

Appendix C

Early Coordination



Sample Early Coordination Letter

December 22, 2021

[Recipient Contact Information]

Re: Early Coordination Letter, Des. 1800067, State Road (SR) 912 Roadway and Ramp Project, From US 41 to US 12, Lake County, Indiana

Dear [Recipient],

The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a roadway and ramp project in Lake County (Attachments, page 1). 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 and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The proposed project is on SR 912, from US 41 to US 12 in Lake County (Attachments, page 1). This section of SR 912 has four, 12-foot-wide travel lanes, two lanes in either direction with inside and outside paved shoulders of varying widths and is classified as principal arterial. The ramps have one, 16-foot-wide travel lane with inside and outside paved shoulders of varying widths. The project is located in highly urban areas of Hammond, East Chicago, and Gary, Lake County, Indiana. Surrounding land consists of industrial, commercial, and residential properties.

The need for this project is based on deteriorated condition of the existing roadway and ramp pavement. Joint distress, mid-panel cracking, and surface spalling is exhibited throughout the concrete pavement limits. Additionally, the eastbound (EB) SR 912 to Michigan Avenue ramp, Ramp 4A, does not meet the current standard for minimum distance for a ramp from a signalized intersection, which is 1,300 feet. Ramp 4A is only 160 feet from the intersection of Michigan and Pennsylvanian Avenues, which creates a hazardous condition. The purpose of the project is to maintain the existing roadway and ramp pavement and to eliminate the exposure of motorists to the hazardous condition created by the length of Ramp 4A, which is too close to a signalized intersection.

The proposed alternative will remove Ramp 4A access from EB SR 912 to Michigan Avenue. The existing concrete pavement will be removed and replaced by fill and seed. Full depth pavement reconstruction will occur along SR 912 and various ramps at the following locations:

- SR 912 and Calumet Interchange: Ramp 1C westbound (WB) SR 912 to Calumet Avenue, Ramp 1B from Calumet Avenue to EB SR 912, Ramp 1G access from Calumet Avenue to WB SR 912, and EB and WB SR 912 lanes.
- SR 912 and Michigan Avenue Interchange: Ramp 4N access ramp from WB SR 912 to Callahan Place, Ramp 4E/4Y access ramp from Callahan Place to SR 912, and Ramp 4D access from Inland Steel Opas to WB SR 912.
- SR 912 and Aldis Street: Ramp 5D access ramp from Aldis Street to WB SR 912, Ramp 5C access ramp from WB SR 912 to Aldis Street, Ramp 4C access ramp from WB SR 912 to Inland Steel Opas, and Ramp 5V access ramp from Aldis Street to EB SR 912.
- SR 912 and Guthrie Street: Ramp 5B access ramp from Guthrie Street to WB SR 912, and Ramp 5A access ramp from EB SR 912 to Guthrie Street.

- SR 912 and Airport Road: Ramp 6N access ramp from EB SR 912 to EB Airport Road, with the exception of the bridges over Airport Road and SR 912.

The typical section of SR 912 and its ramps will remain the same.

The project area is within apparent existing right-of-way. During construction, traffic will be maintained along SR 912 through the use of phased lane closures to allow travel in either direction. The ramps will be closed while their pavement is reconstructed, and official detours will be provided. Construction is anticipated to begin in the Winter of 2022/2023.

The USGS 7.5-minute quadrangle topographical map does not depict any streams within the project area (Attachments, page 2). Parsons environmental staff conducted a waters investigation to determine the presence of jurisdictional streams and wetlands. A *Waters of the US Report* will be prepared. All applicable permits will be applied for and acquired before construction can begin. Parsons will continue to work in coordination with INDOT Ecology and Waterway Permitting Office (EWPO) to determine the presence and impacts to ecological resources.

This project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and federally threatened northern long-eared bat (*Myotis septentrionalis*). The Indiana Bat and Northern Long-eared Bat Range-Wide Standard Informal Programmatic Consultation is anticipated to be applied to this project. Project information was uploaded to the United States Fish and Wildlife Service's (USFWS) Information for Planning and Consultation (IPaC) website to identify if any species listed or proposed to be listed may be present in the area of the proposed action. An Official Species List was generated, and three additional species were listed: the federally endangered Piping Plover (*Charadrius melodus*), and the federally threatened Red Knot (*Calidris canutus rufa*) and Pitcher's Thistle (*Cirsium pitcheri*). There are no designated critical habitats within the project area.

Regarding Section 106 of the National Preservation Act, the Minor Projects Programmatic Agreement (MPPA) likely applies to this project. Coordination with INDOT's Cultural Resources Office (CRO) will occur.

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 me at (317) 616-1021 or via email at Keaton.Veldkamp@parsons.com, or the INDOT Project Manager, Michelle Grylewicz, at (219) 325-7539 or via email at mgrylewicz@indot.in.gov. Thank you in advance for your input.

Sincerely,



Keaton Veldkamp
Environmental Planner
Parsons

Attachments –
Maps/Graphics (Location, Topographic, Index, Aerial, Project Photographs)

Attachments were intentionally omitted,
refer to Appendix B

The following agencies received Early Coordination Letters: Sent December 22, 2021

Federal Highway Administration
Federal Office Building
575 N Pennsylvania Street, Room 254
Indianapolis, IN 46204

Indiana Geological and Water Survey
611 N Walnut Grove
Bloomington, IN 47405
(Electronic Coordination)

Environmental Coordinator
Indiana Department of Natural Resources
Division of Fish and Wildlife
402 W Washington Street, Room W273
Indianapolis, IN 46204

Indiana Department of Environmental
Management
100 N Senate Avenue
Indianapolis, IN 46204
(Electronic Coordination)

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

Field Environmental Officer
Chicago Regional Office
US Department of Housing & Urban Development
Metcalfe Fed. Bldg.
77 W Jackson Blvd. Room 2401
Chicago, IL 60604

Indiana Department of Transportation
LaPorte District Office
315 E Boyd Boulevard
LaPorte, IN 46350

Indiana Department of Transportation
Office of Aviation
100 North Senate Avenue, Room 955
Indianapolis, IN 46204

Lake County Council
5th District County Councilor
2293 N Main Street
Crown Point, IN 46304

Lake County Highway Department
Highway Superintendent
1100 E Monitor Street
Crown Point, IN 46307

Lake County Surveyor
2293 N Main Street
Crown Point, IN 46307

Lake County Commission
3rd District County Councilor
2293 N Main Street
Crown Point, IN 46307

City of East Chicago Police Department
Chief of Police
2301 Columbus Drive
East Chicago, IN 46312

City of East Chicago Fire Department
Fire Chief
3200 Guthrie Street
East Chicago, IN 46312

Northwestern Indiana Regional Planning Commission
Executive Director
6100 Southport Road
Portage, IN 46368

School City of East Chicago
Superintendent
1401 E 144th Street
East Chicago, IN 46312

City of East Chicago Mayor's Office
4527 Indianapolis Boulevard
East Chicago, IN 46312

City of East Chicago Common Council
6th District Council Member
3909 Evergreen Street
East Chicago, Indiana 46312

Hammond Mayor's Office
Mayor
5925 Calumet Avenue
Hammond, IN 46320

Hammond Police Department
Chief of Police
509 Douglas Street
Hammond, IN 46320

Hammond Fire Department
Fire Chief
6110 Calumet Avenue
Hammond, IN 46402

The following agencies received Early Coordination Letters Continued:

City of Hammond
Office of the Hammond Common Council
5925 Calumet Avenue
Hammond, IN 46320

Gary Mayor's Office
Mayor
401 Broadway, Suite 203
Gary, IN 46402

Gary Police Department
Chief of Police
555 Polk Street
Gary, IN 46402

Gary Fire Department
Fire Chief
200 E 5th Avenue
Gary, IN 46402

City of Gary
Office of the Gary Common Council
401 Broadway, Suite 209
Gary, IN 46402

THIS IS NOT A PERMIT

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

DNR #: ER-24361

Request Received: December 22, 2021

Requestor: Parsons
Keaton Veldkamp
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204

Project: SR 912 roadway and ramp improvements, from US 41 to US 12 in Hammond, East Chicago, and Gary; Des #11800067

County/Site info: Lake

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.

*NOTE: This project is within the Lake Michigan Coastal Program's boundary; therefore, it may be subject to Federal Consistency (FC) review. Please go to <http://www.in.gov/dnr/lakemich/files/20070214-IR-312070085NRA.xml.pdf> (Section III, pages 8-16) to see the federal activities that require a project to go through the FC process which is outlined at <http://www.in.gov/dnr/lakemich/6041.htm>.

Regulatory Assessment: This proposal may require the formal approval(s) 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. A list of high quality natural communities and species that have been documented within 1/2 mile of the project area is attached. To minimize potential impacts to the communities, and plant and insect species, the project limits in Section 23 should be confined as much as possible.

Fish & Wildlife Comments: We do not foresee any impacts to the documented bird or fish species as a result of this project.

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

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; low endophyte tall fescue may be used in the ditch bottom and side slopes only.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not excavate in the waterway and minimize disturbance to bank vegetation and contain disturbance to within the project limits.

Attachments: A - General Information

THIS IS NOT A PERMIT

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

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. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the waterbody or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
6. Plant five trees, 1 inch to 2 inches in diameter-at-breast height, for each tree which is removed that is 10 inches or greater in diameter-at-breast height.
7. 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:** January 20, 2022
Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

December 16, 2021

Consultation Code: 03E12000-2022-SLI-0601

Event Code: 03E12000-2022-E-02623

Project Name: Des. 1800067, SR 912 Roadway and Ramp Project

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

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

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

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Consultation Code: 03E12000-2022-SLI-0601
Event Code: Some(03E12000-2022-E-02623)
Project Name: Des. 1800067, SR 912 Roadway and Ramp Project
Project Type: TRANSPORTATION
Project Description: The Indiana Department of Transportation (INDOT), with federal funding, intends to proceed with a roadway and ramp project in Lake County.

The proposed project on SR 912, from US 41 to US 12 (Attachments, page 1). This section of SR 912 has four, 12-foot-wide travel lanes, two lanes in either direction with inside and outside paved shoulders of varying widths and is classified as principal arterial. The ramps have one, 16-foot-wide travel lane with inside and outside paved shoulders of varying widths. The project is located in highly urban areas of Hammond, East Chicago, and Gary, Lake County, Indiana. Surrounding land consists of industrial, commercial, and residential properties.

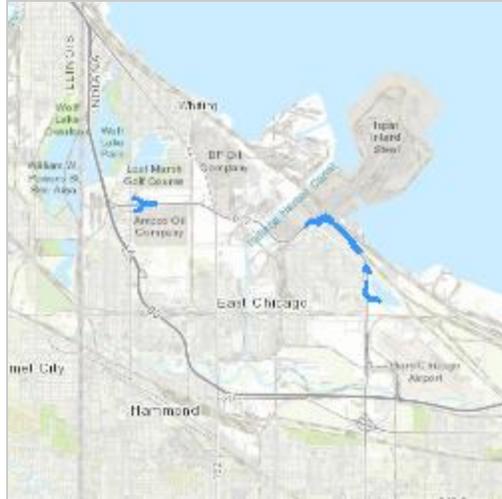
The need for this project is based on deteriorated condition of the existing roadway pavement. Joint distress, mid-panel cracking, and surface spalling is exhibited throughout the concrete pavement limits. The purpose of the project is to maintain this section of roadway.

The proposed alternative will remove Ramp 4A access from eastbound SR 912 to Michigan Avenue. The existing concrete pavement will be removed and replaced by fill and seed. Various ramps and sections of roadway will be reconstructed. All non-ramp bridges within the project area have pavement exemptions. The typical section of SR 912 and its ramps will remain the same.

The project area is within apparent existing right-of-way. During construction, traffic will be maintained along SR 912 through the use of phased lane closures to allow travel in either direction. The ramps will be closed while their pavement is reconstructed. Construction is anticipated to begin in the Winter of 2022/2023.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.65319135,-87.44726084640386,14z>



Counties: Lake County, Indiana

Endangered Species Act Species

There is a total of 6 threatened, endangered, or candidate species on this species list.

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

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

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

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Piping Plover <i>Charadrius melodus</i> Population: [Great Lakes watershed DPS] - Great Lakes, watershed in States of IL, IN, MI, MN, NY, OH, PA, and WI and Canada (Ont.) There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/6039	Endangered
Red Knot <i>Calidris canutus rufa</i> There is proposed critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

Insects

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

Flowering Plants

NAME	STATUS
Pitcher's Thistle <i>Cirsium pitcheri</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8153	Threatened

Critical habitats

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



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

March 15, 2022

Project code: 2022-0001341

Project Name: Des. 1800067, SR 912 Roadway and Ramp Project

Subject: Concurrence verification letter for the 'Des. 1800067, SR 912 Roadway and Ramp Project' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des. 1800067, SR 912 Roadway and Ramp Project** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

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

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

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

- Monarch Butterfly *Danaus plexippus* Candidate
- Piping Plover *Charadrius melodus* Endangered
- Pitcher's Thistle *Cirsium pitcheri* Threatened
- Red Knot *Calidris canutus rufa* Threatened

Project Description

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

Name

Des. 1800067, SR 912 Roadway and Ramp Project

Description

The Indiana Department of Transportation (INDOT) proposes a roadway and ramp project along State Route (SR) 912 in Lake County, Indiana (Des. 1800067). Specifically, the SR 912 project area is from US 41/Calumet Ave on the west to US 12/Columbus Drive on the east.

This section of SR 912 has four, 12-foot wide lanes, with two lanes in either direction with inside and outside paved shoulders of varying widths. The exit ramps have one 16-foot wide travel lane with inside and outside paved shoulders of varying widths. The project is located in highly urban areas of the cities of Hammond, East Chicago, and Gary.

The proposed project will close and remove Ramp 4A access from eastbound (EB) SR 912 to Michigan Avenue. The existing concrete pavement will be removed and replaced with 12 inches of fill and seeded. Full depth pavement reconstruction will occur along SR 912 and various ramps within the project area. All structures within the project area have pavement exemptions and no work will be completed on any structures. The typical section of SR 912 and its ramps will remain the same. During construction traffic will be maintained along SR 912 through the use of phased lane closures to allow travel in either direction. The ramps will be closed while their pavement is reconstructed, and official detours will be provided.

Work for this project may occur year-round starting in the Winter of 2022/2023. No suitable summer habitat for either the Indiana bat or northern long-eared bat is located within the project area and no tree trimming/clearing is proposed. Suitable summer habitat exists to the east of the project area near the eastern terminus at the SR 912 and US 12 interchange. The contractor will likely use temporary lighting during construction. Permanent lighting exists within the project area and will be replaced in various places and upgraded near the SR 912/Michigan Avenue interchange.

A review of the USFWS GIS database for Indiana bat and northern long-eared bat roosting, hibernacula, and capture sites was conducted for Des. 1800067 on December 12, 2021. There are no documented sites within a half mile of the project area. No structure work is proposed as part of this project; therefore, no inspections are needed.

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared 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 concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

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

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

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

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

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

A) Federal Highway Administration (FHWA)

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

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

No

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

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

No

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

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

No

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

No

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

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

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

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

No

10. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

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

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

11. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

12. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry triangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

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

No

14. Does the project include slash pile burning?

No

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

No

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

No

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

Yes

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

Yes

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

Yes

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

No

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

No

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

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

Yes

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

No

24. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

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

Automatically answered

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

26. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

27. **Lighting AMM 1**

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

Yes

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

No

Avoidance And Minimization Measures (AMMs)

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

LIGHTING AMM 1

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

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

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

This key was last updated in IPaC on January 26, 2022. Keys are subject to periodic revision.

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

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

IPaC User Contact Information

Agency: Indiana Department of Transportation
Name: Stewart Michels
Address: 315 East Boyd Blvd.
City: LaPorte
State: IN
Zip: 46350
Email: smichels@indot.in.gov
Phone: 2193257560

Lead Agency Contact Information

Lead Agency: Federal Highway Administration

Veldkamp, Keaton [US-US]

From: Michels, Stewart <SMichels@indot.IN.gov>
Sent: Monday, February 14, 2022 10:34 AM
To: Veldkamp, Keaton [US-US]; Wahl, Cassie
Subject: [EXTERNAL] RE: Des. 1800067 SR 9122 Roadway and Ramp IPaC No Effect for Additional Species Concurrence Request

Follow Up Flag: Follow up
Flag Status: Flagged

Keaton,

Given the work that you've described, and assuming the project meets the criteria outlined in the Interim Policy, your assessment sounds reasonable. You will need to discuss how you reached your conclusion in your environmental document. Thank you for your inquiry, Keaton.

Best,
Stew

From: Keaton.Veldkamp@parsons.com <Keaton.Veldkamp@parsons.com>
Sent: Wednesday, February 2, 2022 10:39 AM
To: Michels, Stewart <SMichels@indot.IN.gov>; Wahl, Cassie <CWahl@indot.IN.gov>; Michels, Stewart <SMichels@indot.IN.gov>
Subject: Des. 1800067 SR 9122 Roadway and Ramp IPaC No Effect for Additional Species Concurrence Request

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SR 912 Roadway and Ramp Project
Lake County
Des. No. 1800067
RE: No Effect Concurrence for Additional Species

Hello,

I would like to request concurrence that the above-referenced project will have 'No Effect' on the additional listed species on the USFWS Species List:

- Piping Plover (*Charadrius melodus*) Endangered
- Red Knot (*Calidris canutus rufa*) Threatened
- Pitcher's Thistle (*Cirsium pitcher*) Threatened

The project will involve full depth pavement reconstruction along SR 912 and its various ramps. Ramp 4A from eastbound SR 912 to Michigan Avenue will be removed. This will be the only terrestrial disturbance associated with the project. All structures within the project area have pavement exemptions and no work will be completed on any structures. We believe this project may qualify under the 2013 USFWS Interim Policy.

Please let me know if you require any additional information or have any questions!

