Categorical Exclusion Document

Designation Number 0501116 et. al.

SR 912 Re-Connectivity Project

Lake County, Indiana

INDOT-Central Office

Office of Environmental Services

January 19, 2011

Indiana Department of Transportation

County Lake Route SR 912 (Cline Ave.) Des. No. 0501116 (et. al.)

FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	**SR 912 (Cline Avenue), Lake County**
Designation Number:	**0501116 (including 0501114, 0501117, 0501119, 0501120, 1005932, 1005931)**
Project Description/Termini:	**Re-routing of SR 912 utilizing Dickey Road & Riley Road and the demolition of the SR 912 (Cline Avenue) Bridge. The project termini are from the new proposed interchange at SR912/Dickey Road in the east to the SR 912/Riley Road interchange to the west.**

After completing this form, I conclude that this project qualifies for the following type of Categorical Exclusion (FHWA must review/approve if Level 4 CE):

	Categorical Exclusion, Level 2 – The proposed action meets the criteria for Categorical Exclusion Manual Level 2 - table 1, CE Level Thresholds. Required Signatories: ESM (Environmental Scoping Manager)
	Categorical Exclusion, Level 3 – The proposed action meets the criteria for Categorical Exclusion Manual Level 3 - table 1, CE Level Thresholds. Required Signatories: ESM, OES
X	**Categorical Exclusion, Level 4** – The proposed action meets the criteria for Categorical Exclusion Manual Level 4 - table 1, CE Level Thresholds. Required Signatories: ESM, OES, FHWA
	Environmental Assessment (EA) – EAs require a separate FONSI. Additional research and documentation is necessary to determine the effects on the environment. Required Signatories: OES, FHWA

Approval _____ _____ _____ _____

ESM Signature Date OES Signature Date

_____ _____

FHWA Signature Date

Release for Public Involvement _____ _____

ESM Initials Date

BZ 1-21-10

OES Initials Date

Certification of Public Involvement _____ _____

Manager, Public Hearings Signature Date

Note: Do not approve until after Section 106 public involvement and all other environmental requirements have been satisfied.

Reviewer Signature _____ Date _____

Name and organization of CE/EA Preparer: Ronald E. Bales, INDOT – Office of Environmental Services

Part I - PUBLIC INVOLVEMENT

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

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

Remarks:

The public was notified on November 13, 2009 by an INDOT press release that due to structural deficiencies the SR 912 (Cline Avenue) Bridge over the Indiana Harbor Canal would be closed for a minimum of six weeks. SR 912 was closed from the Calumet interchange to the Michigan Avenue interchange.

On December 28, 2009 the INDOT announced through press release that the SR 912 (Cline Avenue) bridge would be permanently closed. A review of the Cline Avenue bridge by both URS Corporation structural engineers and INDOT engineers determined that permanent closure of the SR 912 (Cline Avenue) bridge was warranted due to safety and structural deficiency concerns.

A public hearing was held by Northwest Indiana legislators on January 9, 2010. The hearing consisted of legislators, business leaders and citizens. A transcript of the public hearing is located in Appendix F4-F14. Several suggestions were received written or verbally communicated concerning near, short and long term solutions for SR 912. These suggestions were taken into consideration. See Appendix F15-F26.

A public meeting was held on February 9, 2010. This meeting engaged local community and business leaders in possible near, short and long term solutions in response to the closure of SR 912 (Cline Avenue). The meeting goal was to collect as many ideas and input as possible for viable long term solutions. The public meeting was presented in two sessions to accommodate the public. A public comment form was given to the public to provide input. One written comment was received and stated the SR 912 is a vital part of NW Indiana. See Appendix F-61.

On April 15, 2010 a presentation was given to local media and area legislators in regards to INDOT's overall plan. The presentation consisted of an overview of the history of the Cline Avenue Bridge, what has occurred since its closure and INDOT's future plan was outlined.

A Notice of Survey was sent to adjacent land owners on July 21, 2010. A copy of the notice and a list of recipients are located in Appendix F.

A public information meeting was held August 10, 2010. The meeting informed the public of the project and of the 12 alternatives that were being considered. Several members of the public offered verbal comments during the presentation. Public and agency comments generally supported the selection of either Alternative A or Alternative C. There was

general consensus that the other alternatives would have too many impacts to the natural and human environment. Most of the public comments focused on the rebuilding of the SR 912 (Cline Avenue) Bridge (Alternative A) and public safety. The public was given an information packet which included a form to comment on the project. One written comment was received concerning their preference to Alternative A and Alternative C. The comment was considered as both alternatives were viable.

A public notice regarding INDOT's APE and "No Adverse Effect" finding will be issued for this project in a local newspaper in late mid-January, 2011. A 30-day comment period will be given. This document will be revised, if necessary, after the public notice to reflect any comments received.

A public notice offering a public hearing will be published concurrently with the "No Adverse Effect" finding. The public hearing will take place once the NEPA document has been released for public involvement. This public hearing will take place in February 2011.

Public Controversy on Environmental Grounds	**Yes**	**No**
Will the project involve substantial controversy concerning community and/or natural resource impacts?		X

Remarks: The project will likely not cause substantial controversy concerning community and natural resource impacts. A public hearing will be offered for the public to comment on the proposed project.

Opportunity to hold Public Hearing not Required	

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

Sponsor of the Project: Indiana Department of Transportation INDOT District: La Porte
Local Name of the Facility: Dickey Road and Riley Road

Funding Source: [X] Federal [X] State [ ] Local [ ] Private

PURPOSE AND NEED:

Describe the problem that the project will address.

The purpose of the project is to reduce travel time and improve Level of Service (LOS) in the area. The need is to restore connectivity of the National Highway System, which will likely result in reduction of travel time and improve the LOS.

The project need is due to the closure of the SR 912 (Cline Avenue) Bridge over the Indiana Harbor Canal. This closure occurred November 13, 2009 as a result of structural deficiencies. SR 912 was closed from the Calumet interchange to the Michigan Avenue interchange. Due to the bridge closure traffic has been reverted to city streets and the I-80 toll road. Traffic volumes have increased on the city streets which were not designed to handle this amount of traffic causing traffic delays and a lower LOS.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Lake County
Municipality: City of East Chicago

Limits of Proposed Work: From the Riley Road Interchange to the Dickey Road Interchange along Riley and Dickey Roads.
Total Work Length: 1.3 mi

	Yes[1]	No
Is an Interchange Modification Study / Interchange Justification Study (IMS/IJS) required?		X
If yes, when did the FHWA grant a conditional approval for this project?	Date:	

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

In the Remarks box below, describe in detail the scope of work for the project, including the preferred alternative. Include a discussion of logical termini. Discuss any major issues for the project and how the project will improve safety or roadway deficiencies if these are issues.

The preferred alternative (alternative C) converts over 1.3 miles of currently designated local roads (Dickey Road and Riley Road) to INDOT jurisdiction and re-designates them as SR 912 between a new proposed off-ramp of extended SR 912 with Dickey Road on the east and the SR 912/Riley Road interchange on the west. This alternative will consist of several key elements:

SR912 at Riley Rd, Ramp D Reconstruction

This work will allow permanent access to existing SR 912 from Riley Road and will aid in the new alignment of SR 912 utilizing Riley Road and Dickey Road. The reconstructed Ramp D will consist of using the existing substructure and essentially be the same road geometrics. The ramp will have a square terminus with Riley Road for optimal sight distance. There will be a dedicated left and right turn lane for the off ramp for eastbound traffic. Stop control for ramp traffic will be unsignalized consisting of stop signs.

Section 5 Mainline and Ramp C Demolition

Section 5 Mainline Demolition will follow the completion of the Ramp D reconstruction. The bridged portion of Ramp C will require demolition because it spans Riley Road. Demolition of these structures cannot begin before Ramp D has been completed. Demolition by explosives is not anticipated due to the potential to destroy below ground utilities. If the utility search shows that there are no infrastructures that can be damaged, then construction cost will be reduced to $5 million.

Dickey Rd at SR912

Access to Dickey Road will be provided with a new four lane roadway located where the existing westbound lanes exist. The existing westbound lanes will be demolished and the steel beams will be salvaged. The existing beams will be placed on the existing substructure. One additional beam line will be required; therefore additional substructure will be added to support the extra beam line. The new roadway will have four 12 ft. lanes with 8 ft. - 6 in. shoulders. A maximum 15 ft. width of additional R/W will be required. The cost and work is contingent on the following assumptions:

- The rail line under the westbound lanes is not utilized and will be abandoned.
- Environment mitigation, if necessary, can be resolved quickly.
- Property acquisition will not be adversarial. If condemnation is required, the schedule will be delayed at least 6 months.

SR 912, Dickey and Riley Road Upgrades

The upgrades for Riley Road and Dickey Road will consist of full pavement replacement starting from a new proposed off-ramp of extended SR 912 with Dickey Road on the east and the SR 912/Riley Road interchange on the west, approximately 1.3 miles in length. The full pavement replacement will also include a section of pavement north of the Riley Road/Dickey Road intersection, approximately 500 feet and a section of pavement east of the Riley Road/Dickey Road intersection, approximately 150 feet. The upgrades will also include ADA compliant sidewalks and ramps, the addition of a raised grass medium on Dickey Road (north of the Riley Road/Dickey Road intersection), the addition of a raised grass buffer separating Riley Road from Marktown Historic

District for on street parking, improvements to the Riley Road/Dickey Road intersection (addition of turning lanes, turning radii improvements), new signals at the Riley Road/ Dickey Road intersection and the Dickey Road/SR 912 interchange. This work will also require removal of some trees and concrete planters. The removal of a building on the southwest quadrant of Riley Road/Dickey Road intersection will be warranted to allow for turning radii improvements to southbound Dickey Road traffic. Improvements to the Dickey Road drawbridge will also be undertaken. These improvements will only be modifications to the bridge to improve mechanical and electrical deficiencies. These improvements will also include communication devices to ensure emergency services vehicles and motorists are made aware when the drawbridge is open.

Demolition of the Remaining SR 912 Bridge

The remainder of the SR 912 (Cline Avenue) Bridge will be demolished including Sections 1-4 of the concrete box girder section over the Indiana Harbor Canal, ramps, railroads, and roads and the steel girder sections near Dickey Road. The demolition method has yet to be determined.

Construction is scheduled to begin in the Summer of 2011 and scheduled to be completed in the fall of 2014. The construction cost for the preferred alternative is $65 million.

OTHER ALTERNATIVES CONSIDERED:

Describe alternatives considered, including the Do-Nothing Alternative and an explanation of why each non-preferred alternative was not selected.

Several alternatives were analyzed by Wilbur Smith Associates in a report dated June 11, 2010. See Appendix C7-C8. The alternatives included the rebuilding of the SR 912 bridge, several re-routing alternatives and the no build alternative. The alternatives are described below.

Full Rebuild Alternative

- Alternative A consists of rebuilding the SR 912 (Cline Avenue) Bridge with a structure of similar dimensions and on the same alignment at a cost of an estimated $150 million. This would require demolition of the existing bridge followed by reconstruction of the structure on the same alignment. Some preexisting piers can be utilized for the construction of the bridge, which reduces the cost of the demolition by $7 million.

No-Build Alternative

- Alternative B represents taking no action to replace the SR 912 (Cline Avenue) structure, assuming a majority of traffic would utilize the Indiana Toll Road. This alternative would continue the current congested conditions on the local roads, and accelerated pavement deterioration would continue. The existing SR 912 (Cline Avenue) Bridge would need to be demolished.

Re-Routing Alternatives

- Alternative C would convert over 1.3 miles of current local roads (Dickey Road and Riley Road) to INDOT jurisdiction and re-designate them as SR 912 between the interchange of extended SR 912/Dickey Road on the east and the SR 912/Riley

interchange on the west.

- Alternative D and E consist of re-routing SR 912 from the southeast to Chicago Avenue (Alt. D) or Columbus Drive (Alt. E), then north on Indianapolis Boulevard, turning west on 129th Street, then south on Calumet Avenue and back onto SR 912.
- Alternative F is similar to Alternative C in its use of Dickey Road. However, instead of taking Riley Road it connects to 129th Street, heading west to Calumet Avenue, then south back onto SR 912.
- Alternative G uses Michigan Street from SR 912 in the southeast, turning north onto Indianapolis Boulevard and continuing to 129th Street. From there it would head west to Calumet Avenue, then south back to reconnect with existing SR 912.
- Alternative H consists of re-routing SR 912 traffic onto Chicago Avenue. The traffic would proceed west to Calumet Avenue and reconnect to SR 912 at the existing SR 912/Calumet Avenue interchange.
- Alternative I connects SR 912 to Michigan Avenue in East Chicago, proceeding southwest to Columbus Drive, and then turning north onto Indianapolis Boulevard. As with several previous alternatives, it would then head north to 129th Street, west to Calumet Avenue, then south to existing SR 912. (Alt. I)
- Alternative J connects SR 912 to Michigan Avenue in East Chicago, proceeding southwest to Columbus Drive, and then turn onto 141st Street, which would require a new through connection on 141st just west of East Chicago High School. The route would then connect to Calumet Avenue and head north to existing SR 912.
- Alternative K uses Michigan Street from SR 912 in the southeast, turning north onto Calumet Avenue. From there it would head north back to SR 912.
- Alternative L would take a route utilizing Gary Avenue, 148th Street, Kennedy Avenue and then Columbus Drive. From there it would connect with Indianapolis Boulevard, 129th Street, Calumet Avenue, and back to SR 912.

The above alternatives were shown to the public during a Public Information Meeting on August 10, 2010. The Public Information Meeting Packet can be viewed in Appendix F. Two verbal comments were received. First verbal comment was concerning utilizing Railroad Avenue as an alternative. This was analyzed by INDOT and was not viable as there are a significant number of traffic signals and a heavy utilized rail line. The alternative would have increased travel time and a reduced LOS. Also this option was not viable as this route would go through residential neighborhoods and would increase traffic on McShane Ave. which is adjacent to a large park. The second verbal comment was in regards to rebuilding the bridge with reduced lanes and using preexisting piers. This option was considered but concerns over structural integrity of the piers along with additional cost made this option not viable. One written comment was received after the meeting concerning their preference to Alternative A and Alternative C and a letter from the Lake County Commissioners was received on June 24, 2010 during early coordination that outlined the alternatives they preferred: Alternative A and Alternative C were their two best options. After the public information meeting, the alternatives were narrowed down to three alternatives (Alternative A, B and C) since the other alternatives did not meet the general purpose and need. Several criteria categories were used to eliminate alternatives such as LOS, project cost, travel time, railroad crossings, use of surface streets and mobility. The three

remaining alternatives included the rebuilding of the SR 912 (Cline Avenue) Bridge over the Indiana Harbor Canal, the re-routing of SR 912 utilizing Dickey and Riley Roads and the no-build alternative.

- Alternative A would demolish the SR 912 (Cline Avenue) Bridge and replace the bridge on virtually the same alignment. The bridge would be constructed as a Composite, Continuous, Steel Girder (KCSG) bridge. This meets the general purpose and need; however this alternative was not selected due to construction cost. This alternative was prudent but not feasible due to the associated cost with reconstructing the bridge.
- Alternative B would demolish the SR 912 (Cline Avenue) Bridge but would not improve the LOS and address the increase of traffic on city streets due to the removal of the SR 912 (Cline Avenue) Bridge. This action would not address the Purpose and Need and therefore is not prudent.
- Alternative C (*Preferred Alternative, See Project Description*)

The Do Nothing Alternative is not feasible, prudent or practicable because (*Mark all that apply*):

It would not correct existing capacity deficiencies;	X
It would not correct existing safety hazards;	X
It would not correct the existing roadway geometric deficiencies:	
It would not correct existing deteriorated conditions and maintenance problems, or	X
It would result in serious impacts to the motoring public and general welfare of the economy.	X
Other (Describe)	

ROADWAY CHARACTER:

Dickey Road

Functional Classification:	Urban Collector					
Current ADT:	17,280	VPD 20(13)		Design Year ADT:	20,023	VPD 20 (33)
Current Year DHV	1,728	Trucks (%)	10%	Design Year DHV	2,002	Trucks (%) 10%
Designed Speed (mph):	40 mph	Legal Speed (mph):		40 mph		

	Existing		Proposed	
Number of Lanes:	4		4	
Type of Lanes:	Two 12 foot travel lanes in each direction		Two 12 foot travel lanes in each direction	
Pavement Width:	48	ft.	48	ft.
Shoulder Width:	N/A		N/A	
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	5.0 (both sides)	ft.

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

Indiana Department of Transportation

County Lake Route SR 912 (Cline Ave.) Des. No. 0501116 (et. al.)

Dickey Road (Marktown Frontage)

Functional Classification:	Urban Collector					
Current ADT:	17,280	VPD 20(13)		Design Year ADT:	20,023	VPD 20 (33)
Current Year DHV	1,728	Trucks (%)	10%	Design Year DHV	2,002	Trucks (%) 10%
Designed Speed (mph):	40 mph	Legal Speed (mph):		40 mph		

	Existing		Proposed	
Number of Lanes:	4		4	
Type of Lanes:	Two 12 foot travel lanes in each direction		Two 12 foot travel lanes in each direction	
Pavement Width:	48	ft.	54 ft. 10 in.	
Shoulder Width:	N/A		N/A	
Median Width:	N/A	ft.	6 ft. 10 in.	
Sidewalk Width:	3 (west side)	ft.	5.0 (west side)	ft.

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

Riley Road

Functional Classification:	Urban Collector					
Current ADT:	6,200	VPD 20(13)		Design Year ADT:	7,230	VPD 20 (33)
Current Year DHV	620	Trucks (%)	10	Design Year DHV	723	Trucks (%) 10
Designed Speed (mph):	40mph	Legal Speed (mph):		40mph		

	Existing		Proposed	
Number of Lanes:	4		4	
Type of Lanes:	Two 12 foot travel lanes in each direction		Two 12 foot travel lanes in each direction	
Pavement Width:	48	ft.	48	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	5 (south side)	ft.

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

Riley Road (Marktown Frontage)

Functional Classification:	Urban Collector					
Current ADT:	6,200	VPD 20(13)		Design Year ADT:	7,230	VPD 20 (33)
Current Year DHV	620	Trucks (%)	10	Design Year DHV	723	Trucks (%) 10
Designed Speed (mph):	40 mph	Legal Speed (mph):		40 mph		

Indiana Department of Transportation

County: Lake Route: SR 912 (Cline Ave.) Des. No. 0501116 (et. al.)

	Existing		Proposed	
Number of Lanes:	4		4	
Type of Lanes:	Two 12 foot travel lanes in each direction		Two 12 foot travel lanes in each direction	
Pavement Width:	48	ft.	48	ft.
Shoulder Width:	N/A	ft.	N/A	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	3 (northside)	ft.	5 (both sides)	ft.

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

SR 912-Off Ramp

Functional Classification: Urban Freeway or Expressway

Current ADT:	15,310	VPD 20(13)		Design Year ADT:	18,000	VPD 20 (33)
Current Year DHV	1,531	Trucks (%)	10	Design Year DHV	1,800	Trucks (%) 10
Designed Speed (mph):	40mph	Legal Speed (mph):		40mph		

	Existing		Proposed	
Number of Lanes:	N/A		4	
Type of Lanes:	N/A		Two 12 foot travel lanes in each direction	
Pavement Width:	N/A	ft.	54.5	ft.
Shoulder Width:	N/A	ft.	8.25 both sides	ft.
Median Width:	N/A	ft.	N/A	ft.
Sidewalk Width:	N/A	ft.	N/A	ft.

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

DESIGN CRITERIA FOR BRIDGES:

Structure Number(s): 912-45-02546 RWN, NBI 33025 Sufficiency Rating: 36.7%

	Existing		Proposed	
Bridge Type:	Post-Tensioned Concrete Box Girder (PTCBG)		Demolition	
Number of Spans:	3		N/A	
Weight Restrictions:	40	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	25.0	ft.	N/A	ft.
Outside to Outside Width:	28.0	ft.	N/A	ft.
Shoulder Width:	6.0	ft.	N/A	ft.
Length of Channel Work:	N/A	ft.	N/A	ft.

Indiana Department of Transportation

County Lake Route SR 912 (Cline Ave.) Des. No. 0501116 (et. al.)

Describe bridges and structures; provide specific location information for small structures.

Remarks: Bridges 912-45-02546-RWXA, 912-45-02546 RENA, 912-45-02552-A, 912-45-02546 RWN will be demolished. Demolition debris will be removed following state and federal guidelines.

