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Appendix A

INDOT Supporting Documentation

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Threshold Chart	A1

Categorical Exclusion Level Thresholds

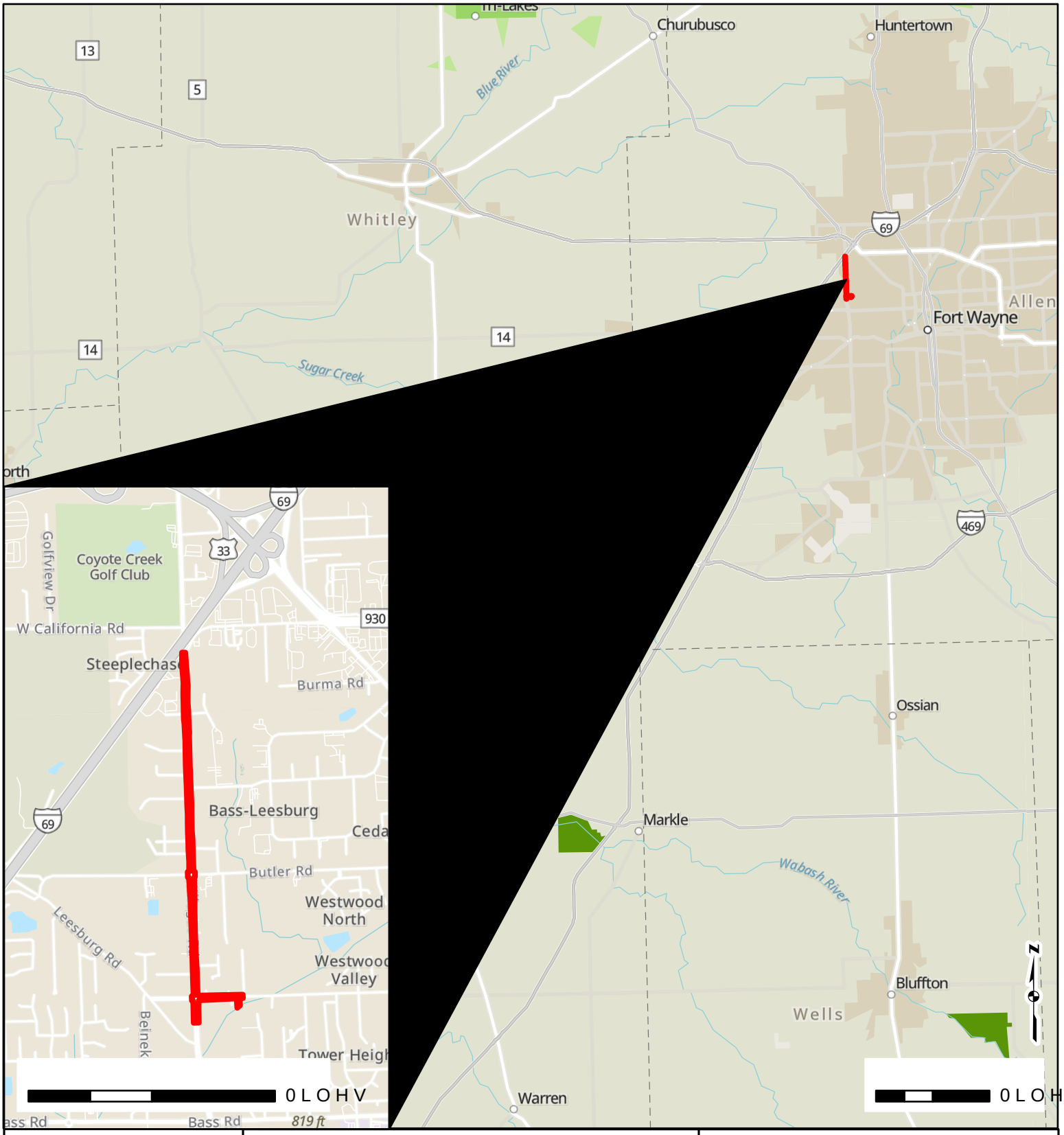
	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	"Adverse Effect"	-
Historic Bridges[2]	None	-	-	Any historic bridge involvement	-
Stream Impacts[3]	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit[4]
Wetland Impacts[3]	No 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, and tricolored bat)*	"No Effect" or "Not Likely to Adversely Affect" (with select AMMs[7])	"Not Likely to Adversely Affect" (with any other AMMs)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic[8]
Threatened/Endangered Species (Any other species)*	"No Effect" or "Not Likely to Adversely Affect"	-	-	-	"Likely to Adversely Affect"
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Significant Encroachment	IDNR CIF Permit Required[4]	-	-	Significant Encroachment
Public Involvement Required	No	Yes	-	-	-
Section 4(f) Impacts	None	-	-	*De minimis*[9]	Programmatic or Individual
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	Any[10]	-
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	ESD	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. INDOT CE approval is contingent upon FHWA providing written concurrence on the preferred alternative, pursuant to the Historic Bridge Programmatic Agreement.
[3] Total permanent impacts to streams (linear feet) and wetlands (acres). Any impacts to streams and/or wetlands must be a minimum CE-1.
[4] USACE = United States Army Corps of Engineers; IDNR CIF = Indiana Department of Natural Resources Construction in a Floodway
[5] Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.
[6] If 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 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] The only exception is a *de minimis* evaluation for historic properties (effective January 2, 2020). If a historic property is *de minimis* and no other use, or other exemptions listed in 23 CFR 774.13, mark the *None* column. Section 4(f) *de minimis* approval must be issued by FHWA prior to the INDOT approval of the CE document.
[10] Permanent Traffic Alterations occur if a treatment removes an available traffic movement at an intersection of public roads and diverts it outside the intersection influence area, or if the direction of travel on a public road is changed, e.g., closing a roadway or converting two-way traffic to one-way traffic.
[11] Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
*Includes threatened/endangered species critical habitat
Note: Substantial controversy on environmental grounds may require a higher-level NEPA document.

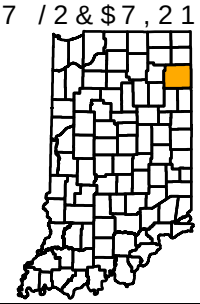
Appendix B

Graphics

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Maps of the Project Area	B1 to B3
Photographs of the Project Area	B4 to B18
Project Plans	B19 to B178



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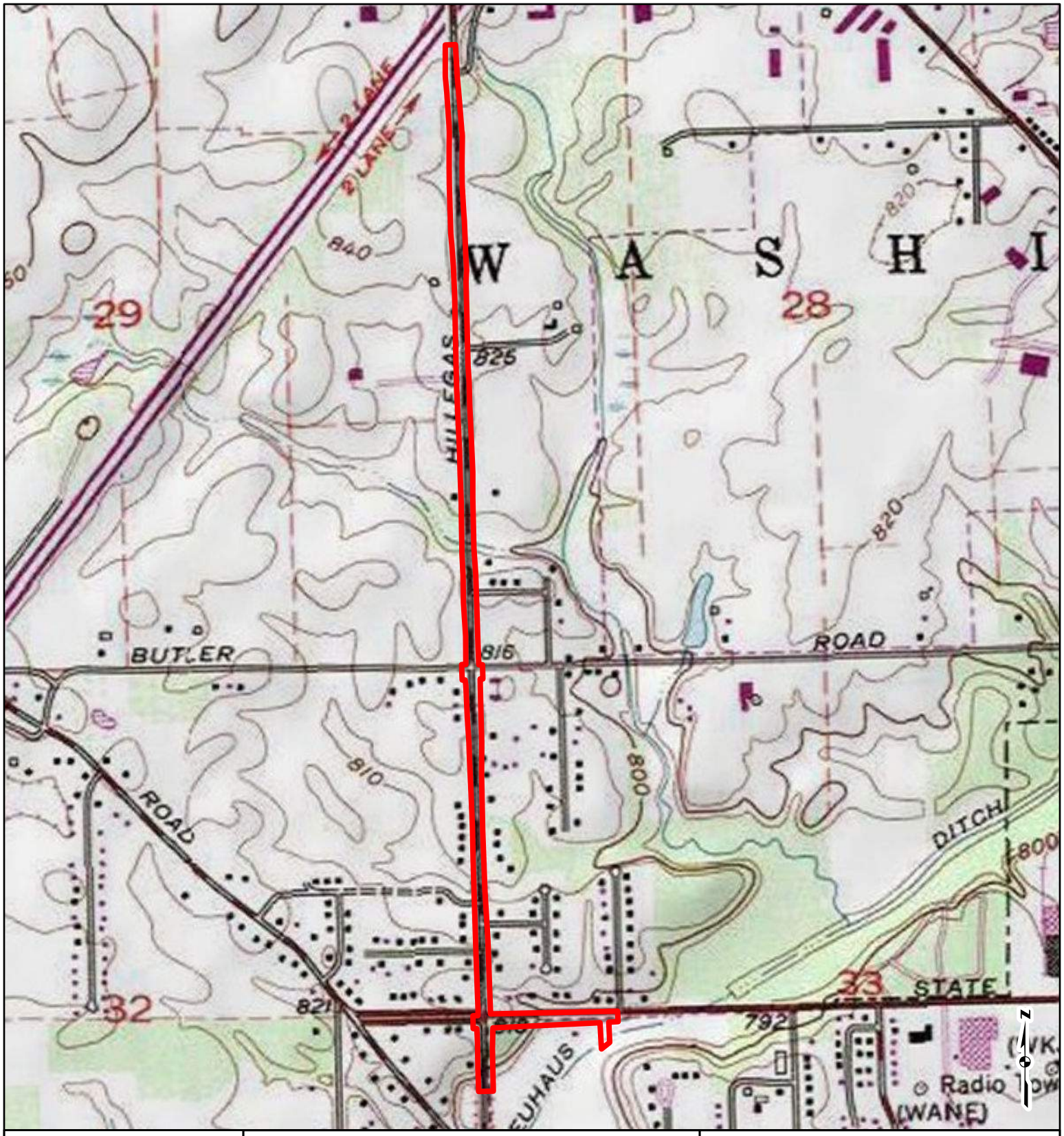
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gai consultants



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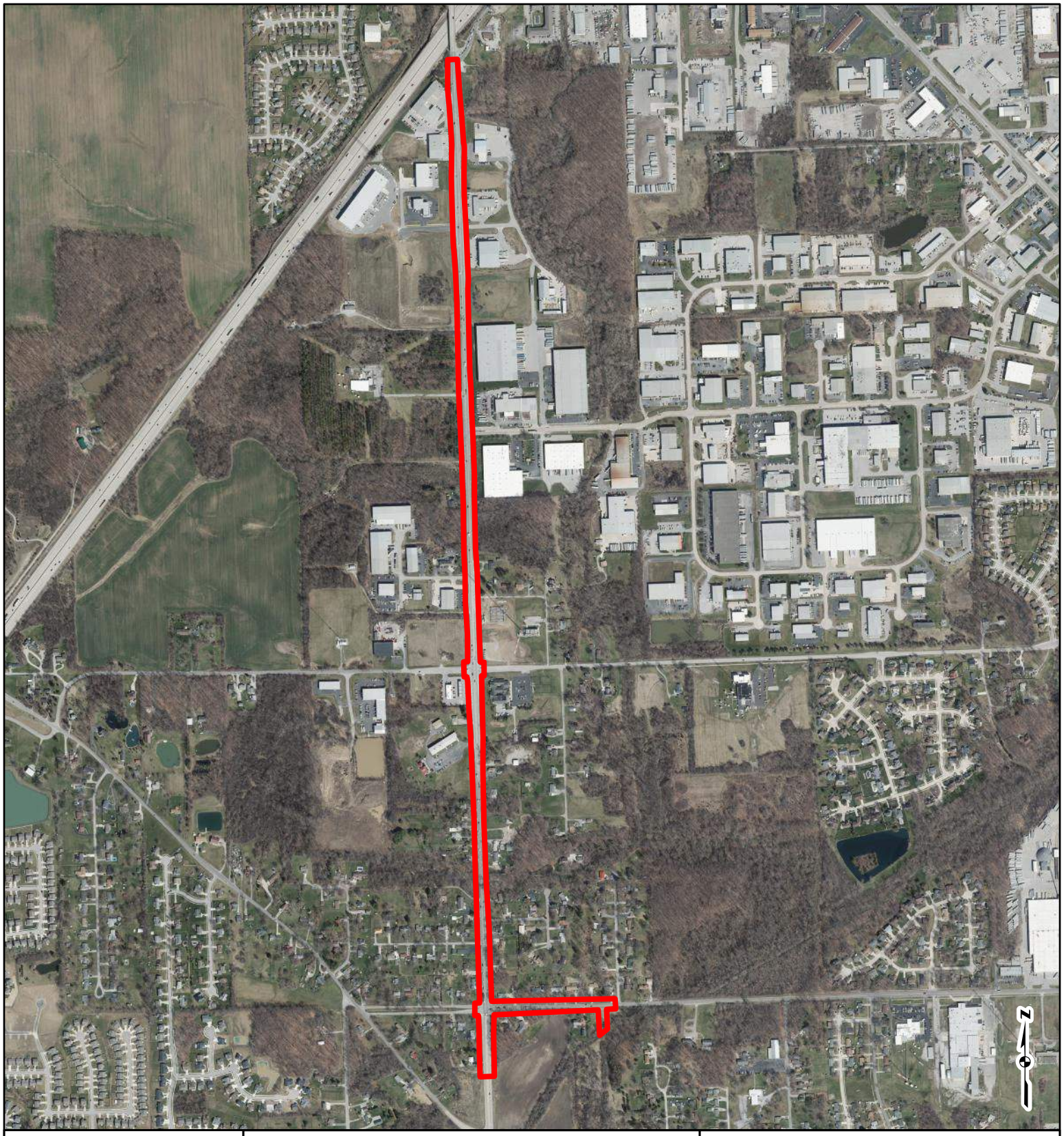
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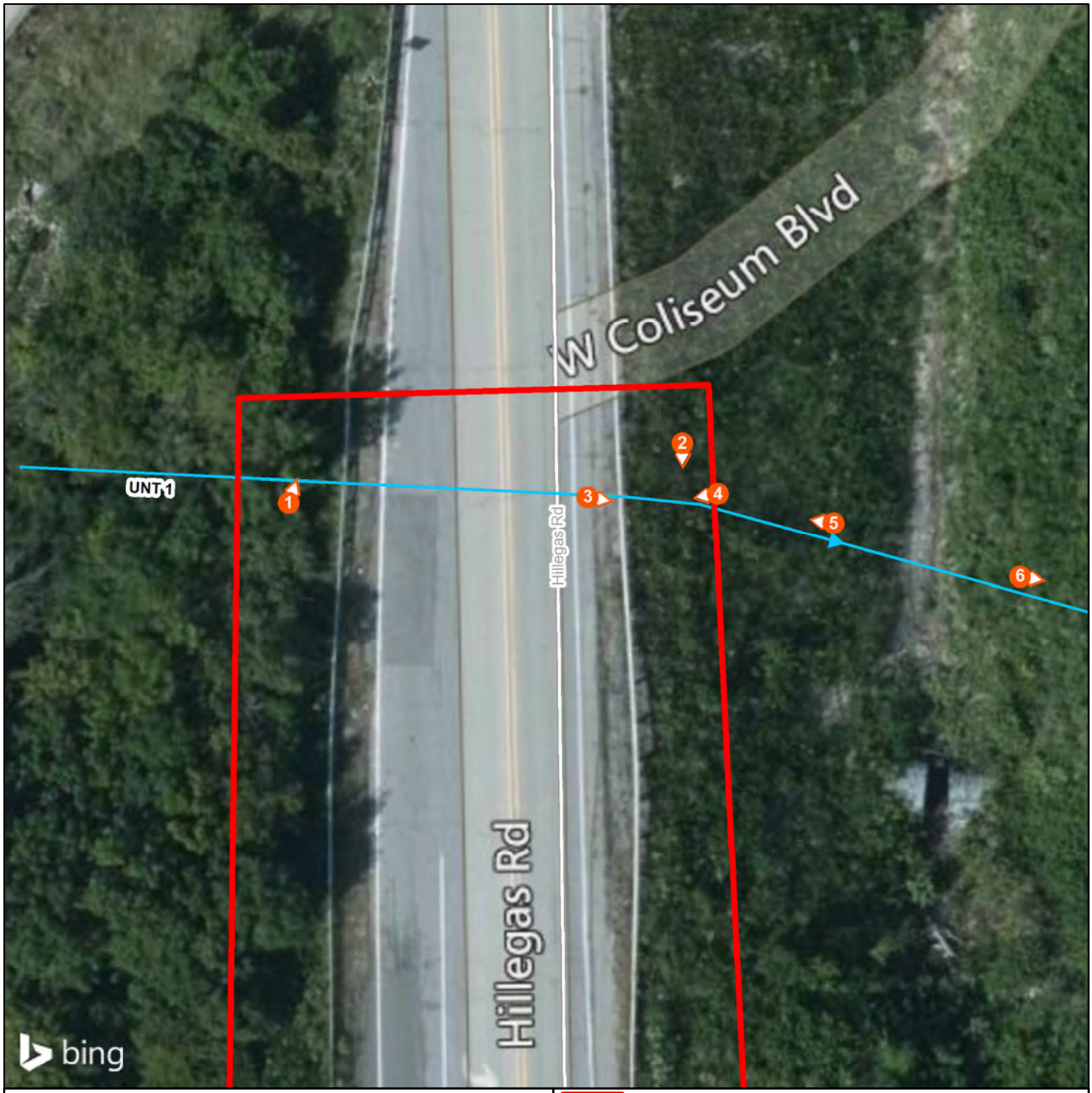


Photo Location Map

Hillegas Road, from State Blvd. to Coliseum Blvd.
Added Travel Lanes Project
Allen County, Indiana
Des 1901705

- Project Area
- Interstate
- US Roads
- State Roads
- Local Roads
- Railroad
- Photo Points
- Delineated Streams

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transforming ideas into reality