Thanks,

Keaton Veldkamp

Organization and Project Information

Project ID:
Des. ID: 1800067
Project Title: SR 912 Roadway and Ramp Project
Name of Organization: Parsons
Requested by: Keaton Veldkamp

Environmental Assessment Report

1. Geological Hazards:
 - High liquefaction potential
 - 1% Annual Chance Flood Hazard
2. Mineral Resources:
 - Bedrock Resource: High Potential
 - Sand and Gravel Resource: Low Potential
3. Active or abandoned mineral resources extraction sites:
 - Petroleum Exploration Wells
 - Active Industrial Minerals Sites (2016) ([Industrial Minerals](#))

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

DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

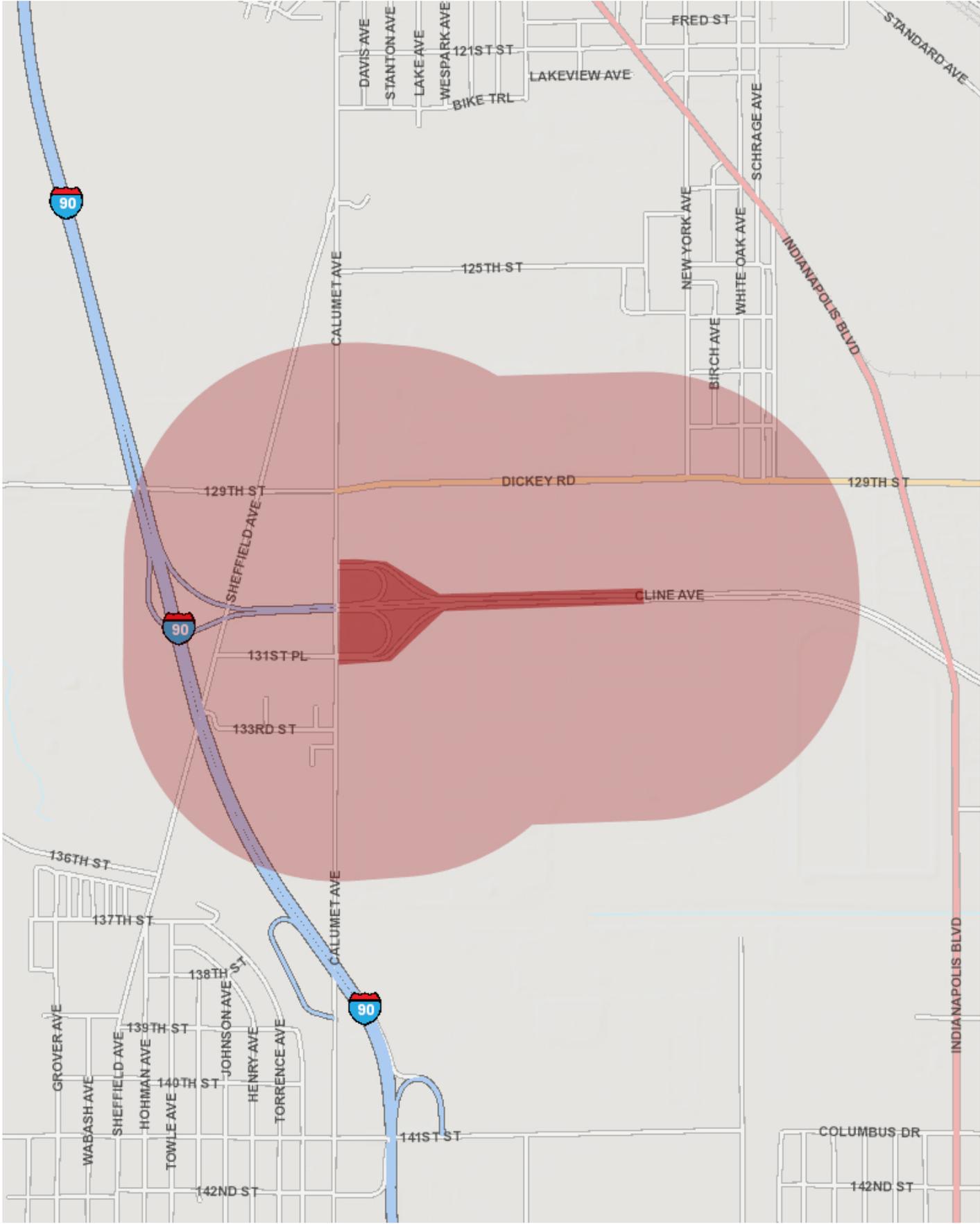
This information was furnished by Indiana Geological Survey

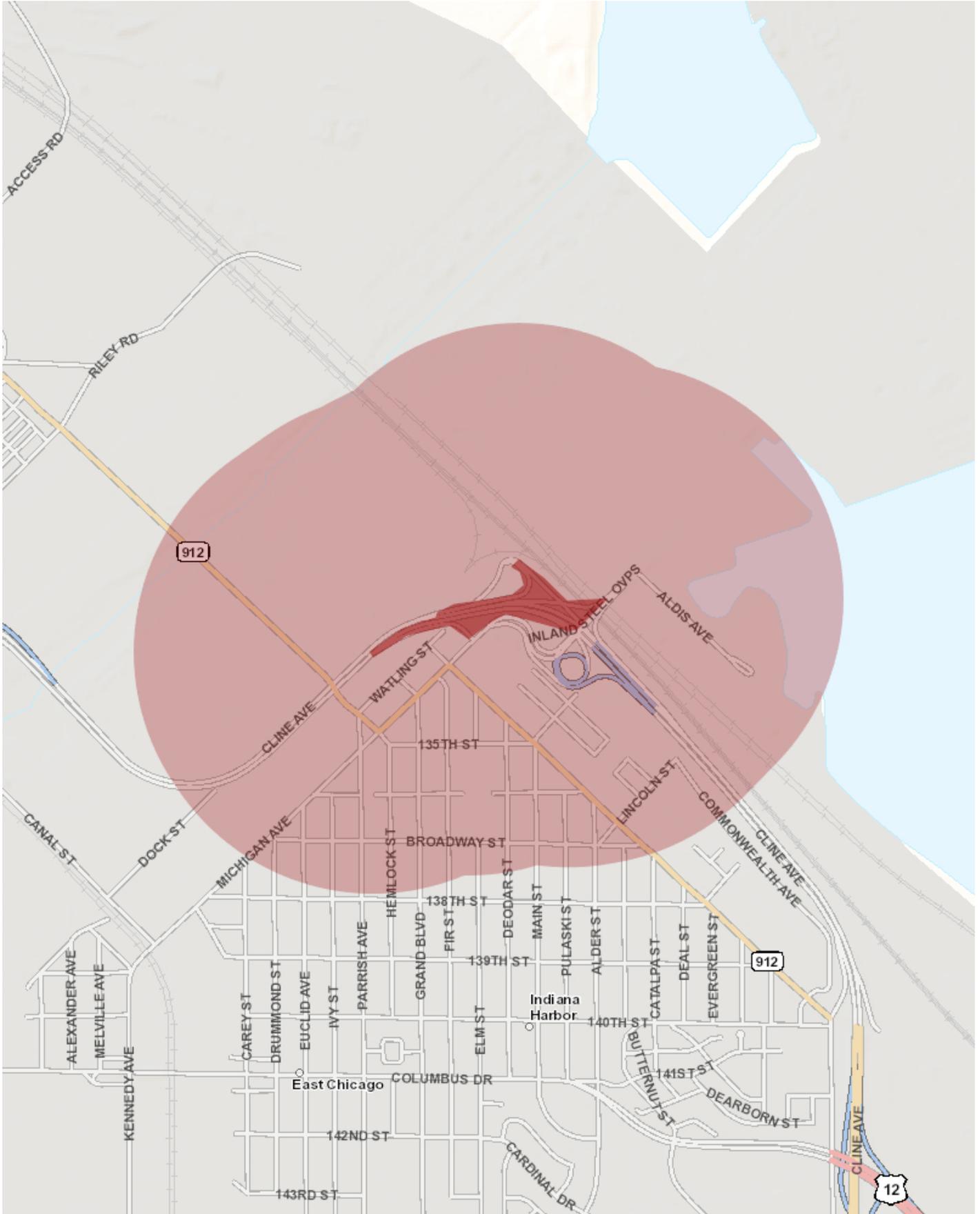
Address: 1001 E. 10th St., Bloomington, IN 47405

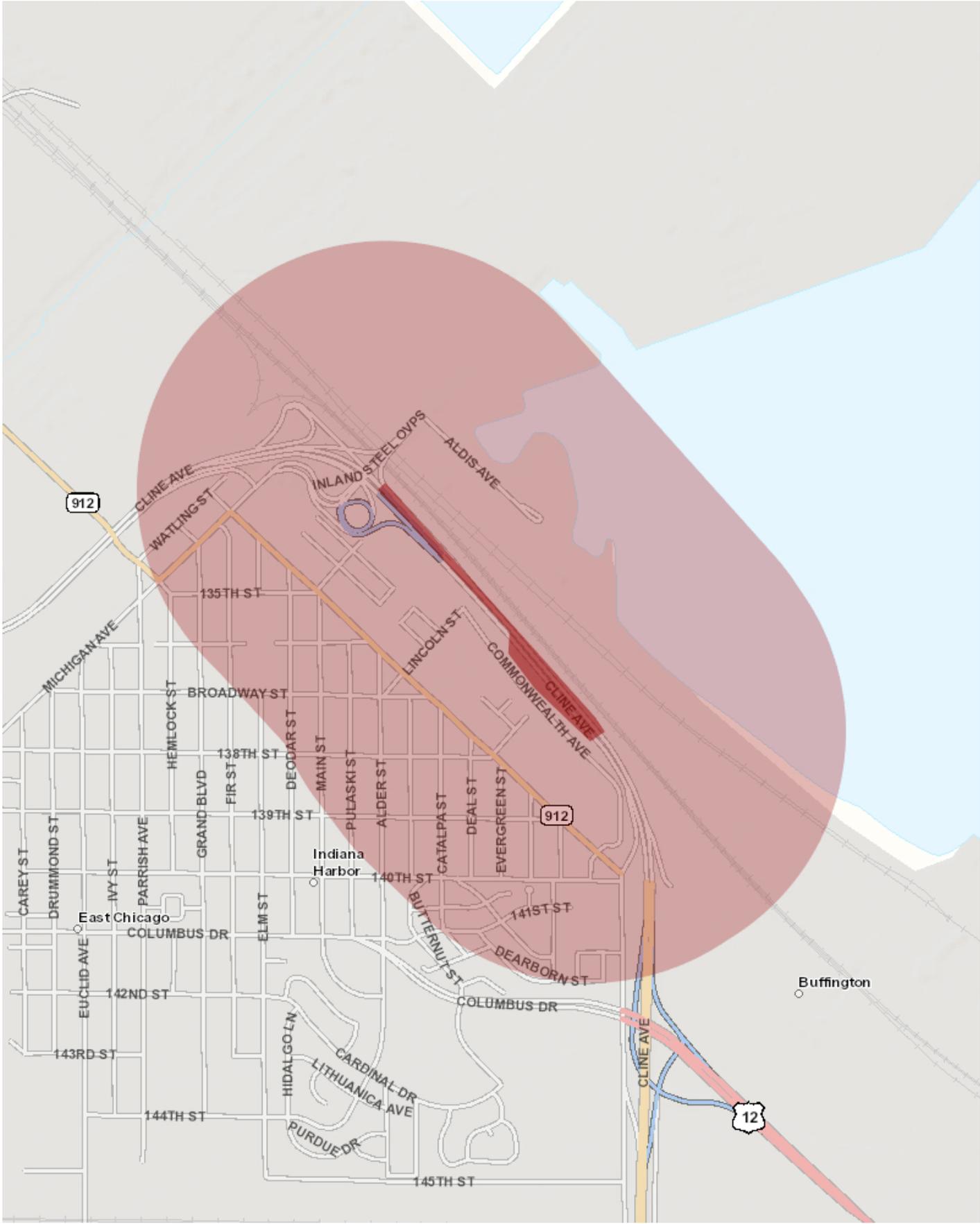
Email: IGSEnvir@indiana.edu

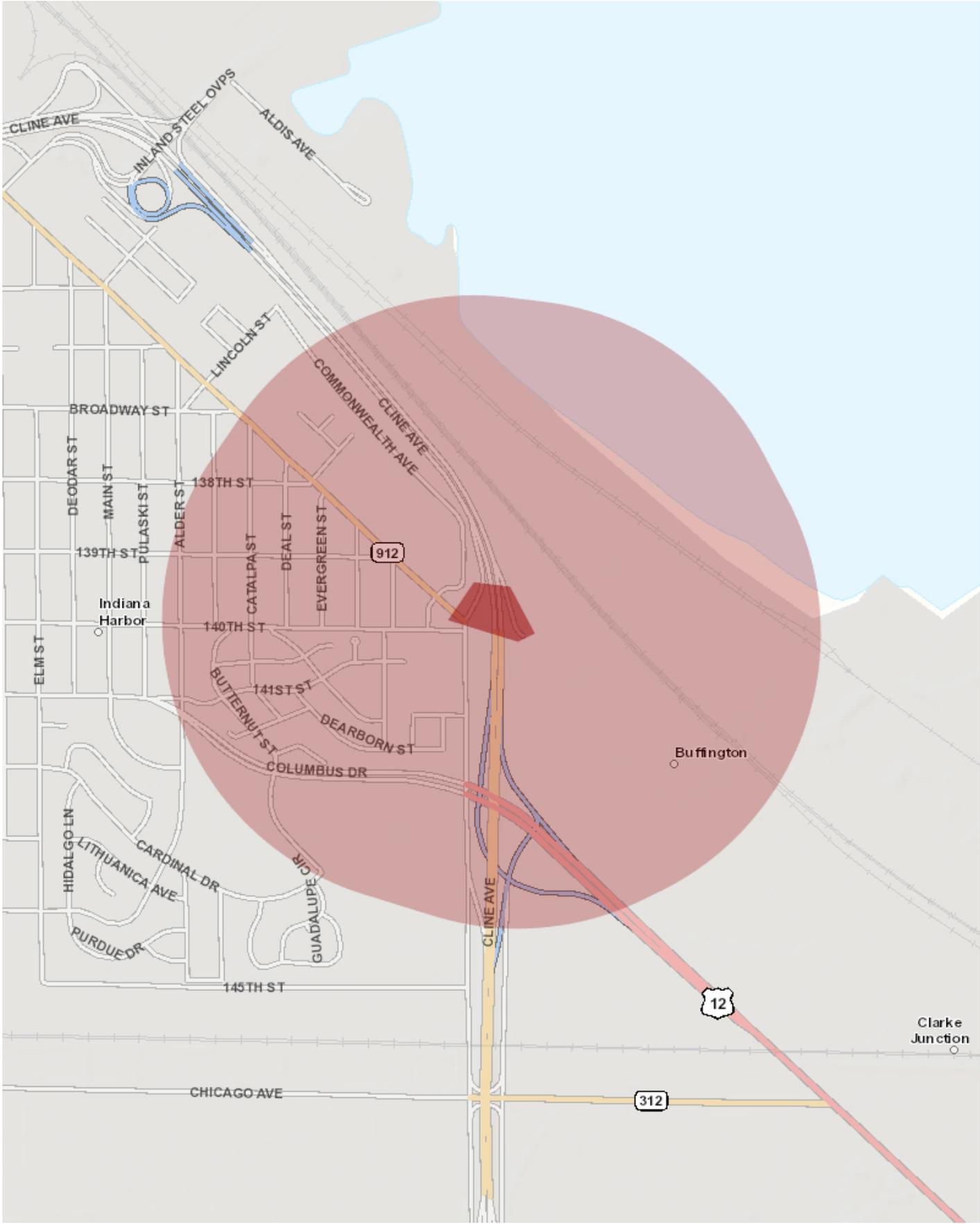
Phone: 812 855-7428

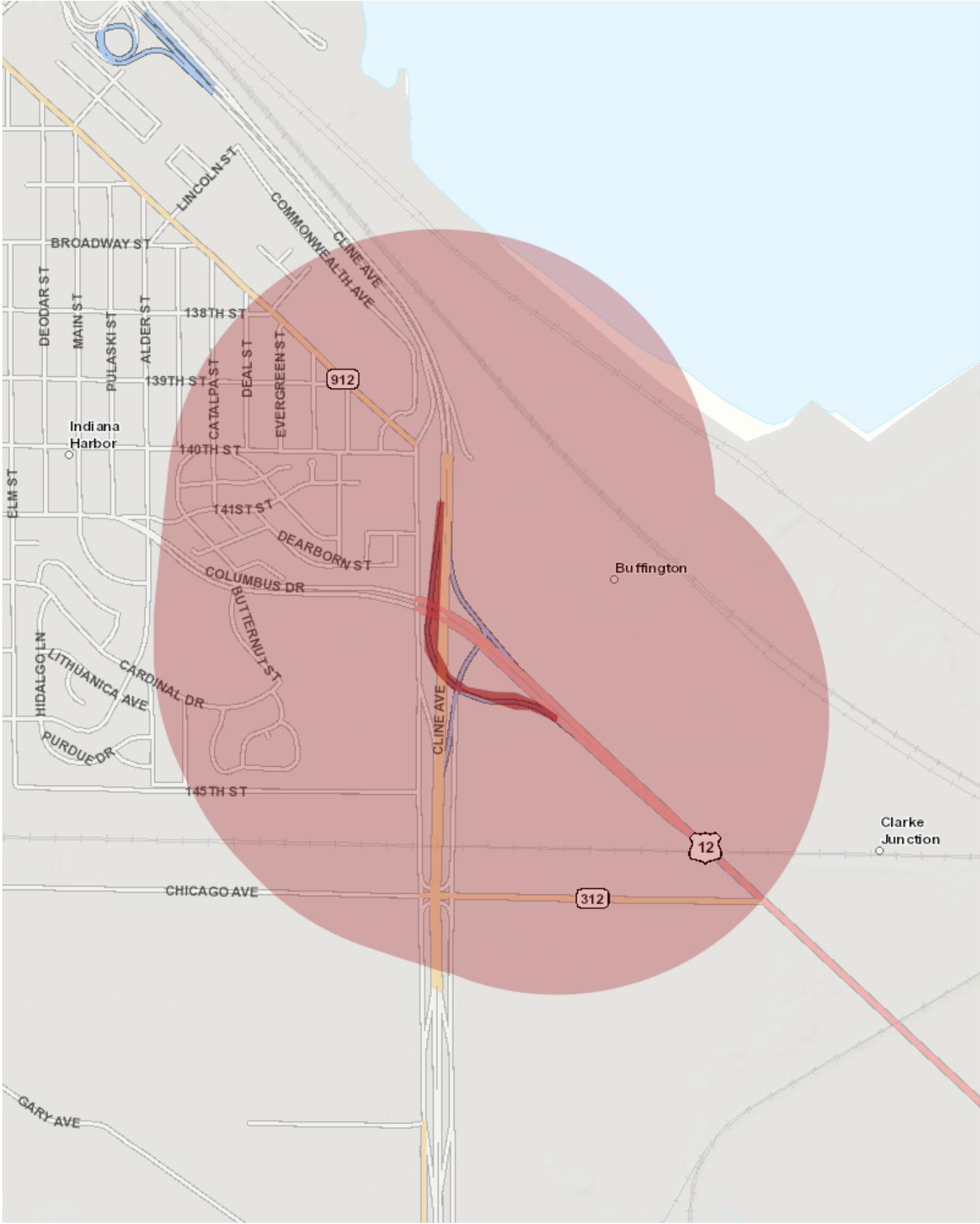
Date: December 22, 2021











Metadata:

- https://maps.indiana.edu/metadata/Geology/Petroleum_Wells.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sites_2016.html
- https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html
- https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html
- https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html
- https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html

Veldkamp, Keaton [US-US]

From: Courtade, Julian <JCourtade@indot.IN.gov>
Sent: Monday, December 27, 2021 7:59 AM
To: Veldkamp, Keaton [US-US]
Subject: [EXTERNAL] RE: Early Coordination, Des. 1800067 SR 912 Roadway and Ramp Project, Lake County, IN

Follow Up Flag: Follow up
Flag Status: Flagged

Keaton –

Sheet 1: This area poses no risk to Gary Airport and meets the 100:1 requirement. If any object will exceed 200 ft in height, further coordination will be required with our office and the FAA.

Sheet 2: If any object or equipment will exceed 78 ft in height, further coordination will be required with our office and the FAA. This is due to the 100:1 slope requirement within 20,000 ft of a public-use facility.

Sheet 3: If any object or equipment will exceed 52 ft in height, further coordination will be required with our office and the FAA. This is due to the 100:1 slope requirement within 20,000 ft of a public-use facility.

Sheet 4: If any object or equipment will exceed 30 ft in height, further coordination will be required with our office and the FAA. This is due to the 100:1 slope requirement within 20,000 ft of a public-use facility.

Best,

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

 [\[facebook.com\]](https://www.facebook.com)  [\[twitter.com\]](https://twitter.com)  [\[youtube.com\]](https://www.youtube.com)  [\[in.gov\]](https://www.in.gov)  [\[in.gov\]](https://www.in.gov)

 [\[in.gov\]](https://www.in.gov)

From: Keaton.Veldkamp@parsons.com <Keaton.Veldkamp@parsons.com>
Sent: Wednesday, December 22, 2021 9:47 AM
To: Courtade, Julian <JCourtade@indot.IN.gov>
Subject: Early Coordination, Des. 1800067 SR 912 Roadway and Ramp Project, Lake County, IN

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RE: SR 912 Roadway and Ramp Project
Lake County

Appendix D

Section 106 of the National Historic Preservation Act

Category A consists of projects that, by their nature, have no effect on properties listed in or eligible for inclusion in the National Register of Historic Places (hereinafter referred to as the “National Register”) and do not require review by INDOT Cultural Resources Office. All of the work under this Category must occur in previously disturbed soils, which are defined as soils that have been completely altered or displaced by earthmoving or other modern manipulation.

