B, page 3), this project is located where there is a public water system. Existing City of Fort Wayne and City of New Haven water mains are in direct conflict with the proposed construction. The project involves roadway widening and new roadway construction. Avoidance of the existing water mains is not practicable; therefore, the existing water mains will need to be relocated. No unusual conflicts have been identified to date, and no disruptions to water service are anticipated. Utility coordination has been initiated and will continue as the project is developed.

Floodplains	**Presence**	**Impacts**	
		Yes	**No**
Project located within a regulated floodplain			
Longitudinal encroachment			
Transverse encroachment			
Homes located in floodplain within 1000' up/downstream from project			

If applicable, indicate the Floodplain Level?

Level 1 ☐ Level 2 ☐ Level 3 ☐ Level 4 ☐ Level 5 ☐

Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

The Indiana Department of Natural Resources Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) was accessed on April 5, 2023 by DLZ. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix B, page 7). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.

Farmland	**Presence**	**Impacts**	
		Yes	**No**
Agricultural Lands	x	x	
Prime Farmland (per NRCS)	x	x	

Total Points (from Section VII of CPA-106/AD-1006*) **119**

**If 160 or greater, see CE Manual for guidance.*

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, the site visits on August 18 and 19, 2021 by DLZ and the aerial map of the project area (Appendix B, page 3), the project will convert 3.52 acres of farmland as defined by the Farmland Protection Policy Act. An early coordination letter was sent on July 9, 2021, to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 119 on the NRCS-AD 1006 Form (Appendix C, page 29). NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA			x

Full 106 Effect Finding

No Historic Properties Affected [ ] No Adverse Effect [x] Adverse Effect [ ]

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) [x] Archaeology [ ] NRHP Bridge(s) [ ]

Documentation Prepared (mark all that apply)		**ESD Approval Date(s)**	**SHPO Approval Date(s)**
APE, Eligibility and Effect Determination	x	April 4, 2023	May 4, 2023
800.11 Documentation	x	April 4, 2023	May 4, 2023
Historic Properties Report or Short Report	x	March 7, 2022	April 4, 2022
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	x	October 5, 2021	November 12, 2021
Archaeological Phase Ic Survey Report			
Other: Archeological Addendum	x	May 20, 2022	June 12, 2022

		MOA Signature Dates (List all signatories)
Memorandum of Agreement (MOA)		

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

Area of Potential Effect (APE):

The Area of Potential Effects (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 for archaeology was the project footprint. Graphics depicting the APE is presented as Appendix D, pages 20 and 21.

Coordination with Consulting Parties:

On August 12, 2021, an early coordination letter was sent to the Indiana State Historic Preservation Officer (SHPO) and the other invited consulting parties listed below. Parties that accepted the invitation are listed in bold text.

Allen County Historian
African/African-American Historical Museum
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 (NIRCC)
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

The invited agencies/parties were requested to indicate whether the agency/party agreed or did not agree to participate as a consulting party, within 30 days of receipt of the invitation. It was noted that if the desire to participate as a consulting party was not indicated, the agency/party would not be considered a consulting party and would not receive further information about the undertaking unless the scope changed.

In a letter dated August 17, 2021, NIRCC accepted the invitation to participate as a consulting party and noted the presence of Post-War Era (1940-1973) residential housing sites adjacent to or near the project area. NIRCC recommended coordination with INDOT regarding these properties.

In a letter dated August 23, 2021, the SHPO acknowledged receipt of the ECL and indicated that ARCH, Inc. should be invited to participate as a consulting party. They also recommended that the owner of any historic properties be added to the list of CPs.

On August 23, 2021, an ECL was sent via email to ARCH, Inc.

In a letter dated August 25, 2021, the Miami Tribe of Oklahoma accepted the invitation to participate as a consulting party and stated that if any archaeological sites or objects are inadvertently discovered during the project their office should be notified immediately.

In a letter dated September 10, 2021, the Pokagon Band of Potawatomi accepted the invitation to participate as a consulting party and stated that if any archaeological sites or objects are inadvertently discovered during the project their office should be notified immediately.

Archaeological Short Report:
A Phase Ia Archaeological Short Report (ASR) was prepared by Samuel Snell of Metric Environmental, LLC (Snell 9/7/2021). Snell is an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards pursuant to 36 CFR Section 800.4(b).

On August 11 and 12, 2021, Metric staff conducted field work that included visual inspection and the excavation of shovel test probes. Three previously recorded archaeological sites were noted within the project area. Site 12-Al-0057 was noted to have been destroyed by commercial development. Sites 12-Al- 0553 and 12-Al-0554 were considered not eligible for listing in the NRHP. The archaeological survey conducted for this project did not encounter any evidence of the three previously recorded sites and did not identify any previously unrecorded sites; as such, no additional archaeological work was recommended. The recommendations from the ASR are presented as Appendix D, page 92.

In a letter dated October 5, 2021, a request to review and comment on the ASR (SHPO and Tribes only) via IN SCOPE (https://erms12c.indot.in.gov/Section106Documents) was sent to the SHPO and Tribal consulting parties. The SHPO was sent digital and hard copies of the report. Recipients of this review request were asked to provide comments within 30 days; however, Tribal consulting parties could enter the process at any time and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

On October 18, 2021, the Eastern Shawnee Tribe acknowledged receipt of the ASR and indicated that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if archaeological sites or objects are discovered during any phase of the proposed project.

In a letter dated November 12, 2021, the SHPO acknowledged receipt of the ASR. The SHPO indicated that intact portions of archaeological sites 12-Al-0057, 12-Al-0553, and 12-Al-0554 may remain extant within, and immediately adjacent to, portions of the proposed project area. The SHPO expressed its 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. The SHPO noted that 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.

On March 7, 2022, the Forest County Potawatomi Community acknowledged receipt of the ASR. The Tribe offered a finding of No Historic Properties Affected that are of significance to the Forest County Potawatomi Community. The Forest County Potawatomi Community noted that, as a standard caveat, in the event that human remains or archaeological materials are exposed as a result of the project, work should cease immediately, and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find.

On March 8, 2022, the Peoria Tribe of Indians of Oklahoma acknowledged receipt of the ASR. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if any items which fall under the protection of the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during any phase of the proposed project.

Historic Properties:
To determine the presence of historic properties within the project's APE, a historic property report (HPR) was prepared by Timothy Miller of Metric Environmental, LLC (Miller 11/30/2021). Miller is a Qualified Professional (QP) architectural historian who meets the Secretary of the Interior's Professional Qualification Standards pursuant to 36 CFR Section 800.4(b). Miller conducted a literature review by examining the Indiana State Historic Architectural and Archaeological Research Database (SHAARD), Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), National Register of Historic Places (NRHP) database, INDOT-Cultural Resources Office (CRO) Public Web Map App, and Indiana Historical Bureau's Historic Markers database. The results of the Indiana Historic Sites and Structures Inventory (IHSSI) for Allen County (1996) were also reviewed. Additionally, a field survey was conducted on August 9, 2021, for the project. No properties within the APE are currently listed in the NRHP. The following four properties were recommended to be eligible for listing in the NRHP:

1. Holter's Roost at 6623 Old Maumee Avenue (IHSSI #003-214-27104) under Criteria B and C;
2. House at 1759 Estella Avenue (IHSSI #003-214-27119) under Criterion C;
3. Hill House at 6436 Old Maumee Avenue (IHSSI #003-214-27165) under Criterion C;
4. 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) under Criteria A and C.

The summary and conclusion sections of the HPR are presented as Appendix D, pages 88 and 89.

In a letter dated March 7, 2022, a request to review and comment on the HPR via IN SCOPE was sent to the SHPO and both Tribal and non-Tribal consulting parties. The SHPO was sent digital and hard copies of the report. The Lincoln Highway Association and the owners of the identified historic properties were invited to participate as consulting parties. Recipients of this review request were asked to provide comments within 30 days; however, Tribal consulting parties could enter the process at any time and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

In a letter dated April 4, 2022, the SHPO acknowledged receipt of the HPR. The SHPO concurred with the size of the proposed APE, with the eligibility determinations of Holter's Roost at 6623 Old Maumee Avenue (Indiana Historic Sites and Structures Inventory

["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 (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).

Archaeological Short Report Addendum:
An ASR Addendum was prepared by Samuel Snell of Metric Environmental, LLC (Snell 3/28/2022) to account for the addition of a detention basin in the southeast project quadrant. The involved area 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 area was a planted soybean field with 40-50 percent visibility along the field edge. The area was revisited by Metric staff on January 21, 2022, to document the current conditions. No archaeological resources were identified as a result of the survey; as such, no additional archaeological work was recommended. The recommendations from the ASR Addendum are presented as Appendix D, page 94.

In a letter dated May 20, 2022, a request to review and comment on the ASR Addendum (SHPO and Tribes only) via IN SCOPE (http://erms.indot.in.gov/Section106Documents/) was sent to the SHPO and Tribal consulting parties. The SHPO was sent digital and hard copies of the report. Recipients of this review request were asked to provide comments within 30 days; however, Tribal consulting parties could enter the process at any time and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

On May 23, 2022, the Forest County Potawatomi Community acknowledged receipt of the ASR Addendum. The Tribe offered a finding of No Historic Properties Affected that are of significance to the Forest County Potawatomi Community. Additionally, the Forest County Potawatomi Community expressed its desire to remain as a consulting party for this project.

On May 23, 2022, the Miami Tribe of Oklahoma acknowledged receipt of the ASR Addendum and offered no objection to the project proceeding. The Miami Tribe of Oklahoma requested to be immediately notified and consulted if any items which fall under the protection of the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during any phase of the proposed project.

On May 26, 2022, the Peoria Tribe of Indians of Oklahoma acknowledged receipt of the ASR Addendum. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if any items which fall under the protection of the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during any phase of the proposed project.

On June 8, 2022, the Eastern Shawnee Tribe acknowledged receipt of the ASR Addendum and indicated that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if archaeological sites or objects are discovered during any phase of the proposed project.

On June 13, 2022, the Shawnee Tribe acknowledged receipt of the ASR Addendum and indicated it concurs that no known historic properties will be negatively impacted by this project. The Tribe noted there is still potential for discovery of unknown resources and requested that in the event that archaeological materials are encountered during construction, use, or maintenance of this location, the Tribe should be notified to resume immediate consultation under such a circumstance.

In a letter dated June 13, 2022, the SHPO acknowledged receipt of the ASR Addendum. The SHPO indicated they have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and concurred that no further archaeological investigations appear necessary at the proposed project area.

Effects Report:
An Effects Report (Appendix D, pages 148 – 159) was prepared by Candace Hudziak, a Qualified Professional historian with Metric Environmental, LLC, and it was distributed to consulting parties and Tribes on December 2, 2022, with a request to review and comment on the document. The SHPO was sent digital and hard copies of the report. The Effects Report provided additional information on project activities, updated design plans, and discussed potential effects on the NRHP-eligible resources located in the project's APE. Recipients of this review request were asked to provide comments within 30 days and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

In a letter dated December 9, 2022, the SHPO acknowledged receipt of the Effects Report. The SHPO agreed that the project as proposed will not adversely affect the identified historic properties and provided clarification regarding the spelling of Estella Avenue. The SHPO indicated that unless another consulting party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding.

In a letter dated January 5, 2023, the Eastern Shawnee Tribe expressed the opinion that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe, and recommended the project may continue as planned. The Tribe noted that, should this project inadvertently discover an archeological site or object(s) the Eastern Shawnee Tribe should be contacted immediately, as well as the appropriate state agencies, and all ground disturbing activity should stop until the Tribe and State agencies are consulted.

Documentation Finding:
INDOT-CRO, acting on the FHWA's behalf, issued a finding of "No Adverse Effect" on April 4, 2023 for this undertaking (Appendix D, page 2). The SHPO concurred with the finding in a letter dated May 4, 2023 (Appendix D, pages 166 and 167).

Public Involvement:
Views of the public pertaining to the INDOT CRO/FHWA finding of "No Adverse Effect" were sought through publication of a legal notice in the Journal Gazette newspaper on April 13, 2023. Comments were requested on or before May 15, 2023. No comments were received. The legal notice text and affidavit for publication of the legal notice are presented as Appendix D, pages 164 and 165.

This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	Presence	Use	
Parks and Other Recreational Land		**Yes**	**No**
Publicly owned park			
Publicly owned recreation area			
Other (school, state/national forest, bikeway, etc.)			
Wildlife and Waterfowl Refuges			
National Wildlife Refuge			
National Natural Landmark			
State Wildlife Area			
State Nature Preserve			
Historic Properties			
Site eligible and/or listed on the NRHP	**x**		**x**

	Evaluations Prepared
Programmatic Section 4(f)	
"De minimis" Impact	
Individual Section 4(f)	
Any exception included in 23 CFR 774.13	

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife / waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the aerial map of the project area (Appendix B, page 3), and the RFI report (Appendix E, page 2), there are four potential 4(f) resources located within the 0.5-mile search radius. According to additional research, and the site visits on August 18 and 19, 2021 by DLZ, one of these potential 4(f) resources, the SR 930 East north to Lake Avenue Segment of the

Maplecrest Road/NE Utility Corridor trail, is within the project area. The Section 106 review identified four 4(f) resources located within the APE, but only two are within/adjacent to the project area and there will be no use of the other two resources.

The Section 106 review conducted for this project determined the following two properties located within and adjacent to the project area to be eligible for listing in the NRHP. Therefore, these properties are Section 4(f) resources:

1. Holter's Roost (c.1902) at 6623 Old Maumee Avenue (IHSSI #003-214-27104) is eligible for listing in the NRHP under Criterion B for its association with the Holterman family, and under Criterion C as a rare architectural style in the township and county.
2. Sunnymede Residential Historic District (c.1940-1973) 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) is eligible for listing in the NRHP under Criterion A as a representation of postwar tract planning and development, and under Criterion C for its houses with architectural styles popular in the postwar period, such as American Small House, Cape Cod, and Ranch.

In proximity to these properties, the project involves roadway reconstruction and widening, and sidewalk construction. The project will not use these resources by taking permanent right of way and will not indirectly use the resources in such a way that the protected activities, features, or attributes that qualify these resources for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use of either resource is expected.

Note that the project will require reconstruction of approximately 100 feet of the10-foot shared-use path located along the east side of Maplecrest Road, north of SR 930. This shared use path is located within existing right of way, and the project will not require any acquisition of property. This path is part of the local transportation system and functions primarily for transportation; therefore, it is not considered a Section 4(f) resource. MOT for the impacted section of multi-use trail was determined not to be necessary because there is no other existing pedestrian/trail facility within the project area. The RFI contains a recommendation for coordination with Fort Wayne Trails, Inc. An early coordination request was sent to Fort Wayne Trails, Inc., on April 22, 2022. Fort Wayne Trails, Inc. acknowledged receipt of the request; however, no other response was provided (Appendix C, page 57).

Section 6(f) Involvement	**Presence**	**Use**	
		Yes	**No**
Section 6(f) Property	☐	☐	☐

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the INDOT ESD website revealed a total of 30 properties in Allen County (Appendix I, page 1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project	Yes	No
Is the project in the most current STIP/TIP?	x	
Is the project located in an MPO Area?	x	
Is the project in an air quality non-attainment or maintenance area?	x	
If Yes, then:		
Is the project in the most current MPO TIP?	x	
Is the project exempt from conformity?	x	
If No, then:		
Is the project in the Transportation Plan (TP)?		
Is a hot spot analysis required (CO/PM)?		

Location in STIP: 2022-2026 NIRCC Appendix C Project List

Name of MPO (if applicable): Northeastern Indiana Regional Coordinating Council

Location in TIP (if applicable): 2022-2026 NIRCC Appendix C Project List

Level of MSAT Analysis required?

Level 1a [x] Level 1b [ ] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

This project is included in the Fiscal Year (FY) 2024-2028 Northeastern Indiana Regional Coordinating Council Transportation Improvement Program (NIRCC TIP) which is directly incorporated into the FY 2024-2028 Statewide Transportation Improvement Program (STIP) (Appendix H, pages 1 - 5).

This project is located in Allen County, which is currently a maintenance area for Ozone, under the 1997 Ozone 8-hour standard which was revoked in 2015 but is being evaluated for conformity due to the February 16, 2018, South Coast Air Quality Management District V. Environmental Protection Agency, Et. Al. Decision. The project's design concept and scope are accurately reflected in both the NIRCC Transportation Plan (TP) and the Transportation Improvement Program (TIP) and both conform to the State Implementation Plan (SIP). Therefore, the conformity requirements of 40 CFR 93 have been met.

This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

SECTION G - NOISE

Noise	Yes	No
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?		x

Date Noise Analysis was approved/technically sufficient by INDOT ESD: N/A

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

This project is a Type III project. In accordance with 23 CFR 772 and the *current Indiana Department of Transportation Traffic Noise Analysis Procedure*, this action does not require a formal noise analysis.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	x	
Will the proposed action result in substantial impacts to community cohesion?		x
Will the proposed action result in substantial impacts to local tax base or property values?		x
Will construction activities impact community events (festivals, fairs, etc.)?		x
Does the community have an approved transition plan?	x	
If No, are steps being made to advance the community's transition plan?		
Does the project comply with the transition plan? (explain in the discussion below)	x	

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

The project is located in a commercially developed setting. No community features are present in the project area. The project is not anticipated to impact community or neighborhood cohesion, the local tax base, property values, public facilities, community centers, community plans or other important resources. No negative community impacts are anticipated.

No events, fairs or festivals take place within the project area. The proposed MOT will ensure that any events held nearby will remain accessible during construction.

Coordination has occurred with the City of New Haven during the planning process. The project involves the construction of Americans with Disabilities Act (ADA) compliant pedestrian facilities and is therefore in compliance with the City's ADA Transition Plan.

Public Facilities and Services

Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.

Based on a desktop review, the aerial map of the project area (Appendix B, page 3) and the RFI report (Appendix E, page 2), there are two recreational facilities, two trails, one managed land and five pipelines located within the 0.5 mile of the project. One multi-use trail and two pipelines are located within the project area. That number was confirmed by the site visits on August 18 and 19, 2021 by DLZ.

The multi-use trail is located along the east side of Maplecrest Road within the project area, north of SR 930. The project will require approximately 100 linear feet of the trail north of SR 930 to be shifted several feet to the east, to align with the trail proposed on the east side of Maplecrest Road, south of the intersection. The trial will be 10 feet wide and will extend to the new intersection with the QR. MOT for the impacted section of multi-use trail was determined not to be necessary because there is no other existing pedestrian/trail facility within the project area. The RFI contains a recommendation for coordination with Fort Wayne Trails, Inc. An early coordination request was sent to Fort Wayne Trails, Inc., on April 22, 2022. Fort Wayne Trails, Inc. acknowledged receipt of the request; however, no other response was provided (Appendix C, page 57).

A Tri-State Pipeline Properties pipeline crosses the western terminus of the project area. A Northern Indiana Public Service Company (NIPSCO) pipeline crosses the project area south of the SR 930 and Maplecrest Road intersection and the proposed QR south of its intersection with SR 930. The RFI contains a recommendation for coordination with INDOT Utilities and Railroads. Utility coordination has been initiated and will continue as the project is developed.

The NIRCC response dated August 17, 2021 (Appendix C, page 24) noted the existing multi-use trail along the east side of Maplecrest Road and indicated that the Northeast Indiana United Trails Plan calls for this trail to be extended to the south. The

project will extend this trail south to the new intersection with the QR. NIRCC indicated that sidewalks are proposed along the north and south sides of SR 930. The project includes the addition of a sidewalk on the south side of SR 930, between the Maplecrest Road intersection and the east project terminus.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

In a response dated August 17, 2021 (Appendix C, page 27), the New Haven Planning Department provided information regarding the locations of water and sewer utilities in the project area. Utility coordination has been initiated and will continue as the project is developed.

Environmental Justice (EJ) (Presidential EO 12898)	**Yes**	**No**
During the development of the project were EJ issues identified?		x
Does the project require an EJ analysis?	x	
If YES, then:		
Are any EJ populations located within the project area?	x	
Will the project result in adversely high and disproportionate impacts to EJ populations?		x

Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent right-of-way. The project will require acquisition of approximately 3.52 acres of new permanent ROW, acquisition of approximately 0.33 acre of temporary ROW and will require no relocations. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exists and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city or town and is called the community of comparison (COC). In this project, the COC is Allen County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is comprised of Census Tracts 112.01 and 112.02. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2021 American Community Survey Five Year Estimates was obtained from the US Census Bureau (https://data.census.gov/) on April 11, 2023 by DLZ. The data collected for minority and low-income populations within the AC are presented as Appendix I, pages 2 – 4, and are summarized in the below table.

Minority and Low-Income Data (2021 American Community Survey Five Year Estimates)			
	COC - Allen County, Indiana	AC-1 - Census Tract 112.01	AC-2 - Census Tract 112.02
Percent Minority	27.57	15.74	5.95
125% of COC	34.46	AC < 125% COC	AC < 125% COC
EJ Population of Concern		No	No
Percent Low-Income	12.34	20.87	5.72
125% of COC	15.43	AC > 125% COC	AC < 125% COC
EJ Population of Concern		Yes	No

AC-1, Census Tract 112.01 has a percent minority of 15.74 which is below 50% and is below the 125% COC threshold. Therefore, AC-1 is not a minority population of EJ concern. AC-2, Census Tract 112.02 has a percent minority of 5.95 which is below 50% and is below the 125% COC. Therefore, AC-2 is not a minority population of EJ concern.

AC-1, Census Tract 112.01 has a percent low-income of 20.87 which is below 50% and is above the 125% COC threshold. Therefore, AC-1 is a low-income population of EJ concern. AC-2, Census Tract 112.02 has a percent low-income of 5.72 which is below 50% and is below the 125% COC. Therefore, AC-2 is not a low-income population of EJ concern.

Conclusion:
The project will require acquisition of approximately 3.52 acres of new permanent ROW, acquisition of approximately 0.33 acre of temporary ROW and will require no relocations. Access to abutting properties will be maintained during construction. Two-way traffic will be maintained on both SR 930 and Maplecrest Road through the duration of the project. Aside from short-term inconveniences during construction, the project will not disrupt community cohesion or negatively affect existing linkages between neighborhoods within or beyond the project area. Safety conditions for motorists will be improved. This project will not result in disproportionately high and adverse impacts to the identified low-income EJ population.

On April 24, 2023, INDOT-ESD reviewed the project information along with the EJ Analysis for the above referenced project (Appendix I page 5). 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.

Relocation of People, Businesses or Farms	**Yes**	**No**
Will the proposed action result in the relocation of people, businesses or farms?		x
Is a BIS or CSRS required?		x

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: N/A

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

No relocations of people, businesses, or farms will take place as a result of this project.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation (RFI)	x
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

Date RFI concurrence by INDOT SAM (if applicable): April 22, 2022

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of GIS and available public records, the RFI was completed on April 18, 2022 by DLZ and INDOT SAM provided their concurrence on April 22, 2022 (Appendix E).

One Superfund site is located within 0.5 mile of the project area. Five Resource Conservation and Recovery Act generators are located within 0.5 mile of the project area. Four underground storage tank sites are located within 0.5 mile of the project area. Two Voluntary Remediation Program sites are located within 0.5 mile of the project area. One solid waste landfill is located within 0.5 mile of the project area. Ten leaking underground storage tank (LUST) sites are located within 0.5 mile of the project area. One Brownfield site is located within 0.5 mile of the project area. Three institutional controls sites are located within 0.5 mile of the project area. Five National Pollutant Discharge Elimination System (NPDES) facilities are located within 0.5 mile of the project area. One

NPDES pipe is located within 0.5 mile of the project area.

One LUST site is located in the project area.

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 No Further Action (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 feet below ground surface. 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) IDEM LUST Section, should occur before the ready for contracts date. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**	
Army Corps of Engineers (404/Section10 Permit)		
Nationwide Permit (NWP)		
Regional General Permit (RGP)	x	
Individual Permit (IP)		
Other		
IN Department of Environmental Management (401/Construction Stormwater General Permit)		
Nationwide Permit (NWP)		
Regional General Permit (RGP)		
Individual Permit (IP)	x	
Isolated Wetlands		
Construction Stormwater General Permit	x	
Other		
IN Department of Natural Resources		
Construction in a Floodway		
Navigable Waterway Permit		
Other		
Mitigation Required		
US Coast Guard Section 9 Bridge Permit		
Others (Please discuss in the discussion below)	x	Allen County Legal Drain

List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

This project will require disturbance to more than one acre of ground surface; therefore, an IDEM Construction Stormwater General Permit is likely to be required. This project will impact likely jurisdictional wetlands; therefore, an IDEM Section 401/USACE Section 404 Permit is likely required. Sheridan Drain is a legal drain; therefore, the project requires the Allen County Drainage Board's consent to allow a permanent crossing structure in the legal drain.

ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Fort Wayne District)
2. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
3. Any work in a wetland area within INDOT's right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT ESD)
4. Wetlands B, D, E, G and H will be labeled on the plans as "Do Not Disturb". (INDOT ESD)
5. Small structure inspections occurred on June 7 and June 14, 2022 and no evidence of bats/birds using the structure were found (Appendix C, pages 54 and 55). USFWS Bridge/Structure Assessment are only valid for two years. If construction will begin after June 7, 2024, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)
6. 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 feet below ground surface. 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) IDEM LUST Section, should occur before the ready for contracts date. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination. (INDOT SAM)

For Further Consideration:

1. Impacts to non-wetland forest of one acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. (IDNR-DFW)
2. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding. (IDNR-DFW)
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30. (IDNR-DFW)

Level 4 Categorical Exclusion
SR 930/Maplecrest Road Intersection Improvements
Des. No. 1900107
Indiana Department of Transportation

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APPENDIX A

INDOT Supporting Documentation

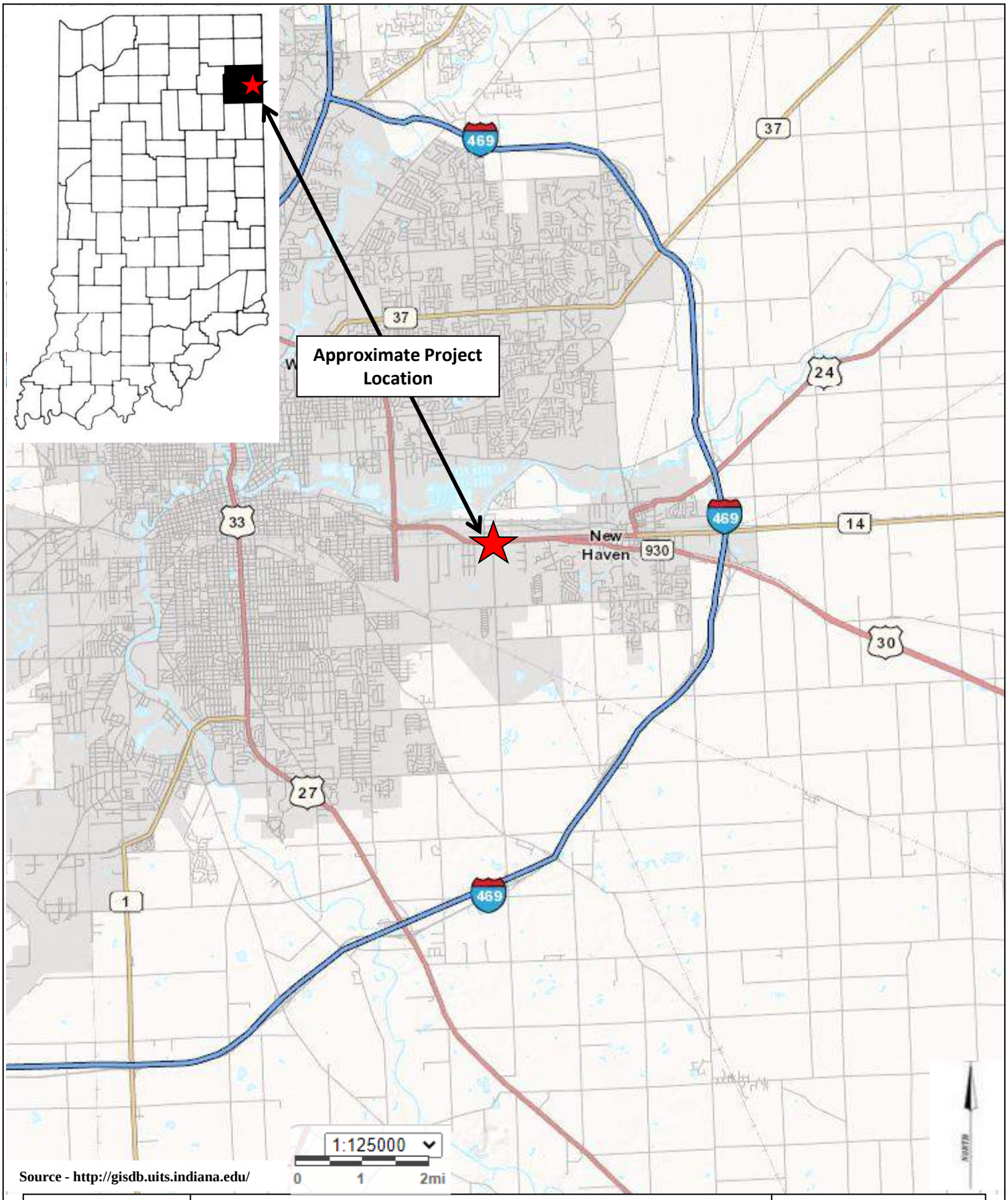
Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement[2]
Stream Impacts[3]	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit[4]
Wetland Impacts[3]	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way[5]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations[6]	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	"No Effect", "Not likely to Adversely Affect" (With select AMMs[7])	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic[8]
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or "No Effect"	"Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential[9]
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any[10]
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes[11]
Approval Level • **District Env. (DE)** • **Env. Serv. Div. (ESD)** • **FHWA**	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

[1] Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2] Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3] Total permanent impacts to streams (linear feet) and wetlands (acres).
[4] US Army Corps of Engineers Individual 404 Permit
[5] Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.
[6] If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.
[7] Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.
[8] Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower-level CE.
[9] Potential for causing a disproportionately high and adverse impact.
[10] Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.
[11] Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
* Includes the threatened/endangered species critical habitat
Note: Substantial public or agency controversy may require a higher-level NEPA document.

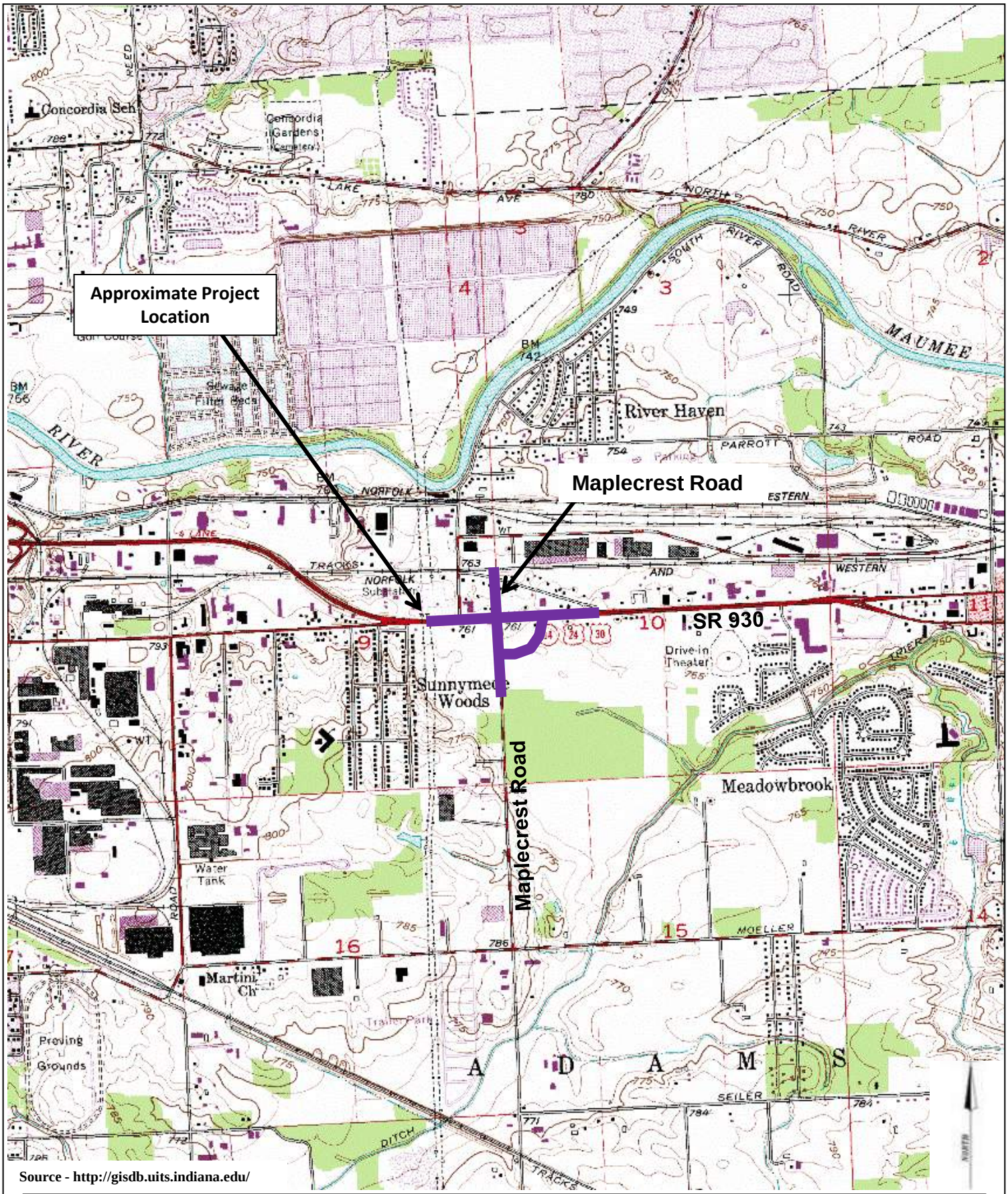
APPENDIX B

Graphics



Source - http://gisdb.uits.indiana.edu/

DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Scale – 1"= 10,417' Figure 1 Project Location



Source - http://gisdb.uits.indiana.edu/

DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Scale – 1"= 2,000' Figure 2 - USGS Project Location



DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Figure 3 Figure 3 – Aerial Photo and Photo Key



Photo 1 – View westerly along SR 930 from west of Maplecrest Road



Photo 2 – View easterly along SR 930 from west of Maplecrest Road

DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Photos Taken 2/11/2020 Figure 4 – Site Photographs



Photo 3 – View northeasterly along SR 930 toward Maplecrest Road intersection



Photo 4 – View northerly toward SR 930/Maplecrest Road intersection from west of Maplecrest Road

DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Photos Taken 2/11/2020 Figure 5 – Site Photographs



Photo 5 – View northerly along Maplecrest Road toward SR 930/Maplecrest Road intersection

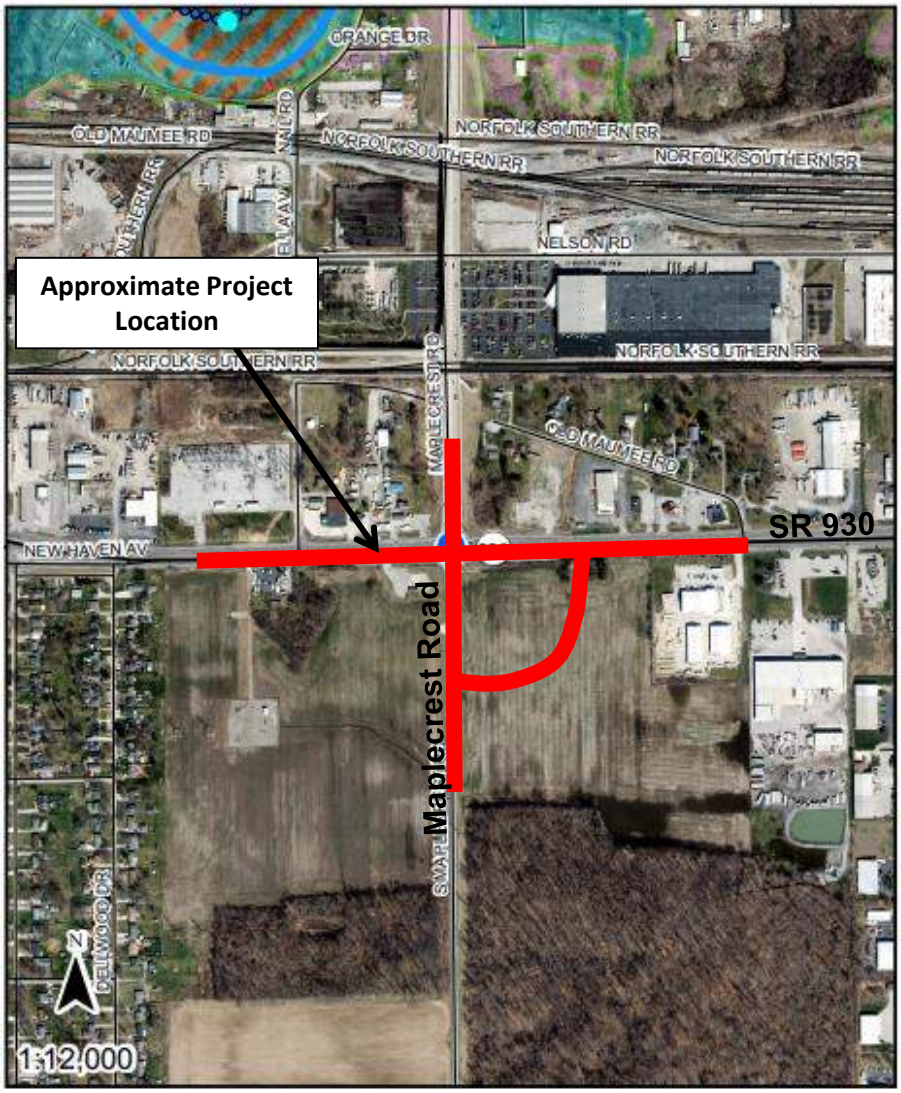


Photo 6 – View westerly along SR 930 toward Maplecrest Road intersection from east of Maplecrest Road

DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Photos Taken 2/11/2020 Figure 6 – Site Photographs

DNR Indiana Department of Natural Resources

Floodplain Analysis & Regulatory Assessment (FARA)



Point of Interest

Base Flood Elevation Point

Flood Elevation Points

STUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

> 500

FEMA Zone AE Floodway; FEMA Administrative Floodway

FEMA Zone AE

Additional Floodplain Area; DNR .2 Percent Flood Hazard

Point of Interest Coordinates (WGS84)

Long: **-85.058762358**

Lat: **41.0694669501**

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

County: **Allen**

Stream Name: **Maumee River**

Approximate Ground Elevation: **761.7 feet (NAVD88)**

Base Flood Elevation: **750.9 feet (NAVD88)**

Drainage Area: **Not available**

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

National Flood Hazard Zone: **Not Mapped**

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

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

Floodplain Administrator: **Rob Gutierrez, Director of Planning and Economic Development**

Community Jurisdiction: **City Of New Haven, City proper**

Phone: **(260) 748-7040**

Email: **rgutierrez@newhavenin.org**

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

Date Generated: 4/5/2023

DLZ	**SR 930/Maplecrest Road Intersection Improvements** **Indiana Department of Transportation** **Des. No.: 1900107**	Figure 7 IDNR Floodplain Map

PROJECT	DESIGNATION
1900107	1900107
CONTRACT	
R-42358	

INDIANA DEPARTMENT OF TRANSPORTATION

STAGE 3 PLANS
DECEMBER 2022

ROAD PLANS

SR 930 INTERSECTION IMPROVEMENTS

Route: SR 930 & MAPLECREST BETWEEN RP: 148+058 & 149+008

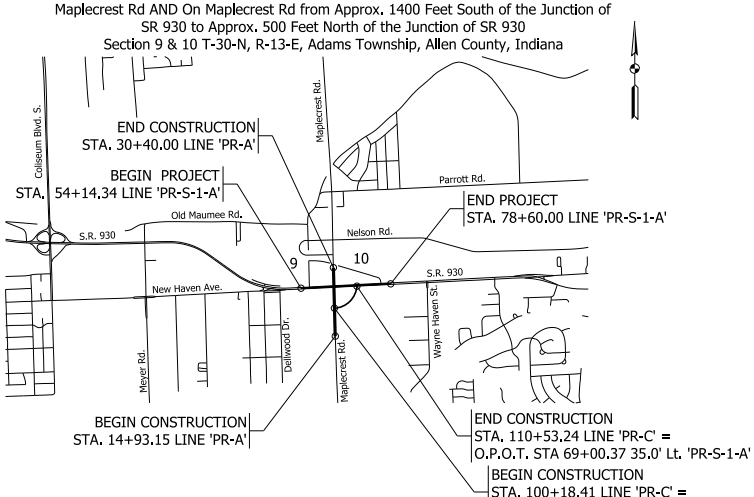
PROJECT NO. 1900107 (X) P.E.

ADDITIONAL RIGHT-OF-WAY REQUIRED FOR THIS PROJECT

1900107 (X) R/W

(X) CONST.

Overlay and Intersection Improvement On SR 930 from Approx. 1200 Feet West of Junction of Maplecrest Rd to Approx. 1600 Feet East of the Junction of Maplecrest Rd AND On Maplecrest Rd from Approx. 1400 Feet South of the Junction of SR 930 to Approx. 500 Feet North of the Junction of SR 930
Section 9 & 10 T-30-N, R-13-E, Adams Township, Allen County, Indiana



TOWN OF NEW HAVEN

SCALE: 1"=2,000'

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE SCALES BELOW MAY BE USED.

SCALES:

PLAN 20 10 0 20 40
SCALE: 1" = 20'

PROFILE HORIZ. 20 10 0 20 40
SCALE: 1" = 20'

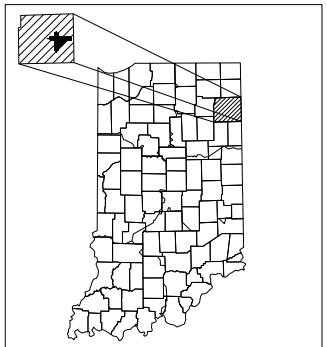
PROFILE VERT. 5 2.5 0 5 10
SCALE: 1" = 5'

LAYOUT 50 25 0 50 100
SCALE: 1" = 50'

TRAFFIC DATA	SR 930	Maplecrest Rd
A.A.D.T. (2021)	26,100 V.P.D.	20,250 V.P.D.
A.A.D.T. (2024 PROJECTED)	27,051 V.P.D.	21,807 V.P.D.
A.A.D.T. (2044 PROJECTED)	35,007 V.P.D.	29,371 V.P.D.
D.H.V (2044 PROJECTED)	3,501 V.P.H.	2,937 V.P.H.
DIRECTIONAL DISTRIBUTION	60 %	52 %
TRUCKS	7% A.A.D.T.	6% A.A.D.T.
	7% D.H.V.	6% D.H.V.

DESIGN DATA	SR 930	Maplecrest Rd
DESIGN SPEED	45 M.P.H.	40 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)	
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	MINOR ARTERIAL
RURAL/URBAN	URBAN (INTERMEDIATE)	URBAN (INTERMEDIATE)
TERRAIN	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE

DESIGN DATA	QUADRANT ROADWAY
DESIGN SPEED	30 M.P.H.
PROJECT DESIGN CRITERIA	NEW CONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	LOCAL AGENCY COLLECTOR
RURAL/URBAN	URBAN (INTERMEDIATE)
TERRAIN	LEVEL
ACCESS CONTROL	NONE



PROJECT LOCATION SHOWN BY
ALLEN COUNTY

HYDROLOGIC UNIT CODE: 04100005010010
04100005010030

LATITUDE: 41°04'10" N LONGITUDE: 85°03'41" W

ROADWAY LENGTH: 0.463 MI.
TOTAL LENGTH: 0.463 MI.
MAX. GRADE: 2.00% (Prop.) 5.00% (Exist.)

CERTIFIED BY: XX
REGISTERED PROFESSIONAL ENGINEER DATE
STATE OF INDIANA NO.
COVERING OVERALL DESIGN & CIVIL DESIGN

CERTIFIED BY: XX
REGISTERED PROFESSIONAL ENGINEER DATE
STATE OF INDIANA NO.
COVERING WATER & SANITARY DESIGN

CERTIFIED BY: XX
REGISTERED PROFESSIONAL ENGINEER DATE
STATE OF INDIANA NO.
COVERING LIGHTING DESIGN

DLZ INDIANA, LLC | DLZ INDIANA, LLC | DLZ INDIANA, LLC

DLZ

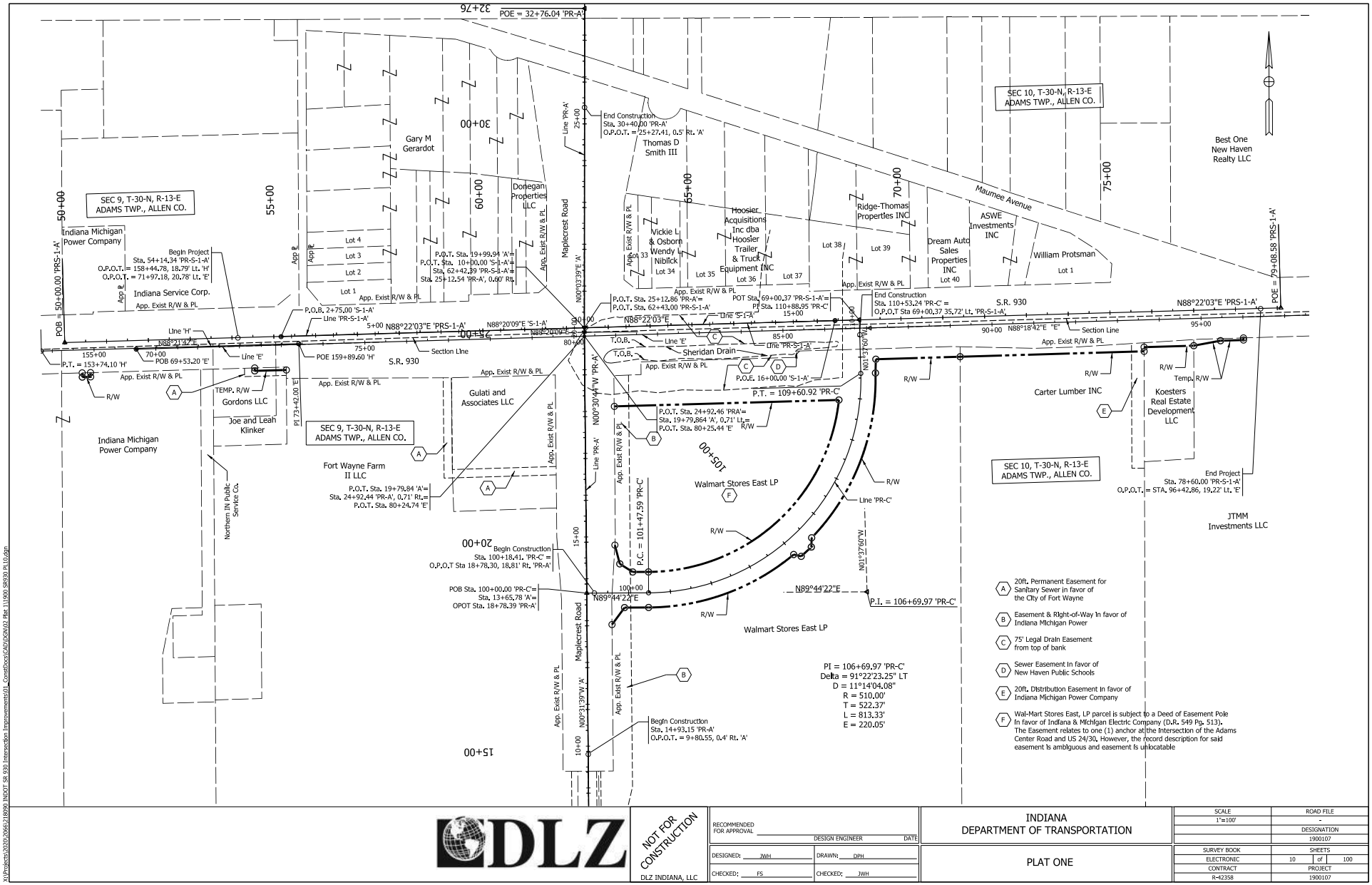
PLANS PREPARED BY:
DLZ INDIANA, LLC
825 South Barr Street
Fort Wayne, Indiana 46802
(260) 420-3114

APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE

INDIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, DATED 2022, AND CURRENT SUPPLEMENTS THERE TO, TO BE USED WITH THESE PLANS.