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Photo Location Map

Hillegas Road, from State Blvd. to Coliseum Blvd.
Added Travel Lanes Project
Allen County, Indiana
Des 1901705

- Project Area
- Interstate
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- State Roads
- Local Roads
- Railroad
- Photo Points
- Delineated Stream
- Drainage Feature

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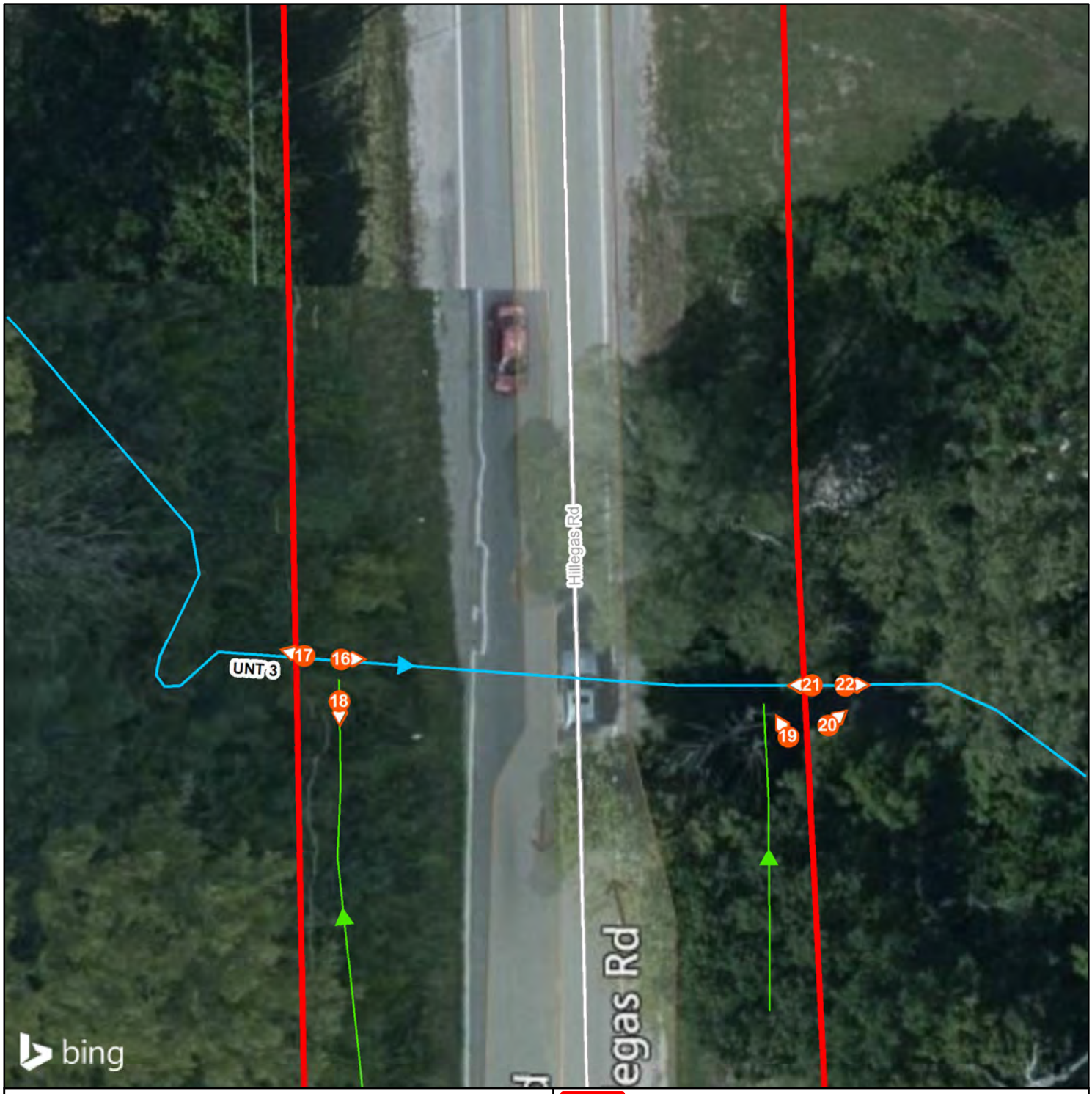


Photo Location Map

Hillegas Road, from State Blvd. to Coliseum Blvd.
Added Travel Lanes Project
Allen County, Indiana
Des 1901705

- Project Area
- Interstate
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- Drainage Feature

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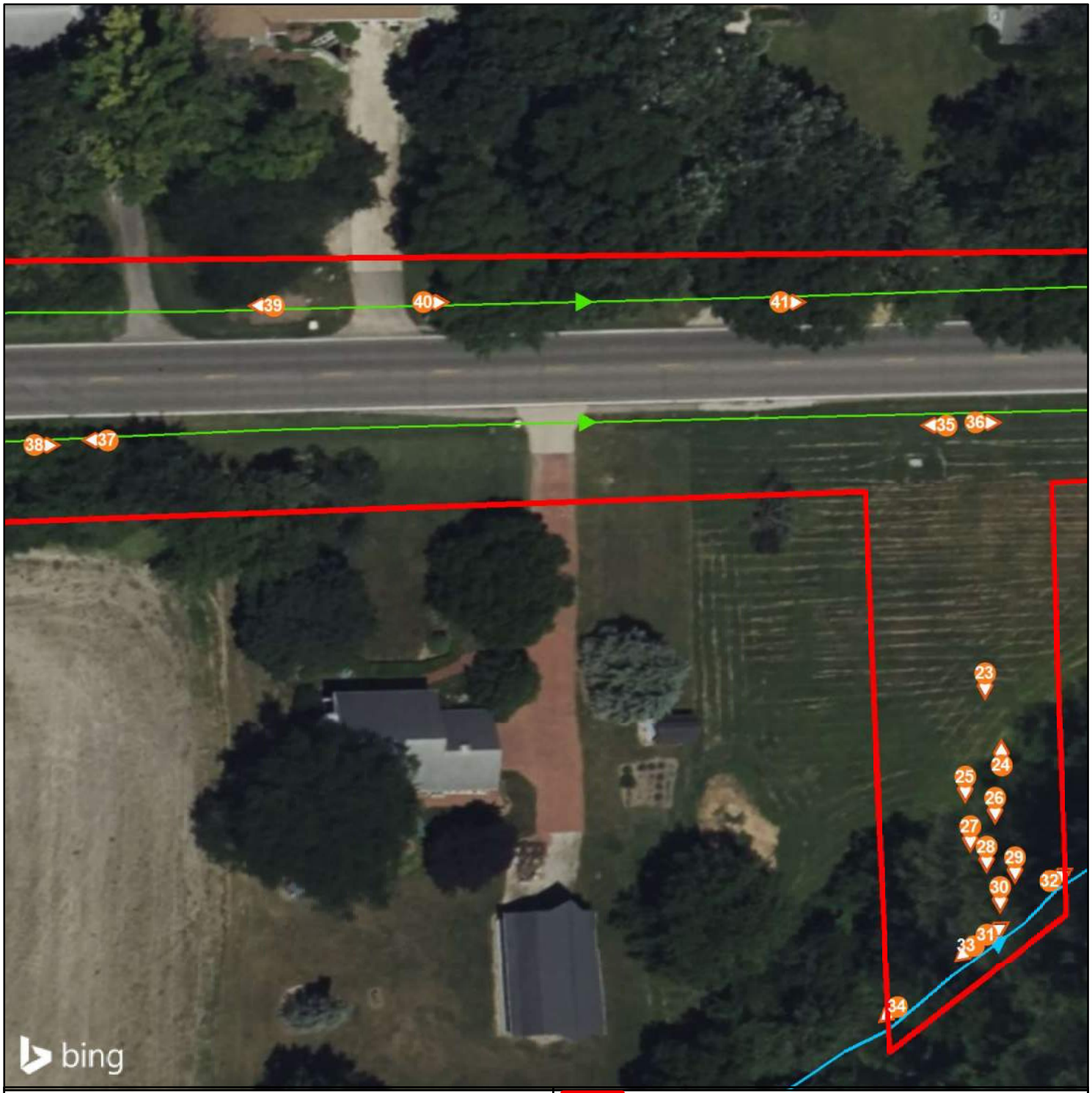


Photo Location Map

Hillegas Road, from State Blvd. to Coliseum Blvd.
Added Travel Lanes Project
Allen County, Indiana
Des 1901705

- Investigation Area
- Photo Points
- Drainage Feature
- Delineated Stream
- Interstate
- US Roads
- State Roads
- Local Roads
- Railroad

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Photos Taken: August 26, 2020



Photo 1. Looking north at the inlet of UNT 1 on the west side of the Hillegas Road and West Coliseum Blvd. intersection.



Photo 2. Looking south towards the outlet of UNT 1 on the east side of the Hillegas Road and West Coliseum Blvd. intersection.

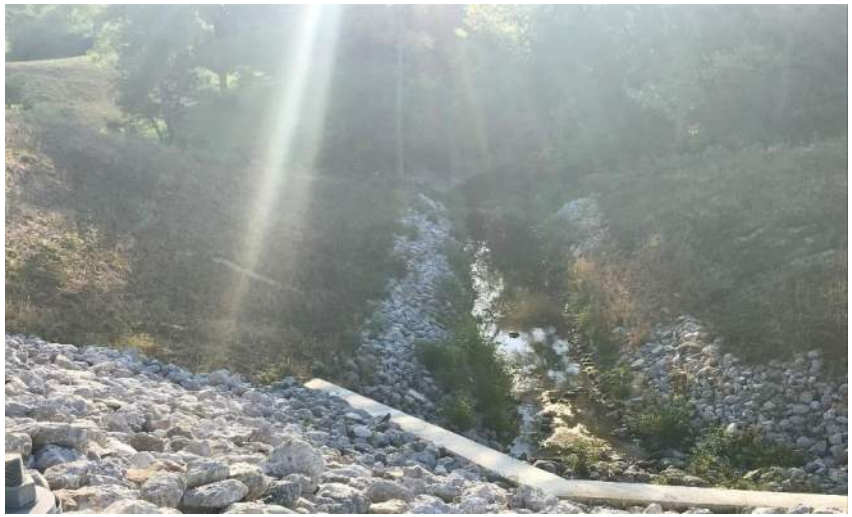


Photo 3. Looking east (downstream) towards the outlet of UNT 1 on the east side of the Hillegas Road and West Coliseum Blvd. intersection.



Photo 4. Looking southwest towards the outlet of UNT 1 on the east side of the Hillegas Road and West Coliseum Blvd. intersection.



Photo 5. Looking west (upstream) towards the outlet of UNT 1 on the east side of the Hillegas Road and West Coliseum Blvd. intersection.



Photo 6. Looking east (downstream) towards UNT 1 on the east side of the Hillegas Road and West Coliseum Blvd. intersection.



Photo 7. Looking west towards the inlet of UNT 2 on the west side of Hillegas Road, approximately 0.18 mile north of Butler Road.



Photo 8. Looking east towards the inlet of UNT 2 on the west side of Hillegas Road, approximately 0.18 mile north of Butler Road.



Photo 9. Looking south at a roadside ditch that drains towards UNT 2 on the west side of Hillegas Road.



Photo 10. Looking southeast towards a roadside ditch that drains towards UNT 2 on the west side of Hillegas Road.



Photo 11. Looking east towards the outlet of UNT 2 on the east side of Hillegas Road, approxiamtely 0.18 mile north of Butler Road.



Photo 12. Looking northwest at the outlet of UNT 2 on the east side of Hillegas Road, approximately 0.18 mile north of Butler Road.



Photo 13. Looking east (downstream) towards UNT 2 on the east side of Hillegas Road, approximately 0.18 mile north of Butler Road.



Photo 14. Looking south towards the concrete ditch on the east side of Hillegas Road that drains towards UNT 2.



Photo 15. Looking southeast at the beginning of the concrete ditch that drains towards UNT 2 on the east side of Hillegas Road.



Photo 16. Looking east towards the inlet of UNT 3 on the west side of Hillegas Road, approximately 0.17 mile north of State Blvd.



Photo 17. Looking west (upstream) from within the channel of UNT 3 on the west side of Hillegas Road, approximately 0.17 mile north of State Blvd.



Photo 18. Looking south towards a concrete ditch just south of UNT 3 on the west side of Hillegas Road, approximately 0.17 mile north of State Blvd.



Photo 19. Looking northwest towards the outlet of UNT 3 on the east side of Hillegas Road, approximately 0.17 mile north of State Blvd.



Photo 20. Looking northeast towards UNT 3 on the east side of Hillegas Road, approximately 0.17 mile north of State Blvd.

	
Photo 21. Looking west (upstream) towards the outlet of UNT 3, on the east side of Hllegas Road, approximately 0.17 mile north of State Blvd.	Photo 22. Looking east (downstream) from within the channel of UNT 3 on the east side of Hillegas Road, approximately 0.17 mile north of State Blvd.

Photos Taken: May 15, 2024



Photo 23. Looking south at the proposed outfall location into the riparian area of Lowther Newhaus Ditch.



Photo 24. Looking north at State Street at grass lawn. Photo taken from edge of riprarin area.



Photo 25. Looking into riprian area facing south.



Photo 26. Facing south just within the riparian area in direction of Lowther Newhaus Ditch. Limited herbaceous layer can be seen.



Photo 27. Looking down at soil and vegetation where soil sample is taken. Photo taken 20’ north of Lowther Newhaus Ditch.



Photo 28. Looking down at soil sample of upload data point. Photo taken 20’ north of Lowther Newhaus Ditch.

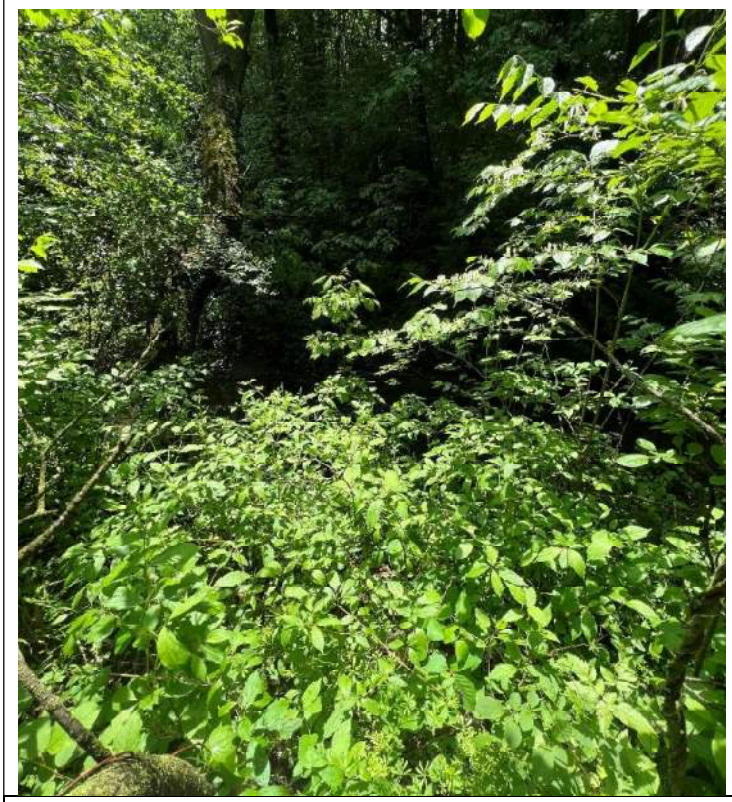


Photo 29. Looking south towards Lowther Newhaus Ditch. Shrub and tree canopy can be seen overhanging the stream.



Photo 30. Looking south from top of bank towards Lowther Newhaus Ditch.



Photo 31. Looking upstream at Lowther Newhaus Ditch. Photo taken facing east.

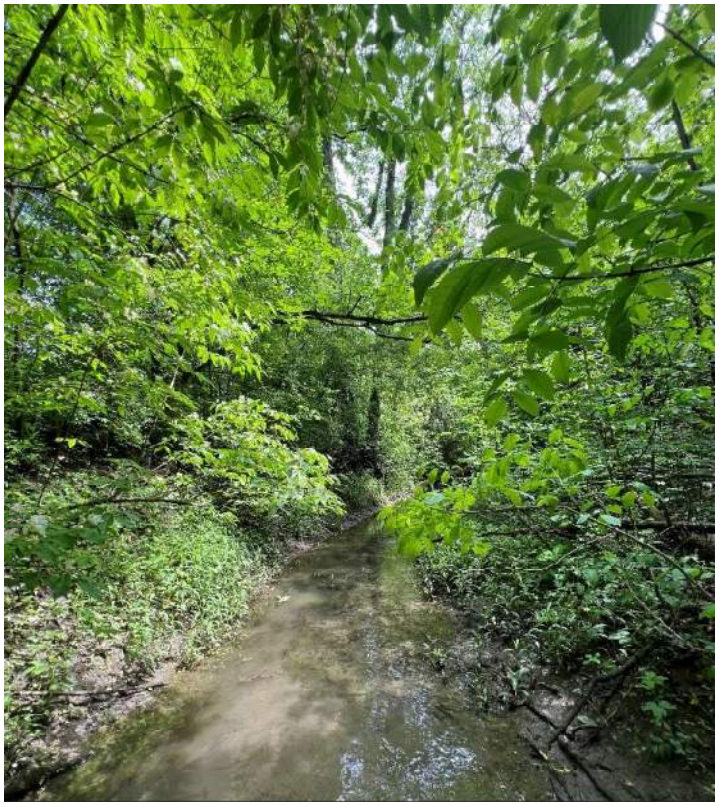


Photo 32. Looking upstream 50’ from projected impact area. Photo taken facing east.



Photo 33. Looking downstream at Lowther Newhaus Ditch. Photo taken facing west.



Photo 34. Looking downstream 50’ from projected impact area. Existing debris can be seen within waterway.



Photo 35. Looking at the roadside ditch on southside of State Street. Photo taken facing west.



Photo 36. Looking at roadside ditch on southside of State Street. Photo taken facing east.



Photo 37. Facing west along the southside of State Street, an outlet is observed on left side of photo.