1. Any work on bridges limited to substructure or superstructure elements without replacing, widening, or elevating the superstructure under the conditions listed below (***BOTH Conditions A and B must be met***). This category **does not** include bridge replacement projects (when both superstructure and substructure are removed):
 - A. The project takes place in previously disturbed soils; *AND*
 - B. With regard to the bridges, at least one of the conditions (i, ii or iii) listed below must be satisfied:
 - i. The latest Historic Bridge Inventory identified the bridge as non-historic (see <http://www.in.gov/indot/2531.htm>);
 - ii. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
 - iii. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.
2. All work within interchanges and within medians of divided highways in previously disturbed soils.
3. Replacement, repair, lining, or extension of culverts and other drainage structures that do not exhibit wood, stone or brick structures or parts therein and are in previously disturbed soils.
4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required.
5. Repair, in-kind replacement or upgrade of existing lighting, signals, signage, and other traffic control devices in previously disturbed soils.
6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.
7. Repair or in-kind replacement of fencing and hardscape landscaping elements and/or replacement of existing plant materials in previously disturbed soils and installation of new fencing and hardscape landscaping elements and plant materials limited to locations within interstate right-of way within previously disturbed soils.
8. Installation of new or modification of existing traffic control devices and systems, including signs, signals, markings, illumination, other warning devices and their supports, to improve safety at railway crossings in previously disturbed soils.
9. Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

10. Routine roadside maintenance activities necessary to preserve existing infrastructure or maintain roadway safety in previously disturbed soils.
11. Rehabilitation of existing rest areas and truck weigh stations within previously disturbed soils.
12. Removal and disposal of hazardous waste.
13. Work on concrete and asphalt decks of bridges identified in the Historic Bridge Inventory as National Register-listed or National Register-eligible (see <http://www.in.gov/indot/2531.htm>), which is limited to pavement resurfacing, overlay, pavement repair, pavement grinding, pavement marking, seal coating, joint repair, and in-kind replacement or repair of existing concrete curbs, curb ramps or sidewalks in previously disturbed soils, provided none of these actions impact structural members of the bridge.
14. Repair and/or replace existing MSE walls, retaining walls and noise walls in previously disturbed soils, using similar design, dimensions and materials.

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



February 17, 2022

SHPO Approval Letter
for Des. 1800533

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

Des. No. 1800067 is no longer the lead Des. for the SR 912 and Michigan Avenue Bridges project and is associated with the project this environmental document is being prepared for.

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

Re: DUAL REVIEW: Indiana Department of Transportation’s finding of “No Adverse Effect” on behalf of the Federal Highway Administration and 60% design plans for the SR 912 and Michigan Avenue Bridges (Des. No. 1800067 [LEAD], 1703011, 1703012, 1700105, 1700359; DHPA No. 26824)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”); and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your February 7, 2022, submission which enclosed INDOT’s finding and supporting documentation as well as the 60% design plans for the aforementioned project in North Township, Lake County, Indiana.

For the benefit of the Indiana Historic Preservation Review Board (“Review Board”) members and other recipients of this letter who are not Section 106 consulting parties, please be aware that documents submitted for review of this project can be found online at IN SCOPE (<http://www.irms.indot.in.gov/Section106Documents/>). From there, search by this project’s lead designation number: 1800067.

As previously indicated, the Ramp B over B Bridge (Structure No. 912-45-06596B; NBI No. 33035) was previously determined eligible for inclusion in the National Register of Historic Places (“NRHP”) in the *Indiana Historic Bridge Inventory*. The c. 1959 cast in place reinforced concrete slab bridge was also categorized as “Non-Select.” Per the terms of the Indiana Historic Bridges PA, the procedures outlined in Stipulation III.B will be followed to fulfill FHWA’s Section 106 responsibilities for the bridge. We also agree that the Inland Steel Office Building/ArcelorMittal Human Resources building (Indiana Historic Sites and Structures Inventory #089-679-35181) is eligible for inclusion in the NRHP.

As previously indicated, regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please

call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Because the Indiana Historic Bridges PA takes into account the effects of projects on all historic, Select and Non-Select bridges in Indiana, a Section 106 finding in a bridge project applies only to historic properties within the APE, *other than the bridge*. **Accordingly, we concur with INDOT's February 3, 2022, Section 106 finding of "No Adverse Effect" on behalf of FHWA, for this federal undertaking.**

We note within this finding documentation, that this submittal also contains the 60% design plans for this bridge replacement project. It appears that Appendix F from the prior November 8, 2021 Historic Bridge Alternatives Analysis Report contained what appears to be the 30% design plans, although it was not specified in INDOT's distribution letter or called out throughout the document. As a result, we did not formally comment on the 30% design plans, besides acknowledging that the October 2020 Engineer's Report outlined three alternatives for an entirely new intersection, and we deferred to the project team in choosing a preferred alternative since they would all result in the demolition of the historic "Non-Select" bridge.

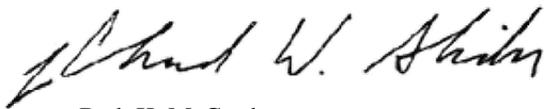
Regarding the 60% bridge plans, we have no additional comments or questions. Upon receipt of the 90% final bridge plans for this bridge replacement, we will decide whether it is appropriate to issue a Director's Letter of Clearance for this project, indicating compliance with Indiana Code 14-21-1-18.

We also request that the Ramp B over B Bridge be photographically documented prior to demolition. We request color, digital images that provide overviews of the resource, along with details shots of any character-defining features. In addition to the photographs, please provide a photo log that corresponds to the photographs, a photo key, and an overview thumbnail sheet. Please submit a draft copy of this documentation on CD or previously approved storage or transfer method for our review and approval. Upon approval, this documentation should be provided to a public or not-for-profit organization that is willing to accept a copy of this documentation and make it available to the public.

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to contact Rachel Sharkey at (317) 234-5254 or rsharkey@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

In all future correspondence regarding the dual review of this bridge replacement project on SR 912 and Michigan Avenue Bridges in North Township, Lake County (LEAD Des. No. 1800067), please refer to DHPA No. 26824.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:

Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Leah J. Konicki, ASC Group, Inc.
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board

Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

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

Honorable Anthony Copeland, Mayor, City of East Chicago
East Chicago Common Council
East Chicago City Engineer
East Chicago City Planner
Lake County Commissioners
Indiana Landmarks, Northwest Field Office
Northwestern Indiana Regional Planning Commission
Bruce L. Woods, Lake County Historian and Lake County Historical Society and Museum
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation

CC to potentially interested persons:

Jan S. Smoljan, Superintendent, Lake County Highway Department
Gloria Dosen, East Chicago Historical Society

Appendix E

Red Flag Investigation and Hazardous Materials

This RFI covers the area around the eastbound SR 912 ramp (Ramp 4A) to Michigan Avenue (Des. No. 1703011). Per direction from INDOT SAM, red flag data were collected and evaluated for the other sections of the project but a RFI report was not prepared; therefore, the data presented in this RFI do not match what is documented in the CE document for this project. Text not applicable to the SR 912 Pavement and Ramp Project is noted in this document.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room IGCN 758-ES
Indianapolis, Indiana 46204

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

Eric Holcomb, Governor
Joe McGuinness,
Commissioner

Date: January 5, 2022

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation
100 N Senate Avenue, Room IGCN 758-ES
Indianapolis, IN 46204

From: Eric Jagger
Parsons
101 W Ohio Street, Suite 2121
Indianapolis, IN
Eric.Jagger@Parsons.com

Re: RED FLAG INVESTIGATION
DES 1800067, State Project
Interchange Improvement
State Road (SR) 912 and Michigan Avenue, 1.34 Miles West of US 12
Lake County, Indiana

PROJECT DESCRIPTION Highlighted text does not apply to the SR 912 Pavement and Ramp Project.

Brief Description of Project: The Indiana Department of Transportation (INDOT) proposes an interchange improvement project at State Road (SR) 912 and Michigan Avenue in Lake County, Indiana. The project is located in a highly developed urban area of East Chicago surrounded by industrial, commercial, and residential properties. The ArcelorMittal steel mill is adjacent to the north and the East Chicago Water Filtration plant is adjacent to the south. The project includes reconstruction of the seven-span Michigan Avenue bridge over SR 912, ramps, and three railroads: Norfolk Southern, Indiana Harbor Belt and Wisconsin Central, and Amtrak. A new roundabout on the southern portion of the interchange is proposed. The southern ramps, Ramp H and Ramp B, will be realigned, and the Ramp H and Ramp B over Ramp B bridges will be removed. Existing retaining walls will be removed and replaced with embankments and/or walls. The northern ramps, Ramp NEC and Ramp I, and their bridges will be rehabilitated. Existing pavement, curb and gutter will be repaired or replaced as needed. A closed pedestrian bridge over the railroads will be removed. Ramp 4A will be permanently closed, therefore the pavement will be removed and replaced with soil and a standard seed mix. Additionally, drainage issues south of SR 912 will be addressed with new inlet structures and curb cuts. Replacement of overhead sign structures and installation of a new roundabout lighting system is also anticipated.

Bridge and/or Culvert Project: Yes No Structure #s 912-45-02543 B, 912-45-06596 B, 912-45-06596 JA, 912-45-02543 A RI, 912-45-02543 A NEC, and 912-45-02545 ADJ.

If this is a bridge project, is the bridge Historical? Yes No , Select Non-Select (Str. No. 912-45-06596 B)
(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

*www.in.gov/dot/
An Equal Opportunity Employer*

Highlighted text does not apply to the SR 912 Pavement and Ramp Project.

Proposed right of way: Temporary # Acres 0.79 Permanent # Acres N/A, Not Applicable

Type and proposed depth of excavation: Grading, trenching, boring, and/or direction drilling; ranging from the ground surface to approximately ten feet below grade south of SR 912. North of SR 912 and the railroads, work includes borings and foundation work that could extend over 15 feet below grade.

Maintenance of traffic: Will include ramp and bridge closures. Detours would be provided.

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

State Project: LPA:

Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	17	Recreational Facilities	7
Airports ¹	2	Pipelines	4
Cemeteries	N/A	Railroads	10
Hospitals	N/A	Trails	1
Schools	2*	Managed Lands	3

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

*Includes unmapped resources

Religious Facilities: Seventeen (17) religious facilities are located within the 0.5 mile search radius. The nearest religious facility, Mount Herman Baptist Church, is located approximately 0.13 mile southwest of the project area. No impact is expected.

Airports: Although not located within the 0.5 mile search radius, one (1) public-use airport, Gary/Chicago International Airport, is located within 3.8 miles (20,000 feet) of the project area. The public-use airport is located approximately 2.0 miles southeast of the project area; therefore, early coordination with INDOT Aviation will occur.

Schools: Two (2*) schools are located within the 0.5 mile search radius. The nearest school, Eugene Field Elementary School (also known as Abraham Lincoln Elementary School), is located adjacent to the south of the project area. Coordination with the School City of East Chicago will occur.

Recreational Facilities: Seven (7) recreational facilities are located within the 0.5 search radius. Penn Center Park is mapped adjacent to the project area; however, it is located approximately 0.05 mile south of the project area. Eugene Field Elementary School (also known as Abraham Lincoln Elementary School) is located adjacent to the south of the project area. Coordination with the School City of East Chicago will occur.

Pipelines: Four (4) pipeline segments are located within the 0.5 mile search radius. One (1) pipeline segment, owned by Northern Indiana Public Service Co., crosses the project area. Coordination with INDOT Utilities and Railroads should occur.

Railroads: Ten (10) railroad segments are located within the 0.5 mile search radius. Six (6) railroad segments, Norfolk Southern Railroad and Canadian National Railroad, cross the project area. Standard coordination will occur with INDOT Utilities and Railroads by the Project Management Team or their consultant no later than the Ready for Contracts (RFC) date.

Trails: One (1) trail segment is located within the 0.5 mile search radius. The nearest trail, Linear Park Trail, is located approximately 0.08 mile southwest of the project area. No impact is expected.

Managed Lands: Three (3) Managed Lands are located within the 0.5 mile search radius. The nearest managed land, Jeorse Park, is located adjacent to the northeast of the project area. **Coordination with the City of East Chicago Marina will occur.**

WATER RESOURCES TABLE AND SUMMARY

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	N/A	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	2
Canal Structures – Historic	N/A	Lakes	4
NPS NRI Listed	N/A	Floodplain - DFIRM	4
NWI-Lines	N/A	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	3	Sinkhole Areas	N/A
Rivers and Streams	3	Sinking-Stream Basins	N/A

IDEM 303d Listed Streams and Lakes (Impaired): Three (3) 303d Listed Lakes are located within the 0.5 mile search radius. The nearest impaired lake, Lake Michigan, is located 0.13 mile east of the project area. No impact is expected.

Rivers and Streams: Three (3) stream segments are located within the 0.5 mile search radius. The nearest river and stream, the Lake Michigan coastline, is located 0.13 mile east of the project area. No impact is expected.

NWI-Wetlands: Two (2) wetlands are located within the 0.5 mile search radius. One wetland is located approximately 0.13 mile east of the project area. No impact is expected.

Lakes: Four (4) lakes are located within the 0.5 mile search radius. Two lakes are located approximately 0.12 mile southeast of the project area. No impact is expected.

Floodplain – DFIRM: Four (4) floodplain polygons are located within the 0.5 mile search radius. The nearest floodplain polygon is located approximately 0.13 mile east of the project area. No impact is expected.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	N/A	Mineral Resources	4
Mines – Surface	N/A	Mines – Underground	N/A

Mineral Resources: Four (4) mineral resource facilities are located within the 0.5 mile search radius. Each of the mineral resource facilities are mapped adjacent to the project area. These facilities, owned by ArcelorMittal USA, Indiana Harbor

Works (Limekiln), Beemsterboer Slag Corp, Lafarge Corp, Slag Division, and Phoenix Services, LLC., appear to have administrative offices located at 3210 Watling Street, East Chicago, 46312. No impact is expected.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns			
Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	N/A	Manufactured Gas Plant Sites	N/A
RCRA Generator/ TSD	4	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	1*	Restricted Waste Sites	N/A
State Cleanup Sites	2	Waste Transfer Stations	N/A
Septage Waste Sites	N/A	Tire Waste Sites	N/A
Underground Storage Tank (UST) Sites	7	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program	N/A	Brownfields	13
Construction Demolition Waste	N/A	Institutional Controls	19
Solid Waste Landfill	N/A	NPDES Facilities	11
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	17
Leaking Underground Storage (LUST) Sites	6	Notice of Contamination Sites	N/A

*Includes unmapped facilities.

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

RCRA Generator/TSD: Four (4) RCRA generators/TSD facilities are located within the 0.5 mile search radius. The nearest sites, Primary Energy (aka Cokenergy Incorporated), AID 10840, 3210 Watling Street, and Arcelormittal USA, AID 11557, 3210 Watling Street (discussed below under RCRA Corrective Action), have offices located adjacent to the northwest of the project area. The Primary Energy facility is a large quantity generator of hazardous waste. This is a “waste heat recovery, combined heat and power facility”, located 0.15 mile northwest of the project area. Based on the May 21, 2018 IDEM Inspection Summary Letter, no violations were reported. No impact is expected.

RCRA Corrective Action Sites: One (1*) unmapped RCRA Corrective Action Site is located within the 0.5 mile search radius. Arcelormittal USA, AID 11557, 3210 Watling Street, has offices adjacent to the northwest of the project area. The steel mill begins north of the project area and extends over hundreds of acres. This facility has multiple solid waste management areas (SWMAs) under the closure process in RCRA Corrective Action. The nearest is SWMA 14, the “Former Coal Tar Plant Area”, located adjacent to the north of the project area. Based on the July 24, 2020 Second Quarter RCRA Corrective Action Status Report, dense non-aqueous phase liquid (DNAPL) monitoring and recovery continues in SWMA 14, and the organic dissolved phase plume contaminants of concern remain non-detect in downgradient wells. In the figure entitled “2nd Quarter 2020 Quarterly Report - Identified Areas of Separate Phase and Summary of Stabilization Measures” the “discontinuous coal tar DNAPL” plume appears to extend beneath the northern Michigan Avenue Bridge approach, approximately 0.03 mile north of the northern limits of work. A Phase II Environmental Site Assessment is recommended to occur before RFC. Prior to any investigation activities, a scope of work plan will be prepared and submitted to INDOT SAM for review and approval. In addition, coordination will be conducted with the IDEM Project Manager identified in the VFC documentation, Chris Myers, and the USEPA Project Manager, Mr. Brandon Pursel, before further site activities occur.

State Cleanup Sites: Two (2) state cleanup sites are located within the 0.5 mile search radius. The nearest site has no name, AID 23237, 3804 Guthrie Street, and is located approximately 0.39 mile south of the project area. Based on the April 22, 2004 IDEM Letter, the release involved two underground storage tanks (USTs) found during demolition. No impact is expected.

UST Sites: Seven (7) UST sites are located within the 0.5 mile search radius. The nearest site is New Fire Station No. 2, AID 23298, 3350 Michigan Avenue, located adjacent to the south of the project area. No files were found associated with this facility. No impact is expected.

Leaking Underground Storage (LUST) Sites: Six (6) LUST facilities are located within the 0.5 mile search radius. Heckett Multiserv Plant 11 A Harsco Company (aka Heckett Multiserv Division of Harsco Corporation), AID 12658, 3236 Watling Street, is incorrectly mapped 0.16 mile southwest of the project area. Based on the July 19, 2010 UST System Closure documentation, the USTs were located more than one mile north from the project area. No impact is expected.

Brownfields: Thirteen (13) Brownfield facilities are located within the 0.5 mile search radius. The nearest site, Pittsburgh Fort Wayne & Chicago Railway 4170605, AID 118255, 3507 Guthrie Street, is located approximately 0.06 mile south of the project area. Based on the August 27, 2019 IDEM Site Status Letter, groundwater is not impacted and relatively low-level contaminated soils were removed from this former coal and lumber yard. No impact is expected.

Institutional Controls: Nineteen (19) Institutional Control sites are located within the 0.5 mile search radius. The nearest site, City of East Chicago, AID 105801, 3512 Main Street, is located approximately 0.17 mile southwest of the project area. No impact is expected.

NPDES Facilities: Eleven (11) NPDES Facilities are located within the 0.5 mile search radius. Inland Steel Overpass Bridge Removal and Roundabout Construction, Object ID 24700, Michigan Ave & Inland Steel Opas, is located adjacent to the project area. This construction storm water permit was terminated on August 7, 2019. No impact is expected.

NPDES Pipe Locations: Seventeen (17) NPDES Pipe Locations are located within the 0.5 mile search radius. The nearest facility, Arcelormittal Steel USA Inc – Indiana Harbor East, is located approximately 0.39 mile north of the project area. No impact is expected.

ECOLOGICAL INFORMATION SUMMARY

The Lake County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at https://www.in.gov/dnr/naturepreserve/files/np_lake.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did indicate the presence of ETR species within the 0.5 mile search radius. Coordination with USFWS and IDNR will occur.

A review of the USFWS database did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a heavily developed industrial area. The September 29, 2020 inspection reports for INDOT Structure Nos. #912-45-02543 B, 912-45-06596 B, 912-45-06596 JA, 912-45-02543 A RI, 912-45-02543 A NEC, and 912-45-02545 ADJ states that no evidence of bats was seen or heard under the bridges. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent “Using the USFWS’s IPaC System for Listed Bat Consultation for INDOT Projects”.

RECOMMENDATIONS SECTION

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

The following recommendation does not apply to the SR 912 Pavement and Ramp Project.

The Ramp B over B Bridge (INDOT Structure No. 912-45-06596 B; NBI No. 33035) is a “Non-Select” historic structure in the Indiana Historic Bridge Inventory. The Indiana Historic Bridge Programmatic Agreement will be followed for this project.

INFRASTRUCTURE:

Airports: Although not mapped within the 0.5 mile search radius, one (1) public-use airport, Gary/Chicago International Airport, is located within 3.8 miles (20,000 feet) of the project area. Coordination with INDOT Aviation will occur.

Schools: The nearest school, Eugene Field Elementary School (also known as Abraham Lincoln Elementary School), is located adjacent to the south of the project area. Coordination with the School City of East Chicago will occur.

Recreational Facilities: Eugene Field Elementary School (also known as Abraham Lincoln Elementary School) is located adjacent to the south of the project area. Coordination with the School City of East Chicago will occur.

Pipelines: One (1) pipeline segment, owned by Northern Indiana Public Service Co., crosses the project area. Coordination with INDOT Utilities and Railroads should occur.

Railroads: Six (6) railroad segments, Norfolk Southern Railroad and Canadian National Railroad, cross the project area. Standard coordination will occur with INDOT Utilities and Railroads by the Project Management Team or their consultant no later than the Ready for Contracts (RFC) date.

The following recommendations do not apply to the SR 912 Pavement and Ramp Project.

Managed Lands: The nearest managed land, Jeorse Park, is located adjacent to the northeast of the project area. Coordination with the City of East Chicago Marina will occur.