BRIDGE FILE	
DESIGNATION	
1900107	
SURVEY BOOK	SHEETS
ELECTRONIC	1 of 100
CONTRACT	PROJECT
R-42358	1900107

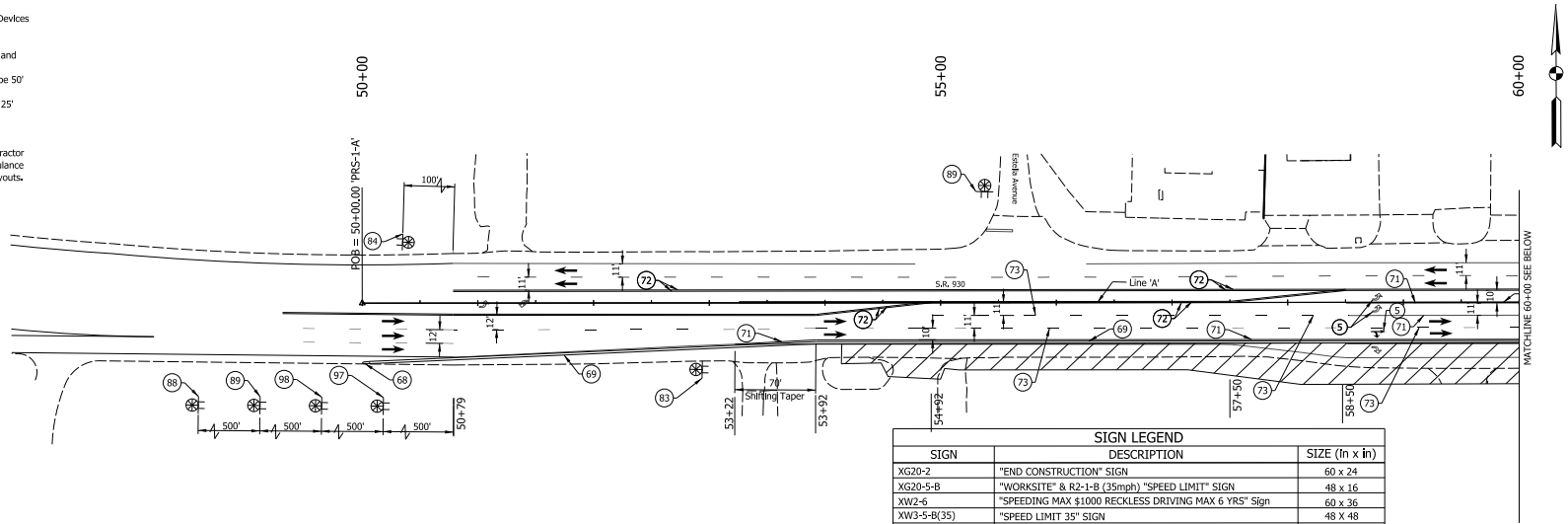
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SEC 9, T-30-N, R-13-E
ADAMS TWP., ALLEN CO.
SEC 10, T-30-N, R-13-E
ADAMS TWP., ALLEN CO.
Maumee Avenue
S.R. 930
Maplecrest Road
Indiana Michigan Power Company
Indiana Service Corp.
Gary M Gerardot
Donegan Properties LLC
Thomas D Smith III
Vickie L & Osborn Wendy L Niblick
Hoosier Acquisitions Inc dba Hoosier Trailer & Truck Equipment INC
Ridge-Thomas Properties INC
ASWE Investments INC
Dream Auto Sales Properties INC
William Protsman
Best One New Haven Realty LLC
Gordons LLC
Joe and Leah Klinker
Gulati and Associates LLC
Fort Wayne Farm II LLC
Sheridan Drain
Walmart Stores East LP
Carter Lumber INC
Koesters Real Estate Development LLC
JTMM Investments LLC
Northern IN Public Service Co.
POB = 50+00.00 'PRS-1-A'
POE = 32+76.04 'PR-A'
POE = 79+08.58 'PRS-1-A'
P.T. = 153+74.10 'H'
POB 69+53.20 'E'
POE 159+89.60 'H'
P.T. = 109+60.92 'PR-C'
P.I. = 106+69.97 'PR-C'
P.C. = 101+47.59 'PR-C'
PI = 106+69.97 'PR-C'
Delta = 91°22'23.25" LT
D = 11°14'04.08"
R = 510.00'
T = 522.37'
L = 813.33'
E = 220.05'
A 20ft. Permanent Easement for Sanitary Sewer in favor of the City of Fort Wayne
B Easement & Right-of-Way in favor of Indiana Michigan Power
C 75' Legal Drain Easement from top of bank
D Sewer Easement in favor of New Haven Public Schools
E 20ft. Distribution Easement in favor of Indiana Michigan Power Company
F Wal-Mart Stores East, LP parcel is subject to a Deed of Easement Pole in favor of Indiana & Michigan Electric Company (D.R. 549 Pg. 513). The Easement relates to one (1) anchor at the intersection of the Adams Center Road and US 24/30, However, the record description for said easement is ambiguous and easement is unlocatable
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER
DATE
DESIGNED: JWH
DRAWN: DPH
CHECKED: FS
CHECKED: JWH
INDIANA DEPARTMENT OF TRANSPORTATION
PLAT ONE
SCALE 1"=100'
ROAD FILE -
DESIGNATION 1900107
SURVEY BOOK
ELECTRONIC 10 of 100
CONTRACT R-42358
SHEETS
PROJECT 1900107

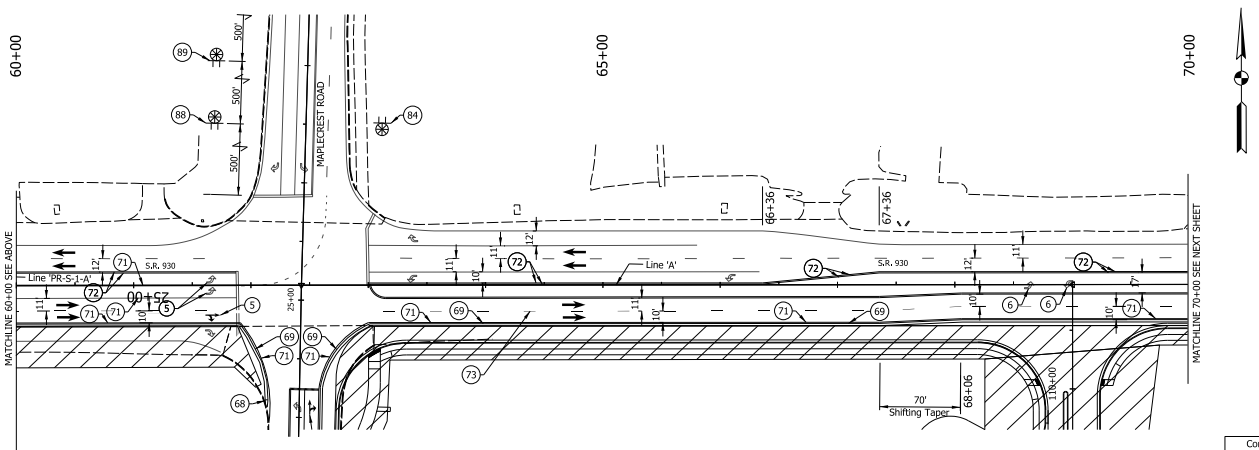
NOTES

1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
XW4-2	1 EACH
TOTAL TYPE 'A' SIGN	5 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Trafftc Barrfer, Type 2	1,566 LFT
Energy Absorbing Terminal, CZ, TL-2	2 EACH



SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48
XW4-2	"(LANE ENDS MERGE ___ SYMBOL" SIGN	36 X 36



LEGEND:

- (5) Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- (6) Pavement Message Marking, Remove
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrfer, Type 2
- (71) Temp. Pavement Markfng, Removable, Solfd, White, 6in
- (72) Temp. Pavement Markfng, Removable, Solfd, Yellow, 6fn
- (73) Temp. Pavement Markfng, Removable, Broken, Whfte, 6in
- (83) XW4-2 '(LANE ENDS MERGE ___ SYMBOL)' Slgn
- (84) XG20-2 'END CONSTRUCTION' Slgn
- (88) XW2-6 'WORKSITE PENALTY ADDED' Slgn
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Slgn
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Slgn
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Slgn
- Flashing Arrow Sign
- Barrfcade
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Slgn
- Standard Drum
- Direction of Traffic

Construction Zone
Desfgn Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

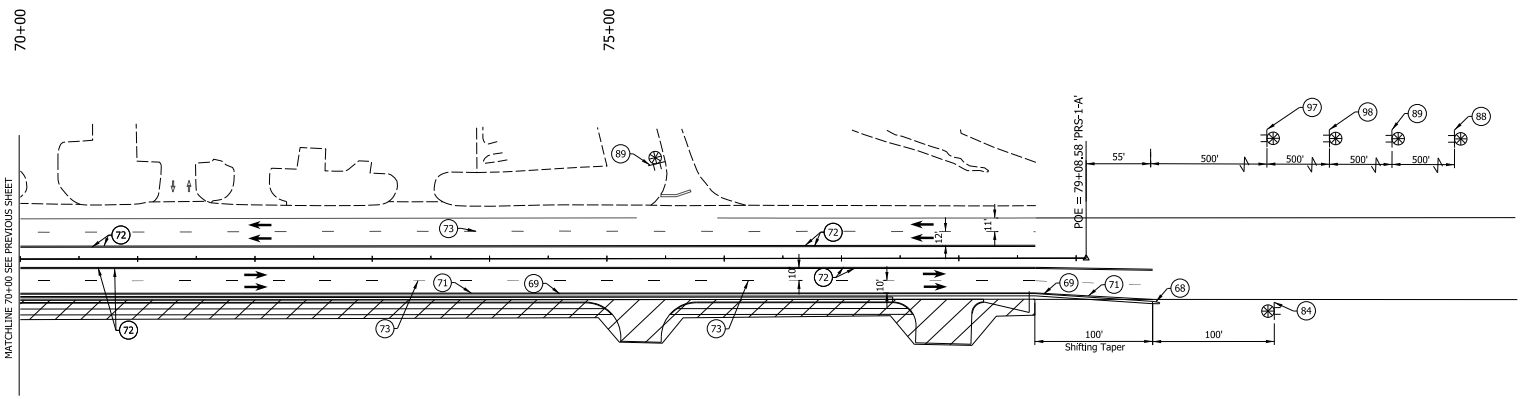
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE I
LINE 'PR-S-1-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	17 of 100
CONTRACT	PROJECT
R-42358	1900107



CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	1 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	3 EACH
Temporary Traffic Barrier, Type 2	965 LFT
Energy Absorbing Terminal, CZ, TL-2	1 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Trafffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

Construction Zone
Design Speed = 35 mph

LEGEND:
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrier, Type 2
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

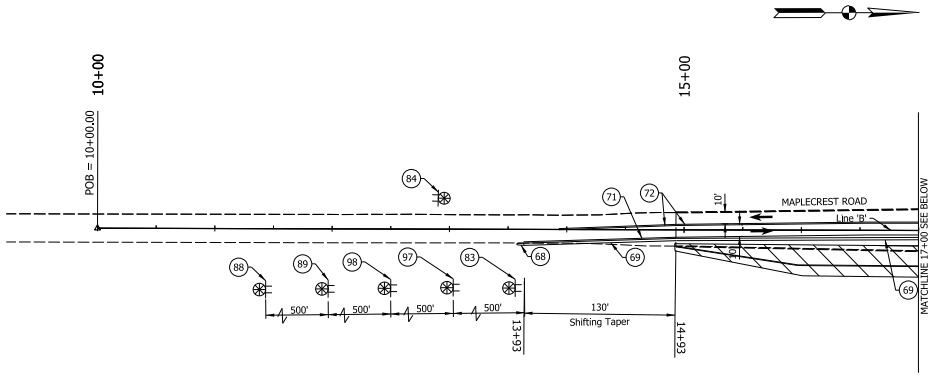
MAINTENANCE OF TRAFFIC PHASE I
LINE 'PR-S-1-A'

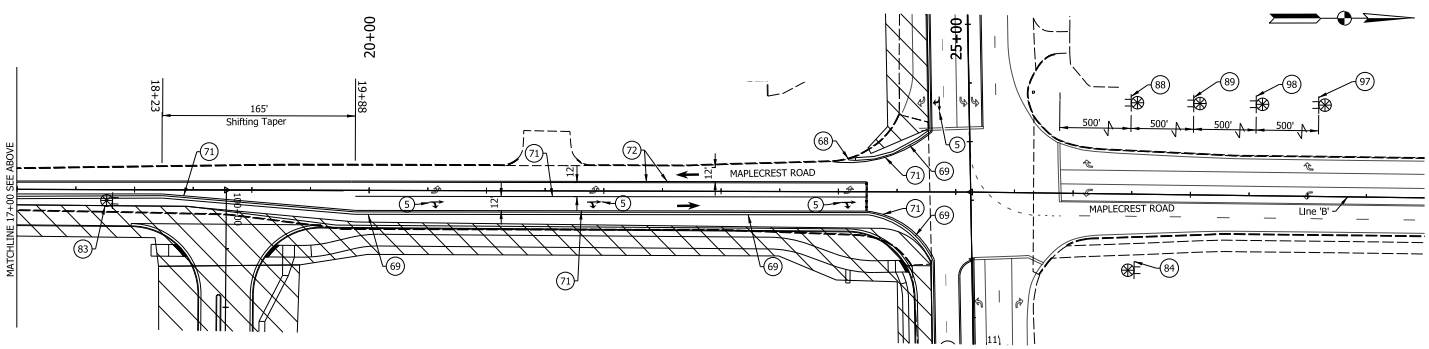
SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	18 of 100
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	2 EACH
XW2-6	2 EACH
XW20-1a	4 EACH
XW4-2	2 EACH
TOTAL TYPE 'A' SIGN	10 EACH
TYPE 'B' SIGN	
R2-1-B	2 EACH
XG20-5-B	4 EACH
XW3-5-B	2 EACH
TOTAL TYPE 'B' SIGN	8 EACH
Temporary Traffic Barrier, Type 2	1,134 LFT
Energy Absorbing Terminal, CZ, TL-2	1 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48





Construction Zone
Design Speed = 35 mph

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrier, Type 2
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

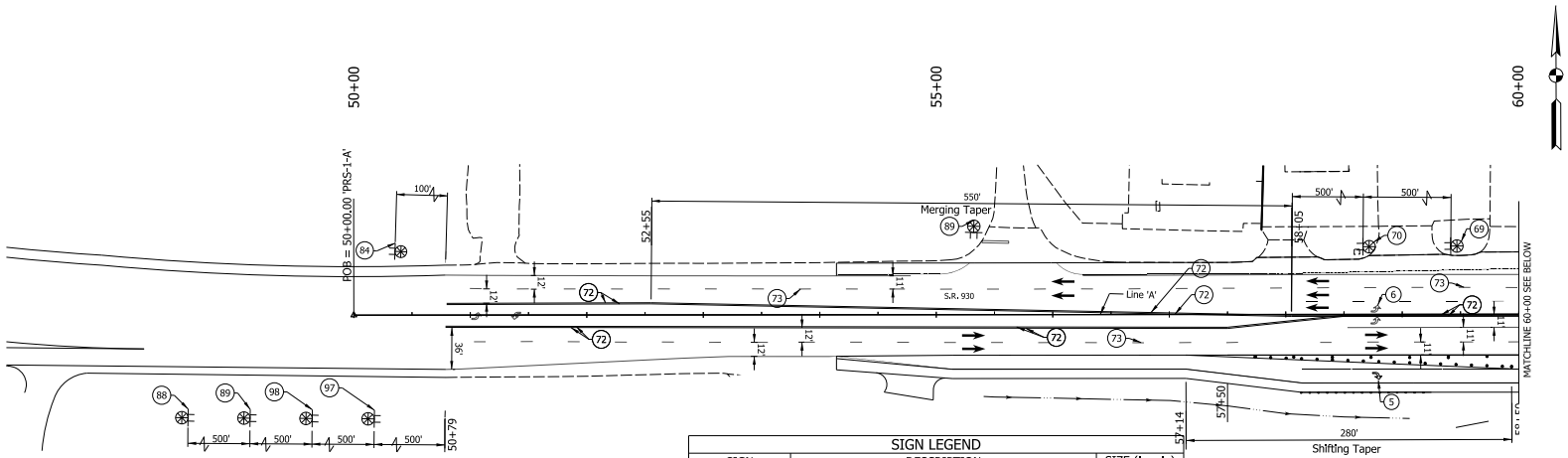
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE I
LINE 'PR-A'

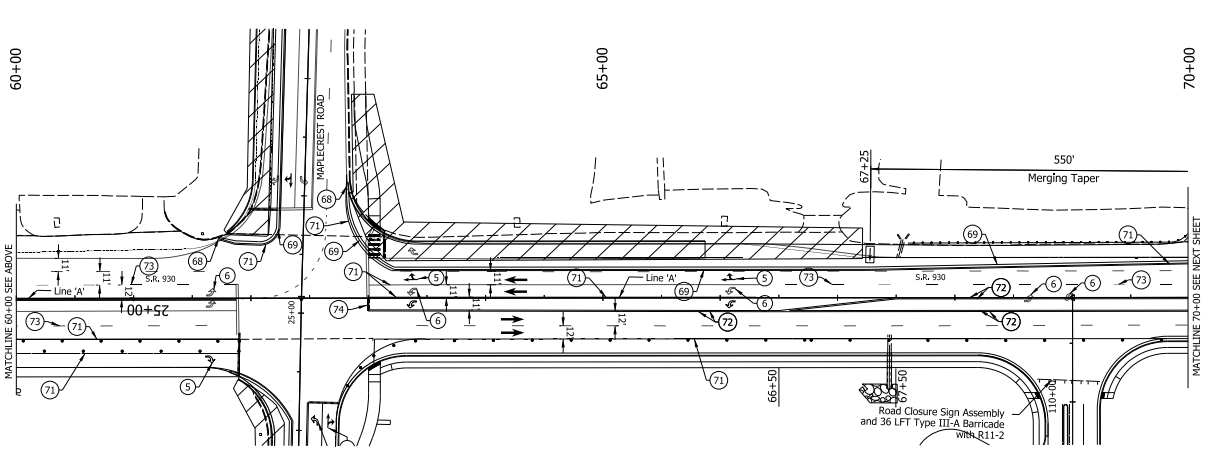
SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	19 of 100
CONTRACT	PROJECT
R-42358	1900107

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	762 LFT
Energy Absorbing Terminal, CZ, TL-2	1 EACH



NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



Construction Zone
Design Speed = 35 mph

LEGEND:
- 5 Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- 6 Pavement Message Marking, Remove
- 67 W4-2 'LANE ENDS' Sign
- 68 Energy Absorbing Terminal, CZ, TL-2
- 69 Temporary Traffic Barrier, Type 2
- 70 W20-5 'LANE CLOSED AHEAD' Sign
- 71 Temp. Pavement Marking, Removable, Solid, White, 6in
- 72 Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- 73 Temp. Pavement Marking, Removable, Broken, White, 6in
- 84 XG20-2 'END CONSTRUCTION' Sign
- 88 XW2-6 'WORKSITE PENALTY ADDED' Sign
- 89 XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- 97 XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- 98 XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Barricade
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign
- Flashing Arrow Sign

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

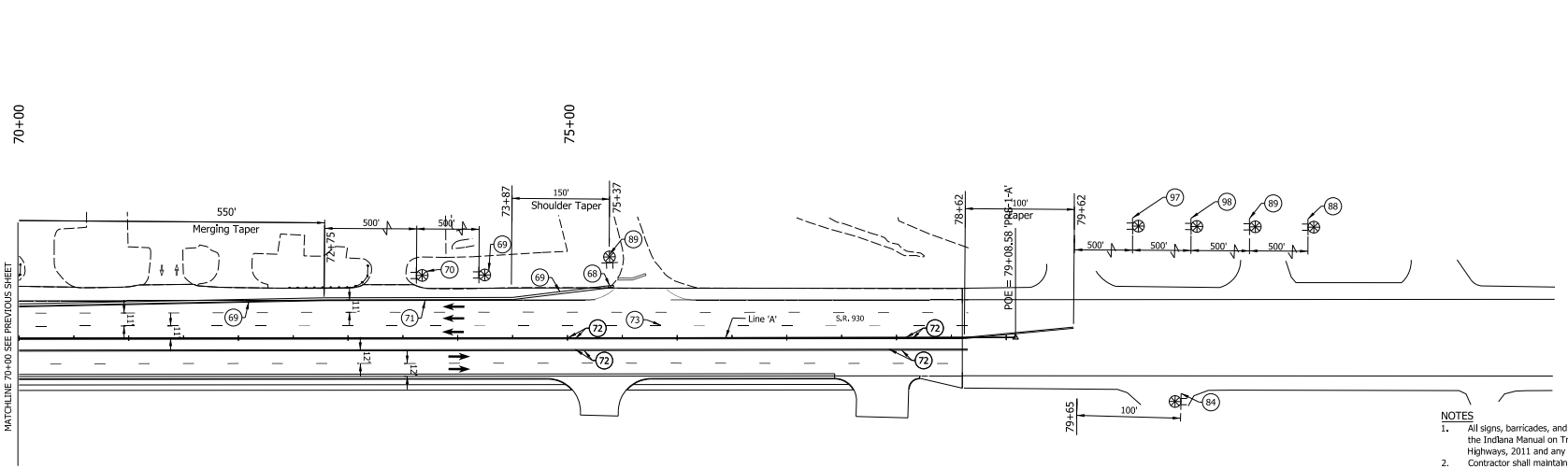
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE II
LINE 'PR-S-1-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	20 of 100
CONTRACT	PROJECT
R-42358	1900107



NOTES

1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	538 LFT
Energy Absorbing Terminal, CZ, TL-2	1 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

LEGEND:

- (67) W4-2 'LANE ENDS' Sign
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrier, Type 2
- (70) W20-5 'LANE CLOSED AHEAD' Sign
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Barricade
- Area Under Construction
- Flashing Arrow Sign
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

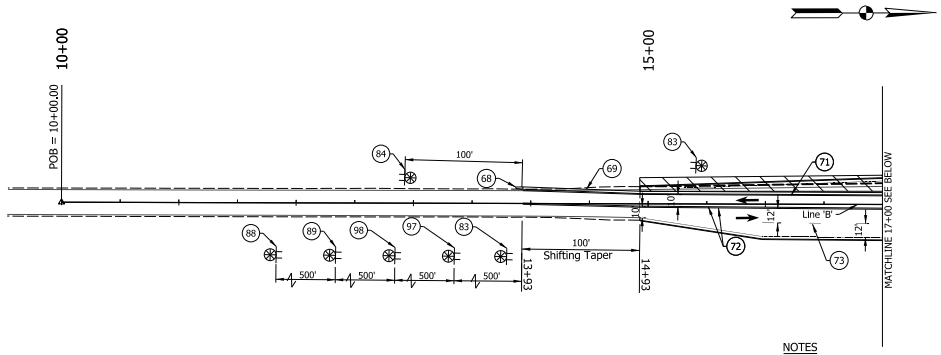
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE II
LINE 'PR-S-1-A'

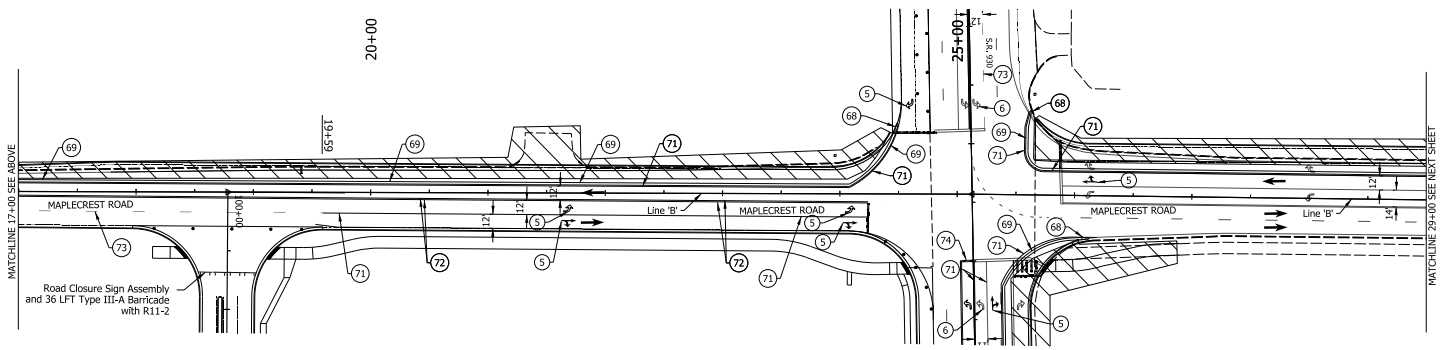
SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	21 of 100
CONTRACT	PROJECT
R-42358	1900107

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	1 EACH
TOTAL TYPE 'A' SIGN	3 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	1,462 LFT
Energy Absorbing Terminal, CZ, TL-2	3 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (30mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.



LEGEND:
- (5) Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- (6) Pavement Message Marking, Remove
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrier, Type 2
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Barricade
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

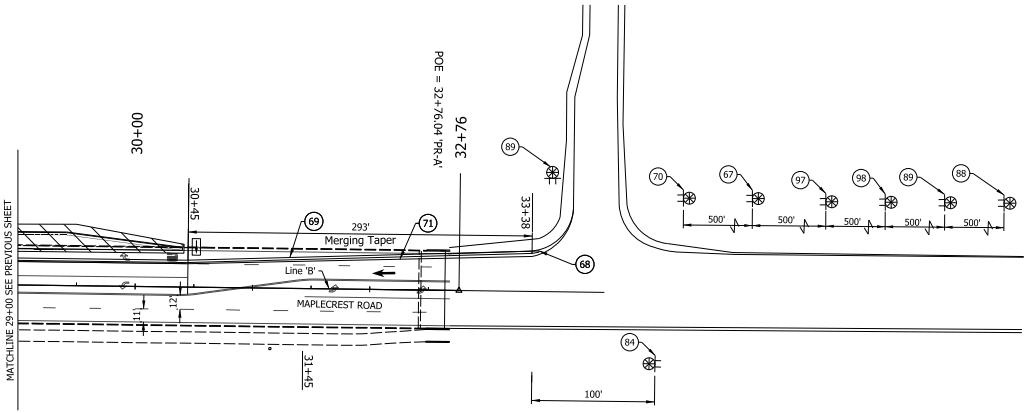
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INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE II
LINE 'PR-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	22 of 100
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	438 LFT
Energy Absorbing Terminal, CZ, TL-2	1 EACH
Flashing Arrow Sign	120 DAYS

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (67) W4-2 'LANE ENDS' Sign
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrier, Type 2
- (70) W20-5 'LANE CLOSED AHEAD' Sign
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Area Under Construction
- Flashing Arrow Sign
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

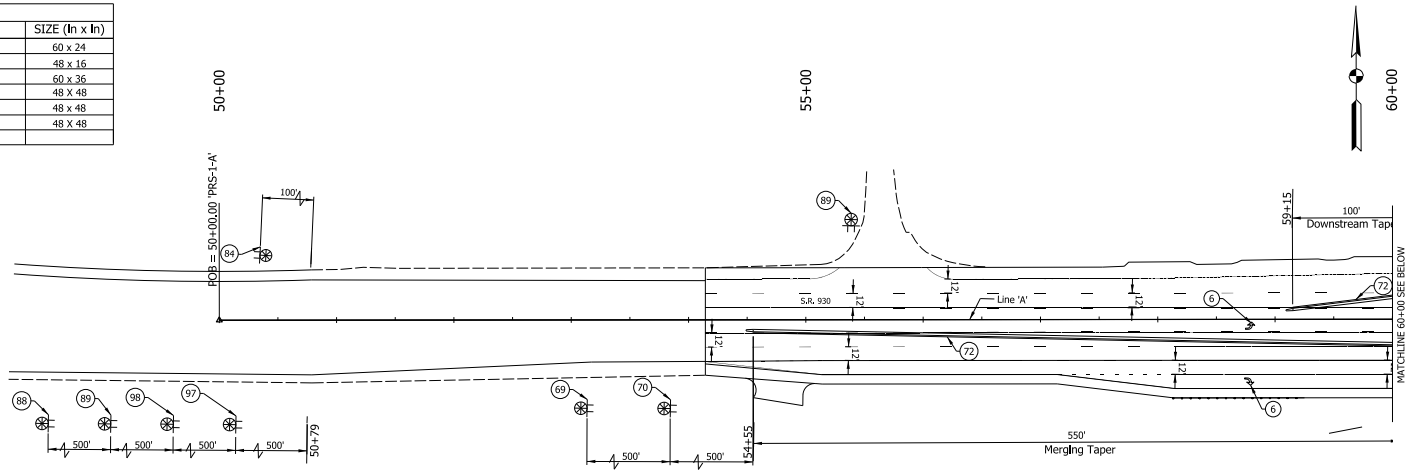
INDIANA
DEPARTMENT OF TRANSPORTATION

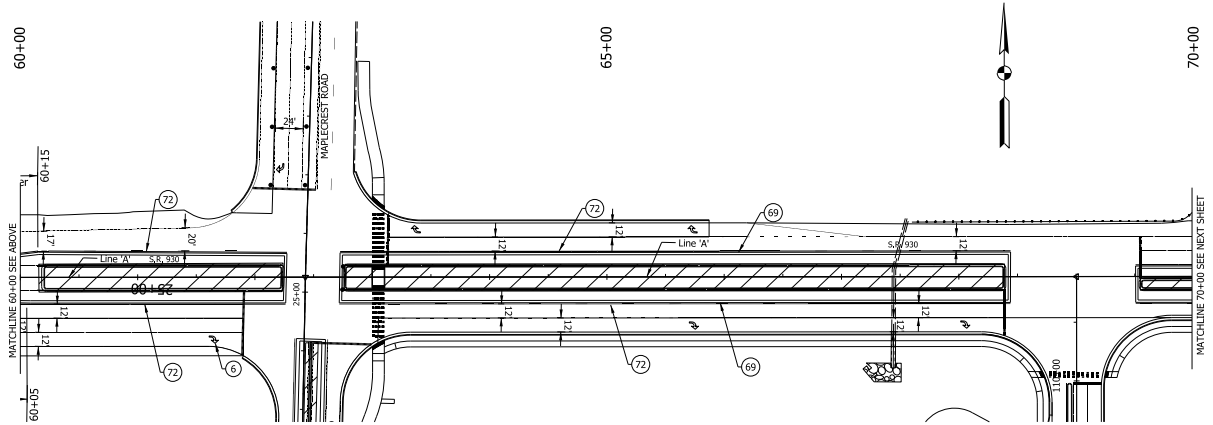
MAINTENANCE OF TRAFFIC PHASE II
LINE 'PR-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	23 of 100
CONTRACT	PROJECT
R-42358	1900107

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	2,482 LFT
Energy Absorbing Terminal, CZ, TL-2	1 EACH





NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

Construction Zone
Design Speed = 35 mph

LEGEND:
- (6) Pavement Message Marking, Remove
- (67) W4-2 'LANE ENDS' Sign
- (69) Temporary Traffic Barrier, Type 2
- (70) W20-5 'LANE CLOSED AHEAD' Sign
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

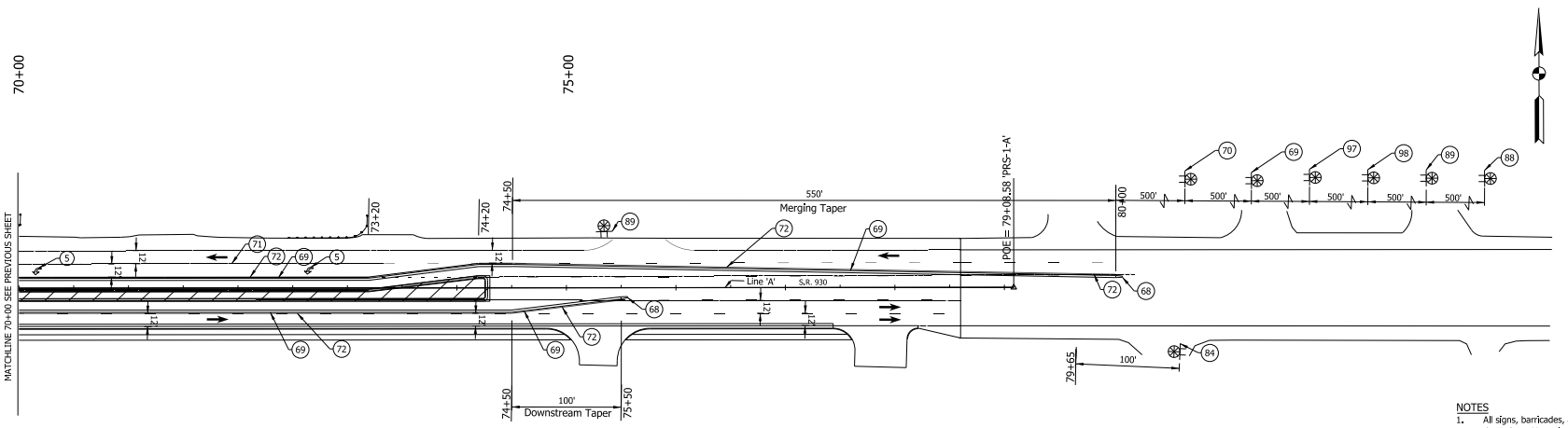
DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III
LINE 'PR-S-1-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	24 of 100
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	1,554 LFT
Energy Absorbing Terminal, CZ, TL-2	2 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (5) Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- (67) W4-2 'LANE ENDS' Sign
- (68) Energy Absorbing Terminal, CZ, TL-2
- (69) Temporary Traffic Barrier, Type 2
- (70) W20-5 'LANE CLOSED AHEAD' Sign
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

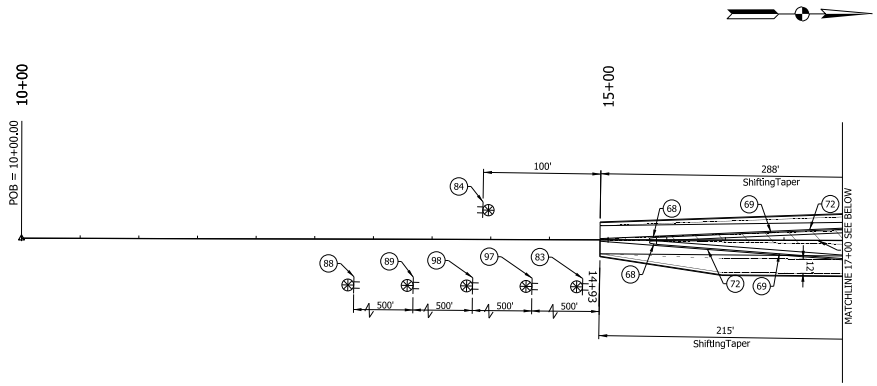
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III
LINE 'PR-S-1-A'

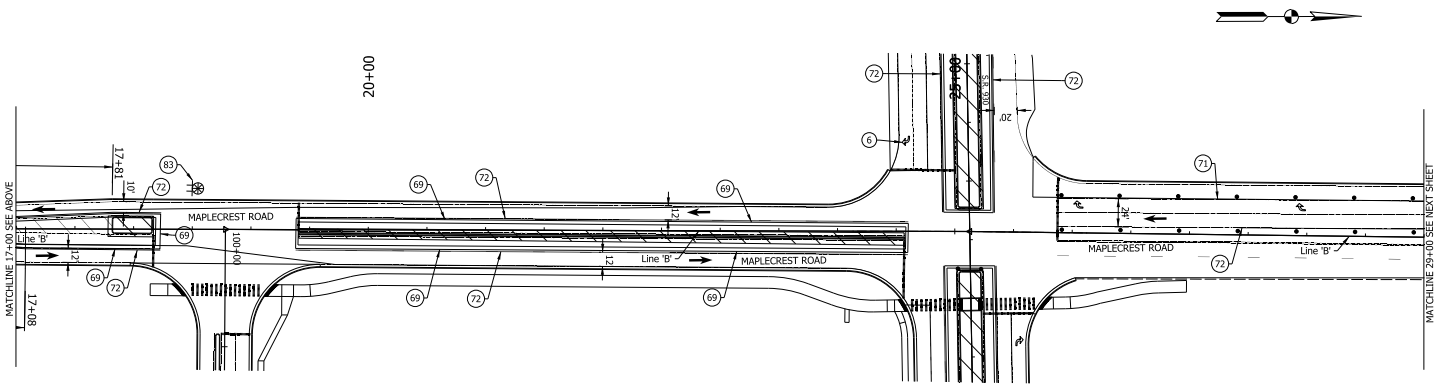
SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	25 of 100
CONTRACT	PROJECT
R-42358	1900107

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	1 EACH
TOTAL TYPE 'A' SIGN	3 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH
Temporary Traffic Barrier, Type 2	1,370 LFT
Energy Absorbing Terminal, CZ, TL-2	2 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.



LEGEND:
- 6 Pavement Message Marking, Remove
- 69 Temporary Traffic Barrier, Type 2
- 71 Temp. Pavement Marking, Removable, Solid, White, 6in
- 72 Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- 84 XG20-2 'END CONSTRUCTION' Sign
- 88 XW2-6 'WORKSITE PENALTY ADDED' Sign
- 89 XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- 97 XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- 98 XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

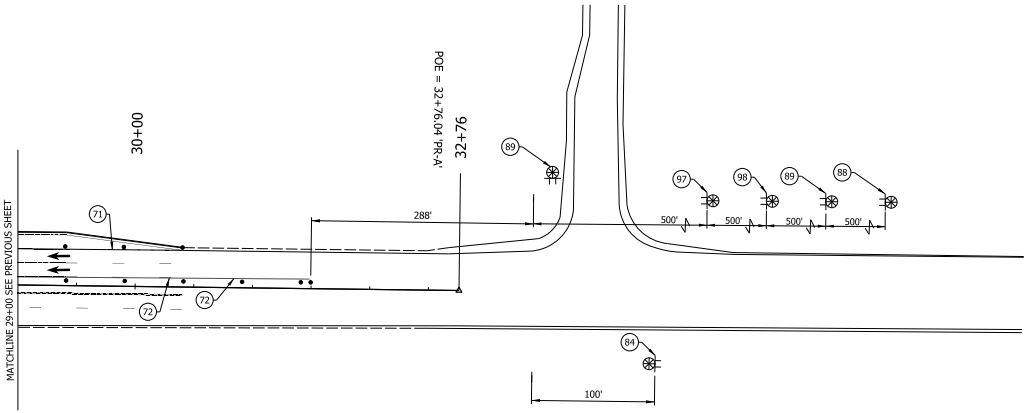
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III
LINE 'PR-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	26 of 100
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 50' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 25' unless otherwise noted.
5. Warning Lights, Type A shall be installed on all construction signs.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

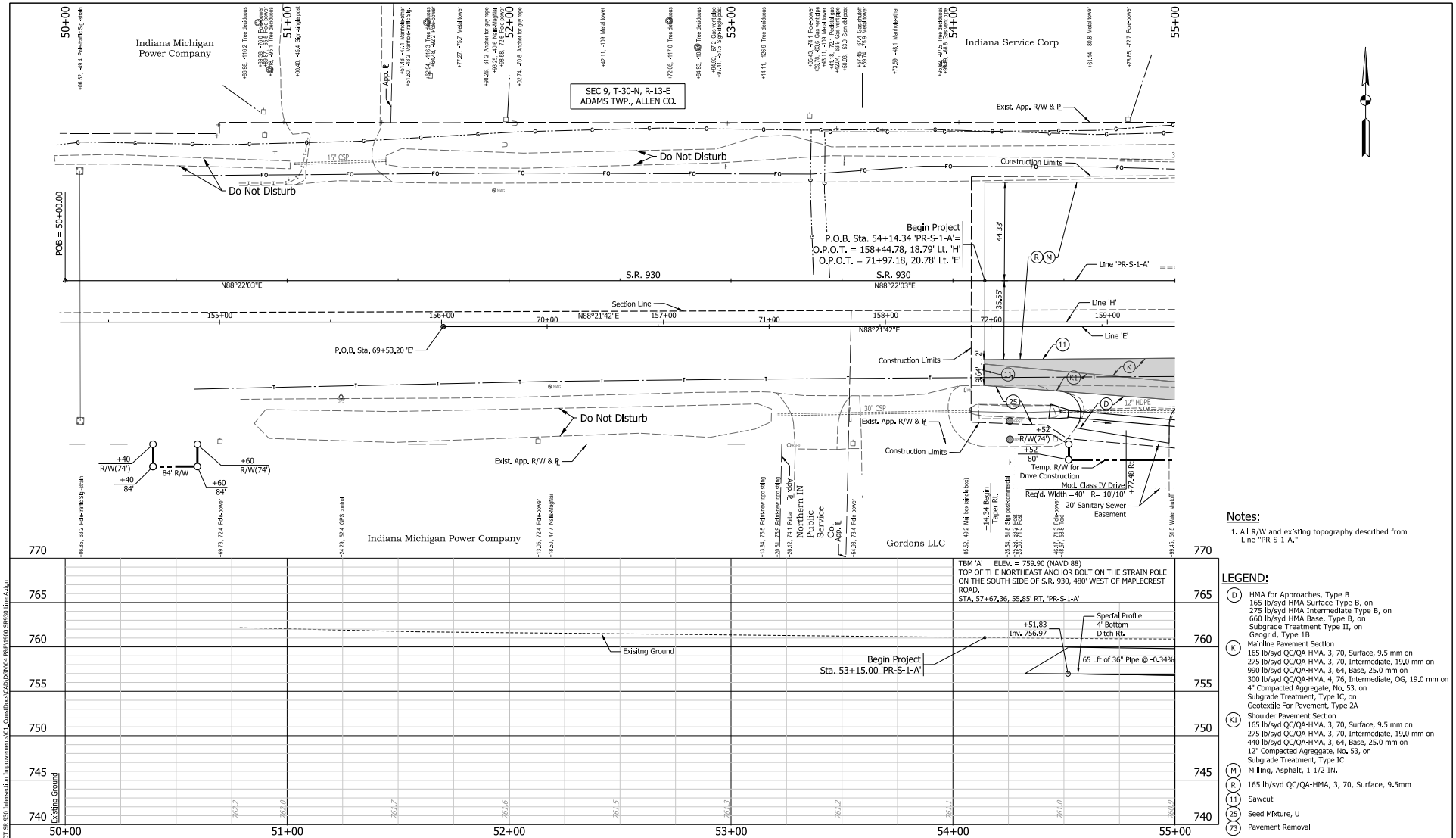
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III
LINE 'PR-A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	27 of 100
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "PR-S-1-A."

LEGEND:

- (D) HMA for Approaches, Type B
  165 lb/syd HMA Surface Type B, on
  275 lb/syd HMA Intermediate Type B, on
  660 lb/syd HMA Base, Type B, on
  Subgrade Treatment Type II, on
  Geogrid, Type 1B
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  990 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC, on
  Geotextile For Pavement, Type 2A
- (K1) Shoulder Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  440 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  12" Compacted Agregate, No. 53, on
  Subgrade Treatment, Type IC
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
- (11) Sawcut
- (25) Seed Mixture, U
- (73) Pavement Removal

1 N=179787.255 E=784295.243
MAG NAIL WITH DLZ CONTROL WASHER
55+56.24, 44' Rt, 'PR-S-1-A'
ELEV. = 766.45 (NAVD 88)

13 N=179766.504 E=783863.709
MAG NAIL WITH DLZ WASHER SET FLUSH
51+24.29, 52.40' Rt, 'PR-S-1-A'
ELEV. = 761.87 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

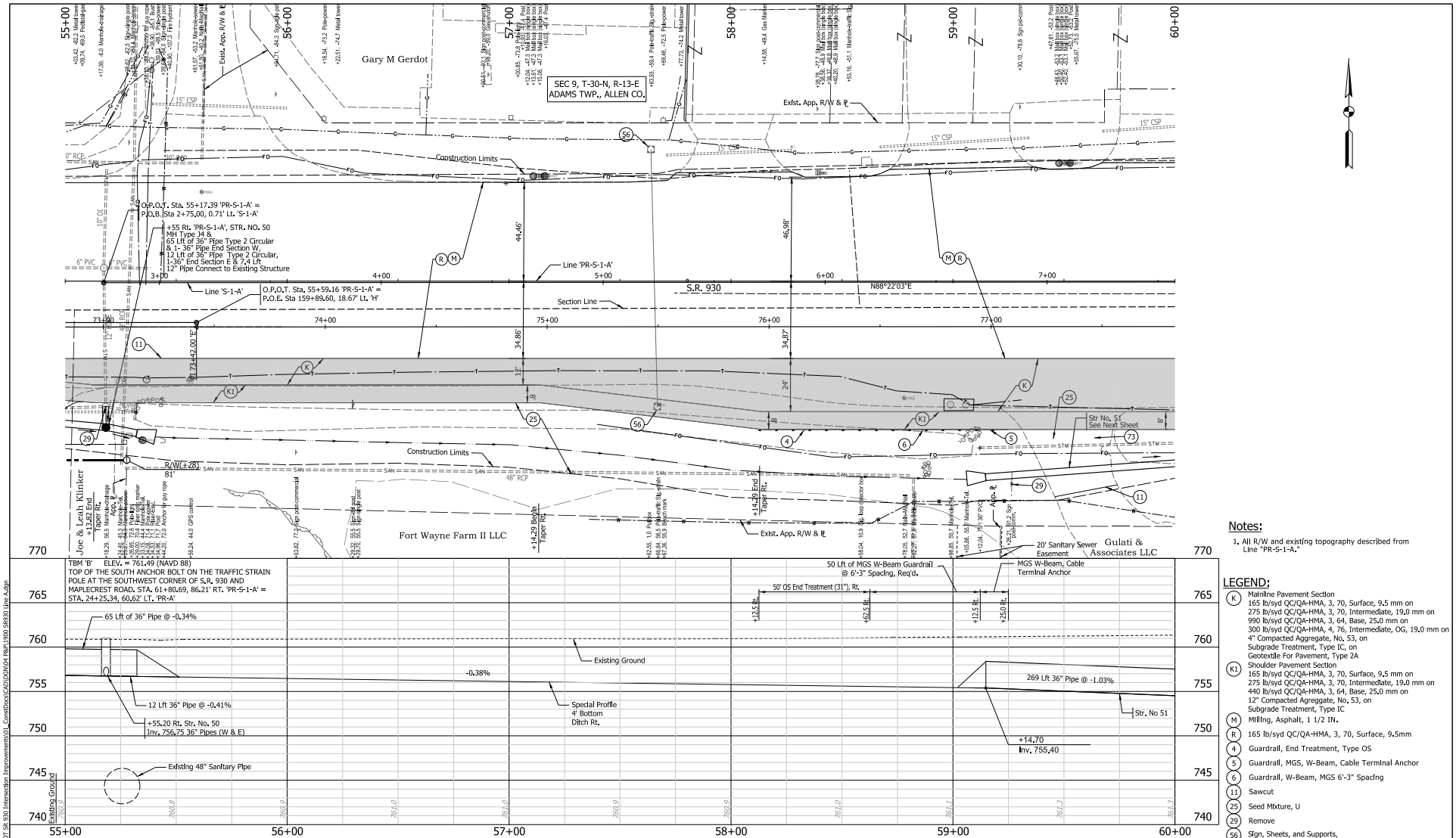
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-S-1-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	28 of 100
CONTRACT	PROJECT
R-42358	1900107

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Notes:

1. All R/W and existing topography described from Line 'PR-S-1-A.'

LEGEND:

K	Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 990 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 4" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC, on Geotextile For Pavement, Type 2A
K1	Shoulder Pavement Section 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 440 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 12" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC
M	Milling, Asphalt, 1 1/2 IN.
R	165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
4	Guardrail, End Treatment, Type OS
5	Guardrail, MGS, W-Beam, Cable Terminal Anchor
6	Guardrail, W-Beam, MGS 6'-3" Spacing
11	Sawcut
25	Seed Mixture, U
29	Remove
56	Sign, Sheets, and Supports, Remove
73	Pavement Removal

1	N=179787.255 E=784295.243 S.R. 930 Telephone Manhole Power Pole Stop Light Ahead Sign MAG NAIL WITH DLZ CONTROL WASHER 55+56.24, 44' Rt. 'PR-S-1-A' ELEV. = 766.45 (NAVD 88)
2	N=179774.579 E=784929.800 S.R. 930 Drainage Manhole Traffic Manhole MAPLECREST 5/8" REBAR WITH DLZ CAP SET FLUSH 61+90.17, 74.75' Rt. 'PR-S-1-A' ELEV. = 760.55 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

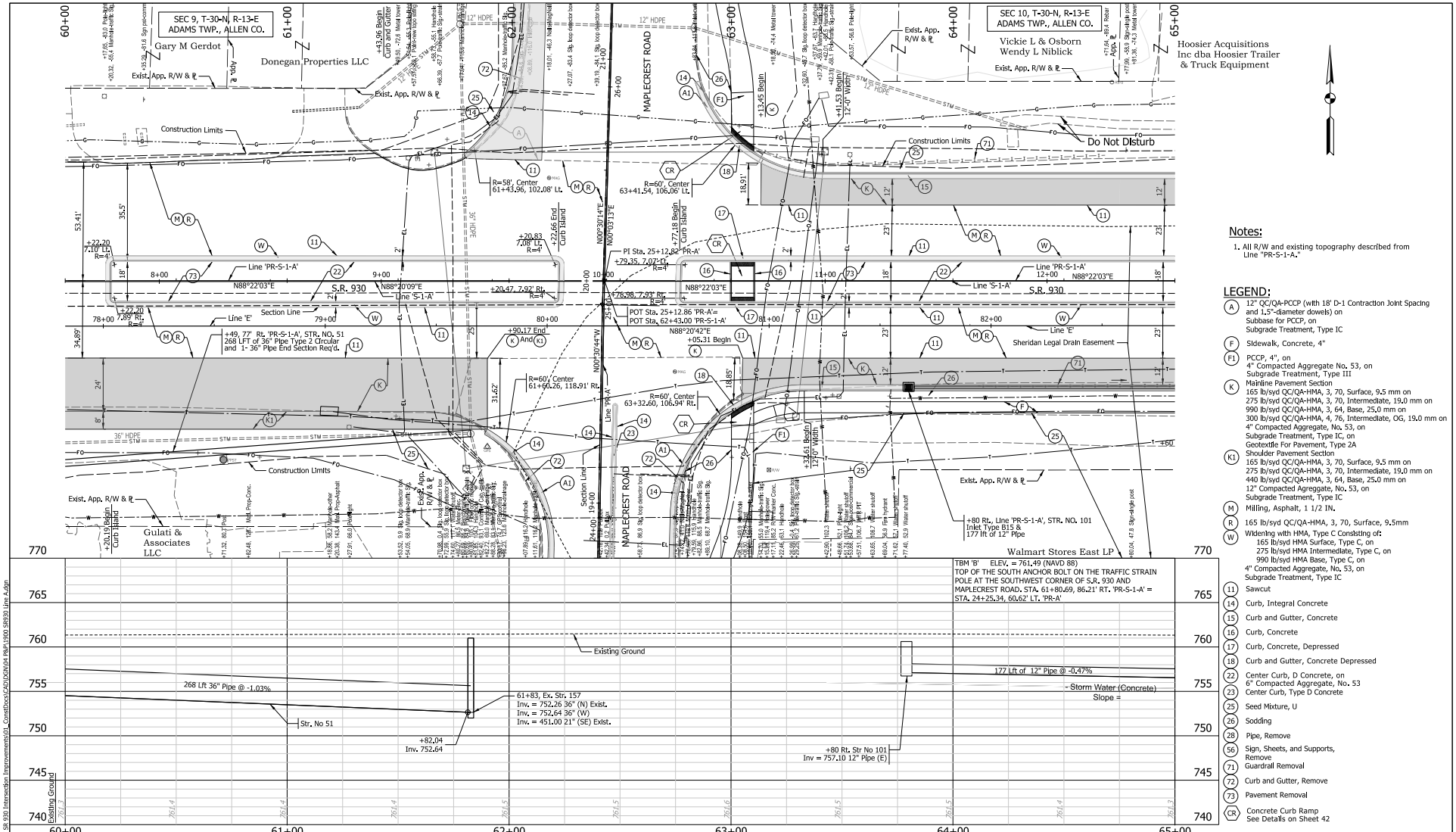
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-S-1-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	29 of 100
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "PR-S-1-A."