Photo 38. Photo of where roadside ditch starts along southside of State Street. Photo taken facing east.

Photos Taken: May 15, 2024



Photo 39. Photo taken facing west along north side of State Street of the vegetated roadside ditch.



Photo 40. Photo taken facing east along north side of State Street of the vegetated roadside ditch.



Photo 41. Photo taken within driveway of vegetated roadside ditch. Photo taken facing east.

Appendix C

Early Coordination

Item	Appendix Page
Early Coordination Example Letter	C1
Early Coordination Distribution List	C2 to C3
Response – USFWS	C4 to C5
Response – NRCS	C6
Response – IGWS	C7 to C9
Response – IDNR-DFW	C10 to C14
Response – IDEM	C15 to C16
Response – INDOT	C17
Response – NIRCC	C18
Response – INDOT Aviation	C19
USFWS Official Species List (IPaC)	C20 to C33
USFWS Concurrence Verification Letter	C34 to C48
USFWS Coordination	C49 to C52
Structure Bat Assessment Form	C53 to C56

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Example Early Coordination Letter

July 29, 2025

Early Coordination Letter
Des 1901705; Added Travel Lanes on Hillegas Road from State Boulevard to Coliseum Boulevard, Fort Wayne, Allen County, Indiana

Dear Recipient:

The City of Fort Wayne, with federal funding, intends to proceed with a project involving the Added Travel Lanes project in Allen County. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number(s) and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

This project is located on Hillegas Road from Coliseum Boulevard to State Boulevard in Sections 28, 29, 32, and 33 of Township 31 North, Range 12 East, as shown on the Fort Wayne West USGS 7.5 Minute Topographic Map. The purpose of this project is to increase travel capacity and improve pedestrian facilities for this section of Hillegas Road from Coliseum Boulevard to State Boulevard. In addition, a trail will be added on the east side of the roadway, a sidewalk will be installed on the west side of the roadway, ADA compliant curb ramps will be added at all intersections, and an underground storm sewer system will be installed to address drainage on the roadway pavement.

The proposed project is anticipated to add travel lanes throughout the project limits to match the existing widened section to the south. Left and right turn lanes will be added at the intersections as needed. A continuous sidewalk to the north and a 10-foot-wide trail to the south will be added. Other minor elements may include crosswalks and signals. It is anticipated that 0.001 acre of trees will be cleared as part of this project, consisting of mostly pine trees along Hillegas Road. The project is anticipated to begin construction in the Summer of 2026.

Land use in the vicinity of the project is primarily agricultural and includes one residence to the northwest. The Indiana Department of Transportation (INDOT) Ecology & Permitting Office will perform waters and wetlands determinations to identify water resources that may be present. The project is anticipated to qualify for the Range wide Programmatic Agreement for the Indiana bat and northern long-eared bat by completing the Information for Planning and Consultation (IPaC). Coordination will occur with INDOT Cultural Resources Office (CRO) to evaluate the project area for archaeological and historic resources and for Section 106 compliance. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence as appropriate.

Please provide your response within thirty (30) calendar days from the date of this letter. 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 the undersigned, at 317.436.4843 or b.earl@gaiconsultants.com. Thank you in advance for your input.

Sincerely,
Brook Earl
Project Environmental Specialist
GAI Consultants, Inc.

Attachments: ~~Exhibit A- Maps/Graphics (Location, Aerial, Topographic)~~
Exhibit B- List of Early Coordination Recipients

Attachments have been removed to avoid duplication

July 29, 2025
GAI Project No. D191224.01

The following agencies received Early Coordination Letters:

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

Regional Environmental Coordinator
Midwest Regional Office
National Park Service
601 Riverfront Drive
Omaha, NE 68102
Mwro_Compliance@nps.gov
(Electronic Coordination)

Field Supervisor
US Fish and Wildlife Service
Northern Indiana Suboffice
P.O. Box 2616
Chesterton, IN 46304
elizabeth_mccloskey@fws.gov
(Electronic Coordination)

State Conservationist
Natural Resources Conservation Service
6013 Lakeside Blvd.
Indianapolis, IN 46278
john.allen@usda.gov
(Electronic Coordination)

Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
Room W273, IGC South
402 West Washington Street
Indianapolis, IN 46204-2641
environmentalreview@dnr.in.gov
(Electronic Coordination)

Indiana Geological Survey
611 North Walnut Grove
Bloomington, IN 47405
https://igws.indiana.edu/eAssessment
(Electronic Coordination)

Federal Highway Administration
Room 254, Federal Office Building
575 North Pennsylvania Street
Indianapolis, IN 46204
steven.minor@dot.gov
(Electronic Coordination)

Chief, Groundwater Section
Indiana Department of Environmental Management
100 N. Senate Avenue
Indianapolis, IN 46204
ATurnbow@idem.IN.gov
(Electronic Coordination)

INDOT – Office of Public Involvement
(Electronic Coordination)

Indiana Department of Environmental Management
(Electronic Coordination)

Section Chief, Wetlands and Stormwater Programs
Indiana Department of Environmental Management
100 N. Senate Avenue
Indianapolis, IN 46204
JTurner2@idem.in.gov
rbraun@idem.in.gov

Allen County Council Members
Edwin J. Rousseau Centre, Rm 102
1 East Main Street
Fort Wayne, IN 46802
(260) 449-7241
(Electronic Coordination)

Allen County Commissioner Members
Citizens Square, Suite 410
200 East Berry Street
Fort Wayne, IN 46802 commissioner@co.allen.in.us
(Electronic Coordination)

Bill Hartman, Allen County Highway Director
Citizens Square, Suite 280
200 East Berry Street
Fort Wayne, IN 46802 highway@co.allen.in.us
(Electronic Coordination)

Mike Thornson, Allen County Engineer
Citizens Square, Suite 280
200 East Berry Street
Fort Wayne, IN 46802 mailto:highway@co.allen.in.us
(Electronic Coordination)

Allen County Surveyor
Citizens Square, Ste 350
200 E Berry Street
Fort Wayne, IN 46802
Surveyor@allencounty.us
(Electronic Coordination)

July 29, 2025
GAI Project No. D191224.01

Dan Avery, Executive Director
Northeastern Indiana Regional Coordinating Council
200 East Berry Street, Suite 230
Fort Wayne, IN 46802
(260) 449-7309
E-mail: dan.avery@co.allen.in.us
(Electronic Coordination)

Mr. Aaron Damrill, Chief,
US Army Corps of Engineers,
Detroit District, Regulatory Michiana Branch

Finnegan's Playground Indoor Dog Park
3232 Hillegas Rd
Fort Wayne, IN 46808
ruffhousefw@gmail.com
(Electronic Coordination)

Zurcher Tire New Warehouse
3414 Hillegas Rd
Fort Wayne, IN 46808

Benjamin Roussel
Floodplain Administrator
benroussel@allencounty.us
(Electronic Coordination)

Three Rivers Wesleyan Church
2825 Hillegas Road,
Fort Wayne, IN 46808
info@3rivers.church
(Electronic Coordination)

Patrick Lamb
Indiana Department of Transportation,
Office of Aviation
100 N. Senate Avenue, Rm. 955
Indianapolis, IN 46204
PLamb@indot.in.gov
(Electronic Coordination)

United States Department of the Interior
Fish and Wildlife Service

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

March 10, 2022

Mr. Kenneth B. McMullen
GAI Consultants
9998 Crosspoint Boulevard, Suite 110
Indianapolis, Indiana 46256

Project No.: Des. 1901705
Project: Hillegas Road Added Travel Lanes between State and Coliseum Boulevards
Location: Fort Wayne, Allen County

Dear Mr. McMullen:

This responds to your letter dated February 1, 2022, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (l6 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of l969, the Endangered Species Act of l973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The proposed project consists of the reconstruction and widening of Hillegas Road on the west side of Fort Wayne, between State Boulevard on the south and Coliseum Boulevard on the north. Hillegas Road has 2 through lanes in the project area, but most intersections have dedicated turn lanes (right, left, or both). It is also proposed to construct a trail on the east side of Hillegas Road and a sidewalk along the west side, but no information is provided about the widths or the locations, including their proximity to the roadway pavement. The graphics included with the letter also do not provide information about the roadway work or the pedestrian facilities, just showing a line on a map.

The project description provided in the letter does not clearly explain the project; it does not indicate if 2 travel lanes alone will be provided in each direction (4 lanes total) or if dedicated turn lanes will also be provided at intersections, as currently exist. The letter also states that the project would “add travel lanes throughout the project limits to match the existing widened section to the south”, but the section south of State Boulevard is the same as the section to the north, with just 2 through lanes and various turn lanes. Hillegas Road has 4 through lanes only in the southernmost section that intersects with Illinois Road and West Jefferson Boulevard. This 4-lane section of roadway extends north less than 0.5 mile from Illinois Road to the Lindenwood Nature Preserve area, although there may be sufficient pavement width for 4

lanes between that location and State Boulevard, including the bridge over the Norfolk Southern Railroad south of Bass Road. However, reconstruction may be required south of State Boulevard to provide turn lanes if the existing pavement is re-marked as through lanes.

The letter states that "it is anticipated that 0.001 acre of trees will be cleared as part of this project, consisting of mostly pine trees", but a review of aerial photographs of the project area seems to indicate that there are numerous trees near the existing roadway that would be affected by the widening project or the construction of a trail and a sidewalk. Therefore, the impact on trees/woody habitat needs to be re-evaluated.

There are 2 stream crossings within the project area, with culverts carrying the waterways under the roadway. The existing culverts may be long enough to serve 4 travel lanes, but it is unclear if they can also support a trail and a sidewalk. Therefore, the project description needs to provide additional information about the culverts, whether they might need to be lengthened or replaced, and whether or not they will be used for the trail and sidewalk or if new culverts or pedestrian bridges will be needed.

The wooded stream corridors provide habitat for wildlife and serve as corridors between woodlands associated with Lowther Neuhous Ditch to the east and other woodlands to the west of Hillegas Road. Therefore, we request that the loss of riparian trees be mitigated as close to the project impact site as possible, preferably along area waterways. We support the woodland mitigation guidelines of the Indiana Department of Natural Resources contained in their Information Bulletin #17 (http://www.in.gov/legislative/iac/20200527-IR-312200284NRA.xml.pdf) which states that the mitigation ratio for non-wetland floodway forest losses of more than 1 acre is to be 2:1 (2 acres replanted for every acre destroyed), planted as close to the impact site as possible; loss of less than an acre in an urban area is to be mitigated at a 1:1 ratio or 5 trees for each lost tree of 10 inches dbh or greater. If any of the woodland that would be removed is forested wetland, the mitigation ratio is 4:1. This tree replacement requirement is not related to any possible mitigation needed for potential impact to the Indiana bat or northern long-eared bat under the range-wide programmatic informal consultation process.

ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (Myotis sodalis) and the threatened northern long-eared bat (Myotis septentrionalis). The impacts to the 2 bat species will be evaluated utilizing the Section 7 Range-wide Programmatic Consultation process.

We appreciate the opportunity to comment on this proposed project. For further discussion, please contact Elizabeth McCloskey at elizabeth_mccloskey@fws.gov.

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt
Supervisor

Sent via email March 10, 2022; no hard copy to follow.

United States Department of Agriculture

Farm Production and Conservation

Natural Resources Conservation Service

Indiana State Office
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
317-295-5800

March 3, 2022

Kenneth McMullen
GAI Consultants, Inc.
Fort Wayne Office
9921 East Dupont Circle Drive, Suite 100
Fort Wayne, Indiana 46825

Dear Mr. McMullen:

The proposed project to add travel lanes on Hillegas Road from State Boulevard to Coliseum Boulevard in the City of Fort Wayne, Allen County, Indiana, (Des No 1901705) as referred in your letter received on January 31, 2022, will not cause a conversion of prime farmland.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN Digitally signed by JOHN ALLEN
Date: 2022.03.04 07:22:43 -05'00'

JOHN ALLEN
Acting State Soil Scientist

USDA is an equal opportunity provider, employer, and lender.

INDIANA
GEOLOGICAL SURVEY

Organization and Project Information

Project ID:	R210207
Des. ID:	2003063
Project Title:	Replacement of Bridge #716 carrying Waterfall Road over West Fork Whitewater River
Name of Organization:	Gai Consultants
Requested by:	Kenneth McMullen

Environmental Assessment Report

1. Geological Hazards:
   - Moderate liquefaction potential
   - Floodway
2. Mineral Resources:
   - Bedrock Resource: Low Potential
   - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
   - Petroleum Exploration Wells

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

DISCLAIMER:

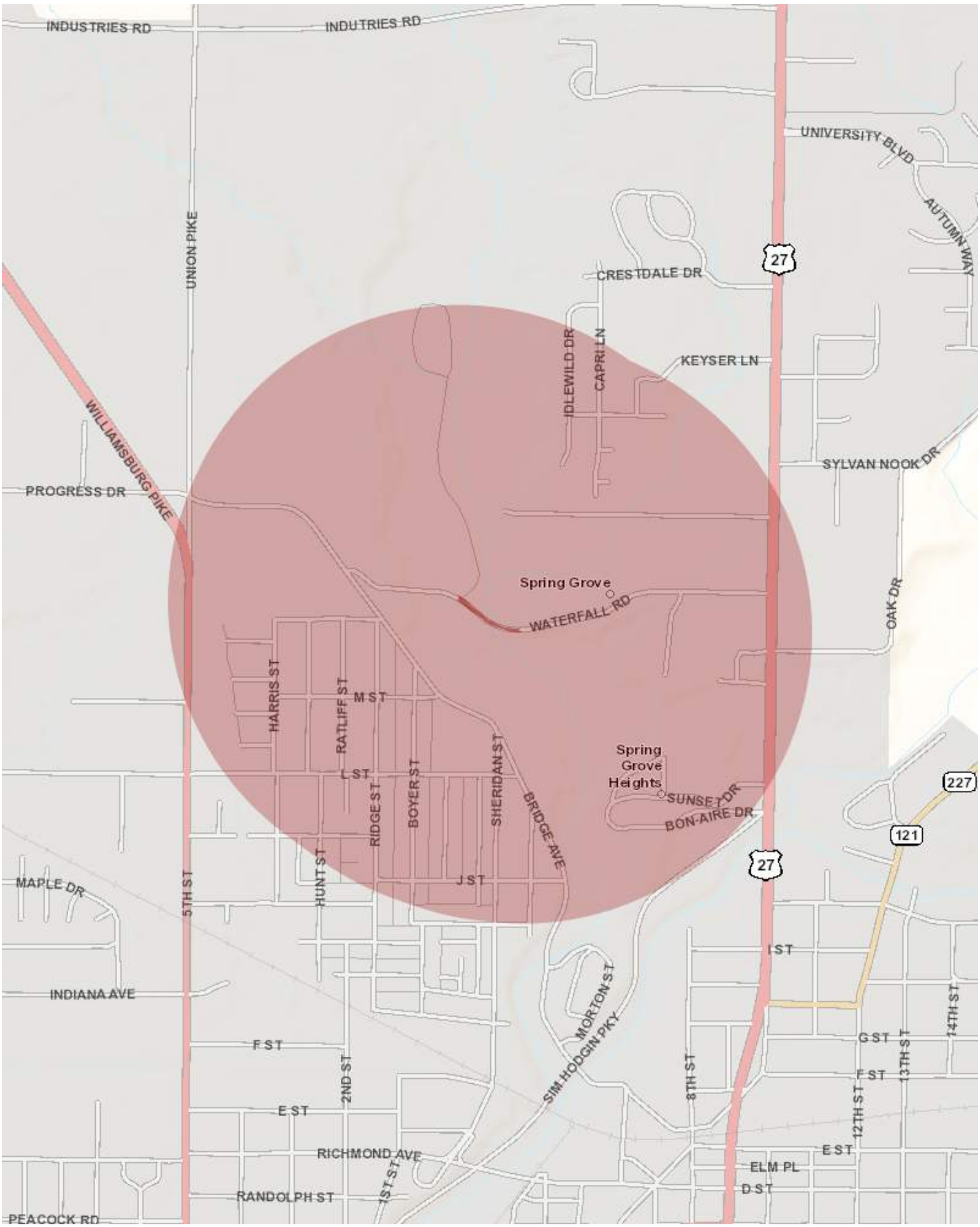
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This information was furnished by Indiana Geological Survey
Address: 420 N. Walnut St., Bloomington, IN 47404
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

Date: February 08, 2022

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Metadata:

- https://maps.indiana.edu/metadata/Geology/Petroleum_Wells.html
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- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

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THIS IS NOT A PERMIT

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

DNR #: ER-24460 **Request Received:** January 31, 2022

Requestor: GAI Consultants, Inc.
Kenneth McMullen
9998 Crosspoint Boulevard, Suite 110
Indianapolis, IN 46256

Project: Hillegas Road added travel lanes from Coliseum Boulevard to State Boulevard, City of Fort Wayne; Des #1901705

County/Site info: Allen

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

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

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile. Please submit more detailed plans to the Division of Water's Technical Services Section if you are unsure whether or not a permit will be required.

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

Fish & Wildlife Comments: 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:

A) Stream Crossings & Wildlife Passage:
It is unclear what work (if any) will be required on any existing structures carrying streams as part of this roadway project. If any stream crossing work is necessary, then the following recommendations apply:

Maintaining or improving fish and wildlife passage at existing or proposed crossing locations is a priority for the Division of Fish & Wildlife (DFW) to reduce wildlife mortality along roadways. The DFW has outlined different requirements for different types of crossing structure impacts. For brand new crossings in areas that currently do not have a crossing, the new structure must accommodate white-tailed deer passage where appropriate. Minimum structure dimensions for white-tailed deer passage are 20 feet of width clearance (overall size of the structure span) and 8 feet of height clearance measured from the OHWM to the low chord elevation and where deer passage is provided. For crossing replacements, the new structure must include wildlife passage appropriate for the type of replacement structure being proposed. If the replacement structure is sized to accommodate white-tailed deer passage then it should be included in the design of the new structure. If white-tailed deer passage is not possible with the existing structure, deer passage still needs to be considered in the design and at minimum the bank lines must be restored within structures to allow for smaller wildlife passage above the ordinary high water mark. All wildlife passage designs must include a smooth level pathway a minimum of 1-2 feet in width composed of natural substrate

(soil, sand, gravel, etc.) or compacted aggregate fill over riprap (#2, #53, #73, etc.) tied into existing elevations both upstream and downstream. The stream crossing repairs or modifications, and any bank stabilization under or around the structure, must not create conditions that are less favorable for wildlife passage when compared to existing conditions. Upgrading wildlife passage for rehabilitated/modified structures is encouraged whenever possible to improve wildlife/vehicle safety.