WATER RESOURCES: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

RCRA Corrective Action Sites: Arcelormittal USA, AID 11557, 3210 Watling Street, has offices adjacent to the northwest of the project area. The steel mill begins north of the project area and extends over hundreds of acres. This facility has multiple solid waste management areas (SWMAs) under the closure process in RCRA Corrective Action. The nearest is SWMA 14, the “Former Coal Tar Plant Area”, located adjacent to the north of the project area. Based on the July 24, 2020 Second Quarter RCRA Corrective Action Status Report, dense non-aqueous phase liquid (DNAPL) monitoring and recovery continues in SWMA 14, and the organic dissolved phase plume contaminants of concern remain non-detect in downgradient wells. In the figure entitled “2nd Quarter 2020 Quarterly Report - Identified Areas of Separate Phase and Summary of Stabilization Measures” the “discontinuous coal tar DNAPL” plume appears to extend beneath the northern Michigan Avenue Bridge approach, approximately 0.03 mile north of the northern limits of work. A Phase II Environmental Site Assessment is recommended to occur before RFC. Prior to any investigation activities, a scope of work plan will be prepared and submitted to INDOT SAM for review and approval. In addition, coordination will be conducted with the

IDEM Project Manager identified in the VFC documentation, Chris Myers, and the USEPA Project Manager, Mr. Brandon Pursel, before further site activities occur.

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

INDOT ESD concurrence: Nicole Fohey-Breting (Signature)
Digitally signed by Nicole Fohey-Breting
Date: 2022.01.19 11:01:22 -05'00'

Prepared by:
Eric Jagger
Associate Environmental Planner
Parsons

Graphics:

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

SITE LOCATION: YES

INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: YES

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Infrastructure

SR 912, 1.34 Miles West of US 12

Des. 1800067, Interchange Improvement

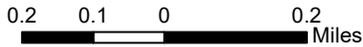
Lake County, Indiana



Ramp 4A is an element of the SR 912 Pavement and Ramp Project.

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

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

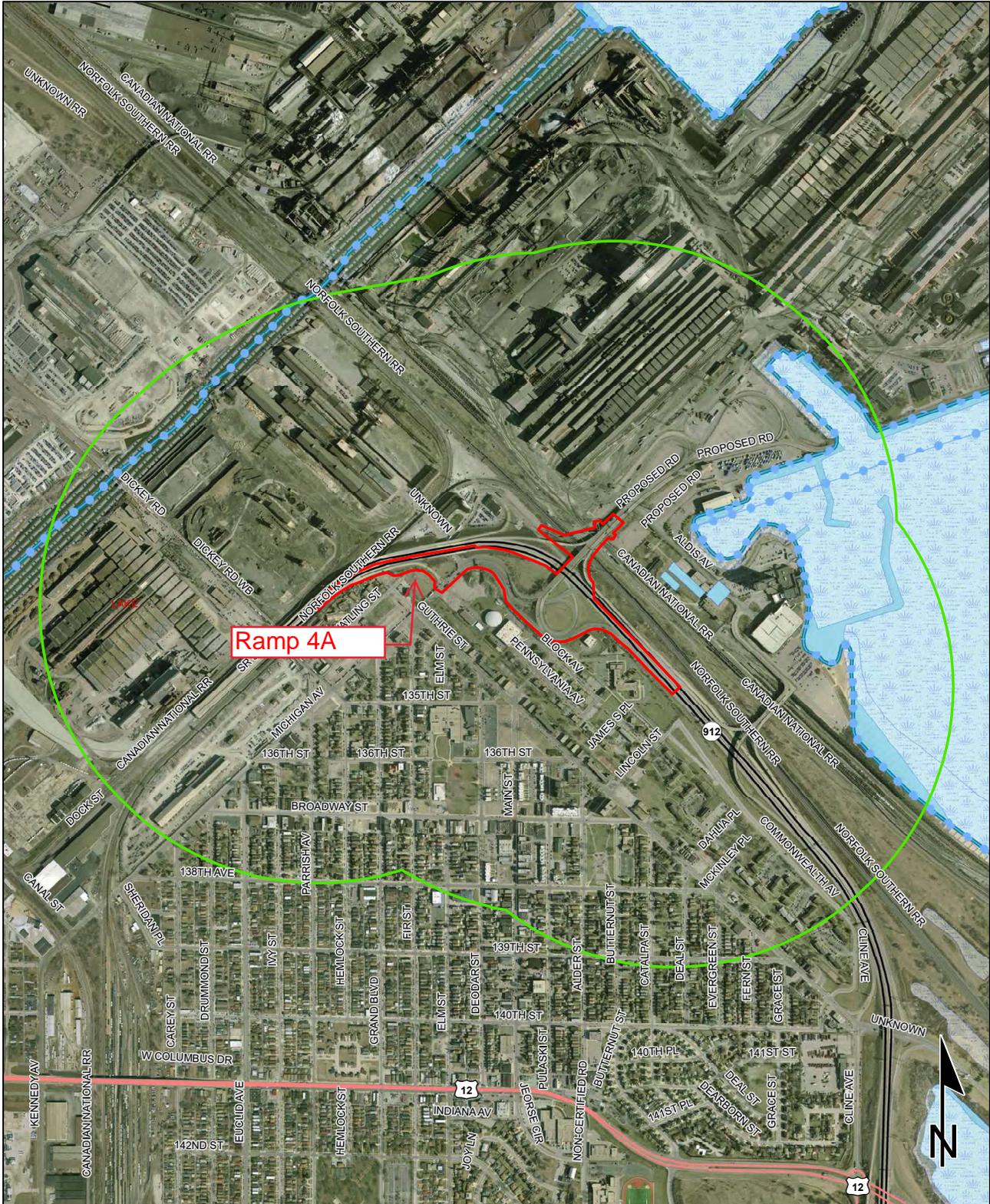


Red Flag Investigation - Water Resources

SR 912, 1.34 Miles West of US 12

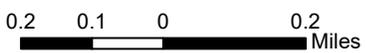
Des. 1800067, Interchange Improvement

Lake County, Indiana

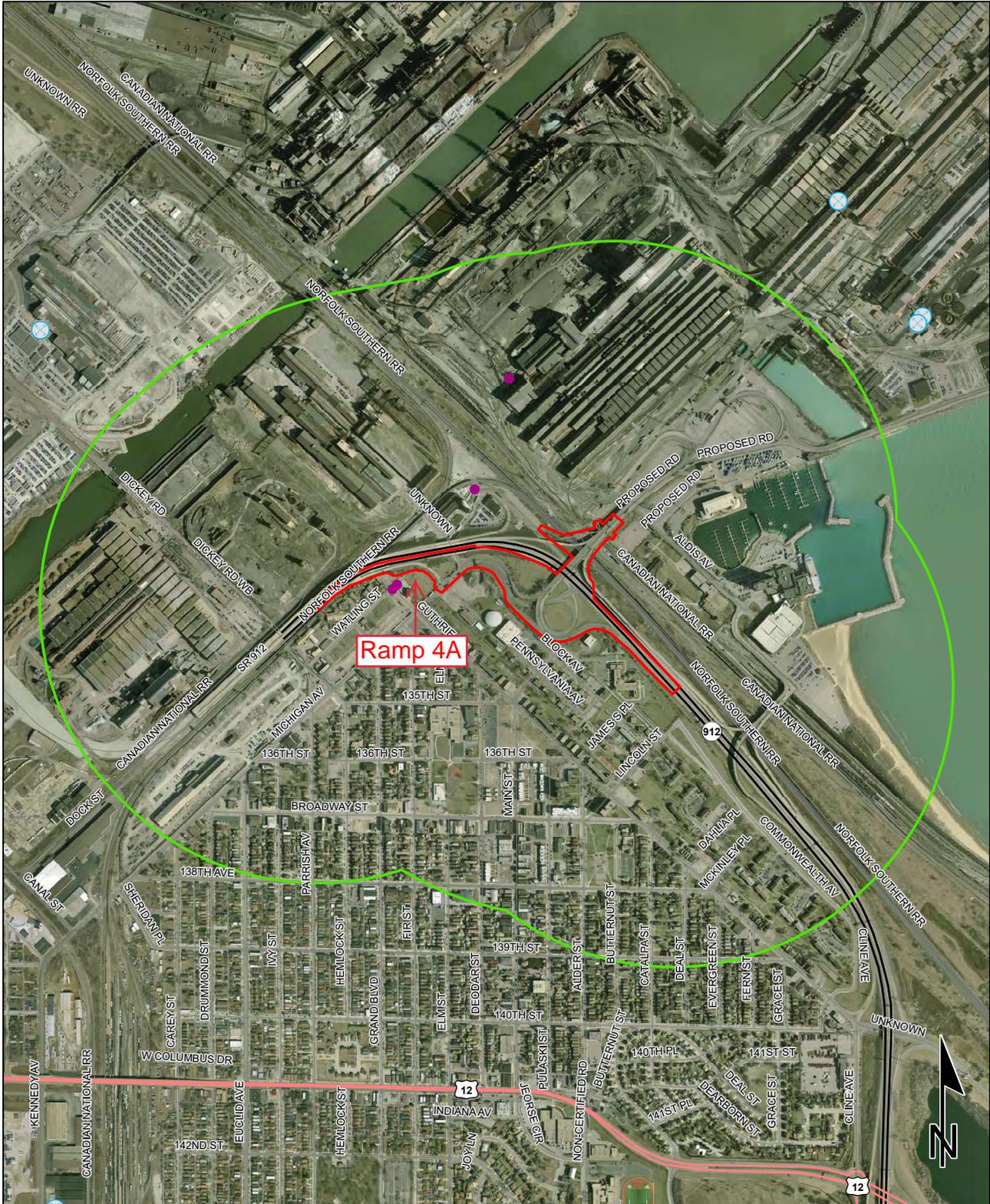


Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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



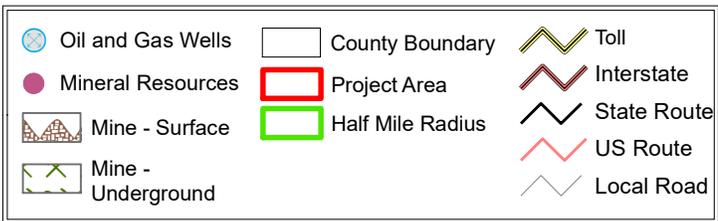
Red Flag Investigation - Mining/Mineral Exploration
 SR 912, 1.34 Miles West of US 12
 Des. 1800067, Interchange Improvement
 Lake County, Indiana



0.2 0.1 0 0.2 Miles

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

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

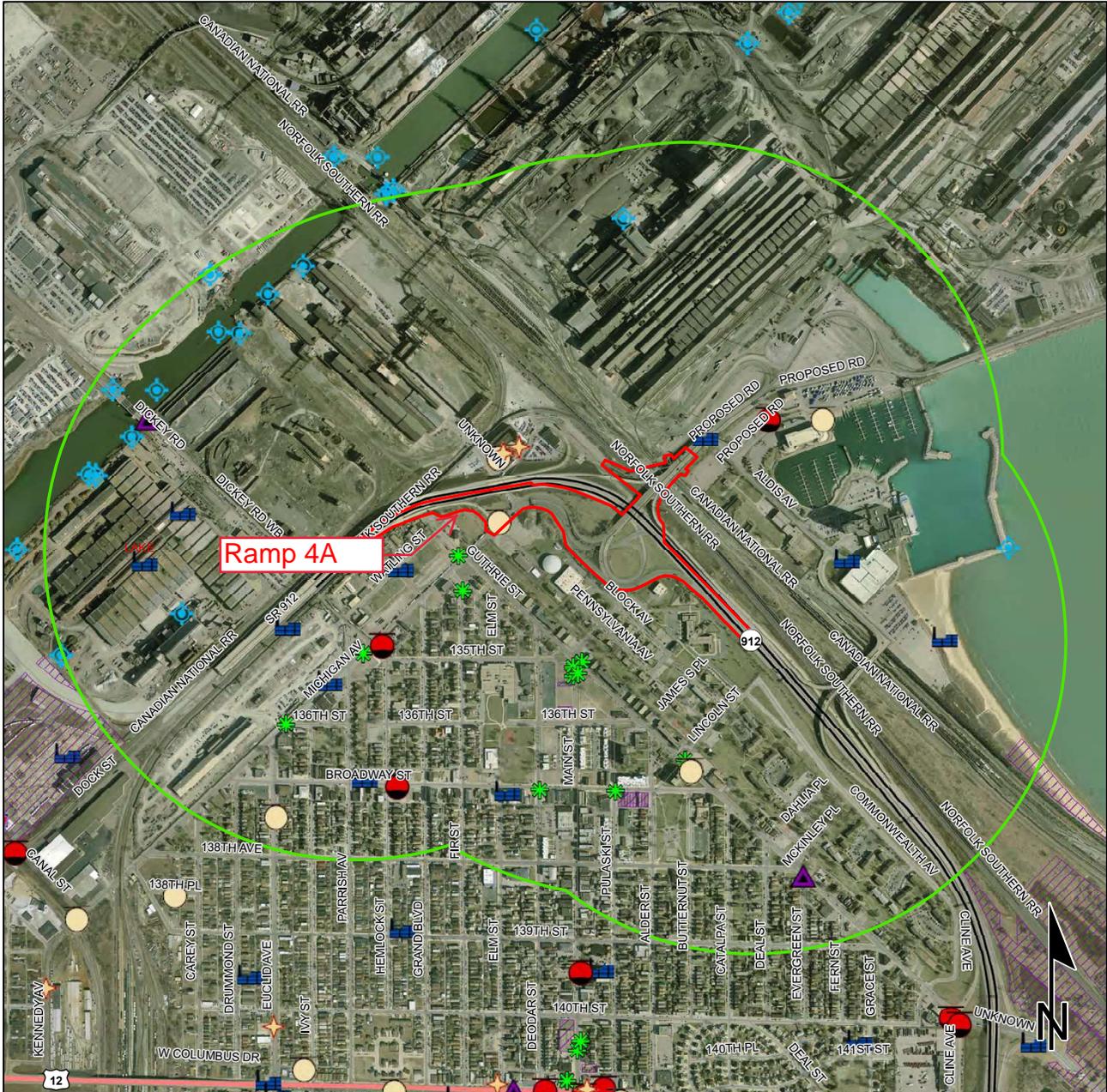


Red Flag Investigation - Hazardous Material Concerns

SR 912, 1.34 Miles West of US 12

Des. 1800067, Interchange Improvement

Lake County, Indiana



	Brownfield		RCRA Generator/TSD		Institutional Controls
	RCRA Corrective Action Sites		Restricted Waste Site		County Boundary
	Confined Feeding Operation		Septage Waste Site		Project Area
	Notice_of Contamination		Solid Waste Landfill		Half Mile Radius
	Construction/Demolition Site		State Cleanup Site		Toll
	Infectious/Medical Waste Site		Superfund		Interstate
	Leaking Underground Storage Tank		Tire Waste Site		State Route
	Manufactured Gas Plant		Underground Storage Tank		US Route
	NPDES Facilities		Voluntary Remediation Program		Local Road
	NPDES Pipe Locations		Waste Transfer Station		
	Open Dump Waste Site				



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

Jagger, Eric [US-US]

From: Foheybreting, Nicole K <NFoheyBreting@indot.IN.gov>
Sent: Tuesday, December 7, 2021 4:09 PM
To: Port, Juliet
Cc: Jagger, Eric
Subject: [EXTERNAL] RE: Des 1800067 SR 912 Interchange

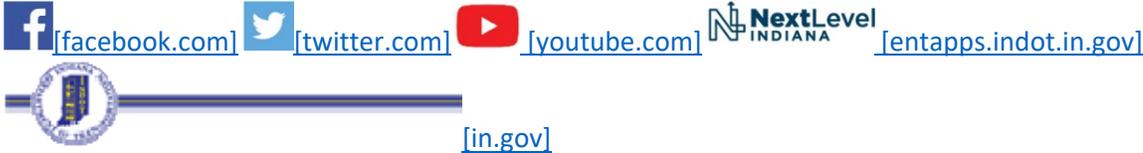
Thanks Juliet – I agree, I think the Phase II recommendation should remain and then we can determine next steps once the project is firmed up.

Regarding the Ramp 4A work, if that work is occurring under Des No. 1800067, please update the RFI to include the work details, scope, and footprint.

Thanks!
Sincerely,
Nicole

Nicole Fohey-Breting

Major Projects / LPA Review Liaison
100 North Senate Avenue N758-ES
Indianapolis, Indiana 46204
Office: (317) 416-7084
Email: NFoheyBreting@indot.in.gov
Office Hours: 8 to 4 PM



The Site Assessment and Management (SAM) Manual can be found at
<https://www.in.gov/indot/engineering/environmental-services/environmental-policy/site-assessment-and-management/> [in.gov]

Be sure to refer to the updated information in the SAM Manual for document preparation and submission.

From: Port, Juliet <Juliet.Port@parsons.com>
Sent: Tuesday, December 7, 2021 3:54 PM
To: Foheybreting, Nicole K <NFoheyBreting@indot.IN.gov>
Cc: Jagger, Eric <Eric.Jagger@parsons.com>
Subject: RE: Des 1800067 SR 912 Interchange

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

Hi Nicole- I tried to catch you on the phone (you can delete or skip my voice message). Yes, they did sample specific intervals for the lab analyses. However, regarding the “footprint” – they are still evaluating the most recent Geotech results and working on the foundation design. There may be limited work below the ‘native’ ground surface – the bridge/roadway widths are staying the same and they could reuse elements. They know the embankment behind the wingwalls is likely to be excavated (see photo below). However, they discussed several options that are under consideration which would have different footprints/impacts. So I think we’ll have to wait until they firm-up the design.

I hope this answers your question, please feel free to call me at 317-965-3816 or set-up a Teams meeting for a quick chat. Thank you - JP



View of north abutment, wingwalls and embankment – Michigan Avenue Bridge over SR 912 and railroads

From: Foheybreting, Nicole K <NFoheyBreting@indot.IN.gov>
Sent: Tuesday, December 7, 2021 2:47 PM
To: Port, Juliet <Juliet.Port@parsons.com>
Cc: Jagger, Eric <Eric.Jagger@parsons.com>
Subject: [EXTERNAL] RE: Des 1800067 SR 912 Interchange

Greetings Juliet –

The Phase II ESA would need to be focused on the depth(s) of excavation associated with the proposed project. Were the waste characterization samples taken from specific intervals that can be traced back to the footprint of the project area?

Nicole Fohey-Breting

Major Projects / LPA Review Liaison
100 North Senate Avenue N758-ES
Indianapolis, Indiana 46204

Office: (317) 416-7084

Email: NFoheyBreting@indot.in.gov

Office Hours: 8 to 4 PM



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[\[protect2.fireeye.com\]](https://protect2.fireeye.com)



[\[youtube.com\]](https://youtube.com)

[\[protect2.fireeye.com\]](https://protect2.fireeye.com)



[\[entapps.indot.in.gov\]](https://entapps.indot.in.gov) [\[protect2.fireeye.com\]](https://protect2.fireeye.com)



[\[in.gov\]](https://in.gov) [\[protect2.fireeye.com\]](https://protect2.fireeye.com)

The Site Assessment and Management (SAM) Manual can be found at

<https://www.in.gov/indot/engineering/environmental-services/environmental-policy/site-assessment-and-management/> [\[in.gov\]](https://in.gov) [\[protect2.fireeye.com\]](https://protect2.fireeye.com)

Be sure to refer to the updated information in the SAM Manual for document preparation and submission.