LEGEND:

- (A) 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (F1) PCCP, 4", on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  990 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC, on
  Geotextile For Pavement, Type 2A
- (K1) Shoulder Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  440 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  12" Compacted Agreggate, No. 53, on
  Subgrade Treatment, Type IC
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
- (W) Widening with HMA, Type C Consisting of:
  165 lb/syd HMA Surface, Type C, on
  275 lb/syd HMA Intermediate, Type C, on
  990 lb/syd HMA Base, Type C, on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC
- (11) Sawcut
- (14) Curb, Integral Concrete
- (15) Curb and Gutter, Concrete
- (16) Curb, Concrete
- (17) Curb, Concrete, Depressed
- (18) Curb and Gutter, Concrete Depressed
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (23) Center Curb, Type D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (28) Pipe, Remove
- (56) Sign, Sheets, and Supports, Remove
- (71) Guardrail Removal
- (72) Curb and Gutter, Remove
- (73) Pavement Removal
- (CR) Concrete Curb Ramp See Details on Sheet 42

2 N=179774.579 E=784929.800
S.R. 930 — Drainage Manhole, Traffic Manhole, MAPLECREST
5/8" REBAR WITH DLZ CAP SET FLUSH
61+80.17, 74.75' Rt. 'PR-S-1-A'
ELEV. = 766.55 (NAVD 88)

4 N=179820.856 E=785509.288
S.R. 930 — Northeast Anchor Bolt On Strain Pole (Dim 0), Telephone Manhole, R/W Monument
MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'PR-S-1-A'
ELEV. = 766.42 (NAVD 88)

DLZ
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DLZ INDIANA, LLC

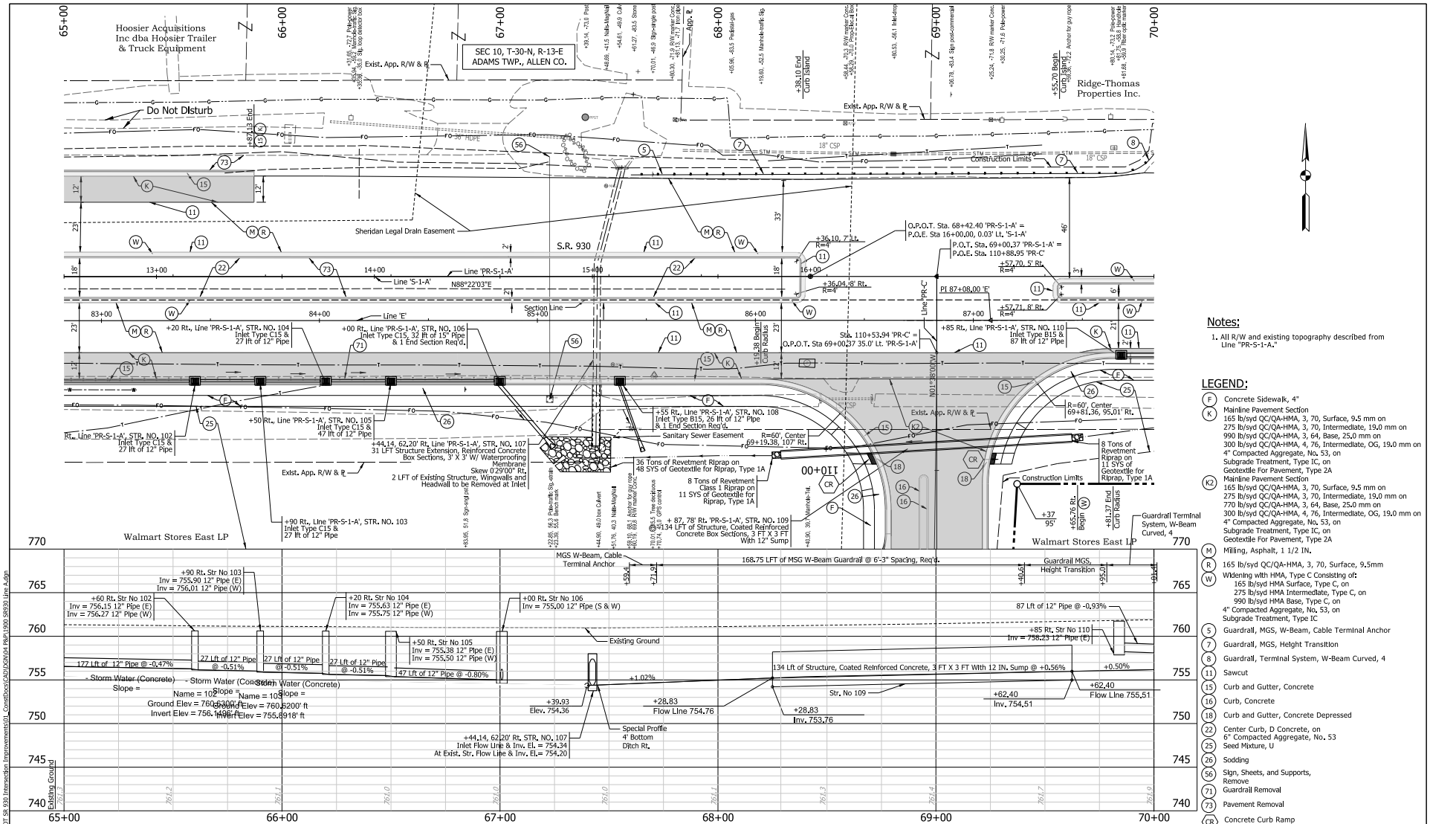
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE
DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-S-1-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1'=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	30 of 100
CONTRACT	PROJECT
R-42358	1900107

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4 N=179820.856 E=785509.288

S.R. 930

Northeast Anchor Bolt On Strain Pole 35MH 05

Telephone Manhole

70.4' AZ=84°

42.0' AZ=356°

27.0' AZ=201°

R/W Monument

MAG NAIL WITH DLZ WASHER SET FLUSH 67+70.74, 45' Rt. 'PR-S-1-A' ELEV. = 766.42 (NAVD 88)

TBM 'D' ELEV. = 759.59 (NAVD 88)
TOP OF THE NORTHEAST ANCHOR BOLT ON THE STRAIN POLE ON THE SOUTH SIDE OF S.R. 930, 470' EAST OF MAPLECREST ROAD.
STA. 67+23.39, 55.57 RT. 'PR-S-1-A'

DLZ

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DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

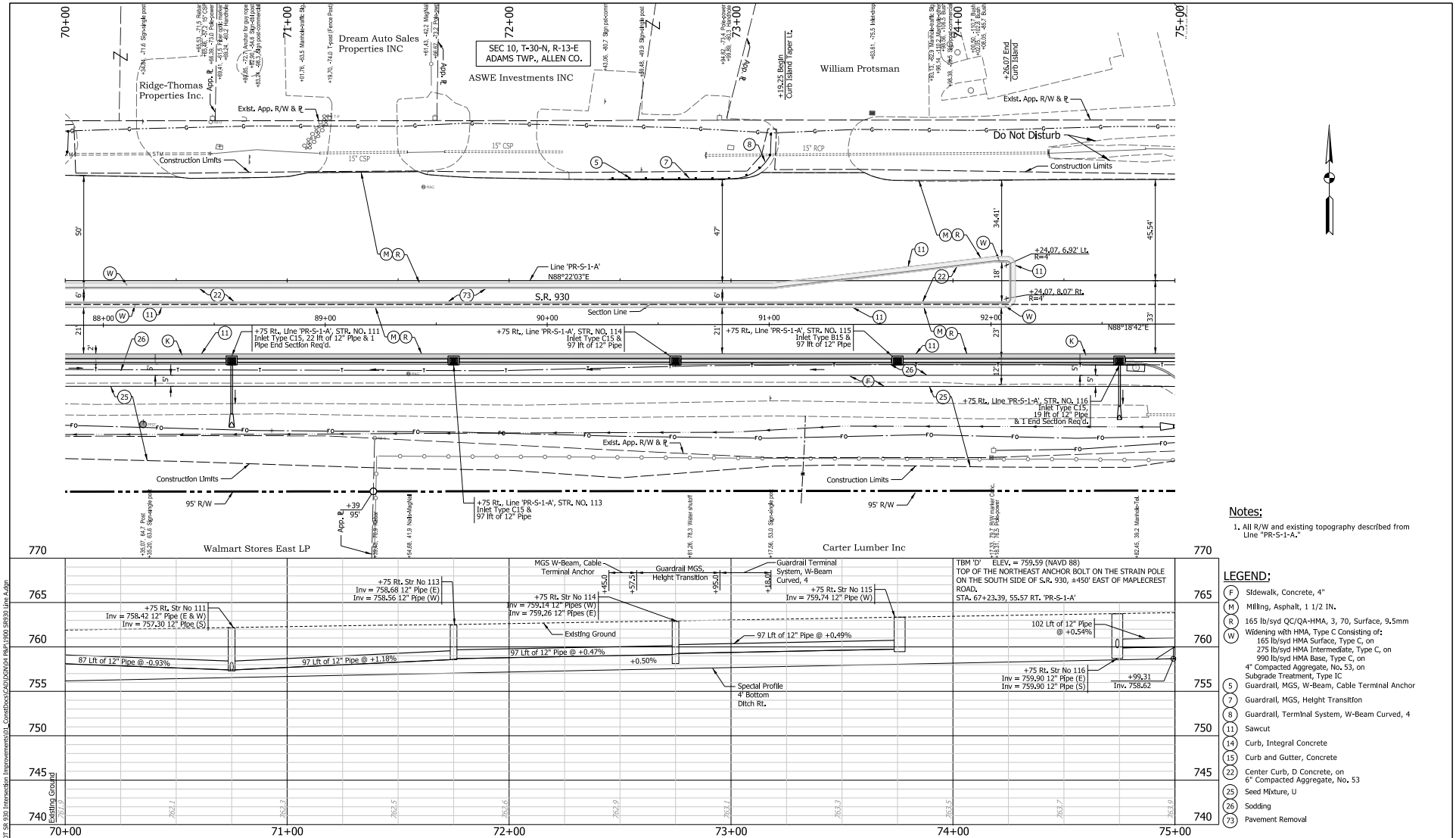
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CHECKED: FS CHECKED: JWH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE 'PR-S-1-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	31 of 100
CONTRACT	PROJECT
R-42358	1900107



Notes;

1. All R/W and existing topography described from Line "PR-S-1-A."

LEGEND;

F	Sidewalk, Concrete, 4"
M	Milling, Asphalt, 1 1/2 IN.
R	165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
W	Widening with HMA, Type C Consisting of: 165 lb/syd HMA Surface, Type C, on 275 lb/syd HMA Intermediate, Type C, on 990 lb/syd HMA Base, Type C, on 4" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC
5	Guardrail, MGS, W-Beam, Cable Terminal Anchor
7	Guardrail, MGS, Height Transition
8	Guardrail, Terminal System, W-Beam Curved, 4
11	Sawcut
14	Curb, Integral Concrete
15	Curb and Gutter, Concrete
22	Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
25	Seed Mixture, U
26	Sodding
73	Pavement Removal

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

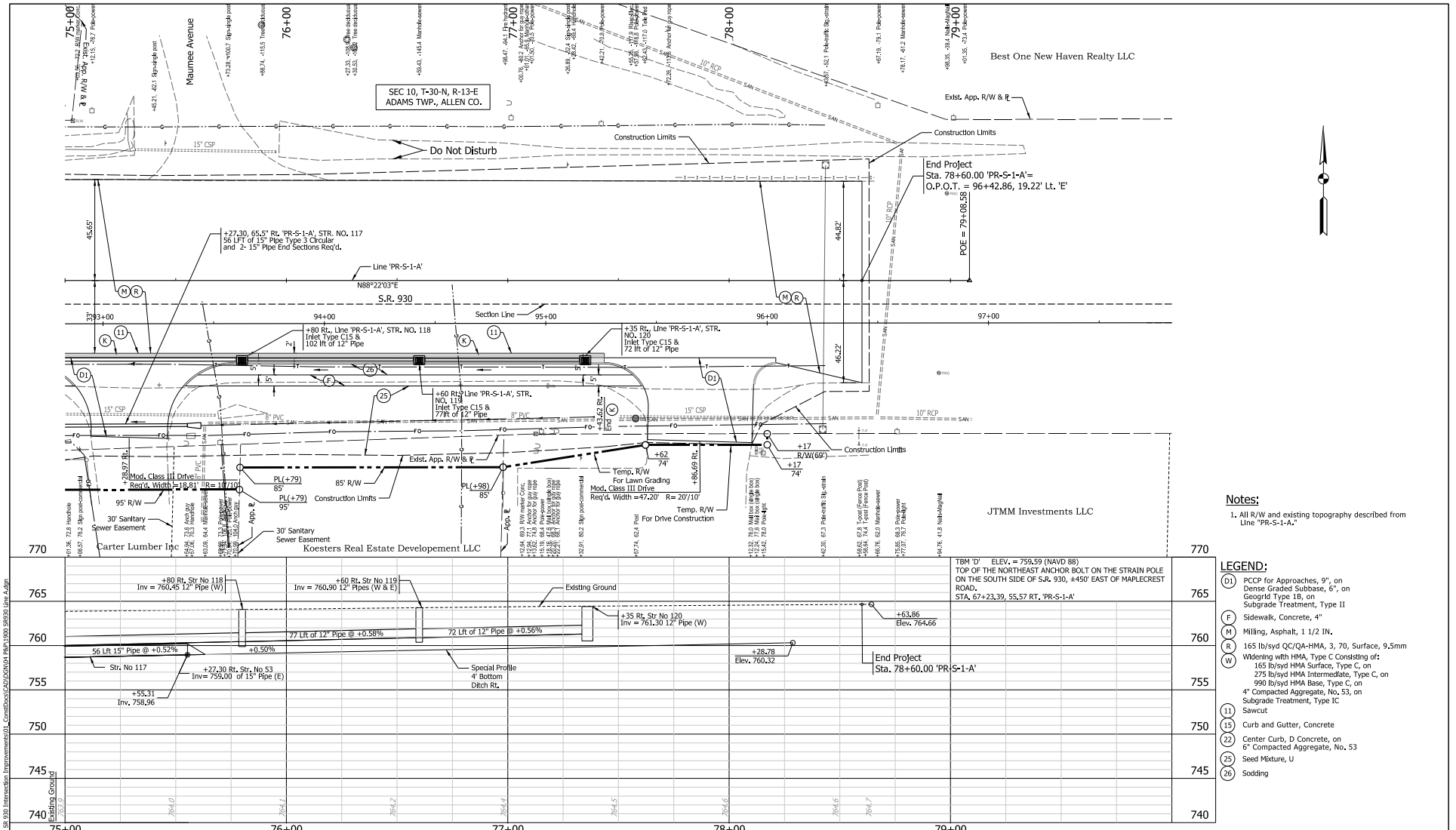
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-S-1-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	32 of 100
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "PR-S-1-A."

LEGEND:

- (D1) PCCP for Approaches, 9", on Dense Graded Subbase, 6", on Geogrid Type 1B, on Subgrade Treatment, Type II
- (F) Sidewalk, Concrete, 4"
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
- (W) Widening with HMA, Type C Consisting of:
  165 lb/syd HMA Surface, Type C, on
  275 lb/syd HMA Intermediate, Type C, on
  990 lb/syd HMA Base, Type C, on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC
- (11) Sawcut
- (15) Curb and Gutter, Concrete
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (25) Seed Mixture, U
- (26) Sodding

4 N=179820.856 E=785509.288

S.R. 930

MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'PR-S-1-A'
ELEV. = 766.42 (NAVD 88)

DLZ

DLZ INDIANA, LLC

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

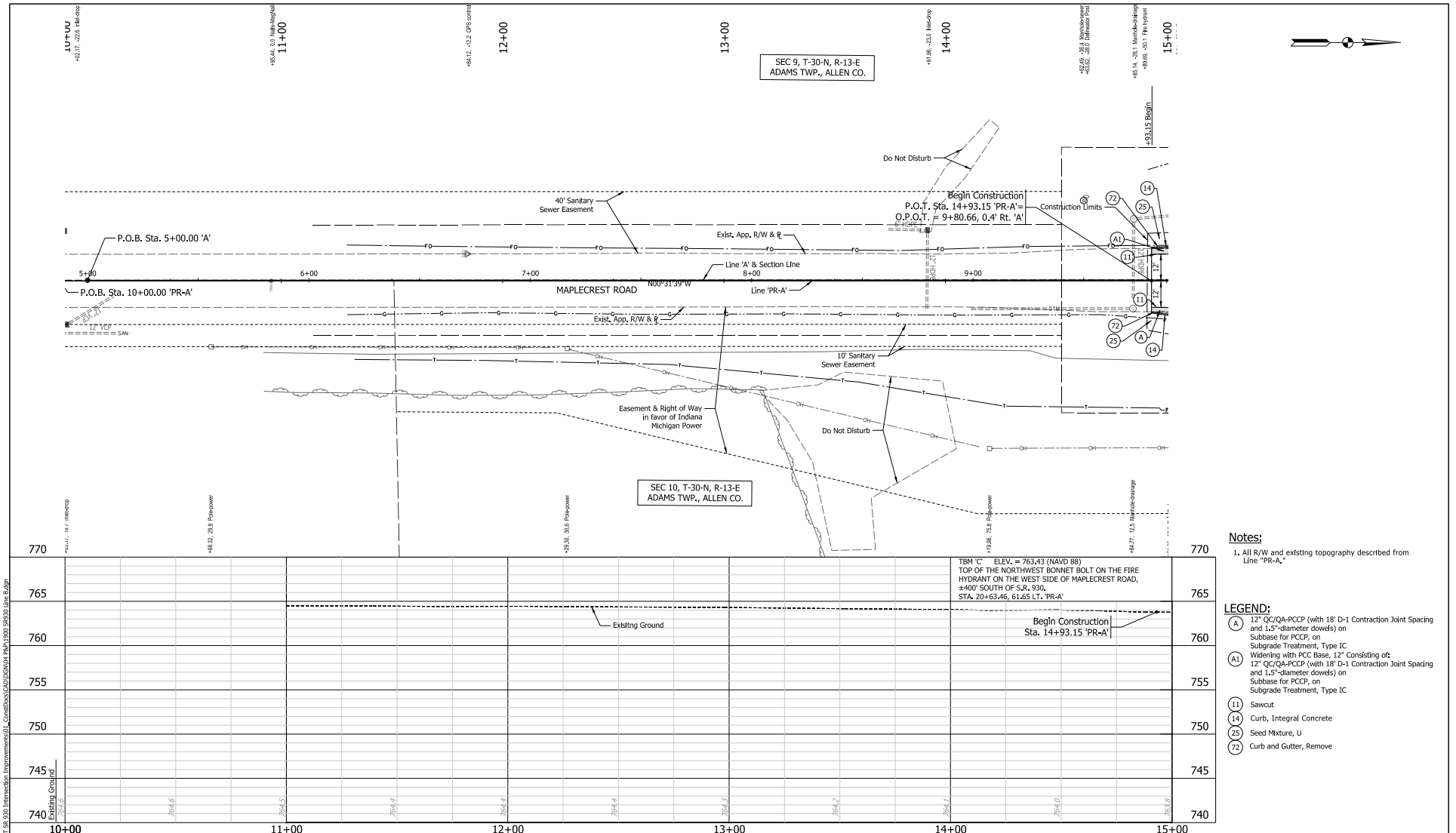
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-S-1-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	33 of 100
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and exlsting topography described from Line "PR-A."

LEGEND:

- (A) 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-dlameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (A1) Widening with PCC Base, 12" Consisting of: 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-dlameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (11) Sawcut
- (14) Curb, Integral Concrete
- (25) Seed Mixture, U
- (72) Curb and Gutter, Remove

5 N=178522,119 E=784980,147
MAG NAIL WITH DLZ WASHER SET FLUSH
11+84.12, 12.21' LT. PR-A
ELEV. = 764.15 (NAVD 88)

3 N=179075,622 E=784932,140
5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27' LT. PR-A
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

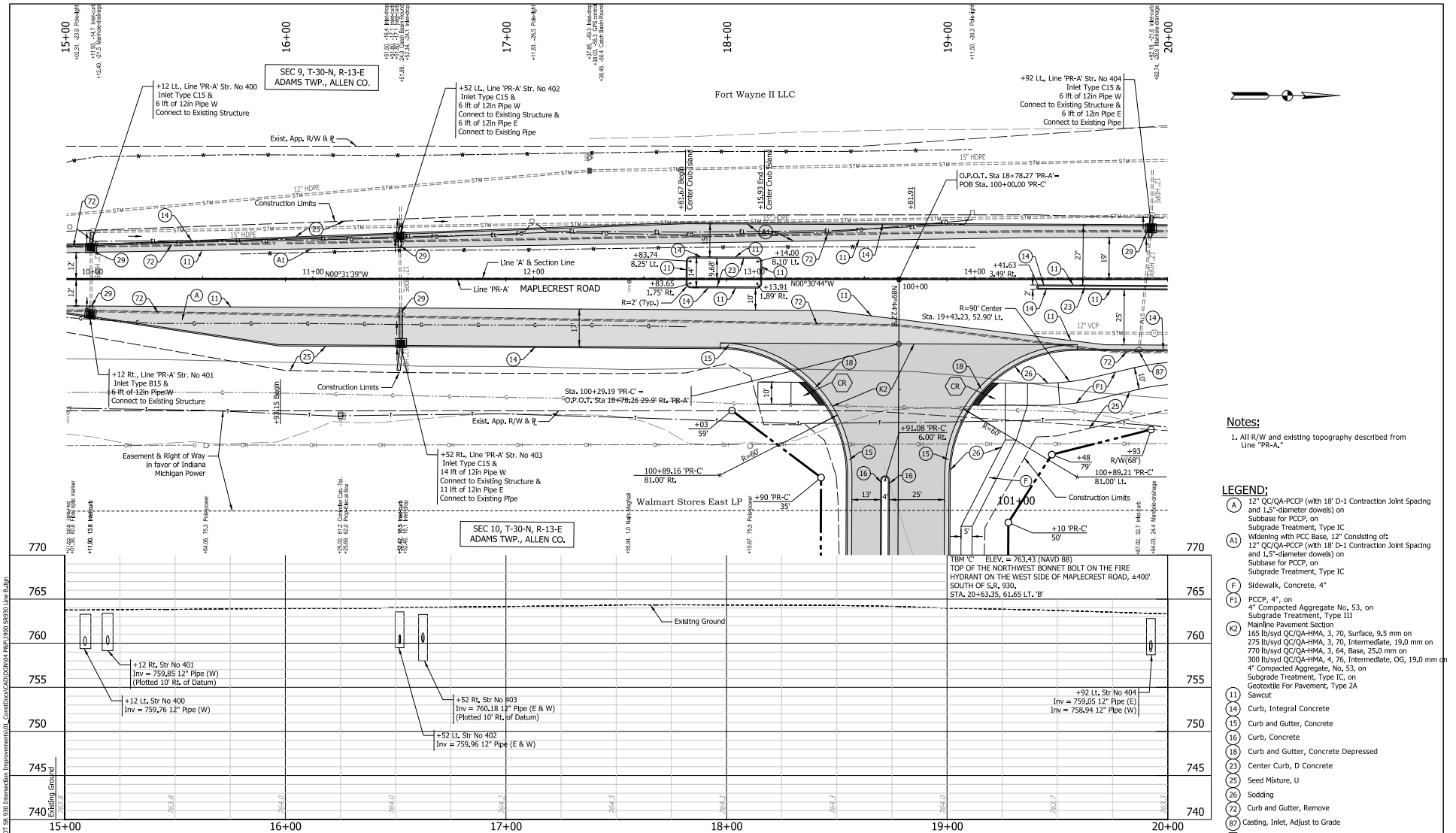
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1'=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	34 of 100
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "PR-A."

LEGEND:

- (A) 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (A1) Widening with PCC Base, 12" Consisting of: 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (F1) PCCP, 4", on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K2) Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 770 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 4" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC, on Geotextile For Pavement, Type 2A
- (11) Sawcut
- (14) Curb, Integral Concrete
- (15) Curb and Gutter, Concrete
- (16) Curb, Concrete
- (18) Curb and Gutter, Concrete Depressed
- (23) Center Curb, D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (72) Curb and Gutter, Remove
- (87) Casting, Inlet, Adjust to Grade
- (CR) Concrete Curb Ramp See Details on Sheet 43

3 N=179075.622 E=784932.140

5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 Lt 'PR-A'
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

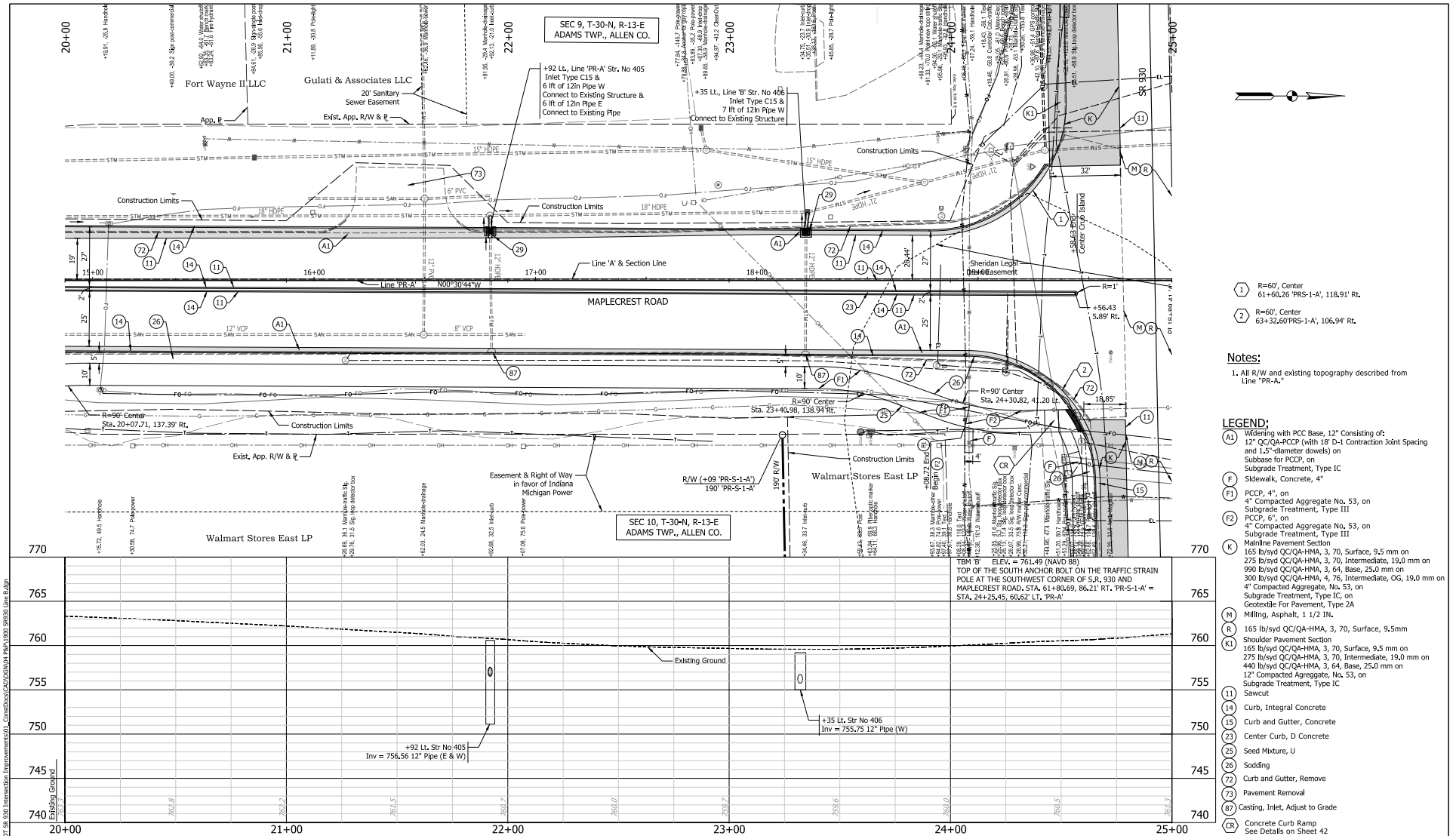
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	35 of 100
CONTRACT	PROJECT
R-42358	1900107



1 R=60', Center 61+60.26 'PRS-1-A', 118.91' Rt.

2 R=60', Center 63+32.60'PRS-1-A', 106.94' Rt.

Notes:

1. All R/W and existing topography described from Line "PR-A."

LEGEND:

- A1 Widening with PCC Base, 12" Consisting of: 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- F Sidewalk, Concrete, 4"
- F1 PCCP, 4", on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- F2 PCCP, 6", on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- K Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 990 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 4" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC, on Geotextile For Pavement, Type 2A
- M Milling, Asphalt, 1 1/2 IN.
- R 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
- K1 Shoulder Pavement Section 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 440 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 12" Compacted Agreggate, No. 53, on Subgrade Treatment, Type IC
- 11 Sawcut
- 14 Curb, Integral Concrete
- 15 Curb and Gutter, Concrete
- 23 Center Curb, D Concrete
- 25 Seed Mixture, U
- 26 Sodding
- 72 Curb and Gutter, Remove
- 73 Pavement Removal
- 87 Casting, Inlet, Adjust to Grade
- CR Concrete Curb Ramp See Details on Sheet 42

2 N=179774.579 E=784926.800
S.R. 930
MAPLECREST
5/8" REBAR WITH DLZ CAP SET FLUSH
61+90.17, 74.75' RT. 'PR-S-1-A'
ELEV. = 766.55 (NAVD 88)

3 N=179075.622 E=784932.140
5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27' LT 'PR-A'
ELEV. = 761.72 (NAVD 88)

DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC

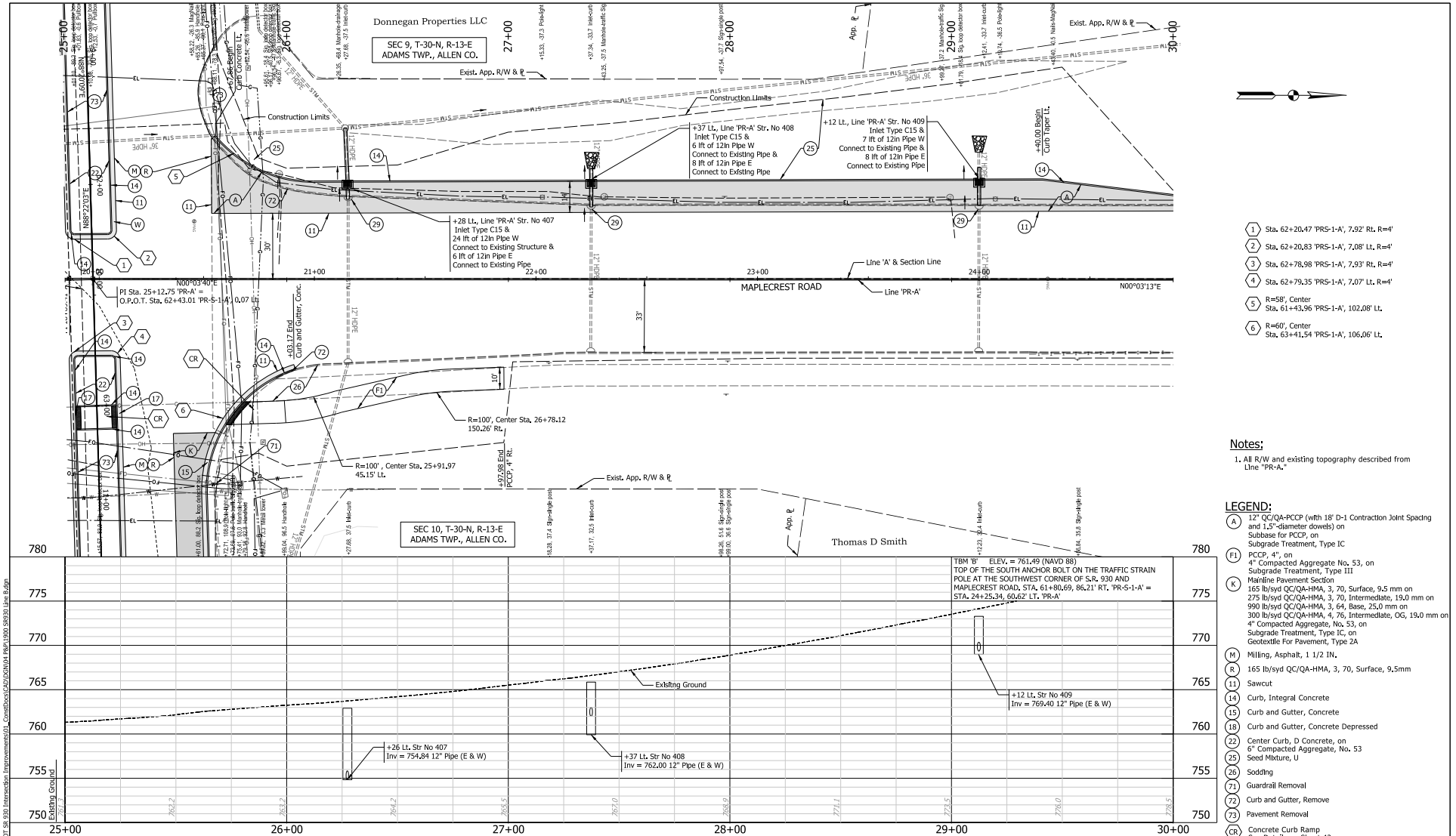
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DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE 'PR-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	36 of 100
CONTRACT	PROJECT
R-42358	1900107

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1. Sta. 62+20.47 'PRS-1-A', 7.92' Rt. R=4'
2. Sta. 62+20.83 'PRS-1-A', 7.08' Lt. R=4'
3. Sta. 62+78.98 'PRS-1-A', 7.93' Rt. R=4'
4. Sta. 62+79.35 'PRS-1-A', 7.07' Lt. R=4'
5. R=58', Center Sta. 61+43.96 'PRS-1-A', 102.08' Lt.
6. R=60', Center Sta. 63+41.54 'PRS-1-A', 106.06' Lt.

Notes:

1. All R/W and existing topography described from Line "PR-A."

LEGEND:

- (A) 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (F1) PCCP, 4", on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  990 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC, on
  Geotextile For Pavement, Type 2A
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5mm
- (11) Sawcut
- (14) Curb, Integral Concrete
- (15) Curb and Gutter, Concrete
- (18) Curb and Gutter, Concrete Depressed
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (25) Seed Mixture, U
- (26) Soddlng
- (71) Guardrail Removal
- (72) Curb and Gutter, Remove
- (73) Pavement Removal
- (CR) Concrete Curb Ramp See Details on Sheet 42

2 N=179774.579 E=784926.800
S.R. 930
MAPLECREST
5/8" REBAR WITH DLZ CAP SET FLUSH
61+90.17 74.75' Rt. 'PR-S-1-A'
ELEV. = 786.55 (NAVD 88)

14 N=180571.014 E=785024.866
MAPLECREST
MAG NAIL WITH DLZ WASHER SET FLUSH
32+32.97 43.7' Rt. 'PR-A'
ELEV. = 789.56 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

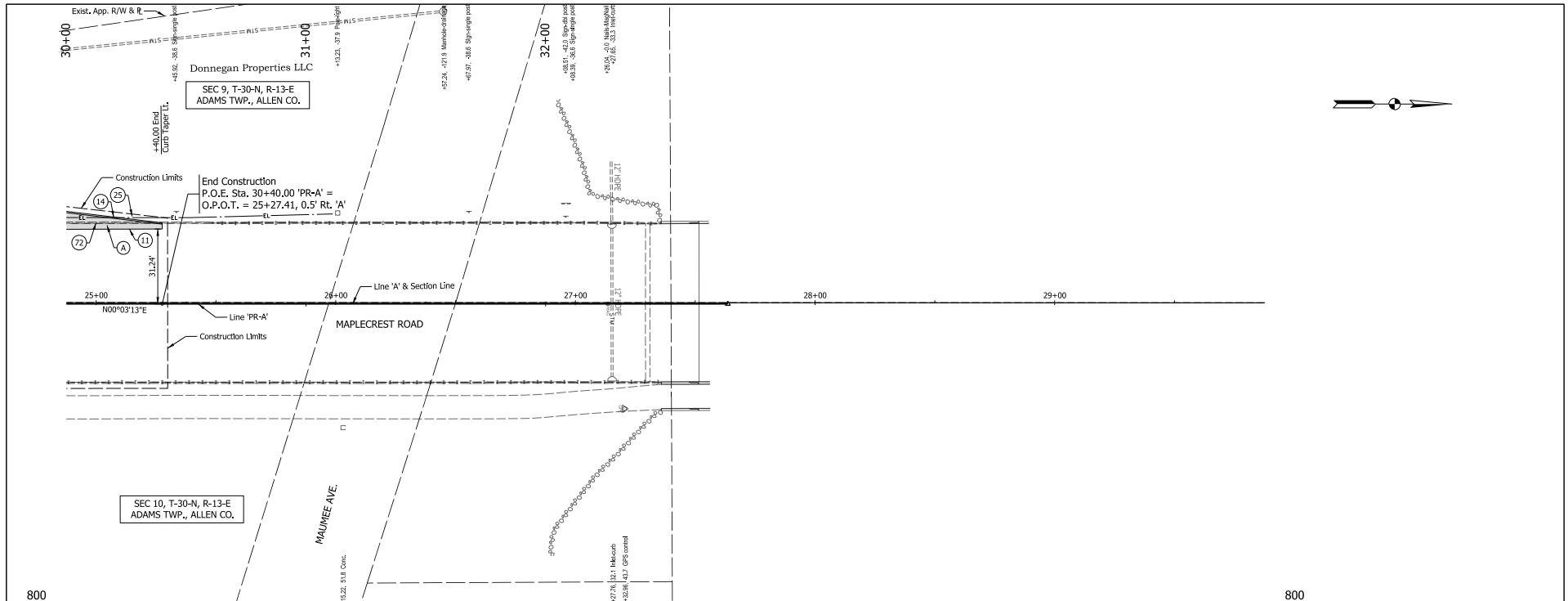
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INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	37 of 100
CONTRACT	PROJECT
R-42358	1900107

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TBM 'B' ELEV. = 761.49 (NAVD 88)
TOP OF THE SOUTH ANCHOR BOLT ON THE TRAFFIC STRAIN POLE AT THE SOUTHWEST CORNER OF S.R. 930 AND MAPLECREST ROAD. STA. 61+80.69, 86.21' RT. 'PR-S-1-A' = STA. 24+25.34, 60.62' LT. 'PR-A'

Notes:

1. All R/W and existing topography described from Line "PR-A."

LEGEND:

- (A) 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (11) Sawcut
- (15) Curb and Gutter, Concrete
- (25) Seed Mixture, U
- (72) Curb and Gutter, Remove

14 N=180571.014 E=785024.866

MAPLECREST
MAG NAIL WITH DLZ WASHER SET FLUSH
32+33.21, 43.71' Rt. PR-A,
ELEV. = 789.56 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE:

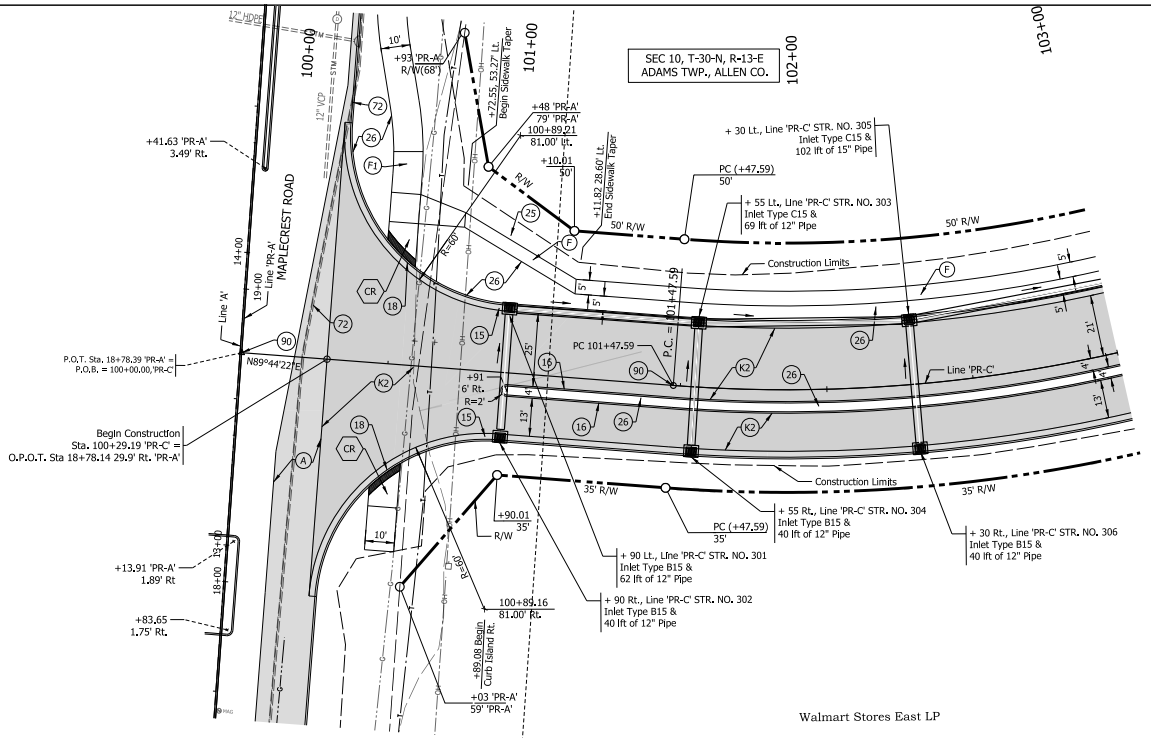
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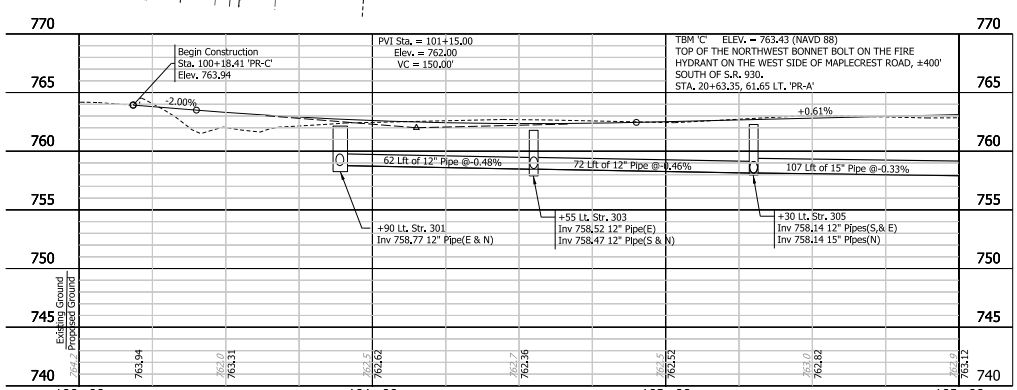
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	38 of 100
CONTRACT	PROJECT
R-42358	1900107





Notes:

1. All R/W and existing topography described from Line "PRC."
2. Line "PRC" to be constructed.

LEGEND:

- (A) 12" QC/QA-PCCP (with 18' D-1 Contraction Joint Spacing and 1.5"-diameter dowels) on Subbase for PCCP, on Subgrade Treatment, Type IC
- (F) Sidewalk, Concrete, 4"
- (F1) PCCP, 4", on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K2) Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on 770 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 4" Compacted Aggregate, No. 53, on Subgrade Treatment, Type IC, on Geotextile For Pavement, Type 2A
- (11) Sawcut
- (15) Curb and Gutter, Concrete
- (16) Curb, Concrete
- (18) Curb and Gutter, Concrete Depressed
- (23) Center Curb, D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (72) Curb and Gutter, Remove
- (90) Monument, B
- (CR) Concrete Curb Ramp See Details on Sheet 43

3 N=179075.622 E=784932.140

5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 Lt 'PR-A'
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

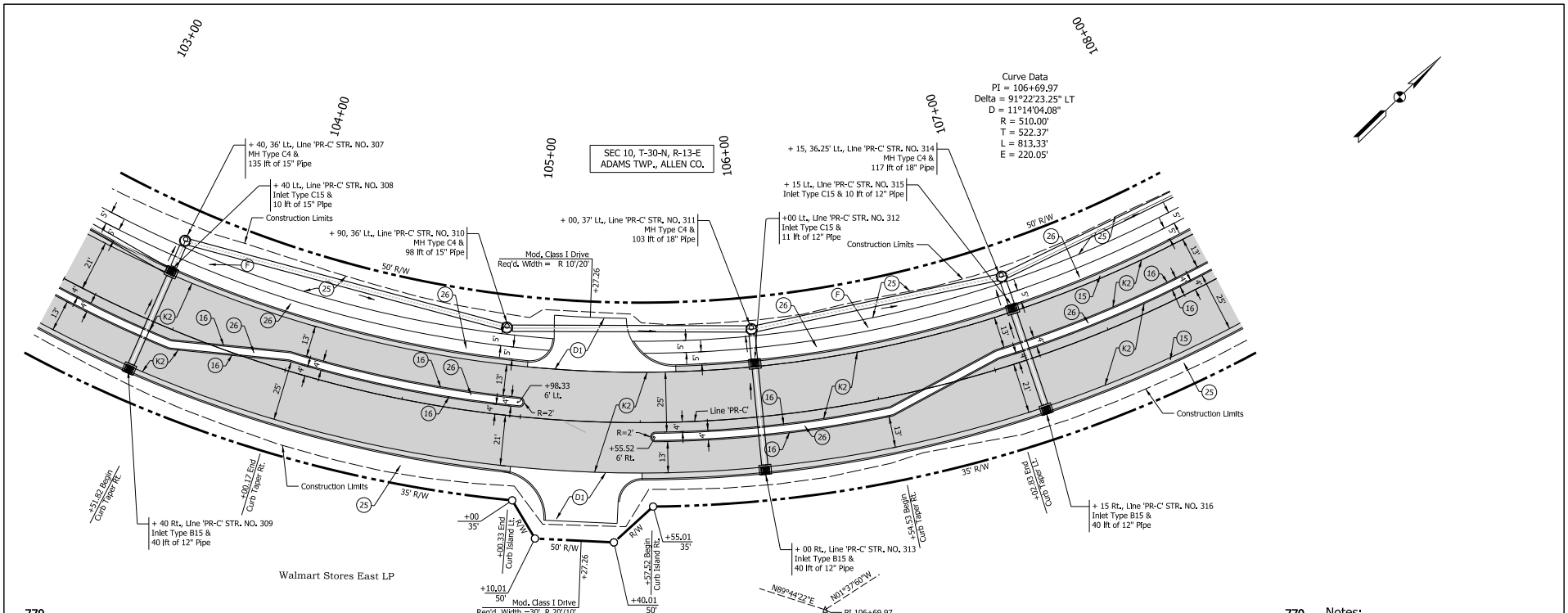
DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