There are a number of techniques and materials for incorporating wildlife passage into the design of a crossing structure. Coordination with a Regional Environmental Biologist to address wildlife passage issues before submitting a permit application (if required) is encouraged to avoid delays in the permitting process. The following links are good resources to consider in the design of stream crossing structures to maintain fish and wildlife passage: http://www.fs.fed.us/wildlifecrossings/library/, https://roadecology.ucdavis.edu/files/content/projects/DOT-FHWA_Wildlife_Crossing_Structures_Handbook.pdf, https://www.fs.fed.us/biology/nsaec/fishxing/aop_pdfs.html, https://www.fhwa.dot.gov/engineering/hydraulics/pubs/11008/hif11008.pdf.

When designing a new or replacement structure, bridges are recommended over culverts, and three-sided culverts are recommended over box or pipe culverts. Multiple culverts or culverts with multiple openings are not recommended. These types of structures are often problematic for fish and wildlife passage as they tend to accumulate debris and become blocked. If box and pipe culverts must be used, the culvert bottoms should be sumped a minimum of 6" (or 20% of the culvert height or diameter, whichever is greater up to a maximum of 2') below the stream bed elevation. Sumping is not required for bridges or three-sided culverts. Crossings must span the entire channel width (a minimum of 1.2 times the ordinary high water mark width). Crossings must maintain the natural stream substrate within the structure (natural stream substrate must be replaced in sumped box and pipe culverts up to the existing flowline). Scour protection at the inlet and outlet must not extend above the existing flowline elevation to maintain aquatic organism passage. Stream depth, channel width and water velocities in the crossing structure during low-flow conditions must approximate those in the natural stream channel.

B) Bank Stabilization:
If any bank stabilization is necessary, then the following recommendations apply:

Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be needed. While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. Information about bioengineering techniques can be found at http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: http://directives.sc.egov.usda.gov/17553.wba.

Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

C) Riparian & Forest Habitat:
We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf.

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

D) 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 (see guidelines above).

E) Trails:
The following is a basic list of recommendations from IDNR Division of Fish & Wildlife to consider when planning trails to minimize impacts to fish, wildlife, and botanical resources.

1. Place the trail in or adjacent to existing right-of-ways where possible to minimize significant impacts to natural resource habitat. Also, utilize previously disturbed or degraded areas. Align the trail along or near existing man-made edges or areas that have the potential to be restored or enhanced by trail construction (i.e. railroad corridors), rather than routing the trail through previously undisturbed areas.
2. When designing or constructing a trail, disturb as narrow an area as possible to help minimize negative impacts. Where significant impacts to fish, wildlife or botanical resources are likely due to the trail's width, reduce the width to help avoid those impacts. ADA accessibility standards allow departures from the standards under certain conditions, including substantial harm to natural features, habitat, or vegetation (see https://www.access-board.gov/attachments/article/1637/outdoor-guide.pdf, Outdoor developed areas: a summary of accessibility standards for Federal outdoor developed areas).
3. Do not focus only on the direct impact of the trail's width; also consider the trail's impact to the surrounding habitat. Trails can fragment larger habitat areas and reduce the overall usefulness of the site to fish, wildlife, or botanical resources (1 large habitat block is better than 2 small habitat blocks). Trails can cause significant impacts to forested areas, riparian forested corridors along creeks and rivers, and wetland areas. They also may cause sediment and erosion issues or introduce human disturbance into fairly isolated areas containing wildlife habitat.
4. Avoid unnecessary stream crossings. Instead, make use of or modify existing stream crossings or avoid crossing the stream altogether. Where stream crossings are unavoidable, pedestrian bridges with supports/abutments placed no less than 10 feet

landward from the tops of the banks on each side of the waterway are recommended. Alternatively, a three-sided culvert may be used. Three-sided culverts should be oversized to allow terrestrial wildlife movement along the creek on unsubmerged dry land at normal water levels. Box-culvert or pipe-culvert crossings are not recommended.
5. Trails designed to follow a stream's course must be placed outside the stream's forested riparian buffer. Also, do not place the trail along the tops of the banks of a forested creek. Avoid perpendicular fragmentation of riparian areas (streamside habitat). Where the stream has little or no forested riparian buffer, the trail should be no closer than 15 feet from the tops of the banks.
6. Avoid elements identified in the Natural Heritage Database; trails may negatively affect species that require specific natural conditions (vegetation, light levels, moisture, etc.) that are altered as a result of trail construction. Rare and high quality habitats, and wildlife habitats that possess high wildlife abundance and diversity, should be avoided by placing the trail around the habitat and screening it from the trail and trail users with a buffer of native vegetation or another method as discussed below. Wetlands and karst features are but two examples of areas to avoid.
7. Raised boardwalks should be constructed in wet areas or near wetlands (trails through wetlands are not recommended). A material such as composite decking should be used rather than treated wood which can leach elements toxic to aquatic life.
8. Screen wildlife habitat from the trail corridor. Vegetation, topography, and fences can help reduce the impact of noise and line of site disturbances of trail users on wildlife. Walls can create wildlife movement barriers and potential impacts must be considered. Native grass buffers (2 to 3 feet tall) are recommended along the edge of trails near habitat such as wetlands.
9. Lighting should only be used when absolutely necessary. Lighting in forested areas and along creeks, streams, and rivers should be the lowest intensity feasible and shielded to cast light on the path and not diffused into the surroundings to avoid disturbing wildlife circadian rhythms and disorienting night-migrating birds.
10. Any plantings in the riparian areas should be locally native species, not exotic species or horticultural varieties (e.g. "Autumn Blaze" Red Maple). A list of appropriate native woody and herbaceous vegetation can be provided upon request.
11. Trail surfaces can have negative effects on surrounding natural areas and deter movement of some species across the trail. Some surface materials are more environmentally acceptable than others, such as mulch and mown grass which should be considered as the first options. Asphalt is not recommended as a trail surface in the floodway. The conventional maintenance for aging asphalt is to seal it with a blacktop or asphalt sealer. Research has shown that as these sealers break down over time, they move into the aquatic environment and are highly toxic to aquatic life. If asphalt is used then asphalt sealer should not be used for long-term maintenance and repair of the asphalt trail surface. In previously disturbed areas, concrete is an acceptable surface material, and porous concrete is preferred wherever it can be used.
12. Shoulders should be constructed using unconsolidated materials where possible. In some situations, solid shoulders are necessary. In those cases, shoulders should be constructed using porous concrete.
13. Trails that highlight natural resources should skirt the resource and utilize "pulloffs" at specific sites instead of letting the entire trail and traffic disturb the resource.

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), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written

approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Do not use broken concrete as riprap.
9. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
10. Minimize the movement of resuspended bottom sediment from the immediate project area.
11. Do not deposit or allow construction/demolition materials or debris to fall or otherwise enter the waterway.
12. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
13. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
14. 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:** March 1, 2022

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

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
We Protect Hoosiers and Our Environment.
100 N. Senate Avenue • Indianapolis, IN 46204
(800) 451-6027 • (317) 232-8603 • www.idem.IN.gov
Eric J. Holcomb
Governor
Brian C. Rockensuess
Commissioner

February 11, 2022

GAI Consultants, Inc.
Attention: Kenneth McMullen
9998 Crosspoint Boulevard, Suite 110
Indianapolis, IN 46256

Dear Kenneth McMullen:

Re: Wellhead Protection Area
Proximity Determination
Des No 1901705
Added Travel Lanes on Hillegas Road from
State Boulevard to Coliseum Boulevard
Fort Wayne, Allen County, Indiana

Upon review of the above referenced project site, it has been determined that the proposed project area **is not located within** a Wellhead Protection Area. The information is accurate to the best of our knowledge; however, there are in some cases a few factors that could impact the accuracy of this determination. Some Wellhead Protection Area Delineations have not been submitted, and many have not been approved by this office. In these cases, we use a 3,000-foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's (PWSS's) Wellhead Protection Area Delineation please visit our tracking database at http://www.in.gov/idem/cleanwater/2456.htm and scroll to the bottom of the page.

The project area **is not located within** a Source Water Assessment Area for a PWSS's surface water intake. The Source Water Assessment Area relates to the surface water drainage area that water could potentially flow and influence water quality for a PWSS's source of drinking water.

In the future, **please consider using this self-service tool** if it is suits your needs. The Drinking Water Branch has a self-service tool which allows one to determine wellhead proximity without submitting the application form. Go to https://www.in.gov/idem/cleanwater/pages/wellhead/ and use the instructions at the bottom of the page.

If you have any additional questions please feel free to contact me at the address above or at 317-233-9158 and aturnbow@idem.in.gov.

Sincerely,

Alisha Turnbow

Alisha Turnbow,
Environmental Manager
Ground Water Section
Drinking Water Branch
Office of Water Quality

Kenneth McMullen

From: Papadakis, Arianna <APapadakis@indot.IN.gov>
Sent: Tuesday, February 8, 2022 12:30 PM
To: Kenneth McMullen; Mettler, Madeline; Geiger, Joshua
Cc: Jay A. Stankiewicz; Kelly White; Mike Siffer
Subject: RE: Added Travel Lanes on Hillegas Road from State Boulevard to Coliseum Boulevard Des 1901705

Follow Up Flag: Follow up
Flag Status: Flagged

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Think before clicking on links, opening attachments, or responding

Good afternoon,

I have reviewed the enclosed early coordination packet and I do not have any environmental concerns regarding the project (Des. No. 1901705, Roadway 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

From: Kenneth McMullen <K.McMullen@gaiconsultants.com>
Sent: Wednesday, February 2, 2022 10:46 AM
To: Mettler, Madeline <MMettler1@indot.IN.gov>; Papadakis, Arianna <APapadakis@indot.IN.gov>; Geiger, Joshua <JoGeiger@indot.IN.gov>
Cc: Jay A. Stankiewicz <J.Stankiewicz@gaiconsultants.com>; Kelly White <Kelly.White@cityoffortwayne.org>; Mike Siffer <m.siffer@gaiconsultants.com>
Subject: Added Travel Lanes on Hillegas Road from State Boulevard to Coliseum Boulevard Des 1901705

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District Staff,
I have attached the Early Coordination Letter for the above project and the requisite attachments. I look forward to hearing your input on this project.

Kenneth B. McMullen, MELP, CHMM
Environmental Manager

Northeastern Indiana Regional Coordinating Council

February 8, 2022

Kenneth McMullen
Environmental Manager
GAI Consultants
9998 Crosspoint Blvd, Suite 110,
Indianapolis, IN 46256

Re: Early Coordination
DES 1901705 Added travel lanes on Hillegas Road Project
Location: Allen County

Dear Mr. McMullen:

Members of our staff reviewed your letter and report, dated February 1, 2022 concerning the Early Coordination of the Hillegas Road added travel lanes project. The NIRCC staff has the following comments relating to the early coordination phase of the environmental review process with this project, see below.

- Northbound lanes for the south approach at Kraft/Concept show a through lane and dedicated right turn only lane. This should be a through / right turn lane the same as Independence.

- Please see Red Flag Investigate posted on the NIRCC website under Documents

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

Stacey Gorsuch
Principal Transportation Planner

200 East Berry Street Suite 230
Fort Wayne, Indiana 46802-2735

Website
www.nircc.com

Executive Director: Daniel S. Avery
Telephone: (260) 449-7309
Fax: (260) 449-8652

Outlook

Re: Des 1901705 Early Coordination Letter

From Lamb, Patrick A <PLamb@indot.IN.gov>
Date Wed 7/30/2025 7:53 AM
To Brook E. Earl <B.Earl@gaiconsultants.com>

EXERCISE CAUTION: This is an External Email Message!
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Hello Brook!

The project site at its closest location is roughly 13,300 ft from the nearest public-use airport. If any structure or equipment, temporary or permanent is taller than 200 feet please follow up with our office.

Thanks so much!

Patrick Lamb
Aviation Program Manager
Indiana Department of Transportation
Central Office
Mobile: (317) 495-4875
Email: plamb@indot.in.gov
Find us on social media!

From: Brook E. Earl <B.Earl@gaiconsultants.com>
Sent: Tuesday, July 29, 2025 3:36 PM
To: Lamb, Patrick A <PLamb@indot.IN.gov>
Subject: Des 1901705 Early Coordination Letter

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

Dear Patrick,

I have attached the Early Coordination Letter for Des 1901705, Added Travel Lanes on Hillegas Road from State Boulevard to Coliseum Boulevard, Fort Wayne, Allen County, IN.

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: 05/22/2026 11:06:08 UTC
Project Code: 2025-0026675
Project Name: Des 1901705, 2500056 & 2201692, Hillegas Road Added Travel Lanes in Allen County

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 purpose of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.), 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.

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 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 Act.

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 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. You can complete this verification formally or informally or request an updated list by visiting the IPaC website at regular intervals during project planning and implementation.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at Midwest Section 7 Technical Assistance | U.S. Fish & Wildlife Service. This website contains step-by-step instructions to help you determine if your project will have an adverse effect on listed species and to lead you through the Section 7 process.?

We appreciate your concern for threatened and endangered species. Federal agencies should 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.

Other Trust Resources and Activities?

Bald and Golden Eagles?- Although the bald eagle has been removed from the endangered species list, this species and the golden eagle are protected by the Bald and Golden Eagle Act and the Migratory Bird Treaty Act. It is the responsibility of the project proponent to survey the area for any migratory bird nests. If there is an eagle nest on-site while work is on-going, eagles may be disturbed. We recommend avoiding and minimizing disturbance to eagles whenever practicable. If you cannot avoid eagle disturbance, you may seek a?permit. A?nest take permit?is always required for removal, relocation, or obstruction of an eagle nest. For communication and wind energy projects, please refer to additional guidelines below.?

Migratory Birds?- The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the Service. The Service has the responsibility under the MBTA to proactively prevent the mortality of migratory birds whenever possible and we encourage implementation of?recommendations that minimize potential impacts to migratory birds. Such measures include clearing forested habitat outside the nesting season (generally March 1 to August 31) or conducting nest surveys prior to clearing to avoid injury to eggs or nestlings.?

Communication Towers?- Construction of new communications towers (including radio, television, cellular, and microwave) creates a potentially significant impact on migratory birds, especially some 350 species of night-migrating birds. However, the Service has developed? voluntary guidelines for minimizing impacts.?

Transmission Lines?- Migratory birds, especially large species with long wingspans, heavy bodies, and poor maneuverability can also collide with power lines. In addition, mortality can occur when birds, particularly hawks, eagles, kites, falcons, and owls, attempt to perch on uninsulated or unguarded power poles. To minimize these risks, please?refer to?guidelines? developed by the Avian Power Line Interaction Committee and the Service. Implementation of these measures is especially important along sections of lines adjacent to wetlands or other areas that support large numbers of raptors and migratory birds.?

Wind Energy?- To minimize impacts to migratory birds and bats, wind energy projects should follow the Service’s?Wind Energy Guidelines. In addition, please refer to the Service's?Eagle Conservation Plan Guidance, which provides guidance for conserving bald and golden eagles in the course of siting, constructing, and operating wind energy facilities.

Attachment(s):

- Official Species List
- Bald & Golden Eagles
- 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: 2025-0026675

Project Name: Des 1901705, 2500056 & 2201692, Hillegas Road Added Travel Lanes in Allen County

Project Type: Government / Municipal (Non-Military) Construction

Project Description: The City of Fort Wayne, with federal funding, proposed an Added Travel Lane project on Hillegas Road. The project is located on Hillegas Road, from Coliseum Boulevard to State Boulevard in Sections 28, 29, 32 & 33 of Township 31 North, Range 12 East, as shown on the Fort Wayne West USGS 7.5 Minute Topographic Map. The construction of this project will be from Coliseum Boulevard to State Boulevard. All environmental work is being conducted under the lead DES 1901705 but has a second and third DES 2500056 and 2201692, respectively. The project will add two travel lanes, including curb and gutter on both sides and an underground storm sewer system to address drainage on the roadway. The roadway will consist of four 11’ travel lanes, with left turn lanes at intersections as needed. A 10’ trail on the east side and a 5’ sidewalk on the west side is proposed. There will be a 6’ grass buffer between the trail/sidewalk and curb line with curb ramps installed at all intersections. Two pipes (no ID #s, Sargent Ditch Structure #1 and Prange Drain Structure #2 on plans) will be replaced as part of the project. The existing 81’ pipe carrying Sargent Drain will be grout filled and abandoned, while a new 42” reinforced concrete pipe 148’ in length will be installed inline with the existing stream. The 133’ deformed Type 1 pipe carrying Prange Drain will be replaced with a 133’ long 87” horizontal elliptical concrete pipe on the same skew. In addition, a proposed storm sewer system will be installed along State Street to an outlet to the Lowther Neuhaus Drain. Permanent right of way will require a total 4.2 acres and temporary right of way will require 6.5 acres. The Maintenance of Traffic (MOT) for this project will maintain one lane of traffic in each direction at all times. In addition, a proposed storm sewer system will be installed along State Street to an outlet on the Lowther Neuhaus Drain. The Maintenance of Traffic (MOT) for this project will maintain one lane of traffic on Hillegas Road in each direction at all times with phased installation of the culverts. Detours for roadwork on State Street and Butler Road will be utilized. State Street detour will utilize Leesburg Road to Hillegas Road to Bass Road and Lindenwood Avenue. Butler Road detour will utilize Leesburg Road to State Street to Hillegas Road.