From: Port, Juliet <Juliet.Port@parsons.com>
Sent: Tuesday, December 7, 2021 10:55 AM
To: Foheybreting, Nicole K <NFoheyBreting@indot.IN.gov>
Cc: Jagger, Eric <Eric.Jagger@parsons.com>
Subject: Des 1800067 SR 912 Interchange

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

RE: questions related to draft RFI
SR 912 and Michigan Avenue Bridges Project (Interchange)
1.34 miles West of US 12
Lake County
1800067

Nicole,

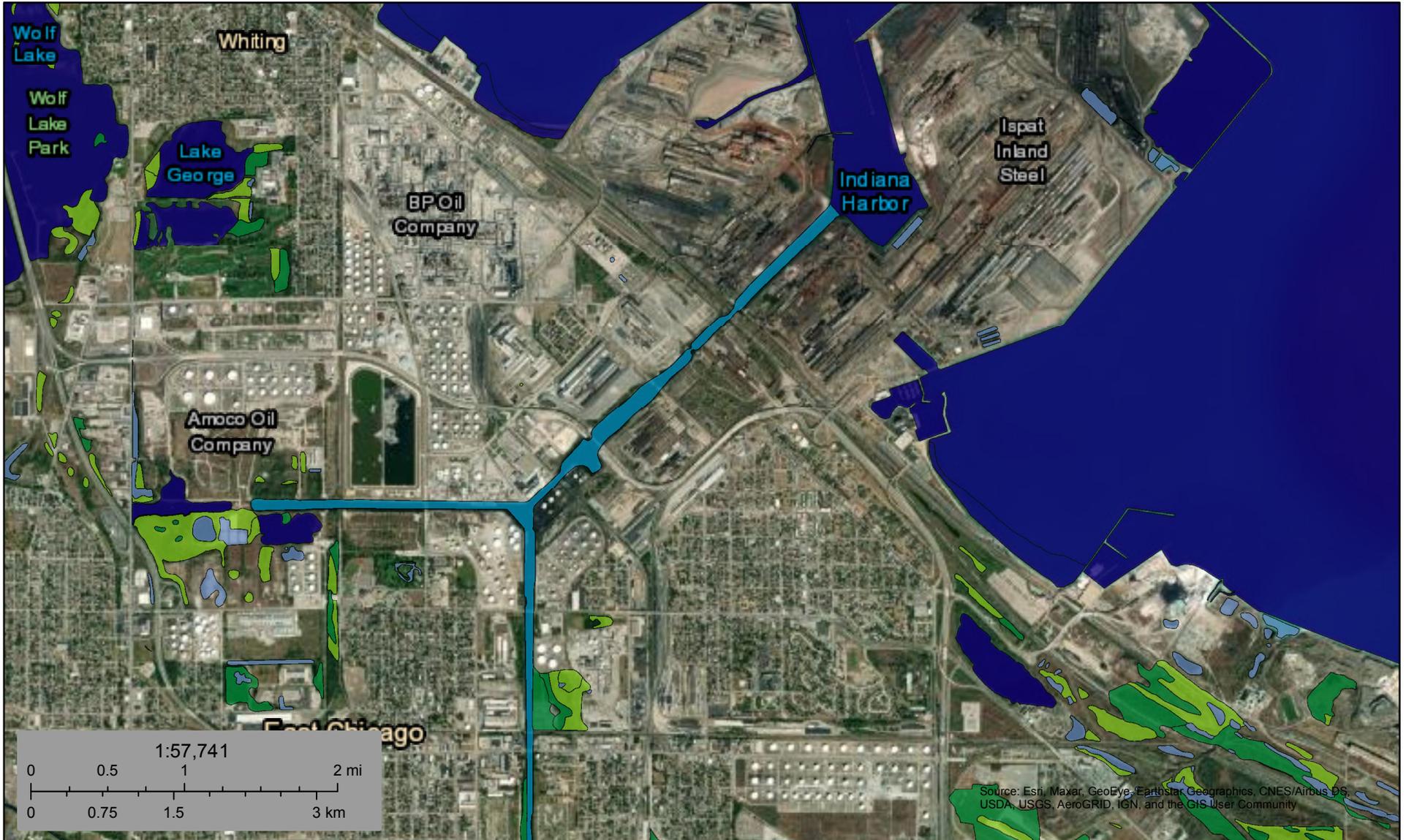
We appreciate your review of this draft RFI. Attached are some email chains. My main questions are:

- They sampled the geotechnical wastes per approved work plan (attached MRobey email chain). I'd like to understand if/how that changes the Phase II recommendation? They are still designing the foundation work; excavation on the north end may be limited.
- There are related PCEs/CE-1 projects, so we coordinated with Stew Michels on the scopes. He deferred to you regarding "Ramp 4A" of the "Roadway and Ramp Project". They are removing this ramp; however, they will not excavate below existing pavement. I have highlighted this ramp on the attached figure - see "Page from...".

Is there a good time for you for a quick chat via Teams? Or feel free to call my cell at your convenience, 317-965-3816.

Appendix F

Water Resources

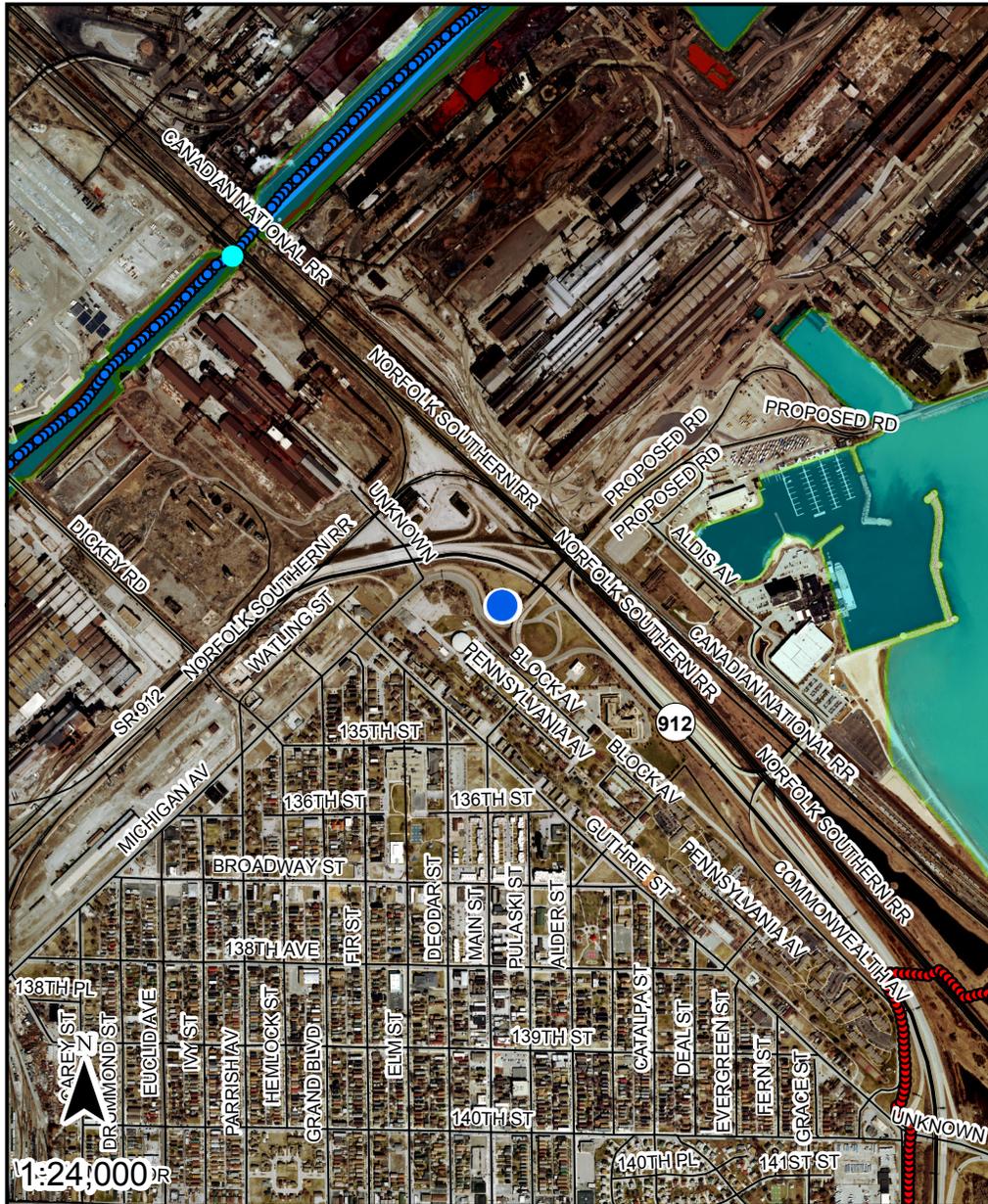


January 24, 2022

Wetlands

-  Estuarine and Marine Deepwater
-  Estuarine and Marine Wetland
-  Freshwater Emergent Wetland
-  Freshwater Forested/Shrub Wetland
-  Freshwater Pond
-  Lake
-  Other
-  Riverine

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



- Point of Interest
 - Base Flood Elevation Point
- Flood Elevation Points**
- STUDIED STREAM
 - JURISDICTIONAL UNSTUDIED STREAM

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

- 1 - 10
- 10 - 100
- FEMA Zone AE Floodway; FEMA Administrative Floodway
- FEMA Zone AE
- Additional Floodplain Area; DNR .2 Percent Flood Hazard

Point of Interest Coordinates (WGS84)

Long: **-87.4446108959**

Lat: **41.6523042062**

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

County: **Lake**

Approximate Ground Elevation: **589.4 feet (NAVD88)**

Stream Name:

Base Flood Elevation: **583.9 feet (NAVD88)**

Indiana Harbor Canal

Drainage Area: **Not available**

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

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **no, see following pages**

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

Floodplain Administrator: **James Portalatin, Manager**

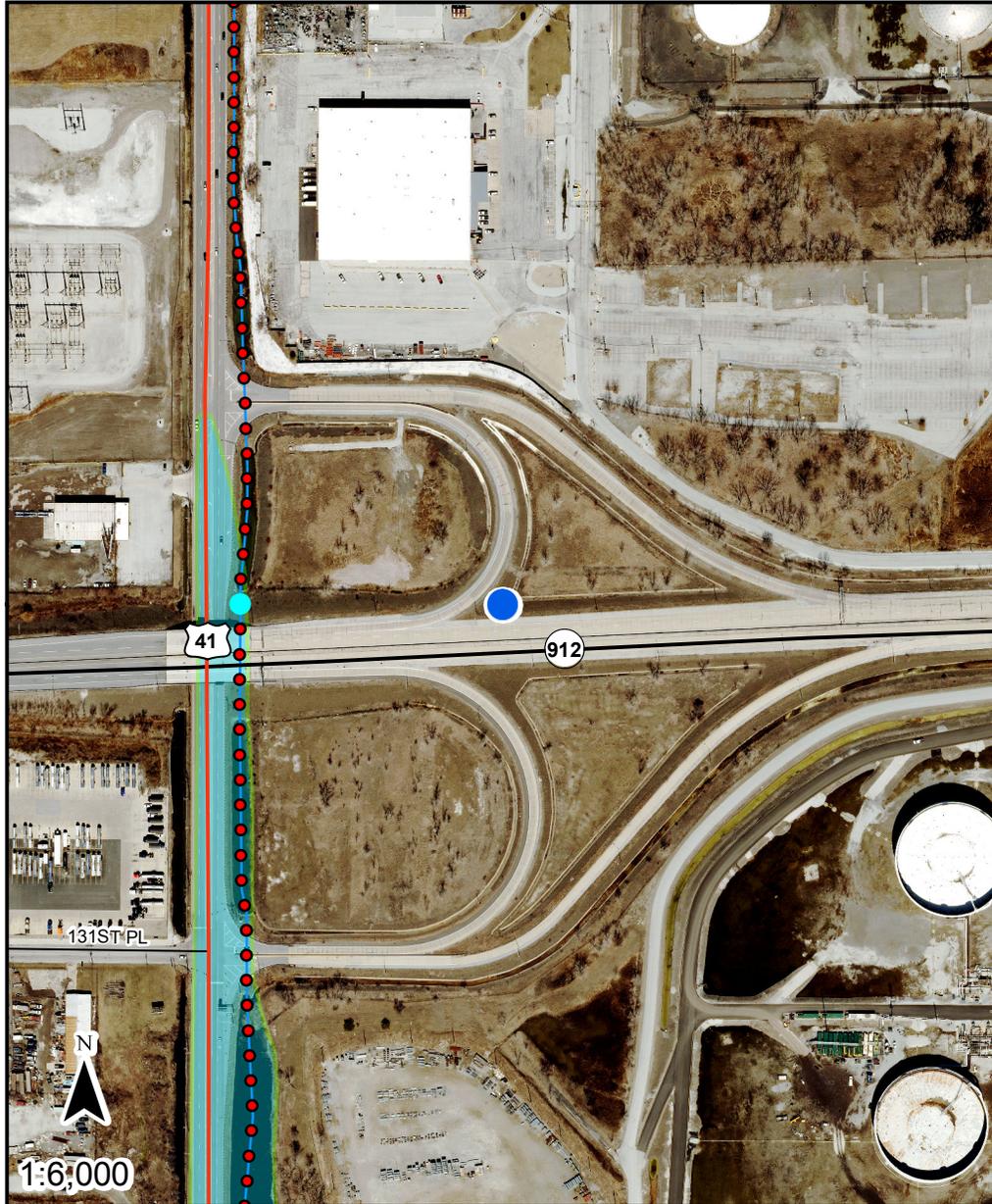
Community Jurisdiction: **City Of East Chicago, City proper**

Phone: **(219) 391-8294**

Email: **jportalatin@eastchicago.com**

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

Date Generated: 1/24/2022



- Point of Interest
- Base Flood Elevation Point
- Flood Elevation Points**
- JURISDICTIONAL UNSTUDIED STREAM
- Rivers and Streams at least 1 square mile**
- Drainage Area (sq. miles)**
- 1 - 10
- FEMA Zone A

Point of Interest Coordinates (WGS84)
 Long: **-87.5064840935**
 Lat: **41.6572662268**

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

County: Lake	Approximate Ground Elevation: 591.2 feet (NAVD88)
Stream Name: Unnamed Tributary	Base Flood Elevation: Not Available
	Drainage Area: Not available

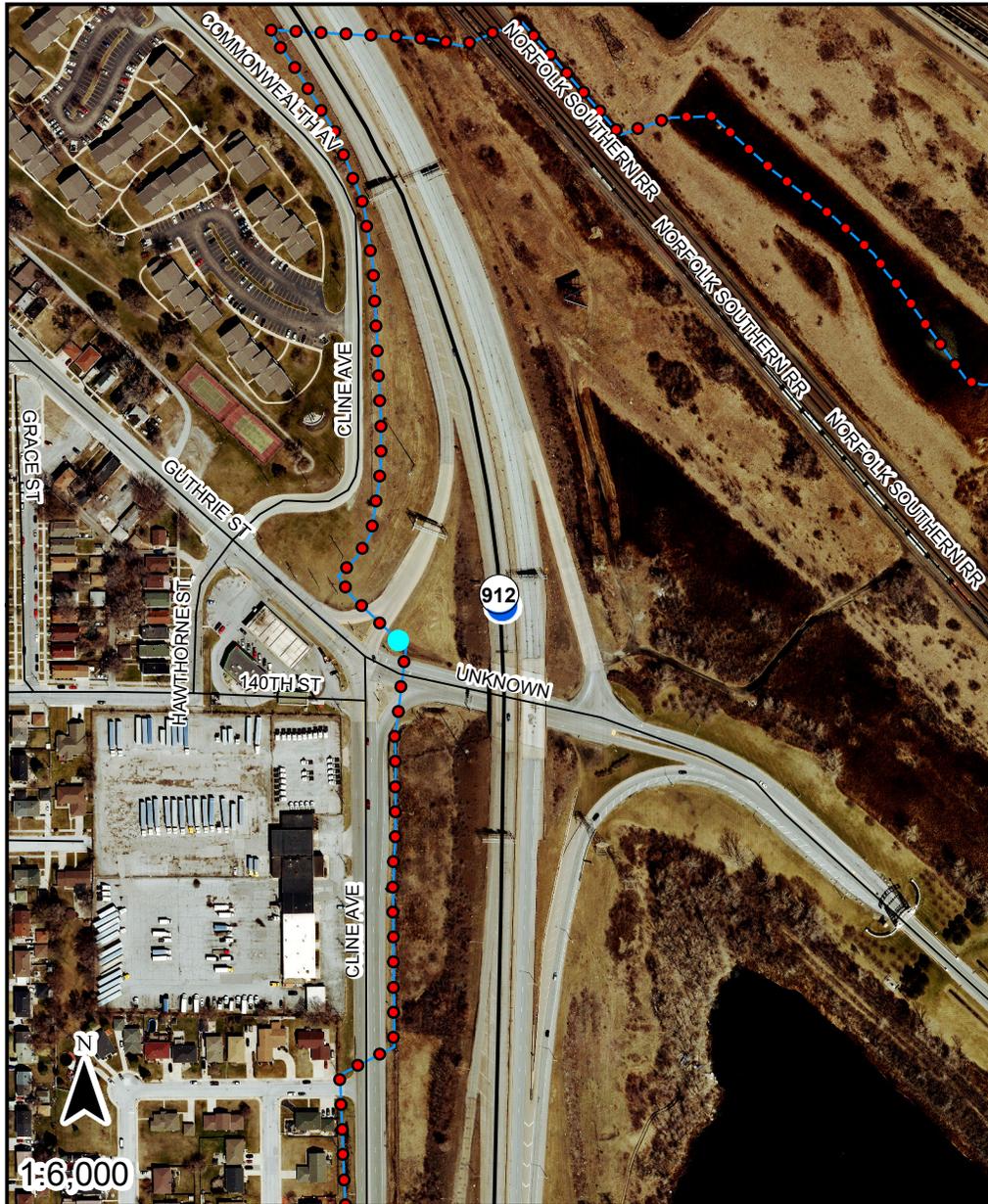
Best Available Flood Hazard Zone: **Not Mapped**
 National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **no, see following pages**
 Is a local floodplain permit needed for this location? **Contact your local Floodplain Administrator-**
 Floodplain Administrator: **Don Novak, Zoning Administrator**

Community Jurisdiction: **City Of Hammond, City proper**
 Phone: **(219) 853-6318**
 Email: **novakd@gohammond.com**

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

Date Generated: 1/24/2022



- Point of Interest
- Base Flood Elevation Point
- JURISDICTIONAL UNSTUDIED STREAM

Flood Elevation Points

Rivers and Streams at least 1 square mile

Drainage Area (sq. miles)

— 1 - 10

Point of Interest Coordinates (WGS84)

Long: -87.4319186829

Lat: 41.641112204

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

County: **Lake**

Approximate Ground Elevation: **607.1 feet (NAVD88)**

Stream Name:
Unnamed Tributary

Base Flood Elevation: **Not Available**

Drainage Area: **Not available**

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

National Flood Hazard Zone: **Not Mapped**

Is a Flood Control Act permit from the DNR needed for this location? **no, see following pages**

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

Floodplain Administrator: **Sarah Kobetis, Deputy Director of Planning**

Community Jurisdiction: **City Of Gary, City proper**

Phone: **(219) 886-1531**

Email: **skobetis@ci.gary.in.us**

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

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Excerpts

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Waters of the U.S. Report

SR 912 and Michigan Avenue Bridges Project

Des. 1800067 (Lead)

Lake County, Indiana

LaPorte District

This report includes areas that are outside of the project study area and covered under separate environmental documents. Information outside of the project study area has been identified within this report.



Prepared for:
Indiana Department of Transportation and Federal Highway Administration

January 18, 2022



NARRATIVE:

TITLE PAGE 1

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WATERS OF THE U.S. REPORT

SR 912 AND MICHIGAN AVENUE BRIDGES PROJECT

Lake County, Indiana

INDOT Designation (Des.) Number 1800067 (Lead)

Prepared By: Benjamin K. Blocher, Environmental Planner, PWS

January 18, 2022

I. PROJECT INFORMATION

FIELDWORK DATES:

Fieldwork for this report was conducted on July 14 to 16, and October 5, 2021.

CONTRIBUTORS:

Gregory Moushon, Senior Environmental Planner, PWS
Benjamin Blocher, Environmental Planner, PWS
Keaton Veldkamp, Environmental Planner
Cedric Diefenbaugh, Associate Environmental Planner
Kirsten Roys, Associate Drainage Engineer

PROJECT LOCATION:

Whiting Quadrangle
Sections 18 and 19 of Township 37 North, Range 10 West
Sections 15, 22, 23, 26, and 27 of Township 37 North, Range 9 West
1.34 miles west of US 12, Reference Post (RP) 0+0.817 to 6+0.151
Lake County, Indiana
Latitude/Longitude: 41.65712, -87.50455 (Section A); 41.65157, -87.44175 (Section B); 41.64111, -87.43185 (Section C); 41.63543, -87.432407 (Section D)

PROJECT DESCRIPTION:

Highlighted text is not part of SR 912 Pavement and Ramp Project.

