

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

DNR #: ER-24146

Request Received: October 18, 2021

Requestor: RQAW Environmental
Harlan Ford
8770 North Street, Suite 110
Fishers, IN 46038

Project: Kennedy Avenue roadway improvements from 164th Place to US 20/Michigan Street, City of Hammond; Des #1901902

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 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 managed lands, high quality natural communities, and species that have been documented within 1/2 mile of the project area is attached. Please contact the Division of Nature Preserves (DNP) Regional Ecologist, Emily Stork, for further coordination (estork@dnr.in.gov; 219-688-0632) regarding the following issues to address potential impacts to the sensitive communities surrounding the project area:

1. Poorly managed roadway drainage has been know to impair portions of some nearby state preserves due to buildup of salinity from surface runoff. A copy of a detailed depiction of the bioswales and retention basins mentioned in the project description should be provided to DNP in order to assess if roadway runoff will adversely impact the nature preserve.
2. The DNP requests the opportunity to review the planting plan for the above mentioned bioswales, or for any other planting areas to guarantee that no non-native or invasive species are introduced that could migrate into the preserve and become problematic.

Fish & Wildlife Comments: We do not foresee any impacts to the documented reptile, amphibian, and bird species (aside from the Bald Eagle) as a result of this project.

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

Attachments: A - General Information

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
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1) Animal Species:

a. Franklin's Ground Squirrel:

Lake County is the last reliable source of Franklin's Ground Squirrels (FGS) in Indiana. The scope of the project south of 161st is not likely to impact FGS, though the portion north of 161st poses a greater risk. The project description indicates that no widening of the road would occur through the described activities. If that is the case then risk to FGS will be minimal in this northern half of the project. Should any right-of-way have vegetation removed, we recommend that the area be reseeded with a native prairie/grassland mix.

FGS live in burrows year-round and are active above ground from April through October. They are a diurnal species that primarily eats grass seed. Construction activities may startle the species and force them to stay within burrows or to cross the road quickly which could result in vehicle strikes. As the project is described, vehicle strikes are the greatest risk to the species. It is possible that impacts to FGS may also occur when excavating the existing ditches north of 161st, or preparing for the new ditches. To minimize impacts to FGS, look out for any burrows in the area, which may be hidden beneath vegetation, and avoid damaging them as much as possible.

b. Bald Eagle:

The Bald Eagle is no longer a state species of special concern. However, this species is still federally protected (see <https://www.fws.gov/midwest/eagle/history/protectations.html>). The recommended buffer between any disturbance and an active eagle nest is 660 feet. To minimize impacts to Bald Eagles, follow the National Bald Eagle Management Guidelines found at <http://www.fws.gov/midwest/eagle/pdf/NationalBaldEagleManagementGuidelines.pdf>. Please contact the US Fish and Wildlife Service if further consultation is needed regarding Bald Eagles.

2) Urban Tree Habitat:

If tree removal is needed, the Division of Fish & Wildlife recommends avoiding removing urban trees to the greatest extent possible and replacing trees that must be removed. Street trees are important to fish and wildlife resources in urban areas. Indiana's street trees also provide millions of dollars of tangible benefits to Indiana communities by their presence in the urban environment. Their shade and beauty contribute to the quality of life. They provide significant increases in real estate values, create attractive settings for commercial businesses, and improve community neighborhood appeal. Trees decrease energy consumption by providing shade and acting as windbreaks. They reduce water treatment costs and impede soil erosion by slowing the runoff of stormwater. Trees also cool the air temperature, cleanse pollutants from the air, and produce oxygen while absorbing carbon dioxide. Trees are an integral component of the urban environment. Proactively managing and maintaining a street tree population will ultimately maximize the benefits afforded by their aesthetic and ecological functions. The following links give a good overview of the benefits of a street tree program and how to select the right species to avoid the negative impacts of non-native invasive species such as the common and popular Bradford pear: <https://www.in.gov/dnr/forestry/3605.htm>
>Community & Urban Forestry > Tree Species Lists.

3) Wetland Habitat:

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

Attachments: A - General Information

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
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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 cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Plant five trees, at least 2 inches in diameter-at-breast height, for each tree which is removed that is ten inches or greater in diameter-at-breast height.
6. 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: November 17, 2021

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

ER-24146: Managed lands, natural communities, and species documented within 1/2 mile of the project area.
 (Rank: FE=federally endangered, SE=state endangered, ST=state threatened, SR=state rare, WL=state watch list, SSC=state special concern)

RECORD:

RANK:

A) MANAGED LANDS:

Gibson Woods Nature Preserve (Lake County Parks & Rec)
 Seidner Dune and Swale Nature Preserve (Shirley Heinze Land Trust)

B) NATURAL COMMUNITIES:

Dry-mesic Sand Prairie
 Dry-mesic Sand Savanna
 Marsh
 Wet-mesic Floodplain Forest
 Wet-mesic Sand Prairie

C) PLANTS:

Pale Corydalis	(<i>Capnoides sempervirens</i>)	SE
Paper Birch	(<i>Betula papyrifera</i>)	ST
Calamint	(<i>Clinopodium arkansanum</i>)	ST
Baltic Rush	(<i>Juncus balticus</i> var. <i>littoralis</i>)	WL

D) INSECTS:

Karner Blue	(<i>Lycaeides melissa samuelis</i>)	FE/SE
Barrens Metarranthis	(<i>Metarranthis apiciaria</i>)	SE
Gemmed Cordgrass Borer	(<i>Peoria gemmatella</i>)	SE
Phlox Moth	(<i>Schinia indiana</i>)	SE
Dusted Skipper	(<i>Atrytonopsis hianna</i>)	SR
Two-lined Cosmotettix	(<i>Cosmotettix bilineatus</i>)	SR
The Goat's Rue Looper	(<i>Digrammia eremiata</i>)	SR
Leonard's Skipper	(<i>Hesperia leonardus</i>)	SR

E) BIRDS:

Black Tern	(<i>Chlidonias niger</i>)	SE
Marsh Wren	(<i>Cistothorus palustris</i>)	SE
Black-crowned Night-heron	(<i>Nycticorax nycticorax</i>)	SE
Virginia Rail	(<i>Rallus limicola</i>)	SE
Great Egret	(<i>Ardea alba</i>)	SSC
Bald Eagle	(<i>Haliaeetus leucocephalus</i>)	

F) AMPHIBIAN & REPTILE:

Blanding's Turtle	(<i>Emydoidea blandingii</i>)	SE
Western Ribbon Snake	(<i>Thamnophis proximus proximus</i>)	SSC
Blanchard's Cricket Frog	(<i>Acris blanchardi</i>)	SSC

G) MAMMAL:

Franklin's Ground Squirrel	(<i>Poliocitellus franklinii</i>)	SE
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Cameron Fraser

From: Michels, Stewart <SMichels@indot.IN.gov>
Sent: Tuesday, September 14, 2021 8:40 AM
To: Cameron Fraser
Cc: Murray, Bridgette M; Wahl, Cassie
Subject: [EXT] RE: Indiana and Northern Long-eared Bat Check for the Kennedy Avenue Road Diet Project in Lake County (DES 1901902)

****** Please use caution this is an externally originating email. ******

Do not click on links or open attachments unless you recognize the sender and know the contents is safe.

Cameron,

Thank you for your e-mail. A review of the USFWS database did not indicate the presence of endangered bat species within 0.5 mile of the project area based on the location map for the referenced Des. No. 1901902 in Lake County. You may send your subsequent IPaC review request to me, but please also include Bridgette Murray and Cassie Wahl as IPaC project members. Thank you for your kind consideration.

Please note, confidential information from the GIS reviews are not for public use or inclusion in the environmental document. Site specific hibernacula, capture, or roost tree location data (i.e. geographic coordinates, GIS shapefiles, maps) must not be shared, distributed, or published without prior written consent from USFWS Bloomington Field Office.

Best,
Stew

From: Cameron Fraser <cfraser@rqaw.com>
Sent: Thursday, September 9, 2021 9:39 AM
To: Michels, Stewart <SMichels@indot.IN.gov>
Subject: Indiana and Northern Long-eared Bat Check for the Kennedy Avenue Road Diet Project in Lake County (DES 1901902)

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Good Morning, Stewart Michels-

Attached, please find the Red Flag Investigation topographic and aerial maps showing the project location for a Road Diet project in Lake County, Indiana (DES 1901902). The project is located on Kennedy Avenue, From 164th Place to US 20/Michigan Street. We appreciate INDOT's review of the GIS layers for the Indiana and Northern Long-eared bat. Please let me know if you need additional information.

Thank you,
Cameron



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 22, 2021

Consultation Code: 03E12000-2022-SLI-0220

Event Code: 03E12000-2022-E-02865

Project Name: Kennedy Avenue from 164th Place to north exit ramp for US 20/Michigan Street;
Des No. 1901902

Subject: Updated 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-0220

Event Code: Some(03E12000-2022-E-02865)

Project Name: Kennedy Avenue from 164th Place to north exit ramp for US 20/Michigan Street; Des No. 1901902

Project Type: TRANSPORTATION

Project Description: The Federal Highway Administration (FHWA) and the City of Hammond propose to proceed with a roadway project located on Kennedy Avenue (Ave.) in Lake County, Indiana. The project is located on Kennedy Ave. and extends from the south approach of 164th Place (Pl.) north approximately 0.95 mile to the exit ramp for US 20/Michigan Street (St.). The preferred alternative for this project proposes to change the current lane configuration from two lanes in each direction to one lane in each direction (“road diet”) with a Two Way Left Turn Lane (TWLTL) between the travel lanes. The TWLTL would transition to left turn only lanes at the intersections. From 164th Pl. to 161st St. 5 ft. wide bicycle lane is proposed to be placed at the outside edge of the travel lanes with an 8 ft. wide parking lane between the bicycle lane and the curb. From 161st St. north to the end of the project 5 to 7 ft. wide bicycle lanes are to be placed at the outside edges of the travel lanes. There are no adjacent drives or streets north of 161st St. so a TWLTL is not needed along this section of roadway. The proposed pavement treatment would consist of milling the existing pavement down 4 to 8 inches and resurfacing/ recycling 4 to 8 inches with some areas needing patching or full depth reconstruction with Hot Mixed Asphalt (HMA) from the south approach of 164th Place north to 161st Street on Kennedy Ave. The pavement from 161st Street to the north would be reconstructed to the south end of the County Bridge (exempted from the project) and from the north end of the County Bridge to the south access road for US 20/Michigan Street. This project also proposes to reconfigure the traffic signals at the Cleveland St. and Kennedy Ave. intersection to accommodate the new lane configuration. This is the only intersection within the project area that is signalized. Minimal work is anticipated for the sewer system which would consist of reconstructing around manholes or replacing drainage inlets that are disturbed during the road work. In addition, bioretention systems will be installed as part of this project to improve stormwater quality. The type of bioretention systems being considered consist of bioretention curbs, infiltration trenches, bio-swales, rain gardens, and natural vegetation. These may be used separately or in conjunction with each other at various locations available within the existing ROW. No additional permanent or temporary ROW is anticipated to be acquired as part of this project. This project will not include any work on structures or bridges. Some tree clearing/trimming will be required and consist mainly of urban street trees that would not be considered suitable summer bat

habitat. The dominant tree species consist of Thornless Honey Locust (*Gleditsia triacanthos* var. *inermis*). Approximately 0.3 acre of tree trimming/clearing will occur, but no tree clearing will occur within or adjacent to suitable summer bat habitat. INDOT-LaPorte District performed a USFWS database check within 0.5 mile of the project area on September 14, 2021. No bats have been documented within 0.5 mile of the project area. Temporary lighting may be used as part of this project and permanent lighting (consisting of traffic signals) will be replaced at the Cleveland St. and Kennedy Ave. intersection, but no suitable bat habitat exist within 1,000 ft. of this intersection. Construction is anticipated to begin in either late Fall of 2023 or early Spring of 2024.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.6006675,-87.46155982825948,14z>



Counties: Lake County, Indiana

Endangered Species Act Species

There is a total of 4 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

Insects

NAME	STATUS
Karner Blue Butterfly <i>Lycaeides melissa samuelis</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/6656	Endangered
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

Critical habitats

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

From: Michels, Stewart <SMichels@indot.IN.gov>
Sent: Monday, December 27, 2021 8:17 AM
To: Harlan Ford
Subject: [EXT] RE: [EXT] RE: [EXT] RE: IPaC Review for Des No. 1901902

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Harlan,

Thank you for your refinement. I reviewed your IPaC determination and submitted it to the USFWS. The concurrence letter has been logged and will soon be within the project documents (IPaC processing system is unavailable). The USFWS has 14 days to review your project and comment on it. This will conclude the Section 7 requirements for this project. If any scope changes occur let us know as IPaC may need to be reevaluated. Thank you again for your kind consideration.