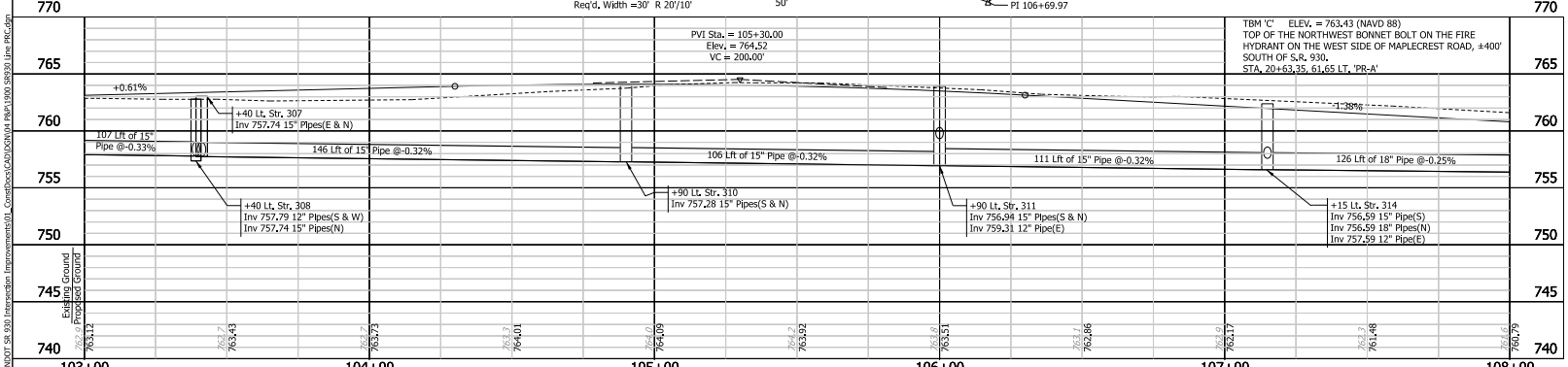
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-C'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	39 of 100
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20660\2180\0 INDOT SR 930 Intersection Improvements\01_ConstDocs\CAD\ICON\04 PMP\1900 SHEET 39 Line PRC.dgn





Notes:

1. All R/W and existing topography described from Line "PRC"
2. Line "PRC" to be constructed.

LEGEND:

- (D1) PCCP for Approaches, 9", on Dense Graded Subbase, 6", on Subgrade Treatment, Type II
- (F) Sidewalk, Concrete, 4"
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  770 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC, on
  Geotextile For Pavement, Type 2A
- (15) Curb and Gutter, Concrete
- (16) Curb, Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (90) Monument, B

3 N=179075.622 E=784932.140

5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 Lt 'PR-A'
ELEV. = 761.72 (NAVD 88)

DLZ

DLZ INDIANA, LLC

NOT FOR CONSTRUCTION

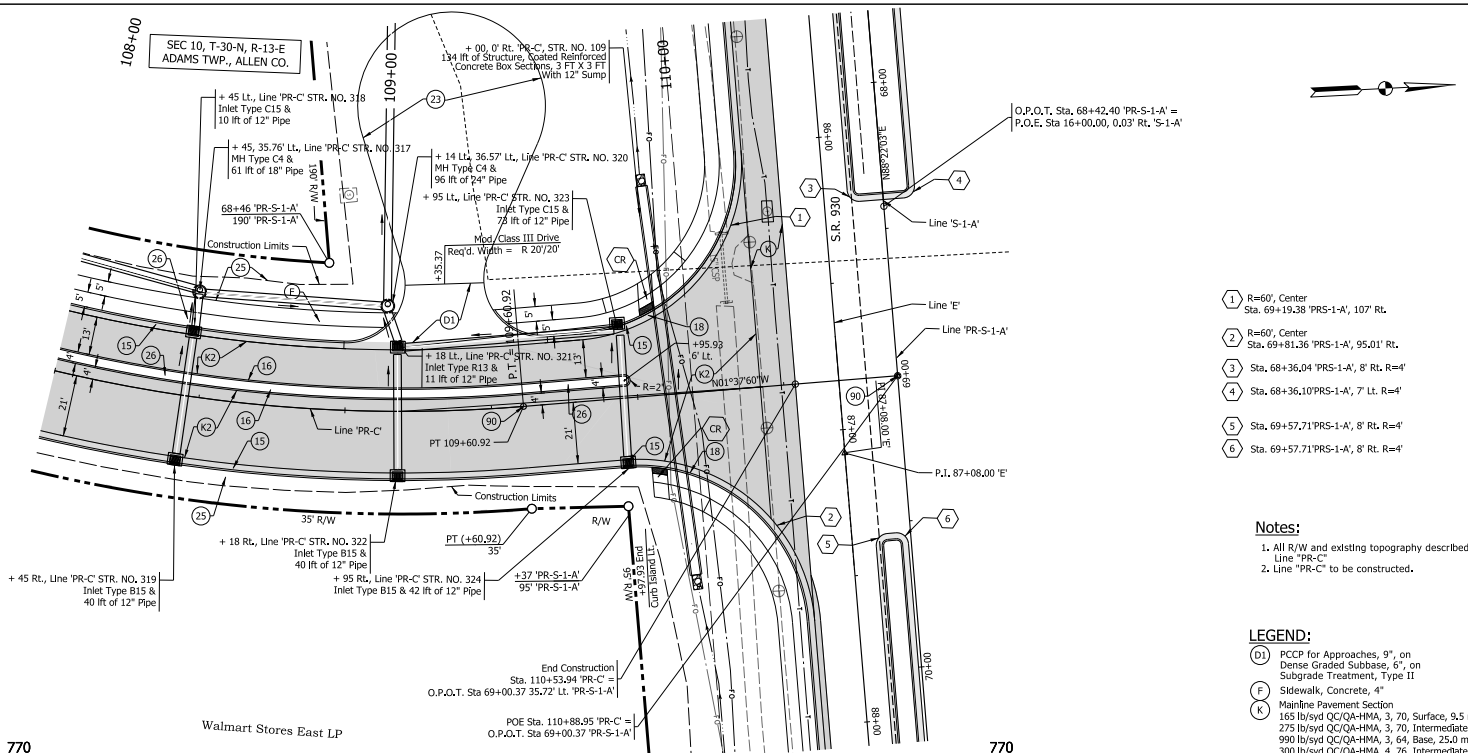
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

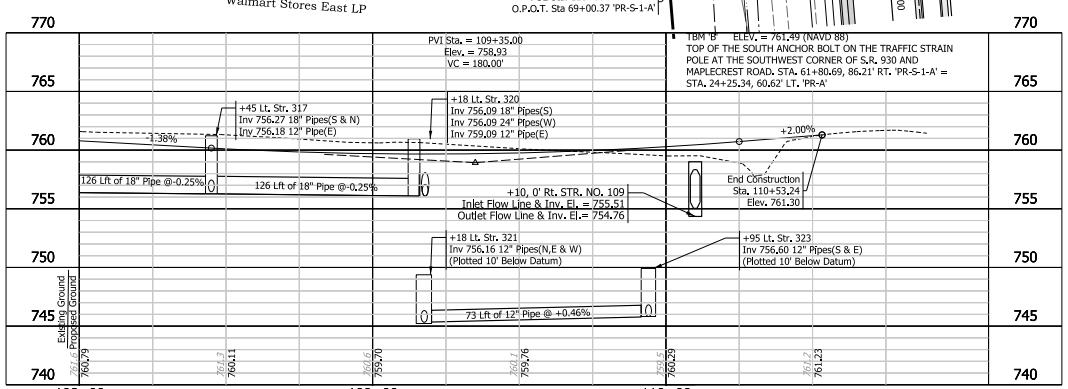
DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-C'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	40 of 100
CONTRACT	PROJECT
R-42358	1900107





Notes:

1. All R/W and existing topography described from Line "PR-C"
2. Line "PR-C" to be constructed.

LEGEND:

- (D1) PCCP for Approaches, 9", on Dense Graded Subbase, 6", on Subgrade Treatment, Type II
- (F) Sidewalk, Concrete, 4"
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  990 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC, on
  Geotextile For Pavement, Type 2A
- (K2) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 70, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 70, Intermediate, 19.0 mm on
  770 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  4" Compacted Aggregate, No. 53, on
  Subgrade Treatment, Type IC, on
  Geotextile For Pavement, Type 2A
- (11) Sawcut
- (15) Curb and Gutter, Concrete
- (16) Curb, Concrete
- (18) Curb and Gutter, Concrete Depressed
- (22) Center Curb, D Concrete
- (23) 6" Compacted Aggregate No. 73, on Subgrade Treatment Type, IC
- (25) Seed Mixture, U
- (26) Sodding
- (90) Monument, B
- (CR) Concrete Curb Ramp
  See Details on Sheet 43

4 N=179820.856 E=785509.288
S.R. 930
Northeast Anchor Bolt On Traffic Pole 'PRM-05'
Telephone Manhole
70.4' AZ=84°
AZ=0° AZ=156°
AZ=27.0' AZ=201°
R/W Monument
MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'PR-S-1-A'
ELEV. = 766.42 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PR-C'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	41 of 100
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20663\19000 INDOT SR 930 Intersection Improvements\01_ConstDocs\CAD\LOGN\04 P&PI\1900 SHEET 41 Line PRC.dgn

1. IN LIEU OF ORIFICE DETAIL SHOWN, AN ALTERNATE METHOD MAY BE USED AS SUCH: 12" INLET PIPE WITH STEEL PLATE INLAID WITHIN PIPE INVERT. 5.6" ORIFICE WELDED OUT OF STEEL PLATE. SEE DETAIL THIS SHEET.

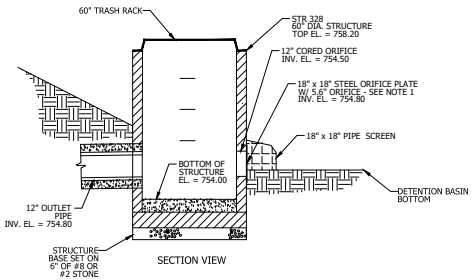
2. DETENTION BASIN OUTLET CONTROL MANHOLE SHALL BE FURNISHED WITH A DOME TOP-MOUNT TRASH RACK SUCH AS:

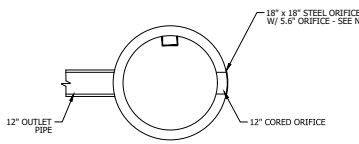
   TRASHRACKS.COM MODEL LDR-60
   CONTECH RS-60
   PHOENIX PRE-CAST PRODUCTS TOP GRATE DOMED
   OR APPROVED EQUAL

3. DETENTION BASIN OUTLET CONTROL MANHOLE SHALL BE FURNISHED WITH AN ORIFICE PIPE SCREEN SUCH AS:

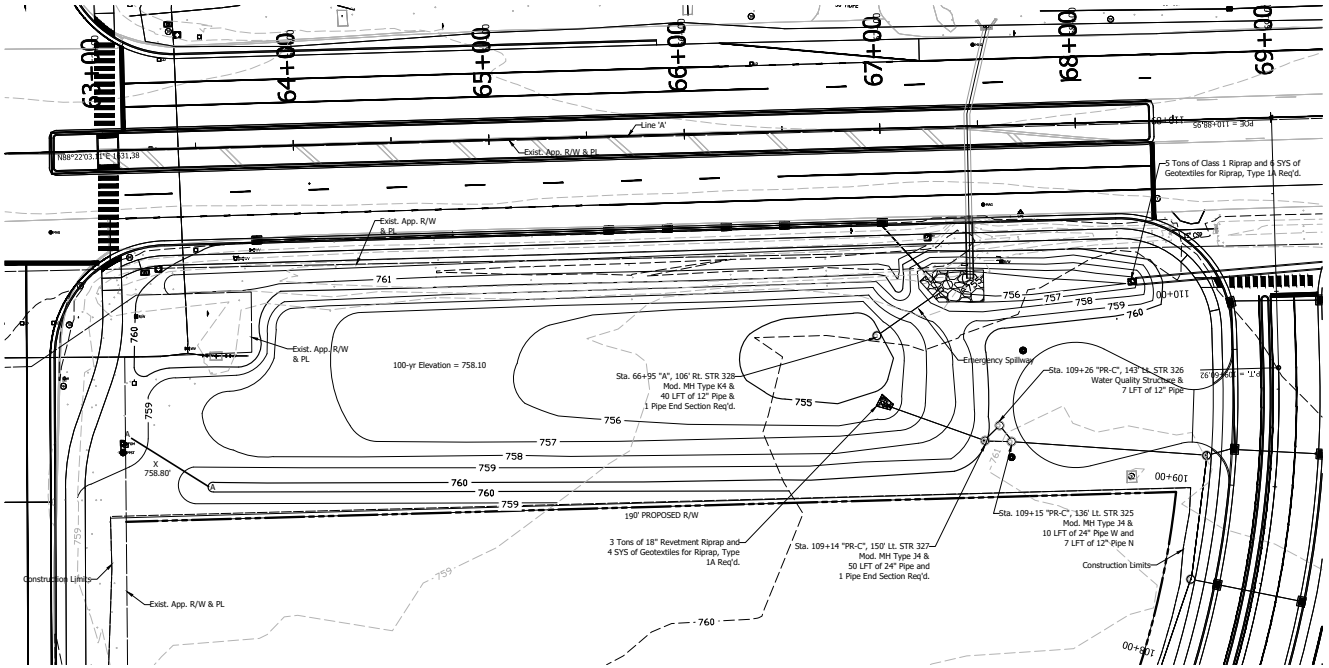
   TRASHRACKS.COM MODEL LPG-18
   OR APPROVED EQUAL

4. TRASH RACK TO BE BOLTED TO TOP FLANGE OF MANHOLE RIM. PIPE SCREEN TO BE BOLTED TO STEEL PLATE OR MANHOLE. TRASH RACK AND PIPE SCREEN TO BE REMOVEABLE FOR MAINTENANCE ACCESS.

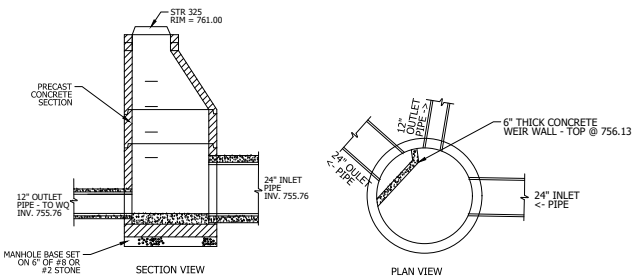




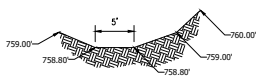
RELEASE STRUCTURE #328 (MOD. MH TYPE K4) DETAIL
N.T.S.



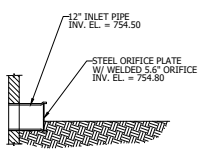
NOTES:
1. WATER QUALITY STRUCTURE SHALL BE MODEL DOWNSTREAM DEFENDER 4' DIAMETER OR APPROVED EQUAL.



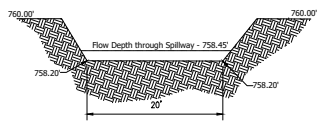
DIVERSION STRUCTURE #325 (MOD. MH TYPE J4) DETAIL
N.T.S.



SECTION A-A
N.T.S.



RELEASE STRUCTURE ORIFICE ALTERNATE DETAIL
N.T.S.



EMERGENCY SPILLWAY DETAIL
N.T.S.

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BD DRAWN: EMY

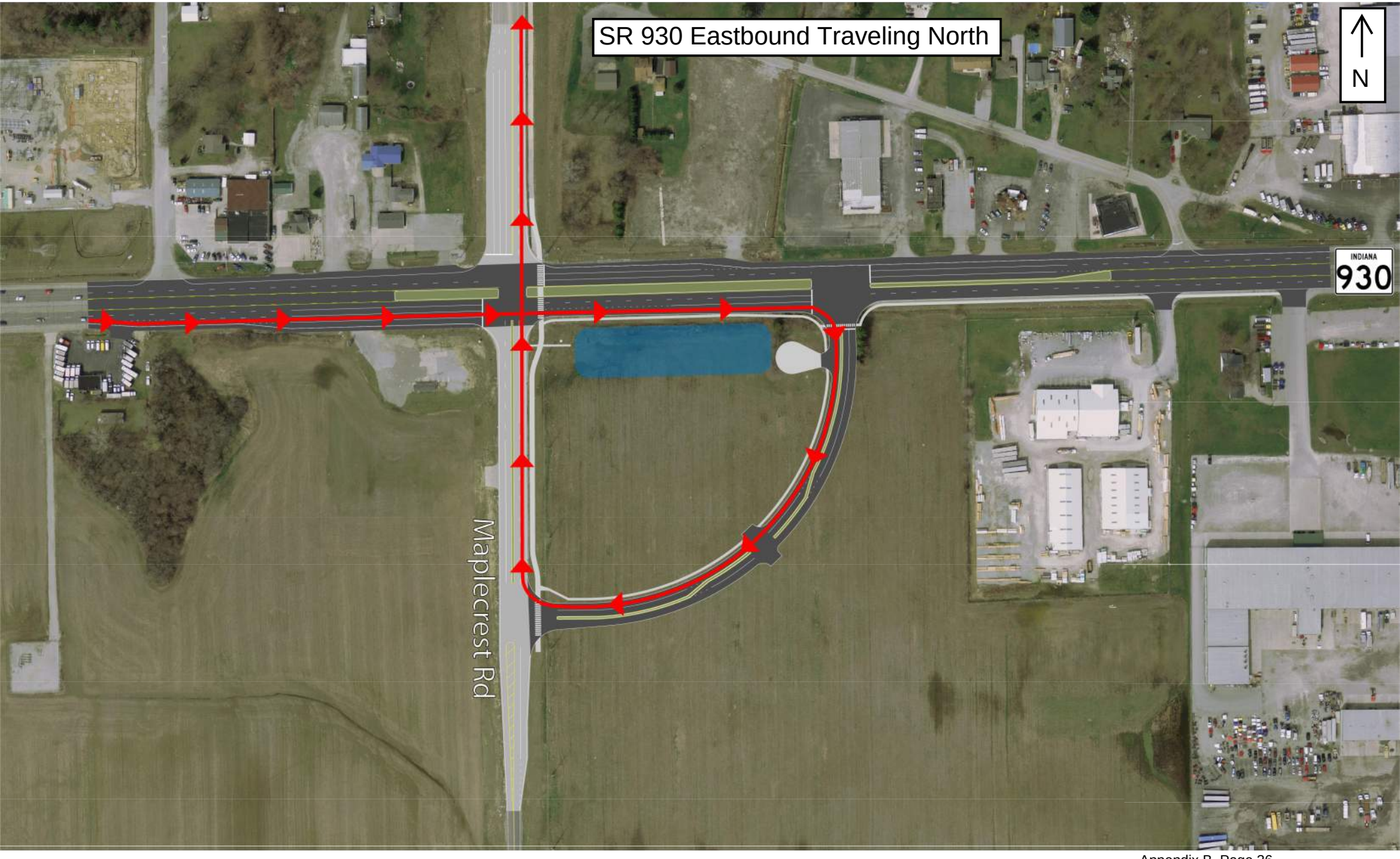
CHECKED: JEL CHECKED: BD

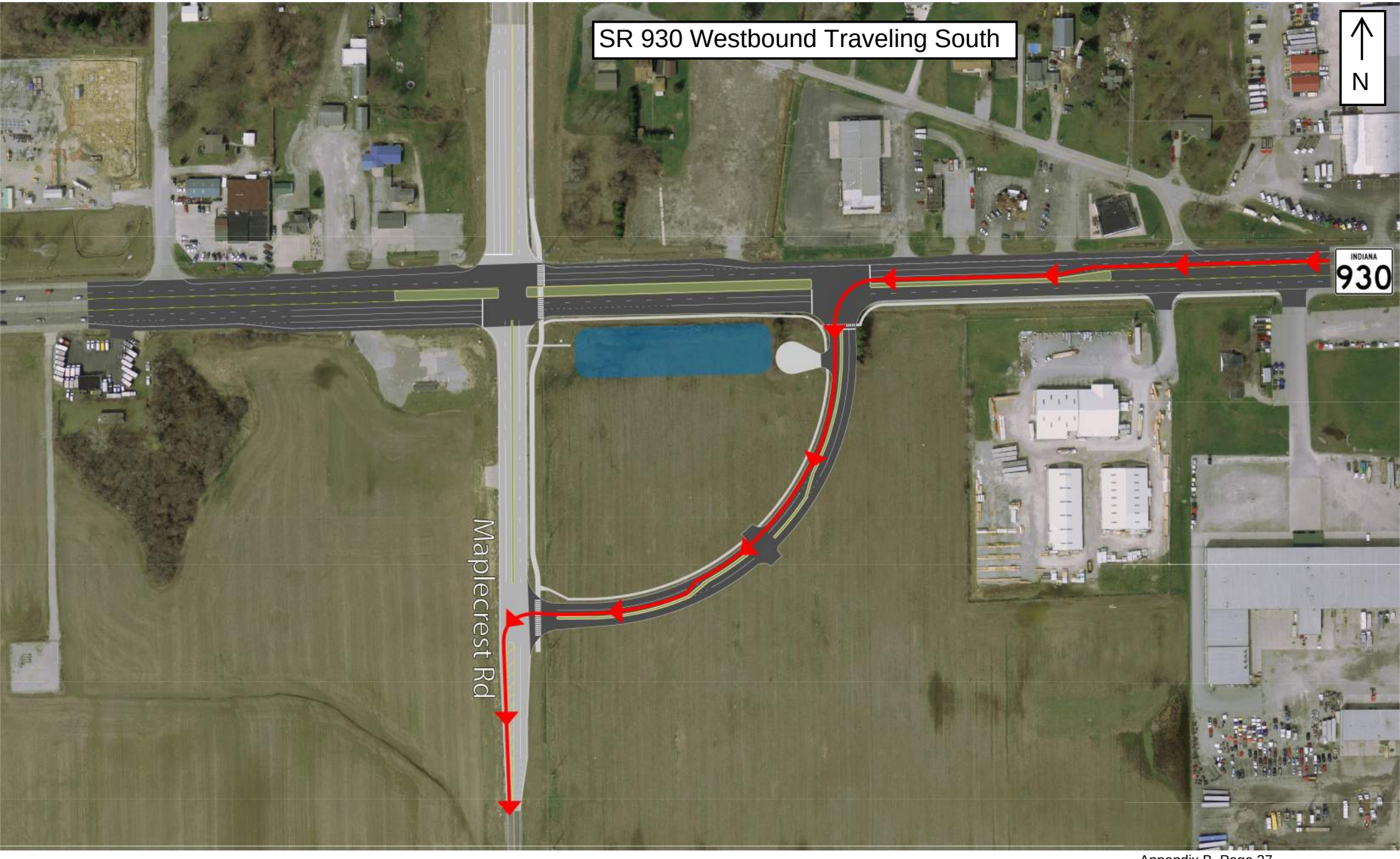
INDIANA
DEPARTMENT OF TRANSPORTATION

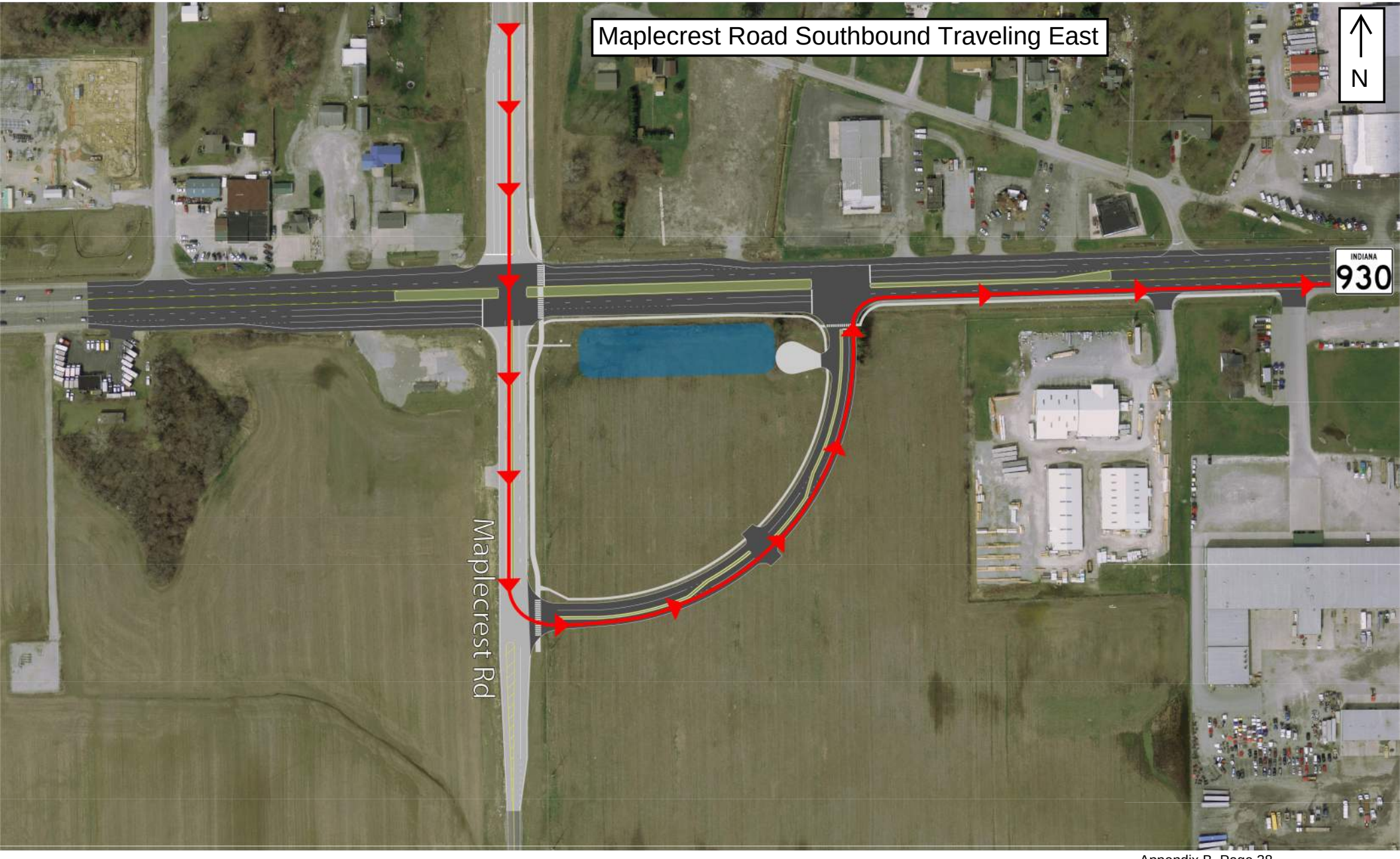
DETENTION BASIN LAYOUT

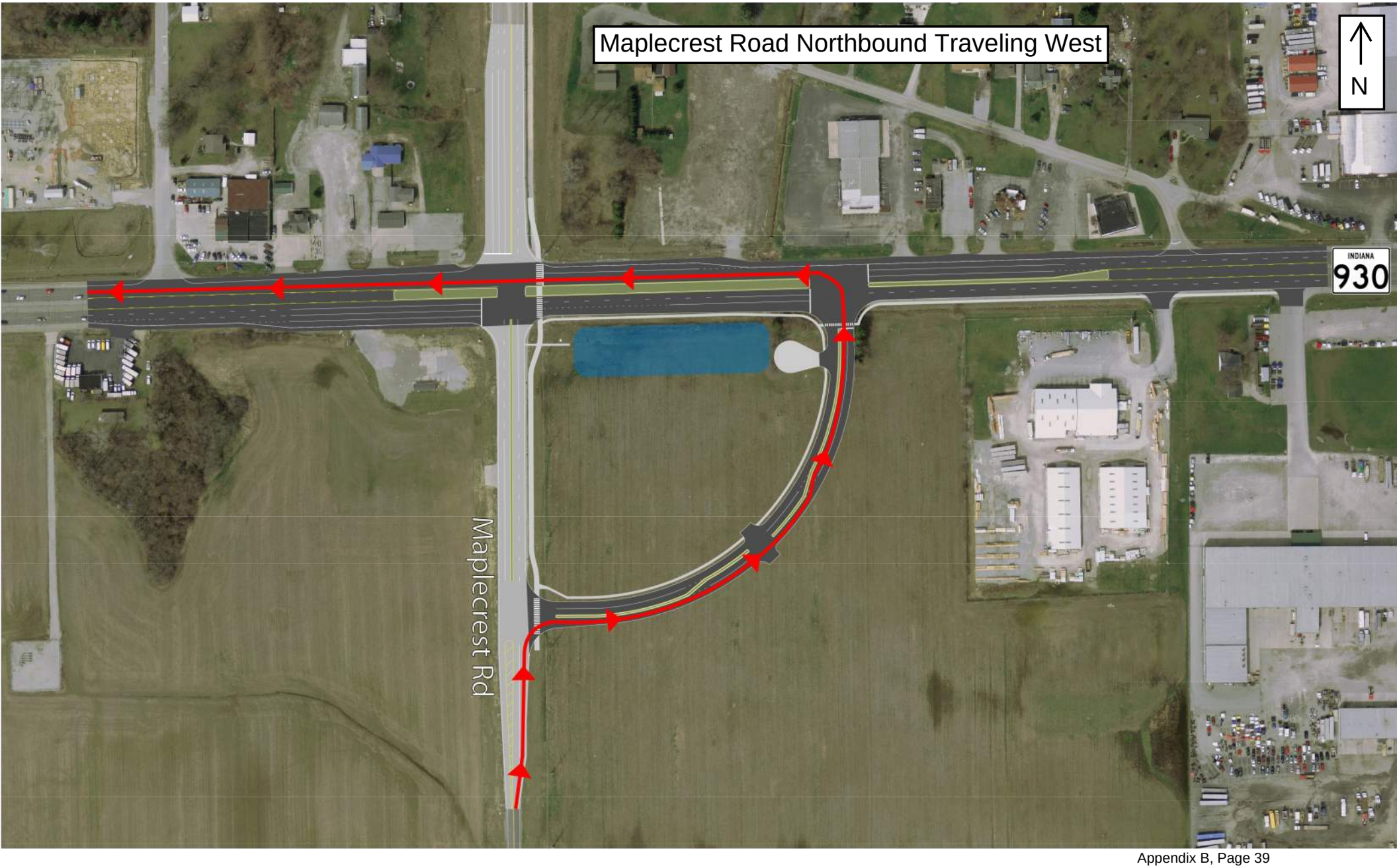
SCALE	ROAD FILE
Horizontal Scale: 1"=30'	-
Vertical Scale: N/A	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	42 of 100
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20060.218090 INDOT SR 930 Intersection Improvements\02 Discipline\Files\Civil\Drainage


SR 930 Eastbound Traveling North
N
INDIANA
930
Maplecrest Rd


SR 930 Westbound Traveling South
N
INDIANA
930
Maplecrest Rd


Maplecrest Road Southbound Traveling East
N
INDIANA
930
Maplecrest Rd


Maplecrest Road Northbound Traveling West
N
INDIANA
930
Maplecrest Rd

APPENDIX C

Early Coordination

DLZ
ARCHITECTURE • ENGINEERING • PLANNING
SURVEYING • CONSTRUCTION SERVICES

INNOVATIVE IDEAS
EXCEPTIONAL DESIGN
UNMATCHED CLIENT SERVICE

Sample Early Coordination Letter.
Note: Graphics that accompanied this letter have been removed.
Similar graphics are presented in Appendix B of this document.

July 9, 2021

See Appended List

Re: Early Coordination Request
SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County
Indiana Department of Transportation
INDOT Des. No.: 1900107 DLZ No.: 2066-2180-90

Dear Interested Party:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with an intersection improvement project in Allen County. This letter is part of the early coordination phase of the environmental review process. DLZ Indiana, LLC (DLZ) is under contract to advance environmental documentation for the referenced project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with these projects. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

This project is located at the intersection of SR 930 and Maplecrest Road, approximately 3.67 miles west of I-469. Note that Maplecrest Road south of 930 within the project area was formerly known as Adams Center Road. The intersection operates at or near capacity in both the morning and evening peak hours. Between 2014 and 2016, 62 crashes occurred at the intersection, 69% of which were rear-end and 11% of which were left turn crashes. Based on this data, congestion is the cause for the higher than expected rate of crashes. A traffic count from 2018 shows the AADT for SR 930 to be 23,936 vehicles per day and Maplecrest Road (formerly Adams Center Road) to be 11,307 VPD. The southbound right turn movement operates at a LOS F at peak hours. There is also a high number of left turn movements from SR 930 to Maplecrest Road as evidenced by the two left turn lanes in this direction. A potential factor contributing to congestion in the eastbound through movement is the merging of SR 930 to one lane approximately one mile east of the intersection. There is also a road diet project on Lincoln Highway that may affect the congestion as it will be reduced from two lanes to one lane in each direction. 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 with 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. Roadway drainage is via sheet flow, and via storm sewer within

the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway, throughout the project area. Within the project area, Maplecrest Road is a two-lane Minor Arterial with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way 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 by relocating those maneuvers to secondary intersections created by the quadrant roadway south and west 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. The project will include the addition of a southbound right turn lane on Maplecrest Road, an additional eastbound right-turn lane on SR 930, an additional southbound through lane on Maplecrest Road, and a northbound left-turn lane on Maplecrest Road south of the quadrant roadway paired with the four lane quadrant roadway.

The project's right of way needs have not yet been determined; however, it is anticipated that up to 8 acres may be acquired. The method of traffic maintenance is not anticipated to require a detour as most improvements will occur outside the existing roadway. Adding the additional turn lanes will require restricting access to lanes during construction. Once the new infrastructure is constructed, resurfacing and reconfiguring the lanes is expected to be completed under traffic.

Land in commercial, residential and agricultural use abuts the project area. Waters and wetlands determinations will be performed. This project does not qualify for USFWS range-wide programmatic informal consultation for the Indiana bat and northern long-eared bat, and standard informal consultation will occur. A Section 106 compliance review will be conducted to assess effects upon historic properties. The results of this investigation will be forwarded to the State Historic Preservation Officer for review and concurrence, as appropriate.

Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Jason A. Stone, DLZ Indiana, LLC, 2211 E. Jefferson Blvd.,

South Bend, Indiana 46615, Telephone - 574 245-1674, E-mail – jstone@dlz.com, or Matthew Witt, INDOT Project Manager, 5333 Hatfield Rd., Fort Wayne, Indiana 46808, Telephone – 260 399-7320, E-mail - mwitt@indot.in.gov

Thank you in advance for your input.

DLZ INDIANA, LLC

Jason A. Stone
Environmental Scientist

cc: PSL, DLZ file
emc: FHWA, INDOT Ft. Wayne District

The following agencies received this early coordination request

Indiana Department of Environmental Management
(on-line)

Environmental Geology Section
Indiana Geological Survey
(on-line)

Indiana Department of Natural Resources
environmentalreview@dnr.in.gov

Manager, Aviation Section
Indiana Department of Transportation
jcourtade@indot.in.gov

State Conservationist
Natural Resource Conservation Service
rick.neilson@in.usda.gov

US Fish and Wildlife Service
elizabeth_mccloskey@fws.gov

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

Environmental Analysis Branch, CENCE-PL-E
Department of the Army
Detroit District, Corps of Engineers
Paul.H.Allerding@usace.army.mil
Charles.A.Uhlarik@usace.army.mil

Environmental Officer
Chicago Regional Office, USHUD
Melanie.H.Castillo@hud.gov

Northeastern Indiana Regional Coordinating Council
Dan.Avery@co.allen.in.us

Allen County Commissioners
richard.beck@allencounty.us
therese.brown@co.allen.in.us
nelson.peters@allencounty.us

Allen County Surveyor's Office / Allen County Drainage Board
Surveyor@co.allen.in.us

Allen County Highway Department
Jessica.Chrisman@co.allen.in.us

Allen County Department of Planning Services
dps@allencounty.us

New Haven Public Works Department
jjacquay@newhaven.in.gov

New Haven Fire Department / Emergency Services
jhale@newhaven.in.gov

New Haven Planning Department
rgutierrez@newhaven.in.gov

New Haven Chief of Police
jmccracken@newhaven.in.gov

New Haven MS4 Coordinator
utilityoffice@newhaven.in.gov

East Allen County Schools
mhissong@eacs.k12.in.us

New Haven Mayor's Office
smccmichael@newhaven.in.gov

Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

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

INDOT Ft. Wayne District
Matthew Witt, Project Manager
5333 Hatfield Road
Fort Wayne , IN 46808

DLZ Indiana, LLC
Jason A. Stone
Environmental Services Dept. Manager
2211 E Jefferson Blvd
South Bend , IN 46615

Dear Grant Administrator or Other Finance Approval Authority:

RE: This INDOT project is located at the intersection of SR 930 and Maplecrest Road, approximately 3.67 miles west of I-469. Note that Maplecrest Road south of 930 within the project area was formerly known as Adams Center Road. The intersection operates at or near capacity in both the morning and evening peak hours. Between 2014 and 2016, 62 crashes occurred at the intersection, 69% of which were rear-end and 11% of which were left turn crashes. Based on this data, congestion is the cause for the higher than expected rate of crashes. A traffic count from 2018 shows the AADT for SR 930 to be 23,936 vehicles per day and Maplecrest Road (formerly Adams Center Road) to be 11,307 VPD. The southbound right turn movement operates at a LOS F at peak hours. There is also a high number of left turn movements from SR 930 to Maplecrest Road as evidenced by the two left turn lanes in this direction. A potential factor contributing to congestion in the eastbound through movement is the merging of SR 930 to one lane approximately one mile east of the intersection. There is also a road diet project on Lincoln Highway that may affect the congestion as it will be reduced from two lanes to one lane in each direction. 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 with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway, throughout the project area. Within the project area, Maplecrest Road is a two-lane Minor Arterial with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way 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 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's right of way needs have not yet been determined; however, it is anticipated that less than 10 acres may be acquired. The method of traffic maintenance is not anticipated to require a detour as most improvements will occur outside the existing roadway. Adding the additional turn lanes will require restricting access to lanes during construction. Once the new infrastructure is constructed, resurfacing and reconfiguring the lanes is expected to be completed under traffic. Land in commercial, residential and agricultural use abuts the project area.

The Indiana Department of Environmental Management (IDEM) is aware that many local government or not-for-profit entities are seeking grant monies, a bond issuance, or another public funding mechanism to cover some portion of the cost of a public works, infrastructure, or community development project. IDEM also is aware that in order to be eligible for such funding assistance, applicants are required to first evaluate the potential impacts that their particular project may have on the environment. In order to assist applicants seeking such financial assistance and to ensure that such projects do not have an adverse impact on the environment, IDEM has prepared the following list of environmental issues that each applicant must consider in order to minimize environmental impacts in compliance with all relevant state laws.

IDEM recommends that each applicant consider the following issues when moving forward with their project. IDEM also requests that, in addition to submitting the information requested above, each applicant also sign the attached certification, attesting to the fact that they have read the letter in its entirety, agree to abide by the recommendations of the letter, and to apply for any permits required from IDEM for the completion of their project.

IDEM recommends that any person(s) intending to complete a public works, infrastructure, or community development project using any public funding consider each of the following applicable recommendations and requirements:

WATER AND BIOTIC QUALITY

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

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

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

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

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

3. If the USACE determines that a wetland or other body of water is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana . A state isolated wetland permit from IDEM's Office of Water Quality is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the Office of Water Quality at 317-233-8488.

4. If your project will impact more than 0.5 acres of wetland, stream relocation, or other large-scale alterations to bodies of water such as the creation of a dam or a water diversion, you should seek additional input from the Office of Water Quality, Wetlands staff at 317-233-8488.

5. Work within the one-hundred year floodway of a given body of water is regulated by the Department of Natural Resources, Division of Water. Contact this agency at 317-232-4160 for further information.

6. The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

7. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
    - http://www.in.gov/idem/4902.htm (http://www.in.gov/idem/4902.htm)

   To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (http://www.in.gov/idem/4917.htm#constreq (http://www.in.gov/idem/4917.htm#constreq)), and as described in 327 IAC 15-5-6.5 (http://www.in.gov/legislative/iac/T03270/A00150 [PDF] (http://www.in.gov/legislative/iac/T03270/A00150.PDF), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (http://www.in.gov/isda/soil/contacts/map.html (http://www.in.gov/isda/soil/contacts/map.html)).

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

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

   If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

   Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to

construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

8. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317-232-4080) for additional project input.

9. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.

10. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.

11. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project (see page 1) should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed under specific conditions (http://www.in.gov/idem/4148.htm (http://www.in.gov/idem/4148.htm)). You also can seek an open burning variance from IDEM.

   IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on-site. You must register with IDEM if more than 2,000 pounds is to be composted; contact 317-232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) on-site, although burying large quantities of such material can lead to subsidence problems.

2. Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

   If construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for three to five years, precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus Histoplasma capsulatum, which stems from bird or bat droppings that have accumulated in one area for three to five years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at 317-233-7272.

3. The U.S. EPA and the U.S. Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. For a county-by-county map of predicted radon levels in Indiana , visit http://www.in.gov/idem/4267.htm (http://www.in.gov/idem/4267.htm).

The U.S. EPA further recommends that all homes and apartments (within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L or higher, then U.S. EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L or higher, then U.S. EPA recommends the installation of radon-reduction measures. For a list of qualified radon testers and radon mitigation (or reduction) specialists, visit http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf). Also, is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure, visit http://www.in.gov/isdh/regsvcs/radhealth/radon.htm (http://www.in.gov/isdh/regsvcs/radhealth/radon.htm), http://www.in.gov/idem/4145.htm (http://www.in.gov/idem/4145.htm), or http://www.epa.gov/radon/index.html (http://www.epa.gov/radon/index.html).

4. With respect to asbestos removal, all facilities slated for renovation or demolition (except residential buildings that have four (4) or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

   If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

   For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

   In all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at www.in.gov/icpr/webfile/formsdiv/44593.pdf.

   Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of $150 per project; projects below these amounts will be billed a fee of $50 per project. Billings will occur on a quarterly basis.

   For more information about IDEM policy regarding asbestos removal and disposal, visit: http://www.in.gov/idem/4983.htm (http://www.in.gov/idem/4983.htm).

5. With respect to lead-based paint removal, IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978 , or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal, visit

http://www.in.gov/idem/permits/guide/waste/leadabatement.html (http://www.in.gov/idem/permits/guide/waste/leadabatement.html).

6. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months of April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (http://www.ai.org/legislative/iac/T03260/A00080.PDF (http://www.ai.org/legislative/iac/T03260/A00080.PDF)).

7. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (www.ai.org/legislative/iac/t03260/a00020.pdf (http://www.ai.org/legislative/iac/t03260/a00020.pdf).). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.

8. For more information on air permits, visit http://www.in.gov/idem/4223.htm (http://www.in.gov/idem/4223.htm), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or oamprod at idem.in.gov.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.

2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit http://www.in.gov/idem/4998.htm (http://www.in.gov/idem/4998.htm).

3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.

4. If Polychlorinated Biphenyls (PCBs) are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.

5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes. (Asbestos removal is addressed above, under Air Quality.)

6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317-308-3039(http://www.in.gov/idem/4999.htm (http://www.in.gov/idem/4999.htm)).

FINAL REMARKS

Should the applicant need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that they notify all adjoining property owners and/or occupants within ten days of your submittal of each permit application. Applicants seeking multiple permits, may still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Please note that this letter does not constitutes a permit, license, endorsement, or any other form of approval on the part of either the Indiana Department of Environmental Management or any other Indiana state agency.

Should you have any questions relating to the content or recommendations of this letter, or if you have additional questions about whether a more complete environmental review of your project should be conducted, please feel free to contact Steve Howell at (317) 232-8587, snhowell@idem.in.gov.

Signature(s) of the Applicant

I acknowledge that I am seeking grant monies, a bond issuance, or other public funding mechanism to cover some portion of the cost of the public works, infrastructure, or community development project as described herein, which I am working (possibly with others) to complete.

Project Description

This INDOT project is located at the intersection of SR 930 and Maplecrest Road, approximately 3.67 miles west of I-469. Note that Maplecrest Road south of 930 within the project area was formerly known as Adams Center Road. The intersection operates at or near capacity in both the morning and evening peak hours. Between 2014 and 2016, 62 crashes occurred at the intersection, 69% of which were rear-end and 11% of which were left turn crashes. Based on this data, congestion is the cause for the higher than expected rate of crashes. A traffic count from 2018 shows the AADT for SR 930 to be 23,936 vehicles per day and Maplecrest Road (formerly Adams Center Road) to be 11,307 VPD. The southbound right turn movement operates at a LOS F at peak hours. There is also a high number of left turn movements from SR 930 to Maplecrest Road as evidenced by the two left turn lanes in this direction. A potential factor contributing to congestion in the eastbound through movement is the merging of SR 930 to one lane approximately one mile east of the intersection. There is also a road diet project on Lincoln Highway that may affect the congestion as it will be reduced from two lanes to one lane in each direction. 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 with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway, throughout the project area. Within the project area, Maplecrest Road is a two-lane Minor Arterial with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way 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 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’s right of way needs have not yet been determined; however, it is anticipated that less than 10 acres may be acquired. The method of traffic maintenance is not anticipated to require a detour as most improvements will occur outside the existing roadway.

restricting access to lanes during construction. Once the new infrastructure is constructed, resurfacing and reconfiguring the lanes is expected to be completed under traffic. Land in commercial, residential and agricultural use abuts the project area.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environmental Management that appears directly above. In addition, I understand that in order to complete the project in which I am interested, with a minimum impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Dated Signature of the Public Owner Contact/Responsible Elected Official Matthew P Witt

Matthew Witt, Project Manager

Dated Signature of the Project Planner/Consultant Contact Person 4-19-2023

Jason A. Stone

Organization and Project Information

Project ID: 2066-2180-90
Des. ID: 1900107
Project Title: SR 930/Maplecrest Road Intersection Improvement
Name of Organization: DLZ Indiana, LLC
Requested by: Jason Stone

Environmental Assessment Report

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

*All map layers from Indiana Map (maps.indiana.edu)

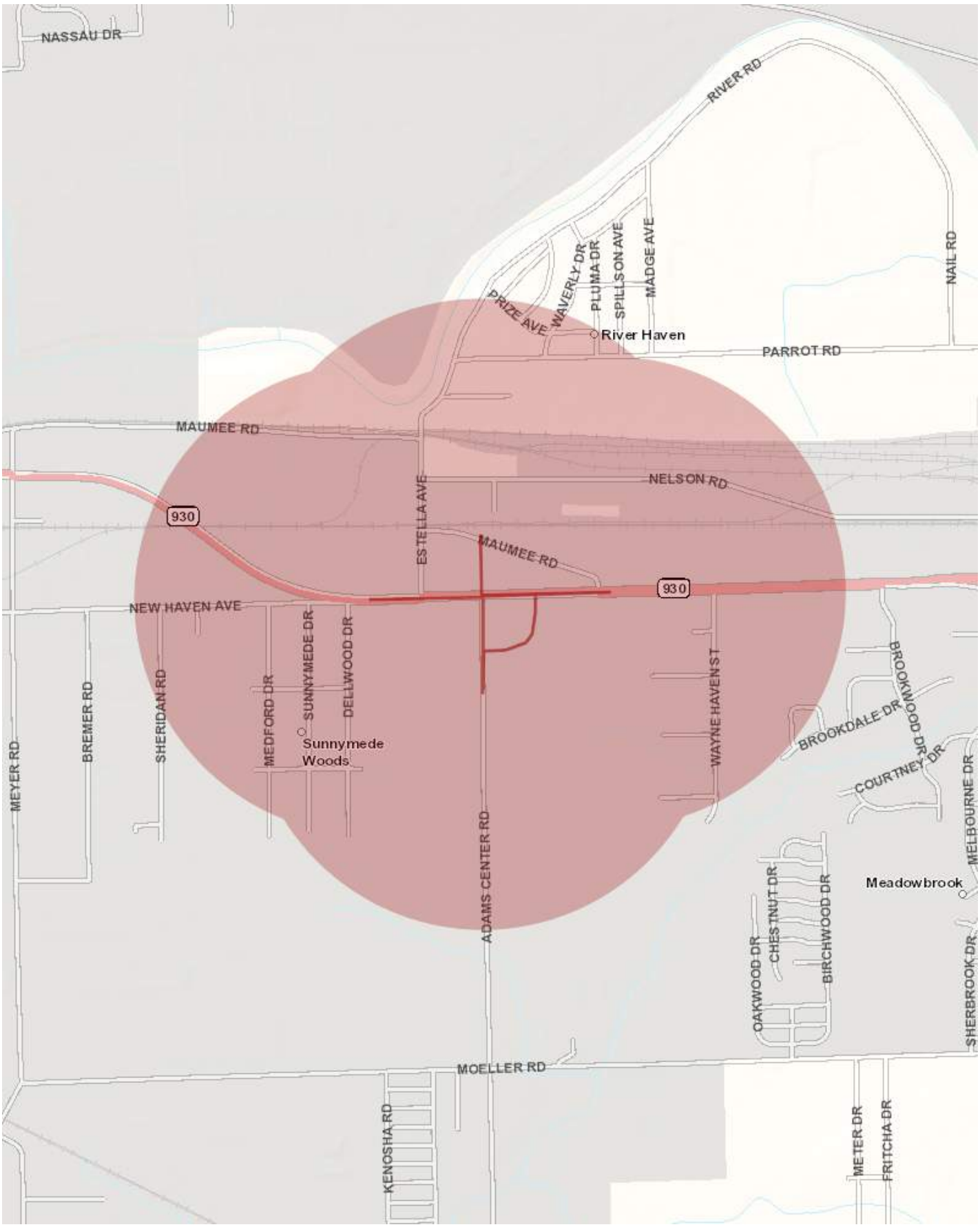
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This information was furnished by Indiana Geological Survey
Address: 1001 E. 10th St., Bloomington, IN 47405
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

Date: July 22, 2021

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Jason Stone

From: McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>
Sent: Wednesday, August 18, 2021 4:01 PM
To: Jason Stone
Subject: Re: [EXTERNAL] RE: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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Good afternoon Jason, this change should eliminate the issue of trees being cut more than 300 feet from existing pavement; USFWS has no concerns about the project so won't be providing a letter.