Will the structure be rehabilitated or replaced as part of the project? [ ] [X]

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

Structure Number(s): 912-45-02552-A , NBI 33030 Sufficiency Rating: 85.4%

	Existing		Proposed	
Bridge Type:	Composite, Continuous, Steel Girder (KCSG)		Demolition	
Number of Spans:	29		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	105	ft.	N/A	ft.
Outside to Outside Width:	111	ft.	N/A	ft.
Shoulder Width:	10	ft.	N/A	ft.
Length of Channel Work:	N/A	ft.	N/A	ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: Bridges 912-45-02546-RWXA, 912-45-02546 RENA, 912-45-02552-A, 912-45-02546 RWN will be demolished. Demolition debris will be removed following state and federal guidelines.

Will the structure be rehabilitated or replaced as part of the project? [ ] [X]

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

Structure Number(s): 912-45-02546A, NBI 33029 Sufficiency Rating: 19%

	Existing		Proposed	
Bridge Type:	Post-Tensioned Concrete Box Girder (PTCBG)		Demolition	
Number of Spans:	28		N/A	
Weight Restrictions:	40	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	105	ft.	N/A	ft.
Outside to Outside Width:	111	ft.	N/A	ft.
Shoulder Width:	10	ft.	N/A	ft.
Length of Channel Work:	N/A	ft.	N/A	ft.

Describe bridges and structures; provide specific location information for small structures.

Indiana Department of Transportation

County Lake Route SR 912 (Cline Ave.) Des. No. 0501116 (et. al.)

Remarks:

Under a previous INDOT project (Des. No. 0501115), approximately 800 feet of roadway was demolished from Mainline Section 6 (Structure No. 912-45-02546A). The remaining portion of this bridge segment will be demolished.

Bridge 912-45-02546A will likely need permits from the Army Corps of Engineers and the U.S. Coast Guard depending on the impacts to the channel and the method of the demolition activities. Demolition debris will be removed following state and federal guidelines.

Will the structure be rehabilitated or replaced as part of the project? [ ] [X]

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

Structure Number(s): 912-45-02546 RENA, NBI 33027 Sufficiency Rating: 25.7%

	Existing		Proposed	
Bridge Type:	Post –Tensioned Concrete Box Girder (PTCBG)		Demolition	
Number of Spans:	10		N/A	
Weight Restrictions:	40	ton	N/A	ton
Height Restrictions:	16.05	ft.	N/A	ft.
Curb to Curb Width:	25.0	ft.	N/A	ft.
Outside to Outside Width:	28.0	ft.	N/A	ft.
Shoulder Width:	6.0	ft.	N/A	ft.
Length of Channel Work:	N/A	ft.	N/A	ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks:

Bridges 912-45-02546-RWXA, 912-45-02546 RENA, 912-45-02552-A, 912-45-02546 RWN will be demolished. Demolition debris will be removed following state and federal guidelines.

Will the structure be rehabilitated or replaced as part of the project? [ ] [X]

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

Structure Number(s): 912-45-02546-REX, NBI 33026 Sufficiency Rating: 32.7%

	Existing		Proposed	
Bridge Type:	Post-Tensioned Concrete Box Girder (PTCBG)		Composite, Continuous, Steel Girder (KCSG)	
Number of Spans:	4		4	
Weight Restrictions:	40	ton	40	ton
Height Restrictions:	17.05	ft.	17.05	ft.
Curb to Curb Width:	25	ft.	25	ft.
Outside to Outside Width:	28	ft.	28	ft.
Shoulder Width:	2 @ 6	ft.	2@6	ft.
Length of Channel Work:	N/A	ft.	N/A	ft.

Describe bridges and structures; provide specific location information for small structures.

Indiana Department of Transportation

County: Lake Route: SR 912 (Cline Ave.) Des. No. 0501116 (et. al.)

Remarks: Under previous INDOT project (Des. No. 0501115), Ramp D (Structure No. 912-45-02546-REX, Eastbound Off Ramp) had 800 feet of the structure demolished due to safety concerns. Ramp D reconstruction will utilize preexisting substructures and be reconstructed effectively on the same alignment.

Will the structure be rehabilitated or replaced as part of the project? [X] [ ]

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

Structure Number(s): 912-45-02546-RWXA, NBI 33028 Sufficiency Rating: 27.7%

	Existing		Proposed	
Bridge Type:	Post-Tensioned Concrete Box Girder (PTCBG)		Demolition	
Number of Spans:	N/A		N/A	
Weight Restrictions:	40	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	N/A	ft.	N/A	ft.
Outside to Outside Width:	28.0	ft.	N/A	ft.
Shoulder Width:	6.0	ft.	N/A	ft.
Length of Channel Work:	N/A	ft.	N/A	ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks: Bridges 912-45-02546-RWXA, 912-45-02546 RENA, 912-45-02552-A, 912-45-02546 RWN will be demolished. Demolition debris will be removed following state and federal guidelines.

Will the structure be rehabilitated or replaced as part of the project? [ ] [X]

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

Structure Number(s): Lake County Bridge 45-00365, NBI 4500188 Sufficiency Rating: _____

	Existing		Proposed	
Bridge Type:	Steel Bascule Bridge		N/A	
Number of Spans:	1 (164 feet in length)		N/A	
Weight Restrictions:	N/A	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	52	ft.	N/A	ft.
Outside to Outside Width:	60	ft.	N/A	ft.
Shoulder Width:	2@4	ft.	N/A	ft.
Length of Channel Work:	N/A	ft.	N/A	ft.

Describe bridges and structures; provide specific location information for small structures.

Remarks:

Lake County Bridge 45-00365 is a bascule bridge, otherwise called a drawbridge. The drawbridge opens on average of once per day, with a range of zero to six per day. Bridge openings are typically 20 minutes but have been opened as long as 55 minutes. Upgrades to the overall operation of the bridge are needed due to the deterioration of mechanical and electrical elements. Wireless communication links between the drawbridge and emergency service vehicles are planned with cooperation between INDOT and the city of East Chicago. Warning indicators will also be installed to inform the motoring public if the drawbridge is open at several key locations. This allows drivers to decide to re-route to avoid the drawbridge. These upgrades are essential with the re-designation of Dickey Road as SR 912 and the anticipation of added traffic. The bridge will need permits from the Army Corps of Engineers and the U.S. Coast Guard if the impacts are within the channel and to the bridge during construction. The existing bridge will not be replaced or demolished as part of this project. Bridge openings will need to be scheduled during overnight hours. When that isn't possible, bridge openings should not occur during weekday peak vehicle periods 6:00-9:00am and 3:00-6:00pm, to prevent long traffic delays to the motoring public.

	Yes	No
Will the structure be rehabilitated or replaced as part of the project?	X	

If the proposed action has multiple bridges or small structures, this section should be filled out for each structure.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

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

Indiana Department of Transportation

County Lake Route SR 912 (Cline Ave.) Des. No. 0501116 (et. al.)

Remarks:

In the late-summer of 2009, the Indiana Department of Transportation (INDOT) made an initial determination that the SR 912 (Cline Avenue) Bridge over the Indiana Harbor Canal in East Chicago, Lake County had structural issues. A detailed review later determined that the structure was unsafe, and on November 13, 2009, SR 912 was closed between the Calumet Avenue interchange and the "Mill Interchange" near Michigan Avenue. This section of SR 912 has remained closed.

At least one lane in each direction on both Riley and Dickey Roads will remain open during construction. A large portion of widening can occur along both roadways while maintaining traffic on the existing pavement. Short road closures may be warranted when connecting to and reconstructing the existing pavement. Road closures will be performed in a manner so that Riley and Dickey are not closed at the same time.

The detour route during closure of Dickey Road would be (SB-NB) Michigan Avenue, (SB-NB) Kennedy Avenue, (WB-EB) Columbus Drive, (NB-SB) State Road 20 (Indianapolis Boulevard) and (EB-WB) 129th Street. The detour is approximately 4.3 miles in length and will add 3.2 miles to a through trip.

The detour route for Riley Road would be (WB-EB) 129th Street and (SB-NB) Indianapolis Boulevard. This detour is approximately 1.8 miles in length and will add 0.7 miles to a through trip.

ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 1,727,115 (2011) Right-of-Way: $ 3,300,000 (2011) Construction: $ 65,000,000 (2011)

Anticipated Start Date of Construction: Summer 2011

RIGHT OF WAY:

	Amount (acres)	
Land Use Impacts	Permanent	Temporary
Residential	0.0	0.0
Commercial	0.0	0.0
Agricultural	0.0	0.0
Forest	0.0	0.0
Wetlands	0.0	0.0
Other: Reacquisition of Right-of-Way	7.0	0.0
Other: Industrial	7.0	0.5
Other:	-	-
TOTAL	14.0	0.5

Remarks:

The existing apparent right-of-way width appears to be edge of pavement along Riley Road and Dickey Road. The proposed intersection improvement of Riley Road/ Dickey Road will require corner cuts in the southwest and southeast quadrants (industrial) of the intersection. The new interchange, an off-ramp/on-ramp from SR 912 to Dickey Road, will require additional permanent right-of-way. The project will require 7.0 acres of permanent right-of-way from current industrial land use and 0.5 acre of temporary right-of-way. An additional 7.0 acres of right-of-way will need to be reacquired that is currently in transportation use. No permanent or temporary right-of-way will be needed from Marktown Historic District. Please see the project plan sheets located in Appendix A13 – A38 for further details of proposed right-of-way.

Several utilities are located in the project such as sanitary sewer, water, gas, phone, cable, and electric. A list of these utilities is located in Appendix B. Due to horizontal alignment shifts and the addition of turn lanes and travel lanes, utility relocation will likely be warranted. If utility relocation is outside the environmental study area covered by this CE Level 4, additional environmental studies and documentation will be needed.

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

SECTION A – ECOLOGICAL RESOURCES

	Presence		Impacts	
	Yes	No	Yes	No
Streams, Rivers, Watercourses & Jurisdictional Ditches	X			X
State Wild, Scenic or Recreational River		X		X

Remarks:

The Indiana Harbor Canal is an artificial waterway which was built in the early 1900's. The Indiana Harbor Canal connects Lake Michigan with the Grand Calumet River. The Indiana Harbor Canal functions as a harbor and has a distance of 1.4 miles before subsequently flowing into the Indiana Harbor and to Lake Michigan. The Indiana Harbor Canal is under the jurisdiction of the U.S. Army Corps of Engineers- Chicago District, as authorized by the Rivers and Harbors Act of 1913. The Indiana Harbor Canal is listed as a Navigable waterway as such will likely require a permit per The Navigable Waters Act (IC 14-29-1) prior to the beginning of the project. The project will not impact the Indiana Harbor Canal under the current design.

Indiana Department of Transportation

County Lake Route SR 912 (Cline Ave.) Des. No. 0501116 (et. al.)

	Presence Yes	Presence No	Impacts Yes	Impacts No
Other Surface Waters	X			X
Reservoirs		X		
Lakes	X			X
Farm Ponds		X		
Detention Basins		X		
Storm Water Management Facilities		X		
Other:				

Remarks: Lake Michigan is present in the project vicinity. Lake Michigan has a surface area of 22, 400 square miles. Lake Michigan is 307 miles long by 118 miles wide with a shoreline 1640 miles in length. The lake's average depth is 280 feet. Lake Michigan is habitat for a variety of species of fish and various other organisms. Lake Michigan is approximately 1.0 mile from the project construction limits and will not be impacted by the proposed project.

	Presence Yes	Presence No	Impacts Yes	Impacts No
Wetlands	X			X

Total wetland area: 0.24 acre(s) Total wetland area impacted: 0.0 acre(s)
(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments
1	PEM5Jx P= Palustrine EM= Emergent 5= Phragmites Australis J= Intermittently Flooded x= Excavated	0.14	0.0	The wetland appears to be the result of sedimentation buildup along the banks of the Indiana Harbor Canal. The vegetation is principally common reeds (*Phragmites australis*) with some light shrubs and tree species. The area could not be delineated due to safety concerns.
2	PEM5Jx P= Palustrine EM= Emergent 5= Phragmites Australis J= Intermittently Flooded x= Excavated	0.10	0.0	The wetland appears to be the result of sedimentation buildup along the banks of the Indiana Harbor Canal. The vegetation is principally common reeds (*Phragmites australis*) with some light shrubs and tree species. The area could not be delineated due to safety concerns.

Wetlands	Documentation Yes	Documentation No	OES Approval Dates
Wetland Determination	X		
Wetland Delineation Report		X	
USACE Isolated Waters Determination		X	
Mitigation Plan		X	

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):	Individual Wetland Finding Yes	No
Substantial adverse impacts to adjacent homes, business or other improved properties;		X
Substantially increased project costs;		X
Unique engineering, traffic, maintenance, or safety problems;		X
Substantial adverse social, economic, or environmental impacts, or		X
The project not meeting the identified needs.		X

Measures to avoid, minimize and mitigate wetland impacts need to be discussed in the remarks section

Remarks:

One wetland was identified in the project area upon review of the National Wetlands Inventory map. The Indiana Harbor Canal is listed as a Riverine, lower perennial, unconsolidated bottom, permanent, excavated wetland (R2UBHx). During a site inspection by Travis Mast, Environmental Scientist, INDOT-La Porte district on October 12, 2010 and again on October 20, 2010, it was determined that two potential wetlands are located on the banks edge of the Indiana Harbor Canal. A wetland delineation could not be performed due to safety concerns. However, vegetation, hydric soils and hydrology appear to be present, which are the three criterion for designation of a wetland. No other wetlands were observed in the project area. The Army Corps of Engineers has jurisdiction over the Indiana Harbor Canal and any construction work to take place in the Indiana Harbor Canal will need appropriate permits. Any work in a wetland area within INDOT's right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers in IDEM permit. Mitigation may be required if impacts are greater than 0.1 acres since these wetlands are likely under federal jurisdiction.

The project will need to avoid these two potential wetlands during the demolition and removal of the SR 912 bridge. This will be included in the project commitments.

	Presence		Impacts	
	Yes	No	Yes	No
Terrestrial Habitat	X		X	

Use the remarks table to identify each type of habitat and the acres impacted (i.e. forested, grassland, farmland, lawn, etc).

Remarks:

Land use in and near the project is currently residential and industrial. The residential land is comprised mainly of mowed lawns with some ornamental trees on the northside of Riley Road within Marktown Historic District. Marktown park, located on the west side of Marktown Historic District, contains mowed lawn with several deciduous broad leaf trees and ornamental trees. The preferred alternative will not impact residential terrestrial habitat under the current design.

Along the southside of Riley Road there is strip mowed lawn and some ornamental trees that will likely be impacted by the road improvements on Riley Road. The total acreage

that will likely be impacted is 0.43 acres. Minimal tree clearing may be warranted if the trees will need to be removed for construction or for public safety. The terrestrial habitat is of low quality and provides little habitat for wildlife.

Mitigation will include the revegeation of grasses and the re-planting of trees for the proposed raised median on Dickey Road, north of Riley Road and along the raised grass area separating Riley Road with Marktown.

If there are high incidences of animal movements observed in the project area, or if bridges and other areas appear to be the sole corridor for animal movement, consideration of utilizing wildlife crossings should be taken.

	Presence		Impacts	
	Yes	No	Yes	No
Karst				
Does the proposed project involve the Karst Region of Indiana?		X		

Use the remarks table to identify any karst features within the project area. (Karst investigation must comply with the Karst MOU, dated October 13, 1993)

Remarks:

The project is located outside of the designated karst area of the state as identified in the October 13, 1993 MOU. No karst features were observed or are known to exist within or adjacent to the proposed project area.

	Presence		Impacts	
	Yes	No	Yes	No
Threatened or Endangered Species				
Within the known range of any federal species?	X			X
Any critical habitat identified within project area?		X		
Federal species found in project area (based upon informal consultation)?		X		
State species found in project area (based upon consultation with IDNR)?	X			
Is Section 7 formal consultation required for this action?		X		

Remarks:

IDNR was consulted during early coordination phase of the project. A letter received August 2, 2010, indicated that the proposed project poses potential impacts to several state endangered, threatened and rare (ETR) and several natural areas. See Appendix C for the early coordination response and the list of ETR species. The IDNR commented on the alternatives.

The preferred alternative would not impact state ETR species or habitats recorded in the Natural Heritage Database.

The U.S. Fish and Wildlife Service (USFWS) was consulted during the early coordination phase of the project. USFWS sent a letter dated July 9, 2010 and had some concerns

about the re-routing of SR 912. Principally the USFWS was concerned about the presence of Peregrine falcons (*Falco peregrines*) that once nested under the SR 912 (Cline Avenue) Bridge. However, there is no indication in 2010 of nesting and no Peregrine falcons have been observed in the area. John Castrale, IDNR- Indiana Nongame Biologist has monitored the falcons since 1989 and was contacted by Robert Buskirk, INDOT-Office of Environmental Services. John Castrale stated "That for the first time since 1989, the Peregrine falcons did not nest at the SR 912 (Cline Avenue) Bridge. The nesting season is from March – mid July." If demolition is to occur during these months, the USFWS requests that prior to demolition, the bridge should be checked for the presence of nesting Peregrine falcons.

The project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*) and Karner blue butterfly (*Lycaeides melissa samuelis*) and the threatened Pitcher's thistle (*Cirsium pitcher*) and Mead's milkweed (*Asclepias meadii*). The USFWS agreed that the project is not likely to adversely affect these endangered and threatened species. See Appendix C.

No further consultation is needed under Section 7 of the Endangered Species Act of 1973, as amended.

SECTION B – OTHER RESOURCES

	Presence		Impacts	
	Yes	**No**	**Yes**	**No**
Drinking Water Resources				
Sole Source Aquifer (SSA)		X		
Is the Project in the St. Joseph Aquifer System?		X		
Is the FHWA/EPA SSA MOU Applicable?		X		
Initial Groundwater Assessment Required?		X		
Detailed Groundwater Assessment Required?		X		
Source Water Protection Area(s)		X		
Public Water System(s)	X			
Residential Well(s)		X		
Wellhead Protection Area		X		

Remarks: The project is not located within the legally designated St. Joseph Aquifer System. A Wellhead Protection Area is not located in the project area per IDEM's Wellhead Protection Area response on June 23, 2010.

Presence	Impacts	
No	**Yes**	**No**

Indiana Department of Transportation

County Lake Route SR 912 (Cline Ave.) Des. No. 0501116 (et. al.)

	Yes			
Flood Plains				
Longitudinal Encroachment		X		
Transverse Encroachment	X			X
Is the project located in a FEMA designated floodplain?	X			X
Homes located in floodplain within 1000' up/downstream from project.		X		

Discuss impacts according to classification system described in the "Procedural Manual for Preparing Environmental Studies".

Remarks:

The project qualifies as a Category 3 project because the modifications to drainage structures included in this project will result in an insubstantial change in their capacity to carry flood water. These minimal increases will not result in any substantial adverse impacts on the natural and beneficial floodplain values; they will not result in substantial change in flood risks or damage; and they do not have substantial potential for interruption or termination of emergency routes; therefore, it has been determined that this encroachment is not substantial. An IDNR Construction in Floodway permit may be required depending on the impacts to the Dickey Road drawbridge and the SR 912 (Cline Avenue) Bridge demolition.

	Presence		Impacts	
	Yes	No	Yes	No
Farmland				
Agricultural Lands		X		
Prime Farmland (per NRCS)		X		
NRCS Form AD-1006 scored ≥ 160?		X		

Provide the NRCS Form AD-1006 score and state whether there is a significant loss of farmland as a result of the project in the remarks section.

Remarks:

None of the land within the project limits meets the definition of prime farmland under the Farmland Protection and Policy Act (FPPA). The requirements of the FPPA do not apply to this project. In a letter received June 25, 2010 from the Natural Resources Conversation Service confirmed that the project will not cause conversion of prime farmland.

SECTION C – CULTURAL RESOURCES

	Category	Type	INDOT Approval Dates
Minor Projects PA Clearance			

Eligible and/or Listed Resource Present

Results of Research	Yes	No
Archaeology		X
History/Architecture	X	
NRHP Buildings/Site(s)	X	
NRHP District(s)	X	
NRHP Bridge(s)		X

Project Effect	Yes	Not Applicable	SHPO/OES/FHWA Approval Dates
No Historic Properties Affected		X	
No Adverse Effect	X		OES 12/14/2010
Adverse Effect		X	

Documentation Prepared

Documentation	Yes	Not Applicable	SHPO/OES/FHWA Approval Dates
Historic Properties Short Report		X	
Historic Property Report	X		OES 7/27/2010
Archaeological Records Check/ Review	X		SHPO 8/24/2010, OES 7/28/2010
Archaeological Phase Ia Survey Report	X		SHPO 8/24/2010, OES 7/28/2010
Archaeological Phase Ic Survey Report		X	
Archaeological Phase II Investigation Report		X	
Archaeological Phase III Data Recovery		X	
APE, Eligibility and Effect Determination	X		OES 12/14/2010
800.11 Documentation	X		OES 12/14/2010
Memorandum of Agreement		X	

Describe all efforts to document cultural resources, including a detailed summary of the Section 106 process, using the categories outlined in the remarks box. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of paper(s) and the comment period deadline. Likewise include any further Section 106 work which must be completed at a later date, such as mitigation or deep trenching.