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA) proposes interchange improvements (Lead Des. 1800067) at the State Road (SR) 912 and Michigan Avenue interchange and pavement reconstruction of various ramps providing connections to SR 912 in the vicinity of the interchange. The project is within North Township, and on the Whiting, IN USGS Topographic Quadrangle, in Sections 15, 22, 23, 26, and 27 of Township 37 North, Range 9 West as well as Section 18 and 19 of Township 37 North, Range 10 West. The project is located in a highly urban area of East Chicago, Lake County, Indiana (Appendix B, page 1). It is surrounded by industrial, commercial, and residential properties. There are multiple railroad (RR) right-of-way (ROW) corridors to the north of INDOT ROW.

For the purposes of this report, there are four study area sections and they are as follows: Section A begins at the Calumet Avenue ramp to SR 912 and includes the SR 912 exit ramp to Calumet Avenue and extends east 0.43 mile along SR 912; Section B begins 0.28 mile west of SR 912 over Block Avenue, includes the Inland Steel Opas interchange and the Aldis Street interchange, and extends approximately 0.24 mile east of the Aldis Street bridge over SR 912; Section C includes

0.09 mile of the eastbound SR 912 exit ramp to Guthrie Street and 0.12 mile of the entrance ramp from E 140th Street to westbound SR 912; Section D begins at the ramp from eastbound SR 912 to 0.23 mile east of the intersection of Cline Avenue and Industrial Highway.

Highlighted text is not part of the SR 912 Pavement and Ramp Project.

The preferred alternative for interchange improvements (Section B) would reconfigure the existing interchange into a roundabout, which would eliminate the Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035). This alternative includes reconstruction of bridges: the seven-span Michigan Avenue bridge over SR 912, ramps; and three railroads: Norfolk Southern, Wisconsin Central, and Indiana Harbor Belt Railroads. The new roundabout is proposed for the southern portion of the interchange. Multiple ramps will be rehabilitated. The closed pedestrian bridge will be removed.

Ramp 4A access from eastbound SR 912 to Michigan Avenue will be closed to traffic with the installation of a temporary traffic barrier wall and the existing concrete pavement will be removed. Replacement of overhead sign structures and installation of a new roundabout lighting system are also anticipated. Additionally, drainage issues south of SR 912 would be addressed with new inlet structures and curb cuts.

Elements of the Project Preferred Alternative

The preferred alternative for pavement reconstruction of associated ramps (Sections A, C, and D) will reconstruct the concrete pavement of various ramps and sections of roadways. The typical section of SR 912 and ramps will remain the same. Existing SR 912 has four, 12-foot-wide travel lanes, two lanes in each direction with inside and outside shoulders of varying widths. The ramps have one, 16-foot-wide travel lane with inside and outside shoulders of varying widths. Full depth pavement reconstruction would occur.

II. OFFICE EVALUATION

METHODOLOGY:

The study area was based on the design alternatives evaluated for the National Environmental Policy Act (NEPA) document. The study area was approximately 67.08 acres in size.

A desktop review of the study area was conducted to identify potential waterways (streams, wetlands, ponds, etc.). This included a review of historic and recent aerial photography for any areas with a water signature or a sharp change in vegetation. Any such areas were flagged for follow-up field reconnaissance. United States Geological Survey (USGS) topographic mapping, National Wetlands Inventory (NWI) mapping, National Hydrography Dataset (NHD) mapping, floodplain mapping, Natural Resources Conservation Service (NRCS) mapped soil units, and historic drainage mapping were also reviewed. Any noted items were flagged for follow-up field reconnaissance.

AERIAL PHOTOGRAPHY:

During review of current and historical aerial photography, several areas were identified within the study area that displayed potential wetland signatures associated with water ponding, darkened soils, and/or shifts in vegetation. Each flagged area was investigated during field reconnaissance.

USGS MAPPING:

During review of USGS 7.5-minute series topographic mapping (Appendix B, page 2), no streams were noted within the study area.

NWI AND FLOODPLAIN MAPPING:

During review of NWI and floodplain mapping, shown on the USGS topographic map (Appendix B, page 2), no NWI features were mapped within the study area. A total of three NWI wetlands were identified outside of the study area. No NWI-mapped

streams were noted within the study area. No floodplains were mapped within the study area, but one floodplain was mapped adjacent to the study area.

MAPPED SOIL UNITS AND NHD MAPPING:

The NRCS classifies soil types as follows: hydric (100%), predominantly hydric (66-99%), partially hydric (33-65%), predominantly non-hydric (1-32%), and not-hydric (0%). According to the Soil Survey Geographic (SSURGO) Database for Lake County, Indiana, the study area is comprised of not hydric and partially hydric soil types (Appendix B, pages 3 to 23). The mapped soil units within the study area are summarized in Table 1 (Appendix A, page 1).

NHD was mapped on the soils background (Appendix B, pages 3 to 23). No potential drainage features were identified within or adjacent to the study area. Roadside ditches were also noted within the study area.

HISTORIC DRAINAGE:

The Lake County Soil Survey (USDA, 1972) was reviewed for historic drainage features within the study area. No drainage features were mapped within the study area (Appendix B, pages 24 and 25).

STREAMSTATS:

USGS StreamStats was reviewed for potential drainages within the study area. Drainages identified via StreamStats were flagged for follow-up field reconnaissance (Appendix B, pages 26 to 28).

WATERSHED:

The study area is located within one hydrologic unit code 12-digit (HUC 12) watershed: Calumet River-Frontal Lake Michigan (040400010603).

III. FIELD RECONNAISSANCE

METHODOLOGY:

Parsons conducted field investigations on July 14 to 16, and October 5, 2021 to determine the presence of waterways, including streams, wetlands, lakes, and ponds, within the study area. The entire study area was reviewed for resources via a walking survey. All areas flagged during desktop review were investigated and documented. A resource map showing all identified features is attached for reference (Appendix B, pages 3 to 23).

Vegetation, soil, and hydrology data were collected using the methods described in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Northcentral and Northeast Region (Version 2.0)* (USACE, 2012). Wetland indicator statuses for plants were obtained from the National Wetland Plant List (USACE, 2020). A hand-held GPS unit (Trimble Geo 7 Series) was used to collect the boundary of each identified wetland, as well as all data points. Data forms for each data point are included in this report for reference (Appendix D). The area for each wetland was calculated. A qualitative assessment of each wetland's quality was conducted, which included grading them (poor, average, or excellent) based on ecological function, size, species diversity, invasive species prevalence, and amount of disturbance.

Photographs were taken throughout the study area. This included photographs of each feature identified within the study area (Appendix C, pages 22 to 103). A photograph orientation map is included for additional reference (Appendix C, pages 1 to 21).

STREAMS:

Field investigations did not identify any streams or waterways within the study area.

WETLANDS:

Sampling locations were determined by the presence or absence of hydrophytic vegetation and hydrology indicators. A total of five likely jurisdictional wetlands, totaling 0.599 acre, were identified within the study area. All five identified wetlands are likely waters of the State. However, INDOT is requesting USACE take jurisdiction over them. The Wetland Summary Table (Table 2, Appendix A, page 1) and Data Point Summary Table (Table 3, Appendix A, page 2) summarize the data collected on these features. A Pre-Jurisdictional Determination Form is attached for reference (Appendix E, pages 1 to 4).

Wetlands 1 and 2 are not within the project study area

Wetland 1

Wetland 1 is an emergent wetland that is approximately 0.042 acre in size. It is located to the south of SR 912 and north of Callahan Place. The wetland is located approximately 43 feet south of SR 912 in a depression (Appendix B, page 9, Section B). Wetland 1 had low species diversity, is located within INDOT's maintained right-of-way, and was dominated by invasive species. Because of this, it was classified as a poor-quality wetland. Wetland 1 is predominantly contained within a depression along the roadside and is likely hydrologically isolated. Therefore, Wetland 1 is likely a water of the State. INDOT acknowledges that Wetland 1 is likely a water of the State. However, INDOT is requesting USACE take jurisdiction over it.

The area associated with Data Point 1 IN (DP-1-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Phragmites australis* (common reed, FACW, 70%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. One primary indicator (Saturation [A3]) and two secondary indicators (Surface Soil Cracks [B6] and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-1-IN, this area was identified as Wetland 1.

Data Point 1 OUT (DP-1-OUT) was taken up-slope and east from DP-1-IN. The sapling/shrub stratum was dominated by *Rhus typhina* (staghorn sumac, UPL, 5%) and *Frangula alnus* (glossy false buckthorn, FAC, 5%). The herbaceous stratum was dominated by *Schedonorus arundinaceus* (tall false rye grass, FACU, 60%), *Securigera varia* (crownvetch, UPL, 20%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-1-OUT, this point was determined to be upland. This data point helped establish the boundary of Wetland 1, which was determined based on changes in vegetation and topography.

Wetland 2

Wetland 2 is an emergent wetland that is approximately 0.030 acre in size. It is located underneath the Inland Steel Opas crossing over SR 912. Wetland 2 is located to the southwest of SR 912 (Appendix B, page 12, Section B). Wetland 2 had high species diversity, did not have the presence of invasive species, and is located within INDOT's maintained right-of-way. Because of this, it was classified as an average-quality wetland. Wetland 2 is predominantly contained within a depression and is likely hydrologically isolated. Therefore, Wetland 2 is likely a water of the State. INDOT acknowledges that Wetland 2 is likely a water of the State. However, INDOT is requesting USACE take jurisdiction over it.

The area associated with Data Point 2 IN (DP-2-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Juncus effusus* (lamp rush, OBL, 20%), *Cyperus echinatus* (globe flat sedge, FAC, 20%), *Agrostis gigantea* (black bent, FACW, 20%), and *Eleocharis acicularis* (needle spike-rush, OBL, 20%). This point met the hydrophytic vegetation criterion because it passed the dominance test and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Depleted Below Dark Surface (A11), Depleted Matrix (F3), and Redox Dark

Surface (F6) indicators. Two primary indicators (High Water Table [A2] and Saturation [A3]) and one secondary indicator (FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-2-IN, this area was identified as Wetland 2.

Data Point 2 OUT (DP-2-OUT) was taken up-slope and southwest from DP-2-IN. The herbaceous stratum was dominated *Schedonorus arundinaceus* (tall false rye grass, FACU, 45%) and *Poa pratensis* (Kentucky blue grass, FACU, 25%). This point did not meet the hydrophytic vegetation criterion. The soil profile met the hydric soil criterion because it passed the Redox Dark Surface (F6) indicator. No indicators of wetland hydrology were observed. Since only one of the three wetland criteria was met at DP-2-OUT, this point was determined to be upland. This data point helped establish the boundary of Wetland 2, which was determined based on changes in vegetation and topography.

Wetland 3

Wetlands 3, 4, and 5 are within the project study area

Wetland 3 is an emergent wetland that is approximately 0.484 acre in size within the study area. It is located between westbound SR 912 and the railroad tracks to the northeast (Appendix B, pages 14 to 16, Section B). Wetland 3 had low species diversity, is located within INDOT's maintained right-of-way, and was dominated by invasive species. Because of this, it was classified as a poor-quality wetland. Wetland 3 is likely hydrologically isolated. Therefore, Wetland 3 is likely a water of the State. INDOT acknowledges that Wetland 3 is likely a water of the State. However, INDOT is requesting USACE take jurisdiction over it.

The area associated with Data Point 3 IN (DP-3-IN) was evaluated because it exhibited hydrophytic vegetation. The herbaceous stratum was dominated by *Schoenoplectus americanus* (chairmaker's club-rush, OBL, 50%), *Typha sp.* (cattail, OBL, 20%), and *Phragmites australis* (common reed, FACW, 20%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. Two secondary indicators (Geomorphic Position [D2] and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-3-IN, this area was identified as Wetland 3.

Data Point 3 OUT (DP-3-OUT) was taken up-slope and northwest from DP-3-IN. The herbaceous stratum was dominated by *Poa pratensis* (Kentucky blue grass, FACU, 70%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-3-OUT, this point was determined to be upland. This data point helped establish the boundary of Wetland 3, which was determined based on changes in vegetation and topography.

Wetland 4

Wetland 4 is an emergent wetland that is approximately 0.006 acre in size. It is located between the Aldis Street flyover on-ramp to eastbound SR 912 (Appendix B, page 16, Section B). Wetland 4 had low species diversity, is located within INDOT's maintained right-of-way, and was dominated by invasive species. Because of this, it was classified as a poor-quality wetland. Wetland 4 is likely hydrologically isolated. Therefore, Wetland 4 is likely a water of the State. INDOT acknowledges that Wetland 4 is likely a water of the State. However, INDOT is requesting USACE take jurisdiction over it.

The area associated with Data Point 4 IN (DP-4-IN) was evaluated because it exhibited hydrophytic vegetation. The sapling/shrub stratum was dominated by *Fraxinus pennsylvanica* (green ash, FACW, 5%). The herbaceous stratum was dominated by *Schoenoplectus americanus* (chairmaker's club-rush, OBL, 30%), *Juncus effusus* (lamp rush, OBL, 25%), and *Lythrum salicaria* (purple loosestrife, OBL, 20%). This point met the hydrophytic vegetation criterion because it passed the rapid test, dominance test, and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. Two secondary indicators (Geomorphic Position [D2] and FAC-Neutral Test [D5]) of hydrology were observed. Since all three wetland criteria were met at DP-4-IN, this area was identified as Wetland 4.

Data Point 4 OUT (DP-4-OUT) was taken up-slope and east from DP-4-IN. The herbaceous stratum was dominated by *Bromus arvensis* (field brome, FACU, 45%) and *Lythrum salicaria* (purple loosestrife, OBL, 20%), and *Poa pratensis*

(Kentucky blue grass, FACU, 20%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. Only one secondary indicator (Geomorphic Position [D2]) of hydrology was observed. Since none of the three wetland criteria were met at DP-4-OUT, this point was determined to be upland. This data point helped establish the boundary of Wetland 4, which was determined based on changes in vegetation and topography.

Wetland 5

Wetland 5 is an emergent wetland that is approximately 0.037 acre in size within the study area. It is located underneath the southbound SR 912 flyover to U.S. 12, between northbound SR 912 and Cline Avenue (Appendix B, page 22, Section D). Wetland 5 had high species diversity, is located within INDOT's maintained right-of-way, but was dominated by invasive species. Because of this, it was classified as a poor-quality wetland. Wetland 5 is likely hydrologically isolated. Therefore, Wetland 5 is likely a water of the State. INDOT acknowledges that Wetland 5 is likely a water of the State. However, INDOT is requesting USACE take jurisdiction over it.

The area associated with Data Point 5 IN (DP-5-IN) was evaluated because it exhibited hydrophytic vegetation. The sapling/shrub stratum was dominated by *Populus deltoides* (eastern cottonwood, FAC, 15%). The herbaceous stratum was dominated by eastern cottonwood, FAC, 20%, *Phragmites australis* (common reed, FACW, 20%), and *Eleocharis acicularis* (needle spike-rush, OBL, 15%). This point met the hydrophytic vegetation criterion because it passed the dominance test and the prevalence index. The soil profile met the hydric soil criterion because it exhibited the Redox Dark Surface (F6) indicator. Two secondary indicators (Geomorphic Position [D2] and FAC-Neutral Test [D5]) of wetland hydrology were observed. Since all three wetland criteria were met at DP-5-IN, this area was identified as Wetland 5.

Data Point 5 OUT (DP-5-OUT) was taken up-slope and southwest from DP-5-IN. The herbaceous stratum was dominated by *Bromus arvensis* (field brome, FACU, 85%). This point did not meet the hydrophytic vegetation criterion. The soil profile did not meet the hydric soil criterion. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at DP-5-OUT, this point was determined to be upland. This data point helped establish the boundary of Wetland 5, which was determined based on changes in vegetation and topography.

NON-JURISDICTIONAL FEATURES:

Drainage Features

RSD 1 is not within the project study area

One roadside ditch (RSD), totaling approximately 879 linear feet within the study area, was investigated for potential water resources. The RSD lacked either an ordinary high-water mark or wetland characteristics. The RSD lacked hydrophytic vegetation and hydrology indicators. Hydric soil indicators were not investigated due to the lack of the other two indicators. Therefore, it was considered to be a non-jurisdictional feature. Immediately adjacent to but outside of the study area, several additional RSDs were present. However, these were not documented due to their location outside of the study area.

RSD 1 is located south of the Michigan Avenue entrance to eastbound SR 912 and runs northwest to southeast adjacent to the roadway for approximately 879 linear feet.

Additional Data Points

Two additional data points were investigated within the study area due to the location or presence of hydrophytic vegetation. The sample area surrounding the data point was further investigated to confirm or deny the presence of hydrophytic vegetation, hydric soils, and/or wetland hydrology.

Upland Data Point 1 (UPL-1) was taken within the emergent in-field of the SR 912 westbound off-ramp to Michigan Avenue (Appendix B, page 9, Section B). The herbaceous stratum was dominated by *Phragmites australis* (common reed, FACW, 50%) and *Solidago altissima* (tall goldenrod, FACU, 35%). This point did not meet the hydrophytic vegetation criterion. The soil profile met the hydric soil criterion because it exhibited the Depleted Below Dark Surface (A11), Depleted Matrix (F3),

and Redox Dark Surface (F6) indicators. No indicators of wetland hydrology were observed. Since only one of the three wetland criteria was met at UPL-1, this point was determined to be upland.

Upland Data Point 2 (UPL-2) was taken along the emergent roadside to the south of eastbound SR 912 (Appendix B, page 14, Section B). The herbaceous stratum was dominated by *Schedonorus arundinaceus* (tall false rye grass, FACU, 85%). This point did not meet the hydrophytic vegetation criterion. No hydric soil indicators were observed. No indicators of wetland hydrology were observed. Since none of the three wetland criteria were met at UPL-2, this point was determined to be upland.

IV. CONCLUSIONS

Based on the field investigations, the study area has features that are likely waters of the State. A total of five likely jurisdictional wetlands totaling 0.599 acre were identified within the study area. INDOT acknowledges that all five identified wetlands are likely waters of the State. However, INDOT is requesting USACE take jurisdiction over them.

All jurisdictional waters of the U.S. are under the regulatory authority of USACE under Section 404 of the Clean Water Act. Every effort should be taken to avoid and minimize impacts to the resources outlined in this report. If impacts are necessary, then mitigation may be required. Impacts must be minimized before mitigation can be considered. The INDOT Environmental Services Division should be contacted immediately if impacts will occur. The final determination of jurisdictional waters is ultimately made by USACE and IDEM. This report is our best judgement based on the guidelines set forth by USACE.

A Preliminary Jurisdictional Determination Form is attached to the end of this report (Appendix E, pages 1 to 4).

V. REFERENCES

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United States Army Corps of Engineers, Waterway Experiment Station, Environmental Laboratory. 1987. *Wetlands Delineation Manual* (as amended). Wetlands Research Program Technical Report Y-87-1.