Liz McCloskey

From: Jason Stone <jstone@dlz.com>
Sent: Friday, July 23, 2021 7:15 AM
To: 'DNR Environmental Review' <environmentalreview@dnr.IN.gov>; 'Courtade, Julian' <JCourtade@indot.IN.gov>; 'rick.neilson@in.usda.gov' <rick.neilson@in.usda.gov>; McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>; MWRO Compliance, NPS <MWRO_Compliance@nps.gov>; 'Allerding, Paul H CIV USARMY CELRE (US)' <Paul.H.Allerding@usace.army.mil>; 'Charles.A.Uhlarik@usace.army.mil' <Charles.A.Uhlarik@usace.army.mil>; 'Melanie.H.Castillo@hud.gov' <Melanie.H.Castillo@hud.gov>; 'Dan.Avery@co.allen.in.us' <Dan.Avery@co.allen.in.us>; 'richard.beck@allencounty.us' <richard.beck@allencounty.us>; 'therese.brown@co.allen.in.us' <therese.brown@co.allen.in.us>; 'nelson.peters@allencounty.us' <nelson.peters@allencounty.us>; 'Surveyor@co.allen.in.us' <Surveyor@co.allen.in.us>; 'Jessica.Chrisman@co.allen.in.us' <Jessica.Chrisman@co.allen.in.us>; 'dps@allencounty.us' <dps@allencounty.us>; 'jjacquay@newhaven.in.gov' <jjacquay@newhaven.in.gov>; 'jhale@newhaven.in.gov' <jhale@newhaven.in.gov>; Rob Gutierrez <rgutierrez@newhaven.in.gov>; 'jmccracken@newhaven.in.gov' <jmccracken@newhaven.in.gov>; 'utilityoffice@newhaven.in.gov' <utilityoffice@newhaven.in.gov>; 'mhissong@eacs.k12.in.us' <mhissong@eacs.k12.in.us>; 'smccmichael@newhaven.in.gov' <smccmichael@newhaven.in.gov>
Cc: 'k.carmanygeorge@dot.gov' <k.carmanygeorge@dot.gov>; 'knovak@indot.in.gov' <knovak@indot.in.gov>; 'mwitt@indot.in.gov' <mwitt@indot.in.gov>; Philip LaBrash <plabrash@dlz.com>
Subject: [EXTERNAL] RE: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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All

An Early Coordination request was sent to the recipients of this e-mail on July 9, 2021, indicating that the project involved construction of a quadrant roadway in the southwest quadrant of the SR 930/Maplecrest Road intersection. It has been determined that the quadrant roadway will be located in the southeast intersection quadrant. An updated Early Coordination request is attached. Please provide any comments you may have within 30 days of your receipt of this request.

Jason Stone

From: Papadakis, Arianna <APapadakis@indot.IN.gov>
Sent: Tuesday, July 13, 2021 12:45 PM
To: Jason Stone
Cc: Novak, Karen
Subject: RE: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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Good afternoon,

I have reviewed the enclosed early coordination packet and I do not have any environmental concerns regarding the project (Des. No. 1900107 SR 930 at Maplecrest, Intersection Project) at this time. Therefore, I will not be providing a comment letter.

Thank you,

Arianna Papadakis
Environmental Manager II
Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808
Phone: (260) 969-8262
Email: APapadakis@indot.in.gov

Jason Stone

From: Matt Jarrett <Matt.Jarrett@co.allen.in.us>
Sent: Friday, July 23, 2021 2:12 PM
To: Danielle Hilworth
Cc: Jason Stone
Subject: RE: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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

Jason,

I don't have any issues from a water quality standpoint on this project.

Thanks,
Matt Jarrett, CPMSM
MS4 Program Manager/Water Quality Hydrologist
Allen County Surveyor's Office – Citizens Square
200 E. Berry Street, Suite 350
Fort Wayne, IN 46802
260-449-3612
Matt.jarrett@co.allen.in.us

From: Danielle Hilworth
Sent: Friday, July 23, 2021 9:08 AM
To: Mike Fruchey <Mike.Fruchey@co.allen.in.us>; Matt Jarrett <Matt.Jarrett@co.allen.in.us>
Cc: Cheryl Zurbrugg <Cheryl.Zurbrugg@co.allen.in.us>
Subject: FW: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

Danielle Hilworth
Allen County Surveyor's Office – Administrative Assistant
200 East Berry, Suite 350, Fort Wayne, IN 46802-2737
phone: 260-449-7625 fax: 260-449-7627
www.allencounty.us/surveyor-s-office

"A truly American sentiment recognizes the dignity of labor and the fact that honor lies in honest toil"
~Grover Cleveland

From: Jason Stone <jstone@dlz.com>
Sent: Friday, July 23, 2021 8:16 AM
To: 'DNR Environmental Review' <environmentalreview@dnr.IN.gov>; 'Courtade, Julian' <JCourtade@indot.IN.gov>; 'rick.neilson@in.usda.gov' <rick.neilson@in.usda.gov>; 'McCloskey, Elizabeth' <elizabeth_mccloskey@fws.gov>; 'Mwro_Compliance@nps.gov' <Mwro_Compliance@nps.gov>; 'Allerding, Paul H CIV USARMY CELRE (US)' <Paul.H.Allerding@usace.army.mil>; 'Charles.A.Uhlarik@usace.army.mil' <Charles.A.Uhlarik@usace.army.mil>; 'Melanie.H.Castillo@hud.gov' <Melanie.H.Castillo@hud.gov>; Dan Avery <Dan.Avery@co.allen.in.us>; Richard Beck

DEPARTMENT OF THE ARMY
U. S. ARMY CORPS OF ENGINEERS, DETROIT DISTRICT
477 MICHIGAN AVE.
DETROIT, MICHIGAN 48226-2550

July 26, 2021

Jason Stone
DLZ Indiana, LLC
2211 East Jefferson Blvd.
South Bend, IN 46615

Dear Mr. Stone:

This is in response to your letter of July 23, 2021, requesting comments on a proposed intersection improvement project for State Road (SR) 930 at Maplecrest Road, approximately 3.67 miles west of Interstate 469 in Allen County, Indiana (Des. No. 1900107). The project purpose is to reduce congestion and provide safety improvements. In summary, a quadrant roadway will be constructed to the south and east of the intersection to eliminate left-turn movements through the main intersection, and lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns. We are providing the following information in accordance with our responsibilities under our Regulatory and Civil Works Programs.

Your project may require a Department of the Army Permit, pursuant to Section 404 of the Clean Water Act and/or Section 10 of the Rivers and Harbors Act of 1899. Any of the proposed work that occurs within a water of the United States or adjacent wetlands, will likely require prior authorization through our regulatory permit process. For further information on permit requirements and the application process, please contact the Michiana Branch, Regulatory Office, South Bend, Indiana, at 574-232-1952.

There are no current plans under our Civil Works Program to develop waterways in the vicinity of your project; nor do we have any current or proposed flood risk management studies for the area described in your letter.

The project site is designated as an area of minimal flood hazard under the National Flood Insurance Program (NFIP). We recommend that you coordinate with local officials and with the Indiana Department of Natural Resources (IDNR) regarding the applicability of a floodplain permit prior to construction. This coordination would help ensure compliance with local and state floodplain management regulations and acts, such as the Indiana Flood Control Act (IC 13-2-22). If you obtain information that any part of your project would impact the floodplain, you should consider other alternatives that, to the extent possible, avoid or minimize adverse impacts associated with use of the floodplain.

We appreciate the opportunity to comment on the proposed intersection improvement project for SR 930 at Maplecrest Road in Allen County, Indiana. Questions regarding our regulatory program should be directed to Mr. Don Reinke, Regulatory Office, at 313-226-6812. Any other questions may be directed to Mr. Paul Allerding of my staff at 313-226-7590 or me at 313-226-2476.

Sincerely,

Charles A. Uhlarik

Charles A. Uhlarik
Chief, Environmental Analysis Branch

Copies furnished:

Don Reinke, Corps, Regulatory Office, Detroit MI
Aaron Damrill, Corps, Regulatory Office, South Bend IN
Garrett Ray, Corps, Floodplain Management Services, Detroit MI

Jason Stone

From: Courtade, Julian <JCourtade@indot.IN.gov>
Sent: Monday, July 26, 2021 7:56 AM
To: Jason Stone
Subject: RE: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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

Jason –

I reviewed the Early Coordination Letter and found no issues with any surrounding airspace or public-use airports. This is due to the project meeting the required glideslope criteria from the nearest public-use facility according to 14 CFR Part 77 – Safe, efficient use, and preservation of the navigable airspace.

If any object will exceed 200 ft in height regardless of location, the object will need to be airspaced with the FAA 45 days prior to construction through the OEAAA portal below.

https://oeaaa.faa.gov/oeaaa/external/searchAction.jsp

Please let me know if you have any questions!

Thanks,

Julian L. Courtade
Chief Airport Inspector
100 North Senate Ave, N758-MM
Indianapolis, IN 46204
Cell: (317) 954-7385
Email: jcourtade@indot.in.gov

From: Jason Stone <jstone@dlz.com>
Sent: Friday, July 23, 2021 8:16 AM
To: DNR Environmental Review <environmentalreview@dnr.IN.gov>; Courtade, Julian <JCourtade@indot.IN.gov>; Neilson, Rick - NRCS, Indianapolis, IN <rick.neilson@in.usda.gov>; McCloskey, Elizabeth <elizabeth_mccloskey@fws.gov>; 'Mwro_Compliance@nps.gov' <Mwro_Compliance@nps.gov>; 'Allerding, Paul H CIV USARMY CELRE (US)' <Paul.H.Allerding@usace.army.mil>; 'Charles.A.Uhlarik@usace.army.mil' <Charles.A.Uhlarik@usace.army.mil>; Castillo, Melanie H <Melanie.H.Castillo@hud.gov>; Dan Avery <dan.avery@co.allen.in.us>; 'richard.beck@allencounty.us' <richard.beck@allencounty.us>; 'therese.brown@co.allen.in.us' <therese.brown@co.allen.in.us>; 'nelson.peters@allencounty.us' <nelson.peters@allencounty.us>; 'Surveyor@co.allen.in.us' <Surveyor@co.allen.in.us>; 'Jessica.Chrisman@co.allen.in.us' <Jessica.Chrisman@co.allen.in.us>; 'dps@allencounty.us' <dps@allencounty.us>;

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

THIS IS NOT A PERMIT

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

DNR #: ER-23887 **Request Received:** July 9, 2021

Requestor: DLZ Indiana, LLC
Jason A Stone
2211 East Jefferson Boulevard
South Bend, IN 46615-2607

Project: SR 930 and Maplecrest Road (formerly Adams Center Road) intersection improvement, about 3.67 miles west of I-469, Fort Wayne; Des #1900107, DLZ #2066-2180-90

County/Site info: Allen

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

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

Regulatory Assessment: Formal approval by the Department of Natural Resources under the regulatory programs administered by the Division of Water is not required for this project.

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

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

1) Forested Habitat:
We recommend a mitigation plan be developed for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

2) Wetland Habitat:
Due to the presence or potential presence of wetland habitat on site, we recommend contacting and coordinating with the Indiana Department of Environmental Management (IDEM) 401 program and also the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the

1991 INDOT/IDNR/USFWS Memorandum of Understanding.

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:
1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Do not excavate or place fill in any riparian wetland.

Contact Staff: Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer **Date:** August 6, 2021

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

City of New Haven
Planning Department
815 Lincoln Highway East | New Haven, IN 46774 | 260-748-7040

August 17th, 2021

DLZ
2211 E Jefferson Blvd
South Bend, IN 46615-2692

RE: SR 930 at Maplecrest, INDOT Des. No. 1900107, DLZ No. 2066-2180-90

DLZ and INDOT:

The City of New Haven has two Utilities within the proposed project area. On the southwest side of the intersection and continues along the south side of 930, there is a 20" water line and Fort Wayne Utilities' billing valve. There are storm sewer lines and inlets along both sides of South Maplecrest running north and south of the intersection.

The New Haven Planning Department has reviewed INDOT's Scoping Report and the 2017 WSP Engineering Review. Based on the information presented, we do not feel a quadrant intersection is the best solution for this intersection. Improving the existing intersection design could be more effective promoting the wellbeing of the community and less costly to implement. Using some of the recommendations made by the consultant would be more aligned with the City's long-term goal for the 930 corridor is to focus on safety and beautification.

Sincerely,

Rob Gutierrez
Director of Planning

USDA
United States Department of Agriculture

Natural Resources Conservation Service
Indiana State Office
6013 Lakeside Boulevard
Indianapolis, IN 46278
317-290-3200

July 29, 2021

Jason A. Stone
DLZ
2211 East Jefferson Boulevard
South Bend, Indiana 46615

Dear Mr. Stone:

The proposed project to make intersection improvements at State Road 930 and Maplecrest Road in Allen County, Indiana, (Des No 1900107), as referred to in your letter received July 9, 2021 will cause a conversion of prime farmland.

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

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

Sincerely,

RICHARD NEILSON
Digitally signed by RICHARD NEILSON
Date: 2021.07.29 15:44:24 -04'00'

RICK NEILSON
State Soil Scientist

Enclosures

USDA is an equal opportunity provider, employer and lender.

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request	
Name of Project DES1900107_SR930_MaplecrestRd_R	Federal Agency Involved	
Proposed Land Use	County and State Allen County, Indiana	
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 7/23/2021	Person Completing Form: JRA

Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑	NO ☐	Acres Irrigated	Average Farm Size
				182 ac

Major Crop(s)	Farmable Land In Govt. Jurisdiction	Amount of Farmland As Defined in FPPA
Corn	Acres: 411230 % 97	Acres: 394025 % 93

Name of Land Evaluation System Used	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS
LESA		7/29/2021

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	3.52			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	3.52			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	9.46			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.002			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	78			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	74			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	**Maximum Points**	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	0			
2. Perimeter In Non-urban Use	(10)	5			
3. Percent Of Site Being Farmed	(20)	10			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	0			
6. Distance To Urban Support Services	(15)	0			
7. Size Of Present Farm Unit Compared To Average	(10)	10			
8. Creation Of Non-farmable Farmland	(10)	5			
9. Availability Of Farm Support Services	(5)	5			
10. On-Farm Investments	(20)	0			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	10			
TOTAL SITE ASSESSMENT POINTS	160	45	0	0	0
PART VII ***(To be completed by Federal Agency)***					
Relative Value Of Farmland *(From Part V)*	100	74	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	45	0	0	0
TOTAL POINTS ***(Total of above 2 lines)***	260	119	0	0	0

Site Selected: Site A	Date Of Selection April 12, 2023	Was A Local Site Assessment Used? YES ☐ NO ☑

NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

Name of Federal agency representative completing this form: Jason A. Stone / DLZ Indiana, LLC	Date: April 12, 2023

(See Instructions on reverse side) **Form AD-1006 (03-02)**

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To: June 23, 2022
Project Code: 2022-0052242
Project Name: SR 930/Maplecrest Road Intersection Improvements, Des No 1900107

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

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

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

determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Project Code: 2022-0052242
Event Code: None
Project Name: SR 930/Maplecrest Road Intersection Improvements, Des No 1900107
Project Type: New Constr - Above Ground
Project Description: This INDOT project (Des. No. 1900107) is located at the intersection of SR 930 and Maplecrest Road, approximately 3.67 miles west of I-469. The intersection operates at or near capacity in both the morning and evening peak hours. The southbound right turn movement operates at a LOS F at peak hours. There is a high number of left turn movements from SR 930 to Maplecrest Road as evidenced by the two left turn lanes in this direction. A factor contributing to congestion in the eastbound through movement is the merging of SR 930 to one lane approximately one mile east of the intersection. 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 with a 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. Roadway drainage is via sheet flow, and storm sewer within the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway throughout the project area. Maplecrest Road is a two-lane Minor Arterial with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway, throughout the project area.

The project proposes construction of a quadrant roadway in the southeast intersection quadrant which will eliminate left turn movements through the primary intersection of SR 930 and Maplecrest Road by relocating those maneuvers to new, 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 four, the primary signal will decrease delay and congestion. The new quadrant roadway will provide storage length for the turning vehicles. Lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns. An existing SR 930 3-foot by 3-foot concrete box culvert located approximately 480 feet east of Maplecrest Road will be extended approximately 16 feet to the south. An

existing 36-inch pipe culvert in the southwest intersection quardrant will be replaced. It is anticipated that up to 10 acres of right of way may be acquired. Maintenance of traffic is not anticipated to require a detour as most improvements will occur outside the existing roadway.

On July 8, 2021, the INDOT Fort Wayne District reviewed the USFWS database for recorded captures, roosts, maternity colonies, and hibernacula within 0.5 mile of the project. No such occurrences were found. The SR 930 box culvert was inspected on June 7, 2022, and the 36-inch pipe culvert was inspected on June 14, 2022 . No bats or evidence of bat use were observed. There is no suitable summer habitat in or adjacent to the project area. The project may require clearing of up to 0.2 acre of wooded area, on the south side of SR 930, approximtely 675 feet east of the intersection. The dominant species to be removed are black walnut (Juglans nigra), American elm (Ulmus americana) and black locust (Robinia pseudoacacia). Tree removal will occur during the inactive season prior to construction. The project involves replacement of existing lighting, installation of new permanent lighting and new signalized intersection construction. No temporary lighting is proposed. No mitigation is anticipated to be required. Construction is proposed more than 300 feet from existing roadways. Construction will take place during daylight hours and is anticipated to begin on 3/1/2024, and end by 11/30/2024.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.0688854,-85.05756006242397,14z



Counties: Allen County, Indiana

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

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

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

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

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

Mammals

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

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

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Oct 15 to Aug 31
Prothonotary Warbler *Protonotaria citrea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31

NAME	BREEDING SEASON
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

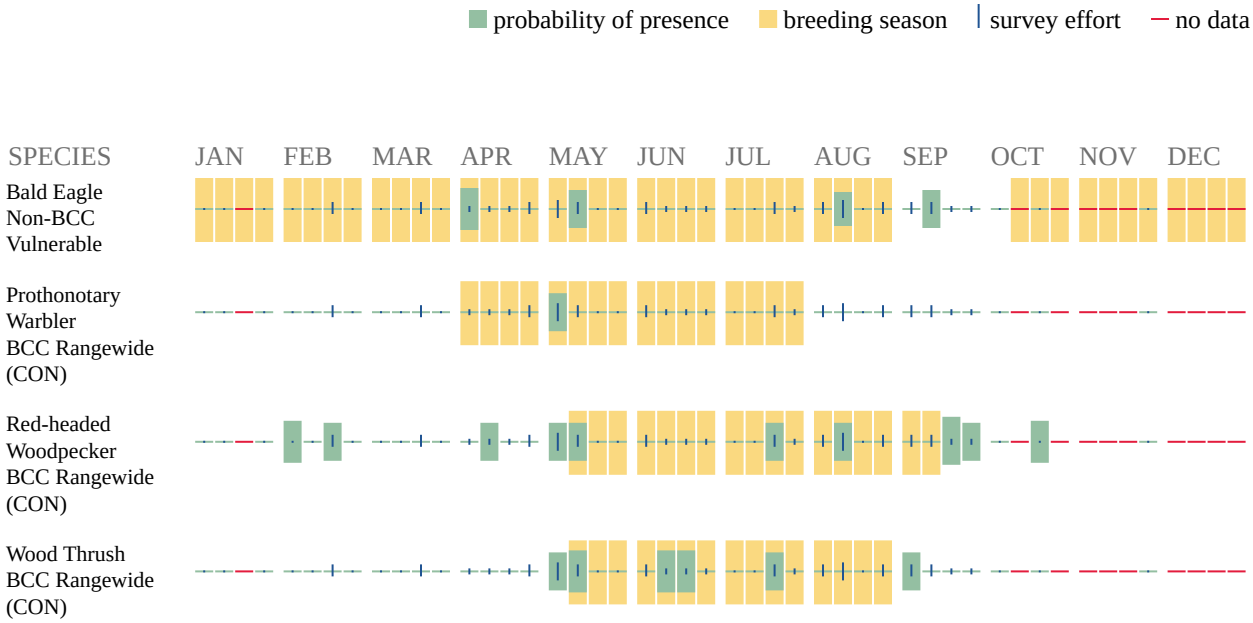
Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.
Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in

the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?
The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects
For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?
If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report
The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of

certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

IPaC User Contact Information

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Lead Agency Contact Information

Lead Agency: Department of Transportation

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

In Reply Refer To: June 23, 2022
Project code: 2022-0052242
Project Name: SR 930/Maplecrest Road Intersection Improvements, Des No 1900107

Subject: Consistency letter for the 'SR 930/Maplecrest Road Intersection Improvements, Des No 1900107' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated June 23, 2022 to verify that the **SR 930/Maplecrest Road Intersection Improvements, Des No 1900107** (Proposed Action) may rely on the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat.884, as amended; 16 U.S.C. 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action will have no effect on the endangered Indiana bat (*Myotis sodalis*) or the threatened Northern long-eared bat (*Myotis septentrionalis*). If the Proposed Action is not modified, **no consultation is required for these two species.** If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required.

For Proposed Actions that include bridge/culvert or structure removal, replacement, and/or maintenance activities: If your initial bridge/culvert or structure assessments failed to detect Indiana bats, but you later detect bats prior to, or during construction, please submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 2 working days of the incident. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action may affect any other federally-listed or proposed species and/or designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden

eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please advise the lead Federal action agency accordingly.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

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

Name

SR 930/Maplecrest Road Intersection Improvements, Des No 1900107

Description

This INDOT project (Des. No. 1900107) is located at the intersection of SR 930 and Maplecrest Road, approximately 3.67 miles west of I-469. The intersection operates at or near capacity in both the morning and evening peak hours. The southbound right turn movement operates at a LOS F at peak hours. There is a high number of left turn movements from SR 930 to Maplecrest Road as evidenced by the two left turn lanes in this direction. A factor contributing to congestion in the eastbound through movement is the merging of SR 930 to one lane approximately one mile east of the intersection. 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 with a 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. Roadway drainage is via sheet flow, and storm sewer within the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway throughout the project area. Maplecrest Road is a two-lane Minor Arterial with 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. Roadway drainage is via sheet flow, and via storm sewer within the downtown area. The apparent existing right-of-way is 85 to 100 feet wide, centered on the roadway, throughout the project area.

The project proposes construction of a quadrant roadway in the southeast intersection quadrant which will eliminate left turn movements through the primary intersection of SR 930 and Maplecrest Road by relocating those maneuvers to new, 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 four, the primary signal will decrease delay and congestion. The new quadrant roadway will provide storage length for the turning vehicles. Lanes will be added to Maplecrest Road and SR 930 to accommodate the new traffic patterns. An existing SR 930 3-foot by 3-foot concrete box culvert located approximately 480 feet east of Maplecrest Road will be extended approximately 16 feet to the south. An existing 36-inch pipe culvert in the southwest intersection quardrant will be replaced. It is anticipated that up to 10 acres of right of way may be acquired. Maintenance of traffic is not anticipated to require a detour as most improvements will occur outside the existing roadway.

On July 8, 2021, the INDOT Fort Wayne District reviewed the USFWS database for recorded

captures, roosts, maternity colonies, and hibernacula within 0.5 mile of the project. No such occurrences were found. The SR 930 box culvert was inspected on June 7, 2022, and the 36-inch pipe culvert was inspected on June 14, 2022 . No bats or evidence of bat use were observed. There is no suitable summer habitat in or adjacent to the project area. The project may require clearing of up to 0.2 acre of wooded area, on the south side of SR 930, approximtely 675 feet east of the intersection. The dominant species to be removed are black walnut (Juglans nigra), American elm (Ulmus americana) and black locust (Robinia pseudoacacia). Tree removal will occur during the inactive season prior to construction. The project involves replacement of existing lighting, installation of new permanent lighting and new signalized intersection construction. No temporary lighting is proposed. No mitigation is anticipated to be required. Construction is proposed more than 300 feet from existing roadways. Construction will take place during daylight hours and is anticipated to begin on 3/1/2024, and end by 11/30/2024.

Determination Key Result

Based on the information you provided, you have determined that the Proposed Action will have no effect on the endangered Indiana bat and/or the threatened Northern long-eared bat. Therefore, no consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required for these two species.

Qualification Interview

1. Is the project within the range of the Indiana bat[1]?

   [1] See Indiana bat species profile

   Automatically answered
   Yes

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

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

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

   A) Federal Highway Administration (FHWA)

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

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

   No

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

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

   Yes

6. Are *all* project activities **greater than** 300 feet from existing road/rail surfaces[1]?

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

   No

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

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

   No

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

   No

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

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

   [2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat.

   No

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

    No

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

    No

12. Does the project include slash pile burning?

    No

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

    Yes

14. Is there *any* suitable habitat[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

    No

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

    No

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

    No

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

    Yes

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

    No

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

    No

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

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

    Yes

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

    No

22. Is the location of this project consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the project action area is not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.

23. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the bridge is more than 1,000 feet from the nearest suitable habitat and is therefore considered unsuitable for use by bats

24. Is the permanent lighting portion of this project consistent with a No Effect determination in this key?

    Automatically answered
    Yes, because the lighting will be more than 1,000 feet from the nearest suitable habitat

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

This key was last updated in IPaC on April 28, 2022. Keys are subject to periodic revision.

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

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

IPaC User Contact Information

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Lead Agency Contact Information

Lead Agency: Department of Transportation

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
June 14, 2022, 3:45 PM	1900107	SR 930	Allen
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height (approximate)**	**Structure Length**
Unknown	lat. 41.069228, lon. -85.059974	36 inches	230

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ◉ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Creosote Evidence

- ○ Yes ○ No
- ○ Unknown

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☒ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Notes: HDPE

Crossings Traversed (check all that apply)

- ☒ Bare ground
- ☐ Rip-rap
- ☐ Flowing water
- ☐ Standing water
- ☒ Seasonal water
- ☒ Open vegetation
- ☐ Closed vegetation
- ☐ Railroad
- ☐ Road/trail - Type:
- ☐ Other:

Surrounding Habitat (check all that apply)

- ☒ Agricultural
- ☒ Commercial
- ☐ Residential-urban
- ☐ Residential-rural
- ☐ Woodland/forested
- ☐ Grassland
- ☐ Ranching
- ☐ Riparian/wetland
- ☐ Mixed use
- ☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	**Assessment Notes**	**Evidence of Bats** (include photos if present)
☐ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Jason A. Stone

Signature:

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
6/7/2022, 10:15 AM	Des. 1900107	SR 930	Allen
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height (approximate)**	**Structure Length**
Unknown	Lat. 41.069365, Lon. -85.056944	3 feet	100 feet

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ○ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ⊙ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☐ Concrete
☐ Concrete	☐ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Culvert Material

- ☐ Metal
- ☒ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Creosote Evidence

- ○ Yes ⊙ No
- ○ Unknown

Notes:

Crossings Traversed (check all that apply)

- ☐ Bare ground
- ☐ Rip-rap
- ☐ Flowing water
- ☐ Standing water
- ☒ Seasonal water
- ☒ Open vegetation
- ☐ Closed vegetation
- ☐ Railroad
- ☒ Road/trail - Type: Highway
- ☐ Other:

Surrounding Habitat (check all that apply)

- ☒ Agricultural
- ☒ Commercial
- ☐ Residential-urban
- ☐ Residential-rural
- ☐ Woodland/forested
- ☒ Grassland
- ☐ Ranching
- ☐ Riparian/wetland
- ☒ Mixed use
- ☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present: No bat evidence	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Concrete surfaces (open roosting on concrete)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between concrete end walls and the bridge deck	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Crack between concrete railings on top of the bridge deck (Gap / Railing)	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Vertical surfaces on concrete I-beams	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Spaces between walls, ceiling joists	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ Weep holes, scupper drains, and inlets/pipes	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All guiderails	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☐ All expansion joints	☒ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Jason A. Stone

Signature: Jason Stone

Jason Stone

From: Papadakis, Arianna <APapadakis@indot.IN.gov>
Sent: Friday, June 24, 2022 7:41 AM
To: Jason Stone
Subject: RE: IPaC review - SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 -

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

Hello,

I concur with the NE finding for Des. No. 1900107. The Official Species List and Consistency Letter will be available for your use. It is suggested that these documents be downloaded at this time. This concludes the IPaC phase of coordination with the Fort Wayne environmental office.

Thanks,

Arianna Papadakis
Sr Environmental Mngr Supervisor
Fort Wayne District
5333 Hatfield Road
Fort Wayne, IN 46808
Phone: (260) 969-8262
Email: APapadakis@indot.in.gov



From: Jason Stone <jstone@dlz.com>
Sent: Thursday, June 23, 2022 4:22 PM
To: Papadakis, Arianna <APapadakis@indot.IN.gov>
Subject: RE: IPaC review - SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 -

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

Arianna

I updated the project description per your comments and completed the determination key.

From: Papadakis, Arianna <APapadakis@indot.IN.gov>
Sent: Thursday, June 23, 2022 3:11 PM
To: Jason Stone <jstone@dlz.com>
Subject: RE: IPaC review - SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 -

Jason Stone

From: Megan McClellan <megan@fwtrails.org>
Sent: Friday, April 22, 2022 2:16 PM
To: Jason Stone
Subject: Re: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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Ok, thanks.

On Fri, Apr 22, 2022 at 2:13 PM Jason Stone <jstone@dlz.com> wrote:

> Hello Megan
>
> Typically we request comments within 30 days. There's no rush. Thanks very much.

From: Megan McClellan <megan@fwtrails.org>
Sent: Friday, April 22, 2022 2:10 PM
To: Jason Stone <jstone@dlz.com>
Subject: Re: INDOT, SR 930 at Maplecrest Road Intersection Improvement, 3.67 Miles West of I-469 in Allen County, Des No 1900107 - Early Coordination

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Received. I will review. Is there a date by which you need comments?

On Fri, Apr 22, 2022 at 8:52 AM Jason Stone <jstone@dlz.com> wrote:

> Hello Megan
>
> Please review the attached early coordination materials and provide us with any comments you may have. Thanks very much.

APPENDIX D

Section 106 Documentation

FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
STATE ROAD 930 AND MAPLECREST ROAD INTERSECTION IMPROVEMENTS
CITY OF NEW HAVEN, ADAMS TOWNSHIP, ALLEN COUNTY, INDIANA
DES. NO.: 1900107; DHPA NO. 27983

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

The Area of Potential Effects (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 for archaeology was the project footprint. A graphic depicting the APE can be found in Appendix A.

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

Four properties within the APE are listed in or eligible for listing in the National Register of Historic Places (NRHP).

Holter's Roost (c.1902) at 6623 Old Maumee Avenue (IHSSI #003-214-27104) is eligible for listing in the NRHP under Criterion B for its association with the Holterman family, and under Criterion C as a rare architectural style in the township and county.

House (c. 1923) at 1759 Estella Avenue (IHSSI #003-214-27119) is eligible for listing in the NRHP under Criterion C as an exemplary example of a Craftsman style bungalow.

Hill House (c.1927) at 6436 Old Maumee Avenue (IHSSI #003-214-27165) is eligible for listing in the NRHP under Criterion C as an example of an unaltered Craftsman style bungalow.

Sunnymede Residential Historic District (c.1940-1973) 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) is eligible for listing in the NRHP under Criterion A as a representation of postwar tract planning and development, and under Criterion C for its houses with architectural styles popular in the postwar period, such as American Small House, Cape Cod, and Ranch.

EFFECT FINDING

Holter's Roost – No Adverse Effect

House at 1759 Estella Avenue - No Adverse Effect

Hill House - No Adverse Effect

Sunnymede Residential Historic District – No Adverse Effect

INDOT, acting on FHWA's behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

Holter's Roost - This undertaking will not convert property from Holter's Roost, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for Holter's Roost.

House at 1759 Estella Avenue - This undertaking will not convert property from House at 1759 Estella Avenue, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for House at 1759 Estella Avenue.

Hill House - This undertaking will not convert property from Hill House, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for Hill House.

Sunnymede Residential Historic District - This undertaking will not convert property from Sunnymede Residential Historic District, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for Sunnymede Residential Historic District.



Matthew S. Coon, for FHWA
Manager
INDOT Cultural Resources

April 4, 2023
Approved Date

FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR SECTION 800.5(c)
STATE ROAD 930 AND MAPLECREST ROAD INTERSECTION IMPROVEMENTS
CITY OF NEW HAVEN, ADAMS TOWNSHIP, ALLEN COUNTY, INDIANA
DES. NO.: 1900107; DHPA NO. 27983

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA) proposes to proceed with a project for improvements to the State Road (SR) 930 intersection with Maplecrest Road in the City of New Haven, Adams Township, Allen County, Indiana (Des. No. 1900107). The project area can be found on the 1998 Fort Wayne East, Indiana, USGS Topographic Quadrangle, in Sections 9 and 10, Township 30 North, Range 13 East. See Appendix A for maps of the project location and Appendix B for project plans.

The undertaking 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. 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. 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. The undertaking includes 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. The undertaking also includes construction of seven new overhead cantilevered sign structures measuring approximately 23 to 26.6 feet tall, and 30 feet wide, located throughout the project area.

Less than five acres of new permanent right of way, and less than 0.5 acre of temporary right of way will be acquired. Neither temporary nor permanent right-of-way will be needed from 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.

The effects letter distributed on October 5, 2021 indicated that the project's letting date is March 13, 2024. The currently anticipated project letting date is August 9, 2023.

Federal-aid highway construction projects qualify as "undertakings" as defined in CFR 800.16(y) and are subject to a Section 106 review as per Section 106 of the National Historic Preservation Act of 1966. Federal-aid funds will be used for planning and/or construction of the proposed improvements; thus, a Section 106 review is applicable.

The Area of Potential Effects (APE) includes all locations where the project may result in disturbance of the ground; all locations from which elements of the project may be visible or audible; all locations where activity may result in changes in traffic patterns, land use, or public access; and all areas where there may be direct or indirect effects due to elements of the project. For above-ground structures the APE was defined extending 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 for archaeology was the project footprint. Aerial maps of the APE are located in Appendix A and project site photographs are located in Appendix C.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Early Coordination

Per 36 CFR 800.2(c)(1) the Federal agency fulfilling the Section 106 requirements is statutorily obligated to involve stakeholders in consultation. Per the National Historic Preservation Act of 1966, the Indiana State Historic Preservation Office (SHPO) is responsible for consulting on Federal undertakings that may affect historic properties.

In addition to the SHPO, the parties listed below were invited to participate as consulting parties for this undertaking:

Invited Consulting Party	Accepted/Decline Invitation
Allen County Historian	No Response
African/African-American Historical Museum (Fort Wayne)	No Response
Allen County Genealogical Society of Indiana	No Response
Besancon Historical Society	No Response
Fort Wayne Jewish Historical Society	No Response
The Genealogy Center	No Response
The History Center (Fort Wayne) / Allen County Historical Society	No Response
New Haven Area Heritage Association	No Response
Northeastern Indiana Regional Coordinating Council (NIRCC)	Accepted
Allen County Commissioners	No Response
Indiana Landmarks Northeast Field Office	No Response
Allen County Highway Department	No Response
Allen County Engineer	No Response
Allen County Department of Planning Services	No Response
New Haven Mayor's Office	No Response
New Haven Public Works Department	No Response
Eastern Shawnee Tribe of Oklahoma	No Response

Miami Tribe of Oklahoma	Accepted
Peoria Tribe of Indians of Oklahoma	No Response
Pokagon Band of Potawatomi Indians	Accepted
Shawnee Tribe	No Response
Absentee Shawnee Tribe of Oklahoma	No Response
Delaware Tribe of Indians	No Response
Forest County Potawatomi Community	No Response
Wyandotte Nation	No Response

On August 12, 2021, an Early Coordination Letter (ECL) was sent via email to the SHPO and to other stakeholders and interested parties. The INDOT-CRO sent the ECL via email to Tribes on August 12, 2021. The ECL provided project information, project location maps, and invited recipients to become consulting parties to the undertaking. The parties were requested to indicate whether they agreed to participate as a consulting party within 30 days of receipt of the invitation. It was noted that if the invited consulting party did not reply, they would not be considered a consulting party and would not receive further information about the undertaking unless the scope changed. Tribes may elect to participate as consulting parties at any time. A hard copy of the ECL was also mailed to the SHPO on August 12, 2021.

In a letter dated August 17, 2021, NIRCC accepted the invitation to participate as a consulting party and noted the presence of Post-War Era (1940-1973) residential housing sites adjacent to or near the project area. NIRCC recommended coordination with INDOT regarding these properties.

In a letter dated August 23, 2021, the SHPO acknowledged receipt of the ECL and indicated that ARCH, Inc. should be invited to participate as a consulting party. They also recommended that the owner of any historic properties be added to the list of CPs.

On August 23, 2021, an ECL was sent via email to ARCH, Inc.

In a letter dated August 25, 2021, the Miami Tribe of Oklahoma accepted the invitation to participate as a consulting party and stated that if any archaeological sites or objects are inadvertently discovered during the project their office should be notified immediately.

In a letter dated September 10, 2021, the Pokagon Band of Potawatomi accepted the invitation to participate as a consulting party and stated that if any archaeological sites or objects are inadvertently discovered during the project their office should be notified immediately.

No other replies were received in response to the ECL. All consulting party correspondence is located in Appendix F.

Above and Below Ground Investigations

A Phase Ia Archaeological Short Report (ASR) was prepared by Samuel Snell of Metric Environmental, LLC (Snell 9/7/2021). Snell is an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards pursuant to 36 CFR Section 800.4(b).

On August 11 and 12, 2021, Metric staff conducted field work that included visual inspection and the excavation of shovel test probes. Three previously recorded archaeological sites were noted within the

project area. Site 12-Al-0057 was noted to have been destroyed by commercial development. Sites 12-Al-0553 and 12-Al-0554 were considered not eligible for listing in the NRHP.

The archaeological survey conducted for this project did not encounter any evidence of the three previously recorded sites and did not identify any previously unrecorded sites; as such, no additional archaeological work was recommended. The recommendations from the ASR are presented in Appendix E.

In a letter dated October 5, 2021, a request to review and comment on the ASR (SHPO and Tribes only) via IN SCOPE (https://erms12c.indot.in.gov/Section106Documents) was sent to the SHPO and Tribal consulting parties. The SHPO was sent digital and hard copies of the report. Recipients of this review request were asked to provide comments within 30 days; however, Tribal consulting parties could enter the process at any time and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

On October 18, 2021, the Eastern Shawnee Tribe acknowledged receipt of the ASR and indicated that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if archaeological sites or objects are discovered during any phase of the proposed project.

In a letter dated November 12, 2021, the SHPO acknowledged receipt of the ASR. The SHPO indicated that intact portions of archaeological sites 12-Al-0057, 12-Al-0553, and 12-Al-0554 may remain extant within, and immediately adjacent to, portions of the proposed project area. The SHPO expressed its 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. The SHPO noted that 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.

On March 7, 2022, the Forest County Potawatomi Community acknowledged receipt of the ASR. The Tribe offered a finding of No Historic Properties Affected that are of significance to the Forest County Potawatomi Community. The Forest County Potawatomi Community noted that, as a standard caveat, in the event that human remains or archaeological materials are exposed as a result of the project, work should cease immediately and the Tribe(s) must be included with the SHPO in any consultation regarding treatment and disposition of the find.

To determine the presence of historic properties within the project's APE, a historic property report (HPR) was prepared by Timothy Miller of Metric Environmental, LLC (Miller 11/30/2021). Miller is a Qualified Professional (QP) architectural historian who meets the Secretary of the Interior's Professional Qualification Standards pursuant to 36 CFR Section 800.4(b).

Miller conducted a literature review by examining the Indiana State Historic Architectural and Archaeological Research Database (SHAARD), Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM), National Register of Historic Places (NRHP) database, INDOT-Cultural Resources Office (CRO) Public Web Map App, and Indiana Historical Bureau's Historic Markers database. The results of the Indiana Historic Sites and Structures Inventory (IHSSI) for Allen County (1996) were also reviewed.

Additionally, a field survey was conducted on August 9, 2021, for the project.

No properties within the APE are currently listed in the NRHP. The following four properties were recommended to be eligible for listing in the NRHP:

1. Holter's Roost at 6623 Old Maumee Avenue (IHSSI #003-214-27104) under Criteria B and C;
2. House at 1759 Estella Avenue (IHSSI #003-214-27119) under Criterion C;
3. Hill House at 6436 Old Maumee Avenue (IHSSI #003-214-27165) under Criterion C;
4. 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) under Criteria A and C.

The summary and conclusion sections of the HPR are presented in Appendix D. The full HPR document may be downloaded from IN SCOPE at https://erms12c.indot.in.gov/Section106Documents (the Des. No. is the most efficient search term, once in IN SCOPE).

In a letter dated March 7, 2022, a request to review and comment on the HPR via IN SCOPE was sent to the SHPO and both Tribal and non-Tribal consulting parties. The SHPO was sent digital and hard copies of the report. The Lincoln Highway Association and the owners of the identified historic properties were invited to participate as consulting parties. Recipients of this review request were asked to provide comments within 30 days; however, Tribal consulting parties could enter the process at any time and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

On March 8, 2022, the Peoria Tribe of Indians of Oklahoma acknowledged receipt of the ASR. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if any items which fall under the protection of the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during any phase of the proposed project.

In a letter dated April 4, 2022, the SHPO acknowledged receipt of the HPR. The SHPO concurred with the size of the proposed APE, with the eligibility determinations of Holter's Roost at 6623 Old Maumee Avenue (Indiana Historic Sites and Structures Inventory ["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 (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 SHPO letter also acknowledged an Addendum Archaeology Report was forthcoming.

An ASR Addendum was prepared by Samuel Snell of Metric Environmental, LLC (Snell 3/28/2022) to account for the addition of a detention basin in the southeast project quadrant. The involved area 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 area was a planted soybean field with 40-50 percent visibility along the field edge. The area was revisited by Metric staff on January 21, 2022, to document the current conditions. No archaeological resources were identified as a result of the survey; as such, no additional archaeological work was recommended. The recommendations from the ASR Addendum are presented in Appendix E.

In a letter dated May 20, 2022, a request to review and comment on the ASR Addendum (SHPO and Tribes only) via IN SCOPE (http://erms.indot.in.gov/Section106Documents/) was sent to the SHPO and Tribal consulting parties. The SHPO was sent digital and hard copies of the report. Recipients of this review request were asked to provide comments within 30 days; however, Tribal consulting parties could enter the process at any time and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

On May 23, 2022, the Forest County Potawatomi Community acknowledged receipt of the ASR Addendum. The Tribe offered a finding of No Historic Properties Affected that are of significance to the Forest County Potawatomi Community. Additionally, the Forest County Potawatomi Community expressed its desire to remain as a consulting party for this project.

On May 23, 2022, the Miami Tribe of Oklahoma acknowledged receipt of the ASR Addendum and offered no objection to the project proceeding. The Miami Tribe of Oklahoma requested to be immediately notified and consulted if any items which fall under the protection of the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during any phase of the proposed project.

On May 26, 2022, the Peoria Tribe of Indians of Oklahoma acknowledged receipt of the ASR Addendum. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if any items which fall under the protection of the Native American Graves Protection and Repatriation Act (NAGPRA) are discovered during any phase of the proposed project.

On June 8, 2022, the Eastern Shawnee Tribe acknowledged receipt of the ASR Addendum and indicated that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. The Tribe offered no objection to the undertaking but requested to be immediately notified and consulted if archaeological sites or objects are discovered during any phase of the proposed project.

On June 13, 2022, the Shawnee Tribe acknowledged receipt of the ASR Addendum and indicated it concurs that no known historic properties will be negatively impacted by this project. The Tribe noted there is still potential for discovery of unknown resources and requested that in the event that archaeological materials are encountered during construction, use, or maintenance of this location, the Tribe should be notified to resume immediate consultation under such a circumstance.

In a letter dated June 13, 2022, the SHPO acknowledged receipt of the ASR Addendum. The SHPO indicated they have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area; and concurred that no further archaeological investigations appear necessary at the proposed project area.

No other consulting party comments were received regarding the ECL, HPR, ASR, or ASR Addendum.

Refer to Appendix F for Consulting Party Correspondence.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

The APE contains four properties eligible for listing in the NRHP.

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 proposed NRHP boundary follows the parcel's property line and encompasses 0.43 acre.

The property is 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.

House
1759 Estella Avenue
IHSSI #003-214-27119, rated Notable
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 proposed NRHP boundary follows the parcel's property line and encompasses 0.45 acre. It includes a non-contributing garage.

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.

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 proposed NRHP boundary follows the parcel's property line and encompasses 0.44 acre.

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.

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. The 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.

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.

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON 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.

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 -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

Section 106 requires federal agencies to determine whether an undertaking has the potential to have an effect, either directly or indirectly, upon historic properties. Per 36 CFR § 800.16 (i), 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 after 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."

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

On August 12, 2021, an ECL was sent to both non-Tribal and Tribal consulting parties. The SHPO acknowledged receipt of the ECL in a letter dated August 23, 2021, and recommended ARCH, Inc. be invited to participate as a consulting party. The invitation to participate as a consulting party was accepted by NIRCC on August 17, 2021, by the Miami Tribe of Oklahoma on August 25, 2021, and by the Pokagon Band of Potawatomi on September 10, 2021.

In a letter dated October 5, 2021, a request to review and comment upon the ASR (SHPO and Tribes only) via IN SCOPE was sent to the SHPO and Tribal consulting parties. On October 18, 2021, the Eastern Shawnee Tribe indicated that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. In a letter dated November 12, 2021, the SHPO acknowledged receipt of the ASR. The SHPO expressed its opinion that no further archaeological investigations appear necessary at the proposed project area. On March 7, 2022, the Forest County Potawatomi Community offered a finding of No Historic Properties Affected. On March 8, 2022, the Peoria Tribe of Indians of Oklahoma offered no objection to the undertaking.

In a letter dated March 7, 2022, a request to review and comment upon the HPR via IN SCOPE was sent to the SHPO and both Tribal and non-Tribal consulting parties. In a letter dated April 4, 2022, the SHPO concurred with the size of the proposed APE, with the eligibility determinations of Holter's Roost at 6623 Old Maumee Avenue, house at 1759 Estella Avenue, Hill House at 6436 Old Maumee Avenue, and Sunnymede Residential Historic District.

In a letter dated May 18, 2022, a request to review and comment upon the ASR Addendum (SHPO and Tribes only) via IN SCOPE was sent to the SHPO and Tribal consulting parties. On May 23, 2022, the Forest County Potawatomi Community offered a finding of No Historic Properties Affected. On May 23, 2022, the Miami Tribe of Oklahoma offered no objection to the project proceeding. On May 26, 2022, the Peoria Tribe of Indians of Oklahoma offered no objection to the undertaking. On June 8, 2022, the Eastern Shawnee Tribe indicated that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. On June 13, 2022, the Shawnee Tribe stated that no known historic properties will be negatively impacted by this project. In a letter dated June 13, 2022, the SHPO indicated they have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area, and concurred that no further archaeological investigations appear necessary.

An Effects Report was prepared by Candace Hudziak, a Qualified Professional historian with Metric Environmental, LLC, and it was distributed to consulting parties and Tribes on December 2, 2022, with a request to review and comment on the document via IN SCOPE (the report may be downloaded from IN SCOPE at http://erms12c.indot.in.gov/Section106Documents/). The SHPO was sent digital and hard copies of the report. The Effects Report provided additional information on project activities, updated design plans, and discussed potential effects on the NRHP-eligible resources located in the project's APE. The Effects Report stated that INDOT, with authority delegated by FHWA, will issue an effect finding as per 36 CFR § 800.5(b) after compiling comments from consulting parties. Recipients of this review request were asked to provide comments within 30 days and were encouraged to respond to the notification with any comments or concerns at their earliest convenience.

In a letter dated December 9, 2022, the SHPO acknowledged receipt of the Effects Report. The SHPO agreed that the project as proposed will not adversely affect the identified historic properties and provided clarification regarding the spelling of Estella Avenue. The SHPO indicated that unless another consulting party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding.

In a letter dated January 5, 2023, the Eastern Shawnee Tribe expressed the opinion that the project proposes no adverse effect or endangerment to known sites of interest to the Eastern Shawnee Tribe, and recommended the project may continue as planned. The Tribe noted that, should this project inadvertently discover an archeological site or object(s) the Eastern Shawnee Tribe should be contacted immediately, as well as the appropriate state agencies, and all ground disturbing activity should stop until the Tribe and State agencies are consulted.

Refer to Appendix F for Consulting Party Correspondence.

INDOT's finding of "No Adverse Effect", made on behalf of the FHWA, and supporting 36 CFR § 800.11(e) documentation, is hereby provided to the SHPO and other consulting parties for a final 30-day comment period. Views of the public are being concurrently sought through publication of the Findings in the Ft. Wayne Journal Gazette newspaper. This document will be revised if necessary if public comment warrants it.