Best,
Stew

From: Harlan Ford <hford@rqaw.com>
Sent: Wednesday, December 22, 2021 4:36 PM
To: Michels, Stewart <SMichels@indot.IN.gov>
Subject: RE: [EXT] RE: [EXT] RE: IPaC Review for Des No. 1901902

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Hey Stew,

I made the revision you requested and added clarification to the project description concerning the tree clearing. I have attached the revised consistency letter to this email for your convenience.

IPaC Record Locator: **823-107004676**

Please let me know if you need anything else.

Thanks in advance,

Harlan Ford
Environmental Scientist
O: 423.458.5979
www.rqaw.com

From: Michels, Stewart <SMichels@indot.IN.gov>
Sent: Wednesday, December 22, 2021 2:46 PM
To: Harlan Ford <hford@rqaw.com>
Subject: [EXT] RE: [EXT] RE: IPaC Review for Des No. 1901902



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 27, 2021

Consultation code: 03E12000-2022-I-0220

Event Code: 03E12000-2022-E-02877

Project Name: Kennedy Avenue from 164th Place to north exit ramp for US 20/Michigan Street;
Des No. 1901902

Subject: Concurrence verification letter for the 'Kennedy Avenue from 164th Place to north exit ramp for US 20/Michigan Street; Des No. 1901902' 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 **Kennedy Avenue from 164th Place to north exit ramp for US 20/Michigan Street; Des No. 1901902** (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:

- Karner Blue Butterfly *Lycaeides melissa samuelis* Endangered
- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

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

Name

Kennedy Avenue from 164th Place to north exit ramp for US 20/Michigan Street; Des No. 1901902

Description

The Federal Highway Administration (FHWA) and the City of Hammond propose to proceed with a roadway project located on Kennedy Avenue (Ave.) in Lake County, Indiana. The project is located on Kennedy Ave. and extends from the south approach of 164th Place (Pl.) north approximately 0.95 mile to the exit ramp for US 20/Michigan Street (St.). The preferred alternative for this project proposes to change the current lane configuration from two lanes in each direction to one lane in each direction (“road diet”) with a Two Way Left Turn Lane (TWLTL) between the travel lanes. The TWLTL would transition to left turn only lanes at the intersections. From 164th Pl. to 161st St. 5 ft. wide bicycle lane is proposed to be placed at the outside edge of the travel lanes with an 8 ft. wide parking lane between the bicycle lane and the curb. From 161st St. north to the end of the project 5 to 7 ft. wide bicycle lanes are to be placed at the outside edges of the travel lanes. There are no adjacent drives or streets north of 161st St. so a TWLTL is not needed along this section of roadway. The proposed pavement treatment would consist of milling the existing pavement down 4 to 8 inches and resurfacing/recycling 4 to 8 inches with some areas needing patching or full depth reconstruction with Hot Mixed Asphalt (HMA) from the south approach of 164th Place north to 161st Street on Kennedy Ave. The pavement from 161st Street to the north would be reconstructed to the south end of the County Bridge (exempted from the project) and from the north end of the County Bridge to the south access road for US 20/Michigan Street. This project also proposes to reconfigure the traffic signals at the Cleveland St. and Kennedy Ave. intersection to accommodate the new lane configuration. This is the only intersection within the project area that is signalized. Minimal work is anticipated for the sewer system which would consist of reconstructing around manholes or replacing drainage inlets that are disturbed during the road work. In addition, bioretention systems will be installed as part of this project to improve stormwater quality. The type of bioretention systems being considered consist of bioretention curbs, infiltration trenches, bio-swales, rain gardens, and natural vegetation. These may be used separately or in conjunction with each other at various locations available within the existing ROW. No additional permanent or temporary ROW is anticipated to be acquired as part of this project. This project will not include any work on structures or bridges. Some tree clearing/trimming will be required and consist mainly of urban street trees that would not be considered suitable summer bat habitat. The dominant tree species consist of Thornless Honey Locust (*Gleditsia triacanthos* var. *inermis*). Approximately 0.3 acre of tree trimming/clearing will occur, but no tree clearing will occur within or adjacent to suitable summer bat habitat. INDOT-LaPorte District performed a USFWS database check within 0.5 mile of the project area on September 14, 2021. No bats have been documented within 0.5 mile of the project area. Temporary lighting may be used as part of this project and permanent lighting (consisting of traffic signals) will be replaced at the Cleveland St. and Kennedy Ave. intersection, but no suitable bat habitat exist within 1,000 ft. of this intersection. Construction is anticipated to begin in either late Fall of 2023 or early Spring of 2024.

Please note that tree clearing has been removed from the scope of the project. As the tree removal originally anticipated would occur outside of suitable summer bat habitat, no tree removal AMM's were required. Therefore, the tree clearing removed from the scope of work would not change the AMM's or effect determination for the Indiana Bat or NLEB. Therefore, re-submittal of IPaC was not required.

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 biangulation/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?

Yes

22. Will the activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the active season^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

Yes

23. Will *any* activities that use percussives (**not including tree removal/trimming or bridge/structure work**) and/or increase noise levels above existing traffic/background levels be conducted *during* the inactive season^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

Yes

24. 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

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

No

26. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the active season within undocumented habitat.

27. Are the project activities that use percussives (not including tree removal/trimming or bridge/structure work) and/or increase noise levels above existing traffic/background levels consistent with a No Effect determination in this key?

Automatically answered

Yes, because the activities are within 300 feet of the existing road/rail surface, greater than 0.5 miles from a hibernacula, and conducted during the inactive season

28. 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

29. 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

30. 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?

N/A

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 April 22, 2021. 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.

From: Chuck Sims <csims@firstgroupengineering.com>
Sent: Tuesday, February 22, 2022 11:47 AM
To: Stork, Emily J <Estork@dnr.IN.gov>
Cc: Aaron Lawson <alawson@rqaw.com>
Subject: [EXT] RE: Kennedy Ave. road reconstruction Hammond, Lake County, Indiana Des. No.1901902

****** Please use caution this is an externally originating email. ******
Do not click on links or open attachments unless you recognize the sender and know the contents is safe.

Thanks a lot Emily.
I will incorporate your planting recommendations into our special provisions and Plans.

For maintenance we will add “do not mow or spray” signs and the City will maintain the area. Since this is raingarden area without any maintenance plan requirements that I know of and not any type of a mitigation plan replacing wetland or prairie vegetation, I am not sure of the requirements for future mitigation to prevent or remove any invasive species. I would ask Aaron if he knows any environmental requirements concerning future maintenance.

Thank you

Chuck Sims
First Group Engineering, Inc.
5925 Lakeside Blvd.
Indianapolis, Indiana 46278
317-372-7308
csims@firstgroupengineering.com

From: Stork, Emily J <Estork@dnr.IN.gov>
Sent: Tuesday, February 22, 2022 11:36 AM

To: Chuck Sims <csims@firstgroupengineering.com>
Cc: Aaron Lawson (alawson@rqaw.com) <alawson@rqaw.com>
Subject: Re: Kennedy Ave. road reconstruction Hammond, Lake County, Indiana Des. No.1901902

It just occurred to me that there's a chance you never got my phone number. So now I'm just replying a third time with my email signature. Feel free to reach out with any follow-up questions by phone, text, or email - whatever is easiest and most expedient for you. My work number is a mobile device.

Sorry this took so long to get my attention. I am truly happy to help! Let me know if you have any concerns with the list I provided to you.

Thanks!

Emily J. Stork Grand Calumet Region Ecologist



Indiana Department of Natural Resources
Division of Nature Preserves
5690 Chase Street
Merrillville, IN 46410
estork@dnr.IN.gov
219-688-0632

From: Stork, Emily J <Estork@dnr.IN.gov>
Sent: Tuesday, February 22, 2022 10:28 AM
To: CSims <CSims@FirstGroupEngineering.com>
Cc: Aaron Lawson (alawson@rqaw.com) <alawson@rqaw.com>
Subject: Re: Kennedy Ave. road reconstruction Hammond, Lake County, Indiana Des. No.1901902

I'd just like to add New England Aster to the list. It does well in roadside settings.

I asked about maintenance because while all these native plants should be rather self-sustaining, there will be issues with invasive plants if they aren't selectively controlled.

From: Stork, Emily J <Estork@dnr.IN.gov>
Sent: Tuesday, February 22, 2022 10:21 AM
To: CSims <CSims@FirstGroupEngineering.com>
Cc: Aaron Lawson (alawson@rqaw.com) <alawson@rqaw.com>
Subject: Re: Kennedy Ave. road reconstruction Hammond, Lake County, Indiana Des. No.1901902

Chuck,

Based on the write-up you provided, I think the following species will suit your design as well as the local native landscape. Please feel free to reach out if there aren't enough of these suggestions available. The other items on your list are not native to the area and may be less

suited. The shrubs I have suggested will all stay very low. I didn't have a lot of ground cover ideas that I thought would work well, but I don't think you will need a lot if the shrubs, grasses, and forbs establish.

Would there be someone responsible for the maintenance/weeding of these rain gardens?

Thanks!

Shrubs -

Prairie Willow (*Salix humilis*)
New Jersey Tea (*Ceanothus americanus*)
Beach Sumac (*Rhus aromatica* var. *arenaria*)
Pasture Rose (*Rosa carolina*)
Meadow Rose (*Rosa blanda*)

Grasses -

Big Bluestem (*Andropogon gerardii*)
Indian Grass (*Sorghastrum nutans*)
Little Bluestem (*Schizachyrium scoparium*)
Switchgrass (*Panicum virgatum*)

Flowers -

Sky-blue Aster (*Symphotrichum oolentangiense*)
Black-eyed Susan (*Rudbeckia hirta*)
False Indigo (*Baptisia alba*)
Great Blue Lobelia (*Lobelia siphilitica*)
Ironweed (*Vernonia fasciculata*)
Whorled Milkweed (*Asclepias verticillata*)
Common Milkweed (*Asclepias syriaca*)
Spotted Bee Balm (*Monarda punctata*)
Wild Bergamot (*Monarda fistulosa*)

Ground Cover -

Common Oak Sedge (*Carex pensylvanica*)
Wild Strawberry (*Fragaria virginiana*)

From: Chuck Sims <csims@firstgroupengineering.com>

Sent: Monday, February 21, 2022 3:26 PM

To: Stork, Emily J <ESTork@dnr.IN.gov>

Cc: Aaron Lawson (alawson@rqaw.com) <alawson@rqaw.com>

Subject: RE: Kennedy Ave. road reconstruction Hammond, Lake County, Indiana Des. No.1901902

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

Emily:

Sorry to here you were injured, hope you have a quick recovery.

Yes we are looking mainly for plant species recommendations.

The soils in the area are loose to medium dense sand down to 10 feet so the rain garden areas will not remain wet for long periods after a rainfall. I have worked up a preliminary special provision for the soils and plantings used for another project with similar soils if that might help . Please see attached and let me know what you think

Thank you.

Chuck Sims
First Group Engineering, Inc.
5925 Lakeside Blvd.
Indianapolis, Indiana 46278
317-372-7308
csims@firstgroupengineering.com

From: Stork, Emily J <ESTork@dnr.IN.gov>
Sent: Monday, February 21, 2022 3:39 PM
To: Chuck Sims <csims@firstgroupengineering.com>
Cc: Aaron Lawson (alawson@rqaw.com) <alawson@rqaw.com>
Subject: Re: Kennedy Ave. road reconstruction Hammond, Lake County, Indiana Des. No.1901902

Chuck,

I managed to injury myself before I could get back to the computer and even look at your request on Wednesday last week. Figures! I wish I had read down to the final paragraph sooner. You are just looking for species recommendations for the rain garden area. Do you have a projection on how wet this area will be throughout the year?