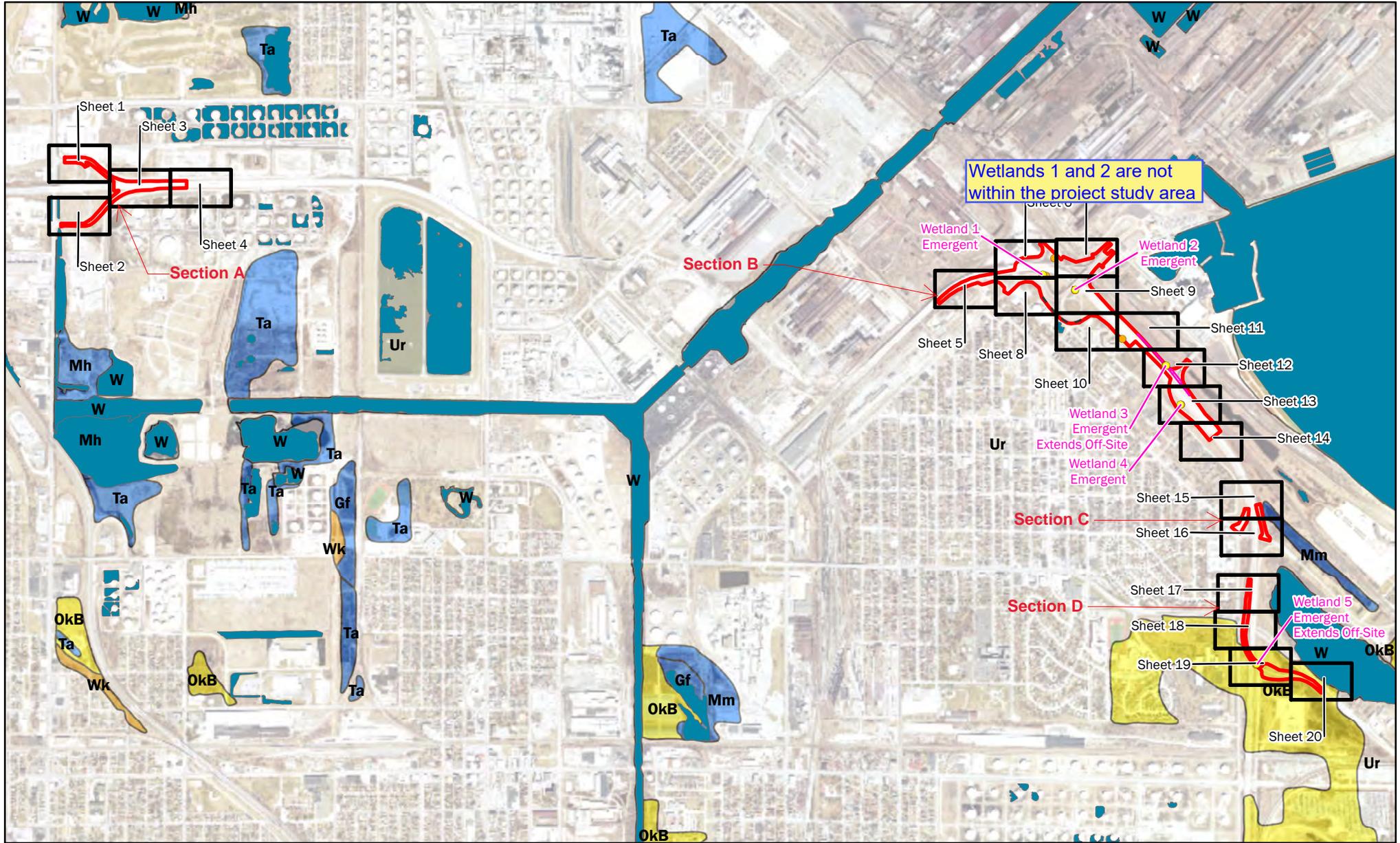
United States Department of Agriculture, Soil Conservation Service. 1972. Soil Survey of Lake County, Indiana.

VI. ACKNOWLEDGEMENTS

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

 1/18/2022

Benjamin Blocher
Environmental Planner, PWS
Parsons



Wetlands 1 and 2 are not within the project study area

Wetland 3 Emergent Extends Off-Site
Wetland 4 Emergent

Wetland 5 Emergent Extends Off-Site

- Study Area
- Index Sheet
- Roadside Ditch
- ~ NHD Flowlines
- Predominantly Hydric (66-99%)
- Partially Hydric (33-65%)
- Delineated Wetland
- NHD Waterbody
- Hydric (100%)
- Predominantly Non-Hydric (1-32%)
- Not Hydric (0%)
- Data Point (IN)
- Data Point (OUT)



Sources:
Non Orthophotography Data -
Obtained from the State of Indiana Geographical
Information Office Library
Orthophotography -
Obtained from Indiana Map
Framework Data (www.indianamap.org)

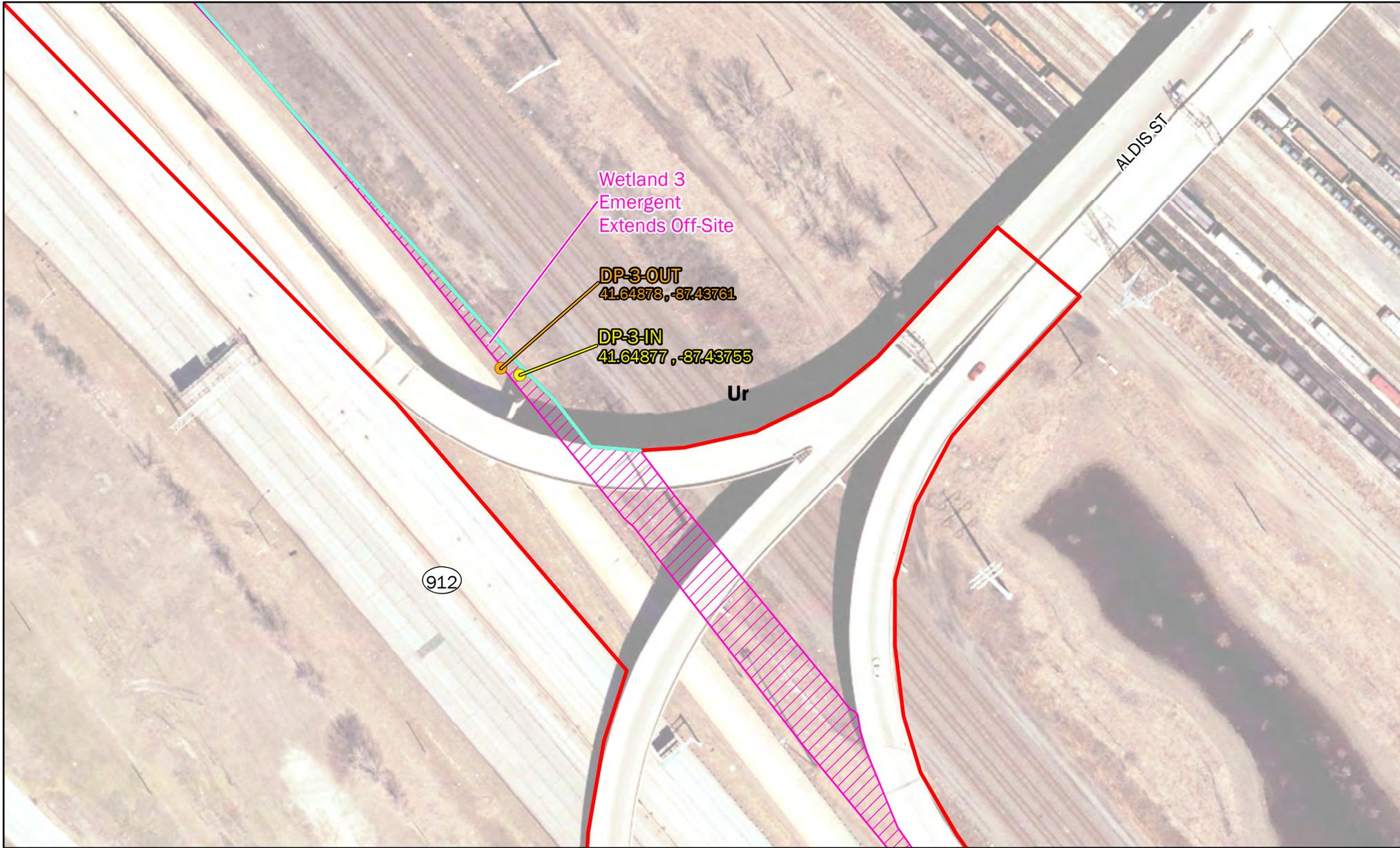
SR 912 and Michigan Avenue
Bridges Project
Lake County, Indiana
Field Identified Resources/NRCS Soils Index

Des. 1800067 (Lead)
Date: 1/5/2022

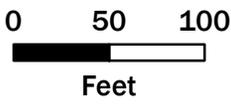


PARSONS

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- Study Area
- Feature Extends Off-Site
- Delineated Wetland
- ~ NHD Flowlines
- Data Point (IN)
- Data Point (OUT)
- Roadside Ditch
- Hydric (100%)
- Predominantly Hydric (66-99%)
- Partially Hydric (33-65%)
- Predominantly Non-Hydric (1-32%)
- Not Hydric (0%)



Sources:
 Non Orthophotography Data -
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**SR 912 and Michigan Avenue
 Bridges Project
 Lake County, Indiana
 Field Identified Resources/NRCS Soils**

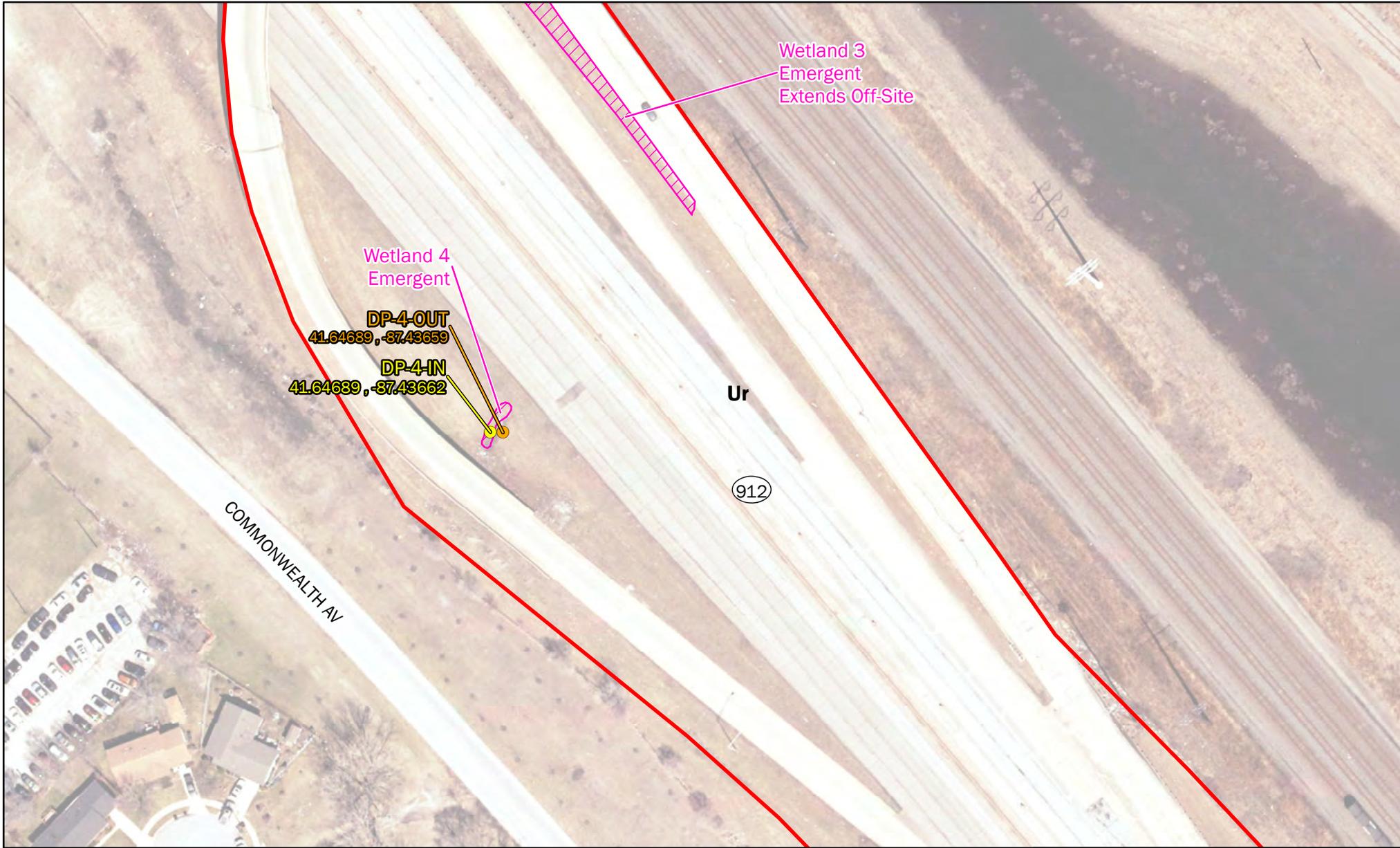
Des. 1800067 (Lead)
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PARSONS

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**Sheet 12 of 20
 Section B**



- Study Area
- Delineated Wetland
- Data Point (IN)
- Data Point (OUT)
- Roadside Ditch
- Feature Extends Off-Site
- ~ NHD Flowlines
- ~ NHD Waterbody
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**SR 912 and Michigan Avenue
Bridges Project
Lake County, Indiana
Field Identified Resources/NRCS Soils**

Des. 1800067 (Lead)

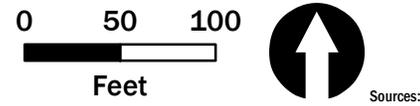
Date: 1/5/2022

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Sheet 13 of 20
Section B



- Study Area
- Feature Extends Off-Site
- Delineated Wetland
- ~ NHD Flowlines
- Data Point (IN)
- Data Point (OUT)
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**SR 912 and Michigan Avenue
 Bridges Project
 Lake County, Indiana
 Field Identified Resources/NRCS Soils**

Des. 1800067 (Lead)
 Date: 1/5/2022



Created by: KDV

**Sheet 19 of 20
 Section D**

Appendix E - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD)

FORM BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: January 18, 2022

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Benjamin K. Blocher (Parsons), 101 West Ohio Street, Suite 2121, Indianapolis, IN 46204

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA) proposes interchange improvements (Lead Des. 1800067) at the State Road (SR) 912 and Michigan Avenue interchange and pavement reconstruction of various ramps providing connections to SR 912 in the vicinity of the interchange. The project is within North Township, and on the Whiting, IN USGS Topographic Quadrangle, in Sections 15, 22, 23, 26, and 27 of Township 37 North, Range 9 West as well as Section 18 and 19 of Township 37 North, Range 10 West. The project is located in a highly urban area of East Chicago, Lake County, Indiana (Appendix B, page 1). It is surrounded by industrial, commercial, and residential properties. There are multiple railroad (RR) right-of-way (ROW) corridors to the north of INDOT ROW.

For the purposes of this report, there are four study area sections and they are as follows: Section A begins at the Calumet Avenue ramp to SR 912 and includes the SR 912 exit ramp to Calumet Avenue and extends east 0.43 mile along SR 912; Section B begins 0.28 mile west of SR 912 over Block Avenue, includes the Inland Steel Opas interchange and the Aldis Street interchange, and extends approximately 0.24 mile east of the Aldis Street bridge over SR 912; Section C includes 0.09 mile of the eastbound SR 912 exit ramp to Guthrie Street and 0.12 mile of the entrance ramp from E 140th Street to westbound SR 912; Section D begins at the ramp from eastbound SR 912 to 0.23 mile east of the intersection of Cline Avenue and Industrial Highway.

The preferred alternative for interchange improvements (Section B) would reconfigure the existing interchange into a roundabout, which would eliminate the Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035). This alternative includes reconstruction of bridges: the seven-span Michigan Avenue bridge over SR 912, ramps; and three railroads: Norfolk Southern, Wisconsin Central, and Indiana Harbor Belt Railroads. The new roundabout is proposed for the southern portion of the interchange. Multiple ramps will be rehabilitated. The closed pedestrian bridge will be removed. Ramp 4A access from eastbound SR 912 to Michigan Avenue will be closed to traffic with the installation of a temporary traffic barrier wall and the existing concrete pavement will be removed. Replacement of overhead sign structures and installation of a new roundabout lighting system are also anticipated. Additionally, drainage issues south of SR 912 would be addressed with new inlet structures and curb cuts.

The preferred alternative for pavement reconstruction of associated ramps (Sections A, C, and D) will reconstruct the concrete pavement of various ramps and sections of roadways. The typical section of SR 912 and ramps will remain the same. Existing SR 912 has four, 12-foot-wide travel lanes, two lanes in each direction with inside and outside shoulders of varying widths. The ramps have one, 16-foot-wide travel lane with inside and outside shoulders of varying widths. Full depth pavement reconstruction would occur.

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: **IN** County/parish/borough: **Lake** City: **East Chicago**

Center coordinates of site (lat/long in degree decimal format):

Lat.: **41.65222 N** Long.: **87.44361 W**

Universal Transverse Mercator: **NAD 1983, 16T 463061.87 m E, 4611258.82 m N**

Name of nearest waterbody: **Lake Michigan**

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

Office (Desk) Determination. Date:

Field Determination. Date(s):

**TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO
REGULATORY JURISDICTION.**

Wetlands 1 and 2 are not within the project study area

Site Number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Wetland 1	41.65312 N	87.44551 W	0.042 ac.	Wetland	Section 404
Wetland 2	41.65242 N	87.44341 W	0.030 ac.	Wetland	Section 404
Wetland 3	41.64859 N	87.43740 W	0.484 ac.	Wetland	Section 404
Wetland 4	41.64691 N	87.43661 W	0.006 ac.	Wetland	Section 404
Wetland 5	41.63450 N	87.43166 W	0.037 ac.	Wetland	Section 404

- 1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.
- 2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring “pre-construction notification” (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant’s acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there “*may be*” waters of the U.S. and/or that there “*may be*” navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
Map: All attached maps prepared by Parsons _____.
- Data sheets prepared/submitted by or on behalf of the PJD requestor.
 - Office concurs with data sheets/delineation report.
 - Office does not concur with data sheets/delineation report. Rationale: _____.
- Data sheets prepared by the Corps: _____.
- Corps navigable waters' study: _____.
- U.S. Geological Survey Hydrologic Atlas: _____.
 - USGS NHD data.
 - USGS 8 and 12 digit HUC maps.
- U.S. Geological Survey map(s). Cite scale & quad name: 7.5-min. Whiting Quadrangle.
- Natural Resources Conservation Service Soil Survey. Citation: Lake County, 1972.
- National wetlands inventory map(s). Cite name: USFWS NWI GIS Database.
- State/local wetland inventory map(s): _____.
- FEMA/FIRM maps: _____.
- 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- Photographs: Aerial (Name & Date): Orthos 2018
or Other (Name & Date): Site Photographs (July 14 to 16, and October 5, 2021).
- Previous determination(s). File no. and date of response letter: _____.
- Other information (please specify): _____.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Signature and date of
Regulatory staff member
completing PJD

 1/18/2022

Signature and date of
person requesting PJD
(REQUIRED, unless obtaining
the signature is impracticable)¹

¹ Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

Appendix G

Public Involvement

**Sample Notice of Entry Letter
Mailed to Recent Land Owners**

RE: Des. No. 1800067
State Road (SR) 912 Interchange Improvement
SR 912, 1.34 Miles West of US 12
Lake County, Indiana

Notice of Entry for Survey or Investigations

July 5, 2021

Dear Property Owner,

Our information indicates that you own property near the above proposed transportation project. Representatives of the Indiana Department of Transportation will be conducting engineering and/or environmental surveys of the project area in the near future. It may be necessary for the INDOT Representatives to enter onto your property to complete this work. This is permitted by Indiana Code § 8-23-7-26. Anyone performing this type of work has been instructed to identify him or herself to you, if you are available, before they enter your property. If you no longer own this property or it is currently occupied by someone else (i.e. rental, sharecrop), please let us know the name of the new owner or occupant so that we can contact them about the survey.

Please read the attached notice to inform you of what the “Notice of Entry for Survey or Investigation” means. The design and environmental surveys are needed for the proper planning and design of this part of the SR 912 Interchange Improvement project. Engineering survey work would include mapping the location of features such as trees, buildings, fences, drives, ground elevations, etc. Environmental survey work may include the identification and mapping of wetlands, architectural surveys, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. It is our sincere desire to cause you as little inconvenience as possible during this survey.

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

If any problems occur, please contact the field crew or one of the following:

Daniel J. Miller
Environmental Lead/Project Manager
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
(317) 616-4663
Daniel.J.Miller@parsons.com

John LaBlonde
Project Manager
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
(317) 616-1015
John.LaBlonde@parsons.com

Michael Grylewicz
Project Manager
INDOT – LaPorte District
315 E. Boyd Boulevard
Laporte, IN 46350
(219) 325-7539
MGrylewicz@indot.in.gov

Please be aware that IC 8-23-7-27 and 28 provides that you may seek compensation from INDOT for damages occurring to your property (land or water) that result from INDOT’s entry for the purposes mentioned above in IC 8-23-7-26. In this case, a basic procedure that may be followed is for you and/or an INDOT employee or representative to present an account of the damages to one of the above named INDOT staff. They will check the information and forward it to the appropriate person at INDOT who will contact you to discuss the situation and compensation.