Remarks:

Area of Potential Effect (APE):
The project is located on SR 912/Cline Avenue in East Chicago, North Township, Lake County. The area of potential effect (APE) includes those areas of existing and proposed right-of-way and incidental construction, including immediately adjacent properties. The preferred alternative for the proposed project consisted of re-routing SR 912 to Riley Road and Dickey Street between the existing SR 912/Michigan (Mill Interchange) area and the SR 912 /Riley Interchange. The proposed project will convert approximately 1.3 miles of currently local roads (Dickey Road and Riley Road) to INDOT jurisdiction and re-designate them as SR 912 between the touchdown of extended SR 912 with Dickey Road on the east and the SR 912/Riley interchange to the west. See Appendix D for a map of the APE.

Coordination with Consulting Parties:
On July 27, 2010, the following parties were invited to be Section 106 consulting parties and to aid in identification of historic properties: State Historic Preservation Officer (SHPO); Indiana Landmarks /Calumet Region Office; Lake County Historian; Lake County Historical Society; East Chicago Historical Society; Indiana Lincoln Highway Association, Inc.; Lake County Historic Preservation Commission; Mayor of East Chicago; Lake County Commissioners; Northwest Indiana Regional Planning Commission (NIRPC); Marktown Preservation Society. See Appendix D for a list of these consulting parties.

In a letter dated September 22, 2010, INDOT-CRS invited all consulting parties to attend an October 7, 2010 consulting parties meeting, to be held at the Marktown Community Center. The purpose of the meeting was to discuss the proposed project's potential impacts to Section 106 resources. The meeting discussed project details and the impacts specifically to the Marktown Historic District. Additional information about the configuration of Riley Road, and plantings and lighting along Riley Road was provided to the consulting parties through communication with the INDOT-CRS.

Archaeology:
With regard to archaeological resources, an archaeological records check report (Peterson, 2010) was prepared and forwarded to the SHPO for review. The report recommended project clearance based upon the author's belief that no National Register-listed or eligible resources would be impacted by the proposed project. (The archaeological report conclusions page is located in Appendix D of this document). In a letter received from SHPO on Aug. 24, 2010, "Based upon documentation available to our staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places (NRHP) within the proposed project area". If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be

advised that adherence to Indiana Code 14-21-1-27 and 20 does not obviate the need to adhere to applicable federal statutes and regulations.

Historic Properties:
The State and National Registers of Historic Places for Lake County were checked. The following listed properties were located in the City of East Chicago: **1)** Marktown Historic District (MHD) (roughly bounded by Pine, Riley, Dickey and 129th Street); **2)** Indiana Harbor Public Library (3605 Grand Ave., ca.-1913 Craftsman (Carnegie Library); located at the southeast corner of the intersection of Grand Avenue and 136th Street).

The MHD is located within the APE for Des. #0501116. GIS aerial mapping indicated that the Indiana Harbor Public Library is located approximately 1673 feet south of SR 912. Due to this distance from the proposed project area, the resource is not included in the proposed project's APE.

Five (5) resources surveyed as East Chicago Scattered Sites (ECSS) are located in the proposed project area: **1) ECSS #089-679-35001** (Indiana Harbor Canal; NA; ca.-1903-1922; rated "Notable"); **2) ECSS #089-679-35178** (Ca.-1920 Warren-through-truss bridge; NA, off Canal Street; rated "Notable"); **3) ECSS #089-679-35179** (Maintenance & Equipment Technology Building (NA Dickey Road, east side; ca.-1930 Art Deco; rated "Notable"); **4) ECSS #089-679-35180** (Mark Manufacturing Buildings 1 & 2; NA Dickey Road, west side; rated "Contributing"); **5) ECSS #089-679-35181** (Inland Steel Office; NA Watling St., ca.-1920 Art Deco; rated "Outstanding.") It should be noted that the project-site visit, as well as examination of aerial images, indicated that ECSS #089-679-35180 (Mark Manufacturing Buildings 1 & 2; NA Dickey Road, west side; rated "Contributing") have been demolished.

Five (5) newly inventoried resources were located in the proposed project area and appeared to meet the age and/or conditions criteria necessary for NR-eligibility assessment: **1) INDOT #001** (Ca.-1930 Art Modern industrial building; NA Dickey Road, east side); **2) INDOT #002** (Ca.-1920 20th century industrial building; NA Dickey Road, west side); **3) INDOT #003** (NA Dickey Road; north side; ca.-1920 partial wood rail trestle and tracks; NA Dickey Road, north side). **4) INDOT #004** (NA Dickey Road, east side; ca.-1940 Art Deco industrial building). **5) INDOT-#005** (NA Dickey Road) southeast corner of the intersection of Dickey and Riley roads; ca. 1920 hipped-roof, one-story building; style indeterminate. (See also the table listing the newly inventoried resources located in the appendices section of this document.)

An historic properties report (HPR) was prepared on the project (Branigin, July, 2010). The HPR concluded that the following surveyed ECSS resources were recommended NR-eligible: **1)** The Indiana Harbor Canal (ECSS #089-679-35001); **2)** Ca.-1920 Warren-through-truss bridge over the Indiana Harbor Canal (ECSS #089-679-35178); **3)** Inland Steel Office Building (#089-679-35181). In addition, the HPR recommended that the MHD should remain NR-listed. None of the newly inventoried above-ground resources were recommended as NR-eligible.

Documentation, Findings:
Early coordination packets were sent to consulting parties on July 27, 2010. The early coordination packets contained a project description, list of consulting parties, the HPR, maps, and photographs. Three comments were received from the Indiana SHPO, The Indiana Landmarks, and Marktown Preservation Society.

On August 10, 2010, Mr. Paul Myers, President of the Marktown Preservation Society, contacted INDOT-CRS by phone to express his concerns about the proposed project. Mr. Myers was concerned about the effects that a possible roundabout construction could have on the Marktown Historic District. In order to provide answers to his design-specific questions, Mr. Myers was provided contact information for project management personnel at the INDOT La Porte District.

The SHPO responded to the July 27 mailing in a letter dated August 24, 2010 (DHPA #10347), the SHPO stating in part that they agreed principally with the HPR findings but required more information. The Indiana SHPO did have concerns with the intersection of Dickey Road and Riley Road. In the July 27 mailing, two design options were mentioned for the intersection. The first was a signalized intersection and the SHPO mentioned that this option, on the surface, would not likely cause an adverse effect to Marktown Historic District. The second was the construction of a roundabout for the intersection. The SHPO requested more detailed information surrounding the proposed roundabout such as conceptual plans, size and location. The SHPO also asked for more information about on street parking along Riley Road and the increase of truck traffic, noise and atmospheric intrusions that might occur in the vicinity of Marktown.

Indiana Landmarks/Calumet Region Office responded in a letter dated August 26, 2010, sent as an email attachment to INDOT-CRS on August 26. The letter expressed concern with regard to the proposed roundabout construction's effect on the Marktown Historic District. The letter stated the following, in part: "…I have surveyed the proposed area of potential effect and I am unable to concur with the preliminary finding of no adverse effect on the identified historic properties, more specifically the Marktown Historic District…" The letter requested detailed plans of the proposed roundabout.

No other invited consulting party responded to the July 27, 2010 letter.

INDOT-CRS conveyed the concerns of the SHPO and Indiana Landmarks to the La Porte District in an intra-office email dated August 27, 2010. The questions asked were:

- Is the roundabout option still viable for this project?
- If the signalized intersection option will instead be constructed, will conventional signal poles and cross-arms be used? Additionally, if this is now the preferred option at the intersection, a plan sheet, if available, would be ideal to show the footprint and the right-of-way impacts, especially to the Marktown Historic District;
- Will the existing parking lane located on the north side of Riley Road remain once

SR 912 is re-routed over Riley Road?

- Have studies been conducted to estimate the increases in truck and automobile traffic—and the related increases in noise or other atmospheric intrusions—that would result from the re-routing of SR 912 through this part of East Chicago?

The La Porte District responded in an intra-office email dated September 5, 2010, stating the following:

- The roundabout is no longer an option;
- If there are more appropriate signals, please advise us what you would like used. Since this is just one of several routes being considered there are no plan sheets at this time;
- It can, if it is needed. Please advise;
- Yes, traffic studies have been conducted and were published in June. The intrusion studies are being conducted by NIRPC, but we do not have a completion date for that work.

On September 14, 2010, INDOT-CRS staff contacted Paul Myers via telephone to discuss the potential of conducting a consulting parties meeting for the project near the project area, preferably within Marktown. During the conversation, Mr. Myers again expressed his concerns with the project and its impacts to Marktown. He followed up the conversation with an email to INDOT-CRS staff outlining his concerns.

In order to discuss the project details and potential effects to the Marktown Historic District, in a letter dated September 22, 2010, INDOT-CRS invited all consulting parties to attend an October 7, 2010 consulting parties meeting, to be held at the Marktown Community Center.

On October 5, 2010, Marktown resident Ms. Barbara Perez and Marktown resident and (Lake Co.) Precinct Committee Representative Ms. Kimberly Rodriguez each contacted INDOT-CRS staff by telephone to express concern about the project, to request consulting party status, and to see if they could attend the upcoming consulting parties meeting. They were each invited to the meeting with confirmation of the meeting details, and they were sent the consulting party materials that had been distributed to date.

Following the October 7, 2010 consulting parties meeting, Paul Myers, President of the Marktown Preservation Society, who was not able to attend the meeting, sent to INDOT-CRS via emails (dated October 12 and October 13) his suggestions for the proposed project. These emails and attachments were incorporated into the consulting parties meeting summary packet mailed by INDOT-CRS on October 29, 2010 to meeting attendees.

The SHPO responded to the October 29, 2010 mailing in a letter dated November 10 (DHPA #10347), stating that the SHPO and other consulting parties would like to receive clarification as to the facets of the SR 912 connectivity restoration project. Also SHPO would like to know if all facets for this project have followed the NEPA categorical

exclusion process and the Minor Projects PA for the scope of this federal undertaking. SHPO would like to have INDOT outline in great detail the design of the project and its possible impacts to the Marktown Historic District.

No other consulting party responded to the October 29, 2010 INDOT-CRS meeting-summary mailing.

On November 10, 2010, INDOT-CRS mailed a packet containing additional design information and a proposed effect finding to consulting parties. In their November 10, 2010 (DHPA #10347) letter, SHPO had requested that INDOT provide *"…further clarification as to the facets of the project whose effects on historic properties we [the consulting parties] are to consider under this review…."* As part of their November 10, 2010 packet-mailing, INDOT provided the project description contained in the National Environmental Policy Act (NEPA) Categorical Exclusion (CE) document for this project, which is the project that is the subject of the Section 106 consultation process for Des. #0501116. INDOT's November 10 packet also included the following for consulting party consideration:

- Project drawing and streetscape information.
- Drawings that demonstrate the southward shift of Riley Road, as well as the requested separation of the parking from the travel lanes by the revised placement of the median;
- Drawings that show the retention of green space on the north side of Riley Road, from its intersection with Dickey Road, eastward to Pine Avenue, or along the entire south side of the Marktown Historic District;
- Drawings that demonstrate where trees will be removed and replanted along Riley Road between the proposed curb and sidewalk, along both sides of the roadway, and within the median separating the parking from travel lanes.
- Information relative to replacement street-lighting to be installed as part of the project. Several lighting styles were presented in the materials, and consulting parties were requested to respond to INDOT-CRS with their preference;
- A historic photo of the Marktown Historic District demonstrated the existence of green space between the sidewalk and Riley Road in front of (south) the Mark Hotel.
- INDOT requested consulting party comments on the packet enclosures and proposed a preliminary determination of "No Adverse Effect" for the proposed project.

Marktown resident Paul Myers, President of the Marktown Preservation Society, responded via an email dated November 16, 2010, stating in part the following: … *I have reviewed and have no problems with the design except in one area. Attached you will please find a PDF that contains a 1920 photo of Marktown. In the photo you will please note the street light. As these lights will be adjacent to Marktown I respectfully request that you consider them in the final plans. I would think that concrete would stand up better*

to the traffic conditions and would pave the way for the eventual update of the lighting in Marktown…

The SHPO responded in a letter dated December 3, 2010 (DHPA #10347), stating in part the following: *"…Thank you for clarifying which facets of the SR 912 Connectivity Restoration are to be considered elements of the federal undertaking that we are reviewing here…As you indicated in your letter, the historical photograph that you provided demonstrates that Riley Road was widened at least a few feet toward the northwest (i.e., into the Marktown neighborhood) at some time in the past. As you also speculated, it seems likely that Dickey Road was widened at least a few feet toward the southwest (into Marktown) in the past. Given these changes to both of these main roads bordering Marktown, and given that the roads appear to contribute little or nothing to the significance or character of the Marktown Historic District, other than by providing two of the historic districts' boundaries, we think that one plausibly could conclude that the proposed improvements to both Riley and Dickey in the vicinity of Marktown would not alter any of the characteristics of Marktown that qualify it for the National Register of Historic Places in a way that would diminish Marktown's integrity (see 36 C.F.R. §800.5[a][1]. However, if any of the other consulting parties expresses concern that the proposed improvements might have a harmful effect on the Marktown Historic District, then we would want to reconsider our opinion.*

You had submitted illustrations of several street light options that would include the proposed, period street light globe and various poles and bases. More recently, we received information from your office about a consulting party's proposal that a type of street light using a cast concrete base and pole, with a clover leaf cross-section and a globe similar to the one you proposed, be installed. The consulting party also provided photographic evidence documenting that streetlights with such a base, pole and globe had been installed in Marktown early in the history of that neighborhood. We do not believe that any of those options would alter the characteristics of the Marktown Historic District that qualify it for the National Register in a way that would diminish the integrity of the district."

No other consulting party responded to INDOT's November 10, 2010 packet of additional design information.

With regard to the lighting design issue, project design consultants contacted Traditional Concrete, Inc. Traditional Concrete is the successor company to Midwestern Electric Inc., of Gary, Indiana, which was the company suggested by consulting parties as a potential supplier of period appropriate street lighting. Traditional Concrete indicated that their 'Kingston' street-light pole was the closest available match to the Midwestern Electric Inc. 'Granville' street-light pole that had been suggested by Consulting parties.

Photometric testing was completed on the proposed period-appropriate historic lighting by project consultants on Dec. 13, 2010. On that date, project consultants indicated to INDOT-CRS that the proposed period-appropriate historic lighting described in previous

paragraphs does not meet INDOT safety standards for installation on both sides of Riley and Dickey roads near Marktown. For safety reasons, taller light poles with arm-extensions and down-lighting will be installed on those sides of Riley (south) and Dickey (west) roads not directly adjacent to Marktown. See Appendix D136-D139. In regards to the lighting style, an environmental commitment has been made to ensure that a period lighting style of an antique clover leaf pole with a globe light will be used on the sides of Riley and Dickey Roads directly adjacent Marktown.

INDOT, acting on FHWA's behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking because the project will not introduce any new visual, atmospheric or audible elements that would alter any of the characteristics that qualify the MHD (#089-679-34001-34129) for listing in the National Register of Historic Places. The project will also not introduce any new visual, atmospheric or audible elements that would alter any of those characteristics or qualities that qualify the following resources, recommended eligible for National Register-listing: **1)** Ca.-1920 Warren through-truss bridge (ECSS #089-679-35178; NA Canal St.); **2)** Indiana Harbor Canal (NA; East Chicago) ECSS #089-679-35001); or the **3)** Inland Steel Office Building (East Chicago SS #089-679-35181; NA Watling Street.)

The "No Adverse Effect" finding was sent to SHPO and to consulting parties on December 14, 2010. The consulting parties will be given 30 days to comment on the 800.11 document. Section 106 will be concluded once the SHPO has concurred with the "No Adverse Effect" finding and after the public involvement for Section 106 has been completed.

Public Involvement:
A public notice regarding INDOT's APE and "No Adverse Effect" finding will be issued for this project in a local newspaper in late January 2011. A 30-day comment period will be given. This document will be revised, if necessary, after the public notice to reflect any comments received.

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

Section 4(f) Involvement

	Presence		Use		
	Yes	No	Yes	No	FHWA / OES Approval/dates
Parks & Other Recreational Land					
Publicly owned park	X			X	
Publicly owned recreation area		X			
Programmatic Section 4(f) Evaluation		X			
Individual Section 4(f)		X			
Other (school, state/national forest, bikeway, etc.)		X			
"De minimis" Impact		X			

Indiana Department of Transportation

County Lake Route SR 912 (Cline Ave.) Des. No. 0501116 (et. al.)

	Presence Yes	Presence No	Use Yes	Use No	FHWA / OES Approval/dates
Wildlife & Waterfowl Refuges					
Federal		X			
National Wildlife Refuge		X			
State		X			
State Fish & Wildlife Area – recreation or refuge areas only		X			
Programmatic Section 4(f)		X			
Individual Section 4(f) Evaluation		X			
"De minimis" Impact		X			

Historic Properties	Yes	No	Yes	No	FHWA / OES approval/dates
Sites eligible and/or listed on the NRHP	X			X	
Programmatic Section 4(f)		X			
Individual Section 4(f) Evaluation		X			
"De minimis" Impact		X			

Discuss Programmatic Section 4 (f) and De minimis Section 4(f) impacts in the remarks section below. Individual Section 4(f) documentation must be separate Draft and Final documents. For further discussions on Programmatic, De minimis and Individual Section 4(f) documents please refer to the "Procedural Manual for the Preparation of Environmental Studies". Discuss proposed alternatives that satisfy the requirements of Section 4(f).

Remarks:

Marktown Park is a city park and is listed within the Marktown Historic District (MHD). Marktown Park is protected under Section 4(f) as a publicly owned park and also due to its listing on the National Register of Historic Places (NRHP). Under the current scope, this park will not be impacted and no portion will be converted into a transportation use.

Marktown Historic District (MHD; #089-679-34001-34129, roughly bounded by Pine, Riley, Dickey and 129th Street, East Chicago, Indiana)--This undertaking will not convert property from Marktown Historic District (MHD; #089-679-34001-34129, roughly bounded by Pine, Riley, Dickey and 129th Street), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required.

Maintenance & Technology Building (East Chicago SS #089-679-35179; NA Dickey Road)--This undertaking will not convert property from Maintenance & Technology Building (East Chicago SS #089-679-35179; NA Dickey Road), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required.

Ca.-1920 Warren through-truss railroad bridge (East Chicago SS #089-679-35178; NA Canal St.)--This resource is used for transportation purposes. This undertaking will have a "No Adverse Effect" on ca.-1920 Warren through-truss railroad bridge (East Chicago SS #089-679-35178; NA Canal St.), a Section 4(f) historic property. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required.

Inland Steel Office Building (East Chicago SS #089-679-35181; NA Watling Street)—

This undertaking will not convert property from Inland Steel Office Building (East Chicago SS #089-679-35181; NA Watling Street), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required.

No other Section 4(f) resources were observed in the APE and no Section 4(f) will be converted into a transportation use.

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

Discuss proposed alternatives that satisfy the requirements of Section 6(f). Discuss any Section 6(f) involvement.

Remarks: No Section 6(f) involvement is needed for this project. The National Park Service (NPS) Land & Water Conservation Fund website (LWCF) was reviewed. The proposed project is not in or adjacent to any land receiving LWCF funds. Bob Bronson, DNR-Division of Outdoor Recreation, was contacted per email correspondence on Oct. 21, 2010. A DNR determination was received on Nov. 4, 2010. The response indicated that no 6(f) protected properties would be impacted by the proposed project.

SECTION E – Air Quality

Conformity Status of the Project

	Yes	**No**
Is the project in an air quality non-attainment or maintenance area?	X	
If YES, then:		
Is the project in the most current MPO TIP?	X	
Is the project exempt from conformity?		X
If the project is NOT exempt from conformity, then:		
Is the project in the Transportation Plan (TP)?	X	
Is a hot spot analysis required (CO/PM)?		X
Is an MSAT level 1a Analysis required?	X	
Is an MSAT level 1b Analysis required?		X
Is an MSAT level 2 Analysis required?		X
Is an MSAT level 3 Analysis required?		X
Is an MSAT level 4 Analysis required?		X
Is an MSAT level 5 Analysis required?		X

Remarks: This project is located in Lake County. This county is currently a non-attainment area for $PM_{2.5}$. Under 40 CFR 93.123 (b)(1), this is not a project of air quality concern. Therefore, a hot spot analysis for $PM_{2.5}$ is not required, according to both the FHWA-Indiana Division the U.S. EPA- Region 5 (Appendix B). Lake county is also currently in attainment with maintenance plan for Ozone. The project's design concept and scope are both listed in the NIRPC Transportation Plan (TP) and the Transportation Improvement Plan (TIP) and both conform to the State Implementation Plan (SIP). The project descriptions for the TP and TIP will need to be amended to accurately reflect the current scope of work. Once this has been completed, the conformity requirements of 40 CFR 93 will have been met.