--Emily

From: Stork, Emily J
Sent: Wednesday, February 16, 2022 7:37 AM
To: Chuck Sims <csims@firstgroupengineering.com>
Cc: Aaron Lawson (alawson@rqaw.com) <alawson@rqaw.com>
Subject: RE: Kennedy Ave. road reconstruction Hammond, Lake County, Indiana Des. No.1901902

Chuck – I apologize for the delay. Thank you for the second(!) reminder. I will review this today. 😊

From: Chuck Sims <csims@firstgroupengineering.com>
Sent: Tuesday, February 15, 2022 2:36 PM
To: Stork, Emily J <ESTork@dnr.IN.gov>

Cc: Aaron Lawson (alawson@rqaw.com) <alawson@rqaw.com>

Subject: RE: Kennedy Ave. road reconstruction Hammond, Lake County, Indiana Des. No.1901902

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

Emily: just checking to see when you might get to this. The environmental for this project is due soon and we need this for the submittal. See below in yellow

Thank you

Chuck Sims
First Group Engineering, Inc.
5925 Lakeside Blvd.
Indianapolis, Indiana 46278
317-372-7308
csims@firstgroupengineering.com

From: Chuck Sims
Sent: Monday, January 10, 2022 2:47 PM
To: Emily Stork (estork@dnr.in.gov) <estork@dnr.in.gov>
Cc: Aaron Lawson (alawson@rqaw.com) <alawson@rqaw.com>
Subject: RE: Kennedy Ave. road reconstruction Hammond, Lake County, Indiana Des. No.1901902

Emily:

just checking to see if you have had a chance to look at my request (below) yet?

Thank you

Chuck Sims, Vice President
Transportation Design Services
First Group Engineering, Inc.
5925 Lakeside Blvd.
Indianapolis, Indiana 46278
317-372-7308
csims@firstgroupengineering.com

From: Chuck Sims
Sent: Monday, December 13, 2021 2:49 PM
To: Emily Stork (estork@dnr.in.gov) <estork@dnr.in.gov>
Cc: Aaron Lawson (alawson@rqaw.com) <alawson@rqaw.com>
Subject: Kennedy Ave. road reconstruction Hammond, Lake County, Indiana Des. No.1901902

Emily:

Hello, my name is Chuck Sims and our company is designing a road reconstruction project along Kennedy Ave. in Hammond, Lake County, Indiana.

Per the early coordination for the environmental documentation prepared by RQAW Environmental, we were informed by IDNR that we should contact you in regard to our plan to add bioretention features to this project. See attached ER-24146 dated October 18, 2021.

Although we have not yet completed the final design I wanted to send our proposed locations to you so you may review and make comments and/or recommendation before we move forward with the detailed design.

Note that this is a highly urbanized area so our locations are limited so we have only three locations where we plan to add bioretention features.

The first location is at the southwest corner of Kennedy Ave. and 164th Place and runs along the south side of 164th Place where there is currently a grass strip. See attached file "1901902 Kennedy Road Diet 11-15-21" page 14 for the location and "Attachment A" to see the google street view. At this location the storm water from the parking lot to the south sheet flows to the north across the grass strip and then to the street where it flows into the street then into a curb inlet. To reduce the sheet flow here we plan to add a Gravel Level Spreader (GLS) connected to the existing grass strip. See attached "Attachment B". We originally wanted to place something more at this location but since this area has been recently constructed and there is new lighting with electric conduit in the grass strip, we think the GLS is the best option at this location.

The second location is along the west side of Kennedy Ave. just north of 161st St. Under the existing condition the storm water flows south down the hill from the bridge along the edge of the roadway in a V curb and outlets to an existing inlet at the NW corner of Kennedy Ave. and 161st St. What we propose to do is to pick up the water flowing south along the roadway using inlets and then directing the water to an infiltration trench between the curb and property line to the hatch area as shown on page 14 of the plans. In the hatched area we propose infiltration aggregate and pipe storage that then outfalls an overflow to the existing inlet at the corner as mentioned above.

The third location appears to be the most sensitive since it is right across the street from a vegetated area owned by the City. Please see Attachment C which is at the intersection of Kennedy and Gibson Transfer Rd. looking east across our proposed rain garden site to the wooded area. Our plan here is to install a rain garden to replace the highly eroded bare area and to capture the storm water that runs from north to south along the road and carries silt and sand into the inlet at the corner. See Attachment D. We believe the rain garden at this location along with locations one and two treatments will not only eliminate erosion but improve water quality while reducing runoff to the adjoining sewer system.

Note that the inlets at 161st St and 164th Pl. that we plan to tie all connect to a storm and then to a combination sewer that eventually goes to the sewage treatment plant where all of the flow is treated before being released into the Grand Calumet river. The goal of these added features is to improve water quality at locations where it is practical and feasible to do so in an urban environment.

We would also like to ask your recommendation for types/species of plantings for the rain garden site before we prepare the final design. After we receive your planting recommendations we would then incorporate them and any other recommendations you may have into our plans and then submit to you for a final review.

Please let me know if you need anything else for this submittal.

Thank you

Chuck Sims, Vice President,
Transportation DesignServices
First Group Engineering, Inc.
5925 Lakeside Blvd.
Indianapolis, Indiana 46278
317-372-7308
csims@firstgroupengineering.com

Categorical Exclusion

Appendix D

**Section 106 of the National Historic
Preservation Act (NHPA)**

Minor Projects PA Project Assessment Form

Date: 9/22/2021

Project Designation Number: 1901902

Route Number: N/A

Project Description: Kennedy Ave Road Diet Project

The proposed project involves a road diet, which includes Two Way Left Turn Lane (TWLT) construction, bicycle lane addition, bump outs, V gutters replacement, and a barrier curb addition. This project improvement begins on Kennedy Avenue at the south approach of 164th Place and runs north approximately 4,800 feet to the south access road to Michigan Street (US 20), excepting the County Bridge (NBI: 4500185) over the railroad that is approximately 465 feet from end of bridge approach to end of bridge approach, all in the City of Hammond, Lake County, Indiana.

From 164th Place to 161st Street, one 11' travel lane in each direction with an 11' TWLTL or a designated left turn lane between the travel lanes is planned. A 5' bicycle lane is proposed to be on the outside edge of the travel lanes. An 8' wide parking is proposed to be placed between the bicycle lane and the curb. Curbs and gutters are anticipated to be retained but any curb ramps and driveway transitions that are in poor condition or do not meet ADA standards will be replaced.

From 161st Street to about 670 feet north of the bridge, there are no adjacent drives or streets so a TWLTL is not needed, therefore the typical cross section is planned to consist of one 11.5' to 12' travel lane in each direction with a 2' minimum buffer and 5' to 7' bicycle lanes to be placed at the outside edges of the travel lanes.

From 670 feet north of the bridge to the end of the project, south access road to Michigan Street (US 20), there are driveways along the east side so for the southbound lane, the typical cross section is planned to consist of one 12' lane in each direction with a designated left turn lane, 5' bike lanes in each direction bordered with curb and gutter with a 5' to 6' sidewalk along the east.

Minor traffic signal reconfiguring will be needed at the signalized intersection (Cleveland Street) to accommodate the new lane configuration. Additionally, pavement markings and signs will be rehabilitated approximately 300' north of south access road for US 20 Michigan Street to the end of the project to tie in the lane reductions.

Work may involve reconstructing an estimated 4' around manholes or inlets that are disturbed during the road work and structure castings may need replaced, adjusted, or added to accommodate any minor changes in the grade or planned bioretention system treatments. Types of bioretention systems considered for this project include bioretention curbs, infiltration trenches, bio-swales, rain garden and natural vegetation.

The pavement treatment planned is to mill off 4" of the existing asphalt and resurface with 4" of HMA (Hot Mixed Asphalt) from the south approach of 164th Place to 161st Street on Kennedy Avenue. Pavement reconstruction is planned for 161st Street to the south end of the County Bridge (Project Exception 77+72.40 to 82+38.40) and from the north end of the County Bridge to the south access road for US 20 Michigan Street.

Minor Projects PA Project Assessment Form

The County Bridge on Kennedy Avenue is planned to be replaced but there is not a defined schedule for the bridge project at this time. If this project is constructed prior to the bridge project the typical section will be modified to meet the County's requirements for shoulder widths, etc.

Curb ramp work will occur at the following locations:

- 164th St., NW, and NE quadrants
- Cleveland St., all quadrants (including bumpouts)
- 163rd Pl., all quadrants
- Kenwood St., all quadrants
- 162nd Pl., NW and SW quadrants
- Janet Pl., NE and SE quadrants
- 162nd St., NW and SW quadrants
- Gibson St., NE and SE quadrants
- 161st St., NW and SW quadrants
- Gibson Transfer Rd., NW and SW quadrants

Curbs will be replaced on both sides of Kennedy Ave. between 161st and the south access road for US 20 Michigan St.

Feature crossed (if applicable): N/A

City/Township: City of Hammond

County: Lake County

Information reviewed (please check all that apply):

General project location map USGS map Aerial photograph

Written description of project area General project area photos

Previously completed archaeology reports Interim Report

Previously completed historic property reports

Soil survey data Bridge inspection information

SHAARD SHAARD GIS Streetview Imagery

Other (please specify): Project information submitted by RQAW dated 8/24/2021 (on file at INDOT-CRO)

Please specify all applicable categories and condition(s) (conditions that are applicable are highlighted):

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

Minor Projects PA Project Assessment Form

pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]:

Condition A (Archaeological Resources)

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

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

Condition B (Above-Ground Resources)

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

- i. **Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource**; *OR*
- ii. Work occurs adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource under one of the two additional conditions listed below (*EITHER Condition a OR Condition b must be met and field work and documentation must be completed as described below*):
 - a. No unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *OR*
 - b. Unusual features, including but not limited to historic brick or stone sidewalks, curbs or curb ramps, stepped or elevated sidewalks and historic brick or stone retaining walls are present in the project area adjacent to or within a National Register-listed or National Register-eligible individual above-ground resource or district and ANY ONE of the conditions (1, 2, or 3) listed below must be fulfilled:
 1. Unusual features described above will not be impacted by the project. Firm commitments regarding the avoidance of these features must be listed in the MPPA determination form and the NEPA document and must be entered into the INDOT Project Commitments Database. These projects will also be flagged for quality assurance reviews by INDOT Cultural Resources Office during/after project construction.
 2. Unusual features described above have been determined not to contribute to the significance of the historic resource by INDOT Cultural Resources Office in consultation with the SHPO based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.
 3. Impacts to unusual features described above have been determined by INDOT Cultural Resources Office to be so minimal that they do not diminish any of the characteristics

Minor Projects PA Project Assessment Form

that contribute to the significance of the historic resource, based on an analysis and justification prepared by their staff or review of such information from other qualified professional historians.

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

Condition A (Archaeological Resources)

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

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

Condition B (Above-Ground Resources)

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

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

Condition A (Archaeological Resources)

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

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

Condition B (Above-Ground Resources)

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

Minor Projects PA Project Assessment Form

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

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

Additional Comments:

Above-ground Resources

With regard to above-ground resources, an INDOT Cultural Resources historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review, checking the Indiana Register of Historic Sites and Structures (State Register) and National Register of Historic Places (National Register) lists for Lake County. No listed properties are located near the project area.

The Indiana Historic Sites and Structures Inventory (IHSSI) was consulted via the Indiana State Historic Architectural and Archaeological Research Database (SHAARD), and the Indiana Historic Buildings, Bridges, and Cemeteries Map (IHBBCM). No IHSSI properties are located adjacent to the project area.

IHSSI # 089-275-55001 (Indiana Harbor Belt Railroad Office, rated "notable") is located approximately 280 feet from the project area. A parking lot and greenspace are located in the area between the property and the project area. Due to the limited nature of the project and the distance between the project area and the IHSSI property, the historian determined that the IHSSI property should not be considered "adjacent" to the project area.

Properties adjacent to the project area consist of twentieth-century residential, commercial, and industrial properties. None of the properties adjacent to the project area possess the significance and integrity necessary to be considered potentially eligible for the National Register.

Based on the available information, as summarized above, no above-ground concerns exist.

Archaeological Resources

An INDOT CRO archaeologist who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 reviewed the proposed project area, conducted a desktop review, and prepared an archaeological assessment.