APPENDICES

A. Project Location Maps, Area of Potential Effect (APE), and NRHP Boundary Map
B. Project Plans
C. Project Site Photographs and Key Maps of the APE
D. Historic Property Report Management Summary and Conclusion
E. ASR and ASR Addendum Recommendations
F. Consulting Party Correspondence

SECTION 106 APPENDIX A

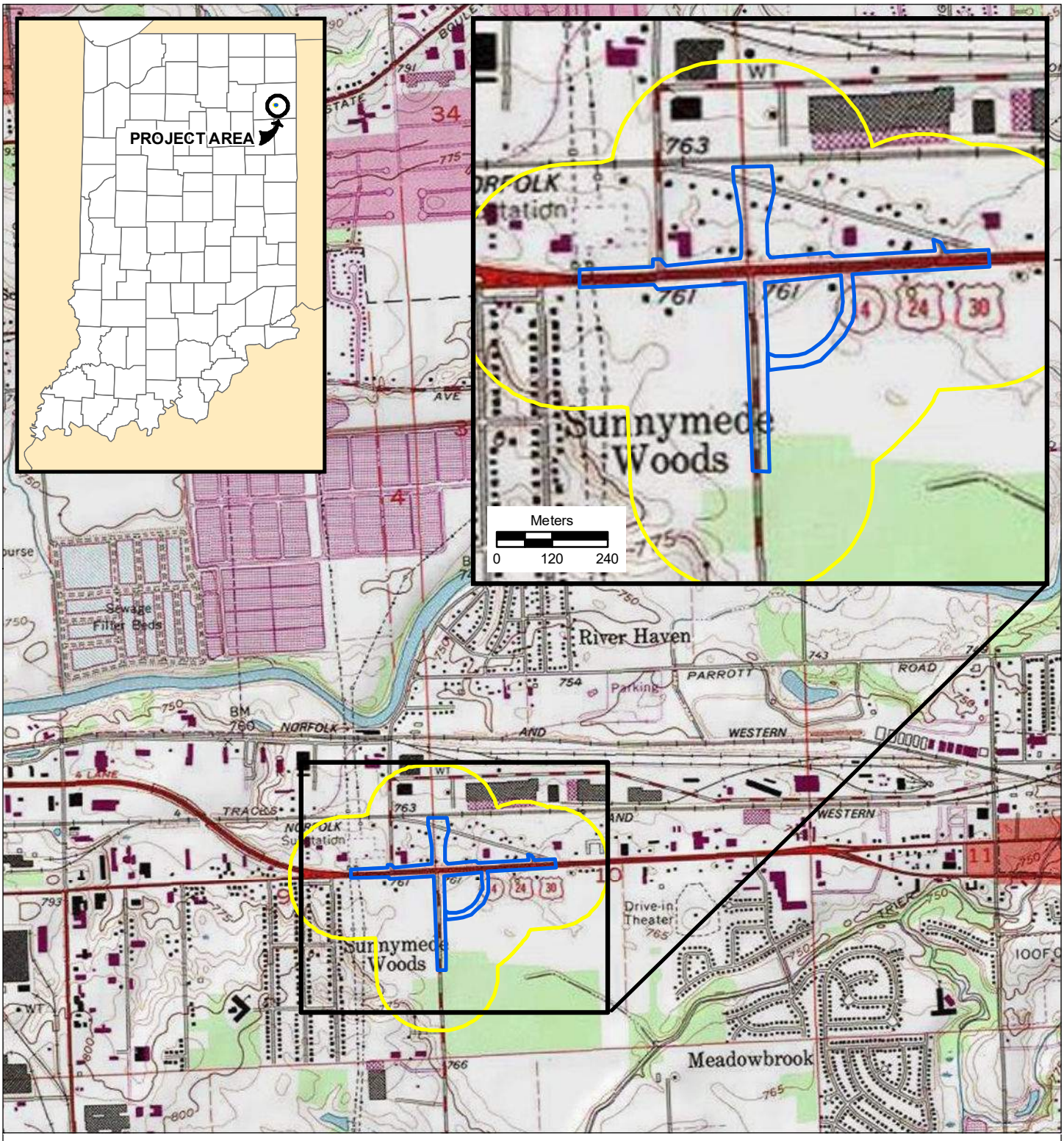


Figure 1. Survey area on a portion of the 1998 Fort Wayne East, IN, topographic quadrangle
SR 930 at Maplecrest Road Intersection Improvement Project New Haven, Allen County, Indiana
Metric Project No. 20-0026
Map Date: 06/20/2022

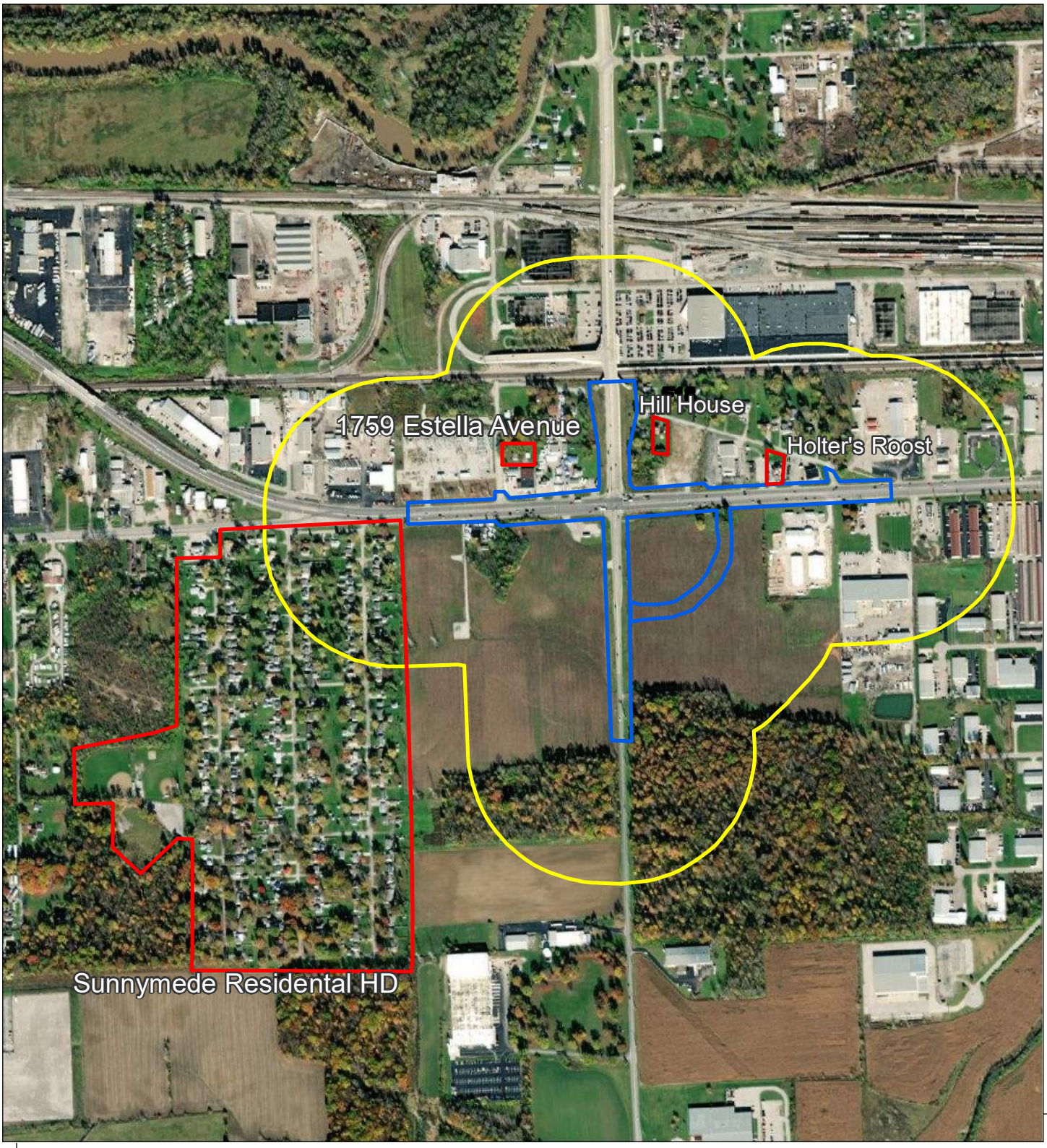
All Locations Approximate
1998 Basemap

N

1 cm = 240 m

Meters
0 240 480

METRIC ENVIRONMENTAL



Project Area
APE
Proposed NR Property

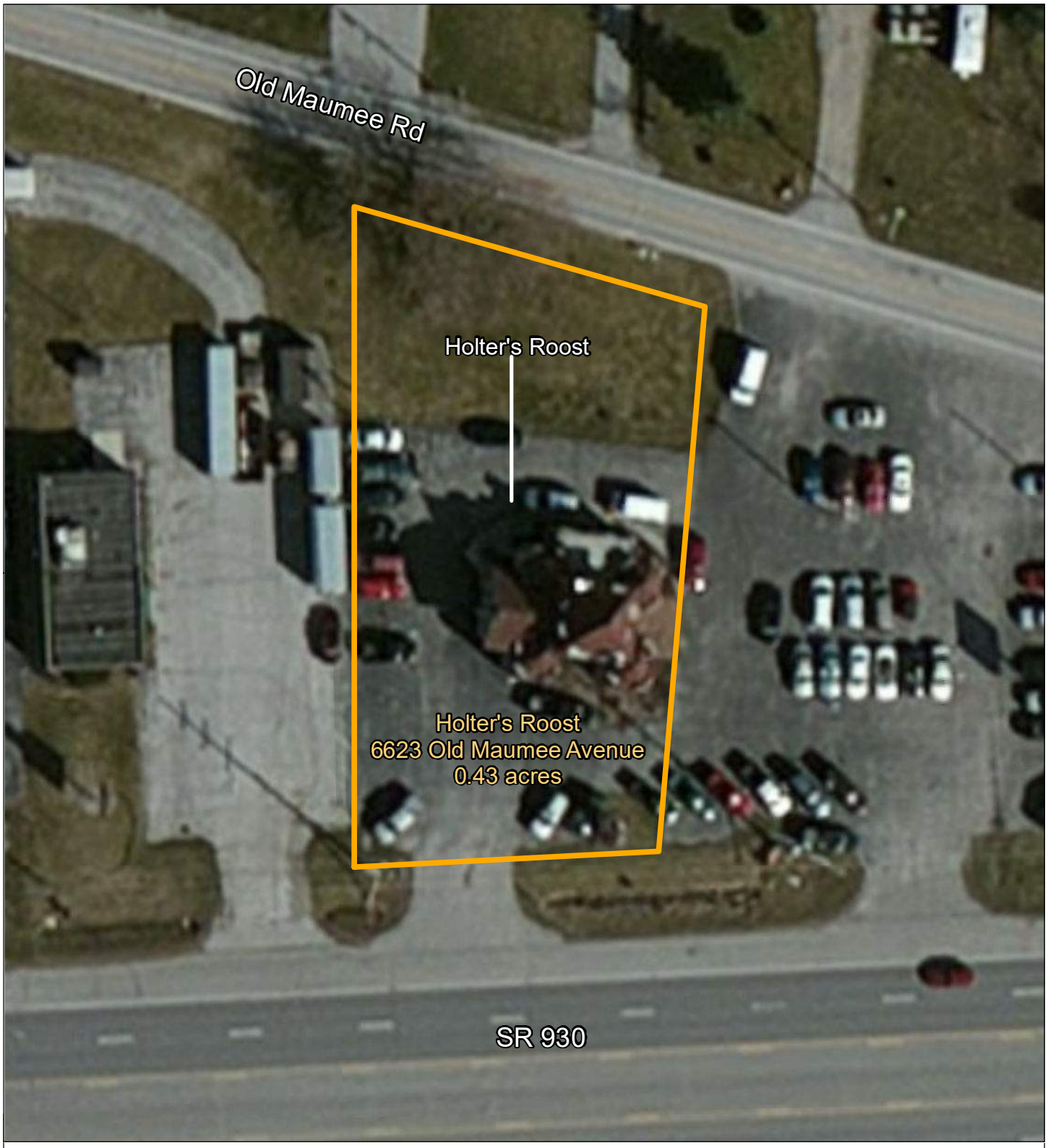
Figure 2. Project area on an aerial photograph
NRHP boundary on a portion of an aerial map
SR 930 at Maplecrest Road Intersection Improvement Project
New Haven, Allen County, Indiana
Metric Project No. 20-0026
Map Date: 07/28/2021

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

N
1 cm = 100 m
Meters
0 125 250

METRIC ENVIRONMENTAL



Holter's Roost NR Boundary

Figure 3. Holter's Roost NR boundary on a portion of an aerial map
SR 930 at Maplecrest Road Intersection Improvement Project
New Haven, Allen County, Indiana
Metric Project No. 20-0026
Map Date: 6/20/2022

All Locations Approximate
2017 Basemap

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

N

1 cm = 5 m

Meters
0 5 10

METRIC ENVIRONMENTAL



1759 Estella Avenue HD

Figure 4. 1759 Estella Avenue's proposed NRHP boundary on a portion of an aerial map
SR 930 at Maplecrest Road Intersection Improvement Project
New Haven, Allen County, Indiana
Metric Project No. 20-0026
Map Date: 06/20/2022

All Locations Approximate
2017 Basemap

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

N

1 cm = 7 m

Meters
0 5 10

METRIC ENVIRONMENTAL



Hill House NR Boundary

Figure 5. Hill House proposed NRHP boundary on a portion of an aerial map
SR 930 at Maplecrest Road Intersection Improvement Project
New Haven, Allen County, Indiana
Metric Project No.20-0026
Map Date: 06/20/2022

All Locations Approximate
2017 Basemap

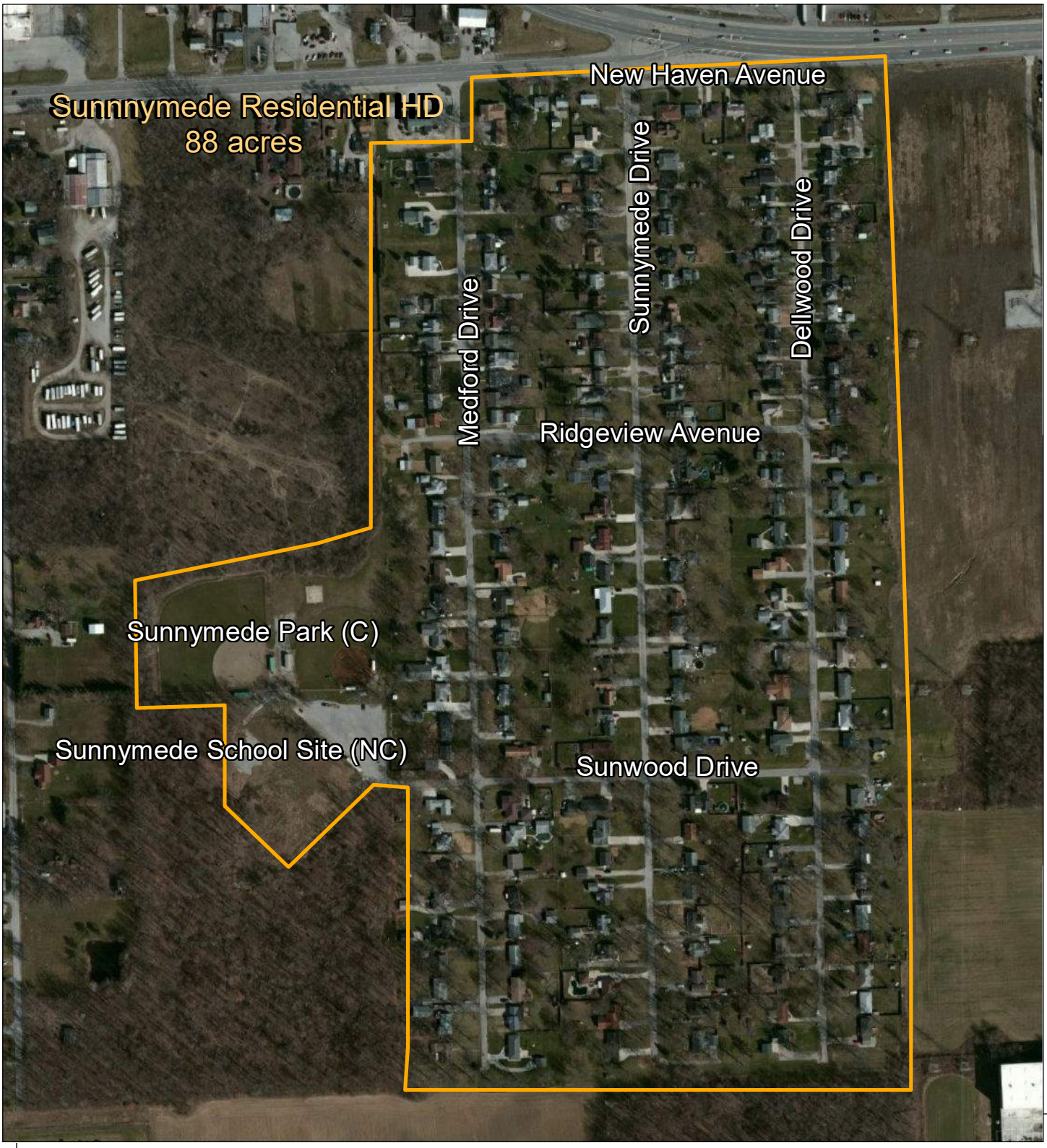
Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

N

1 cm = 6 m

Meters
0 5 10

METRIC ENVIRONMENTAL



Sunnymede Residential HD Boundary

Figure 6. Sunnymede Residential HD proposed NRHP boundary on a portion of an aerial map
SR 930 at Maplecrest Road Intersection Improvement Project
New Haven, Allen County, Indiana
Metric Project No. 20-0026
Map Date: 06/20/2022

All Locations Approximate
2017 Basemap

Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

N

1 cm = 44 m

Meters
0 50 100

METRIC ENVIRONMENTAL

SECTION 106 APPENDIX B

PROJECT	DESIGNATION
1900107	1900107
CONTRACT	
R-42358	

INDIANA DEPARTMENT OF TRANSPORTATION

STAGE 2 PLANS
JUNE 2022

ROAD PLANS

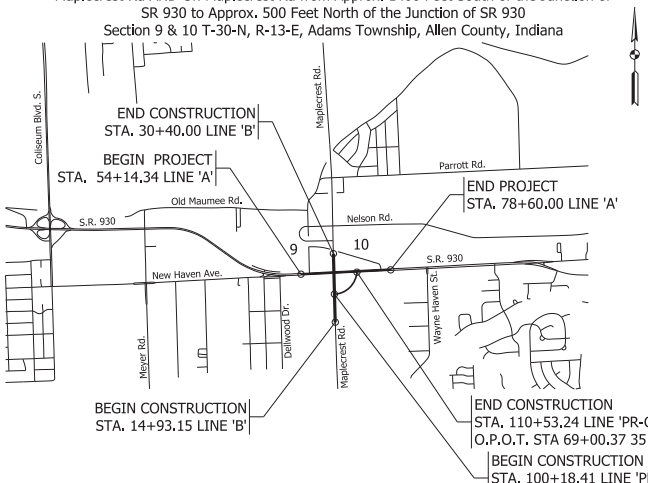
SR 930 INTERSECTION IMPROVEMENTS

Route: SR 930 & MAPLECREST BETWEEN RP: 148+058 & 149+008

PROJECT NO. 1900107

(X) P.E.
(X) R/W
(X) CONST.

Structural Overlay and Intersection Improvement On SR 930 from Approx. 1200 Feet West of Junction of Maplecrest Rd to Approx. 1600 Feet East of the Junction of Maplecrest Rd AND On Maplecrest Rd from Approx. 1400 Feet South of the Junction of SR 930 to Approx. 500 Feet North of the Junction of SR 930
Section 9 & 10 T-30-N, R-13-E, Adams Township, Allen County, Indiana



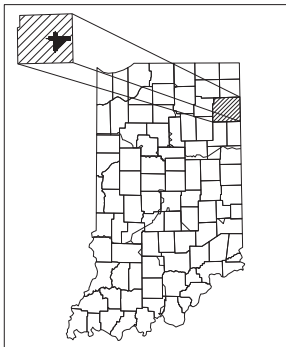
TOWN OF NEW HAVEN

SCALE: 1"=2,000'

TRAFFIC DATA	SR 930	Maplecrest Rd
A.A.D.T. (2021)	26,100 V.P.D.	20,250 V.P.D.
A.A.D.T. (2024 PROJECTED)	27,051 V.P.D.	21,807 V.P.D.
A.A.D.T. (2044 PROJECTED)	35,007 V.P.D.	29,371 V.P.D.
D.H.V (2044 PROJECTED)	3,501 V.P.H.	2,937 V.P.H.
DIRECTIONAL DISTRIBUTION	60 %	52 %
TRUCKS	7% A.A.D.T.	6% A.A.D.T.
	7% D.H.V.	6% D.H.V.

DESIGN DATA	SR 930	Maplecrest Rd
DESIGN SPEED	45 M.P.H.	40 M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)	
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	MINOR ARTERIAL
RURAL/URBAN	URBAN (INTERMEDIATE)	URBAN (INTERMEDIATE)
TERRAIN	LEVEL	LEVEL
ACCESS CONTROL	NONE	NONE

DESIGN DATA	QUADRANT ROADWAY
DESIGN SPEED	35 M.P.H.
PROJECT DESIGN CRITERIA	NEW CONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	LOCAL AGENCY COLLECTOR
RURAL/URBAN	URBAN (INTERMEDIATE)
TERRAIN	LEVEL
ACCESS CONTROL	NONE



PROJECT LOCATION SHOWN BY
ALLEN COUNTY

HYDROLOGIC UNIT CODE: 04100005010010
04100005010030

LATITUDE: 41°04'10" N LONGITUDE: 85°03'41" W

ROADWAY LENGTH: 0.463 MI.
TOTAL LENGTH: 0.463 MI.
MAX. GRADE: 2.00% (Prop.) 5.00% (Exist.)

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE SCALES BELOW MAY BE USED.

SCALES:

PLAN 20 10 0 20 40
SCALE: 1" = 20'

PROFILE HORIZ. 20 10 0 20 40
SCALE: 1" = 20'

PROFILE VERT. 5 2.5 0 5 10
SCALE: 1" = 5'

LAYOUT 50 25 0 50 100
SCALE: 1" = 50'

INDIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, DATED 2022, AND CURRENT SUPPLEMENTS THERE TO, TO BE USED WITH THESE PLANS.

CERTIFIED BY: _____ XX
REGISTERED PROFESSIONAL ENGINEER DATE
STATE OF INDIANA NO.
COVERING OVERALL DESIGN & CIVIL DESIGN

CERTIFIED BY: _____ XX
REGISTERED PROFESSIONAL ENGINEER DATE
STATE OF INDIANA NO.
COVERING WATER & SANITARY DESIGN

CERTIFIED BY: _____ XX
REGISTERED PROFESSIONAL ENGINEER DATE
STATE OF INDIANA NO.
COVERING LIGHTING DESIGN

DLZ INDIANA, LLC | DLZ INDIANA, LLC | DLZ INDIANA, LLC

DLZ

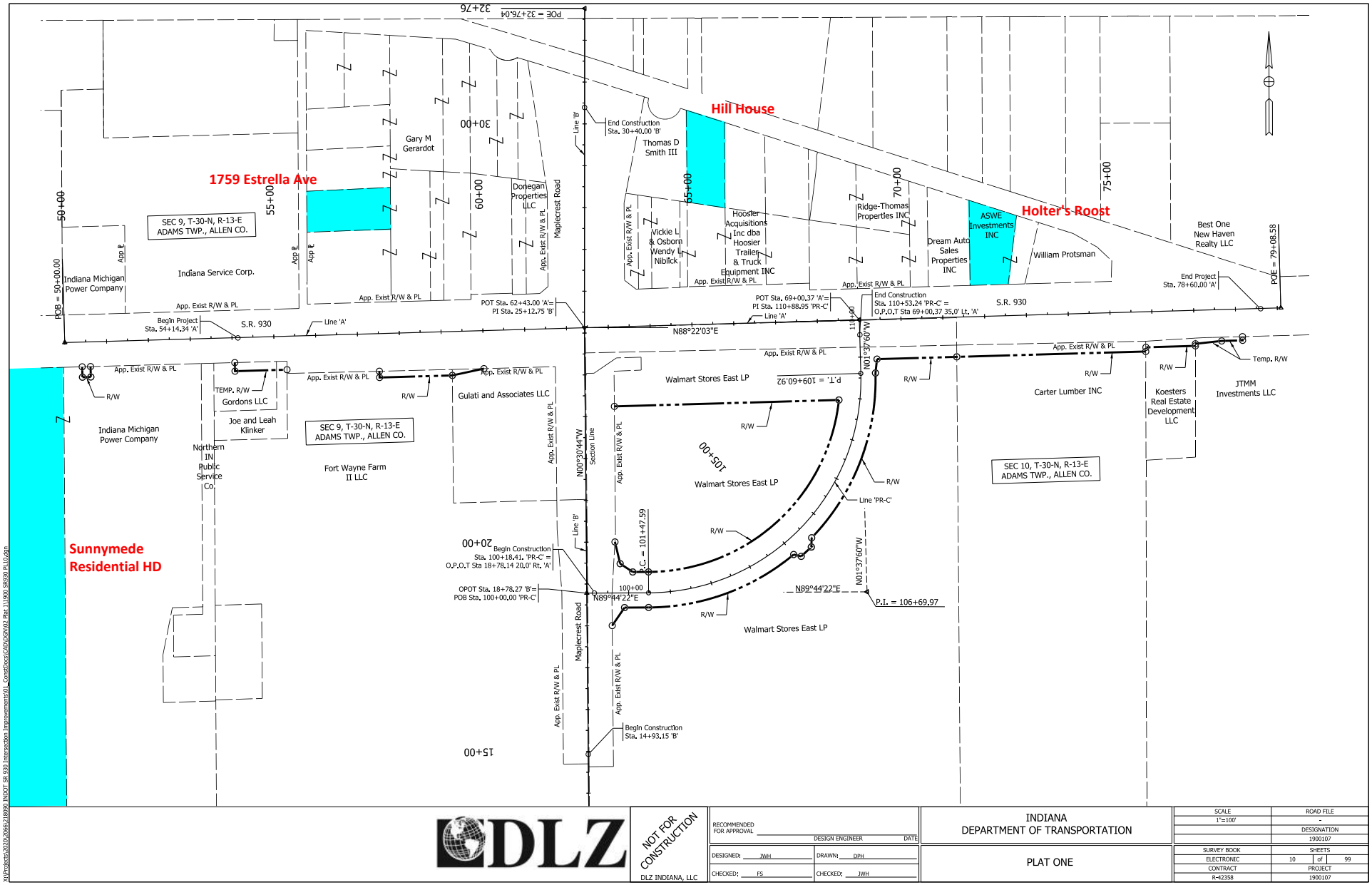
PLANS PREPARED BY:
DLZ INDIANA, LLC
825 South Barr Street
Fort Wayne, Indiana 46802
(260) 420-3114

APPROVED
FOR LETTING: _____
INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE FILE	
DESIGNATION	
1900107	

SURVEY BOOK	SHEETS
ELECTRONIC	1 of 99
CONTRACT	PROJECT
R-46526	1900107

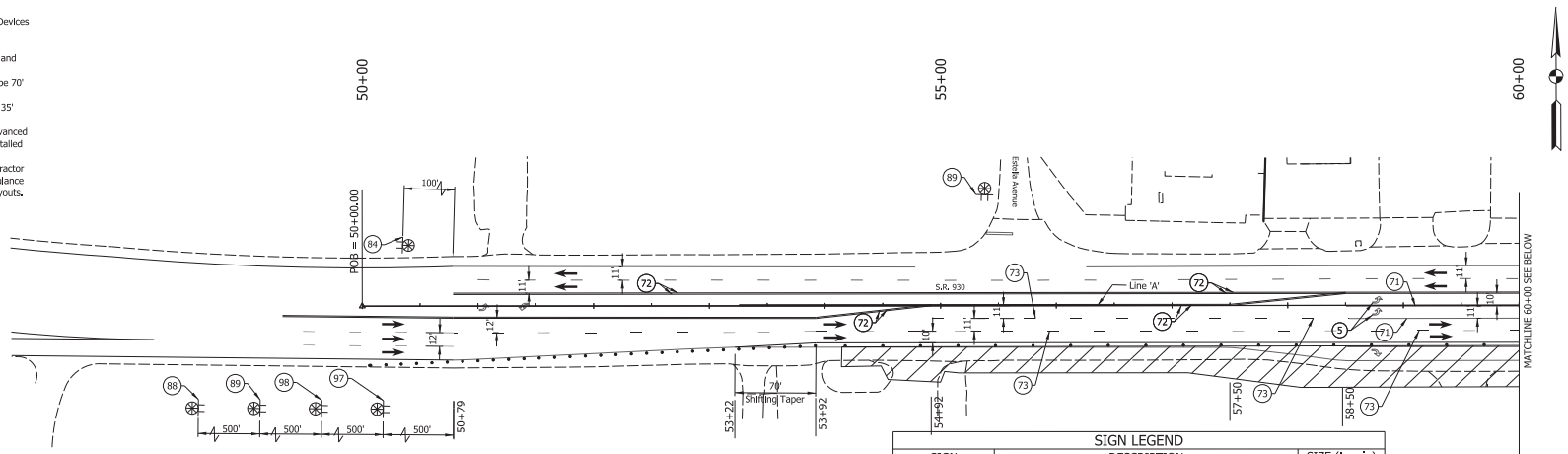
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Hill House
1759 Estrella Ave
Holter's Roost
Sunnymede Residential HD
Gary M Gerardot
Thomas D Smith III
Donegan Properties LLC
Maplecrest Road
Vickie L & Osborn Wendy L Niblick
Hoosier Acquisitions Inc dba Hoosier Trailer & Truck Equipment INC
Ridge-Thomas Properties INC
ASWE Investments INC
Dream Auto Sales Properties INC
William Protsman
Best One New Haven Realty LLC
Indiana Michigan Power Company
Indiana Service Corp.
SEC 9, T-30-N, R-13-E ADAMS TWP., ALLEN CO.
S.R. 930
Walmart Stores East LP
Gordons LLC
Joe and Leah Klinker
Gulati and Associates LLC
Northern IN Public Service Co.
Fort Wayne Farm II LLC
Carter Lumber INC
Koesters Real Estate Development LLC
JTMM Investments LLC
SEC 10, T-30-N, R-13-E ADAMS TWP., ALLEN CO.
N88°22'03"E
N89°44'22"E
N00°30'44"W
N01°37'60"W
P.I. = 106+69.97
POB = 50+00.00
POE = 79+08.58
POE = 32+76.04
DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC
INDIANA DEPARTMENT OF TRANSPORTATION
PLAT ONE

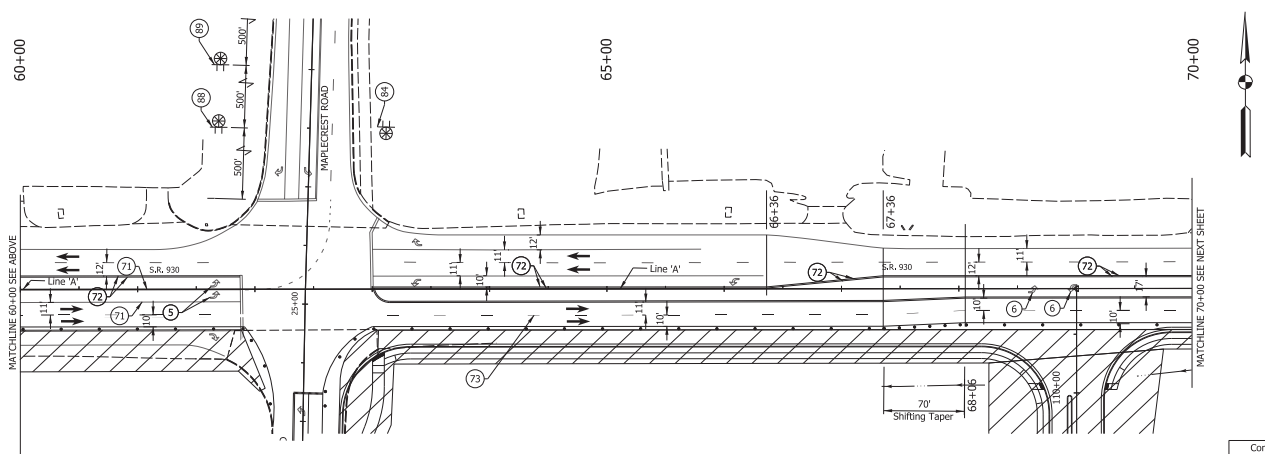
NOTES

1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 70' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 35' unless otherwise noted.
5. Warning Lights, Type B shall be installed on all advanced warning signs. Warning Lights, Type C shall be installed on all channelizing delvces.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH



SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



LEGEND:

- (5) Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- (6) Pavement Message Marking, Remove
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Flashing Arrow Sign
- Barricade
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign
- Standard Drum
- Direction of Traffic

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

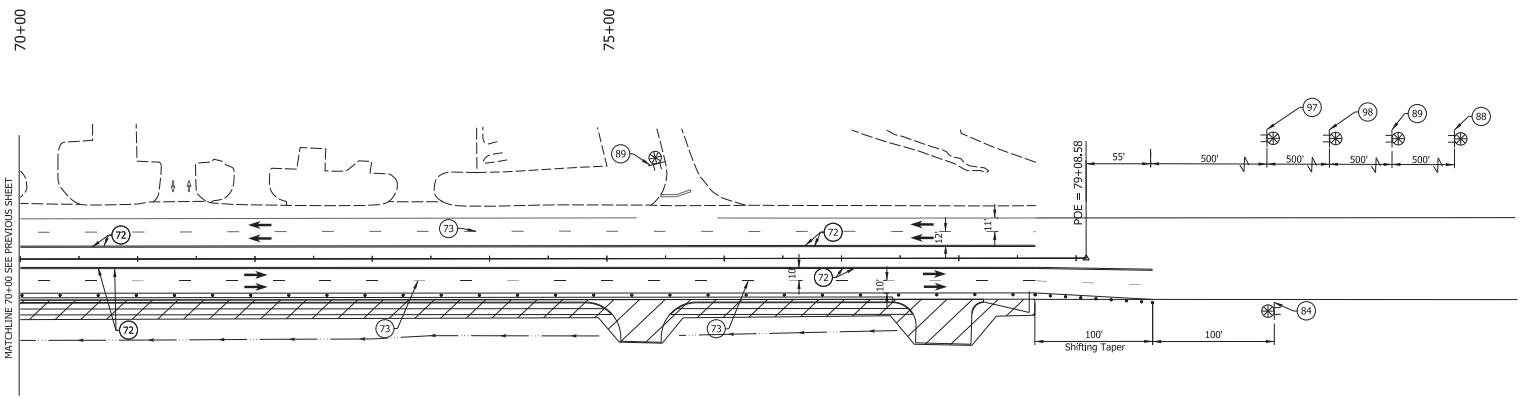
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE I
LINE 'A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	17 of 99
CONTRACT	PROJECT
R-42358	1900107



CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	1 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	3 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Trafffc Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 70' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 35' unless otherwise noted.
5. Warning Lights, Type B shall be installed on all advanced warning signs. Warning Lights, Type C shall be installed on all channelizing devices.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

Construction Zone
Design Speed = 35 mph

LEGEND:
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign

DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

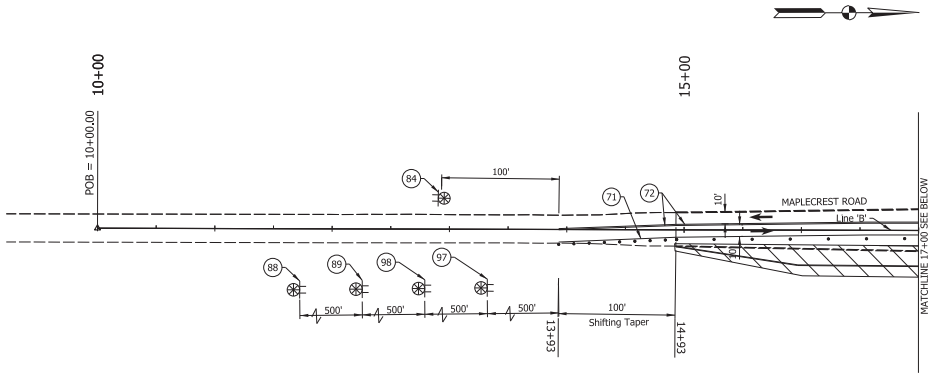
MAINTENANCE OF TRAFFIC PHASE I
LINE 'A'

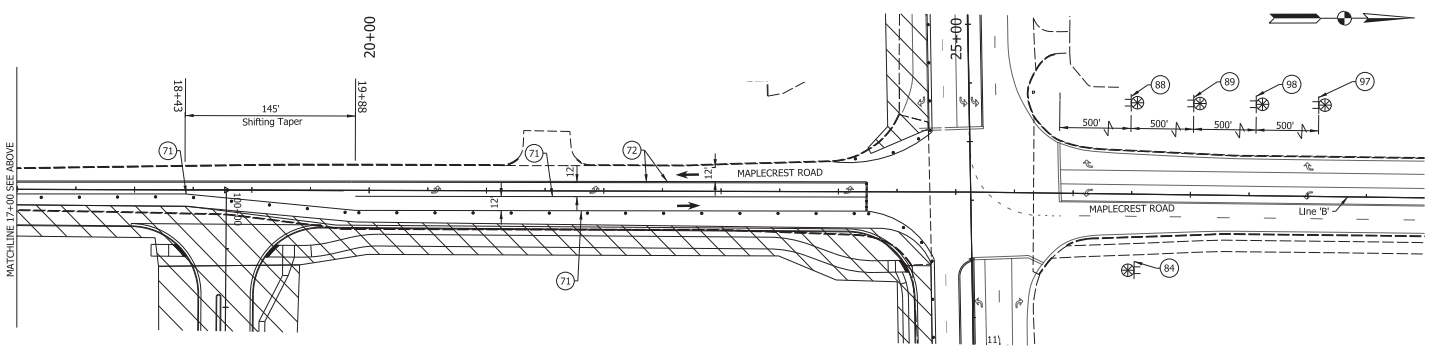
SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	18 of 99
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	2 EACH
XW2-6	2 EACH
XW20-1a	4 EACH
TOTAL TYPE 'A' SIGN	8 EACH
TYPE 'B' SIGN	
R2-1-B	2 EACH
XG20-5-B	4 EACH
XW3-5-B	2 EACH
TOTAL TYPE 'B' SIGN	8 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (ft x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48





Construction Zone
Design Speed = 35 mph

NOTES
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4. Spacing of channelizing devices on tapers shall be 35' unless otherwise noted.
5. Warning Lights, Type B shall be installed on all advanced signs. Warning Lights, Type C shall be installed on all channelizing devices.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

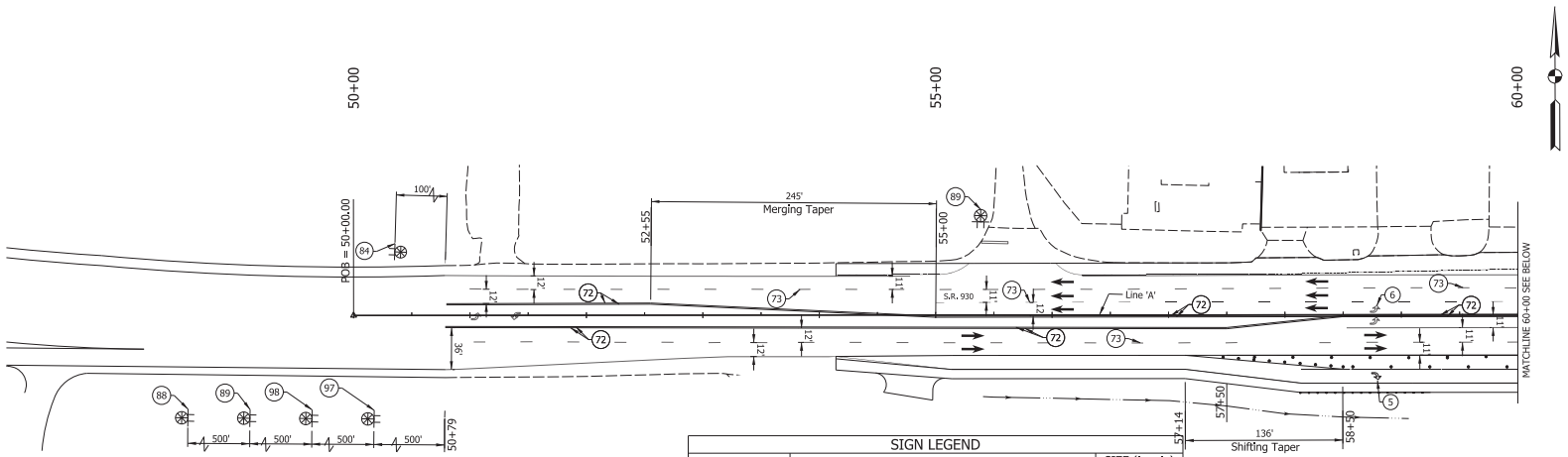
INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE I
LINE 'B'

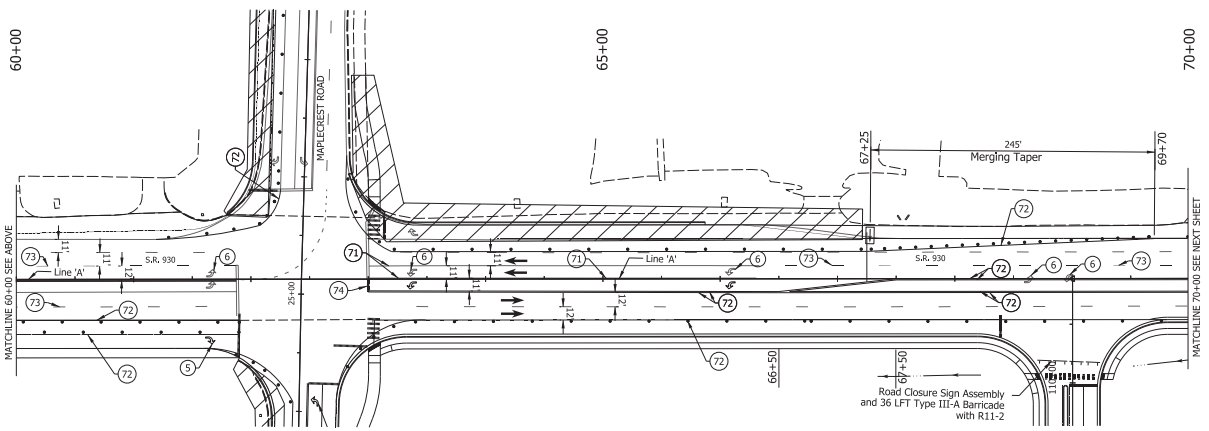
SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	19 of 99
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH



SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 70' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 35' unless otherwise noted.
5. Warning Lights, Type B shall be Installed on all advanced warning signs. Warning Lights, Type C shall be Installed on all channelizing devices.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (5) Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- (6) Pavement Message Marking, Remove
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Barricade
- Area Under Construction
- Type 'A' Construction Warning Light
- Construction Sign
- Flashing Arrow Sign

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

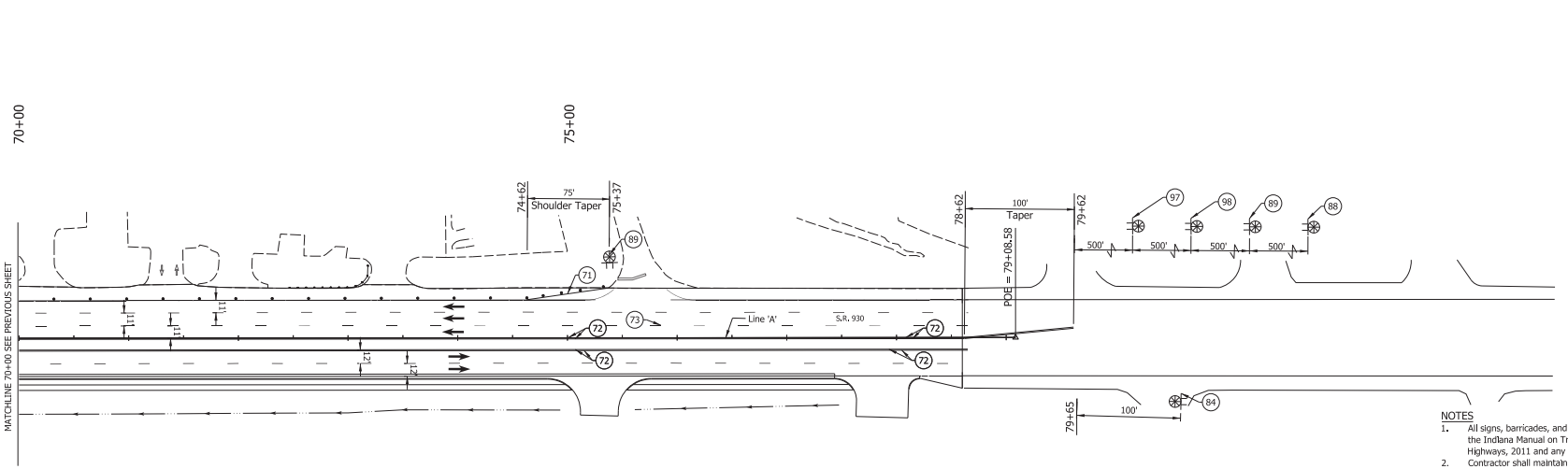
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE II
LINE 'A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	20 of 99
CONTRACT	PROJECT
R-42358	1900107



CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
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- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Barricade
- Area Under Construction
- Flashing Arrow Sign
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

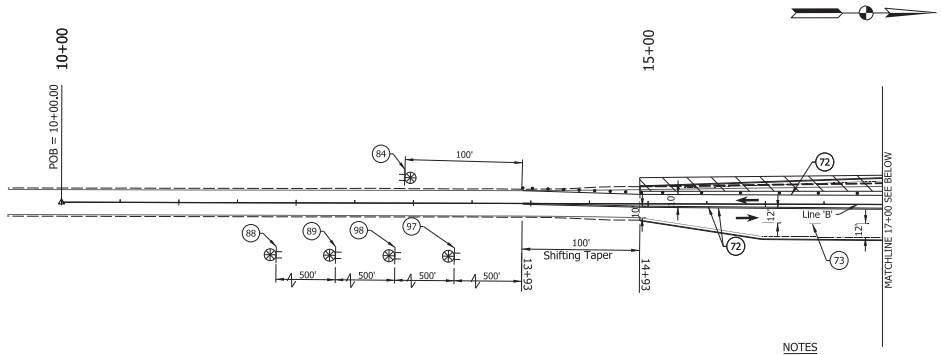
MAINTENANCE OF TRAFFIC PHASE II
LINE 'A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	21 of 99
CONTRACT	PROJECT
R-42358	1900107

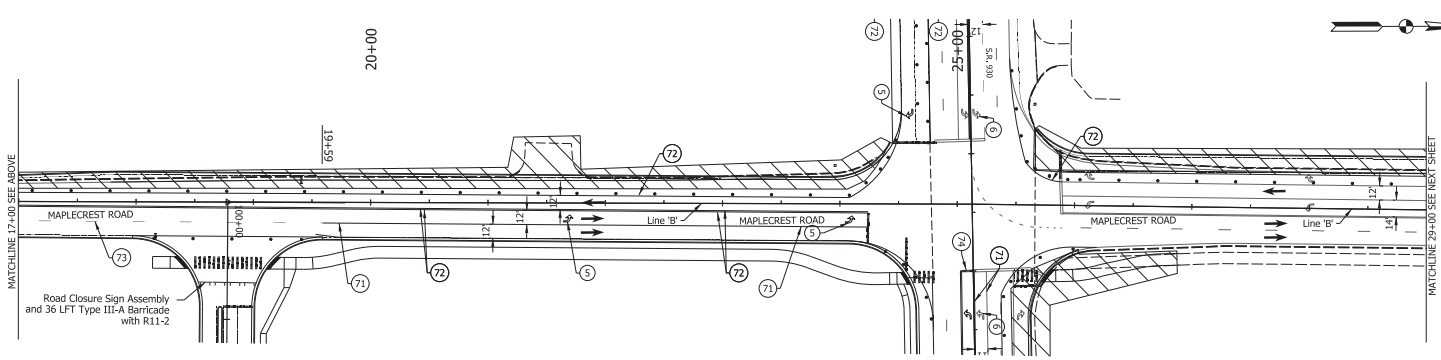
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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	1 EACH
TOTAL TYPE 'A' SIGN	3 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (30mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 70' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 35' unless otherwise noted.
5. Warning Lights, Type B shall be installed on all advanced warning signs. Warning Lights, Type C shall be installed on all channelizing devices.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.