SECTION F - NOISE

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

	No	Yes/ Date
OES Approval of Noise Analysis		Pending

Remarks: In accordance with 23 CFR 772 and the INDOT Traffic Noise Policy (approved in February 2007), this project is a Type I project and requires a noise analysis. This project is a Type I project because it proposes to place SR 912 on a new alignment.

As shown in Table 1 below, there are 73 total receivers within the project area. Of the 73 receivers, ten receivers are in commercial/industrial use and fall into Noise Abatement Category (NAC) C. The other 63 receivers are either residential or park and fall in NAC B. For Category C receivers, impacts occur when the noise level approaches or exceeds 72 dBA. For Category B receivers, impacts occur when the noise level approaches or exceeds 67 dBA. There are 3 impacts to Category C receivers and 19 impacts to Category B receivers. The noise levels are shown in the tables below.

Table 1

Receiver Name	NAC	Dwelling Name	Existing TNM Output	Adjusted Existing Output	Future TNM Output	Adjusted Future TNM Output	Noise Level Increase	Impacted
Receiver 0	C/commercial	1	54.4	61.4	54.6	61.4	0.0	no
Receiver 1	C/industrial	1	56.1	61.8	57.5	62.2	0.4	no
Receiver 2	C/industrial	1	61.1	63.8	60.3	63.4	-0.4	no
Receiver 3	C/industrial	1	62.3	64.5	61.4	63.9	-0.5	no
Receiver 4	B/park	1	56.4	61.9	57.1	62.1	0.2	no
Receiver 5	B/park	1	70.1	70.5	68.8	69.4	-1.2	yes
Receiver 6	B/park	1	68.5	69.1	67.3	68.1	-1.0	yes
Receiver 9	B/park	1	57.9	62.3	57.8	62.3	0.0	no
Receiver 10	B/park	1	57.6	62.2	57.6	62.2	0.0	no
Receiver 11	B/park	1	57.3	62.1	57.4	62.2	0.0	no
Receiver 12	B/park	1	57.1	62.1	57.2	62.1	0.0	no
Receiver 13	B/park	1	56.9	62.0	57.0	62.0	0.0	no
Receiver 14	B/park	1	56.5	61.9	56.8	62.0	0.1	no
Receiver 15	B/park	1	56.3	61.8	56.6	61.9	0.1	no

Indiana Department of Transportation

County Lake Route SR 912 (Cline Ave.) Des. No. 0501116 (et. al.)

Receiver Name	NAC	Dwelling Units	Existing TNM Output	Adjusted Existing Output	Future TNM Output	Adjusted Future TNM Output	Noise Level Increase	Impacted
Receiver 17	B/residential	1	64.3	65.8	63.4	65.2	-0.6	no
Receiver 18	B/residential	1	63.5	65.2	62.8	64.8	-0.5	no
Receiver 19	B/residential	1	63.4	65.2	62.9	64.8	-0.3	no
Receiver 20	B/residential	1	63.3	65.1	63.0	64.9	-0.2	no
Receiver 21	B/residential	1	63.5	65.2	63.4	65.2	-0.1	no
Receiver 22	B/residential	1	63.7	65.4	63.8	65.4	0.1	no
Receiver 23	B/residential	1	65.7	66.8	65.8	66.9	0.1	yes
Receiver 24	B/residential	1	63.8	65.4	63.0	64.9	-0.5	no
Receiver 25	B/residential	1	63.0	64.9	62.6	64.6	-0.3	no
Receiver 26	B/residential	1	62.9	64.8	62.7	64.7	-0.1	no
Receiver 27	B/residential	1	63.0	64.9	63.0	64.9	0.0	no
Receiver 28	B/residential	1	63.4	65.2	63.6	65.3	0.1	no
Receiver 29	B/residential	1	64.0	65.6	64.4	65.9	0.3	no
Receiver 30	B/residential	1	56.6	61.9	57.5	62.2	0.3	no
Receiver 31	B/residential	1	56.8	62.0	58.7	62.6	0.7	no
Receiver 32	B/residential	1	60.3	63.4	62.0	64.3	0.9	no
Receiver 33	B/residential	1	57.2	62.1	58.6	62.6	0.5	no
Receiver 34	B/residential	1	59.1	62.8	59.1	62.8	0.0	no
Receiver 35	B/park	1	57.3	62.1	57.6	62.2	0.1	no
Receiver 36	B/park	1	56.3	61.8	57.1	62.1	0.2	no
Receiver 37	B/park	1	55.4	61.6	57.1	62.1	0.5	no
Receiver 39	B/park	1	57.2	62.1	60.4	63.4	0.3	no
Receiver 40	B/park	1	58.7	62.6	61.2	63.8	1.2	no
Receiver 41	B/residential	1	68.2	68.9	69.3	69.8	1.0	yes
Receiver 42	B/residential	1	68.3	69.0	69.7	70.2	1.2	yes
Receiver 43	B/residential	1	66.2	67.2	68.6	69.2	2.0	yes
Receiver 44	B/residential	1	59.9	63.2	62.3	64.5	1.3	no
Receiver 45	B/residential	1	60.5	63.5	63.4	65.2	1.7	no
Receiver 46	B/residential	1	60.7	63.6	63.7	65.4	1.8	no
Receiver 47	B/residential	1	61.7	64.1	65.6	66.7	2.6	yes
Receiver 48	B/residential	1	61.3	63.9	64.8	66.1	2.3	yes
Receiver 49	B/residential	1	60.7	63.6	63.7	65.4	1.8	no
Receiver 50	B/residential	1	60.4	63.4	63.0	64.9	1.5	no
Receiver 51	B/residential	1	60.4	63.4	62.5	64.6	1.2	no
Receiver 52	B/residential	1	58.9	62.7	61.9	64.2	1.5	no
Receiver 53	B/residential	1	59.1	62.8	62.5	64.6	1.8	no
Receiver 54	B/residential	1	59.6	63.0	63.8	65.4	2.4	no
Receiver 55	B/residential	1	59.9	63.2	64.2	65.7	2.5	no
Receiver 56	B/residential	1	60.1	63.3	64.3	65.8	2.5	no
Receiver 57	B/residential	1	62.1	64.3	66.5	67.5	3.1	yes
Receiver 58	B/residential	1	62.5	64.6	67.0	67.9	3.3	yes
Receiver 59	B/residential	1	61.4	63.9	66.0	67.1	3.1	yes
Receiver 60	B/residential	1	58.2	62.4	62.1	64.3	1.9	no
Receiver 61	B/residential	1	58.8	62.7	63.1	65.0	2.3	no
Receiver 62	B/residential	1	60.0	63.2	64.6	66.0	2.8	yes
Receiver 63	B/residential	1	61.4	63.9	66.3	67.3	3.4	yes
Receiver 64	B/residential	1	62.4	64.5	67.4	68.2	3.7	yes
Receiver 65	B/residential	1	68.5	69.1	72.1	72.4	3.3	yes
Receiver 66	B/residential	1	66.9	67.8	71.5	71.8	4.0	yes
Receiver 67	B/residential	1	66.7	67.6	71.5	71.8	4.2	yes
Receiver 68	B/residential	1	65.9	67.0	71.0	71.4	4.4	yes
Receiver 69	B/residential	1	65.2	66.4	70.4	70.8	4.4	yes
Receiver 70	B/residential	1	68.0	68.7	73.1	73.3	4.6	yes
Receiver 71	C/commercial	1	72.3	72.6	75.6	75.7	3.2	yes
Receiver 72	C/industrial	1	64.9	66.2	68.3	69.0	2.7	no
Receiver 76	C/industrial	1	67.6	68.4	71.9	72.2	3.8	yes
Receiver 77	C/industrial	1	66.8	67.7	71.3	71.6	3.9	yes
Receiver 78	C/industrial	1	59.3	62.9	61.9	64.2	1.3	no
Receiver 79	C/industrial	1	56.5	61.9	59.3	62.9	1.0	no

*All measurements are in db(A)

Table 2:

		Ambient Measurement	Model Output	Adjusted Model Output	Difference
NM 1	Receiver 71	68.6	69.0	69.6	1.0
NM 2	Receiver 74	64.5	66.4	67.4	2.9
NM 3	Receiver 73	62.2	62.6	64.6	2.4
NM 4	Receiver 75	61.8	47.8	60.6	-1.2
NM 5	Receiver 8	63.7	56.9	62.0	-1.7
NM 6	Receiver 16	61.9	52.3	61.0	-0.9

*All measurements are in db(A)

Based on the studies completed to date, noise abatement is not feasible due to two reasons. The first is a lack of access control on the proposed road. There is currently direct access to SR 912 and on-street parking on Dickey and Riley Roads. To provide noise abatement, access would have to be eliminated which would limit property owner access and require relocations for quite a few properties (no longer have any parking access). The second reason is that there is a substantial influence of industrial noise to all of the receivers. Based on additional ambient noise measurements, the very minimum amount of influence to all areas is 60.4 dBA. This influence can increase depending on the proximity of the various industrial activities. Due to the permeation of external noise sources, providing abatement for traffic noise alone would not eliminate the industrial noise. Noise abatement will be reevaluated during final design if the project's design concept or scope changes. The full noise analysis can be found in Appendix G. The Noise Analysis was submitted to the Noise Wall Committee, with representatives from FHWA and INDOT, on Nov. 10, 2010. The Noise Analysis report was approved on Jan. 21, 2011, with noise abatement not being recommended for this project. See Appendix G-45

SECTION G – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors	**Yes**	**No**
Will the proposed action comply with the local/regional development patterns for the area?	X	
Will the proposed action result in substantial impacts to community cohesion?		X
Will the proposed action result in substantial impacts to local tax base or property values?		X
Will construction activities impact community events (festivals, fairs, etc.)?		X

Remarks:

The Gary South Shore Air Show is typically the second weekend in July (July 15-17, 2011). Construction activities will not likely impact the Gary Air Show, as visitors will be able to utilize the Toll Road to Cline Avenue as a detour. Inconvenience associated with construction such as increased travel times, possible utility interruptions, vehicular operating costs, construction noise, and fugitive dust should be expected. No economic impacts are anticipated for the proposed project. No impacts to the local tax base and property values are anticipated.

Indirect and Cumulative Impacts

	Yes	No
Will the proposed action result in substantial indirect or cumulative impacts?		X

Remarks:

In a letter received from the U.S. Coast Guard on July 8, 2010 "there is one potential secondary or cumulative impact, the U.S. Coast Guard is currently processing a federal bridge permit application for a new private railroad bridge at the entrance to the Indiana Harbor Ship Canal for the Mittal Steel Company. Alternative C is not likely to adversely affect the U.S. Coast Guard sponsored project. This project is unlikely to cause other secondary or cumulative impacts.

Public Facilities & Services

	Yes	No
Will the proposed action result in substantial impacts on health and educational facilities, public utilities, fire, police, emergency services, religious institutions, public transportation or pedestrian and bicycle facilities? Discuss the maintenance of traffic, and how that will affect public facilities and services.		X

Remarks:

The proposed action will not have a substantial impact on public facilities and services.

Environmental Justice (EJ) (Presidential EO 12898)

	Yes	No
During the development of the project were EJ issues identified?	X	
Are any EJ populations located within the project area?	X	
Will the project result in adversely high or disproportionate impacts to the EJ population?		X

Remarks:

There are low-income populations or minority populations known in the project area, as determined by a review of 2000 US Census data. A full analysis was required for this project since there was greater than 0.5 acres of right of way needed. The community of comparison (COC) is East Chicago and the affected community (AC) is Census Tract 303, Block Group 3 and Census Tract 304, Block Group 1. The AC and COC populations were computed to determine if any low income or minority population exceeded EJ thresholds. The AC was analyzed and EJ populations do exist since the low-income population and the minority population were greater than 50%. There will be minor impacts to the EJ population however; the impacts to the EJ population will be beneficial with the addition of safety measures, ADA compliant sidewalks, and aesthetically pleasing vegetation in the raised median along Dickey Road. No right-of-way and no relocations will occur to the EJ population. The project will not have disproportionately high adverse environmental or health impacts to low-income populations or minority population's area as result of this project. See Appendix B.

Relocation of People, Businesses or Farms:

	Yes	No
Will the proposed action result in the relocation people, businesses or farms?		X
Is a business needs survey required?		X

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: _____

If a business information survey or Conceptual Stage Report is required, discuss the results in the Remarks section.

Remarks:

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

SECTION H – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

	Documentation Yes	Documentation No
Red Flag Investigation	X	
Hazardous Materials Site Assessment Form		X
Phase I Initial Site Assessment (ISA)	X	
Phase II Preliminary Site Investigation(PSI)	X	
Design/Specifications for Remediation required?		X

	No	Yes/ Date
OES Review of Investigations		Yes / January 4, 2011

Include a summary of findings for each investigation.

Remarks:

A red flag survey was completed on September 7, 2008 by Loni Hrynk – INDOT, Office of Environmental Services. At the time, the project was a bridge rehabilitation project. Since that time the project has been redesigned and a larger footprint has emerged. Upon consultation with Ken McMullen, INDOT, OES, Hazardous Materials Section on June 28, 2010, a new red flag was not warranted. However due to several potentially hazardous sites located in the project vicinity, a Phase 1 was recommended by INDOT-OES, Hazardous Materials Section.

The Phase 1: Environmental Site Assessment Report was completed July 21, 2010 by Ken Gill and Ken McMullen, INDOT-OES, Hazardous Materials Section. The phase 1 was conducted to provide an assessment of the environmental condition of the project area. The assessment included a site reconnaissance and desktop research. INDOT-OES, Hazardous Materials section stated "In our professional opinion it is recommended that a Phase II Environmental Assessment be performed on the subject property to evaluate the subsurface conditions. This investigation should include the collection and analysis of soil and groundwater samples. Investigation is to be prepared by contractor prior to excavation."

A Phase II, Hazardous Materials Environmental Site Assessment was conducted in the fall of 2010 by ATC Associates Inc. (ATC). A report was prepared by ATC and sent to INDOT- OES, Hazardous Materials Section on January 4, 2011. The report conclusions

and recommendations are as follows:

Adsorbed Contaminants of Concern (COC) were detected at concentrations above the IDEM Risk Integrated System of Closure (RISC) Residual Default Closure Levels (RDCLs) and/or Industrial Default Closure Levels (IDCLs) from the soil samples collected from SB-6 and SB-8 which were advanced at Site A, Arcelor Mittal. However, the concentrations were reported below the IDEM Construction Worker Exposure values. Dissolved COCs were detected at concentrations above the IDEM RISC RDCLs and/or IDCLs in the groundwater sample collected from soil boring SB-1, SB-3, SB-4, SB-6, SB-7, SB-11, SB-15, SB-16, SB-19 and SB-20. It should be noted that groundwater was encountered at depths ranging from 3 to 7 ft-bgs. Based on the analytical results, COC concentrations above the IDEM RISC RDCLs were present in the subsurface and a release appears to have occurred at Site A. ATC recommends that the INDOT report the findings to IDEM. However, for construction worker safety purposes, the concentrations did not exceed the IDEM established Construction Worker Exposure Levels. The exposure pathways associated with construction activities are through direct skin contact, ingestion, and inhalation of soil vapors or particles. Based on the results of this investigation, ATC recommends that a Site Specific Health and Safety Plan be written and implemented prior to construction activities. Additionally, standard Personal Protective Equipment (PPE) suitable for construction activities be donned for the completion of the improvement project. Direct contact with soil should be kept to a minimum with proper PPE being utilized if soil contact cannot be avoided as the soil does contain detectable concentrations of COCs. If excessive dust is observed, control measures should be implemented with air monitoring for COCs which may warrant the use of a respirator or dust mask. Based on the depth of groundwater encountered during this investigation (3 to 7ft-bgs), groundwater is likely to be encountered during the intersection improvement activities. If groundwater is encountered direct contact should be kept to a minimum, be handled as contaminated, and provisions for proper disposal should be arranged. No mitigation site is anticipated to be needed for this project.

Additional hazardous material information: The U.S. Army Corps of Engineers is in the process of dredging contaminated sediments from the Indiana Harbor Canal to allow its continued use as a navigable waterway. Some of these sediments are contaminated by polycyclic aromatic hydrocarbons (PAHs), polychlorinated biphenyls (PCBs), and heavy metals. The main source of the sediment contamination is due to combined sewer overflows, industrial discharge, and urban runoff. The sediments will be dredged into a confined disposal facility. The U.S. Army Corps of Engineers will need to be contacted if any work is to take place in the Indiana Harbor Canal and all appropriate permits will need to be secured before construction activities occur.

Further investigation for hazardous materials is not required at this time.

SECTION I – PERMITS CHECKLIST

	Required	Not Required
Army Corps of Engineers (404/Section10 Permit)		
Individual Permit (IP)		X
Nationwide Permit (NWP)	X	
Regional General Permit (RGP)		X
Pre-Construction Notification (PCN)	X	
Other: Section 10	X	
Wetland Mitigation required		X
IDEM		
Section 401 WQC	X	
Isolated Wetlands determination		X
Rule 5	X	
Other		X
Wetland Mitigation required		X
Stream Mitigation required		X
IDNR		
Construction in a Floodway	X	
Navigable Waterway Permit	X	
Lake Preservation Permit		X
Other		X
Mitigation Required		X
US Coast Guard Section 9 Bridge Permit		X
Others (Please discuss in the Remarks section below)		X

Remarks:

Permits may be required for this project. It will be the responsibility of the designer to submit plans to OES to process permits. If more than 1 acre of ground disturbance occurs an IDEM Rule 5 permit will be needed. If the project will construct, excavate, or fill in or on the floodway of the Indiana Harbor Canal, formal approval of IDNR pursuant to the Flood Control Act (IC 14-28-1). Detailed plans would need to be sent to the IDNR, Division of Water, Technical Services Section for a determination if a permit will be required. Please contact, INDOT-OES, Ecology and Permits Section for any questions related to permits. The Army Corps of Engineers (ACOE) – Chicago District has jurisdiction over the Indiana Harbor Canal. The demolition of the SR 912 (Cline Avenue) Bridge along with the modifications to the Dickey Road drawbridge may warrant ACOE, IDNR and IDEM permits if the waterway will be impacted by construction activities. The U.S. Coast Guard will also need to be contacted to determine what permits may be required for impacts to the SR 912 (Cline Avenue) Bridge and the Dickey Road drawbridge.

SECTION J- ENVIRONMENTAL COMMITMENTS

Information below must be included on Commitments Summary Form. List all commitments, indicating which are firm and which are optional.

Remarks:

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 disturber areas are stabilized. (IDNR) **for further consideration**

Do not deposit or allow demolition materials or debris to fall or otherwise enter the waterway. (IDNR) **firm**

All excavated material must be properly spread or completely removed from the project site such that erosion and off-site sedimentation of the material is prevented. (IDNR) **firm**

Do not construct any temporary runarounds or causeways. (IDNR) **for further consideration**

Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR) **for further consideration**

Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30. (IDNR) **for further consideration**

Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR) **firm**

Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife. (IDNR) **firm**

Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush. (IDNR) **firm**

Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood species as soon as possible upon completion. (IDNR) **for further consideration**

If permanent or temporary right-of-way amounts change, the appropriate INDOT Environmental Office (District or Central Office) will be contacted immediately. **firm**

Any work in a wetland area within INDOT's right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers in IDEM permit. **firm**

If any archaeological artifacts or human remains are uncovered during construction, federal law and regulations (16 USC 470, et seq.; 36 CFR 800.11, et al.) and State Law (IC 14-21-1) require that work must stop immediately and that the discovery must be reported to the Division of Historic Preservation and Archaeology in the Indiana Department of Natural Resources within 2 business days. **firm**

If any potentially hazardous materials are discovered during construction the IDEM Spill Line should be notified with details of the discovery within 24 hours. INDOT Office of Environmental Services, Hazardous Materials Unit should then be contacted to organize the proper handling of the material to be in accordance with the IDEM guidelines. **firm**

All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. **firm**

If Polychlorinated Biphenyls (PCBs) are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103. **firm**

All facilities slated for renovation or demolition must be inspected by an Indiana-licensed asbestos inspector prior to renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, demolition, renovation, or asbestos removal activities must be performed in accordance with notification and emission control requirements. **firm**

In all cases where demolition activity will occur (even if no asbestos is found), the owner or operator must notify IDEM 10 working days prior to demolition. **firm**

For projects involving construction activity (which includes clearing, grading, excavation, and other land disturbing activities) that result in the disturbance of one (1), or more , acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317-233-1864) regarding the need for a Rule 5 Storm Water Runoff Permit. **firm**

The Office of Environmental Services – Ecology Unit will check to ensure that no Peregrine falcons are present at site(s) under the SR 912 (Cline Avenue) Bridge **for further consideration**

All demolition work to the SR 912 bridge will not take place during the Peregrine falcon nesting season (March 1 through July 15), without permission from the Office of Environmental Services. **firm**

The Gary/Chicago Regional Airport is a public use airport that is located approximately 11,307 feet south east of the proposed project site. If any permanent structures or equipment utilized for this project penetrate a 100:1 slope from the airport FAA form 7460 (Notice of proposed construction or alteration) must be filed. For assistance contact Marcus Dial, INDOT Office of Aviation, 317-232-1494. **firm**

The project will need to avoid two potential wetlands directly under the SR 912 (Cline Avenue) bridge within the Indiana Harbor Canal during the demolition and removal of the bridge. **firm**

Historical Commitment: Period lighting style of an antique clover leaf pole with a globe light will be used on the sides of Riley and Dickey Roads directly adjacent to Marktown. They will be spaced 60 feet apart. Per INDOT safety standards, taller light poles with arm-extensions and down-lighting will be installed on those sides of Riley (south) and Dickey (east) roads not directly adjacent to Marktown. **firm**

SECTION K- EARLY COORDINATION

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

Remarks:

Early coordination was initiated on June 22, 2010 with applicable federal, state, and local agencies. Review comments from those agencies that returned a reply have been incorporated into this study, as appropriate. The agencies contacted and the date on which they replied is identified below.