The proposed work takes place entirely within the existing Kennedy Avenue ROW, which consists of the four-lane paved road flanked by curbs and sidewalks with buried utilities including storm sewers and water and electrical lines. Curb ramps will be updated in areas with existing curb ramps, curbs, and sidewalks. Driveway transition work will take place in locations with existing driveways. These locations are completely disturbed, and disturbance from the proposed work will not exceed the depth of the previous disturbance.

The area immediately surrounding the project ROW is urban and commercial in nature and has been completely disturbed by development. According to SHAARD, no archaeological sites have been recorded within or adjacent to the project area. Because the proposed work is entirely limited to previously disturbed soils, there is no potential to impact archaeological resources.

Therefore, there are no archaeological concerns provided that the project scope does not change.

Minor Projects PA Project Assessment Form

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

INDOT Cultural Resources staff reviewer(s): Anthony Ross and Matt Coon

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

Categorical Exclusion

Appendix E

Red Flag and Hazardous Materials

Date: September 22, 2021

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

From: Cameron Fraser
RQAW Corporation
8770 North Street; Suite 110
Fishers, Indiana 46038
cfraser@rqaw.com

Re: RED FLAG INVESTIGATION
DES 1901902, Local Project
Road Rehabilitation (Road Diet)
Kennedy Avenue, From 164th Place to United States Highway (US) 20/Michigan Street
Lake County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: The Federal Highway Administration (FHWA) and City of Hammond propose to proceed with a Road Diet project on Kennedy Avenue in Lake County, Indiana. This project begins on Kennedy Avenue at the south approach of 164th Place and runs north approximately 0.91 mile to the south access road to Michigan Street (US 20), excepting the County Bridge (NBI: 4500185) over the CSX railroad. The proposed project will involve reducing the number of travel lanes from two (2) lanes in each direction to one (1) lane in each direction (road diet), the addition of a Two-Way Left Turn Lane (TWLT), addition of bicycle lanes, parking bump outs, V-gutters replacement, and a barrier curb addition. Curbs and gutters are anticipated to be retained but any curb ramps and driveway transitions that are in poor condition or do not meet Americans with Disabilities Act (ADA) standards will be replaced.

The pavement treatment planned is to mill off 4 inches of the existing asphalt and resurface with 4 inches of Hot Mixed Asphalt (HMA) from the south approach of 164th Place to 161st Street on Kennedy Avenue. The pavement on 161st Street will be reconstructed to the south end of the County Bridge and from the north end of the County Bridge to the south access road for US 20/Michigan Street.

Bioretention systems, which may include bioretention curbs, infiltration trenches, bio-swales, rain garden and natural vegetation, will be constructed at two locations along Kennedy Avenue. The first location is adjacent to the west of Kennedy Avenue, along 164th Place. The second location is adjacent to the east of Kennedy Avenue, just north of 161st Street.

Work may involve reconstructing around manholes or drainage inlets that are disturbed during the road work and structure castings may need replaced, adjusted, or added to accommodate any minor changes in the grade or planned bioretention system treatments.

Minor traffic signal reconfiguring will be needed at the signalized intersection of Kennedy Avenue and Cleveland

Street to accommodate the new lane configuration. Additionally, pavement markings and signs will be rehabilitated approximately 300 feet north of the south access road for US 20/Michigan Street to the end of the project to tie in the lane reductions.

Bridge and/or Culvert Work Included in Project: Yes No Structure #(s) _____

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

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

Proposed right of way: Temporary # Acres _____ Permanent # Acres _____, Not Applicable

Type of excavation: The maximum depth of excavation for any driveway replacements needed will be approximately 1.5 foot below ground surface (bgs). The maximum depth of excavation for the pavement reconstruction will be approximately 2 feet bgs. The maximum depth of excavation for the bioretention systems will be approximately 4 feet bgs.

Maintenance of traffic (MOT): The MOT will include phased construction. Traffic will be reduced from two lanes to one lane in each direction and shifted to one side of the existing roadway while the opposite side work is completed. When one side is complete then traffic will be shifted to the newly completed portion while the remaining half is completed.

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	5*	Recreational Facilities	4*
Airports ¹	1	Pipelines	18
Cemeteries	2	Railroads	40
Hospitals	N/A	Trails	5
Schools	N/A	Managed Lands	5

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

Explanation:

Religious Facilities: *Five (5) religious facilities, one (1) unmapped and four (4) mapped, are located within the 0.5 mile search radius. The nearest religious facility, New Mind Kingdom Ministries (unmapped), is located adjacent to the east of the project area at the Janet Place intersection. Coordination with New Mind Kingdom Ministries will occur.

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 1.8 miles northeast of the project area; therefore, early coordination with INDOT Aviation will occur.

Cemeteries: Two (2) cemeteries are located within the 0.5 mile search radius. The nearest cemetery is located approximately 0.46 mile south of the project area. No impact is expected.

Recreational Facilities: *Four (4) recreational facilities are located within the 0.5 mile search radius. Although the icon is located outside of the 0.5 mile search radius, the nearest recreational facility, Gibson Woods Nature Preserve, is located 0.04 mile east of the central portion of the project area. No impact is expected.

Pipelines: Eighteen (18) pipeline segments are located within the 0.5 mile search radius. Eleven (11) pipeline segments are located within or adjacent to the project area. Coordination with Buckeye Pipe Line Company, Wolverine Pipe Line Company, Northern Indiana Public Service Company, Philips Pipe Line Company, Wabash Pipeline Company, and Explorer Pipe Line Company will occur.

Railroads: Forty (40) railroad segments are located within the 0.5 mile search radius. Eight (8) railroad segments are located within, or adjacent to, the project area. Coordination with Norfolk Southern Railroad and CSX Railroad will occur.

Trails: Five (5) trail segments are located within the 0.5 mile search radius. One (1) planned trail segment, Grand Calumet Trail to Little Calumet Trail, is located adjacent to the project area. Coordination with Hammond Parks and Recreation Department will occur.

Managed Lands: Five (5) managed land polygons are located within the 0.5 mile search radius. The nearest managed land polygon, Gibson Woods Nature Preserve, is located approximately 0.04 mile east of the project area. No impact is expected.

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	21
Canal Structures – Historic	N/A	Lakes	3
NPS NRI Listed	N/A	Floodplain - DFIRM	4
NWI-Lines	4	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	N/A	Sinkhole Areas	N/A
Rivers and Streams	1	Sinking-Stream Basins	N/A

Explanation:

National Wetlands Inventory (NWI)-Lines: Four (4) NWI-line segments are located within the 0.5 mile search radius. The nearest NWI-line segment is located approximately 0.08 mile east of the central portion of the project area. No impact is expected.

Rivers and Streams: One (1) river segment is located within the 0.5 mile search radius. The river segment is located

approximately 0.24 mile north of the project area. No impact is expected.

NWI-Wetlands: Twenty-one (21) NWI-wetland polygons are located within the 0.5 mile search radius. The nearest NWI-wetland polygon is located approximately 0.05 mile east of the northern portion of the project area. No impact is expected.

Lakes: Three (3) lake polygons are located within the 0.5 mile search radius. The nearest lake polygon is located approximately 0.26 mile north of the project area. No impact is expected.

Floodplain-Digital Flood Insurance Rate Maps (DFIRM): Four (4) floodplain-DFIRM polygons are located within the 0.5 mile search radius. The nearest floodplain-DFIRM polygon is located approximately 0.23 mile north 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	N/A
Mines – Surface	N/A	Mines – Underground	N/A

Explanation: No mining/mineral exploration resources were identified within the 0.5 mile search radius.

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	7	Open Dump Waste Sites	N/A
RCRA Corrective Action Sites	N/A	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	6	Confined Feeding Operations (CFO)	N/A
Voluntary Remediation Program Sites	1	Brownfields	1
Construction Demolition Waste	N/A	Institutional Controls	15
Solid Waste Landfill	N/A	NPDES Facilities	11
Infectious/Medical Waste Sites	N/A	NPDES Pipe Locations	6
Leaking Underground Storage Tank (LUST) Sites	11	Notice of Contamination Sites	N/A

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

Explanation:

Resource Conservation and Recovery Act (RCRA) Generator/Treatment, Storage, and Disposal (TSD): Seven (7) RCRA Generator sites are located within the 0.5 mile search radius. Two (2) RCRA Generator sites are located within the vicinity of the project area.

Lake States Trucking, 3200 Gibson Transfer Road (AI ID 17196), is located adjacent to the east of the project area at the south approach of the County Bridge over the CSX Railroad. IDEM issued a letter, dated March 19, 2003, stating that the facility is no longer in need of a RCRA ID number. No impact is expected.

Dana Transport/Peerless Transport Corporation, 5723 Kennedy Avenue (AI ID 17690), is located adjacent to the east of the project area at the northern project terminus. This site is associated with a release from the Shell Oil Products U.S. pipeline. This site is also listed as a State Cleanup site under the Central Rent A Crane Incorporated site (AI ID 18735). Refer to the State Cleanup site section below for more information.

State Cleanup Sites: *Four (4) State Cleanup sites are located within the 0.5 mile search radius. However, three (3) of the mapped State Cleanup sites represent one (1) site, making the final count two (2). One (1) State Cleanup site is located within the vicinity of the project area. Central Rent A Crane Incorporated, 5725 Kennedy Avenue (AI ID 18735), is incorrectly mapped within the central portion of the project area. The site is actually located adjacent to the east of the project area, at the northern project terminus. This site is associated with a release from the Shell Oil Products U.S. (SOPUS) pipeline. The section of the pipeline where a release occurred is located under the Central Rent A Crane Incorporated property and the Dana Transport/Peerless Transport Corporation property, 5723 Kennedy Avenue (AI ID 17690). Contamination remains on-site and groundwater/soil impacts may extend off-site under Kennedy Avenue. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Project Manager (Roxann Sanders, rsanders@idem.in.gov) before RFC.

Underground Storage Tank (UST) Sites: Six (6) UST sites are located within the 0.5 mile search radius. Two (2) UST sites are located in the vicinity of the project area.

Witham Sav-A-Stop, 2427 167th Street (AI ID 18838), is located approximately 0.08 mile southeast of the project area. IDEM issued a violation letter for the site on October 25, 2017. The site received a return to compliance letter on November 6, 2017. It appears a release has occurred at this facility; however, contamination does not appear to be migrating off site. No impact is expected.

Buckeye Terminals LLC Hammond/Former Shell Oil East Chicago, 2400 Michigan Street (AI ID 11991), is located adjacent to the west of the project area, at the northern project terminus. This site is documented as a Voluntary Remediation Program site. Refer to the Voluntary Remediation Program section for more information.

Voluntary Remediation Program: One (1) Voluntary Remediation Program site is located within the 0.5 mile search radius. Buckeye Terminals LLC Hammond/Former Shell Oil East Chicago, 2400 Michigan Street (AI ID 11991), is located adjacent to the west of the project area, at the northern project terminus. This site is the location of an active petroleum storage terminal, approximately 175 acres in size. Petroleum products are delivered via

underground pipelines. Multiple petroleum releases have occurred at this site. Contamination remains on site with concentrations stable and not anticipated to migrate further. The site received a Certification of Completion from IDEM on February 19, 2020. An Environmental Restrictive Covenant (ERC) for the property was recorded with Lake County on October 23, 2019. Groundwater flow trends to the north and it does not appear as though residual chemicals of concerns (CoCs) extend into the project area. No impact is expected.

Leaking Underground Storage Tank (LUST) Sites: Eleven (11) LUST sites are located within the 0.5 mile search radius. Two (2) LUST sites are located within the vicinity of the project area.

69th Street Station, 6245 Kennedy Avenue (AI ID 20785), was formerly the site of a gas filling station. The site is located adjacent to the east of the project area at the intersection of Kenwood Street. IDEM issued a No Further Action (NFA) Approval Determination Pursuant to 1994 UST Branch Guidance Manual on March 8, 2012. The site received an unconditional closure for soil and groundwater. No impact is expected.

Gibson Yard/Hammond Flexi-Flo Terminal, 2721 161st Street (AI ID 12297), is located approximately 0.18 mile west of the project area at the intersection of 161st Street. According to the NFA Approval Pursuant to 1994 UST Branch Guidance issued by IDEM on October 26, 2012, contamination remains in the area surrounding the site. However, the contamination appears to be stable, and migration of contamination is not expected. No impact is expected.