Tree clearing totals 1.625 acres across all project extents. Most tree clearing will take place within 100’ of the roadway, but some will be removed beyond 100’ of the roadway. Tree clearing within 100’ equals 1.355 acres. The amount beyond 100’ but within 300’ equals 0.27 acres along Hillegas Road near Prange Drain, Sargent Ditch, and Lowther-

Neuhaus Drain. Dominant species to be removed include Cottonwood (Populus deltoides) Black Walnut (Juglans nigra), Silver Maple (Acer saccharinum), Black Locust (Robinia pseudoacacia), Hackberry (Celtcis occidentalis), and White Mulberry (Morus alba). There is suitable summer habitat within the project area. Trees will be removed during inactive season.

Mitigation will be required for tree clearing from 100-300' beyond the roadway. The ratio for the Indiana Bat will require purchase of 0.675 acres ($5,634.09) will be purchased through In-Lieu Fee via The Conservation Fund.

GAI Consultants inspected the culverts on May 15, 2024. No evidence of bats was identified. No signs of birds/bats were present during the inspection. Based on consultation with INDOT Fort Wayne District, January 26, 2022, a review of the U.S. Fish and Wildlife Service (USFWS) database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. Temporary lighting may be required during construction. New permanent lighting will be required as part of the project. The project is planned to be phased into two parts with portion one beginning in December 2025 and phased two to be completed by October 2029.

Project Location:

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.1051408,-85.19221969110859,14z



Counties: Allen County, Indiana

ENDANGERED SPECIES ACT SPECIES

There is a total of 5 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.

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. Your location does not overlap the critical habitat. 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. Species profile: https://ecos.fws.gov/ecp/species/9045	Endangered

BIRDS

NAME	STATUS
Whooping Crane *Grus americana* Population: Eastern Migratory NEP - U.S.A. (AL, AR, FL, GA, IL, IN, IA, KY, LA, MI, MN, MS, MO, NC, OH, SC, TN, VA, WI, WV) No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/758	Experimental Population, Non-Essential

INSECTS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* There is **proposed** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/9743	Proposed Threatened

FLOWERING PLANTS

NAME	STATUS
Eastern Prairie Fringed Orchid *Platanthera leucophaea* Population: No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/601	Threatened

CRITICAL HABITATS

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

YOU ARE STILL REQUIRED TO DETERMINE IF YOUR PROJECT(S) MAY HAVE EFFECTS ON ALL ABOVE LISTED SPECIES.

BALD & GOLDEN EAGLES

Bald and Golden Eagles are protected under the Bald and Golden Eagle Protection Act [2] and the Migratory Bird Treaty Act (MBTA) [1]. Any person or organization who plans or conducts

activities that may result in impacts to Bald or Golden Eagles, or their habitats, should follow appropriate regulations and consider implementing appropriate avoidance and minimization measures, as described in the various links on this page.

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

There are Bald Eagles and/or Golden Eagles in your project area.

Measures for Proactively Minimizing Eagle Impacts
For information on how to best avoid and minimize disturbance to nesting bald eagles, please review the National Bald Eagle Management Guidelines. You may employ the timing and activity-specific distance recommendations in this document when designing your project/ activity to avoid and minimize eagle impacts. For bald eagle information specific to Alaska, please refer to Bald Eagle Nesting and Sensitivity to Human Activity.

The FWS does not currently have guidelines for avoiding and minimizing disturbance to nesting Golden Eagles. For site-specific recommendations regarding nesting Golden Eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

If disturbance or take of eagles cannot be avoided, an incidental take permit may be available to authorize any take that results from, but is not the purpose of, an otherwise lawful activity. For assistance making this determination for Bald Eagles, visit the Do I Need A Permit Tool. For assistance making this determination for golden eagles, please consult with the appropriate Regional Migratory Bird Office or Ecological Services Field Office.

Ensure Your Eagle List is Accurate and Complete
If your project area is in a poorly surveyed area in IPaC, your list may not be complete and you may need to rely on other resources to determine what species may be present (e.g. your local FWS field office, state surveys, your own surveys). Please review the Supplemental Information on Migratory Birds and Eagles, to help you properly interpret the report for your specified location, including determining if there is sufficient data to ensure your list is accurate.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to bald or golden eagles on your list, see the "Probability of Presence Summary" below to see when these bald or golden eagles 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

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 "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

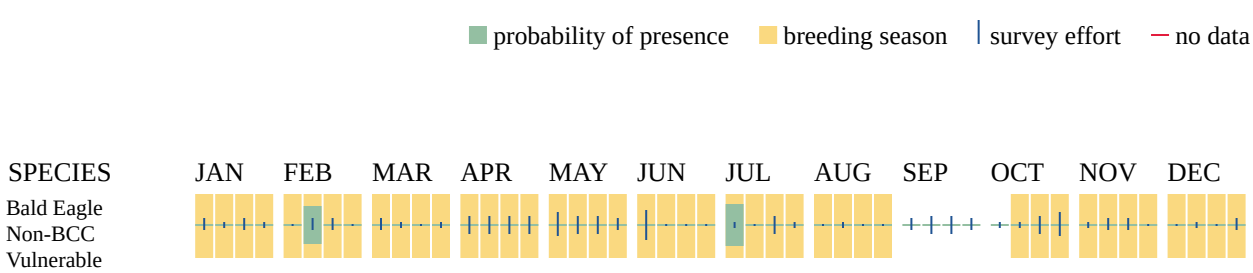
Probability of Presence (■)

Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)
Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

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



Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

MIGRATORY BIRDS

The Migratory Bird Treaty Act (MBTA) [1] prohibits the take (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior U.S. Fish and Wildlife Service (Service).

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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)

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, see the "Probability of Presence Summary" below 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
Black-billed Cuckoo *Coccyzus erythropthalmus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9399	Breeds May 15 to Oct 10
Cerulean Warbler *Setophaga cerulea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 21 to Jul 20
Chimney Swift *Chaetura pelagica* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9406	Breeds Mar 15 to Aug 25
Grasshopper Sparrow *Ammodramus savannarum perpallidus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8329	Breeds Jun 1 to Aug 20
Henslow's Sparrow *Centronyx henslowii* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3941	Breeds May 1 to Aug 31

NAME	BREEDING SEASON
Kentucky Warbler *Geothlypis formosa* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9443	Breeds Apr 20 to Aug 20
Lesser Yellowlegs *Tringa flavipes* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9679	Breeds elsewhere
Prothonotary Warbler *Protonotaria citrea* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9439	Breeds Apr 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9398	Breeds May 10 to Sep 10
Rusty Blackbird *Euphagus carolinus* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9478	Breeds elsewhere
Wood Thrush *Hylocichla mustelina* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9431	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 "Supplemental Information on Migratory Birds and Eagles", specifically the FAQ section titled "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

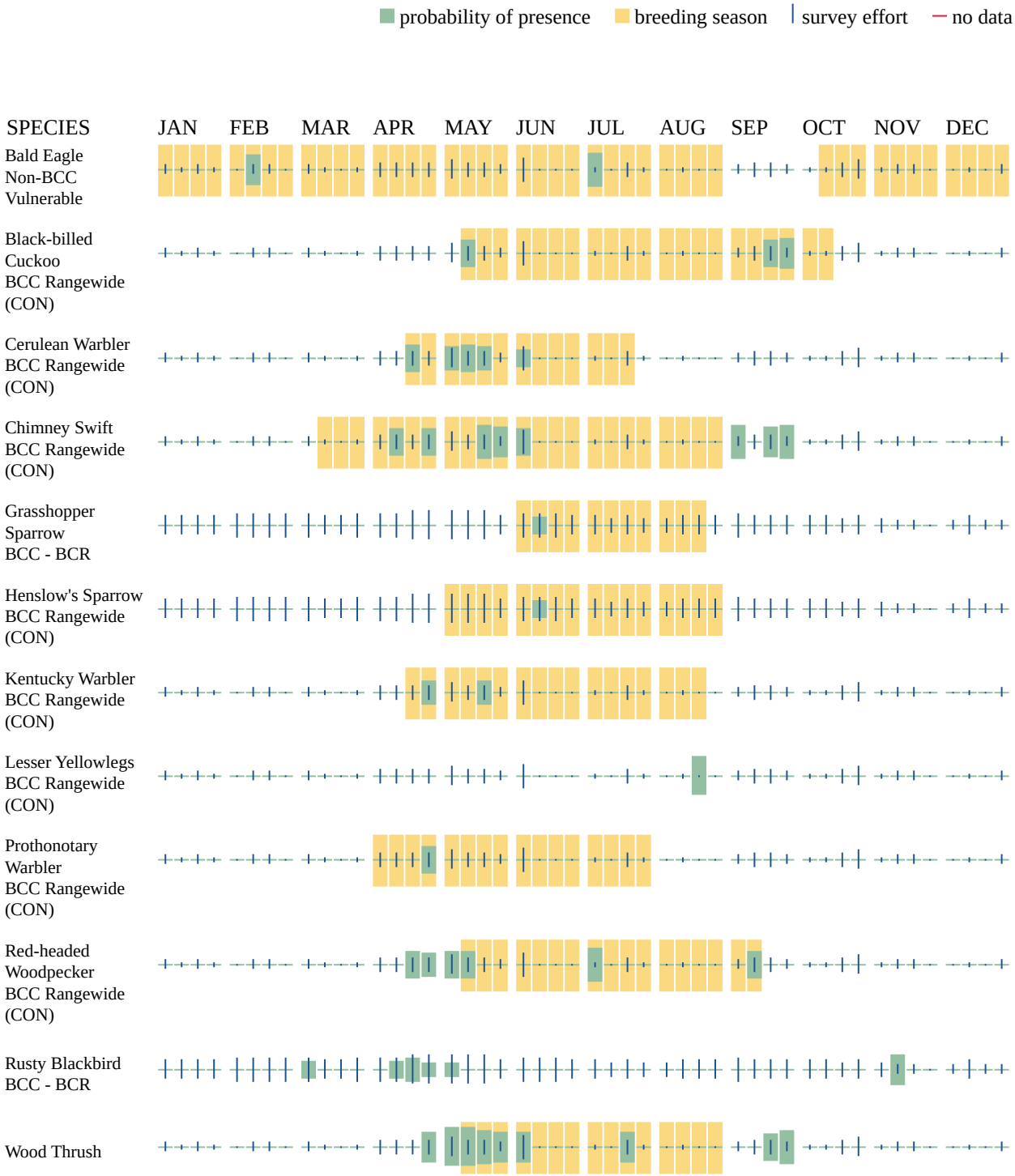
Green bars; the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during that week of the year.

Breeding Season (■)
Yellow bars; liberal estimate of the timeframe inside which the bird breeds across its entire range.

Survey Effort (|)

Vertical black lines; the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps.

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



BCC Rangewide
(CON)

Additional information can be found using the following links:

- Eagle Management https://www.fws.gov/program/eagle-management
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide avoidance and minimization measures for birds
- Supplemental Information for Migratory Birds and Eagles in IPaC https://www.fws.gov/media/supplemental-information-migratory-birds-and-bald-and-golden-eagles-may-occur-project-action

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.

RIVERINE

- R4SBC

FRESHWATER FORESTED/SHRUB WETLAND

- PFO1C

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation
Name: Paul Killian
Address: 211 N. Pennsylvania Street
Address Line 2: Suite 630
City: Indianapolis
State: IN
Zip: 46204
Email p.killian@gaiconsultants.com
Phone: 3174364819

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

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: 07/08/2025 11:50:32 UTC
Project code: 2025-0026675
Project Name: Des 1901705, 2500056 & 2201692, Hillegas Road Added Travel Lanes in Allen County

Subject: Likely to Adversely Affect Technical Assistance letter for the 'Des 1901705, 2500056 & 2201692, Hillegas Road Added Travel Lanes in Allen County' project under the December 13, 2024, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat.

To whom it may concern:

This letter records the determination of effects to federally listed (or proposed) bat species anticipated to result from the Des 1901705, 2500056 & 2201692, Hillegas Road Added Travel Lanes in Allen County (the Project). This determination is based upon information you entered into the assisted determination key (Dkey) associated with the above referenced Programmatic Biological Opinion/Conference Opinion (PBO/PCO) in the U.S. Fish and Wildlife Service's (Service) Information for Planning and Consultation (IPaC) system on the date listed above. **This letter does not satisfy compliance requirement under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (16 USC 1536), as amended**. Those requirements will be met upon taking the actions described below.

Ensuring Accurate Determinations When Using IPaC:

The Service developed the IPaC system and this Dkey in accordance with the ESA and based on the PBO/PCO. All information submitted by the project proponent into IPaC must accurately represent the full scope and details of the Project.

Failure to accurately represent or implement the Project as detailed in the Dkey invalidates this letter. Answers to certain questions in the Dkey commit the project proponent to implementation of conservation measures that must be followed for the ESA determinations to remain valid. Carefully review this letter, your ESA requirements are <u>NOT</u> yet complete.

Determinations:

Based on the information you provided (Project Description shown below), you have determined that the Project is within the scope and adheres to the criteria of the PBO/PCO, including the adoption of applicable avoidance and minimization measures. Based on your IPaC submission and the PBO/PCO, the Project is consistent with the following effect determinations:

Species	Listing Status	Determination
Indiana Bat (*Myotis sodalis*)	Endangered	LAA
Northern Long-eared Bat (*Myotis septentrionalis*)	Endangered	LAA

Federal agencies must consult with the Service under section 7(a)(2) of the ESA when an action *may affect* a listed species. The tricolored bat is proposed for listing as endangered under the ESA, but not yet listed. For actions that may affect a proposed species, agencies cannot consult, but they can *confer* under the authority of section 7(a)(4) of the ESA. Such conferences can follow the procedures for a consultation and be adopted as such if the proposed species is listed. Should the tricolored bat be listed, prior to completion of the action, the Transportation Agencies shall send a request to the Service to convert the PCO for the tricolored bat to a PBO, and request individual projects, such as this, that are completed as Conference Opinions under the PCO be converted to Biological Opinions for the tricolored bat under the PBO. If the Service reviews the proposed action and finds there have been no significant changes in the action as planned or in the information used during the opinion, the Service will confirm the PCO as a PBO and no further ESA section 7 consultation will be necessary.

This "may affect - likely to adversely affect" determination for the Project becomes effective when the lead Federal action agency or designated non-federal representative requests the Service rely on the PBO/PCO to satisfy the agency's consultation requirements for this project. **To fulfill the next steps in the consultation process, the lead Federal action agency or its designated non-federal representative shall transmit this letter to this Service Field Office for verification that the project is consistent with the PBO/PCO.**

This Service Field Office will respond by letter to the requesting Federal action agency or designated non-federal representative within 30 calendar days after receiving request for verification to:

- verify that the Project is consistent with the scope of actions covered under the PBO/PCO;
- verify that all applicable avoidance, minimization, and compensation measures are included in the proposed action;
- identify any action-specific monitoring and reporting requirements, consistent with the monitoring and reporting requirements of the PBO/PCO, and
- identify anticipated incidental take of the Indiana bat, northern long-eared bat, and/or the tricolored bat.

The response letter from the Service will conclude consultation for the Project.

ESA section 7 compliance for this Proposed Action is not complete until the Federal action agency or its designated non-federal representative receives a verification letter from the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat, northern long-eared bat, or tricolored bat in a manner or to an extent not considered in the PBO/ PCO, 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 assessment failed to detect Indiana bat, northern long-eared bat, or tricolored bat use or occupancy, yet bats are later detected prior to, or during construction, promptly notify the local Service Field Office within 2 working days of the discovery. In addition, please document whether incidental take occurred, and if so, the type (i.e. kill or harm) and amount (i.e. number of individuals) and submit documentation to the local Service Field Office within 5 working days from the completion of the bridge, culvert, or structure construction (use Appendix E - Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form in the User's Guide). In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service. In these instances, potential incidental take of Indiana bats, northern long-eared bats, or tricolored bats may be exempted provided that the take is reported to the Service.

If the Project 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 Field Office is required for those species/designated critical habitat. If the Project 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 to contact this Service Field Office

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

- Monarch Butterfly *Danaus plexippus* Proposed Threatened
- Whooping Crane *Grus americana* Experimental Population, Non-Essential

PROJECT DESCRIPTION

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

NAME

Des 1901705, 2500056 & 2201692, Hillegas Road Added Travel Lanes in Allen County

DESCRIPTION

The City of Fort Wayne, with federal funding, proposed an Added Travel Lane project on Hillegas Road. The project is located on Hillegas Road, from Coliseum Boulevard to State Boulevard in Sections 28, 29, 32 & 33 of Township 31 North, Range 12 East, as shown on the Fort Wayne West USGS 7.5 Minute Topographic Map. The construction of this project will be from Coliseum Boulevard to State Boulevard. All environmental work is being conducted under the lead DES 1901705 but has a second and third DES 2500056 and 2201692, respectively. The project will add two travel lanes, including curb and gutter on both sides and an underground storm sewer system to address drainage on the roadway. The roadway will consist of four 11’ travel lanes, with left turn lanes at intersections as needed. A 10’ trail on the east side and a 5’ sidewalk on the west side is proposed. There will be a 6’ grass buffer between the trail/sidewalk and curb line with curb ramps installed at all intersections. Two pipes (no ID #s, Sargent Ditch Structure #1 and Prange Drain Structure #2 on plans) will be replaced as part of the project. The existing 81’ pipe carrying Sargent Drain will be grout filled and abandoned, while a new 42” reinforced concrete pipe 148’ in length will be installed inline with the existing stream. The 133’ deformed Type 1 pipe carrying Prange Drain will be replaced with a 133’ long 87” horizontal elliptical concrete pipe on the same skew. In addition, a proposed storm sewer system will be installed along State Street to an outlet to the Lowther Neuhaus Drain. Permanent right of way will require a total 4.2 acres and temporary right of way will require 6.5 acres. The Maintenance of Traffic (MOT) for this project will maintain one lane of traffic in each direction at all times. In addition, a proposed storm sewer system will be installed along State Street to an outlet on the Lowther Neuhaus Drain. The Maintenance of Traffic (MOT) for this project will maintain one lane of traffic on Hillegas Road in each direction at all times with phased installation of the culverts. Detours for roadwork on State Street and Butler Road will be utilized. State Street detour will utilize Leesburg Road to Hillegas Road to Bass Road and Lindenwood Avenue. Butler Road detour will utilize Leesburg Road to State Street to Hillegas Road.