LEGEND:
- (5) Temporary Pavement Message Marking, Removable, Lane Indication Arrow
- (6) Pavement Message Marking, Remove
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (73) Temp. Pavement Marking, Removable, Broken, White, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Barricade
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

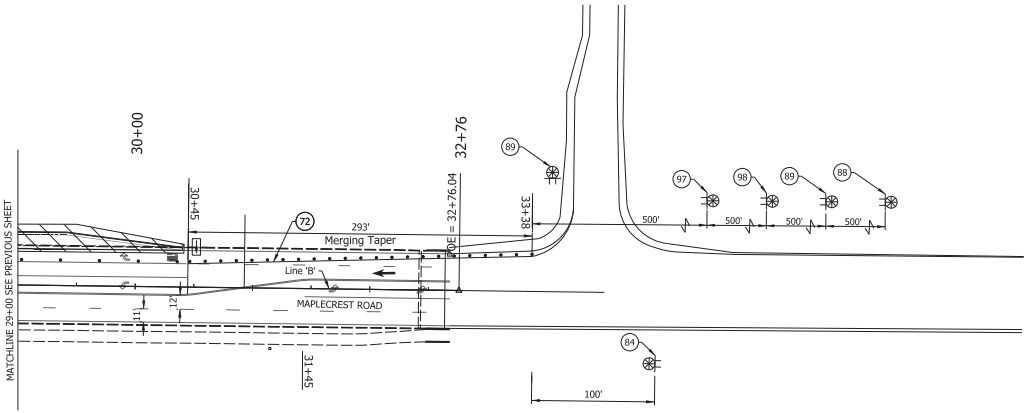
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE II
LINE 'B'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	22 of 99
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 70' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 35' unless otherwise noted.
5. Warning Lights, Type B shall be installed on all advanced warning signs. Warning Lights, Type C shall be installed on all channelizing devices.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Standard Drum
- Direction of Traffic
- Area Under Construction
- Flashing Arrow Sign
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

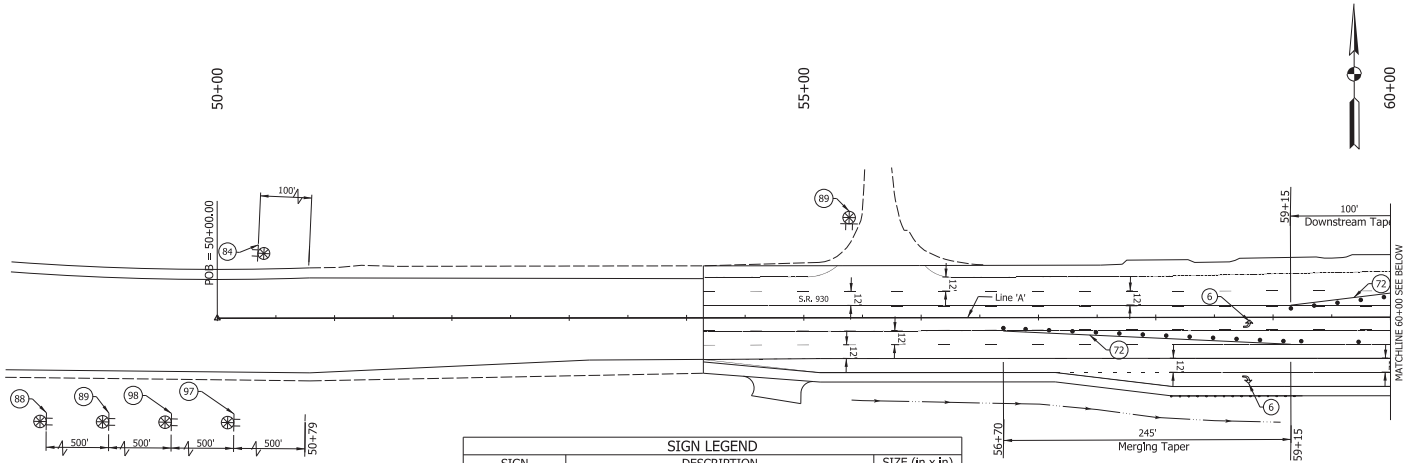
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INDIANA
DEPARTMENT OF TRANSPORTATION

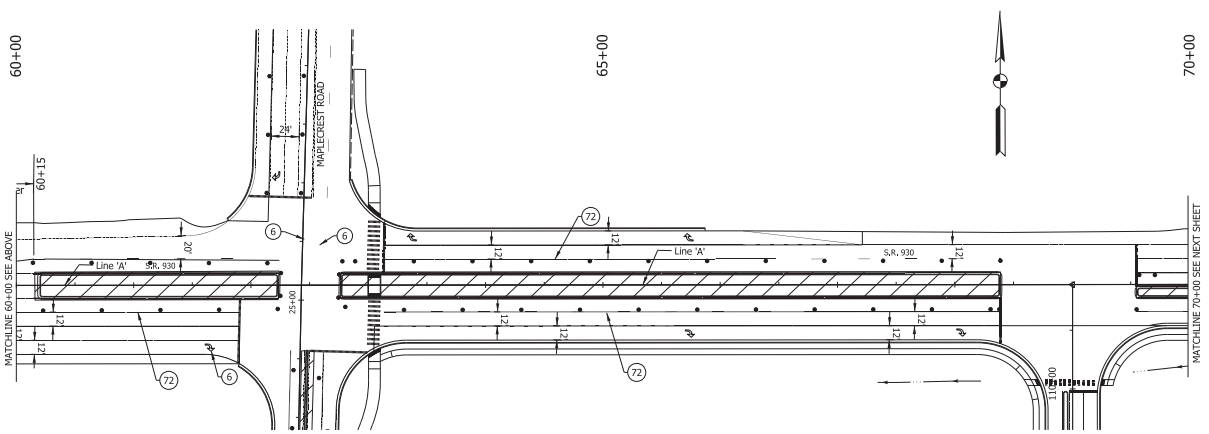
MAINTENANCE OF TRAFFIC PHASE II
LINE 'B'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	23 of 99
CONTRACT	PROJECT
R-42358	1900107

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH



SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48



Construction Zone
Design Speed = 35 mph

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
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4. Spacing of channelizing devices on tapers shall be 35' unless otherwise noted.
5. Warning Lights, Type B shall be installed on all advanced warning signs. Warning Lights, Type C shall be installed on all channelizing devices.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (6) Pavement Message Marking, Remove
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

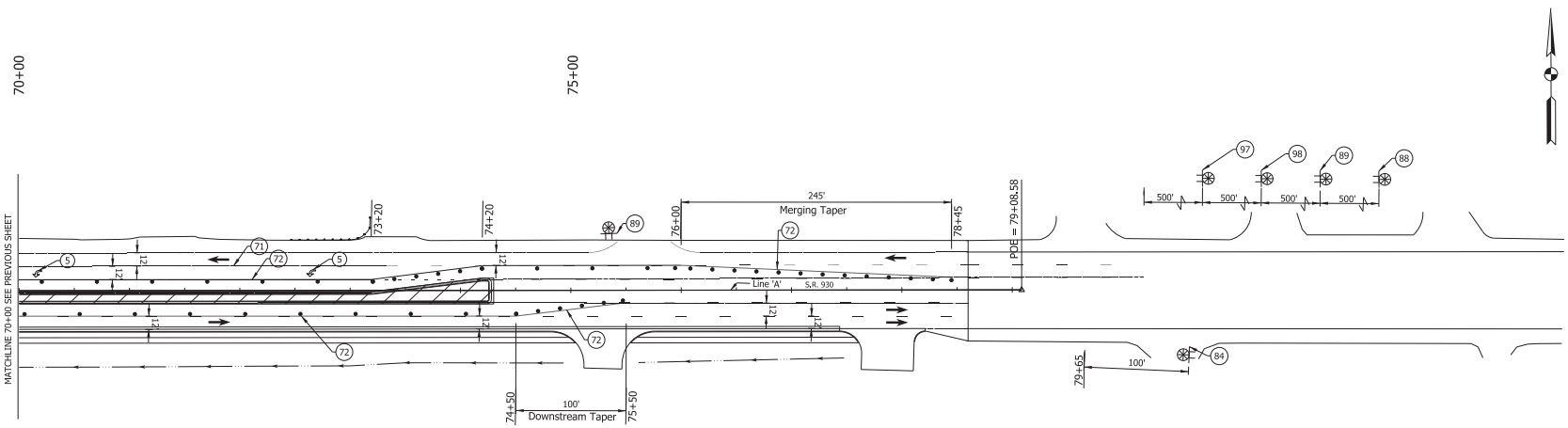
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INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III
LINE 'A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	24 of 99
CONTRACT	PROJECT
R-42358	1900107

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CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	2 EACH
TOTAL TYPE 'A' SIGN	4 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (In x In)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48

NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 70' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 35' unless otherwise noted.
5. Warning Lights, Type B shall be installed on all advanced signs. Warning Lights, Type C shall be installed on all channelizing devices.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (5) Temporary Pavement Message Marking, Removable, Lane Indic
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

Construction Zone
Design Speed = 35 mph

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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

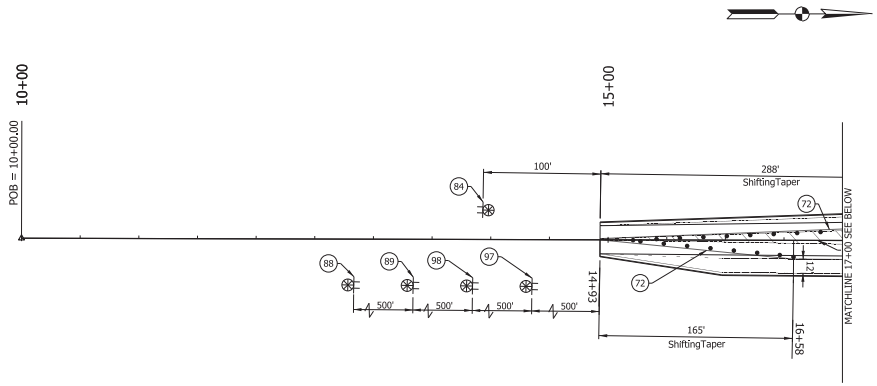
INDIANA
DEPARTMENT OF TRANSPORTATION

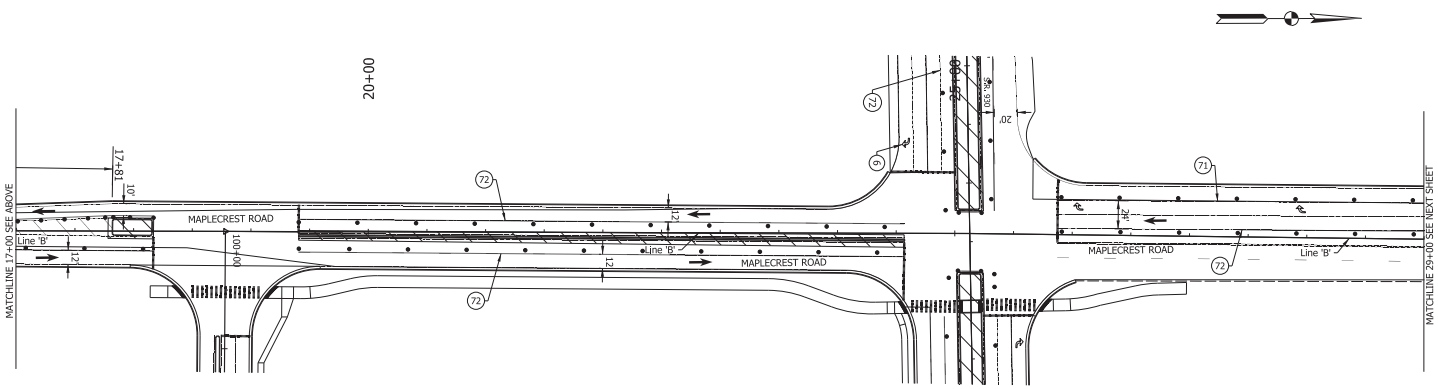
MAINTENANCE OF TRAFFIC PHASE III
LINE 'A'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	25 of 99
CONTRACT	PROJECT
R-42358	1900107

CONSTRUCTION SIGN SCHEDULE	
ITEM	TOTALS
TYPE 'A' SIGN	
XG20-2	1 EACH
XW2-6	1 EACH
XW20-1a	1 EACH
TOTAL TYPE 'A' SIGN	3 EACH
TYPE 'B' SIGN	
R2-1-B	1 EACH
XG20-5-B	2 EACH
XW3-5-B	1 EACH
TOTAL TYPE 'B' SIGN	4 EACH

SIGN LEGEND		
SIGN	DESCRIPTION	SIZE (in x in)
XG20-2	"END CONSTRUCTION" SIGN	60 x 24
XG20-5-B	"WORKSITE" & R2-1-B (35mph) "SPEED LIMIT" SIGN	48 x 16
XW2-6	"SPEEDING MAX $1000 RECKLESS DRIVING MAX 6 YRS" Sign	60 x 36
XW3-5-B(35)	"SPEED LIMIT 35" SIGN	48 X 48
XW20-1a	"ROAD CONSTRUCTION AHEAD" SIGN	48 x 48
XW20-2	"DETOUR AHEAD" SIGN	48 X 48





NOTES
1. All signs, barricades, and pavement markings shall conform to the Indiana Manual on Traffic Control Devices for Streets and Highways, 2011 and any current supplements thereto.
2. Contractor shall maintain access to all commercial and private properties during construction.
3. Spacing of channelizing devices on tangents shall be 70' unless otherwise noted.
4. Spacing of channelizing devices on tapers shall be 35' unless otherwise noted.
5. Warning Lights, Type B shall be installed on all advanced signs. Warning Lights, Type C shall be installed on all channelizing devices.
6. One week prior to all traffic pattern changes, Contractor shall notify local fire department, police, and ambulance services of work schedule and temporary traffic layouts.

LEGEND:
- (6) Pavement Message Marking, Remove
- (71) Temp. Pavement Marking, Removable, Solid, White, 6in
- (72) Temp. Pavement Marking, Removable, Solid, Yellow, 6in
- (84) XG20-2 'END CONSTRUCTION' Sign
- (88) XW2-6 'WORKSITE PENALTY ADDED' Sign
- (89) XW20-1a 'ROAD CONSTRUCTION AHEAD' Sign
- (97) XG20-5-B 'WORKSITE & R2-1-B(35mph) SPEED LIMIT' Sign
- (98) XG20-5-B 'WORKSITE & XW3-5-B(35mph) SPEED LIMIT' Sign
- Area Under Construction
- Standard Drum
- Direction of Traffic
- Type 'A' Construction Warning Light
- Construction Sign

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

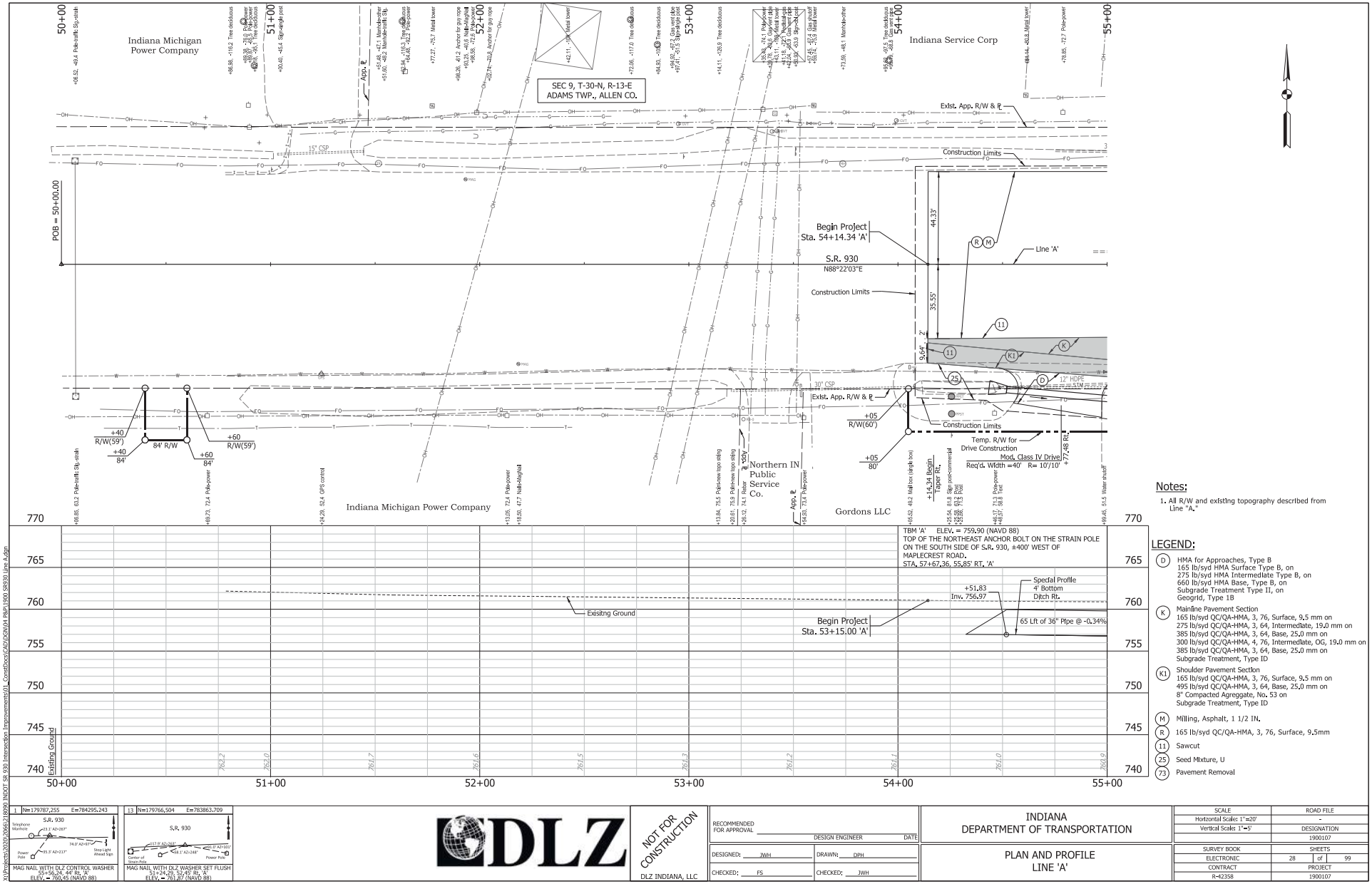
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PHASE III
LINE 'B'

SCALE	ROAD FILE
1"=50'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	26 of 99
CONTRACT	PROJECT
R-42358	1900107

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Notes:

1. All R/W and exIsting topography described from Line "A."

LEGEND:

- (D) HMA for Approaches, Type B
  165 lb/syd HMA Surface Type B, on
  275 lb/syd HMA Intermediate Type B, on
  660 lb/syd HMA Base, Type B, on
  Subgrade Treatment Type II, on
  Geogrid, Type 1B
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (K1) Shoulder Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  495 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  8" Compacted Agreggate, No. 53 on
  Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (11) Sawcut
- (25) Seed Mixture, U
- (73) Pavement Removal

1 N=179787.255 E=784295.243
MAG NAIL WITH DLZ CONTROL WASHER
55+56.24, 44' Rt. 'A'
ELEV. = 760.45 (NAVD 88)

13 N=179766.504 E=783863.709
MAG NAIL WITH DLZ WASHER SET FLUSH
53+24.29, 52.45' Rt. 'A'
ELEV. = 761.87 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

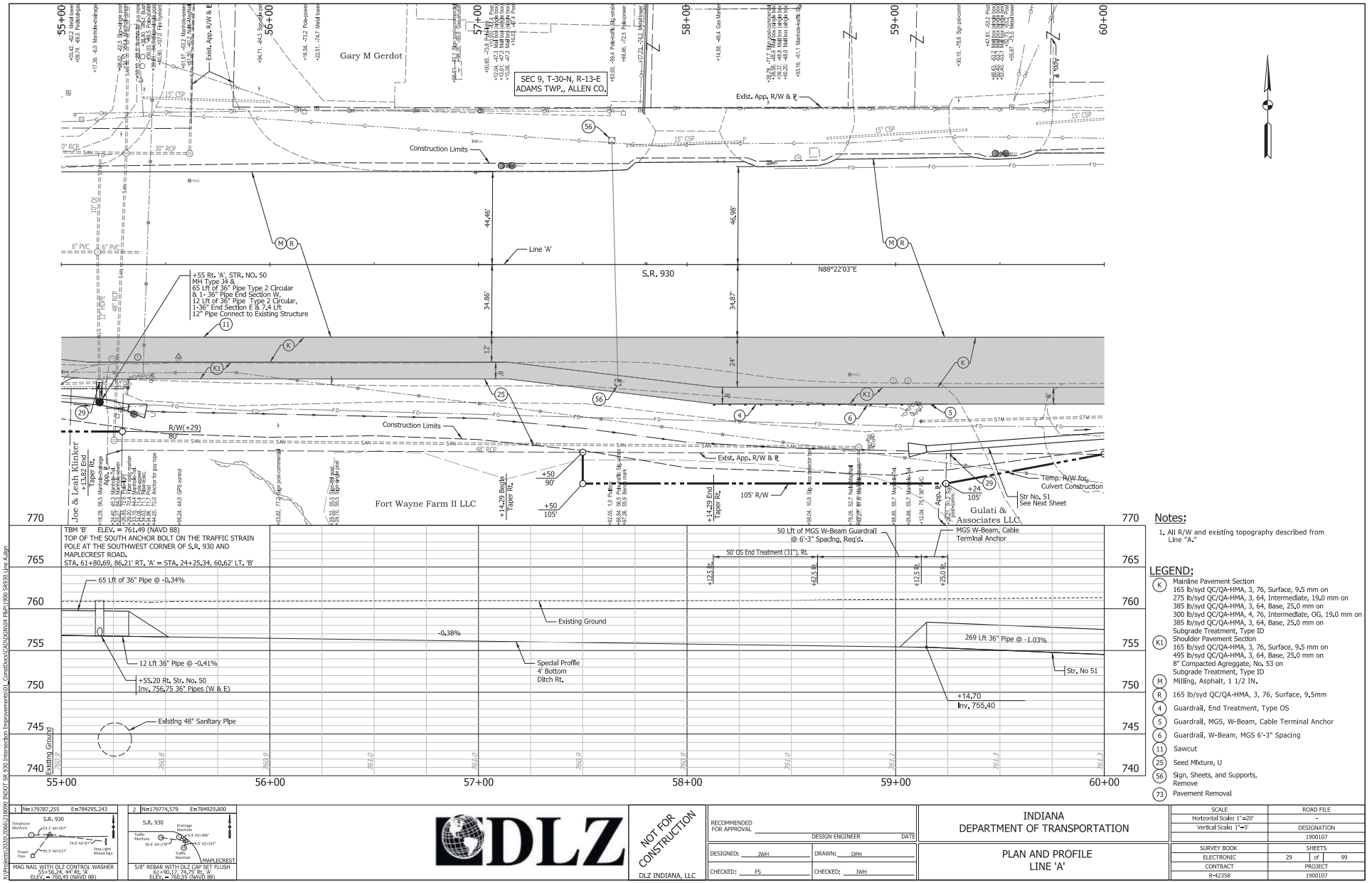
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	28 of 99
CONTRACT	PROJECT
R-42358	1900107

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Notes:

1. All R/W and existing topography described from Line "A."

LEGEND:

- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (K1) Shoulder Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  495 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  8" Compacted Agreggate, No. 53 on
  Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (4) Guardrail, End Treatment, Type OS
- (5) Guardrail, MGS, W-Beam, Cable Terminal Anchor
- (6) Guardrail, W-Beam, MGS 6'-3" Spacing
- (11) Sawcut
- (25) Seed Mixture, U
- (56) Sign, Sheets, and Supports, Remove
- (73) Pavement Removal

1	N=179787.255 E=784295.243
	S.R. 930
	MAG NAIL WITH DLZ CONTROL WASHER 55+56.24, 44' Rt. 'A' ELEV. = 760.45 (NAVD 88)
2	N=179774.579 E=784929.800
	S.R. 930 MAPLECREST
	5/8" REBAR WITH DLZ CAP SET FLUSH 61+90.17, 74.75' Rt. 'A' ELEV. = 760.55 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

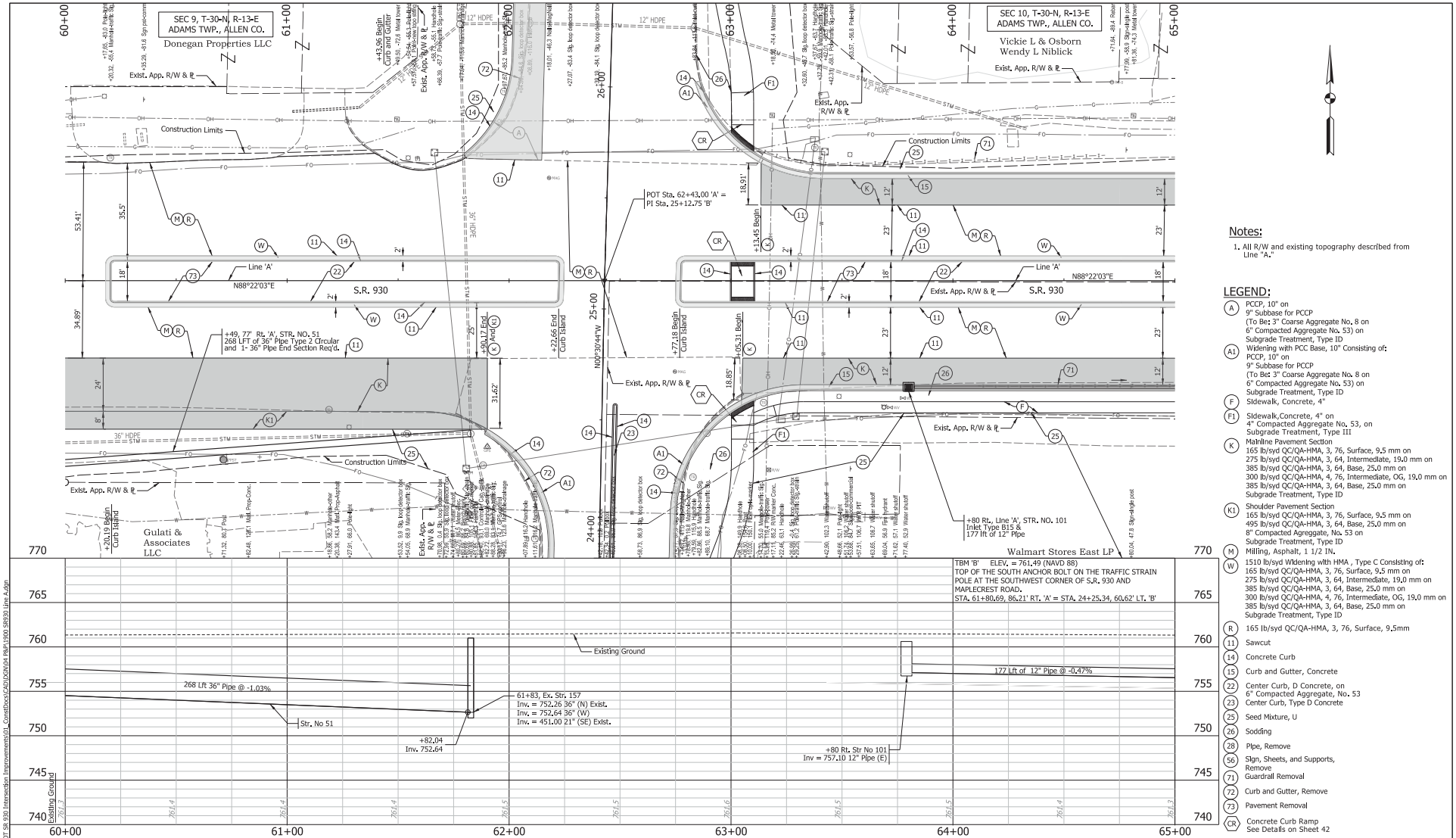
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	29 of 99
CONTRACT	PROJECT
R-42358	1900107

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Notes:

1. All R/W and existing topography described from Line "A."

LEGEND:

- (A) PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (A1) Widening with PCC Base, 10" Consisting of: PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (F) Sidewalk, Concrete, 4"
- (F1) Sidewalk,Concrete, 4" on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
- (K1) Shoulder Pavement Section 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 495 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 8" Compacted Aggregate, No. 53 on Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 IN.
- (W) 1510 lb/syd Widening with HMA , Type C Consisting of: 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (23) Center Curb, Type D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (28) Pipe, Remove
- (56) Sign, Sheets, and Supports, Remove
- (71) Guardrail Removal
- (72) Curb and Gutter, Remove
- (73) Pavement Removal
- (CR) Concrete Curb Ramp See Details on Sheet 42

2 N=179774.579 E=784926.800
S.R. 930
Drainage Manhole
Traffic Manhole
Telephone Manhole
MAPLECREST
5/8" REBAR WITH DLZ CAP SET FLUSH
61+90.17 74.75' Rt. 'A'
ELEV. = 766.55 (NAVD 88)

4 N=179820.856 E=785509.288
S.R. 930
Northeast Anchor Bolt On Traffic Pole (Dim 0)
Telephone Manhole
R/W Monument
MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'A'
ELEV. = 766.42 (NAVD 88)

DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC

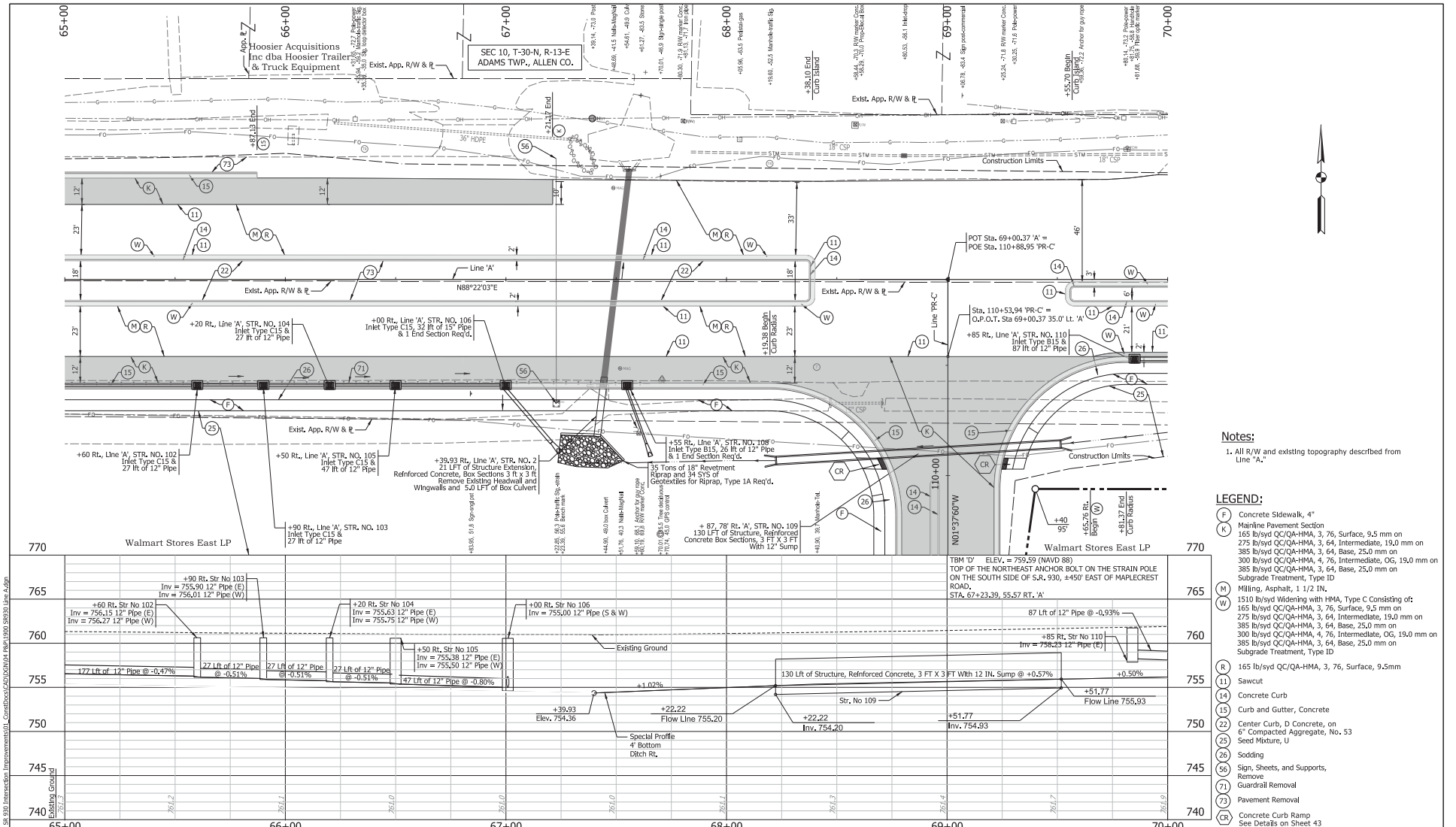
RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE
DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE 'A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	30 of 99
CONTRACT	PROJECT
R-42358	1900107

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Notes:

1. All R/W and existing topography descrfbed from Line "A."

LEGEND:

- (F) Concrete Sidewalk, 4"
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 IN.
- (W) 1510 lb/syd Widening with HMA, Type C Consisting of:
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (25) Seed Mixture, U
- (26) Sodding
- (56) Sign, Sheets, and Supports, Remove
- (71) Guardrail Removal
- (73) Pavement Removal
- (CR) Concrete Curb Ramp See Details on Sheet 43

4 N=179820.856 E=785509.288
S.R. 930
Northeast Anchor Bolt On Strain Pole 1994-05
Telephone Manhole
70.4' AZ=84°
42.0 AZ=256°
27.0' AZ=201°
R/W Monument
MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'A'
ELEV. = 766.42 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

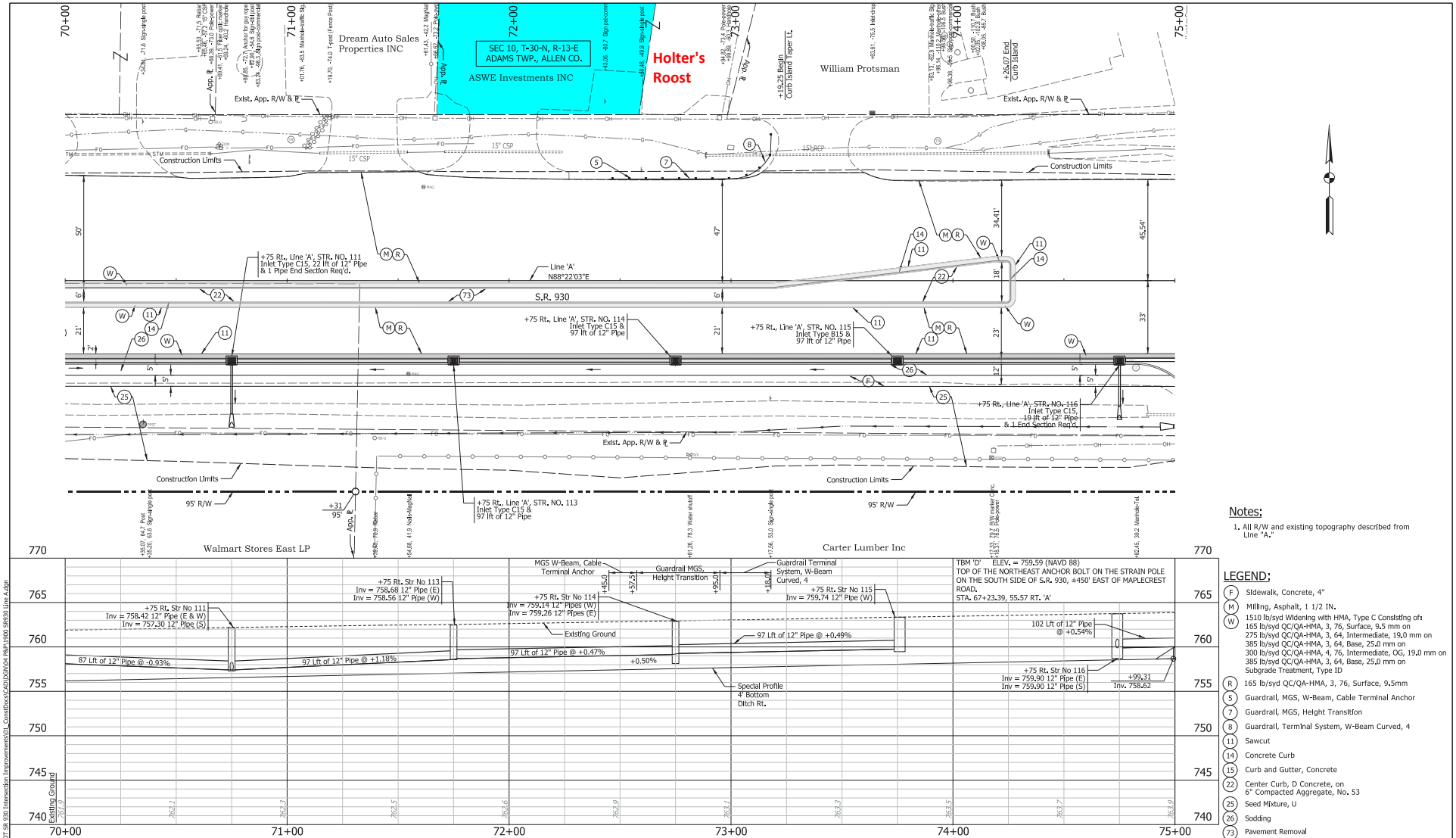
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INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	31 of 99
CONTRACT	PROJECT
R-42358	1900107

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Notes;

1. All R/W and existing topography described from Line "A."

LEGEND;

F		Sidewalk, Concrete, 4"
M		Milling, Asphalt, 1 1/2 IN.
W		1510 lb/syd Widening with HMA, Type C Consistng of: 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
R		165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
5		Guardrail, MGS, W-Beam, Cable Terminal Anchor
7		Guardrail, MGS, Height Transition
8		Guardrail, Terminal System, W-Beam Curved, 4
11		Sawcut
14		Concrete Curb
15		Curb and Gutter, Concrete
22		Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
25		Seed Mixture, U
26		Sodding
73		Pavement Removal

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

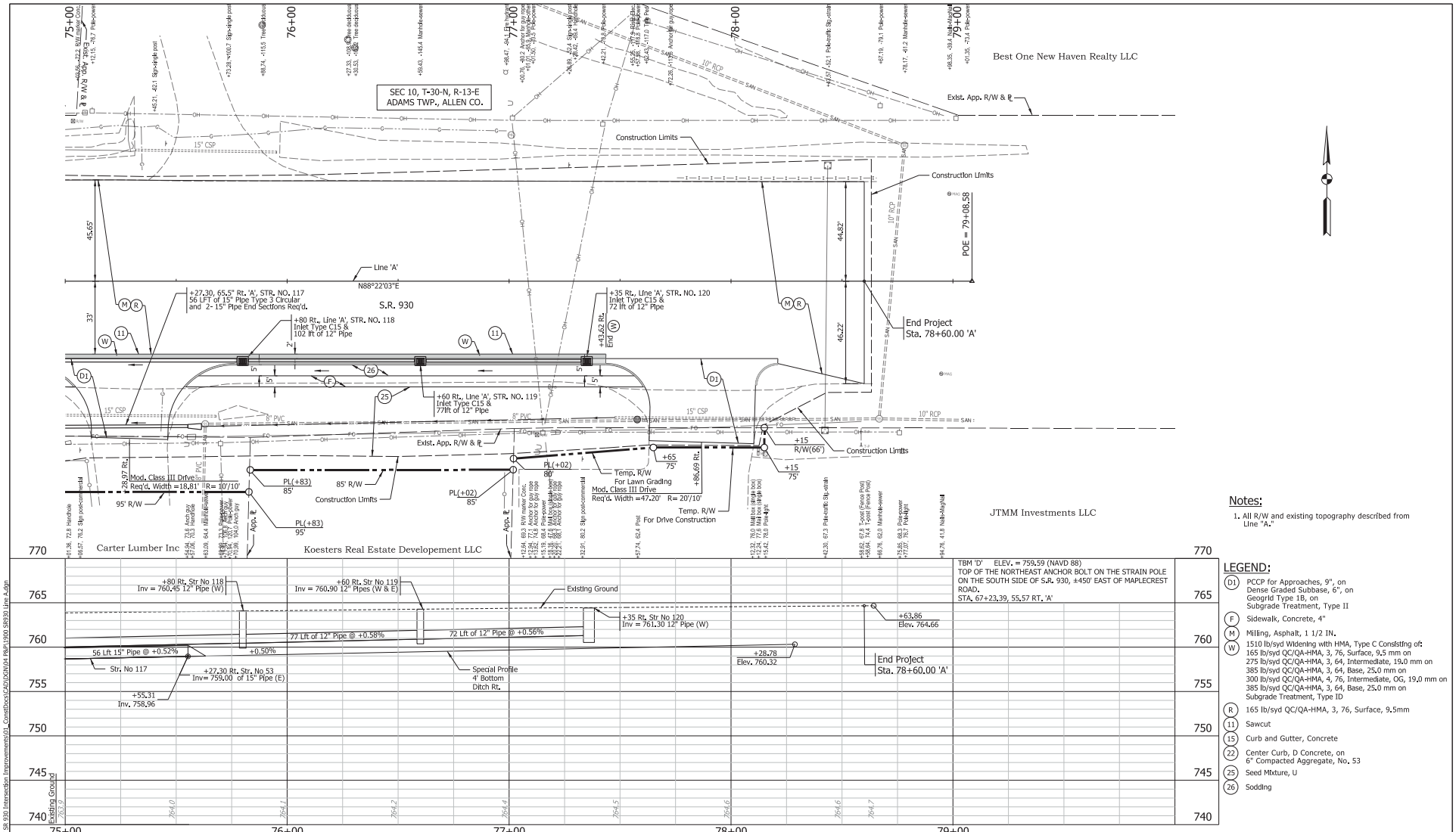
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE LINE 'A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	32 of 99
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "A."

LEGEND:

- (D1) PCCP for Approaches, 9", on Dense Graded Subbase, 6", on Geogrid Type 1B, on Subgrade Treatment, Type II
- (F) Sidewalk, Concrete, 4"
- (M) Milling, Asphalt, 1 1/2 IN.
- (W) 1510 lb/syd Widening with HMA, Type C Consisting of: 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (11) Sawcut
- (15) Curb and Gutter, Concrete
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (25) Seed Mixture, U
- (26) Sodding

4 N=179820.856 E=785509.288

S.R. 930

MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'A'
ELEV. = 766.42 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

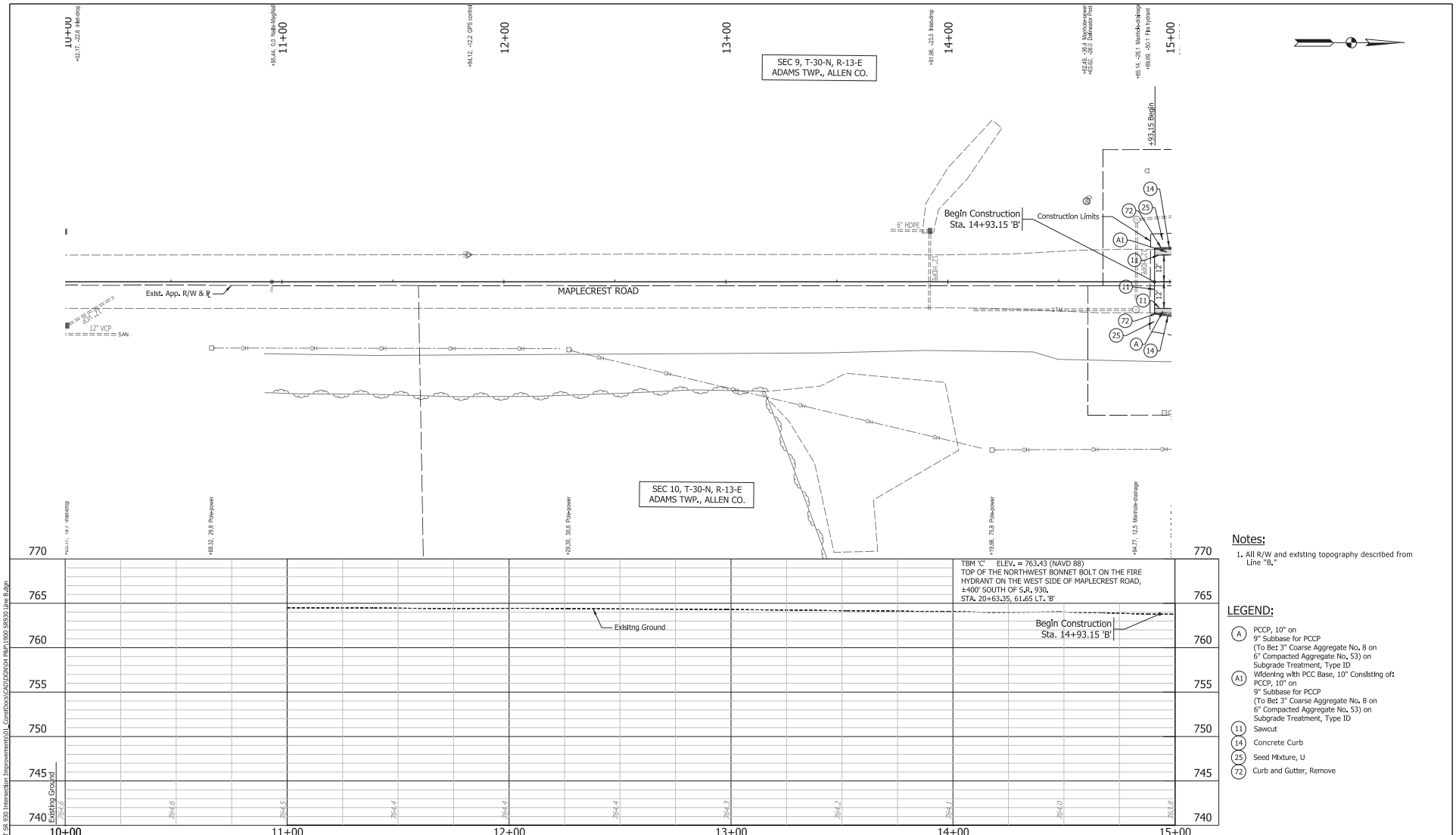
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'A'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	33 of 99
CONTRACT	PROJECT
R-42358	1900107

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Notes:

1. All R/W and existing topography described from Line "B."

LEGEND:

- (A) PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (A1) Widening with PCC Base, 10" Consisting of: PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (11) Sawcut
- (14) Concrete Curb
- (25) Seed Mixture, U
- (72) Curb and Gutter, Remove

5 N=178522,119 E=784980,147
MAG NAIL WITH DLZ WASHER SET FLUSH
11+84.12, 12.21 LT. 'B'
ELEV. = 764.15 (NAVD 88)

3 N=179075,622 E=784932,140
5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 LT. 'B'
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

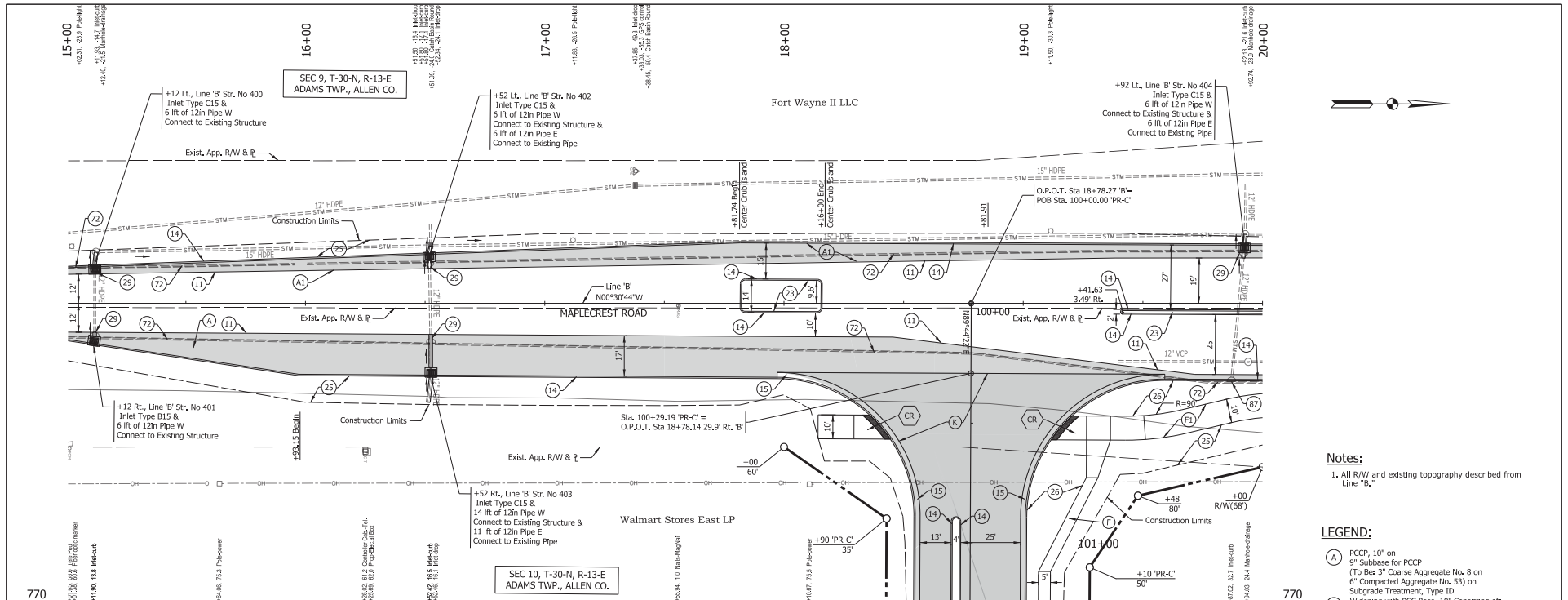
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'B'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	34 of 99
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "B."