Brownfields: One (1) Brownfields site is located within the 0.5 mile search radius. McCloskey's Phillips 66, 6101 Kennedy Avenue (AI ID 18479), is located adjacent to the east of the project area at the intersection of 161st Street. According to the NFA Approval issued by IDEM on March 4, 2003, contamination remains in the area surrounding the site and appears to extend beneath Kennedy Avenue. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

Institutional Controls: Fifteen (15) Institutional Control sites are located within the 0.5 mile search radius. One (1) Institutional Controls site is located adjacent to the project area. Buckeye Terminals LLC Hammond/Former Shell Oil East Chicago, 2400 Michigan Street (AI ID 11991), is located adjacent to the west of the project area, at the northern project terminus. An ERC for the property was recorded with Lake County on October 23, 2019. The ERC specifically prohibits the use of groundwater and soil. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

National Pollutant Discharge Elimination System (NPDES) Facilities: Eleven (11) NPDES Facilities are located within the 0.5 mile search radius. According to the IDEM Stormwater nSITE Explorer, no active NPDES Facilities are located adjacent to, or within, the project area. No impact is expected.

NPDES Pipe Locations: Six (6) NPDES Pipes are located within the 0.5 mile search radius. The nearest NPDES Pipe is located approximately 0.25 mile northeast 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 can be found at the following link: https://www.in.gov/dnr/nature-preserves/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 United States Fish and Wildlife Services (USFWS) and Indiana Department of Natural Resources (IDNR) will occur.

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

RECOMMENDATIONS SECTION

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

INFRASTRUCTURE:

Religious Facilities: One (1) religious facility, New Mind Kingdom Ministries (unmapped), is located adjacent to the east of the project area at the Janet Place intersection. Coordination with New Mind Kingdom Ministries will occur.

Airports: 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 1.8 miles northeast of the project area; therefore, early coordination with INDOT Aviation will

Pipelines: Eleven (11) pipeline segments are located within or adjacent to the project area. Coordination with Buckeye Pipe Line Company, Wolverine Pipe Line Company, Northern Indiana Public Service Company, Philips Pipe Line Company, Wabash Pipeline Company, and Explorer Pipe Line Company will occur.

Railroads: Eight (8) railroad segments are located within, or adjacent to, the project area. Coordination with Norfolk Southern Railroad and CSX Railroad will occur.

Trails: One (1) planned trail segment, Grand Calumet Trail to Little Calumet Trail, is located adjacent to the project area. Coordination with Hammond Parks and Recreation Department will occur.

WATER RESOURCES: N/A

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS:

State Cleanup Sites/RCRA Generator/TSD Site: Central Rent A Crane Incorporated, 5725 Kennedy Avenue (AI ID 18735), is incorrectly mapped within the central portion of the project area. The site is actually located adjacent to the east of the project area, at the norther project terminus. This site is associated with a release from the SOPUS pipeline. The section of the pipeline where a release occurred is located under the Central Rent A Crane Incorporated property and the Dana Transport/Peerless Transport Corporation property, 5723 Kennedy Avenue (AI ID 17690). Contamination remains on-site and groundwater/soil impacts may extend off-site under Kennedy Avenue. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater may be necessary. Coordination will be conducted with the IDEM Project Manager (Roxann Sanders, rsanders@idem.in.gov) before RFC.

Institutional Controls Site: Buckeye Terminals LLC Hammond/Former Shell Oil East Chicago, 2400 Michigan Street (AI ID 11991), is located adjacent to the west of the project area, at

the northern project terminus. This site is the location of an active petroleum storage terminal, approximately 175 acres in size. Petroleum products are delivered via underground pipelines. Multiple petroleum releases have occurred at this site. Contamination remains on the site with concentrations stable and not anticipated to migrate further. The site received a certification of completion from IDEM on February 19, 2020. An ERC for the property was recorded with Lake County on October 23, 2019. Coordination will be conducted with the IDEM Institutional Controls section (institutionalcontrols@idem.IN.gov) before RFC. Refer to Appendix G of the SAM Manual for the recommended procedure to manage and report contamination.

Brownfields sites: McCloskey's Phillips 66, 6101 Kennedy Avenue (AI ID 18479) is located adjacent to the east of the project area at the intersection of 161st Street. According to the NFA Approval issued by IDEM on March 4, 2003, contamination remains in the area surrounding the site. If excavation occurs in this area, proper handling, removal, and disposal of soil and/or groundwater will be necessary.

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".

Nicole Fohey
Breting

Digitally signed by Nicole Fohey-Breting
Date: 2022.03.08 09:42:29 -05'00'

INDOT ESD concurrence: _____ (Signature)

Prepared by:



Cameron Fraser
NEPA Specialist
RQAW Corporation

Graphics:

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

SITE LOCATION: YES

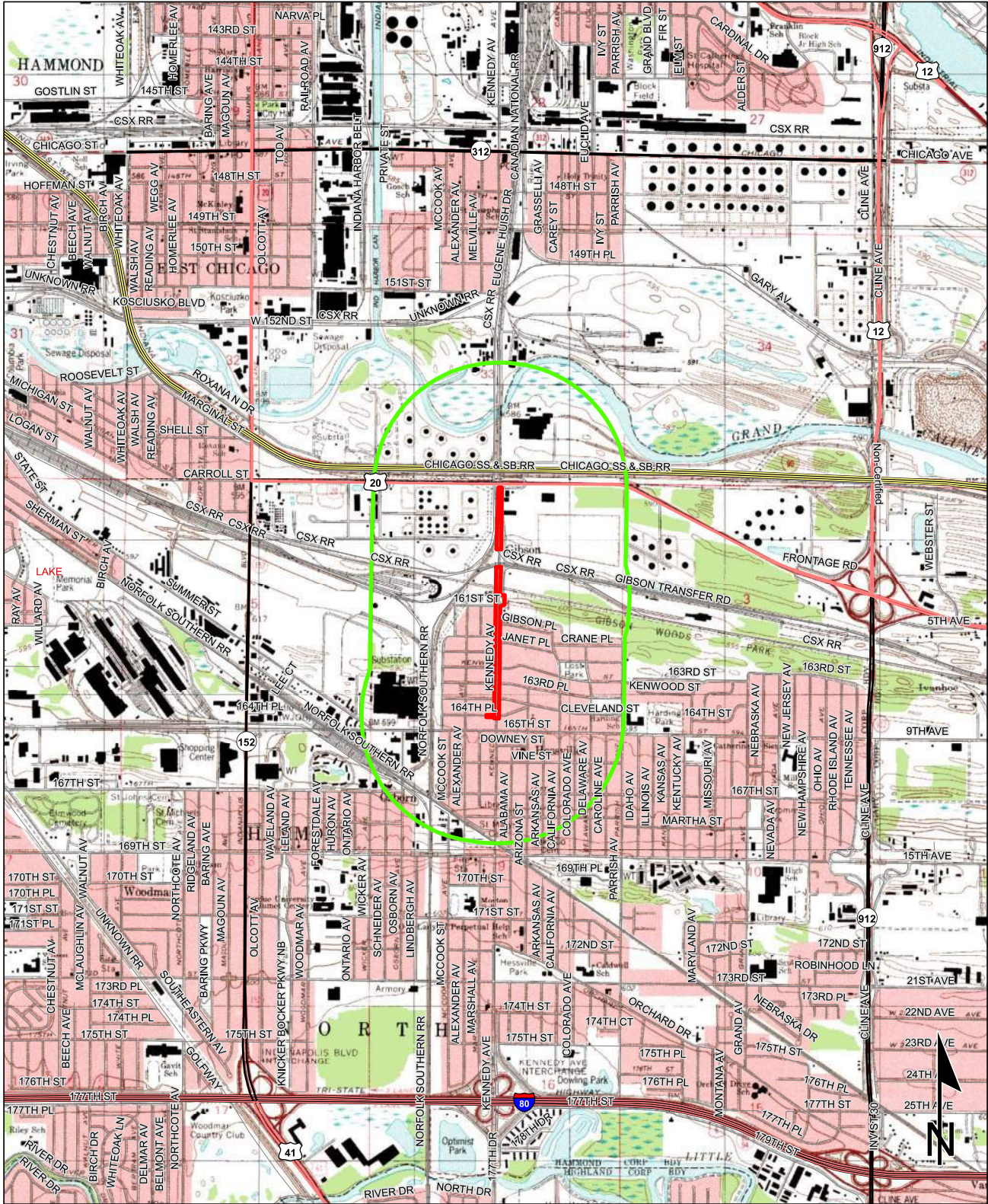
INFRASTRUCTURE: YES

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: YES

Red Flag Investigation - Site location
Kennedy Avenue, From 164th Place to US 20/Michigan Street
Des. No. 1901902, Road Rehabilitation (Road Diet)
Lake County, Indiana



Sources: 0.5 0.25 0 0.5 Miles
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
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.

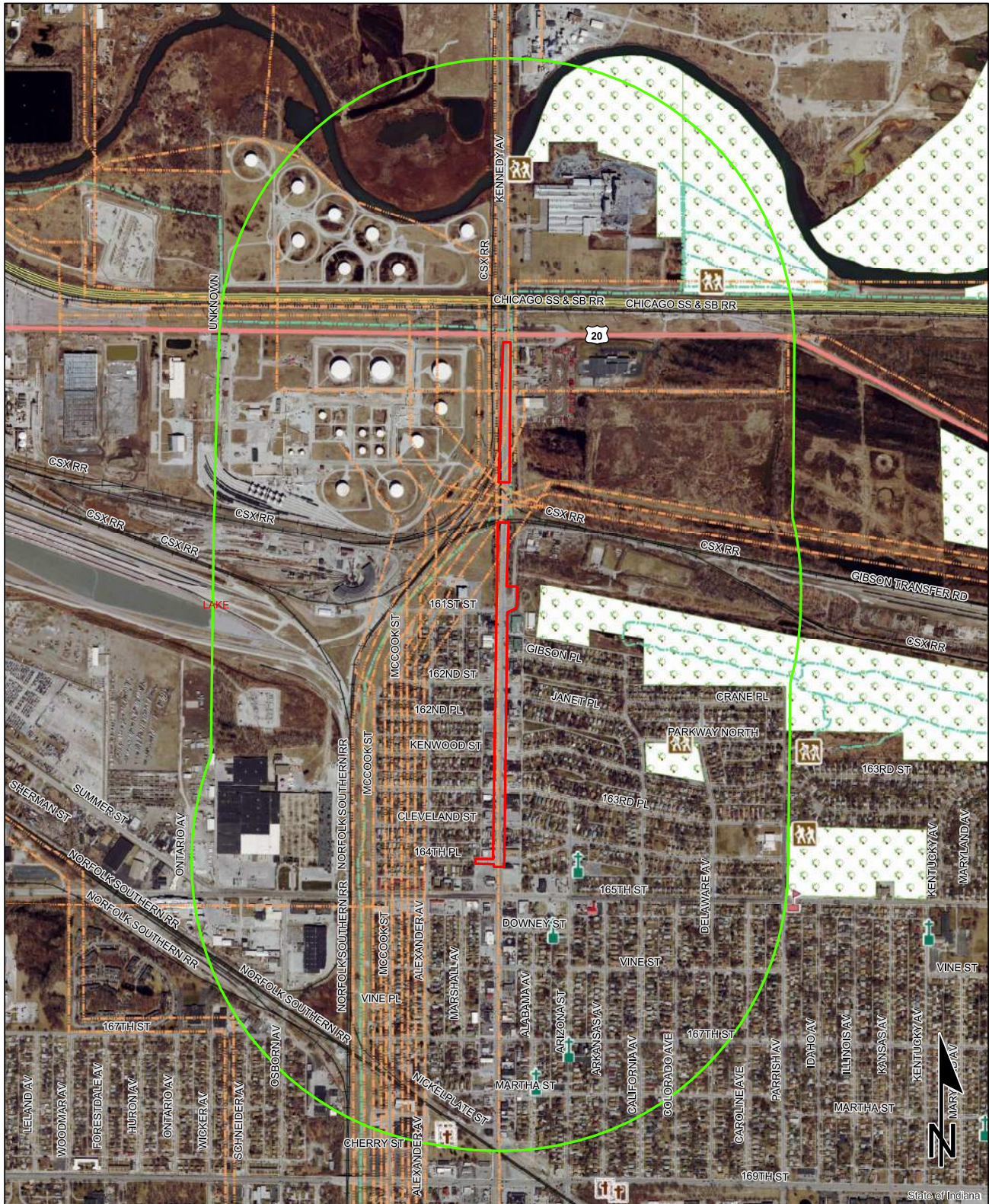
HIGHLAND QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Infrastructure