Tree clearing totals 1.625 acres across all project extents. Most tree clearing will take place within 100’ of the roadway, but some will be removed beyond 100’ of the roadway. Tree clearing within 100’ equals 1.355 acres. The amount beyond 100’ but within 300’ equals 0.27 acres along Hillegas Road near Prange Drain, Sargent Ditch, and Lowther-Neuhaus Drain. Dominant species to be removed include Cottonwood (Populus deltoides) Black Walnut (Juglans nigra), Silver Maple (Acer saccharinum), Black Locust (Robinia pseudoacacia), Hackberry (Celtcis occidentalis), and White Mulberry (Morus alba). There is suitable summer habitat within the project area. Trees will be removed during inactive season.

Mitigation will be required for tree clearing from 100-300’ beyond the roadway. The ratio for the Indiana Bat will require purchase of 0.675 acres ($5,634.09) will be purchased through In-Lieu Fee via The Conservation Fund.

GAI Consultants inspected the culverts on May 15, 2024. No evidence of bats was identified. No signs of birds/bats were present during the inspection. Based on consultation with INDOT Fort Wayne District, January 26, 2022, a review of the U.S. Fish and Wildlife Service (USFWS) database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. Temporary lighting may be required during construction. New permanent lighting will be required as part of the project. The project is planned to be phased into two parts with portion one beginning in December 2025 and phased two to be completed by October 2029.

The approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@41.1051408,-85.19221969110859,14z



DETERMINATION KEY RESULT

Based on your answers provided, this project is likely to adversely affect the endangered Indiana bat, northern long-eared bat, or tricolored bat. Therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 et seq.) is required. However, also based on your answers provided, this project may rely on the conclusion and Incidental Take Statement provided in Service's Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024.

QUALIFICATION INTERVIEW

1. Which Federal Agency is the lead federal agency the action?

   A) Federal Highway Administration (FHWA)

2. Does the Action Area intersect the species list area of the Northern long-eared bat?

   Automatically answered
   Yes

3. Does the Action Area intersect the species list area of the Indiana bat?

   Automatically answered
   Yes

4. Is the project within 0.5 miles radius of an entrance/opening to any known Indiana bat hibernaculum?

   No

5. Is any portion of the action area within a 0.5 mile radius of an entrance/opening to any known NLEB or TCB hibernacula?

   Automatically answered
   No

6. Does your project's activities include raising the road profile above the tree canopy in documented habitat for the Indiana bat, NLEB, or TCB?

   Note: For the definition of documented habitat, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

   No

7. Is your project located within a karst area?

   No

8. Will the project include bridge, culvert, or structure removal, replacement, and/or alteration activities?

   Note: For definitions of bridge, culvert, and structure, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat.

   Yes

9. Do your project's activities involve tree removal/trimming, temporary lighting, new/ additional permanent lighting, ground disturbance, percussives that involves noise/ vibration above existing background levels, vibrations, or slash pile burning?

   Yes

10. Is there suitable summer habitat for the Indiana bat, NLEB, or TCB within the project action area?

    Note: See the Service's summer survey guidance for current definitions of suitable habitat [https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html].

    Yes

11. Have P/A surveys for the Indiana bat, NLEB, or TCB been conducted within the suitable summer habitat located within your project action area? This refers to mist-netting or acoustic surveys, not bridge assessments.

    Note: See the Service's survey guidance https://www.fws.gov/midwest/endangered/mammals/inba/inbasummersurveyguidance.html

    No

12. Will the project involve the removal or trimming of trees within suitable habitat for the Indiana bat, NLEB, or TCB?

    Yes

13. Will any tree removal or trimming occur during the bat pup season?

    Note: For more information about bat pup seasons please visit https://www.fws.gov/sites/default/files/documents/2024-10/2024_usfws_rangewide_ibat-nleb_survey_guidelines.pdf

    No

14. Will the removal or trimming of trees occur **within documented habitat** for the Indiana bat, NLEB, or TCB?

    Note: For the definition of documented habitat, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

    No

15. Will all tree removal or trimming occur within 100 feet of the road or rail surface?

    No

16. Does your project include activities involving the temporary or permanent exclusion of Indiana bats, NLEBs, or TCBs from a bridge/culvert or structure?

    Note: exclusion is conducted to deny bats' entry or reentry into a bridge/culvert or structure. To be effective and to avoid harming bats, it should be done according to established standards.

    No

17. Does your project involve the use of temporary lighting within Indiana bat, NLEB, or TCB suitable habitat?

    Note: For the definition of lighting, refer to Appendix A: https://www.fws.gov/media/users-guide-range-wide-programmatic-consultation-indiana-bat-and-northern-long-eared-bat

    Yes

18. Will the use of temporary lighting be conducted during the Indiana bat, NLEB, or TCB active season?

    Yes

19. Will temporary lighting be directed away from Indiana bat, NLEB, or TCB suitable habitat)?

    Yes

20. Will the project substantially increase baseline light conditions via the use of permanent lighting (replacement or new/additional) in suitable habitat.

    Yes

21. When installing new/additional permanent lighting, can downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting) be used?

    Yes

22. Will your project include percussive activities?

    Note: Refer to Stressor #2 Noise/Vibration on page 109 of the PBO/PCO.

    No

23. Will the project include **bridge** removal, replacement, and/or alteration activities?

    No

24. Does the project include **culvert** removal, replacement, and/or alteration activities?

    Yes

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

    Yes

26. Does the culvert equal or exceed 23 feet (7.0 meters) in length?

    Yes

27. Are the interior dimensions of the culvert less than 4 ft in diameter/height?

    No

28. Has a Culvert Bat Assessment been conducted within the last 24 months to determine if the culvert is being used by the Indiana bat, NLEB, or TCB? If yes, upload assessment.

    Note: Refer to the Service's current survey guidance for acceptable assessment practices and validity timeframe of bridge/culvert and structure bat assessments: https://www.fws.gov/library/collections/range-wide-indiana-bat-and-northern-long-eared-bat-survey-guidelines.

    Yes

    SUBMITTED DOCUMENTS

    - *Prange Drain Culvert Bat Assessment Form - 5.15.2024.pdf https://ipac.ecosphere.fws.gov/project/PLUCSAHUCFA3VLX2Z3BYGCCQVU/projectDocuments/153550759*
    - *Sargent Drain - Bridge Culvert Bat Assessment Form - 5.15.2024.pdf https://ipac.ecosphere.fws.gov/project/PLUCSAHUCFA3VLX2Z3BYGCCQVU/projectDocuments/153550760*

29. Please select one of the following results of the Culvert Bat Assessment:

    c) Did not detect any signs of Indiana bats, NLEBs, or TCBs roosting in/under the culvert (bats, guano, etc.)

30. Does the project include **structure** removal, replacement, and/or alteration activities?

    No

31. Will the project involve the removal or trimming of more than 20 acres of Indiana bat, NLEB, or TCB suitable habitat per 5-mile section of road/rail?

    No

32. Will the removal or trimming of trees occur within 0.5 miles of a known Indiana bat, NLEB, or TCB hibernaculum?

    No

33. Will the removal or trimming of these trees occur during the active season?

    No

34. Does the Action Area intersect the species list area of the Indiana bat?

    Automatically answered
    Yes

35. Does the Action Area intersect the species list area of the tricolored Bat (TCB)?

    Automatically answered
    No

36. Does the Action Area intersect the species list area of the northern long-eared bat (NLEB)?

    Automatically answered
    Yes

PROJECT QUESTIONNAIRE

1. Have you made a No Effect determinations for all other species included on the FWS IPaC generated species list?

No

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

   No

3. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the inactive season (NLAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   1.355

4. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the active season **(outside the pup season and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0.0

5. How many acres of trees are proposed for removal/trimming **outside of documented habitat** for the Indiana bat, NLEB, or TCB within 100 feet of the existing road/rail surfaces during the pup season **(trees must be <9 in DBH, and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0.0

6. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB between 100-300 feet of the existing road/rail surface during the inactive season (LAA)? Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0.27

7. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB between 100-300 feet of the existing road/rail surfaces during the active season **(outside the pup season, and not between Dec 15-Feb 15 in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0.0

8. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB beyond 300 feet of the existing road/rail surfaces during the inactive season (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0.0

9. How many acres of trees are proposed for removal/trimming **either outside or within documented habitat** for the Indiana bat, NLEB, or TCB beyond 300 feet of the existing road/rail surfaces during the active season **(outside the pup season, and not between Dec 15th-Feb 15th in Zone 1 of the NLEB and TCB YR active areas)** (LAA)?

   Note: If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0.0

10. Select what type of mitigation mechanism will be used to mitigate for the Indiana bat and/or NLEB?

    Note: No mitigation required for NLEB LAA if outside documented habitat in inactive season. Also, no mitigation required for TCB. See choices in dropdown. if applicable

    Conservation Bank

11. What is the **name** of the ILF, Conservation Bank, or Proponent Responsible mitigation being used for the Indiana bat and/or NLEB?

    The Conservation Fund

12. Please enter the date of the culvert assessment.

    5/15/2024

13. You have indicated that the following Avoidance and Minimization Measures (AMMs) will be implemented as part of the proposed project:
    - *GAMM1*
    - *LAMM1*
    - *LAMM2*
    - *TRTAMM1*
    - *TRTAMM2*
    - *TRTAMM4*

AVOIDANCE AND MINIMIZATION MEASURES (AMMS)

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

GAMM1
Ensure all operators, employees, and contractors working in areas of Indiana bat, NLEB, or TCB suitable habitat are aware of all Transportation Agency environmental commitments, including all applicable AMMs.

LAMM1
Direct temporary lighting away from suitable habitat during the active season

LAMM2
When installing new/additional permanent lighting or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those Transportation Agencies using the Backlight Uplight and Glare (BUG) system

developed by the Illuminating Engineering Society, the project should be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable. http://www.escolighting.com/PDFfiles/BUG_rating.pdf

TRTAMM1
Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to the extent practicable to avoid tree removal/trimming in excess of what is required to implement the project safely.

TRTAMM2
Ensure tree removal/trimming is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree removal/trimming to ensure contractors stay within clearing limits

TRTAMM4
Avoid conducting tree removal/trimming outside documented habitat for the Indiana bat, NLEB, or TCB beyond 100 ft of the road/rail surface during the pup season

DETERMINATION KEY DESCRIPTION: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING IBAT, NLEB, OR TCB

This key was last updated in IPaC on July 02, 2025. 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) and may affect the federally listed endangered Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), and/or federally proposed endangered tricolored bat (*Perimyotis subflavus*).

This decision key should only be used to verify project applicability with the Service's Programmatic Biological Opinion/Conference Opinion for Transportation Projects in the Range of the Indiana bat, northern long-eared bat, and tricolored bat, dated December 13, 2024. The programmatic consultation limited transportation activities that may affect the covered bat species and addresses situations that are both likely and not likely to adversely affect the covered bat species. This decision key will assist in identifying the effect of a specific project/activity and the applicability of the programmatic consultation. The programmatic consultation is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic consultation, or that may affect ESA-listed species other than the Indiana bat, northern long-eared bat, or tricolored bat, or their designated critical habitat, may require additional ESA Section 7 consultation.

IPAC USER CONTACT INFORMATION

Agency: Indiana Department of Transportation
Name: Maya Hefty
Address: 5333 Hatfield Rd
City: Fort Wayne
State: IN
Zip: 46808
Email mhefty@indot.in.gov
Phone: 2609698302

LEAD AGENCY CONTACT INFORMATION

Lead Agency: Federal Highway Administration

You have indicated that your project falls under or receives funding through the following special project authorities:

- BIPARTISAN INFRASTRUCTURE LAW (BIL) (OTHER)

United States Department of the Interior
Fish and Wildlife Service

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

July 8, 2025

Ms. Erica Tait
Federal Highway Administration
575 N. Pennsylvania Street, Room 254
Indianapolis, Indiana 46204
(Sent via email)

USFWS Project Code #: 2025-0026675

RE: Des 1901705, 2500056 & 2201692, Hillegas Road Added Travel Lanes in Allen County

Dear Ms. Tait:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the proposed Hillegas Road Added Travel Lanes Project (the Project) may rely on the December 13, 2024, Programmatic Biological Opinion/Conference Opinion for Transportation Projects within the Range of the Indiana Bat, Northern Long-eared Bat, and Tricolored Bat (PBO) to satisfy requirements under section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (16 USC 1536), as amended. We received your request and the associated Likely to Adversely Affect (LAA) Technical Assistance Letter on July 8, 2025, and this letter serves as our response.

Additionally, this letter addresses the determinations made by your agency regarding the Project's effects to the federally listed endangered Indiana bat (*Myotis sodalis*) and northern long-eared bat (NLEB) (*Myotis septentrionalis*).

The FHWA has determined that the Project is *likely to adversely affect* the Indiana bat and NLEB.

Conclusion

The Service has reviewed the effects of the proposed Project, which includes the FHWA's commitment to implement any applicable mitigation measures as indicated on the LAA Technical Assistance Letter. We confirm that the proposed Project's effects are consistent with those analyzed in the PBO. The Service has determined that projects consistent with the conservation measures and scope of the program analyzed in the PBO are not likely to jeopardize the continued existence of the [Indiana bat or NLEB. In coordination with your agency and the other sponsoring Federal Transportation Agencies, the Service will reevaluate this conclusion annually in light of any new pertinent information under the adaptive management provisions of the PBO.

Incidental Take

Bridge, Culvert, and/or Structure Activities

The Service anticipates that certain types of bridge, culvert, or structure work will cause incidental take when evidence of bats is observed at the bridge, culvert, or structure. This take may be covered under the Incidental Take Statement (ITS) in this PBO if ≤ 5 of the covered bat species are adversely affected per bridge, culvert, or structure. As described in the Incidental Take Statement (ITS) of the PBO, quantifying the specific number of individuals affected is not practicable. Therefore, the Service uses a surrogate (number of bridges, culverts, and structures affected) to provide a means of expressing and monitoring take of the Indiana bat or NLEB. The culvert assessments did not find any signs of bats or bat use; therefore, the Project is not anticipated to result in adverse effects to bats because of culvert work.

Post Assessment Bat Discovery

Some take may occur when an initial bridge, culvert, or structure bat assessment fails to detect Indiana bat, NLEB, or TCB use or occupancy, yet bats are later detected prior to or during construction. If bats are detected post-assessment on the Project, promptly notify the local Service Field Office within 2 working days of the discovery.

Through coordination with this Service Office, if it is determined that these roosting bats have not or will not be disturbed, or ≤ 5 covered bats have been or may be adversely affected, take may be covered under the ITS in this PBO. If not, separate consultation is required. Submit the Post Assessment Discovery of Bats at Bridge/Culvert or Structure Form (User Guide Appendix E) to this Service Office within 5 working days from the completion of the bridge, culvert, or structure construction activities.

Tree Removal

The Service anticipates that tree removal associated with the proposed Project will cause incidental take of the Indiana bat and NLEB. As with bridges, culverts, or structures, the Service uses a surrogate (acreage of tree removal) to provide a means of expressing and monitoring take of the Indiana bat and NLEB.

The Project will remove a total of 1.625 acres of trees from habitat suitable for the Indiana bat, and NLEB. Based on the PBO, 1.355 acres of tree removal are not anticipated to result in adverse effects, and 0.27 acres of tree removal are anticipated to result in adverse effects.

The FHWA used the mitigation ratio(s) of 1.75 from Table 3 of the PBO[1] to calculate the compensatory mitigation required to offset these adverse impacts. As a result, the project requires a total of 0.4725 acres[2] of tree mitigation for the Indiana bat and/or NLEB.

To comply with the mitigation requirements of the PBO, the FHWA will contribute $5,634.09 to The Conservation Fund (TCF), the Program Sponsor, within 1 year of this letter or prior to the

1 https://www.fws.gov/media/compensatory-mitigation-ratios-indiana-bat-table-3-biological-opinion
2 XX acres * XX ratio

start of construction, whichever is earliest. These calculations are based on the mitigation identified above[2] and the 2025 Land Use Values in Table 2 of Exhibit E in TCF's In Lieu Fee Instrument[3]. If payment is made later than 1 year from the date of this letter, the mitigation cost may change as a result of updated land use values in Table 2 of Exhibit E. The FHWA or designated non-federal representative must notify TCF at least five days prior to payment so that TCF can verify that the appropriate land value has been used. At the time of payment, the FHWA or designated non-federal representative shall notify the Service of compliance with the compensatory mitigation requirements as described above.

The purchase of species conservation credits and/or in-lieu fee contributions shall occur prior to construction of a transportation project covered under this PBO. Exceptions to this program stipulation include emergency projects that do not require a letting prior to construction. In these cases, purchase of credits and/or in-lieu fee contributions shall occur within three months of completion of the project. This timeframe allows for measuring the acres of habitat affected by the emergency project and for financial processing.

Reasonable and Prudent Measures

The Service will add the number of bridges, culverts, or structures and the acreage of Project-related tree removal to the annual total attributed to the PBO as a surrogate measure of Indiana bat and NLEB incidental take and exempted from the prohibitions of section 9 of the ESA. Such exemption is effective as long as your agency implements the reasonable and prudent measure (RPM) and accompanying terms and conditions of the PBO's ITS.

The sole RPM of the PBO's ITS requires the Federal Transportation Agencies to ensure that State/Local transportation agencies, who choose to include eligible projects under the programmatic action, incorporate all applicable conservation measures in the project proposals submitted to the Service for ESA section 7 compliance using the PBO. The implementing terms and conditions for this RPM require the Federal Transportation Agencies to offer training to appropriate personnel about using the PBO, and promptly report sick, injured, or dead bats (regardless of species) or any other federally listed species located at the project site.