Name of Organization	Date Sent	Date Received	Appendix Page
INDOT – Office of Aviation	June 22, 2010	Aug. 31,2010	C56
Federal Highway Administration (FHWA)	June 22, 2010	No Response	-
National Park Service	June 22, 2010	No Response	-
U.S. Dept. of Housing and Urban Development	June 22, 2010	No Response	-
Northwest Indiana Regional Planning Commission (NIRPC)	June 22, 2010	No Response	-
U.S. Environmental Protection Agency	June 22, 2010	No Response	
U.S. Fish & Wildlife Service (USFWS) – Chesterton Field Office	June 22, 2010	July 9, 2010	C23-C26
Indiana Department of Natural Resources (IDNR)	June 22, 2010	Aug. 2, 2010	C34-C50
Natural Resources Conservation Service (NRCS)	June 22, 2010	June 25, 2010	C20-C21
Indiana Geological Survey (IGS)	June 22, 2010	July 12, 2010	C27
U.S. Army Corps of Engineers – Chicago District	June 30, 2010	No Response	-
U.S. Army Corps of Engineers – Detroit District	June 22, 2010	June 30, 2010	C29
U.S. Coast Guard – Eighth Coast Guard District	June 22, 2010	July 2, 2010	C30
U.S. Coast Guard – Ninth Coast Guard District	June 22, 2010	July 8, 2010	C28
Federal Railroad Administration	June 22, 2010	No Response	-
IDEM – Office of Water Quality, Ground Water Sect.	June 22, 2010	June 23, 2010	C22
IDEM – Electronic Early Coordination	Oct. 5, 2010	Oct. 5, 2010	C51-C55
Lake County Commissioners	June 22, 2010	June 24, 2010	C31-C33
Mayor of East Chicago	June 22, 2010	No Response	-
Mayor of Whiting	June 22, 2010	No Response	-
Federal Aviation Adm. (FAA) Great Lakes Region	June 22, 2010	No Response	
INDOT- La Porte District	June 22, 2010	No Response	-
IDNR - Division of Outdoor Recreation	Oct. 18, 2010	Nov. 4, 2010	C60
Lake County Council	June 22, 2010	No Response	-
Lake County Surveyor	June 22, 2010	No Response	-
Lake County Engineer	June 22, 2010	No Response	-

Categorical Exclusion Level Thresholds

	Level 1	Level 2	Level 3	Level 4
Relocations	None	≤ 2	> 2	> 10
Right of way[1]	< 0.5 acres	< 10 acres	≥ 10 acres	≥ 10 acres
Length of added through lane	None	< 1 miles	≥ 1 mile	≥ 1 mile
Permanent Traffic pattern alteration	None	None	Yes	Yes
New alignment	None	None	< 1 mile	≥ 1 mile[2]
Wetlands	< 0.1 acres	< 1 acre	< 1 acre	≥ 1 acre
Stream Impacts	≤ 300 linear feet of stream impacts, no work beyond 75 feet from pavement	> 300 linear feet impacts, or work beyond 75 feet from pavement	N/A	N/A
Section 4(f)	None	None	None	Any impacts
Section 6(f)	None	None	Any impacts	Any impacts
Section 106*	"No Historic Properties Affected" or falls within guidelines of Minor Projects PA	"No Adverse Effect" or "Adverse Effect"	N/A	If ACHP involved
Noise Analysis Required	No	No	Yes[3]	Yes[3]
Threatened/Endangered Species	"Not likely to Adversely Affect", or Falls within Guidelines of USFWS 9/8/93 Programmatic Response	N/A	N/A	"Likely to Adversely Affect"[4]
Sole Source Aquifer Groundwater Assessment	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Not Required	Detailed Assessment Required
Approval Level • **ESM**[5] • **OES** • **FHWA**	Yes	Yes	Yes Yes	Yes Yes Yes

*These thresholds have changed from the March 2008 Manual.
[1]Permanent and/or temporary right of way.
[2]If the length of the new alignment is equal to or greater than one mile, contact the FHWA's Air Quality/Environmental Specialist.
[3]In accordance with INDOT's Noise Policy.
[4]If the project is considered Likely to Adversely Affect Threatened and/or Endangered Species, INDOT and the FHWA should be consulted to determine whether a higher class of document is warranted.
[5]Environmental Scoping Manager

Appendices

A. Graphics

A1	Location Map
A2	Topographic Map
A3	Aerial Map
A4	Project Area Map
A5	National Bridge Inventory Map
A6	National Wetland Inventory Map
A7	Wetlands within Indiana Harbor Canal
A8-A9	Floodplain Maps
A10-A12	Project Pictures
A13-A38	Preliminary Design Plans

B. General Project Information

B1-B2	Northwest Indiana 2009-2013 Transportation Improvement Program
B3-B4	INSTIP FY 2010-2013
B5-B6	INDOT-FHWA Correspondence - PM 2.5 Hot Spot Analysis
B7-B9	EPA response to PM 2.5 Hot Spot Analysis
B10-B12	Environmental Justice Analysis
B13-B14	Utilities Contact List

C. Early Coordination

C1-C4	Early Coordination Letter
C5-C6	List of Early Coordination Recipients
C7-C19	Alternative List and Illustrations
C20-C21	US Department of Agriculture, NRCS Response
C22	IDEM – Wellhead Protection Determination
C23-C26	US Fish & Wildlife Service Responses
C27	Indiana Geological Survey Response
C28	U.S. Coast Guard, Ninth District
C29	Army Corps of Engineers-Detroit District Response
C30	U.S. Coast Guard, Eighth District
C31-C33	Lake County Commissioners – Frances DuPey Response
C34-C50	Indiana Dept. of Natural Resources Response
C51-C55	Indiana Dept. of Environmental Management Electronic Response
C56	Office of Aviation Response
C57-C59	USFWS, DNR and INDOT correspondence for Peregrine falcons
C60	DNR- Division of Outdoor Recreation Response

Appendices Continued….

D. Historical and Archaeological Studies

D1-D11	FHWA "No Adverse Affect" Documentation
D12-D13	FHWA Area of Potential Effect Eligibility Determinations
D14	Section 106 Consulting Parties
D15-D18	Project Location Maps and Areas of Potential Effect
D19-D42	Photographs of Historical Properties & Project Area
D43-D44	Early Coordination Letter – July 27, 2010
D45-D47	SHPO Response, August 24, 2010
D48-D49	Indiana Landmarks Response, August 26, 2010
D50-D51	Marktown Preservation Society Response Email, September 14, 2010
D52-D53	Consulting Parties Meeting Announcement and Agenda
D54-D59	Consulting Parties Meeting Summary
D60-D69	Marktown Preservation Society remarks – Paul Myers
D70-D101	Slideshow Presentation presented by INDOT to Consulting Parties 10/7/2010
D102-D103	Paul Myers Handout presented at Consulting Parties Meeting
D104-D105	SHPO Response, November 10, 2010
D106-D130	INDOT Response to Consulting Parties (Additional Attachments)
D131-D132	SHPO Response, December 3, 2010
D133	Archaeological Short Report – Recommendation
D134-D135	Historic Properties Short Report – Conclusions
D136-D139	Final Design Street Lighting

E. Red Flag and Environmental Site Assessment

E1-E8	Red Flag Survey
E9-E17	Environmental Site Assessment- Phase 1
E18-E20	Environmental Site Assessment- Phase 2

F. Public Involvement

F1	INDOT Press Release Nov. 13, 2009
F2-F3	INDOT Press Release Dec. 28, 2009
F4-F14	Public Hearing held by NW Indiana Legislators Jan. 9, 2010
F15-F26	Public comments received concerning SR 912 closure
F27-F31	INDOT Press Releases Feb. 8/9, 2010
F32-F54	Public Information Meeting Feb. 9, 2010
F55-F60	Public Information Sign-In Sheets for Feb. 9, 2010
F61-F62	Public comments received for Public Information meeting
F63-F94	April 15, 2010 Presentation to media and legislators
F95-F97	Notice of Survey Letter and Distribution list
F98-F104	Public Information Meeting Notices
F105-F112	Public Information Sign-In Sheets for Aug.10, 2010
F113	Written Comment: Sacred Heart Church
F114-F118	Public Information Meeting Packet

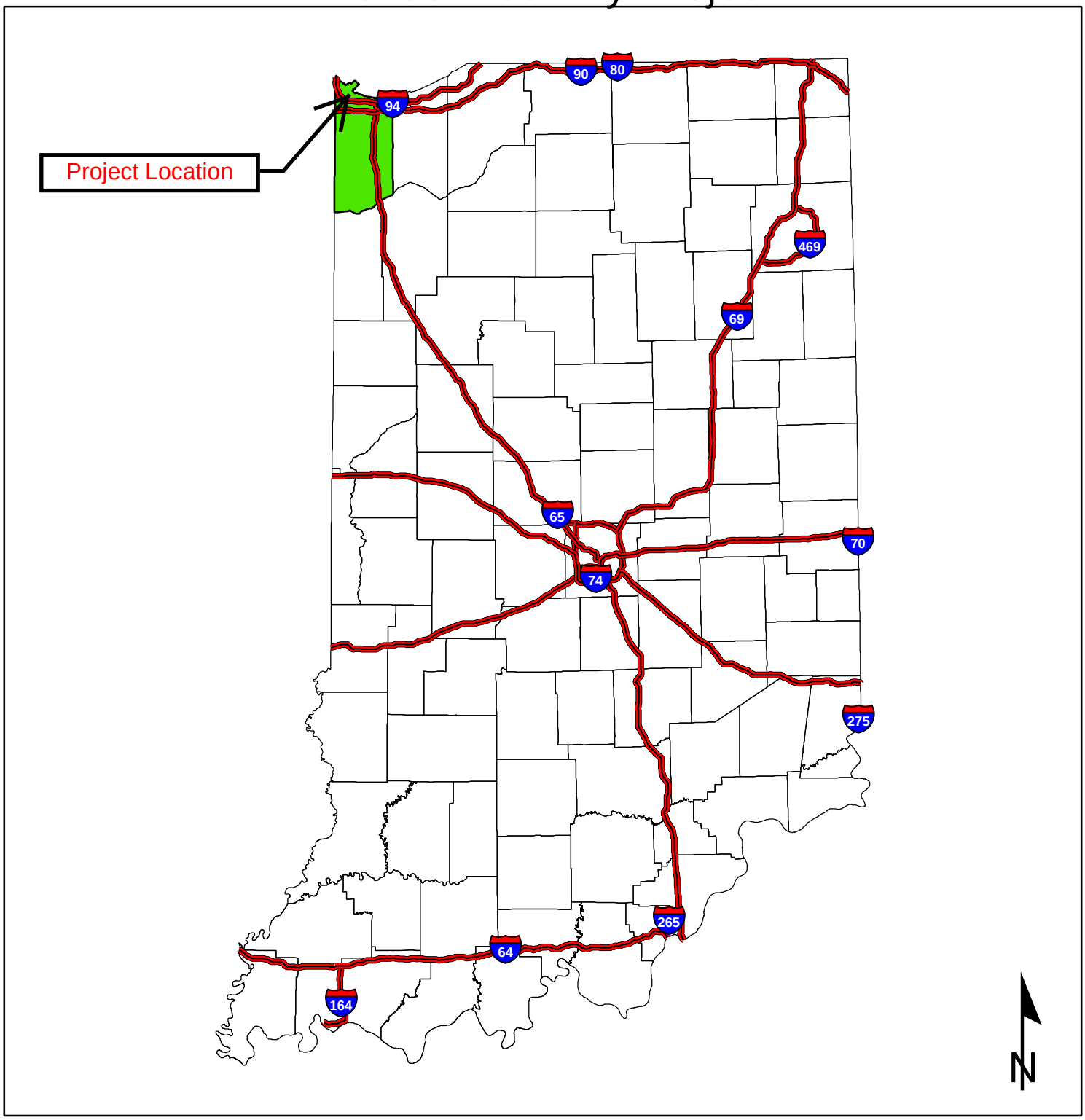
G. Noise Analysis

G1-G44	Noise Analysis Study
G45	Noise Study Approval 01/21/2011

Appendix A: Graphics

A1	Location Map
A2	Topographic Map
A3	Aerial Map
A4	Project Area Map
A5	National Bridge Inventory Map
A6	National Wetland Inventory Map
A7	Wetlands within Indiana Harbor Canal
A8-A9	Floodplain Maps
A10-A12	Project Pictures
A13-A38	Preliminary Design Plans

Site Location
SR 912, Lake County, Indiana
Re-Connectivity Project



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

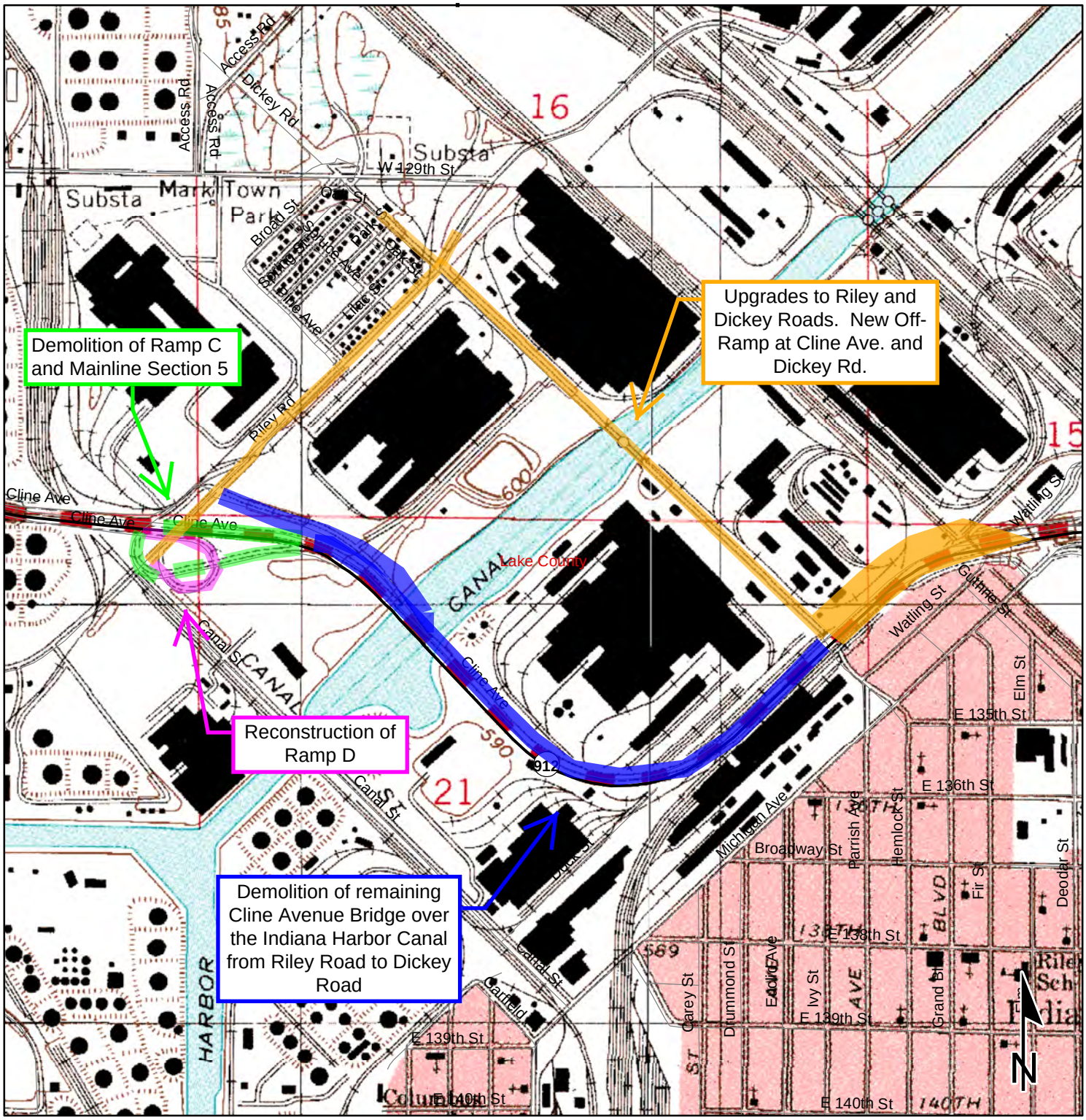
Sources: **Non Orthophotography**
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Scale 1:2,433,371