Kennedy Avenue, From 164th Place to US 20/Michigan Street

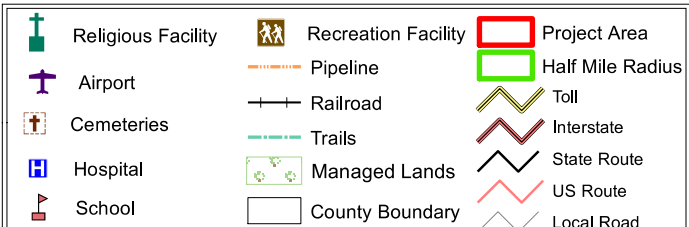
Des. No. 1901902, Road Rehabilitation (Road Diet)

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

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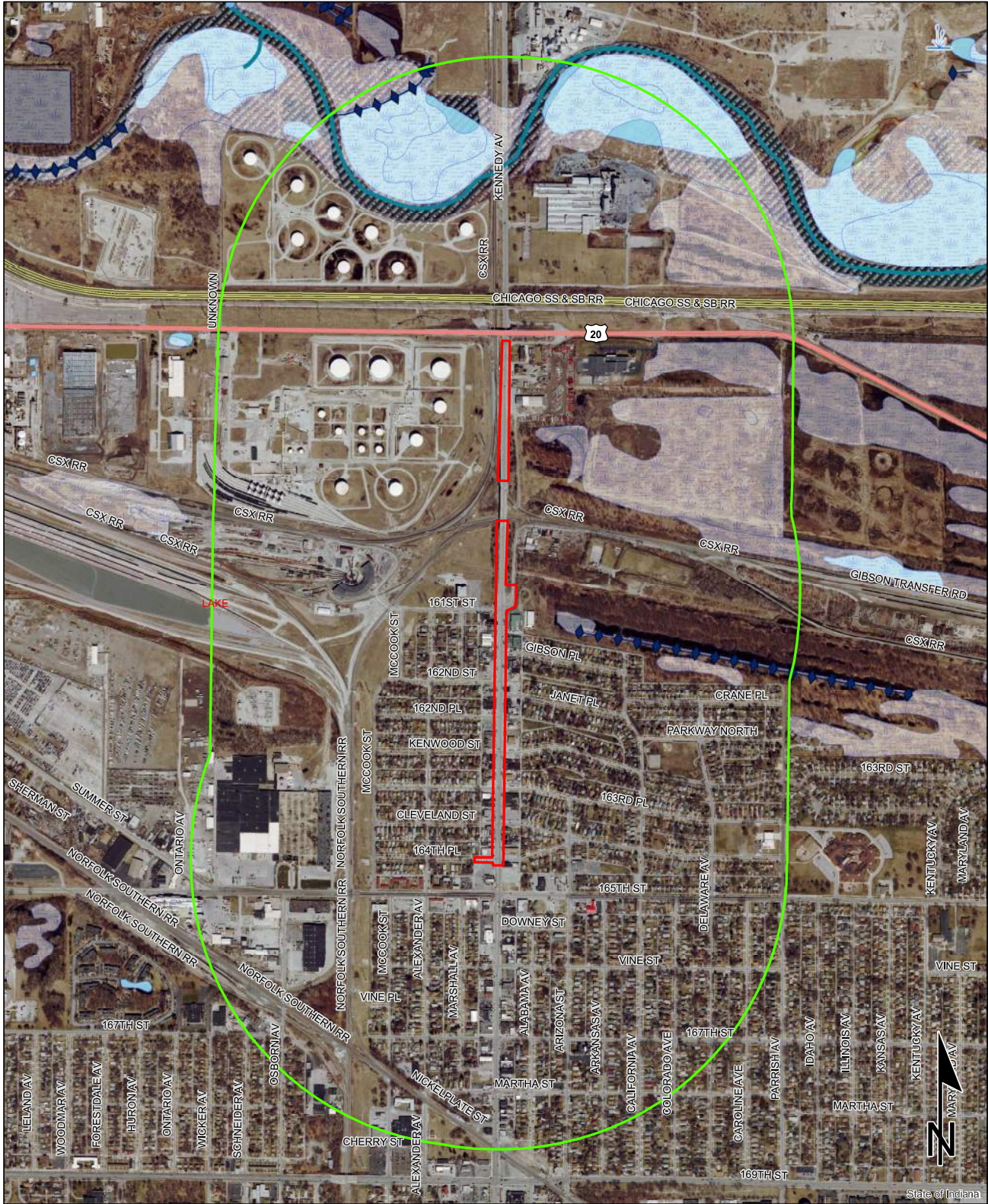


Red Flag Investigation - Water Resources

Kennedy Avenue, From 164th Place to US 20/Michigan Street

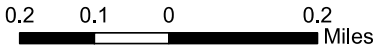
Des. No. 1901902, Road Rehabilitation (Road Diet)

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.

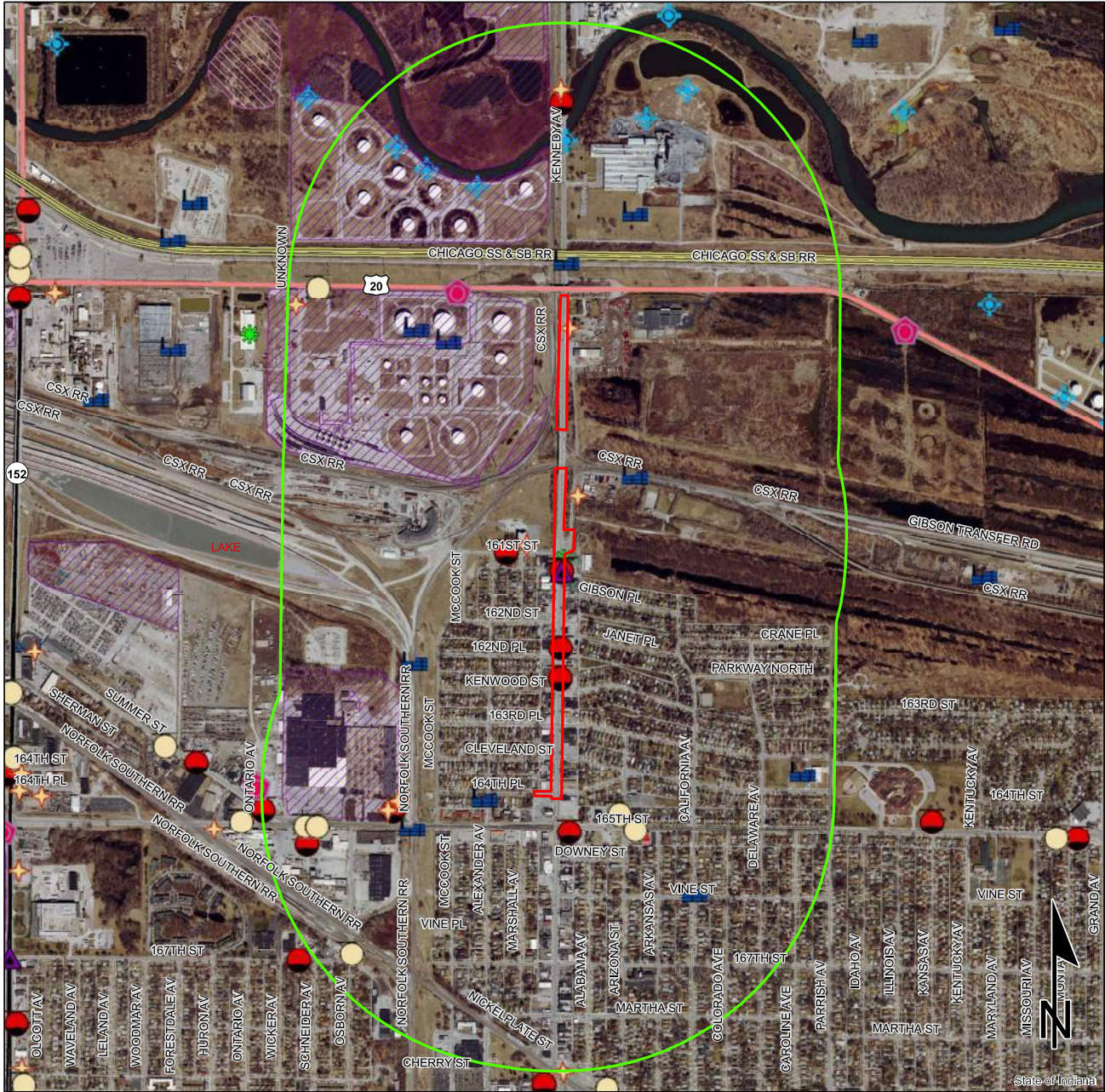


Red Flag Investigation - Hazardous Material Concerns

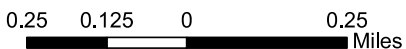
Kennedy Avenue, From 164th Place to US 20/Michigan Street

Des. No. 1901902, Road Rehabilitation (Road Diet)

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				

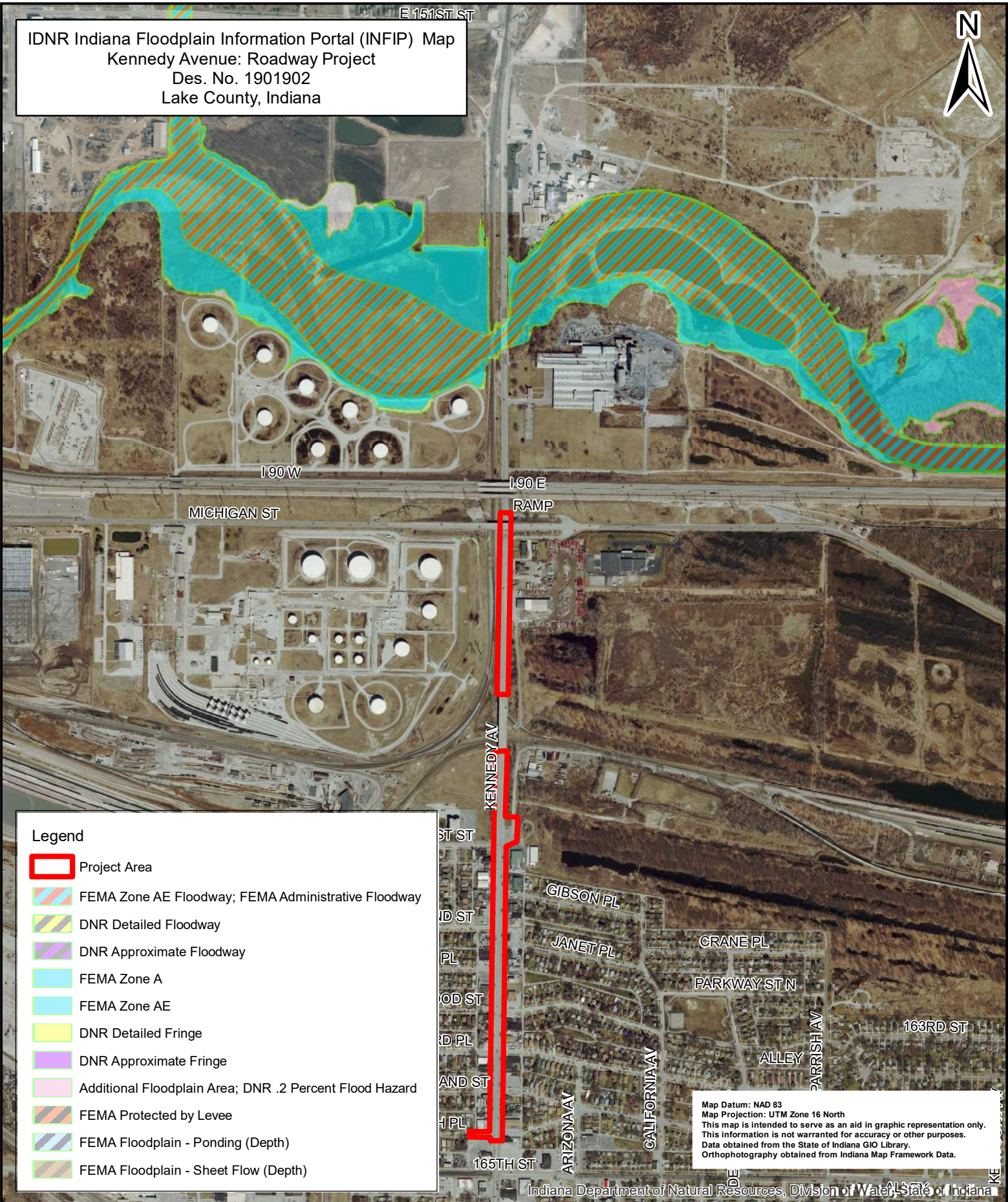


This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.