Reporting Dead or Injured Bats

The FHWA, its State/Local cooperators, and any contractors must take care when handling dead or injured Indiana bats or NLEBs, or any other federally listed species that are found at the project site to preserve biological material in the best possible condition and to protect the handler from exposure to diseases, such as rabies. Project personnel are responsible for ensuring that any evidence about determining the cause of death or injury is not unnecessarily disturbed. Reporting the discovery of dead or injured listed species is required in all cases to enable the Service to determine whether the level of incidental take exempted by this PBO has been exceeded, and to ensure that the terms and conditions are appropriate and effective. Parties finding a dead, injured, or sick specimen of any endangered or threatened species must promptly notify this Service Office.

3https://www.fws.gov/sites/default/files/documents/2024-12/2025-ibat-nleb-ilf-exhibit-e-fee-schedule.pdf

Reinitiation Notice

This letter concludes consultation for the Project, which qualifies for inclusion in the PBO issued to the Federal Transportation Agencies. To maintain this inclusion, a reinitiation of this Project-level consultation is required where the FHWA's discretionary involvement or control over the Project has been retained (or is authorized by law) and if:

1. The amount or extent of incidental take of Indiana bats or NLEBs is exceeded;
2. new information reveals that the Project may affect listed species or critical habitat in a manner or to an extent not considered in the PBO;
3. the Project is subsequently modified in a manner that causes an effect to listed species or designated critical habitat not considered in the PBO; or
4. a new species is listed, or critical habitat designated that may be affected by the Project.

Per condition #1 above, the anticipated incidental take is exceeded when:

- the Project removes more than 0.27 acre(s) of suitable habitat for the Indiana bat or NLEB beyond 100 feet from the edge of pavement, or
- the individual Project takes more than 5 Indiana bats or 5 NLEBs resulting from bridge, culvert, or structure activity.

In instances where the amount or extent of incidental take is exceeded, the FHWA is required to immediately request a reinitiation of this Project-level consultation.

We appreciate your continued efforts to ensure that this Project is fully consistent with all applicable provisions of the PBO. If you have any questions regarding our response or if you need additional information, please contact Robin McWilliams Munson at 812-902-1752 or Robin_McWilliams@fws.gov.

Sincerely,

ROBIN MCWILLIAMS-MUNSON

Digitally signed by ROBIN MCWILLIAMS-MUNSON
Date: 2025.07.08 08:50:53 -04'00'

for Susan Cooper
Field Supervisor

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
5/15/2024 10AM	1901705	Hillegas RD	Allen County
Federal Structure ID N/A	**Structure Coordinates** (latitude and longitude) 41.10556, -85.19223	**Structure Height** (approximate) 87"	**Structure Length** 133'

Structure Type (check one)

Bridge Construction Style

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

Crossings Traversed (check all that apply)

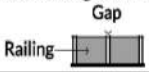
☐ Bare ground	☒ Open vegetation
☒ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☒ Road/trail - Type: Road
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

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

Signature:

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
5/15/2024 1030AM	1901705	Hillegas RD	Allen County
Federal Structure ID	**Structure Coordinates (latitude and longitude)**	**Structure Height (approximate)**	**Structure Length**
N/A	41.09830, -85.19211	36"	81'

Structure Type (check one)

Bridge Construction Style

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

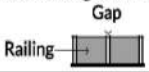
☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☒ Flowing water	☐ Railroad
☐ Standing water	☒ Road/trail - Type: Road
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

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

Signature:

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
5/22/2026 2:53PM	1901705	Hillegas RD	Allen County
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height** (approximate)	**Structure Length**
N/A	41.10556, -85.19223	87"	133'

Structure Type (check one)

Bridge Construction Style

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

Crossings Traversed (check all that apply)

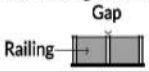
☐ Bare ground	☒ Open vegetation
☒ Rip-rap	☐ Closed vegetation
☐ Flowing water	☐ Railroad
☐ Standing water	☒ Road/trail - Type: Road
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

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

Signature:

Bridge/Structure Bat Assessment Form

Date & Time of Assessment	DOT Project Number	Route/Facility Carried	County
5/22/2026 2:37PM	1901705	Hillegas RD	Allen County
Federal Structure ID	**Structure Coordinates** (latitude and longitude)	**Structure Height (approximate)**	**Structure Length**
N/A	41.09830, -85.19211	36"	81'

Structure Type (check one)

Bridge Construction Style

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

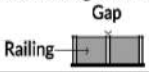
☐ Bare ground	☐ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☒ Flowing water	☐ Railroad
☐ Standing water	☒ Road/trail - Type: Road
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

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

Signature:

Appendix D

Section 106 Consultation

Item	Appendix Page
MPPA	D1 to D10
Phase Ia Archaeological Survey	D11 to D94
AI Phase Ia Archaeological Survey	D95 to D114

SECTION 1

Submittal of this form is only required for projects where Category B applies. Projects qualifying under Category A do not require submittal of this form. SECTION 2 (for Conditions of Category B.1 for curb/sidewalk) or SECTION 3 (for Conditions of Category B.9 for drainage structures) may be required as determined by INDOT-Cultural Resources Office (INDOT-CRO) review. INDOT-CRO will notify applicant if the Minor Projects PA does not apply.

Part 1: Project Information-Completed by Applicant (Consultant/PM/Project Sponsor/INDOT District Staff)*

**A qualified professional historian (QP) is not required to complete Part I INDOT-Cultural Resources Office (INDOT-CRO) staff will be responsible for completion of Part II.*

Original Submission Date: November 1, 2023 **Amended Submission Date*:** August 6, 2024

**Consult with INDOT-CRO to determine whether an amendment is required. For revisions/updates to original form, please detail in applicable sections below. Please use red font to distinguish the revisions/updates.*

Submitted By (Provide Name and Firm/Organization):

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

Project Designation Number: 1901705

Route Number: N/A

Feature crossed (if applicable):

City/Township: Washington Township **County:** Allen County

Project Description:*
The City of Fort Wayne proposes to improve Hillegas Road from West State Boulevard to West Coliseum Boulevard. This project is located on Hillegas Rd, from West (W) Coliseum Boulevard (Blvd) to W State Blvd in Sections 28, 29, 32, and 33, Township 31 North, Range 12 East, as shown on the USGS 7.5-Minute-series Fort Wayne West, Indiana, topographic quadrangle map.

The project will add travel lanes including a curb and gutter on both sides with an integrated underground storm sewer system to address drainage on the roadway. The roadway will consist of four (4), 11-foot (ft) travel lanes, with two-way left-turn lanes (TWLTL) at intersections as needed. This section of roadway is functionally classified as an urban minor arterial and has a posted speed limit of 45 miles per hour (mph). A 10-ft trail on the east side and a 5-ft sidewalk on the west side of the roadway are proposed. There will be a 6-ft grassed buffer between the trail/sidewalk and curb line. In addition, to the trails and sidewalks, curb ramps will be installed at all intersections. Additional amenities include Americans with Disabilities Act (ADA) curb ramps, a new storm sewer system, large culvert pipe (small structures) rehabilitation, green infrastructure, streetlights, traffic signal modernization, landscaping, and new traffic signs and pavement markings.

It is anticipated that both permanent and temporary right-of-way (R/W) will be required to accommodate project improvements. It is anticipated the proposed R/W will range from 110 ft to 140 ft in width. The proposed project also includes the replacement of two small structures carrying Sargent Ditch and Prange Drain beneath Hillegas Rd. The proposed small structure for Sargent Ditch is a 42-inch diameter x 148-foot-long concrete pipe, and the

proposed small structure for Prange Ditch is a 136-inch x 87-inch x 133-foot-long concrete pipe. The project will be constructed in two phases. Phase 1 will be from State Blvd to approx. 400 ft north of Butler Rd, and Phase 2 is from 400 ft north of Butler Rd to West Coliseum Blvd. The Maintenance of Traffic (MOT) for this project will be accomplished with a multi-phased construction to maintain two-way traffic through the corridor.

Additional storm sewer and grading work will be completed along State Boulevard, from 550' west of Hillegas Road to Westgate Court and from State Boulevard south along Westgate Court to the Lowther Neuhaus Ditch. The Lowther Neuhaus Ditch will be used as an outfall. Excavation for this project is expected to be between 4-feet to 6-feet. (See attached Plan Sheets.)

If the project includes any curb, curb ramp, or sidewalk work, please specify the location(s) of such work:

Curb and gutter would be installed on both sides of the road within the project area, and the project includes a ten-foot wide multi-use trail on the east side and a five-foot wide sidewalk on the west side with a six-foot wide grass buffer. Curbing, ADA compliant curb ramps would be included as noted on the attached initial plan set with curbing, ramps, and sidewalks marked with annotations.

For bridge or small structure projects, please list feature crossed, structure number, NBI number, and structure type:

Feature Crossed	Structure Number	NBI Number	Structure Type
Sargent Ditch	Unknown	Unknown	Reinforced Concrete Pipe
Prange Drain	G22012-H22105	Unknown	Structural Plate Pipe Arch

For bridge projects, is the bridge included in INDOT's Historic Bridge Inventory (https://www.in.gov/indot/2531.htm)?

☐ Yes ☒ No

If yes, did the inventory determine the bridge eligible for or listed in the National Register of Historic Places? Please provide page # of entry in Historic Bridge Inventory.
☐ Yes ☐ No
Inventory Page #_____

Will there be right-of-way acquisition as part of this project?
☒ Yes ☐ No

If yes was checked above, please check all that apply:
☒ Permanent ☒ Temporary ☐ Reacquisition

If applicable, identify right-of-way acquisition locations in text below and in attached mapping. Please specify how much (both temporary and permanent) and indicate what activities are included in the proposed right-of-way:

It is estimated that 3.2 acres of permanent right-of-way and 6.5 acres of temporary right-of-way will be required for this project. Permanent right-of-way is required for the installation of the multi-use path on the east side of Hillegas Road and the sidewalk on the west side. Temporary right-of-way will be required for grading, drive construction, and culvert installation (see attached final plans with right-of-way information).

Is there *any* potential for additional temporary right-of-way to be needed later for purposes such as access, staging, etc.?

☐ **Yes** ☒ **No**

Archaeology (check one):

☐ **All proposed activities are presumed to occur in previously disturbed soils***
**INDOT-CRO will notify you if project area incudes undisturbed soils and requires an archaeological reconnaissance.*

☒ **Project takes place in undisturbed soils and the archaeology report is included in submission or will be forthcoming***
** If an archaeology report is required, the Minor Projects PA Form will not be finalized until the report is reviewed and approved by INDOT-CRO. For INDOT-sponsored projects, INDOT-CRO may be able to complete the archaeological investigation. If you would like to request that INDOT-CRO complete an archaeological investigation, please contact the INDOT-CRO archaeology team lead. See CRM Pt. 1 Ch. 3 for current contact information.*

Please specify all applicable categories and condition(s) (highlight applicable conditions in yellow)*:
**Include full category text, including any conditions. INDOT-CRO will finalize categories upon their review.*

B-1. Replacement, repair, or installation of curbs, curb ramps, or sidewalks, including when such projects are associated with roadway work such as surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking, under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

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

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

Condition B (Above-Ground Resources)
One of the two conditions listed below must be satisfied *(EITHER Condition i or Condition ii must be satisfied)*:

i. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*
ii. Work occurs adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource under one of the two additional conditions listed below *(EITHER Condition a OR Condition b must be met and field work and documentation must be completed as described below)*:
    a. No unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*
    b. Unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible individual above-

ground resource or district and ANY ONE of the conditions *(1, 2, or 3)* listed below must be fulfilled:

1. Unusual features described above will not be impacted by the project. Firm commitments regarding the avoidance of these features must be listed in the MPPA determination form and the NEPA document and must be entered into the INDOT Project Commitments Database. These projects will also be flagged for quality assurance reviews by INDOT Cultural Resources Office during/after project construction.
2. Unusual features described above have been determined not to contribute to the significance of the historic resource by INDOT Cultural Resources Office in consultation with the SHPO based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.
3. Impacts to unusual features described above have been determined by INDOT Cultural Resources Office to be so minimal that they do not diminish any of the characteristics that contribute to the significance of the historic resource, based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

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

Condition A (Archaeological Resources)

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

i. Work occurs in previously disturbed soils; *OR*

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

Condition B (Above-Ground Resources)

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

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

Condition A (Archaeological Resources)

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

i. Work occurs in previously disturbed soils; *OR*

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

Condition B (Above-Ground Resources)
Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

B-8. Construction of pedestrian facilities including trails, multi-use paths, greenways, and associated minor activities defined below, under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

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

i. Work occurs within areas previously disturbed by vertical and horizontal construction activities, including existing roadway, sidewalk, or rail bed, and is not on, within or adjacent to a National Register listed or eligible site; *OR*

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

Condition B (Above-Ground Resources)
Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource.

Activities associated with this category include the following:

- Pavement surface installation, replacement, rehabilitation, resurfacing, and reconstruction work, including widening, laying down of crushed stone or gravel, shoulder treatments, pavement repair, seal coating, pavement grinding, pavement marking, etc.;
- Installation of new signals, signage, and other traffic control devices;
- Installation of new safety appurtenances such as guardrails and barriers;
- Installation of plant materials and hardscape landscaping elements, including, but not limited to bike racks, benches, trash cans, lighting, and other amenities;
- Trail heads and parking lots;
- Installation of pipes, culverts, and pedestrian bridges.

B-9. Installation, replacement, repair, lining, or extension of culverts and other drainage structures under the conditions listed below ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

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

i. Work occurs in previously disturbed soils; *OR*

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

Condition B (Above-Ground Resources)

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

i. Work does not involve installation of a new culvert and other drainage structure, and there are no impacts to unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under one of the following conditions *(Condition a, Condition b, or Condition c must be satisfied)*:
   a. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
   b. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
   c. The structure exhibits non-modern wood, stone, or brick structures or parts therein and the following conditions are met *(BOTH Condition 1 AND Condition 2 must be met):*
      1. Work does not occur adjacent to or within a National Register-listed or National Register eligible district or individual above-ground resource; *AND*
      2. The structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

ii. Work involves the installation of a new culvert and other drainage structures AND/OR there may be impacts to unusual features, including historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and retaining walls, under the following conditions *(BOTH Condition a and Condition b must be satisfied)*:
   a. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
   b. The subject structure exhibits one of the characteristics described below *(Condition 1, Condition 2 or Condition 3 must be satisfied)*.
      1. The structure exhibits no wood, stone, or brick structures or parts therein; *OR*
      2. The structure exhibits only modern wood, stone, or brick structures or parts therein; *OR*
      3. The structure exhibits non-modern wood, stone, or brick structures or parts therein but lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. Under this condition, a qualified professional (meeting the Secretary of Interior's Professional Qualification standards [48 Federal Register (FR) 44716]) must prepare an analysis and justification that the structure lacks sufficient integrity and/or a context that suggests it might have engineering or historical significance. This documentation must be reviewed and approved by INDOT Cultural Resources Office.

Check ☐ if SECTION 2: Minor Projects PA Category B-1, Condition B-ii Submission is included

Check ☐ if SECTION 3: Minor Projects PA Category B-9, Condition B-i-c-2 or B-ii-b-3 Submission is included

Part II: Completed by INDOT-CRO

Amendments will be shown in red font.

Information reviewed (please check all that apply):

General project location map ☒ USGS map ☒ Aerial photograph ☒ Soil survey data ☒

General project area photos ☒ Archaeology Reports ☒ Historic Property Reports ☐

Indiana Historic Buildings, Bridges, and Cemeteries Map/Interim Report ☒

Bridge inspection information/BIAS ☒ Historic Bridge Inventory Database ☐

SHAARD ☒ SHAARD GIS ☒ Streetview Imagery ☒ County GIS Data/Property Cards ☒

Other (please specify): https://www.acimap.us/viewer.html

Arnold, Craig R.
2024a Phase Ia Archaeological Field Reconnaissance: 1.40 Miles of Added Travel Lanes on Hillegas Road from West State Boulevard to West Coliseum Boulevard in the City of Fort Wayne, Washington Township, Allen County, Indiana (INDOT Des. No. 1901705). Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, IN.

2024b Additional Investigation: Phase Ia archaeological reconnaissance for a storm water outflow extending from West State Boulevard to the Lowther-Neuhaus Ditch in the City of Fort Wayne, Washington Township, Allen County, Indiana (INDOT Des. No. 1901705). Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, IN

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. yes ☐ no ☒

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. yes ☐ no ☒

Additional Comments:

<u>Above-ground Resources</u>

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 first performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Allen County. One listed resource is present within 0.25 mile of the project area, a distance that would serve as an adequate area of potential effects (APE) given the scope of the project and the surrounding terrain: Fort Wayne Park and Boulevard System Historic District, Golf Course; NR-2206 (eligible under Criterion A and C; 1909-1955; listed on 12/28/2010).