In the event that property damage occurs as a result of work performed during survey, the INDOT Project Manager or Parson's Project Manager can provide you with a form to request compensation for damages. You may contact:

Michael Grylewicz
Project Manager
INDOT – LaPorte District
315 E. Boyd Boulevard
Laporte, IN 46350
(219) 325-7539
MGrylewicz@indot.in.gov

John LaBlonde
Project Manager
Parsons
101 West Ohio Street, Suite 2121
Indianapolis, IN 46204
(317) 616-1015
John.LaBlonde@parsons.com

After filling out the form, you can return it to the INDOT Project Manager or Parsons Project Manager for consideration. Please contact either of the representatives above if you have questions regarding the matter, rights, and procedures.

If you are not satisfied with the compensation that INDOT determines is owed to you, Indiana Code 8-23-7-8 provides the following:

The amount of damages shall be assessed by the county agricultural extension educator of the county in which the land or water is located and two (2) disinterested residents of the county, one (1) appointed by the aggrieved party and one (1) appointed by the department. A written report of the assessment of damages shall be mailed to the aggrieved party and the department by first class United States mail. If either the department or the aggrieved party is not satisfied with the assessment of damages, either or both may file a petition, not later than fifteen (15) days after receiving the report, in the circuit or superior court of the county in which the land or water is located.

It is our desire to cause as little inconvenience as possible during our work, and we thank you in advance for your cooperation.

Sincerely,



Daniel J. Miller
Environmental Lead/Project Manager
Parsons
101 W. Ohio St., Suite 2121
Indianapolis, IN 46204
Daniel.J.Miller@parsons.com

Attachment



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room IGCN 758-ES
Indianapolis, Indiana 46204

PHONE: (317) 232-5113
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

Indiana Department of Transportation Notice of Entry for Survey or Investigation Indiana Department of Transportation

If you have received a “Notice of Entry for Survey or Investigation” from INDOT or an INDOT representative, you may be wondering what it means. In the early stages of a project’s development, INDOT must collect as much information as possible to ensure that sound decisions are made in designing the proposed project. Before entering onto private property to collect that data, INDOT is required to notify landowners that personnel will be in the area and may need to enter onto their property. Indiana Code, Title 8, Article 23, Chapter 7, Section 26 deals with the department’s authority to enter onto any property within Indiana.

Receipt of a Notice of Entry for Survey or Investigation does not necessarily mean that INDOT will be buying property from you. It doesn’t even necessarily mean that the project will involve your property at all. Since the Notice of Entry for Survey or Investigation is sent out in the very early stages and since we want to collect data within AND surrounding the project’s limits more landowners are contacted than will actually fall within the eventual project limits. It may also be that your property falls within the project limits but we will not need to purchase property from you to make improvements to the roadway. Another thing to keep in mind is that when you receive a Notice of Entry for Survey or Investigation, very few specifics have been worked out and actual construction of the project may be several years in the future.

Before INDOT begins a project that requires them to purchase property from landowners, they must first offer the opportunity for a public hearing. If you were on the list of people who received a Notice of Entry for Survey or Investigation, you should also receive a notice informing you of your opportunity to request a public hearing. These notices will also be published in your local newspaper so interested individuals who are not adjacent to the project will also have the opportunity to request a public hearing. If a public hearing is to be held, INDOT will publicize the date, location, and time. INDOT will present detailed project information at the public hearing, comments will be taken from the public in spoken and written form, and question and answer sessions will be offered. Based on the feedback INDOT receives from the public, a project can be modified and improved to better serve the public.

So, if you have received a “Notice of Entry for Survey or Investigation”, remember:

- You do not need to take any action at this time. It is merely letting you know that people in orange/lime vests are going to be in your neighborhood.
- The project is still in its very early planning stages.
- You will be notified of your opportunity to comment on the project at a later date.

*www.in.gov/dot/
An Equal Opportunity Employer*

Appendix H

Air Quality



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-Executive Office
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

April 26, 2022

Mr. Jermaine R. Hannon, Division Administrator
FHWA Indiana Division
575 North Pennsylvania St., Room 254
Indianapolis, IN 46204

Ms. Kelley Brookins, Regional Administrator
FTA Region 5
200 West Adams St.
Suite 320
Chicago, IL 60606-5253

Dear Mr. Hannon /Ms. Brookins:

The Indiana Department of Transportation is pleased to submit its Draft FY 2022-2026 Statewide Transportation Improvement Program (STIP) for review and comment by your offices.

Included in the final submitted document is a listing of the state’s expansion/preservation and local small urban and rural and rural transit projects. The following Metropolitan Planning Organization TIP’s will be included in the FY 2022-2026 STIP by reference, pending FHWA approval in May 2022.

Area Plan Commission of Tippecanoe County (APCTC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)	FY 2022-2026
• <i>Version 3/11/2022</i>	
Columbus Area Metropolitan Planning Organization (CAMPO)	FY 2022-2026
• <i>Version 3/22/2021</i>	
Delaware-Muncie Metropolitan Plan Commission (DMMPC)	FY 2022-2025
• <i>Version 12/15/2021</i>	
Evansville Metropolitan Planning Organization (EMPO)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kokomo-Howard County Governmental Coordinating Council (KHCGCC)	FY 2022-2026
• <i>Version 3/10/2022</i>	
Kentuckiana Regional Planning and Development Agency (KIPDA)	FY 2020-2025
• <i>Version 3/29/2022</i>	
Indianapolis Metropolitan Planning Organization (IMPO)	FY 2022-2025
• <i>Version 8/18/2021</i>	
Michiana Area Council of Governments (MACOG)	FY 2022-2026
• <i>Version 3/09/2022</i>	

Madison County Council of Governments (MCCOG)	FY 2022-2026
• <i>Version 7/13/2021</i>	
Northeastern Indiana Regional Coordinating Council (NIRCC)	FY 2022-2026
• <i>Version 3/28/2022</i>	
Northwestern Indiana Regional Planning Commission (NIRPC)	FY 2022-2026
• <i>Version 3/17/2022</i>	
Ohio-Kentucky-Indiana Regional Council of Governments (OKI)	FY 2020-2023
• <i>Version 03/10/2022</i>	
Terre Haute Area Metropolitan Planning Organization (THAMPO)	FY 2020-2024
• <i>Version 08/26/2021</i>	

In addition, INDOT has expanded our public involvement process by taking advantage of virtual meeting techniques and allowing accessibility to online documents, materials, virtual meeting registration, recorded virtual meetings, and comment forms. INDOT also leveraged our planning partner contacts (MPOs, RPOs, LTAP), social media, and notifications sent to local libraries, housing authorities, senior aging centers, and local newspapers across the state.

We greatly appreciate FHWA/FTA support in the development of the STIP 2022-2026 and look forward to working together to achieve our mutual goals. Should you have any questions pertaining to this amendment, please contact Michael McNeil, STIP Specialist at 317-232-0223 or at mmcneil@indot.in.gov.

Sincerely,



Michael Smith, Commissioner
Indiana Department of Transportation

cc: (w/enclosure): FTA
Michelle Allen, FHWA
Jeffrey Brooks, INDOT
Kristin Brier, INDOT
Kathy Eaton-McKalip, INDOT
Louis Feagans, INDOT
Roy Nunnally, INDOT
Larry Buckel, INDOT
Jay Mitchell, INDOT
Jason Casteel, INDOT
Michael McNeil, INDOT



Federal Transit Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253

U.S. Department
of Transportation

Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

June 17, 2022

Mr. Michael Smith
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2022-2026 STIP Approval and Associated Federal Planning Finding

Dear Mr. Smith:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2022-2026 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the INDOT request letter dated April 27, 2022.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2022-2026 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) directly incorporated into the STIP, subject to the corrective actions identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2022-2026 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2022-2026 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective actions outlined in the FPF. This approval is effective June 17, 2022, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report. FHWA and FTA will continue to partner with INDOT to ensure the previously developed action plan (attached) is implemented to address the corrective actions. If progress is not made in addressing the corrective actions, future amendments to the FY2022-2026 STIP, or adoption of the FY2024-2028 STIP, may not be approved by USDOT.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Michelle Allen of the FHWA Indiana Division at (317) 226-7344, or by email at michelle.allen@dot.gov, or Mr. Jason Ciavarella of the FTA Region 5 Office at (312) 353-1653, or by email at jason.ciavarella@dot.gov.

Sincerely,

**KELLEY
BROOKINS** Digitally signed by
KELLEY BROOKINS
Date: 2022.06.13
10:08:34 -05'00'

Kelley Brookins
Regional Administrator
FTA Region V

Sincerely,

**JERMAINE
R HANNON** Digitally signed by
JERMAINE R
HANNON
Date: 2022.06.13
15:57:46 -04'00'

Jermaine R. Hannon
Division Administrator
FHWA Indiana Division

cc: (transmitted by e-mail)
Louis Feagans, INDOT
Roy Nunnally, INDOT
Karen Hicks, INDOT

Attachments have been removed for the purposes of this NEPA document.

TIP ID	Work Type	Project Title	Lead Agency	FED Fund Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
2002147	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Lake County	INDOT	NHPP Interstate	\$986,067	\$118,000	\$0	\$118,000	\$0	\$891,067	\$95,000	\$0	\$118,000	\$10,000	\$0	\$976,067	\$0	\$1,104,067	Yes
2002148	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Lake County	INDOT	NHPP Interstate	\$1,056,136	\$123,000	\$0	\$123,000	\$0	\$974,136	\$82,000	\$0	\$123,000	\$15,000	\$0	\$1,041,136	\$0	\$1,179,136	Yes
2001994	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation) in Porter County	INDOT	NHPP Non Interstate	\$298,933	\$74,733	\$0	\$66,000	\$0	\$307,666	\$0	\$0	\$36,000	\$0	\$40,000	\$297,666	\$0	\$373,666	Yes
1901468	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); LaPorte County	INDOT	State Funds	\$0	\$1,983,736	\$0	\$234,500	\$0	\$1,749,236	\$0	\$81,500	\$1,902,236	\$0	\$0	\$0	\$0	\$1,983,736	Yes
2000758	Bridge Rehabilitation or Repair	District Bridge Project (Rehabilitation); Lake County	INDOT	NHPP Interstate	\$3,510,538	\$720,060	\$0	\$466,000	\$0	\$3,764,598	\$0	\$165,000	\$0	\$165,000	\$3,900,598	\$0	\$0	\$4,230,598	Yes
2000495	Pavement Reconstruction/Rehabilitation	District Pavement Project (Interstate); LaPorte County	INDOT	State Funds	\$0	\$12,862,285	\$0	\$300,000	\$0	\$12,562,285	\$0	\$250,000	\$10,000	\$12,602,285	\$0	\$0	\$0	\$12,862,285	Yes
2000492	Pavement Reconstruction/Rehabilitation	District Pavement Project (Interstate); Lake County	INDOT	State Funds	\$0	\$20,879,221	\$0	\$600,000	\$0	\$20,279,221	\$0	\$350,000	\$10,000	\$20,519,221	\$0	\$0	\$0	\$20,879,221	Yes
1901357	Pavement Reconstruction/Rehabilitation	District Pavement Project (Interstate); Lake County	INDOT	State Funds	\$0	\$15,801,598	\$0	\$2,393,000	\$0	\$13,408,598	\$0	\$1,421,000	\$14,380,598	\$0	\$0	\$0	\$0	\$15,801,598	Yes
1800067	Pavement Reconstruction/Rehabilitation	Concrete Pavement Restoration; Lake County	INDOT	NHPP Non Interstate	\$302,912	\$27,054,729	\$0	\$428,640	\$75,000	\$26,854,001	\$0	\$378,640	\$340,000	\$26,639,001	\$0	\$0	\$0	\$27,357,641	Yes
1901361	Pavement Reconstruction/Rehabilitation	District Pavement Project (Non-I); Lake County	INDOT	State Funds	\$0	\$7,942,441	\$0	\$1,108,250	\$20,000	\$6,814,191	\$0	\$693,850	\$7,248,591	\$0	\$0	\$0	\$0	\$7,942,441	Yes
2000529	Pavement Reconstruction/Rehabilitation	District Pavement Project (Non-I); Lake County	INDOT	State Funds	\$0	\$14,749,538	\$0	\$500,000	\$0	\$14,249,538	\$0	\$250,000	\$20,000	\$14,479,538	\$0	\$0	\$0	\$14,749,538	Yes
1900054	Pavement Reconstruction/Rehabilitation	District Pavement Project; Lake County	INDOT	NHPP Non Interstate	\$8,473,086	\$2,733,271	\$0	\$1,199,800	\$0	\$10,006,557	\$0	\$595,000	\$0	\$20,000	\$10,591,357	\$0	\$0	\$11,206,357	Yes
1900055	Pavement Reconstruction/Rehabilitation	District Pavement Project; Lake County	INDOT	NHPP Non Interstate	\$6,300,877	\$883,800	\$0	\$873,800	\$0	\$5,951,077	\$359,800	\$873,800	\$0	\$10,000	\$6,300,877	\$0	\$0	\$7,184,677	Yes
1900057	Pavement Reconstruction/Rehabilitation	District Pavement Project (Non-I); LaPorte County	INDOT	State Funds	\$0	\$9,567,066	\$0	\$1,494,300	\$0	\$8,072,766	\$0	\$1,154,300	\$0	\$10,000	\$8,402,766	\$0	\$0	\$9,567,066	Yes

FY 2022-2026 Northwestern Indiana Regional Planning Commission Transportation Improvement Program (Excerpt)
 Source: https://www.in.gov/indot/files/STIP_2022-2026_draft_pp0787-1004.pdf

Appendix I

Additional Studies

From: Kent, Timothy <Timothy.Kent@parsons.com>
Sent: Monday, September 13, 2021 2:37 PM
To: Molly Mooney <mmooney@indot.in.gov>
Cc: Grylewicz, Michael J <MGrylewicz@indot.IN.gov>; LaBlonde, John <John.LaBlonde@parsons.com>
Subject: DES 1800067 SR 912 LCPCA

Hi Molly,

Based on our conversation at the PFC for SR 912, we completed a cost-of-ownership analysis for each of the ramps included with the SR 912 project. The LCPCA is attached and the table below summarizes the findings. We initially looked at each location individually but quickly saw the trend that full-depth replacement was going to be preferred, in most cases. That said, we are recommending FD Replacement for *all of the ramps* that are included with DES 1800067.

The initial analysis included only PCCP as a full-depth option but we did look at HMA for ramp 6N, just to see how the costs might change. HMA might also be more favorable, given the adjacent pavement type. However, we don't expect that HMA will alter the recommendation to do full-depth replacement everywhere.

We wanted to pass this along to you to get your thoughts before we get too far down this path...I know it's a big change and we want to make sure we get it right. Please let us know if you have any comments.

Thanks,
Tim

Alignment	Description	CPR		FD Replacement		FD Replacement (HMA Alt.)		% FD Patching Area
		Total Cost (\$)	Cost of Ownership (\$/ln-mi/yr)	Total Cost (\$)	Cost of Ownership (\$/ln-mi/yr)	Total Cost (\$)	Cost of Ownership (\$/ln-mi/yr)	
1C	SR 912 WB to US 41	\$726,640.33	\$540,527.04	\$612,349.44	\$91,101.86			84.42%
1B	US 41 to SR 912 EB	\$358,238.31	\$218,316.98	\$633,908.37	\$77,263.07			39.69%
1G	US 41 to SR 912 WB	\$12,631.85	\$29,252.71	\$170,494.59	\$78,965.91			1.63%
SR 912	SR 912	\$2,947,461.42	\$384,261.64	\$1,996,555.96	\$52,058.35			98.59%
4E	Callahan PI to SR 912 WB	\$371,730.77	\$486,790.30	\$303,798.00	\$79,566.14			93.16%
4D#	Inland Steel Opas to SR 912 WB	N/A	N/A	N/A	N/A			N/A
4N*	SR 912 WB to Callahan PI	N/A	N/A	\$409,287.00	\$78,043.89			N/A
4C	SR 912 WB to Inland Steel Opas	\$1,392,116.58	\$500,843.25	\$1,105,200.50	\$79,523.83			96.08%
5C	SR 912 WB to Aldis St	\$191,360.90	\$185,052.30	\$411,229.66	\$79,534.53			35.54%
5D	Aldis St to SR 912 WB	\$372,211.13	\$616,847.06	\$240,239.77	\$79,627.50			~100%
5V	Aldis St to SR 912 EB	\$196,328.72	\$213,032.40	\$366,662.49	\$79,571.64			40.71%
5A	SR 912 EB to Buffington Harbor Dr.	\$109,567.34	\$242,869.66	\$342,854.34	\$151,995.88			21.12%
5B	Buffington Harbor Dr. to SR 912 WB	\$278,585.92	\$424,879.74	\$468,020.16	\$142,758.32			35.07%
6N	SR 912 EB to Airport Road	\$714,340.78	\$409,524.35	\$1,099,174.60	\$126,029.14	\$617,461.68	\$106,195.36	78.60%
Totals		\$7,671,214.05		\$7,750,487.88				

-No Patching. Omitted from totals.

* - Scoped for Reconstruction. Omitted from totals.

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Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)

ProjectNumber	SubProjectCode	County	Property
1800005	1800005	Lake	Dowling Park
1800011	1800011	Lake	Tolleston Park
1800012	1800012	Lake	Washington Park
1800040	1800040	Lake	Homestead Park
1800055	1800055	Lake	Sheppard Memorial Park
1800059	1800059	Lake	Cheever Park
1800062	1800062	Lake	Leroy Township Park
1800063	1800063	Lake	Markley Memorial ParkEllendale Park
1800071	1800071	Lake	Cheever Park
1800087	1800087	Lake	Sheppard Memorial Park
1800102	1800102	Lake	Grand Boulevard Lake Recreation Area
1800108	1800108	Lake	Riverview Park
1800137	1800137	Lake	Northgate Park
1800150	1800150	Lake	Meadows Park
1800168	1800168	Lake	Sunnyside Park
1800170	1800170	Lake	Howe Park
1800189	1800189	Lake	Dowling Park
1800193	1800193	Lake	Harrison Park
1800194	1800194	Lake	Martin Luther King Jr. Park (Formerly Maywood Park
1800199	1800199	Lake	Ridgeway Park
1800202	1800202	Lake	Hatcher Park
1800206	1800206	Lake	Meadows Park
1800226	1800226	Lake	Hoosier Prairie Nature Preserve
1800227	1800227	Lake	Liberty Park
1800231	1800231	Lake	Pheasant Hills Community Park & Cherry Hill Tot-Lot
1800237	1800237	Lake	Wolf Lake Park (N & S)
1800239	1800239	Lake	Bluebird Park
1800253	1800253	Lake	Centennial Park
1800272	1800272	Lake	Wolf Lake Park (N & S)
1800273	1800273	Lake	Grand Kankakee Marsh County Park
1800302	1800302	Lake	Munster Community Park
1800329	1800329	Lake	Jackson Park
1800369	1800369H	Lake	Harrison Park
1800369	1800369D	Lake	Lemon Lake County Park
1800377	1800377	Lake	Main Square Park
1800386	1800386	Lake	Gibson Woods Nature Preserve & Tolleston Ridges Nature Preserve
1800405	1800405G	Lake	Clark and Pine Dune Swale Nature Preserve
1800414	1800414	Lake	Wolf Lake Park (N & S)
1800417	1800417	Lake	Centennial (Dan Rabin) Plaza & Trail
1800424	1800424	Lake	Lake Etta County Park
1800455	1800455	Lake	Deep River - Woods Mill County Park
1800464	1800464	Lake	Festival Park & Lakefront Park
1800473	1800473	Lake	Oak Ridge Prairie Co. Park
1800488	1800488	Lake	Marquette Park
1800489	1800489	Lake	Festival Park & Lakefront Park
1800522	1800522	Lake	Pavese Park
1800523	1800523	Lake	Lakewood Park
1800523.5	1800523.5	Lake	River Drive Park
1800528	1800528	Lake	Lowell Sports Park
1800533	1800533	Lake	Hobart City Ball Park
1800555	1800555	Lake	Scherwood Golf Course
1800580	1800580	Lake	Oak Ridge Park
1800586	1800586	Lake	Teibel Nature Park
1800586.1	1800586.1	Lake	Teibel Nature Park
1800590	1800590	Lake	Deep River County Park
1800622	1800622	Lake	Fireman's Park
1800636	1800636	Lake	Parrish Avenue Park

Source: <https://www.in.gov/indot/engineering/files/IN-LWCF-sites-by-county.xlsx>