30 15 0 30 Miles

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

Site Location
SR 912, Lake County, Indiana



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

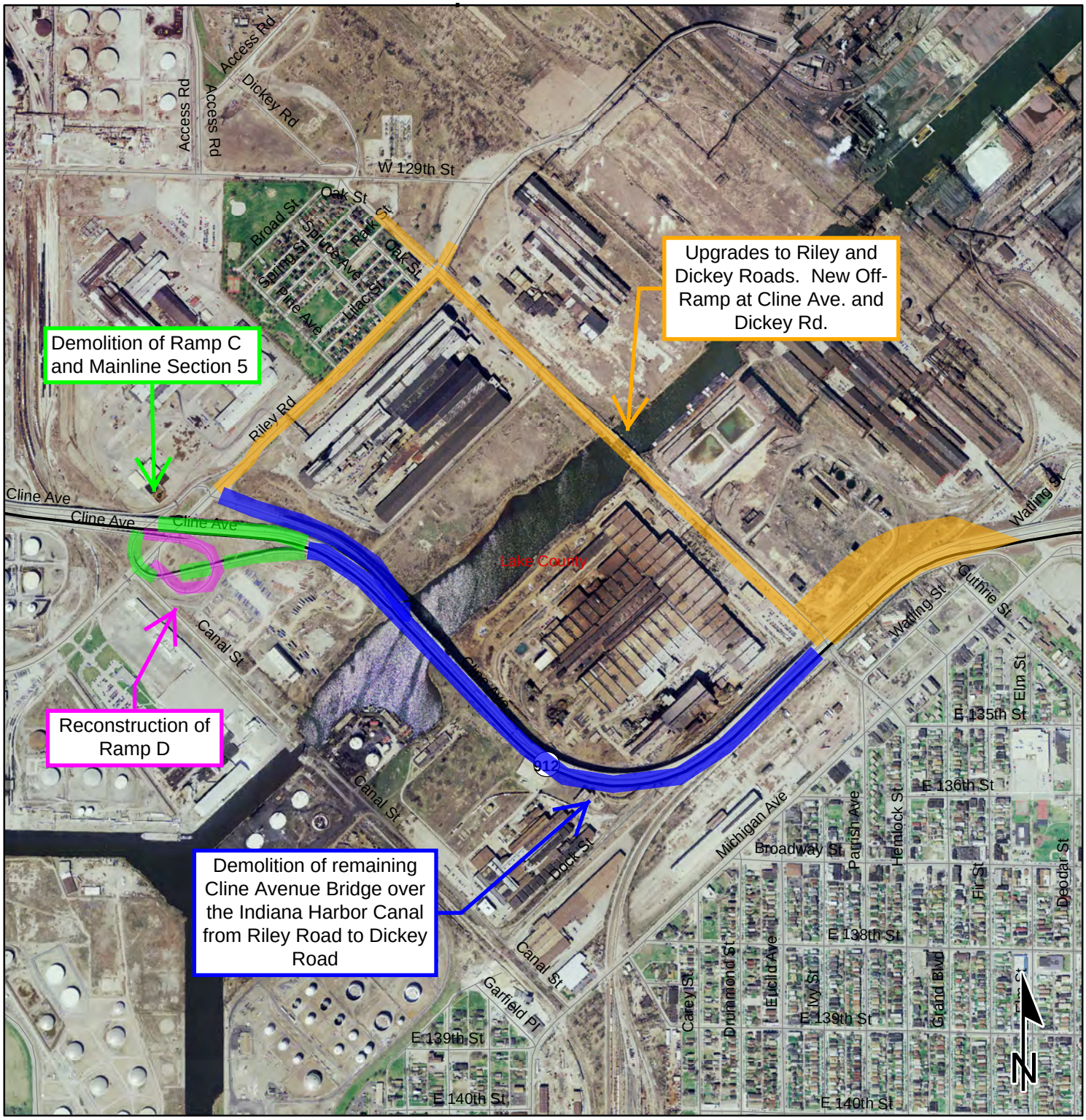
Scale 1:13,181

Miles
0.2 0.1 0 0.2

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

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

Site Location
SR 912, Lake County, Indiana



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

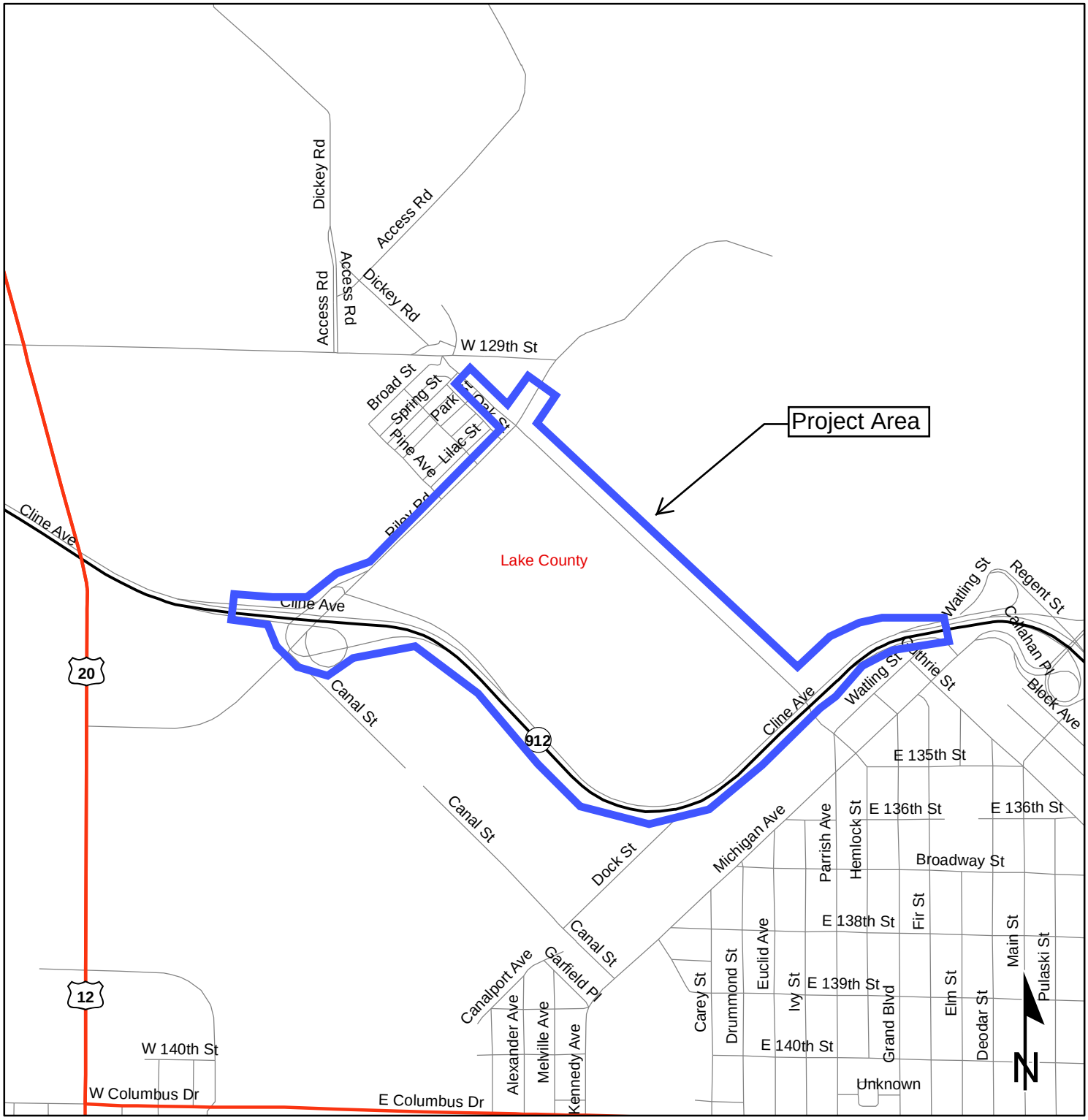
Sources: **Non Orthophotography**
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Scale 1:13,181

0.2 0.1 0 0.2 Miles

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

Site Location
SR 912, Lake County, Indiana



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

Scale 1:17,575

Miles
0.3 0.15 0 0.3

Section Town and Range
County Boundary
Local Road
Interstate
State Route
US Route

Site Location
SR 912, Lake County, Indiana

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

Scale 1:23,433

Miles
0.3 0.15 0 0.3

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

U.S. Fish and Wildlife Service

National Wetlands Inventory

Des. No. 0501116

Oct 6, 2010

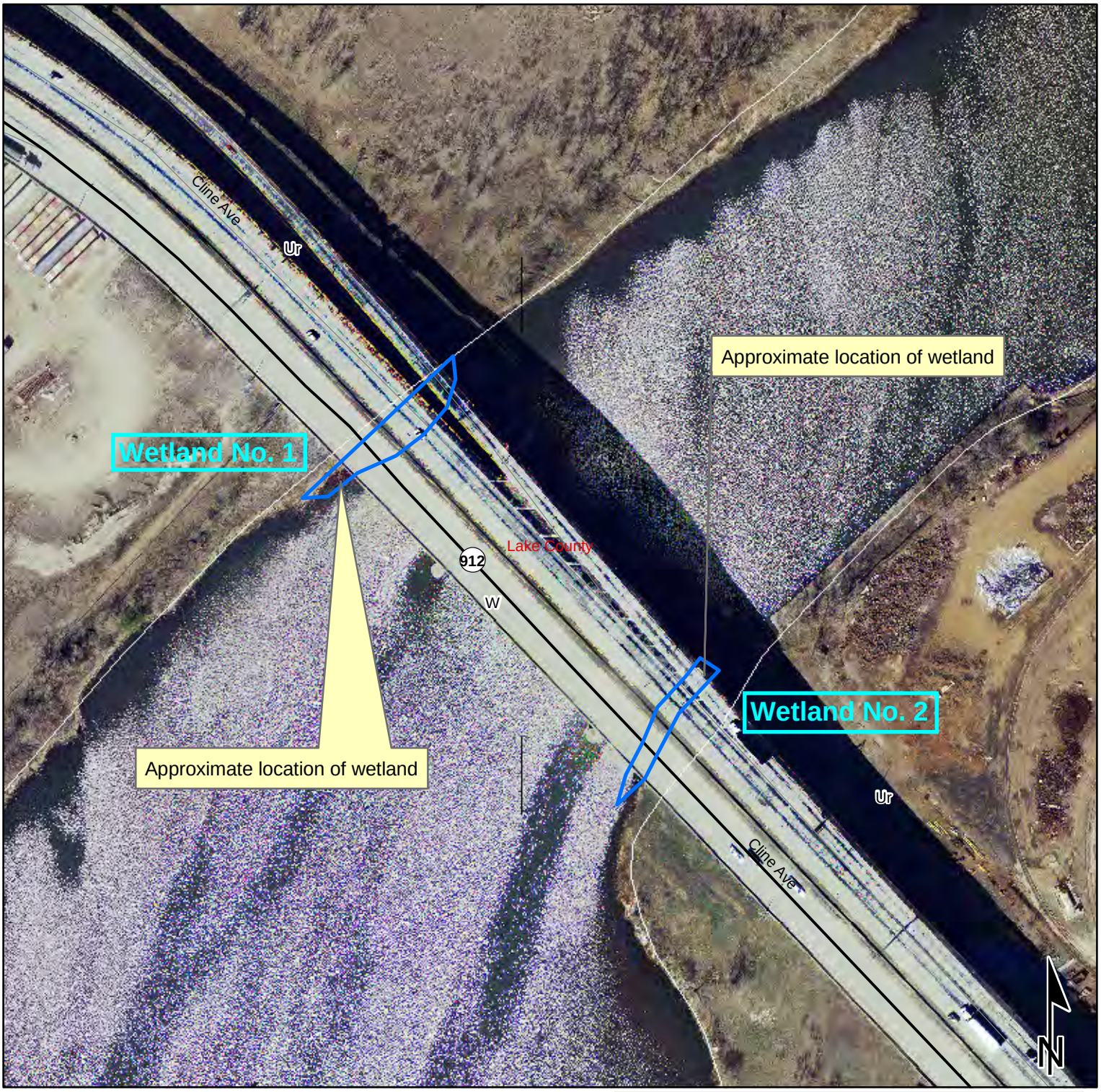
Wetlands

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

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

User Remarks:

Cline Ave./912
Lake County, Indiana
0501116, Wetlands

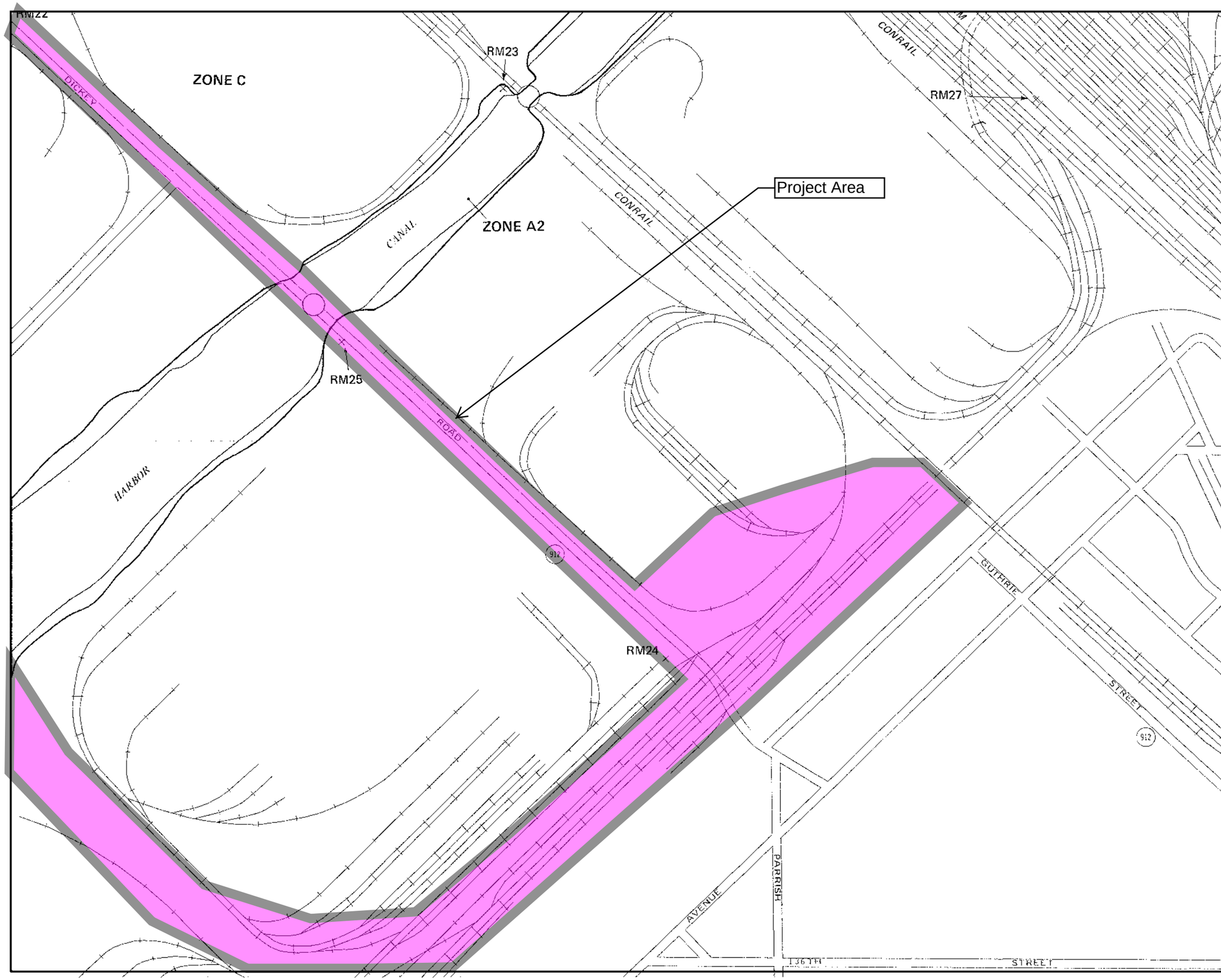


Miles
0.04 0.02 0 0.04
Scale 1:1,796

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.

NWI - Points
NWI- Lines
NWI Wetlands
Section Town and Range
County Boundary
Soil Types
Interstate
State Route
US Route
Local Road



APPROXIMATE SCALE

400 0 400 FEE

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

CITY OF
EAST CHICAGO,
INDIANA
LAKE COUNTY

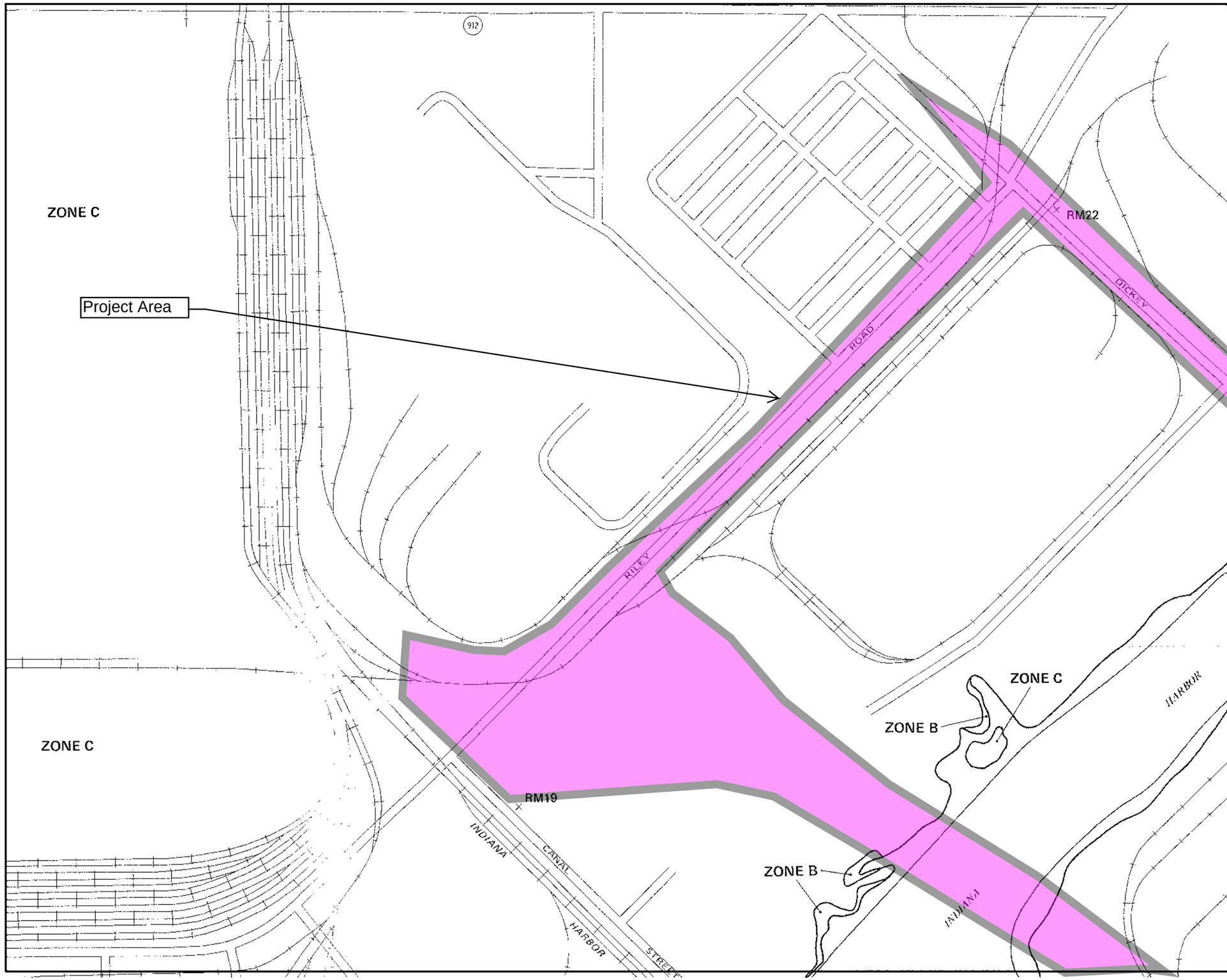
PANEL 3 OF 6

COMMUNITY-PANEL NUMBER
180130 0003 C

EFFECTIVE DATE:
JUNE 4, 1980

U.S. DEPARTMENT OF HOUSING
AND URBAN DEVELOPMENT
FEDERAL INSURANCE ADMINISTRATION

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



APPROXIMATE SCALE

400 0 400 FEE

NATIONAL FLOOD INSURANCE PROGRAM

FIRM

FLOOD INSURANCE RATE MAP

CITY OF
EAST CHICAGO,
INDIANA
LAKE COUNTY

PANEL 3 OF 6

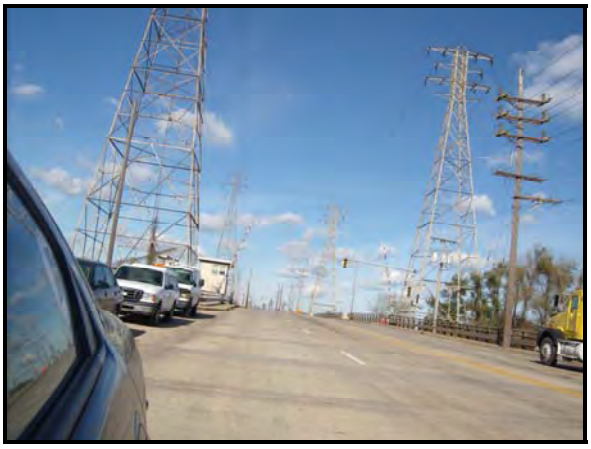
COMMUNITY-PANEL NUMBER
180130 0003 C

EFFECTIVE DATE:
JUNE 4, 1980

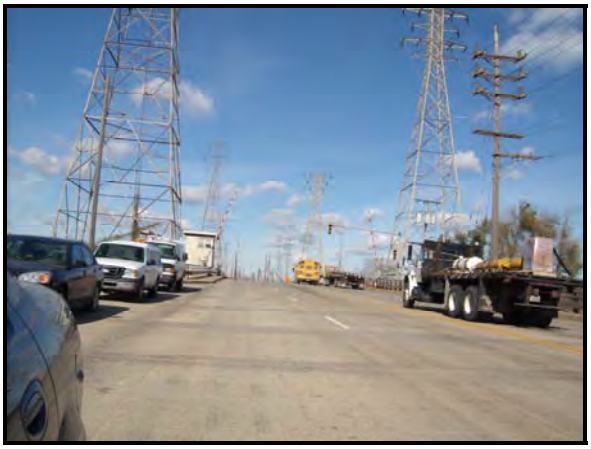
U.S. DEPARTMENT OF HOUSING
AND URBAN DEVELOPMENT
FEDERAL INSURANCE ADMINISTRATION

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Picture 1: Dickey Rd. looking east onto SR 912

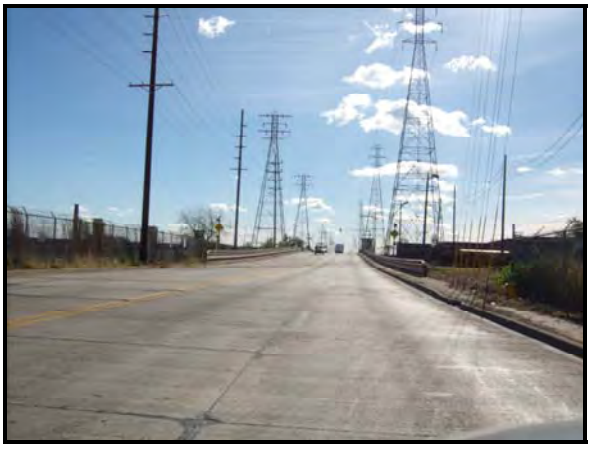


Picture 2: Dickey Rd. facing northwest towards bridge

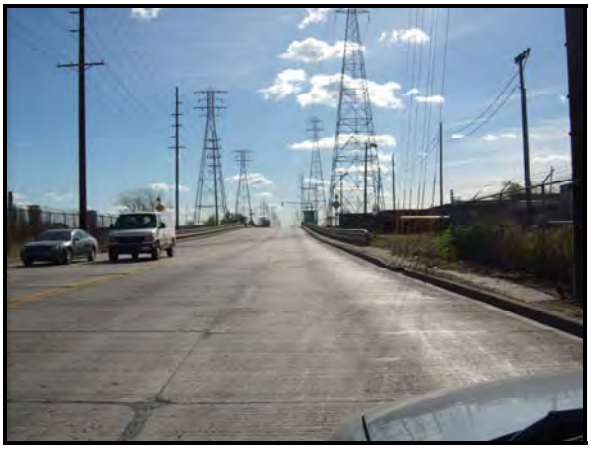


Picture 3: Dickey Rd. facing northwest towards bridge

Picture 4: Dickey Rd. facing northwest



Picture 5: Dickey Rd. facing southeast



Picture 6: Dickey Rd. facing southeast towards bridge

Picture 7: Facing south corner of Riley Rd. and Dickey Rd.