The Indiana Historic Sites and Structures Inventory (IHSSI) and National Register information for Allen County are available in the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) and

the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). All sites were reviewed through the IHBBCM, which contains the most recently updated SHAARD information. The following IHSSI resources are recorded within 0.25 mile of the project:

IHSSI #003-215-18440 (House; 4440 Hillegas Road; 1940; “contributing”)
IHSSI #003-215-18439 (House; 4422 Hillegas Road; 1950; “contributing”)
IHSSI #003-215-18434 (House; 3726 W State Blvd; 1967; “contributing”)
IHSSI #003-215-18372 (House; 3532 Butler Road; 1925; “contributing”)
IHSSI #003-215-16002 (House; 3908 Irene Court; 1956; “contributing”)
IHSSI #003-215-16003 (House; 3910 State Blvd; 1950; “contributing”)
IHSSI #003-215-16004 (House; 3911 Leesburg Road; 1951; “contributing”)
IHSSI #003-215-16005 (House; 3912 Leesburg Road; 1895/c. 1920; “notable”)
IHSSI #003-215-16006 (House; 3916 Irene Court; 1955; “contributing”)
IHSSI #003-215-16008 (House; 4022 State Blvd; 1951; “contributing”)
IHSSI #003-215-16009 (House; 4027 Leesburg Road; 1965; “contributing”)
IHSSI #003-286-16011 (House; 4310 Leesburg Road; 1965; “contributing”)
IHSSI #003-215-18334 (Church; 3511 W State Blvd; 1970; “contributing”)
IHSSI #003-215-18413 (House; 1881 Westgate Dr; 1941; “contributing”)
IHSSI #003-215-18414 (House; 1902 Neuhaus Dr; 1958; “contributing”)
IHSSI #003-215-18415 (House; 1916 Westgate Dr; 1962; “contributing”)
IHSSI #003-215-18419 (House; 2320 W State Ct; 1961; “contributing”)
IHSSI #003-215-18420 (House; 2327 W State Ct; 1955; “contributing”)
IHSSI #003-215-18422 (House; 2415 W State Ct; 1954; “contributing”)
IHSSI #003-215-18423 (House; 2416 Washington Ct; 1955; “contributing”)
IHSSI #003-215-18424 (House; 2508 Hillegas Road; 1954; “contributing”)
IHSSI #003-215-18425 (House; 2508 Washington Ct; 1955; “contributing”)
IHSSI #003-215-18428 (House; 3602 W State Blvd; 1955; “contributing”)
IHSSI #003-215-18430 (House; 3636 W State Blvd; 1965; “contributing”)
IHSSI #003-215-18431 (House; 3640 W State Blvd; 1963; “contributing”)

According to the IHSSI rating system, generally properties rated "contributing" do not possess the level of historical or architectural significance necessary to be considered individually National Register eligible, although they would contribute to a historic district. If they retain material integrity, properties rated “notable” might possess the necessary level of significance after further research. Properties rated “outstanding” usually possess the necessary level of significance to be considered National Register eligible if they retain material integrity. Historic districts identified in the IHSSI are usually considered eligible for the National Register.

The INDOT-CRO historian reviewed structures adjacent to the project area utilizing online aerial, street-view photography, and the Allen County GIS website. The project is located in a suburban area with commercial, industrial, and residential properties surrounding the project area. The northern portion of the project consists of more commercial and industrial properties while the southern portion contains more residential properties. The terrain is largely flat though there are small rises and falls along the roadway, and mature trees are scattered along the roadway. At the north terminus of the project, the roadway grade begins to rise as Hillegas Road is carried over I-69. Given the scope of the project, the surrounding terrain, the density of the built environment, and the tree coverage present, only those properties within 0.10 mile of the project area have the potential to be impacted by the project.

A portion of the project area extends east along State Blvd approximately 0.31 mile for ditch regrading. Fort Wayne Park and Boulevard System Historic District, Golf Course; NR-2206 is located 0.24 mile east of this portion of the project area. No visual or physical impacts will occur to the National Register-listed resource. It is not considered adjacent to the project for the purposes of this determination since it is greater than 0.10 mile away from project activities.

IHSSI #003-215-16005 (House; "notable") is located approximately 0.08 mile southwest of the project area. It has a dense thicket of mature deciduous and coniferous trees surrounding the property to the north, east, and south. Additionally, other properties and intervening vegetation further shield this property from the project area. Therefore, for the purposes of this determination, IHSSI #003-215-16005 (House; "notable") is not considered adjacent to the project.

The other properties within 0.10 mile of the project area range in construction date from the early twentieth century to the early twenty-first century. The majority of the properties are residential and date to the mid-twentieth century; the commercial and industrial properties primarily date to the late twentieth century and twenty-first century. Overall, there is no evidence that any of the properties considered adjacent to the project retain material integrity and/or possess the cultural significance needed to be considered eligible to the National Register. No cohesive historic districts were identified adjacent to the project area.

October 2024 Amendment: The area where added storm sewer and grading work will occur is within the initial area reviewed by the CRO historian. No properties, other than those previously reviewed, are considered adjacent to this added scope of work due to tree coverage present along the Lowther Neuhaus Ditch and the dense built environment. There is still no evidence to suggest that any adjacent properties have the potential to be eligible to the National Register.

The subject structures, a 36-inch, 81 linear feet reinforced concrete pipe carrying Sargent Ditch and a 131-inch by 85-inch, 105 linear feet structural plate pipe arch carrying Prange Drain under Hillegas Road, do not appear in the Bridge Inspection Application System (BIAS). Based on an examination of photos and a description of the structures provided by Weintraut & Associates, Inc., the structures exhibit no wood, stone, or brick structures or parts therein. In addition, there is no evidence to suggest that these structures possess historical or engineering significance.

Based on the available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

Archaeological Resources

An INDOT-CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the Phase Ia archaeological reconnaissance submitted by Weintraut & Associates, Inc. on behalf of GAI Consultants, Inc. (Arnold 2024a).

A 32.83-acre survey area was examined through a combination of systematic shovel probing (n=400) and visual inspection of disturbed areas. The area encompassing Hillegas Road, Butler Road, and State Boulevard have been previously disturbed from the construction of the county roads, existing culverts with associated drainages, embankments, residential infrastructure, landscaping, driveways, and buried utilities. The survey area in its entirety was subject to visual inspection of previously disturbed areas. Shovel test probes were placed in 15 m intervals on the west and east sides of Hillegas Road and the north and south sides of Butler Road and State Boulevard. Many of the shovel probes were found to be disturbed to due previous construction of roads, residences, and urban development. Four new archaeological sites (12AL2329-12AL2332) were documented as a result of the survey. All four sites were recommended to be ineligible for the NRHP and no further investigation is recommended (Arnold 2024a).

Therefore, there are no archaeological concerns as long as the project scope and footprint do not change.

October 2024 Amendment: The consultant notified INDOT-CRO of changes to the project scope consisting of newly added storm sewer and grading work for the project that resulted in an addendum archaeological survey (Arnold 2024b).

An additional 0.21 acres was examined via visual inspection and shovel test probing (n=8) in 15 m intervals in a manicured grassy lawn. Disturbances include the existing roadway, open drainage ditch, and buried utilities. As a result, three of the shovel probes were negative and five were found to be disturbed. No archaeological sites were documented as a result of the survey and no further investigation is recommended (Arnold 2024b).

Therefore, there are no additional archaeological concerns as long as the project scope and footprint do not change.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and INDOT-CRO and the Division of Natural Resources-Division of Historic Preservation and Archaeology (DNR-DHPA) will be notified immediately.

INDOT-CRO staff reviewer(s): Kelyn Alexander and KayLee Blum

INDOT Approval Date: 6/11/2024

Amendment Approval Date (if applicable): 01/17/2025

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

Please attach the following to this form:

- **General Location Map.** This map should allow the INDOT-CRO reviewer to quickly locate the project.
- **Aerial photography map(s) of project area.** This map must include project limits. It may also include SHAARD data, but SHAARD data is not required.
- **If bridge or small structure project, please attach photographs of bridge or small structure.** Photographs can be found in inspection reports located in INDOT's Bridge Inspection Application System (BIAS), as well as other project documents, such as engineering assessments or mini-scopes.

Map depicting potential temporary and/or permanent right-of-way acquisitions. In the email submission to INDOT-CRO, please also include:

- **A GIS polygon shapefile or KMZ file of the project area** (shapefiles are preferred). Shapefiles should use "NAD_1983_UTM" projected coordinate system. In addition, these files should contain the following *text* attribute field: DES_NO. The project designation number should be entered in this field.
- **If the project takes place in undisturbed soils, attach the results of the archaeological investigation, if completed.** *Note: The MPPA Submission Form may be submitted before the archaeology report. INDOT-CRO staff will process the above-ground portion of the form in advance of the archaeological portion of the form. However, a completed determination form will not be returned to the applicant until after the archaeology report has been reviewed and approved by INDOT-CRO.*



Phase Ia Archaeological Field Reconnaissance: 1.40 Miles of Added Travel Lanes on Hillegas Road from West State Boulevard to West Coliseum Boulevard in the City of Fort Wayne, Washington Township, Allen County, Indiana | Des No.:1901705

Prepared for

GAI Consultants, Inc., and

Indiana Department of Transportation/Federal Highway Administration

Prepared by

Weintraut & Associates, inc.

Author: Craig R. Arnold, M.A.

Principal Investigator: Craig Arnold

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

October 2023

Conclusions and Recommendations

Per a request from GAI, W&A archaeologists conducted an archaeological records check and a Phase Ia field reconnaissance for a road improvement project in Fort Wayne, Washington Township, Allen County, Indiana. This investigation was conducted in accordance with IDNR/DHPA and INDOT guidelines. The survey area totaled approximately 13.29 ha, or 32.83 ac, of contiguous parcels generally paralleling and adjacent to Hillegas Rd and intersecting cross streets between W Coliseum Blvd and W State Blvd. Areas that were not disturbed were investigated by the placement of shovel probes. The initial survey was completed using the construction limits as the reconnaissance boundary limits. Two additional surveys were completed, one when the survey area was expanded to the R/W limits, and a second when the project area was expanded east of both Butler Rd and W State Blvd.

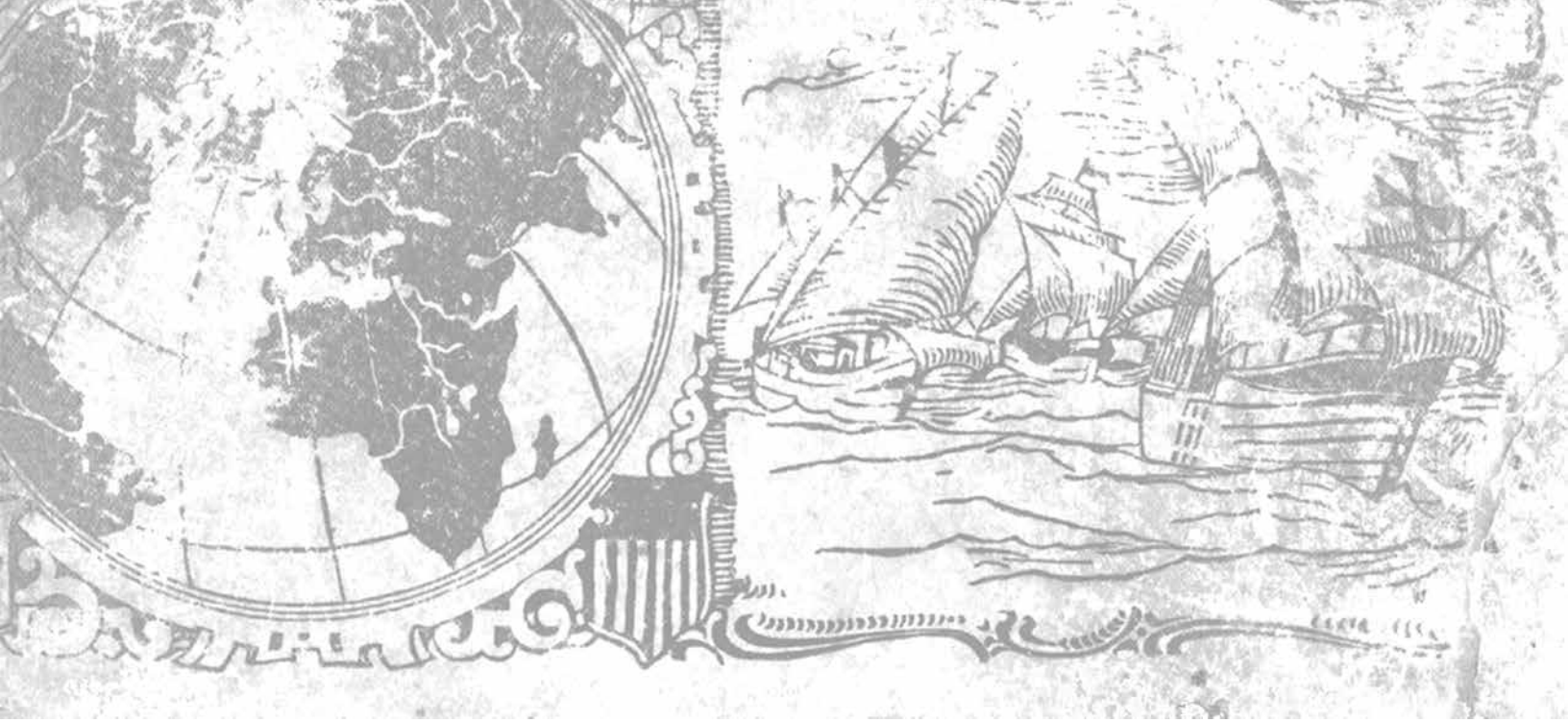
One area near the previously recorded archaeological site (12AL76) was resurveyed but was not relocated. Four new archaeological sites (12AL2329 to 12AL2332) were encountered during the Phase Ia archaeological field reconnaissance. Site 12AL76 was originally reported as a small (25 ft diameter) habitation/lithic scatter from an unidentified Precontact temporal period. Site 12AL2329 is an ephemeral two-flake Precontact lithic scatter from an unidentified temporal period, possibly related to 12AL76 due to its location being directly east and across Hillegas Rd from that of site 12AL76. Site 12AL2330 is a small surface dump dating from the mid-twentieth century and related to a nearby historic habitation, both of which have now been destroyed. 12AL2331 is a twentieth century concrete foundation having no associated artifacts. And site 12AL2332 is an isolated find of a historical clear glass medicine-type bottle neck and finish fragment.

For site 12AL76, no artifacts were recovered from the area between Hillegas Rd and the survey limits, so this area is recommended as not eligible for listing in either the IRHSS and/or NRHP. The area north and west, or outside the bounds of the survey area should be investigated further to determine whether there remains any portion of the site or if it has been permanently impacted by the expansion of Hillegas and Butler Roads, and other associated infrastructure improvements.

None of the four newly recorded sites identified during this reconnaissance are recommended as eligible for listing in either the IRHSS and/or NRHP. This is either due to their small size, common construction methods, isolated nature, or subsequent parcel alterations. None of the four sites appear to have the potential to yield important information, and therefore, W&A is recommending them as not eligible for listing in

the IRHSS and/or NRHP. No further investigations are recommended for any of the sites and project clearance is suggested.

However, these recommendations are made with the understanding that if any previously unidentified intact archaeological deposits or human remains are uncovered during construction, demolition, or earthmoving activities, work within 100 ft of the area will stop and the IDNR/DHPA will be notified of the discovery within two (2) business days as required by Indiana Code 14-21-1-27 and 29.



Additional Investigation:

Phase Ia archaeological reconnaissance for a storm water outflow extending from West State Boulevard to the Lowther-Neuhaus Ditch in the City of Fort Wayne, Washington Township, Allen County, Indiana (INDOT Des. No. 1901705)

Prepared for

GAI Consultants, Inc.

Prepared by

Weintraut & Associates, inc.

Author: Craig R. Arnold, M.A. carnold@weintrautinc.com

Principal Investigator: Craig R. Arnold

December 31, 2024

RECOMMENDATIONS

Records check *(Check all that apply)*

- ☐ No archaeological investigation is recommended before the project is allowed to proceed because the records check has determined that the project area does not have the potential to contain archaeological resources.
- ☐ A Phase 1a archaeological reconnaissance is recommended.
- ☒ Based upon the records check results, a Phase 1a archaeological reconnaissance was recommended and has been conducted.
- ☐ A cemetery development plan may be required under Indiana Code 14-21-1-26.5 because project ground disturbance will be within 100 feet of a cemetery.

Phase 1a archaeological reconnaissance *(Check all that apply)*

- ☒ It is recommended that the project be allowed to proceed as planned because the Phase 1a archaeological reconnaissance has located no archaeological sites within the project area and/or previously recorded sites that were investigated warrant no additional investigation.
- ☐ It is recommended that Phase 1c archaeological subsurface reconnaissance be conducted before the project is allowed to proceed. The Phase 1a archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits.

Other recommendations / commitments

No cultural materials or deposits were identified within the current survey area. Therefore, no further archaeology work is recommended as necessary prior to construction.

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

REQUIRED ATTACHMENTS

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

Other attachments

Information shown on maps is not warranted for accuracy or merchantability. The GIS data used to create the maps are from the best-known sources existing at this time. However, experience shows that many national datasets are not all inclusive, have differing projections, precision and geographic control points. Use of maps should be limited to planning, and should not replace field review or background checks with other sources. It is intended to serve as an aid in graphic representation only. The maps created for this report do not represent a legal document.

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

Allen County Genealogical Society of Indiana
2024 Washington Township map, Plat Maps, Allen County, Indiana. Electronic document, available at https://www.acgsi.org/maps/1860plat.php. Accessed April 2024.

Angst, Michael
1994 Archaeological Field Reconnaissance: Construction of Hillegas Road, Allen County, Indiana. ARMS #94FR61. Archaeological Resources Management Service, Ball State University, Muncie, Indiana.

Arnold, Craig R.
2020 Archaeological Records Check and Phase Ia Reconnaissance Addendum: Phase Ib Added Survey, Bass Road Reconstruction from Clifty Parkway to Thomas Road in Allen County, Indiana. Des. No. 0400582 and 1382492. Weintraut & Associates, Inc., Zionsville, Indiana.

2024 Phase Ia Archaeological Field Reconnaissance: 1.40 miles of added travel lanes on Hillegas Road from West State Boulevard to West Coliseum Boulevard in the City of Fort Wayne, Washington Township, Allen County, Indiana (INDOT Des. No. 1901705). Weintraut & Associates, Inc., Zionsville, Indiana.

Baskin, Forster & Company
1876 Illustrated Historical Atlas of the State of Indiana. Baskin, Forster & Company, Chicago.

Beynon, Diane
1983 Archaeological Reconnaissance Report: Fort Wayne Public Television in Allen County, Indiana. Indiana University-Purdue University Fort Wayne, Fort Wayne.

Branster, Mark C.
2016 Cultural Resource Inventory Survey: Proposed Cell Tower Site, 9INX000209, Fort Wayne, Allen County, Indiana. GSS Project No. W16824-IN-14, Great Lakes Research, LLC., Lake Geneva, Wisconsin.