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

Categorical Exclusion
Appendix F
Water Resources

IDNR Indiana Floodplain Information Portal (INFIP) Map
 Kennedy Avenue: Roadway Project
 Des. No. 1901902
 Lake County, Indiana



Legend

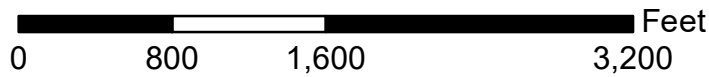
-  Project Area
-  FEMA Zone AE Floodway; FEMA Administrative Floodway
-  DNR Detailed Floodway
-  DNR Approximate Floodway
-  FEMA Zone A
-  FEMA Zone AE
-  DNR Detailed Fringe
-  DNR Approximate Fringe
-  Additional Floodplain Area; DNR .2 Percent Flood Hazard
-  FEMA Protected by Levee
-  FEMA Floodplain - Ponding (Depth)
-  FEMA Floodplain - Sheet Flow (Depth)

Map Datum: NAD 83
 Map Projection: UTM Zone 16 North
 This map is intended to serve as an aid in graphic representation only.
 This information is not warranted for accuracy or other purposes.
 Data obtained from the State of Indiana GIO Library.
 Orthophotography obtained from Indiana Map Framework Data.

Indiana Department of Natural Resources, Division of Water, State of Indiana



IDNR INFIP Map



Township: North
 County: Lake

Categorical Exclusion
Appendix G
Public Involvement

Aaron Lawson

From: Przybylinski, Ashley E <APrzybylinski@indot.IN.gov>
Sent: Thursday, November 18, 2021 3:59 PM
To: Chuck Sims
Cc: Joseph Dabkowski; Harlan Ford; Aaron Lawson; Brian Stegner
Subject: [EXT] RE: Des 1901902: Kennedy Ave. Road Rehabilitation (Road Diet) Project, Lake Co. - Public Involvement Plan

****** Please use caution this is an externally originating email. ******

Do not click on links or open attachments unless you recognize the sender and know the contents is safe.

Chuck,
This looks good.
Thank you,

Ashley Przybylinski
LaPorte District Project Manager
Capital Program Management
LaPorte District

[315 East Boyd Boulevard](#)

[LaPorte, IN 46350](#)

Cell: [\(219\) 402-7342](tel:(219)402-7342)

Email: aprzybylinski@indot.in.gov



From: Chuck Sims <csims@firstgroupengineering.com>
Sent: Thursday, November 18, 2021 2:42 PM
To: Przybylinski, Ashley E <APrzybylinski@indot.IN.gov>
Cc: Joseph Dabkowski <jdabkowski@rqaw.com>; Harlan Ford <hford@rqaw.com>; Aaron Lawson (alawson@rqaw.com) <alawson@rqaw.com>; Brian Stegner <BStegner@FirstGroupEngineering.com>
Subject: RE: Des 1901902: Kennedy Ave. Road Rehabilitation (Road Diet) Project, Lake Co. - Public Involvement Plan

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

Ashley: Please see the revised plan below with the change you requested in red. If this is ok let us know.

Thank you

Public Involvement Plan

Kennedy Avenue
Road Rehabilitation/Road Diet

Hammond, Lake Co., Indiana

DES: 1901902

The road rehabilitation (road diet) project located on Kennedy Avenue in the City of Hammond, Lake County (Des. No. 1901902) will be processed as a CE-1 due to the project meeting the Level 1 criteria. However, according to guidance from INDOT Environmental Services Division, the reduction in travel lanes from 2 lanes in each direction to 1 lane in each direction can be considered controversial and also reflects a change in the transportation facility. Therefore, the project meets the minimum requirements described in the current *INDOT Public Involvement Manual* which requires the project sponsor, City of Hammond, to offer the public an opportunity to submit comments and/or request a public hearing.

The following steps will occur after the draft CE has been released for public involvement:

- A legal notice will appear in a widely circulated local publication and will be published twice, approximately 5 to 7 days apart.
- A copy of the legal notice will also be mailed to adjacent/impacted property owners along the project area.
- The legal notice will provide the public 15-days to submit comments related to the project and/or request a public hearing.
- **Any comments received will be addressed individually by the design team after the comment period expires. The comments and response to comments will be reviewed by INDOT and the City's ERC prior to being documented in the project file and Final CE document.**
- The public involvement materials, such as the Publisher's Affidavit, copy of the legal notice, comments and response to comments (if received), mailing list, and signature page of the CE document will be sent to the INDOT LaPorte District for certification.
- The draft CE will be updated with the results of public involvement. Any comments received and response to comments will be reflected/summarized in the draft CE document.
- The updated draft CE will then be sent to INDOT for review and approval.

Chuck Sims
First Group Engineering, Inc.
5925 Lakeside Blvd.
Indianapolis, Indiana 46278
317-372-7308
csims@firstgroupengineering.com

From: Przybylinski, Ashley E <APrzybylinski@indot.IN.gov>

Sent: Thursday, November 18, 2021 10:22 AM

To: Chuck Sims <csims@firstgroupengineering.com>

Cc: Joseph Dabkowski <jdabkowski@rqaw.com>; Harlan Ford <hford@rqaw.com>; Aaron Lawson (alawson@rqaw.com)

Categorical Exclusion
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.

Northwestern Indiana Regional Planning Commission 2022-2026 Transportation Improvement Program

TIP ID	Work Type	Project Title	Lead Agency	Funding Type	FED	STATE	LOC	PE	RW	CN	CE	Funding in Prior Years	2022	2023	2024	2025	2026	Total Project Costs	Air Quality Exempt
1802975	Roadway Reconstruction/Rehabilitation	Road Rehabilitation, Airport Rd Ph 2	Gary	STBG Chicago UZA	\$716,800	\$0	\$179,200	\$0	\$0	\$896,000	\$0	\$0	\$896,000	\$0	\$0	\$0	\$0	\$896,000	Yes
NIRPC 2600420	Pavement, Preventive Maintenance	Complete Streets; 5th Ave downtown	Gary	TAP Chicago UZA	\$300,000	\$0	\$75,000	\$0	\$375,000	\$0	\$0	\$0	\$0	\$0	\$375,000	\$0	\$0	\$375,000	No
1902830	Signal Modernization	Signal Modernization 5th Ave & Bigger St.	Gary	STBG Chicago UZA	\$342,540	\$0	\$85,635	\$0	\$0	\$428,175	\$0	\$0	\$428,175	\$0	\$0	\$0	\$0	\$428,175	Yes
2101119	Intersection or Intersection Groups	Roundabout at Broad St and Ave H	Griffith	STBG Chicago UZA	\$109,620	\$0	\$12,180	\$121,800	\$0	\$0	\$0	\$0	\$0	\$121,800	\$0	\$0	\$0	\$121,800	Yes
2101128	Bridge Replacement	Trail on Michigan St bridge over Kennedy	Hammond	STBG Chicago UZA	\$720,314	\$0	\$180,079	\$0	\$0	\$900,393	\$0	\$0	\$0	\$0	\$0	\$900,393	\$0	\$900,393	Yes
1901784	Intersection or Intersection Groups	Intersection Improvement; Hammond - Michigan St (US 20) at Indianapolis Blvd (SR 152)	Hammond	CMAQ Chicago UZA	\$276,000	\$0	\$69,000	\$0	\$0	\$345,000	\$0	\$0	\$0	\$345,000	\$0	\$0	\$0	\$345,000	No
1901900	Bike/Pedestrian Facilities	Multi-use paths / Hammond Marquette Greenway	Hammond	TAP Chicago UZA	\$100,000	\$0	\$25,000	\$125,000	\$0	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0	\$0	\$125,000	No
2101127	Pavement Reconstruction/Rehabilitation	Summer St Reconstruction Ph 2-FUTURE PROJECT	Hammond	STBG Chicago UZA	\$3,713,783	\$0	\$928,446	\$0	\$0	\$4,642,229	\$0	\$0	\$0	\$0	\$0	\$0	\$4,642,229	\$4,642,229	Yes
2002586	Pavement, Preventive Maintenance	Hohman Complete Streets	Hammond	STBG Chicago UZA	\$1,200,000	\$0	\$1,375,000	\$0	\$0	\$2,575,000	\$0	\$0	\$0	\$2,575,000	\$0	\$0	\$0	\$2,575,000	Yes
1901902	Roadway Reconstruction/Rehabilitation	Pavement Rehabilitation; complete Streets	Hammond	STBG Chicago UZA	\$3,220,000	\$0	\$805,000	\$0	\$0	\$4,025,000	\$0	\$0	\$0	\$0	\$4,025,000	\$0	\$0	\$4,025,000	Yes
1902700	Roadway Reconstruction/Rehabilitation	Pavement Rehabilitation - Summer St Ph 1	Hammond	STBG Chicago UZA	\$3,300,000	\$0	\$4,260,000	\$810,000	\$0	\$6,750,000	\$0	\$810,000	\$0	\$6,750,000	\$0	\$0	\$0	\$7,560,000	Yes
2002582	Bike/Pedestrian Facilities	Signal on Erie Lackawanna Trail	Highland	TAP Chicago UZA	\$280,000	\$0	\$70,000	\$0	\$0	\$350,000	\$0	\$0	\$0	\$350,000	\$0	\$0	\$0	\$350,000	No
1902707	Intersection or Intersection Groups	Roundabout Hobart - 61st Ave & Marcella Dr	Hobart	CMAQ Chicago UZA	\$2,992,400	\$0	\$748,100	\$0	\$0	\$3,740,500	\$0	\$0	\$0	\$3,740,500	\$0	\$0	\$0	\$3,740,500	Yes
1902708	Other Type Project	Hobart Diesel Vehicles Replacement with CNG	Hobart	CMAQ Chicago UZA	\$1,539,867	\$0	\$384,966	\$0	\$0	\$1,924,833	\$0	\$0	\$1,924,833	\$0	\$0	\$0	\$0	\$1,924,833	No

1901902 (Ver 5) 22-56 STATUS Programmed **FEDERAL**

Title: Pavement Rehabilitation; complete Streets **Route:** N/A
Description: Kennedy Ave Road Diet, bumpouts Pavement Rehabilitation
 Begin 100 feet north of the Indiana Toll Road south to the end point at 164th Place
Project Type: Roadway Reconstruction/Rehabilitation **AQ Exempt:** Exempt **District:** LaPorte
County: Lake **Limits:**

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2024	Local Fund	\$0	\$0	\$805,000	\$0	\$805,000
2024	STBG Chicago UZA	\$0	\$0	\$3,220,000	\$0	\$3,220,000
<2022	Prior	\$483,000	\$0	\$0	\$0	\$483,000
2022-2026 TOTAL		\$0	\$0	\$4,025,000	\$0	\$4,025,000
ALL YEARS TOTAL		\$483,000	\$0	\$4,025,000	\$0	\$4,508,000

Region: Northwestern MPO

Lead Agency: Hammond

Previously Approved Version

1901902 (Ver 4) 22-00

Title: Pavement Rehabilitation; complete Streets **Route:** N/A
Description: Kennedy Ave Road Diet, bumpouts Pavement Rehabilitation
Project Type: Roadway Reconstruction/Rehabilitation **AQ Exempt:** Exempt **District:** LaPorte
County: Lake **Limits:**

FED FY	REVENUE SOURCE	PE	RW	CN	CE	TOTAL
2024	Local Fund	\$0	\$0	\$805,000	\$0	\$805,000
2024	STBG Chicago UZA	\$0	\$0	\$3,220,000	\$0	\$3,220,000
2022-2026 TOTAL		\$0	\$0	\$4,025,000	\$0	\$4,025,000
ALL YEARS TOTAL		\$0	\$0	\$4,025,000	\$0	\$4,025,000

Region: Northwestern MPO

Lead Agency: Hammond

Categorical Exclusion
Appendix I
Additional Studies

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

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination



ABBREVIATED ENGINEER'S ASSESSMENT
Kennedy Ave. Road Diet, City of Hammond, Lake County, Indiana
Des. No. 1901902
March 24, 2022
Page 1 of 5

Project Location:

The proposed improvement begins on Kennedy Avenue at the south approach of 164th Place and runs north 4883.20 feet to the south access road to Michigan Street (US 20), excepting the County Bridge over the Railroad that is approximately 465 feet from end of bridge approach to end of bridge approach, all in the City of Hammond, Lake County, Indiana. The approximate center of project latitude is N 41 degrees 36 minutes, 10 seconds, and longitude W 87 degrees, 27 minutes, 41 seconds. This is a local street so there are no RP locations.