Picture 8: North of Canal looking southeast at SR 912

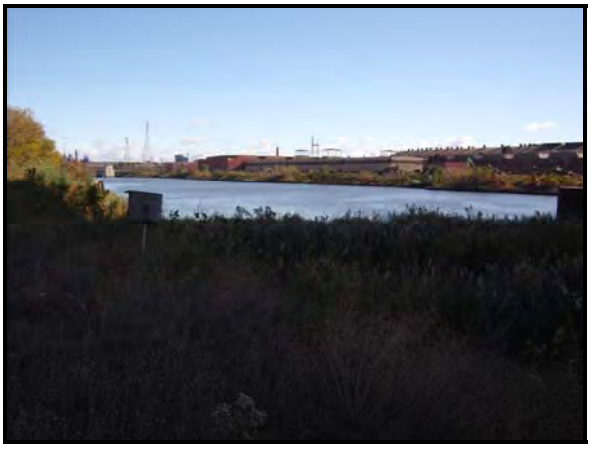
Picture 9: Riley Rd. facing west

Picture 10: Riley Rd. facing east

Picture 2: Riley Rd. facing west

Picture 3: wetland facing south

Picture 4: north of canal facing canal and wetland



Picture 6: wetland north of canal looking southeast

Picture 5: wetland north of canal facing southwest

PROJECT	DESIGNATION
	501120
CONTRACT	
B-30999	

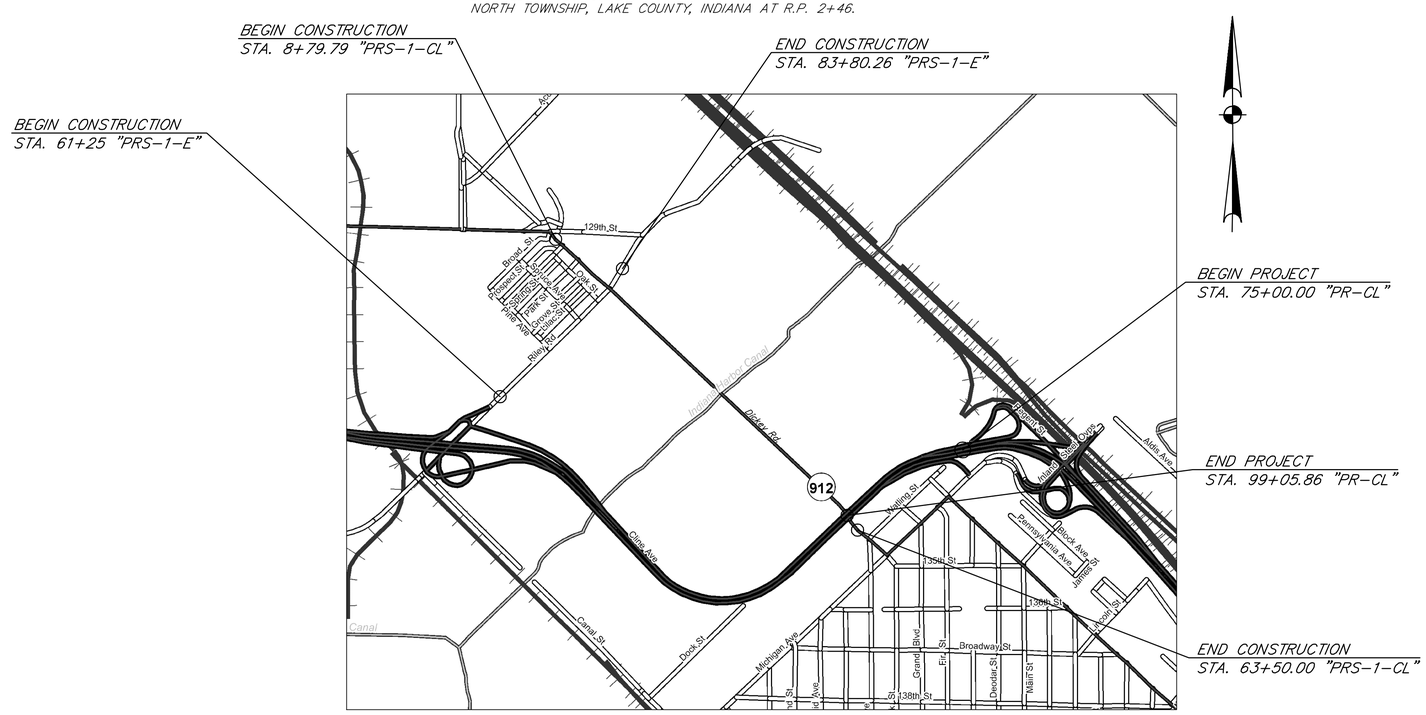
INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

S.R. 912

PROJECT NO. á CONST.

RECONSTRUCTION OF DICKEY ROAD & RILEY ROAD FOR CONNECTION OF STATE ROAD 912
LOCATED IN SECTION 20, T.37 N., R.9 W.,
NORTH TOWNSHIP, LAKE COUNTY, INDIANA AT R.P. 2+46.

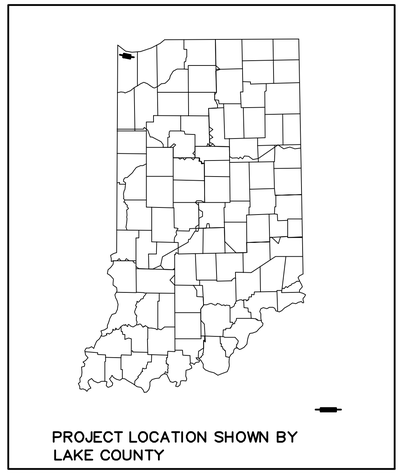


LOCATION IN LAKE COUNTY
Scale: 1"=1000'

TRAFFIC DATA	S.R. 912	
A.A.D.T. (2004)	1075	V.P.D.
A.A.D.T. (2025)(PROJECTED)	1470	V.P.D.
DIRECTIONAL DISTRIBUTION		%
TRUCKS	100	% A.A.D.T.
DESIGN DATA		
DESIGN SPEED	50	M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)	
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	
RURAL/URBAN	URBAN (INTERMEDIATE)	
TERRAIN	LEVEL	
ACCESS CONTROL	FULL	

TRAFFIC DATA	DICKEY ROAD	
A.A.D.T. (2004)	–	V.P.D.
A.A.D.T. (2025)(PROJECTED)	–	V.P.D.
DIRECTIONAL DISTRIBUTION		%
TRUCKS	–	% A.A.D.T.
DESIGN DATA		
DESIGN SPEED	50	M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)	
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	
RURAL/URBAN	URBAN (INTERMEDIATE)	
TERRAIN	LEVEL	
ACCESS CONTROL	FULL	

TRAFFIC DATA	RILEY ROAD	
A.A.D.T. (2004)	–	V.P.D.
A.A.D.T. (2025)(PROJECTED)	–	V.P.D.
DIRECTIONAL DISTRIBUTION		%
TRUCKS	–	% A.A.D.T.
DESIGN DATA		
DESIGN SPEED	50	M.P.H.
PROJECT DESIGN CRITERIA	3R (NON-FREEWAY)	
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL	
RURAL/URBAN	URBAN (INTERMEDIATE)	
TERRAIN	LEVEL	
ACCESS CONTROL	FULL	



LATITUDE: 41°39'12"N LONGITUDE: 87°28'27"W

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2010
TO BE USED WITH THESE PLANS

BF&S Butler Fairman & Seufert CIVIL ENGINEERS
Headquarters
8450 WESTFIELD BLVD., ST. 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com
Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

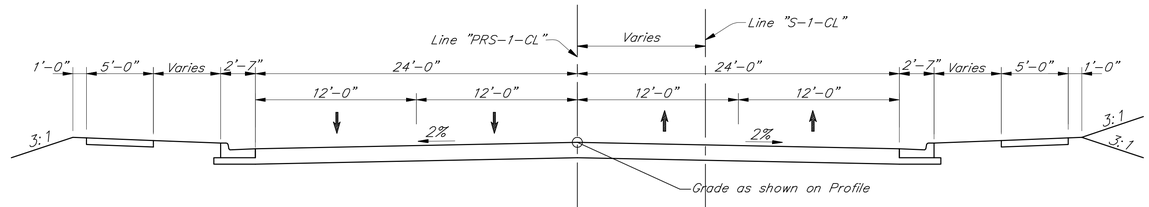
PLANS PREPARED BY: Butler Fairman and Seufert Inc. (317)713-4615 PHONE
CERTIFIED BY: DATE
APPROVED FOR LETTERING: DATE

FILE
4640
DESIGNATION
501120
SHEET
---- OF
PROJECT

CONTRACT
B-30999

BFS NO. 4640

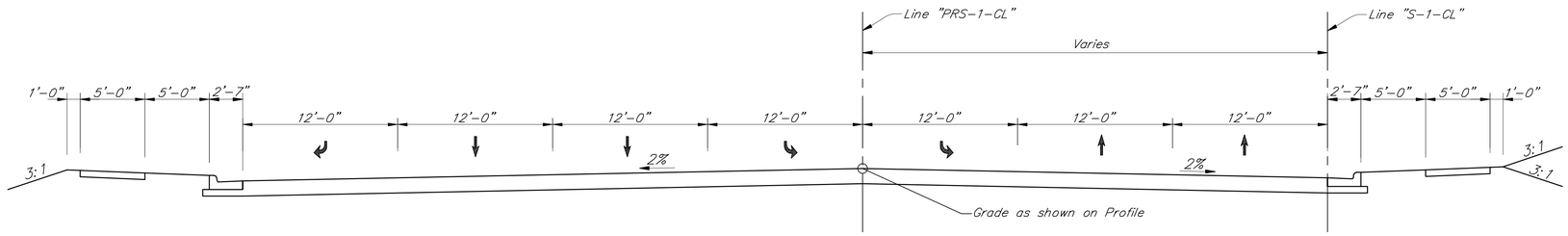
U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640R101.dwg Joy Myers Plot:11/15/2010 1:02 PM Save:11/12/2010 8:15 AM



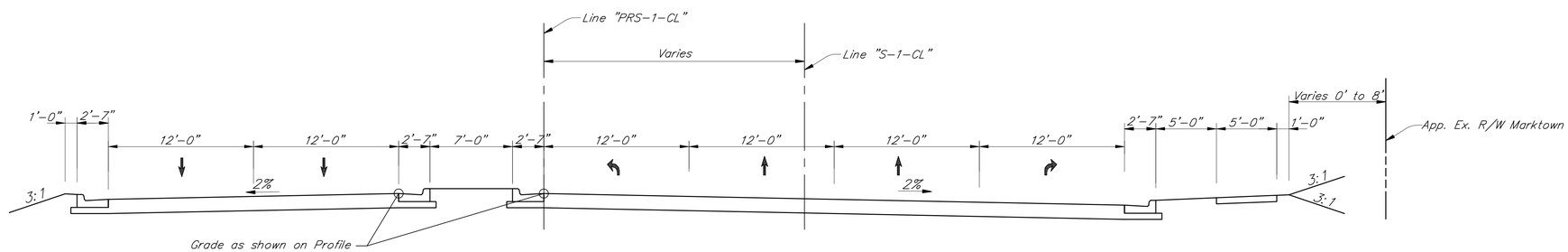
TYPICAL SECTION–DICKEY ROAD
Scale = None

LEGEND

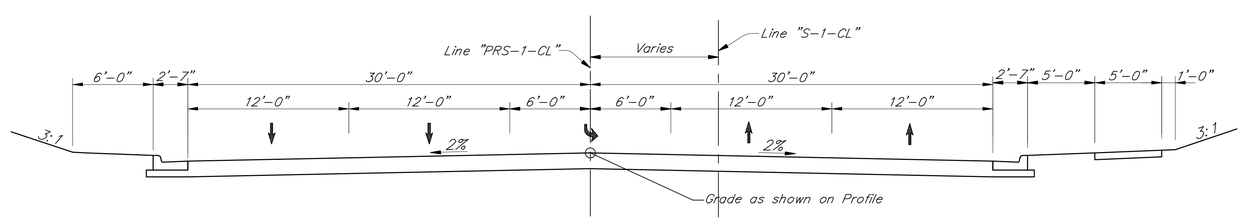
- (K) PCCP PAVEMENT
- (15) CONCRETE CURB & GUTTER, COMBINED
- (F) CONCRETE SIDEWALK, 4"
- (B) BARRIER WALL



TYPICAL SECTION–DICKEY ROAD
Scale = None



TYPICAL SECTION–DICKEY ROAD
Scale = None



TYPICAL SECTION–DICKEY ROAD
Scale = None

BF&S
Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
FORT WAYNE 260-459-1532
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

CHECKED: _____ CHECKED: _____

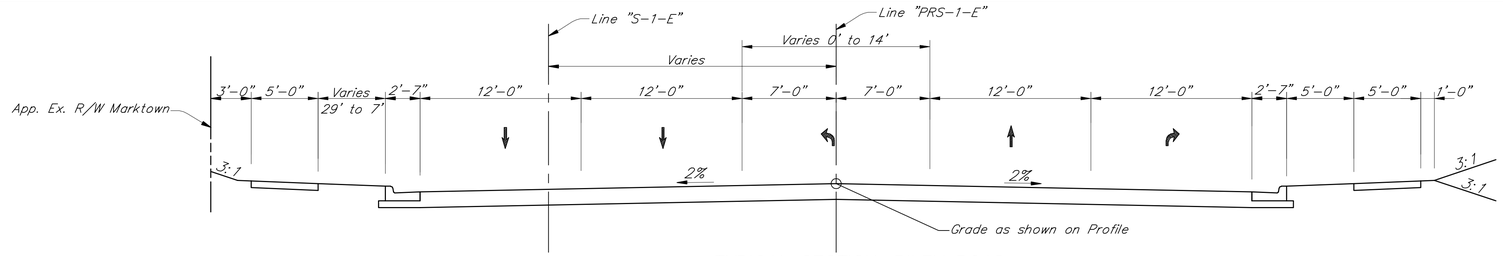
INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTION

HORIZONTAL SCALE	BRIDGE FILE
	4640
VERTICAL SCALE	DESIGNATION
	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\46405\Project Development\Design\Drawings\46405R211.dwg Jay Myers Plot:11/15/2010 1:02 PM Save:11/12/2010 8:54 AM

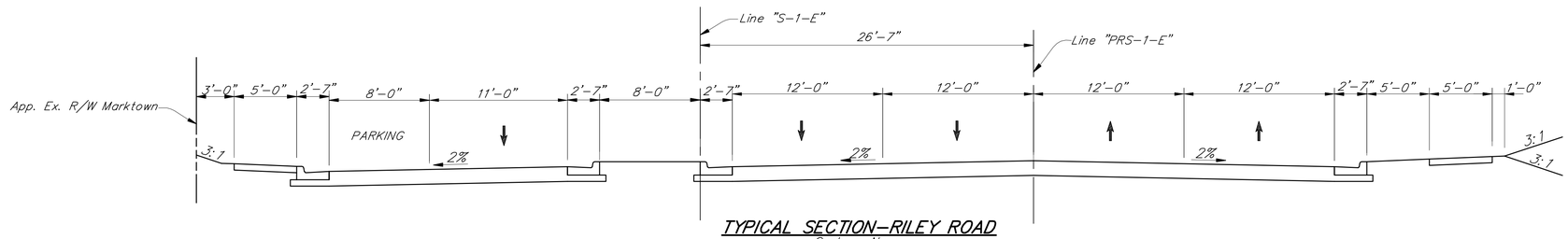


TYPICAL SECTION–RILEY ROAD

Scale = None

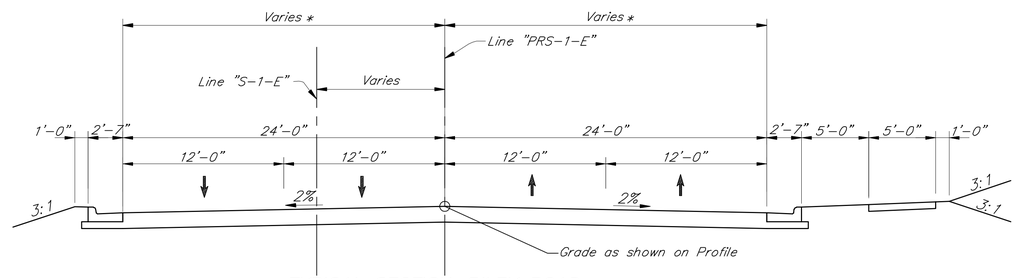
LEGEND

- (K) PCCP PAVEMENT
- (15) CONCRETE CURB & GUTTER, COMBINED
- (F) CONCRETE SIDEWALK, 4"
- (B) BARRIER WALL



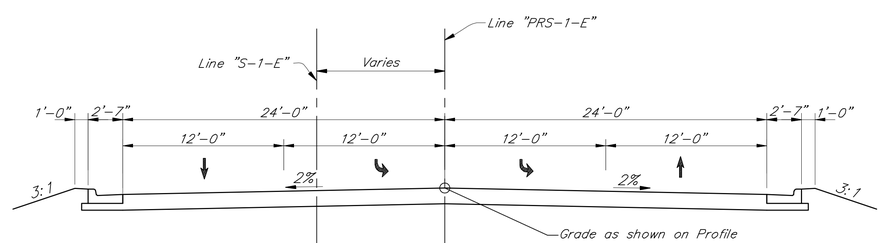
TYPICAL SECTION–RILEY ROAD

Scale = None



TYPICAL SECTION–RILEY ROAD

Scale = None



TYPICAL SECTION–RILEY ROAD

Scale = None

U:\4640\46405\Project Development\Design\Drawings\46405R211.dwg Jay Myers Plot:11/15/2010 1:02 PM Save:11/12/2010 8:54 AM

BF&S Butler Fairman Seufert CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
FORT WAYNE 260-459-1532
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

CHECKED: _____ CHECKED: _____

INDIANA DEPARTMENT OF TRANSPORTATION

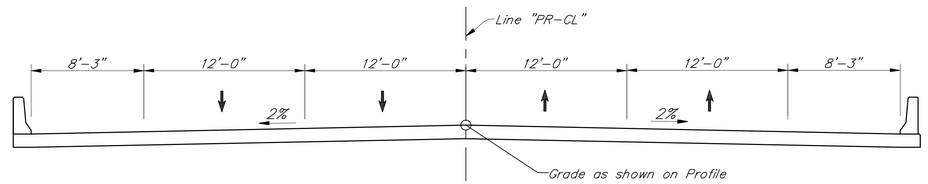
TYPICAL CROSS SECTION
RILEY ROAD

HORIZONTAL SCALE	BRIDGE FILE
	4640
VERTICAL SCALE	DESIGNATION
	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

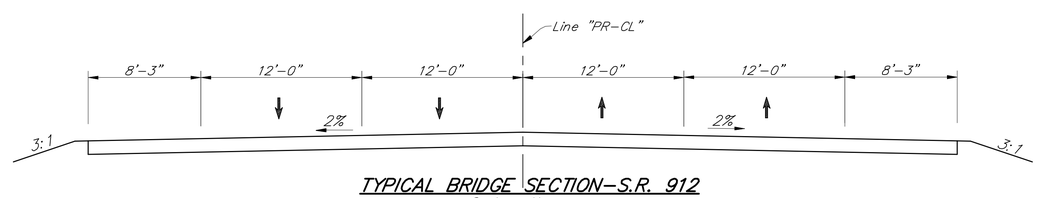
BFS NO. 4640

LEGEND

- (K) PCCP PAVEMENT
- (15) CONCRETE CURB & GUTTER, COMBINED
- (F) CONCRETE SIDEWALK, 4"
- (B) BARRIER WALL



TYPICAL BRIDGE SECTION-S.R. 912
Scale = None



TYPICAL BRIDGE SECTION-S.R. 912
Scale = None

BF&S
Butler Fairman Seufert
CIVIL ENGINEERS
Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com
Branch Locations
FORT WAYNE 260-459-1532
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