LEGEND:

- (A) PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (A1) Widening with PCC Base, 10" Consisting of: PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (F) Sidewalk, Concrete, 4"
- (F1) Sidewalk, Concrete, 4" on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (23) Center Curb, D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (72) Curb and Gutter, Remove
- (87) Casting, Inlet, Adjust to Grade
- (CR) Concrete Curb Ramp See Details on Sheet 43

3 N=179075.622 E=784932.140

5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 Lt 'B'
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

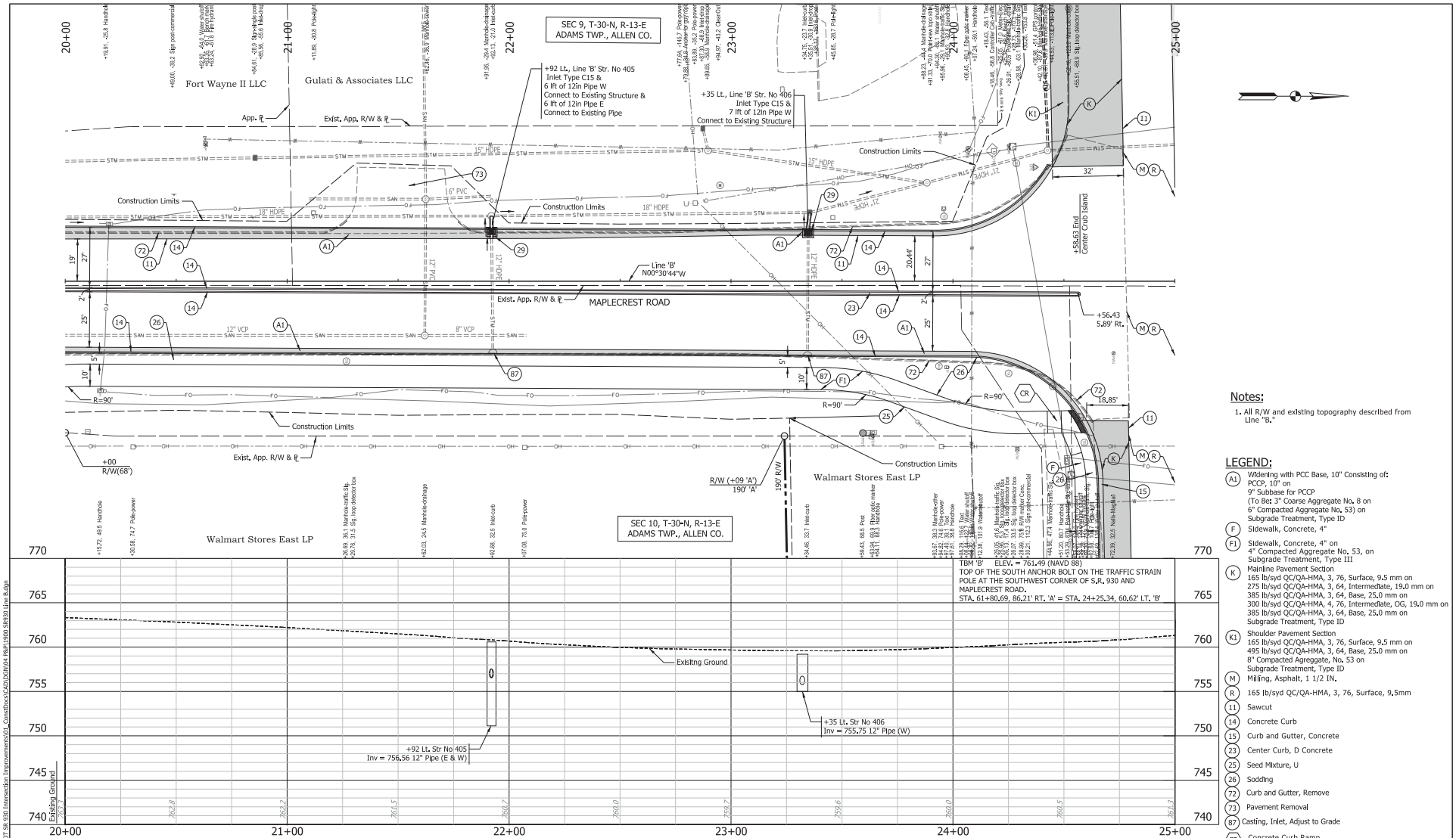
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'B'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	35 of 99
CONTRACT	PROJECT
R-42358	1900107



Notes:

1. All R/W and existing topography described from Line "B."

LEGEND:

- (A1) Widening with PCC Base, 10" Consisting of: PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (F) Sidewalk, Concrete, 4"
- (F1) Sidewalk, Concrete, 4" on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
- (K1) Shoulder Pavement Section 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 495 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 8" Compacted Agreggate, No. 53 on Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (23) Center Curb, D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (72) Curb and Gutter, Remove
- (73) Pavement Removal
- (87) Casting, Inlet, Adjust to Grade
- (CR) Concrete Curb Ramp See Details on Sheet 42

2	N=179774.579 E=784926.800
S.R. 930	
5/8" REBAR WITH DLZ CAP SET FLUSH	
61+90.17, 74.75' Rt. 'A'	
ELEV. = 760.55 (NAVD 88)	

3	N=179075.622 E=784932.140
MAPLECREST	
5/8" REBAR WITH DLZ CAP SET FLUSH	
17+38.03, 55.27 Lt 'B'	
ELEV. = 761.72 (NAVD 88)	

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

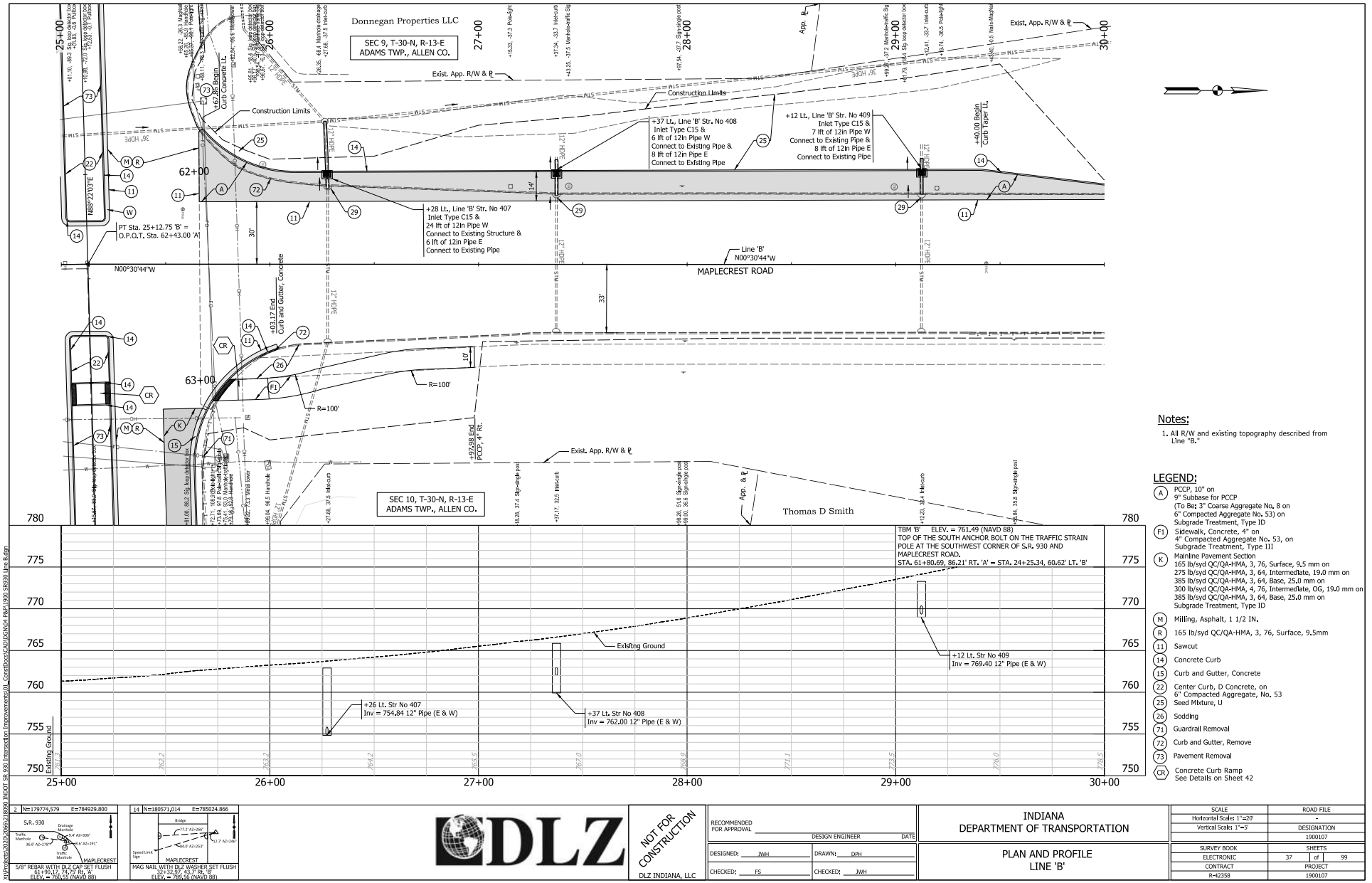
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INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'B'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	36 of 99
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20660\2180\00 INDOT SR 930 Intersection Improvements\01_Const\Docs\CAD\XON\04 PMA\1900 SHEET 36 Line B.dgn



Notes:

1. All R/W and existing topography described from Line "B."

LEGEND:

- (A) PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (F1) Sidewalk, Concrete, 4" on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on 275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on 300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on 385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on Subgrade Treatment, Type ID
- (M) Milling, Asphalt, 1 1/2 IN.
- (R) 165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5mm
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (25) Seed Mixture, U
- (26) Sodding
- (71) Guardrail Removal
- (72) Curb and Gutter, Remove
- (73) Pavement Removal
- (CR) Concrete Curb Ramp See Details on Sheet 42

2 N=179774.579 E=784926.800
S.R. 930
MAPLECREST
5/8" REBAR WITH DLZ CAP SET FLUSH
61+90.17 74.75' Rt. 'A'
ELEV. = 766.55 (NAVD 88)

14 N=180571.014 E=785024.866
MAPLECREST
MAG NAIL WITH DLZ WASHER SET FLUSH
32+32.67 43.7' Rt. 'B'
ELEV. = 789.56 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

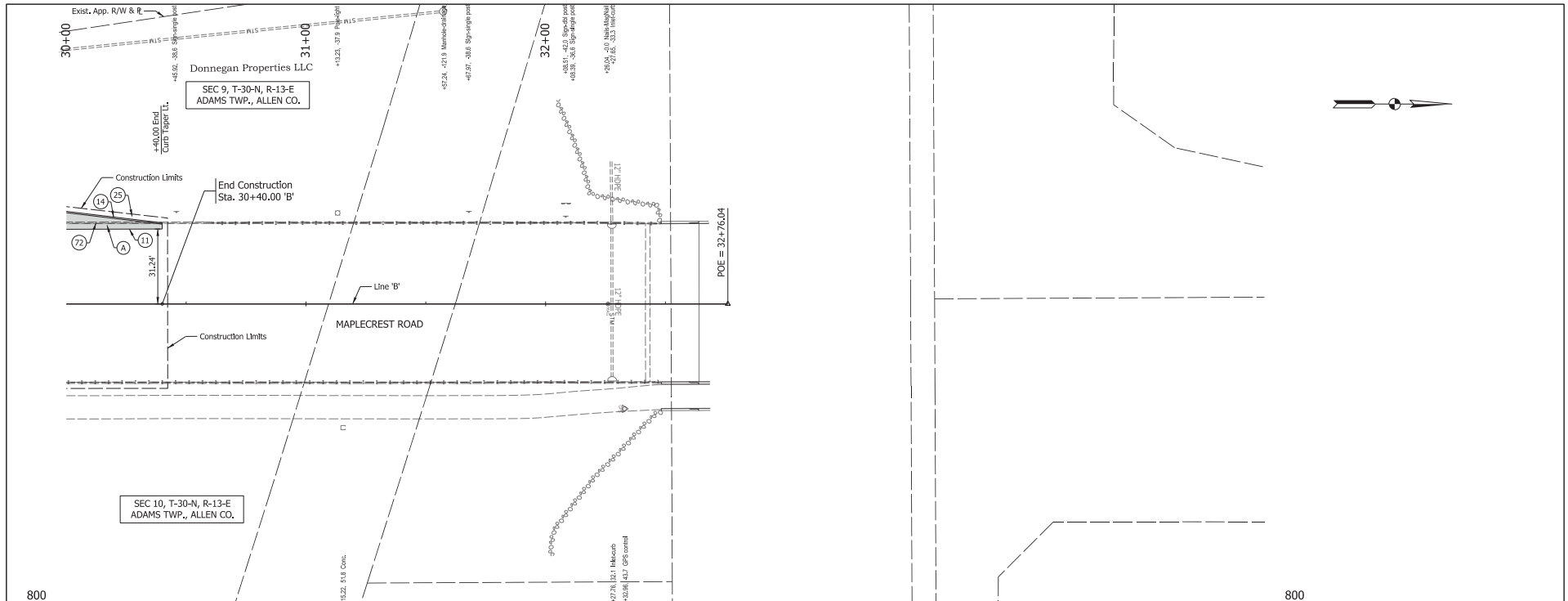
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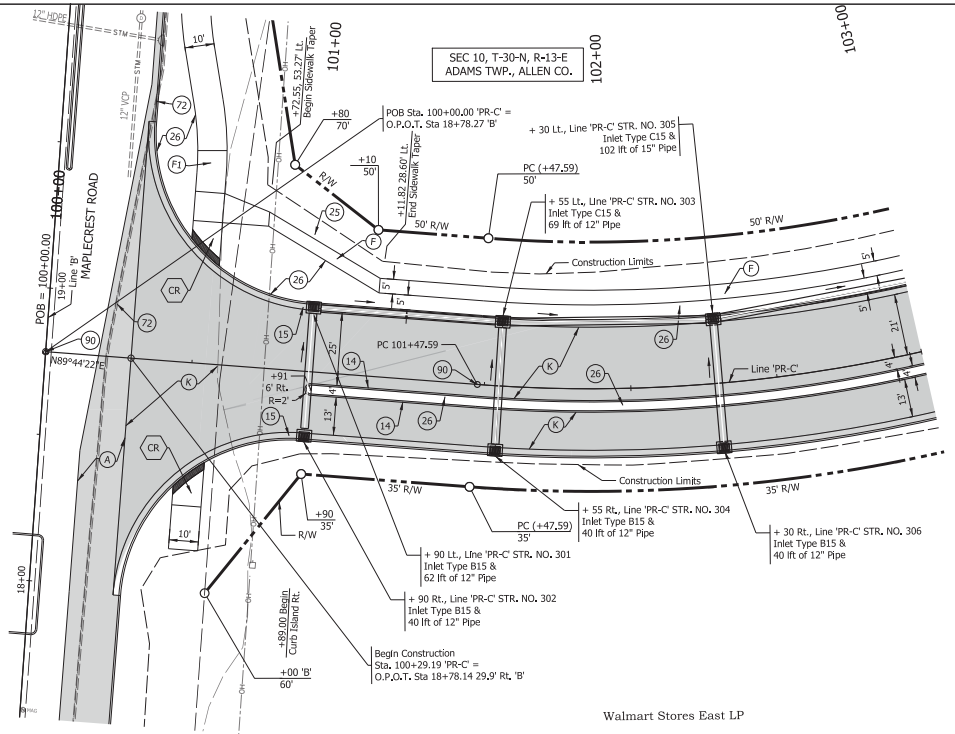
INDIANA
DEPARTMENT OF TRANSPORTATION

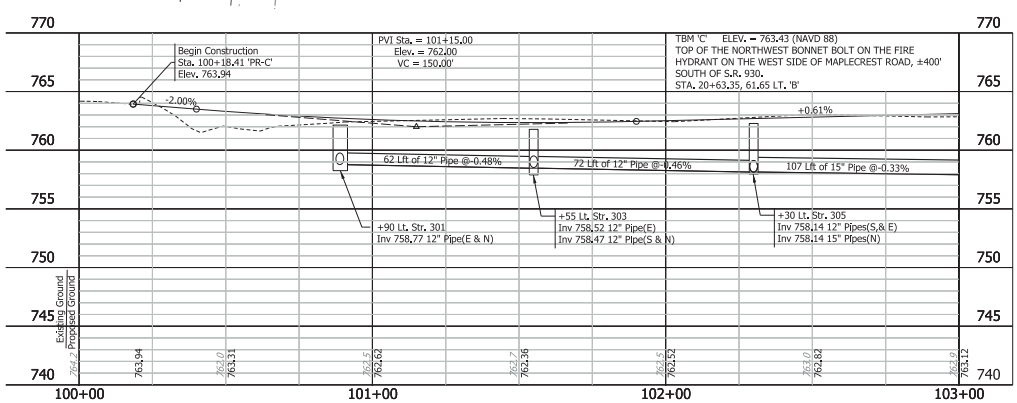
PLAN AND PROFILE
LINE 'B'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	37 of 99
CONTRACT	PROJECT
R-42358	1900107

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Exist. App. R/W & ℄
30+00
31+00
32+00
Donnegan Properties LLC
SEC 9, T-30-N, R-13-E
ADAMS TWP., ALLEN CO.
+40.00 End Curb Taper Lt.
Construction Limits
End Construction
Sta. 30+40.00 'B'
14
25
72
A
11
31.24'
Line 'B'
MAPLECREST ROAD
Construction Limits
POE = 32+76.04
SEC 10, T-30-N, R-13-E
ADAMS TWP., ALLEN CO.
800
795
790
785
780
775
770
End Construction
Sta. 30+40.00 'B'
Existing Ground
Existing Ground
30+00
31+00
32+00
TBM 'B' ELEV. = 761.49 (NAVD 88)
TOP OF THE SOUTH ANCHOR BOLT ON THE TRAFFIC STRAIN POLE AT THE SOUTHWEST CORNER OF S.R. 930 AND MAPLECREST ROAD.
STA. 61+80.69, 86.21' RT. 'A' = STA. 24+25.34, 60.62' LT. 'B'
Notes:
1. All R/W and existing topography described from Line 'B.'
LEGEND:
A PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
11 Sawcut
15 Curb and Gutter, Concrete
25 Seed Mixture, U
72 Curb and Gutter, Remove
MAPLECREST
MAG NAIL WITH DLZ WASHER SET FLUSH
32+32.07 43.7' Rt. 'B'
ELEV. = 789.56 (NAVD 88)
DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC
RECOMMENDED FOR APPROVAL
DESIGN ENGINEER
DATE:
DESIGNED: JWH
DRAWN: DPH
CHECKED: FS
CHECKED: JWH
INDIANA DEPARTMENT OF TRANSPORTATION
PLAN AND PROFILE LINE 'B'
SCALE
Horizontal Scale: 1"=20'
Vertical Scale: 1"=5'
ROAD FILE
-
DESIGNATION
1900107
SURVEY BOOK
ELECTRONIC
CONTRACT
R-42358
SHEETS
38 of 99
PROJECT
1900107





Notes:

1. All R/W and existing topography described from Line "PRC."
2. Line "PRC" to be constructed.

LEGEND:

- (A) PCCP, 10" on 9" Subbase for PCCP (To Be: 3" Coarse Aggregate No. 8 on 6" Compacted Aggregate No. 53) on Subgrade Treatment, Type ID
- (F) Sidewalk, Concrete, 4"
- (F1) Sidewalk, Concrete, 4" on 4" Compacted Aggregate No. 53, on Subgrade Treatment, Type III
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (23) Center Curb, D Concrete
- (25) Seed Mixture, U
- (26) Sodding
- (72) Curb and Gutter, Remove
- (CR) Concrete Curb Ramp See Details on Sheet 43

3 N=179075.622 E=784932.140

5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 Lt 'B'
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER DATE

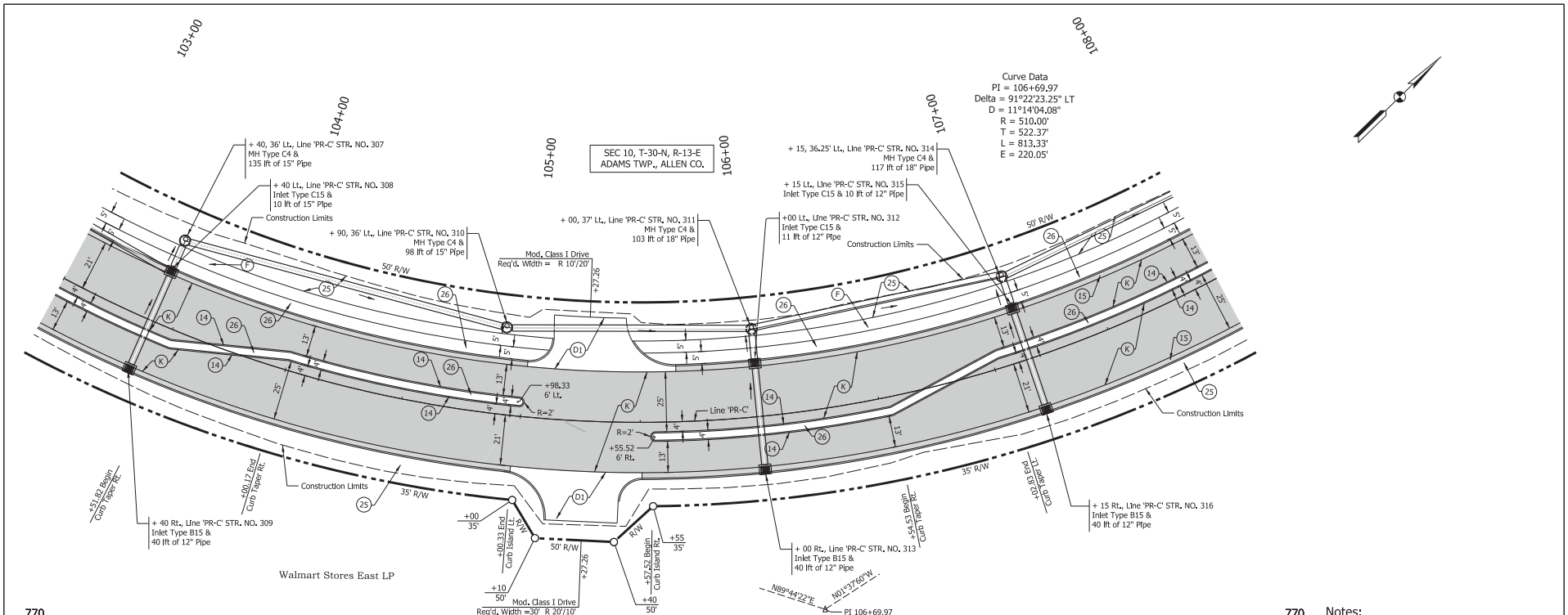
DESIGNED: JWH DRAWN: DPH
CHECKED: FS CHECKED: JWH

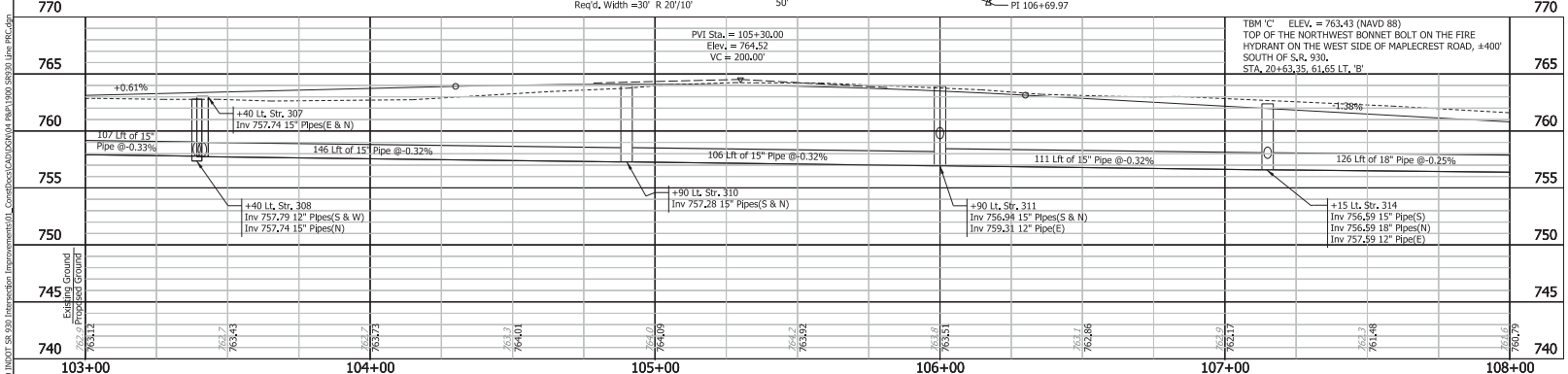
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PRC'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	39 of 99
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20660\2180\0 INDOT SR 930 Intersection Improvements\01_Construction\CAD\ROW\04 PMA\1900 SR930 Line PRC.dgn





Notes:

1. All R/W and existing topography described from Line "PRC"
2. Line "PRC" to be constructed.

LEGEND:

- (D1) PCCP for Approaches, 9", on Dense Graded Subbase, 6", on Subgrade Treatment, Type II
- (F) Sidewalk, Concrete, 4"
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (25) Seed Mixture, U
- (26) Sodding

3 N=179075.622 E=784932.140

5/8" REBAR WITH DLZ CAP SET FLUSH
17+38.03, 55.27 Lt 'B'
ELEV. = 761.72 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

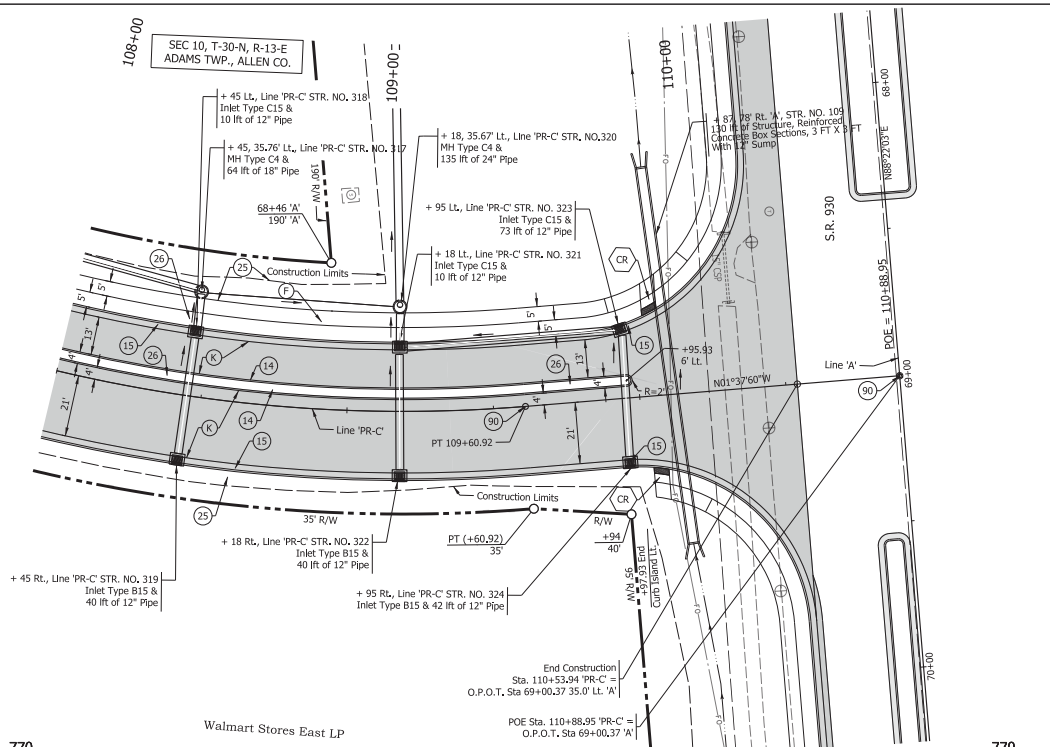
CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PRC'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	40 of 99
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20660\19000 INDOT SR 930 Intersection Improvements\01_Constdocs\CAD\CADD\M PRA\1900 SR930 Line PRC.dgn



Notes:

1. All R/W and existing topography described from Line "PRC"
2. Line "PRC" to be constructed.

LEGEND:

- (F) Sidewalk, Concrete, 4"
- (K) Mainline Pavement Section
  165 lb/syd QC/QA-HMA, 3, 76, Surface, 9.5 mm on
  275 lb/syd QC/QA-HMA, 3, 64, Intermediate, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  300 lb/syd QC/QA-HMA, 4, 76, Intermediate, OG, 19.0 mm on
  385 lb/syd QC/QA-HMA, 3, 64, Base, 25.0 mm on
  Subgrade Treatment, Type ID
- (11) Sawcut
- (14) Concrete Curb
- (15) Curb and Gutter, Concrete
- (22) Center Curb, D Concrete, on 6" Compacted Aggregate, No. 53
- (25) Seed Mixture, U
- (26) Sodding
- (CR) Concrete Curb Ramp See Details on Sheet 43

4 N=179820.856 E=785509.288

S.R. 930

Northeast Anchor Bolt On Maplecrest RDWY

Telephone Manhole

70.4' AZ=84°

R/W Monument

MAG NAIL WITH DLZ WASHER SET FLUSH
67+70.74, 45' Rt. 'A'
ELEV. = 766.42 (NAVD 88)

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE 'PRC'

SCALE	ROAD FILE
Horizontal Scale: 1"=20'	-
Vertical Scale: 1"=5'	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	41 of 99
CONTRACT	PROJECT
R-42358	1900107

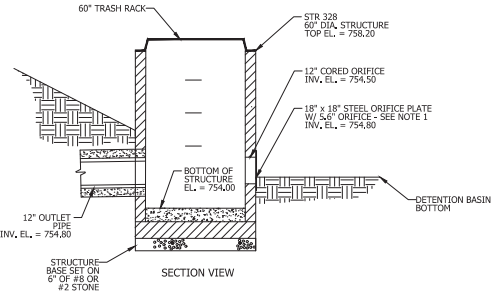
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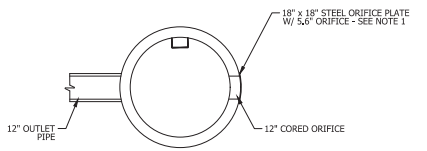
1. IN LIEU OF ORIFICE DETAIL SHOWN, AN ALTERNATE METHOD MAY BE USED AS SUCH: 12" INLET PIPE WITH STEEL PLATE INLAID WITHIN PIPE INVERT. 5.6" ORIFICE WELDED OUT OF STEEL PLATE. SEE DETAIL THIS SHEET.

2. DETENTION BASIN OUTLET CONTROL MANHOLE SHALL BE FURNISHED WITH A DOME TOP-MOUNT TRASH RACK SUCH AS:

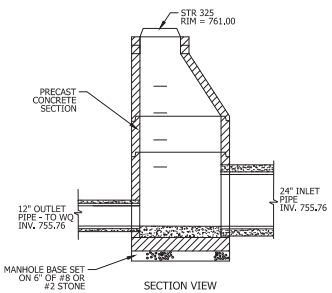
   TRASHRACKS.COM MODEL LDR-60
   CONTECH RS-60
   PHOENIX PRE-CAST PRODUCTS TOP GRATE DOMED
   OR APPROVED EQUAL

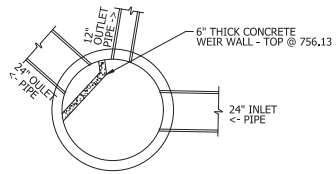
3. TRASH RACK TO BE BOLTED TO TOP FLANGE OF MANHOLE RIM AND TO BE REMOVEABLE FOR MAINTENANCE ACCESS.



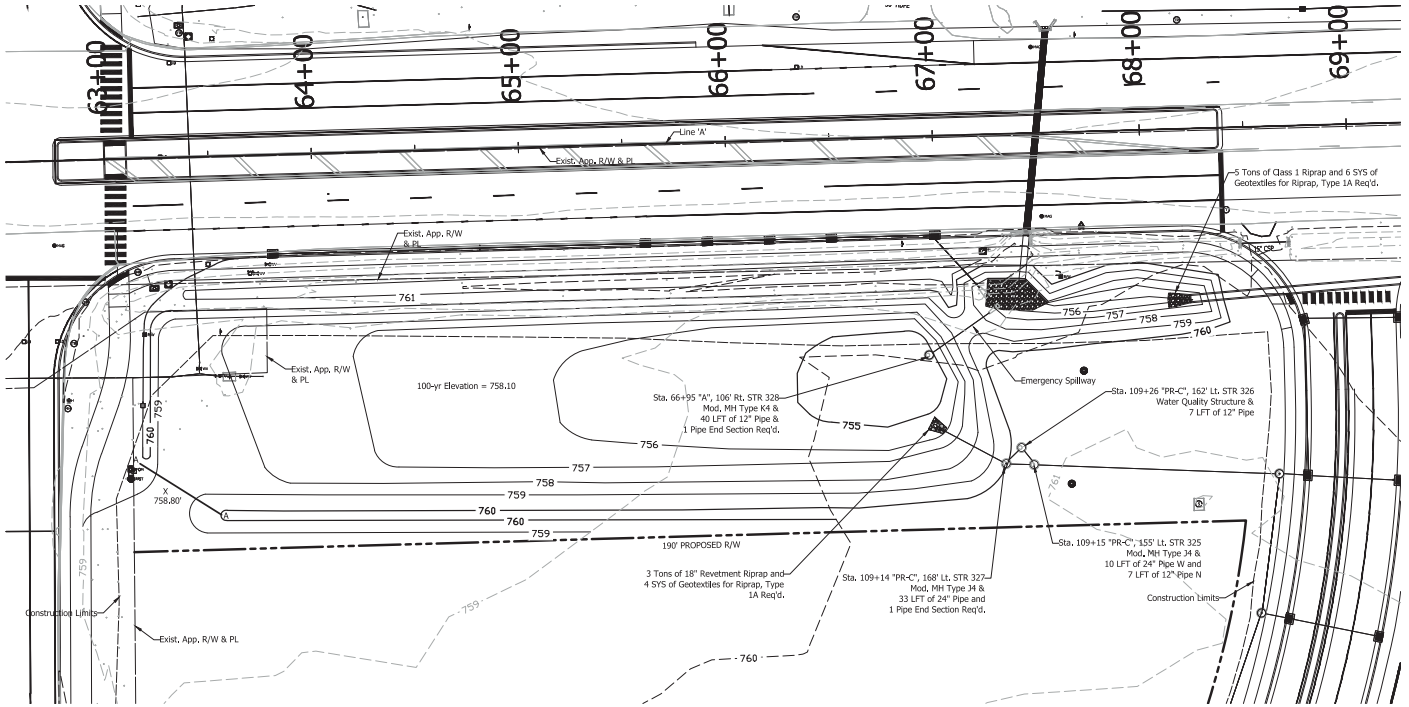


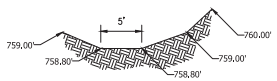
RELEASE STRUCTURE #328 (MOD. MH TYPE K4) DETAIL
N.T.S.



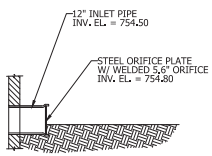


DIVERSION STRUCTURE #325 (MOD. MH TYPE J4) DETAIL
N.T.S.

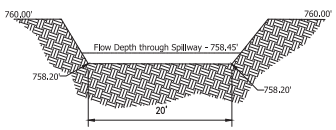




SECTION A-A
N.T.S.



RELEASE STRUCTURE ORIFICE ALTERNATE DETAIL
N.T.S.



EMERGENCY SPILLWAY DETAIL
N.T.S.

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: BD DRAWN: EMY

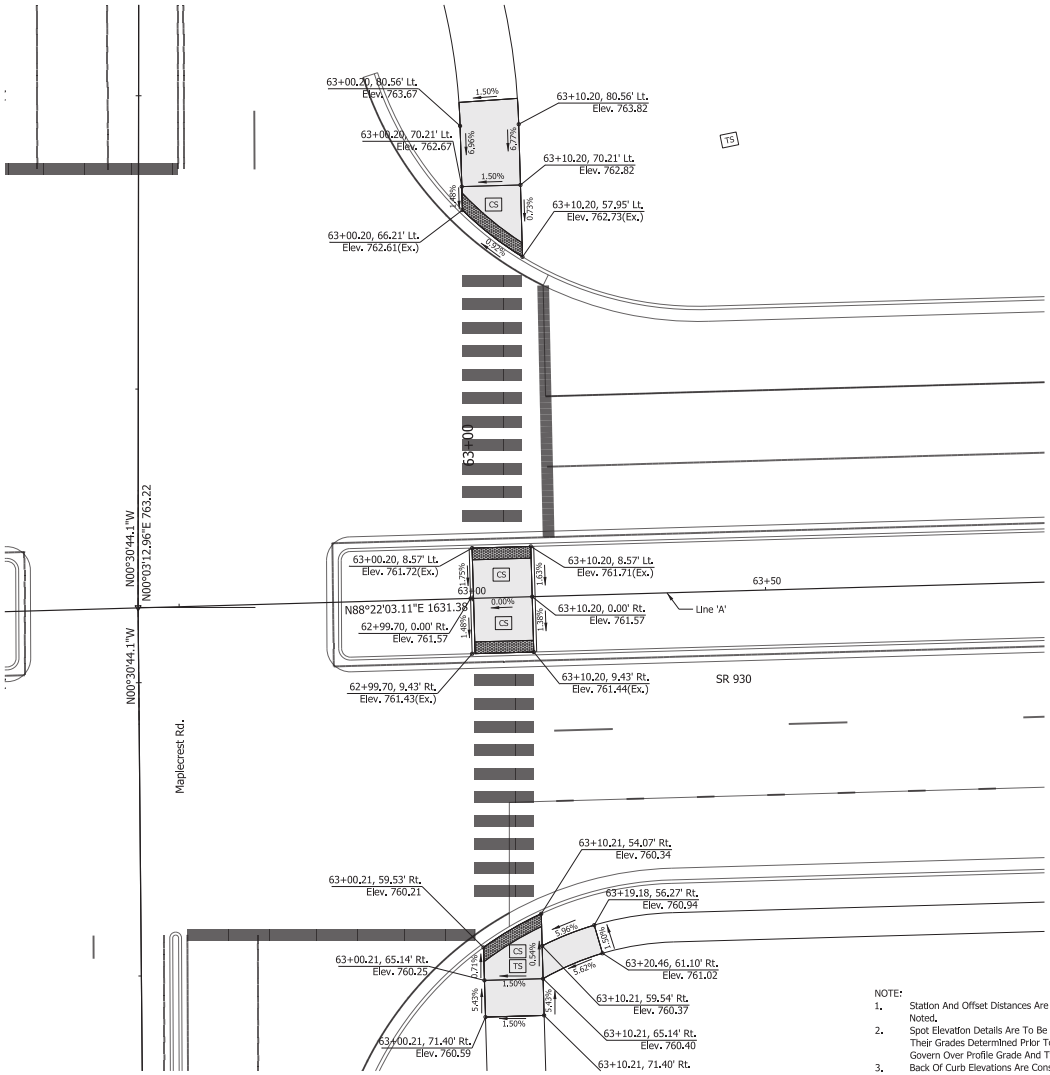
CHECKED: JEL CHECKED: BD

INDIANA DEPARTMENT OF TRANSPORTATION

DETENTION BASIN LAYOUT

SCALE	ROAD FILE
Horizontal Scale: 1"=30'	-
Vertical Scale: N/A	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	42 of 99
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20661218900 INDOT SR 930 Intersection Improvements\02_Discipline Files\Civil\Drainage



NOTE:
1. Station And Offset Distances Are From Line 'A'unless Otherwise Noted.
2. Spot Elevation Details Are To Be Considered Complete Units And Their Grades Determined Prior To Construction. Spot Elevations Govern Over Profile Grade And Typical Section.
3. Back Of Curb Elevations Are Considered The Same As The Front Of Curb Elevation At Depresed Curbs. Grades On Curbramps Have Been Determined From The Back Of The Curb.

LEGEND:
- CS Clear Space (4'x4' Min.)
- TS Turning Space (4'x4' Min.)
- Detectable Warning Surface
- Pay Limits for Curb Ramps

DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

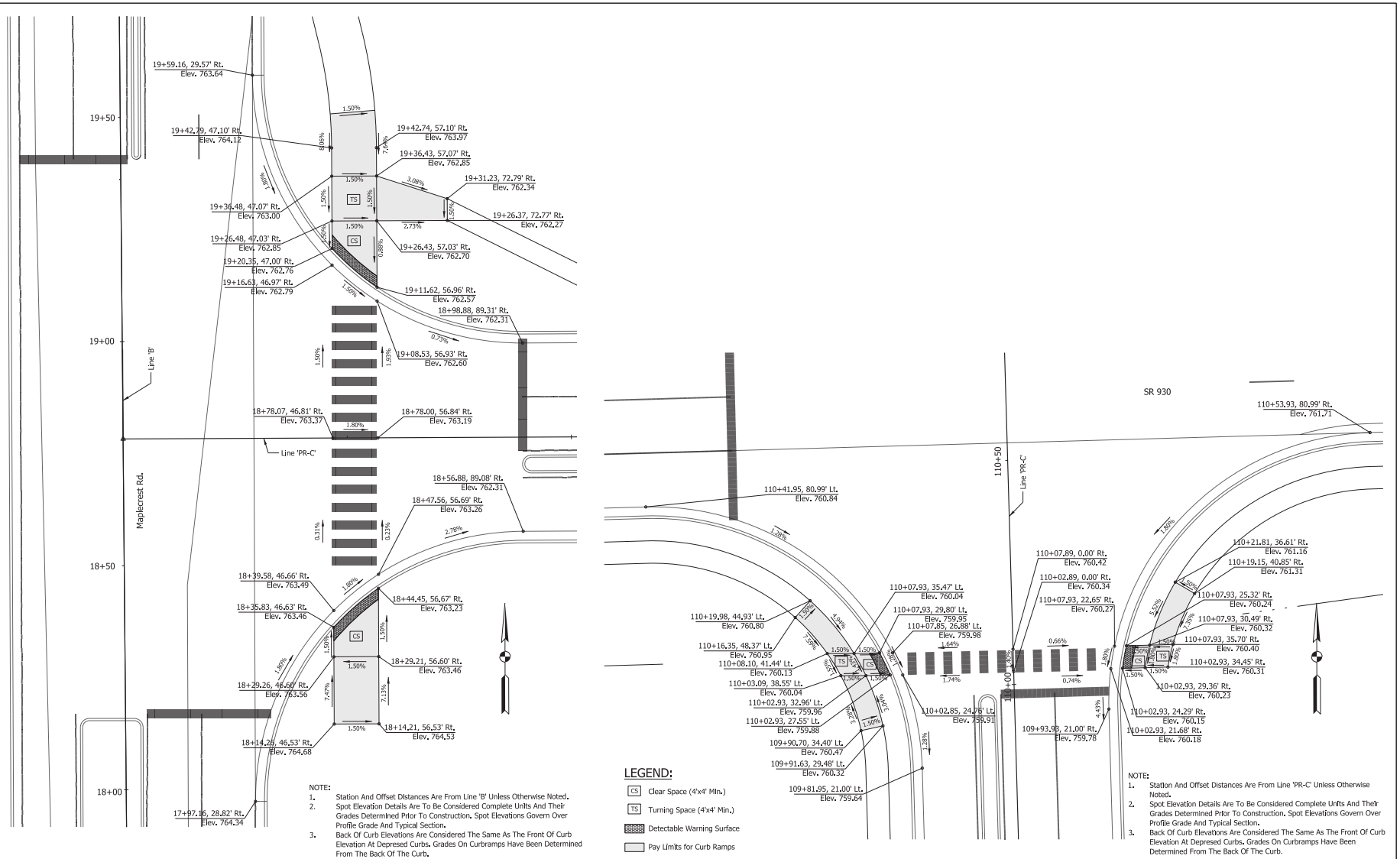
INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATION
SR 930 AND MAPLECREST RD.

SCALE	ROAD FILE
1"=10'	-
	DESIGNATION
	1900107

SURVEY BOOK	SHEETS
ELECTRONIC	43 of 99
CONTRACT	PROJECT
R-42358	1900107

X:\Projects\2020\20665\21800 INDOT SR 930 Intersection Improvements\01_ConstDocs\CAD\DGN\05 Spot Elevations\1900 SR930_SP10.dgn



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DLZ

NOT FOR CONSTRUCTION

DLZ INDIANA, LLC

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER DATE

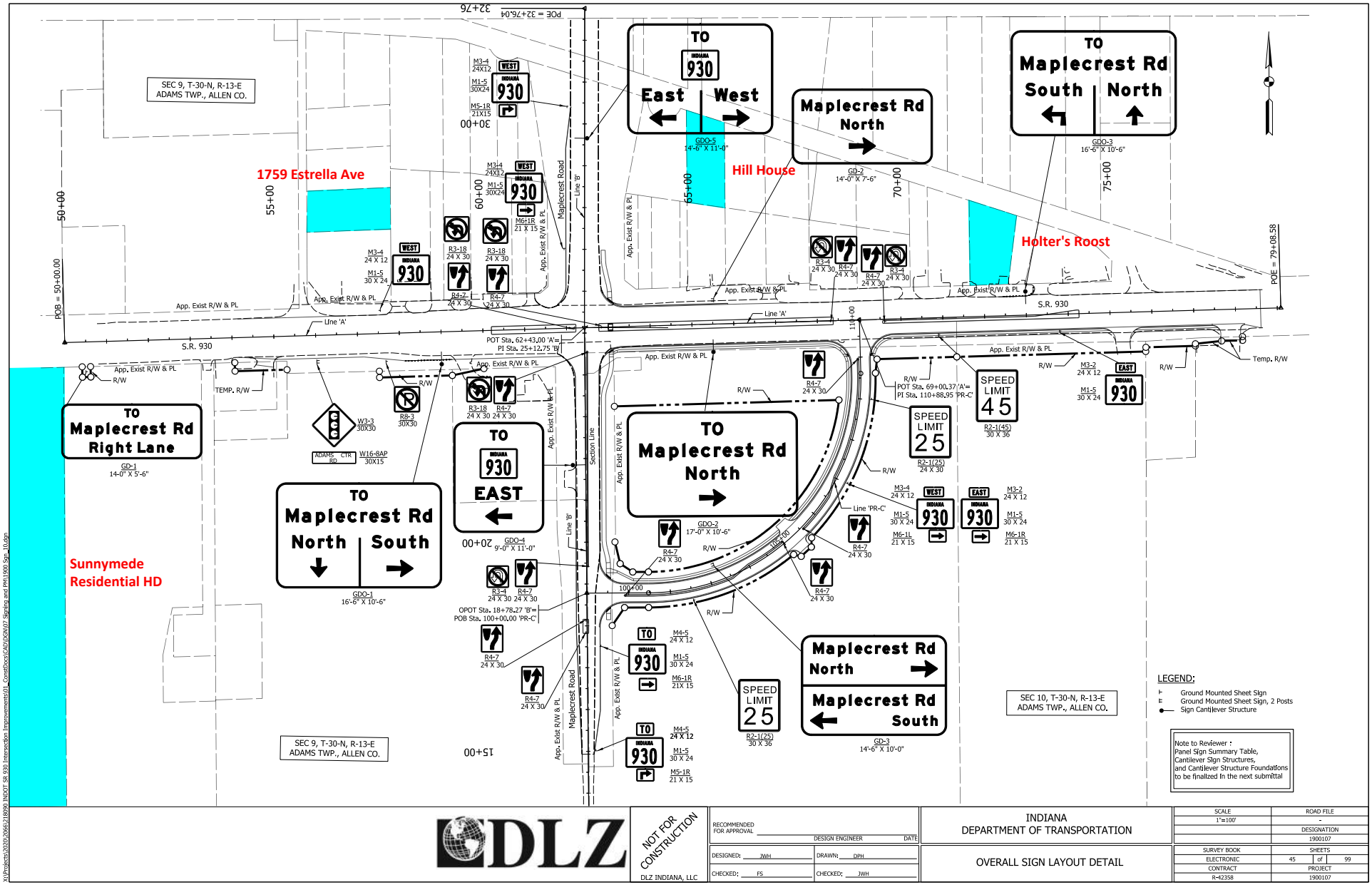
DESIGNED: JWH DRAWN: DPH

CHECKED: FS CHECKED: JWH

INDIANA
DEPARTMENT OF TRANSPORTATION

SPOT ELEVATION
MAPLECREST RD. AND 'PR-C', SR930 AND 'PR-C'

SCALE	ROAD FILE
1"=10'	-
	DESIGNATION
	1900107
SURVEY BOOK	SHEETS
ELECTRONIC	44 of 99
CONTRACT	PROJECT
R-42358	1900107


1759 Estrella Ave
Hill House
Holter's Roost
Sunnymede Residential HD
SEC 9, T-30-N, R-13-E ADAMS TWP., ALLEN CO.
SEC 10, T-30-N, R-13-E ADAMS TWP., ALLEN CO.
S.R. 930
Maplecrest Road
Line 'A'
Line 'B'
Section Line
POB = 50+00.00
POE = 32+76.04
POE = 79+08.58
TO 930 East West
Maplecrest Rd North
TO Maplecrest Rd South North
TO Maplecrest Rd Right Lane
TO 930 EAST
TO Maplecrest Rd North South
TO Maplecrest Rd North
Maplecrest Rd North
Maplecrest Rd South
SPEED LIMIT 25
SPEED LIMIT 45
LEGEND:
Ground Mounted Sheet Sign
Ground Mounted Sheet Sign, 2 Posts
Sign Cantilever Structure
Note to Reviewer : Panel Sign Summary Table, Cantilever Sign Structures, and Cantilever Structure Foundations to be finalized in the next submittal
DLZ
NOT FOR CONSTRUCTION
DLZ INDIANA, LLC
INDIANA DEPARTMENT OF TRANSPORTATION
OVERALL SIGN LAYOUT DETAIL
SCALE 1"=100'
ROAD FILE -
DESIGNATION 1900107
SURVEY BOOK
ELECTRONIC
CONTRACT
R-42358
SHEETS 45 of 99
PROJECT 1900107