Project Need and Purpose:

This project is needed for the of the lack of bicycle facilities and inadequate parking along Kennedy Ave. In addition, the pavement is in poor condition with large areas of cracking and rough pavement. The poor condition of the existing pavement was determined by a geotechnical Investigation completed and approved dated July 29, 2021. The poor condition of the pavement causes vehicles to slow down to avoid holes or bumps which causes safety issues and delays.

Another need, although secondary, is to improve storm water quality as much as practical, considering the limitations of this project, at select locations using various bioretention systems or methods.

The purpose of this project is to provide bicycle facilities and additional parking along Kennedy Ave. In addition, the pavement is planned to be milled and resurfaced or reconstructed to eliminate the problems caused by the poor condition of the existing pavement. Although preliminary findings indicate that the pavement may be due for total replacement the final pavement design is to mill and resurface the south section of the project north to 161st Street and to reconstruct from 161st Street north.

Minor drainage improvements such as adjusting castings to grade and partial reconstruction of structures will be necessitated by the pavement work and the placement of bioretention systems, all to improve the overall storm water quality along the project.

Existing Facility:

Kennedy Avenue is currently a four-lane roadway with two lanes in each direction with limited street parking on both sides along the south half of the project from 164th Place north to 161st Street Station (44+02.60 to 70+18.00). The south half of the project is a built-up commercial area with curb and gutter at the edges of the pavement and sidewalks between the curb and buildings, including a stamped brick paver buffer. The existing pavement is asphalt over concrete and is considered to be in poor condition. North of 161st Street ,beginning at Station 70+18.00, the sidewalk ends and the grade rises to a County Bridge over several railroad tracks and then descends to meet the existing grade north of the railroad tracks where the project terminates just south of the south access road to Michigan Street (US20) at Station 95+69.33.

The existing pavement north of 161st Street is concrete and is also considered to be in poor condition. The existing typical cross section for this segment is 48' of pavement with V bottom concrete gutters on both sides with a 5'+/- wide gravel shoulder behind the gutter and guardrail or concrete barrier behind the shoulders. The 5' gravel shoulders taper out to zero width near the bridge approaches where an approximate 8' clear shoulder is provided across the bridge.

There are not any "NO TRUCK" signs northbound along this section of Kennedy Ave. but there are three "NO TRUCK" signs for the southbound traffic. This being the case, it is unclear whether this is a No Truck facility or not. The posted speed limit northbound and southbound is 35 mph

and the low number of trucks taken from the traffic data would indicate that this roadway is limited to small size local delivery trucks including trash trucks, fire engines, etc.

ABBREVIATED ENGINEER'S ASSESSMENT
Kennedy Ave. Road Diet, City of Hammond, Lake County, Indiana
Des. No. 1901902
March 24, 2022
Page 2 of 5

Traffic Data:

AAADT (2023) = *13,620
AAADT (2043) = *16,619

* INDOT's Traffic Count Data System (TCDS) indicates that the AADT for Kennedy Avenue has decreased approximately 21% between 2016 (16,808) and 2020 (13,219). To provide a more conservative number a 1% increase is used for the traffic data beginning with the 2020 count. This is based on the last noted increase between 2016(16,808) and 2017(16,959) which was approximately 0.89%. For Truck counts the year 2018 was used which is the only recent Classification count along Kennedy Avenue for trucks. AADT for trucks was counted as 55 which is about 0.4% so 1% is used as a conservative factor. The low truck volume is attributed to the posting of "NO TRUCK" signs along the project.

Identification of Proposal:

To accomplish the needs of the City while keeping within the same pavement footprint, the City proposes a "Road Diet". This consists of changing the current lane configuration from two lanes in each direction to one lane in each direction with a Two Way Left Turn Lane (TWLTL) between the travel lanes. The TWLTL will transition to left turn only lanes at the intersections. To reduce the distance and time it takes pedestrians to cross Kennedy Avenue, bump outs will be provided at the signalized intersection located at Cleveland Street. The bump outs will also create a calming effect by reducing the width of the pavement. This treatment typically causes motorists to slow down and be more cautious. This improves safety for motorists, bicyclist and pedestrians alike.

The proposed typical cross section from 164th Place to 161st Street (46+83.13 to 70+18.00) will in general be:

One 11' travel lane in each direction with an 11' TWLTL or designated left turn lane between the travel lanes. A 5' bicycle lane is proposed to be placed at the outside edge of the travel lanes with an 8' wide parking lane between the bicycle lane and the curb. The total width of this typical section is 59' face of curb to face of curb and generally matches the existing distance between the curbs.

From 161st Street north to the end of the project Station 70+18.00 to 95+69.33, the typical cross section varies due to the long approaches to and from the bridge over the railroad.

From 161st Street north to Station 88+53.00 or about 670 feet north of the bridge (total length about 1835') there are no adjacent drives or streets so a TWLTL is not needed. This being the case, the typical cross section from 70+18.00 to 88+53.00 is planned to consist of one 12' travel lane in each direction with a 2' minimum buffer and 5' to 7' bicycle lanes to be placed at the outside edges of the travel lanes. The treatment beyond the edge of the bicycle lanes will differ for the east side and west sides. For the west side or southbound lane, we propose to replace the existing V gutter with new V gutter to match the existing condition or curb and gutter and tie into the existing gravel shoulder.

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Identification of Proposal (continued):

For the east or northbound lane, we propose to place barrier curb and gutter with a 6' to 5' sidewalk behind the curb. This will provide pedestrian access from the south section north to the end of the project where there are future plans to connect to the Marquette Green Way Trail System. The County bridge on Kennedy Avenue (Project Exception 77+72.40 to 82+38.40) is planned to be replaced but there is not a defined schedule for the bridge project at this time. If this project is constructed prior to the bridge project the typical section will be modified to meet the County's requirements for shoulder widths, etc. As this project progresses contact with the County will be maintained to coordinate any bridge work associated with this area and this project will be modified accordingly.

From Station 88+53.00 to 95+69.33 there are driveways along the east side of the roadway so the typical cross section transitions to accommodate southbound left turn movements into these drives. For the southbound lane we plan to provide a typical cross section that consists of one 12' lane in each direction with a designated left turn lane southbound, 5' bike lanes in each direction bordered with curb and gutter with a 5' to 6' sidewalk along the east side. These three proposed typical cross sections are only preliminary and will be more defined to fit the existing conditions as the design progresses.

The pavement treatment that was originally planned for this project was to mill off 4" of the existing asphalt and resurface with 4" of HMA (Hot Mix Asphalt) and that the pavement might require around 10% full depth concrete patching. However, during a more recent investigation of the existing pavement by the Geotechnical Engineers it was estimated that 70 to 85% of the existing concrete or asphalt over concrete pavement will probably need full depth patching due to joint and pavement failure. Full depth concrete patching is expensive and there is a threshold as to when total pavement replacement with HMA (Hot Mix Asphalt) is more practical and cost efficient. This threshold is around 25 to 30%, depending on the depth of the pavement. Pavement cores were then completed to further investigate the practicality of concrete pavement patching. The pavement cores show that where there is concrete only pavement that the pavement averages 12" thick and where there is asphalt over concrete the asphalt overlay ranges from 6" to 9" deep on 7" to 10" concrete. These pavement thicknesses are substantial so milling to the concrete and placing full depth concrete patching along with providing 6" to 9" of asphalt overlay to match the existing curb lines would be very expensive.

To check if patching was a viable alternate, we calculated concrete patching at about 20% of the total pavement area. At 20% patching the estimated project cost would be approximately \$5,400,000.00. This shows that even if the patching needed was much less than anticipated at 70 to 85%, the cost would still be much more than if the roadway was reconstructed with full depth HMA which is \$3,900,000.00.

Disadvantages of concrete patching include very high cost, more delays during construction due to curing time and project time extensions causing added cost to construction engineering. Patching with an HMA overlay does extend the life of the pavement. However, for the pavement sections left in place there is no way of knowing when they might fail. Intermittent failure of the old pavement in the near future (less than 20 years) would create maintenance/repair costs for the existing concrete pavement which in the long term would greatly increase long term (20 years) cost to the City.

Advantages of HMA pavement replacement include the substantial reduced cost of the project, construction time is greatly reduced and with the total reconstruction of the pavement being designed to last 20 years, maintenance should be minimal over the same period which minimizes maintenance costs to the City.

Although the preliminary findings lean towards pavement reconstruction, until the final Geotechnical Investigation is complete along with final recommendations, mill and resurface or pavement recycling techniques still may be a viable alternate.

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Identification of Proposal (continued):

In summary, the purpose of this project is to address the condition of the pavement and improve as necessary to provide safe travel for motorists, bicyclists and pedestrians and complete the "Road Diet" plan, which is to reduce the number of traffic lanes by converting the remaining width of the existing pavement to bicycle lanes and added parking. Curb ramps at roadway intersections that do not currently meet ADA Standards will be replaced or modified to meet ADA Standards. In addition, sidewalks and driveways will be repaired or replaced as necessary to meet ADA Standards.

Minor traffic signal work will be needed at the signalized intersection to accommodate the new lane configuration.

Minimal work is anticipated for the sewers along this project related to placing new pavement. Anticipated work may involve reconstruction of an estimate 4 feet of manholes or inlets that are disturbed during the road work. Structure castings may need replaced or adjusted and there may be a few structures added to accommodate any minor changes in the grade or to accommodate planned bioretention system treatments.

Bioretention systems are planned to be implemented as a part of this project so as to improve storm water quality in the area. There are no set goals or limits for these improvements because with the limited availability of open space, right of way and possible utility conflicts, the systems can only be provided at limited locations. Types of bioretention systems considered for this project include bioretention curbs, infiltration trenches, bio-swales, rain garden and natural vegetation. All of these are to be used separately or in conjunction with one another at locations determined by availability within the existing right of way.

Cost Estimate:

The preliminary estimated construction cost for this project is: \$ 3,900,000.00.
This cost is based on reconstructing the roadway with HMA pavement.

Environmental Issues:

An Environmental Document will be prepared for this project and the design of this project will meet all State and Federal environmental documentation requirements and guidelines. The Environmental Document will guide the final design process.

There are no wetlands within the project limits. All land within the highly urbanized area of the project is within existing right of way and has been previously disturbed multiple times by the construction of sidewalks, road, bridge and guardrail including above and below ground utilities.

An Indiana Department of Environmental Management (IDEM) Rule 5 Permit is the only permit anticipated for this project and will be complete prior to any construction.

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Right-of-Way Impacts:

The intent of this project is to minimize costs by avoiding the need to take any permanent or temporary right-of-way. The proposed footprint or limits of the project is planned to keep within the existing right-of-way.

Maintenance of Traffic (MOT) during Construction :

Considering the existing pavement section for Kennedy Avenue is four lanes (two lanes in each direction) it is planned to complete work on one half of the roadway at a time using phase construction. Basically, the traffic will be reduced from two lanes to one lane in each direction and shifted to one side of the existing roadway while the opposite side work is completed. When one side is complete then traffic will be shifted to the newly completed portion while the remaining half is completed. A detailed MOT plan is provided in the construction plans.

Prepared by: _____ Date: _____
Chuck Sims, V.P. Design Services
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Concur: _____ Date: _____
Mark Gordish-Assistant City Engineer, ERC
City of Hammond