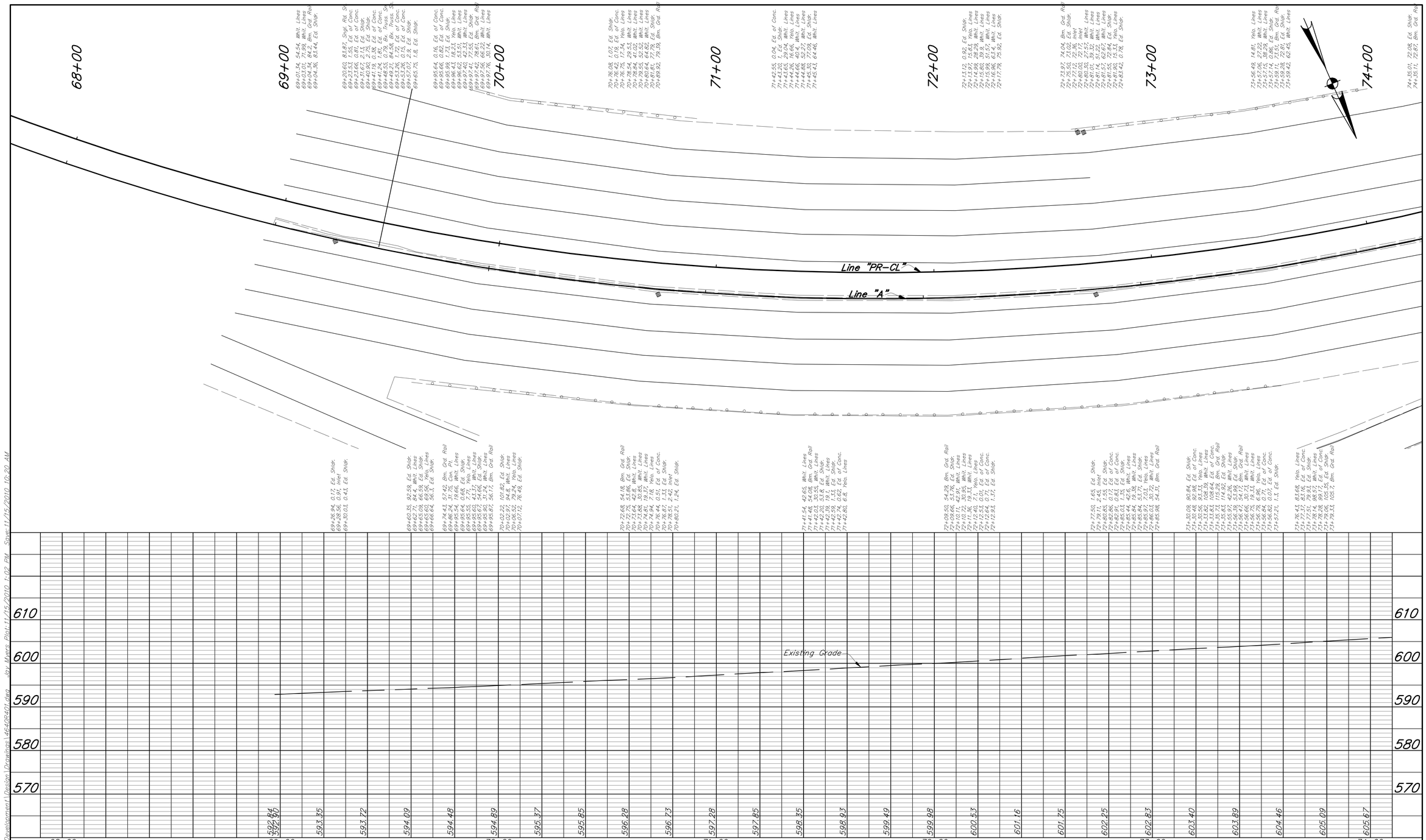
INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTION
RILEY ROAD

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=20'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640R211.dwg Jay Myers Plot:11/15/2010 1:02 PM Save:11/12/2010 8:54 AM



Butler Fairman & Seufert CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

CHECKED: _____ CHECKED: _____

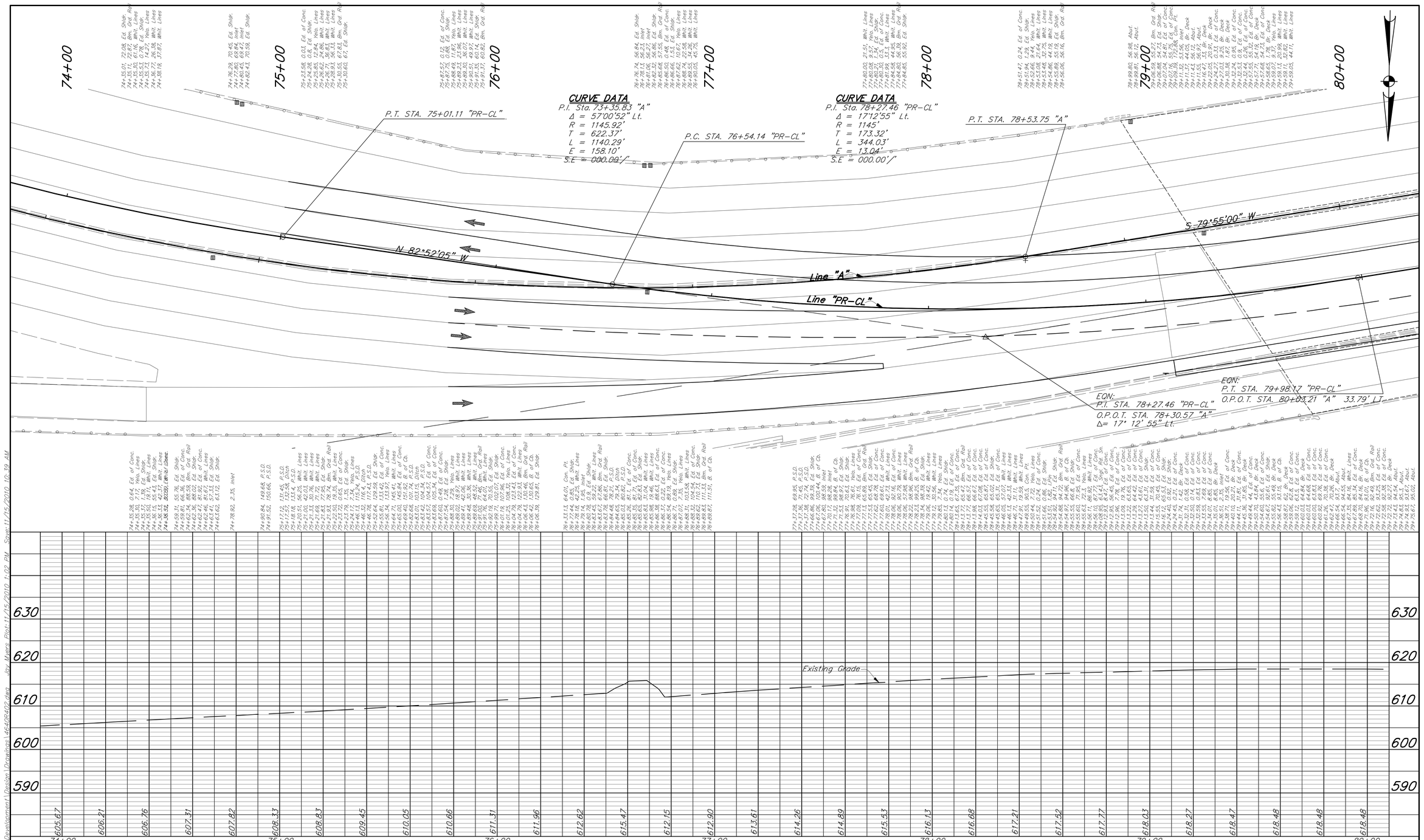
INDIANA DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PR-CL"
STATE ROAD 912

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\Project Development\Design\Drawings\4640PR01.dwg Jay Myers Plot:11/15/2010 1:02 PM Save:11/15/2010 10:20 AM



Jay Myers Plot:11/15/2010 1:02 PM Save:11/15/2010 10:39 AM

U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640PR02.dwg

Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

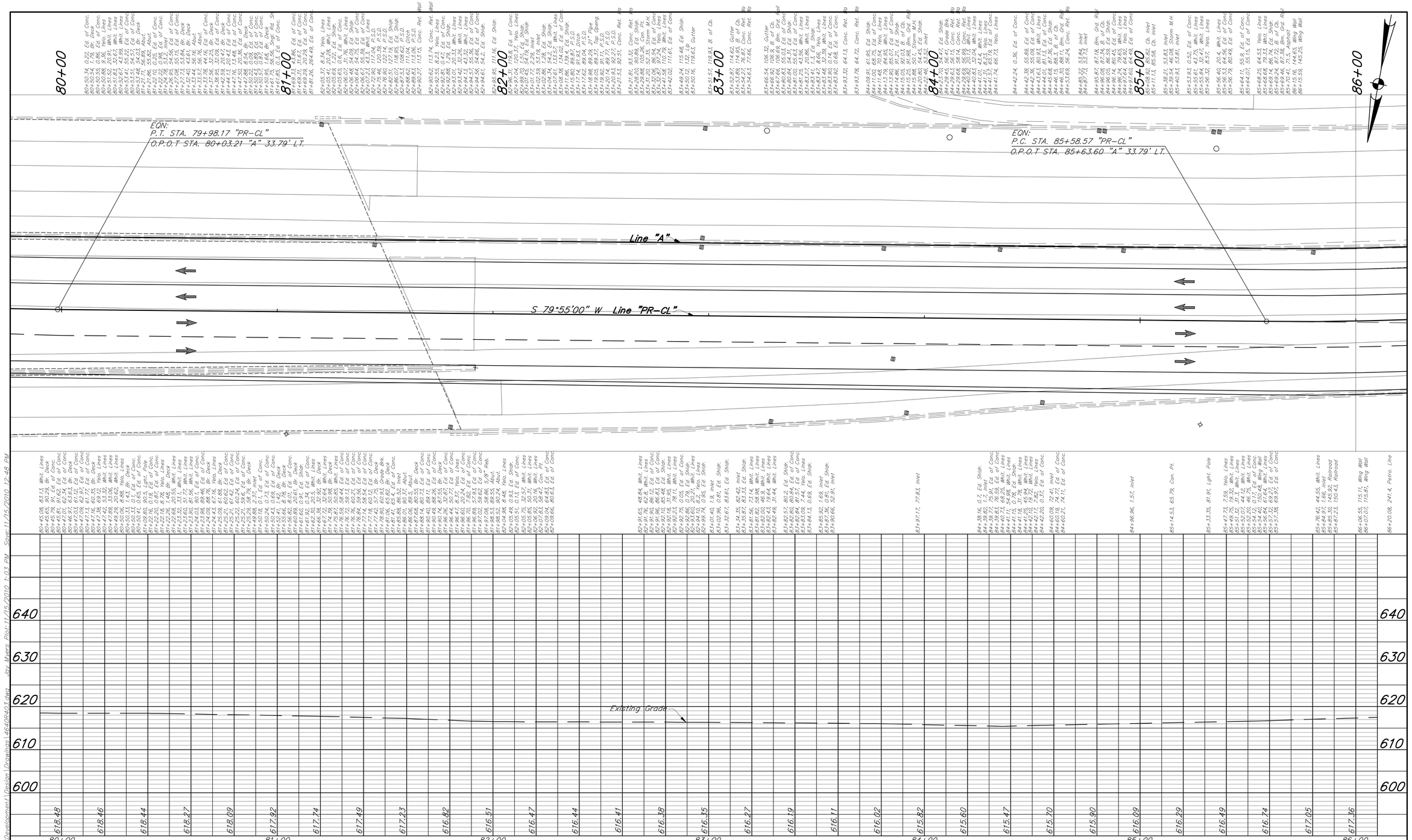
CHECKED: _____ CHECKED: _____

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PR-CL"
STATE ROAD 912

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640



U:\4640\46405\Project Development\Design\Drawings\46405R403.dwg Jay Myers Plot:11/15/2010 1:03 PM Save:11/15/2010 12:48 PM

BF&S
Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

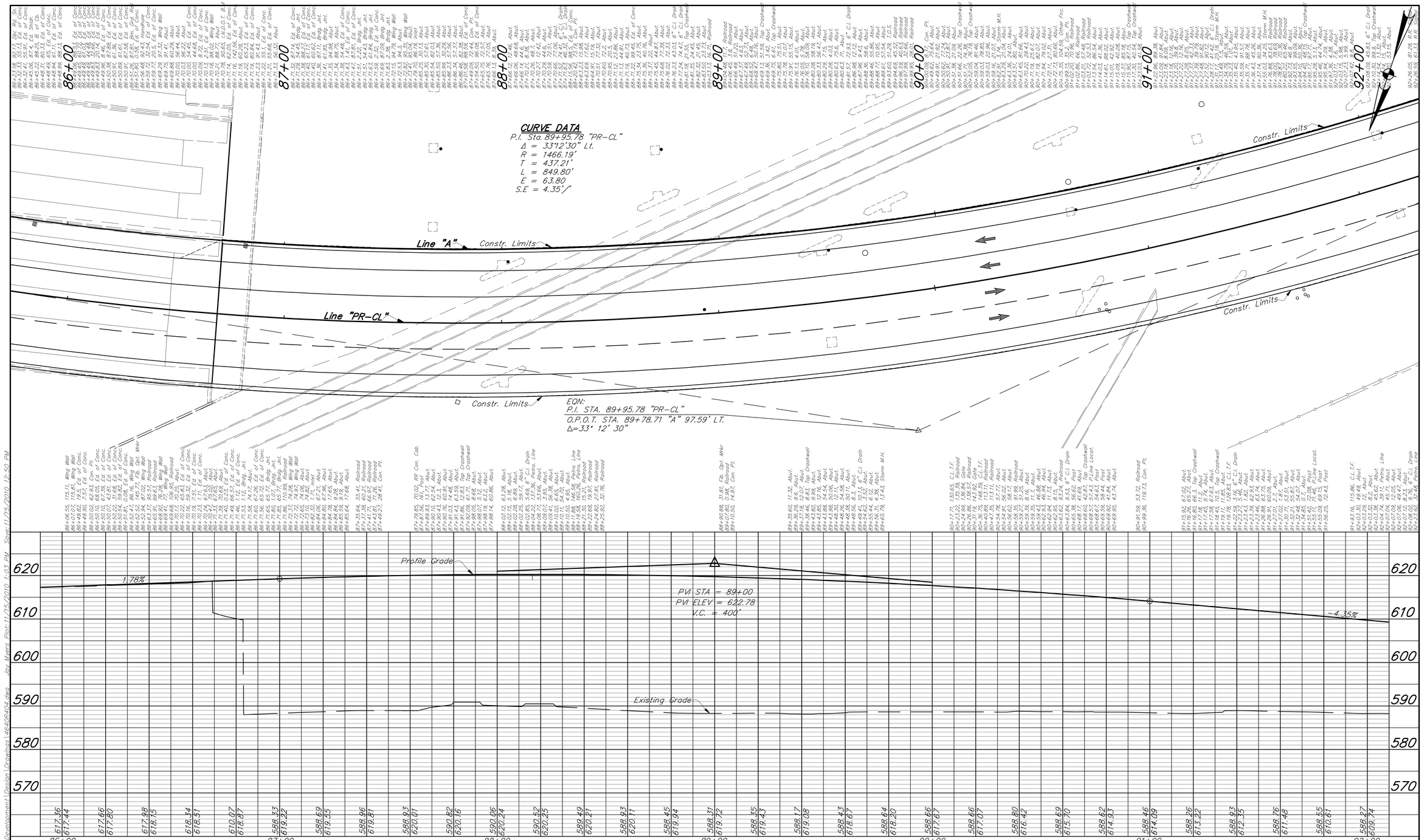
DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PR-CL"
STATE ROAD 912

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640



Jay Myers Plot:11/15/2010 1:03 PM Save:11/15/2010 12:50 PM
U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640PR04.dwg

Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

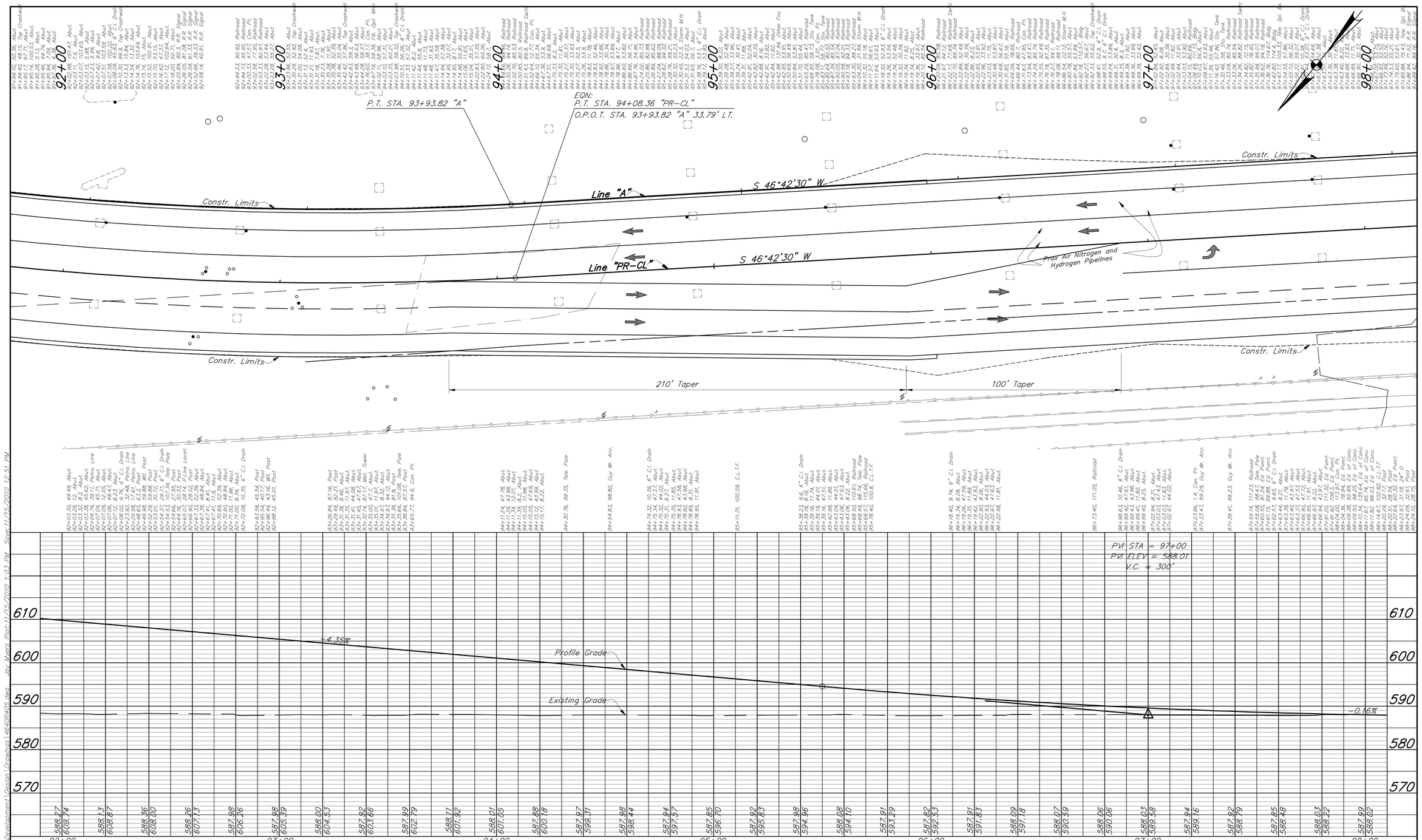
DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PR-CL"
STATE ROAD 912

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640



U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640PR06.dwg Jay Myers Plot:11/15/2010 1:03 PM Save:11/15/2010 12:51 PM

Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

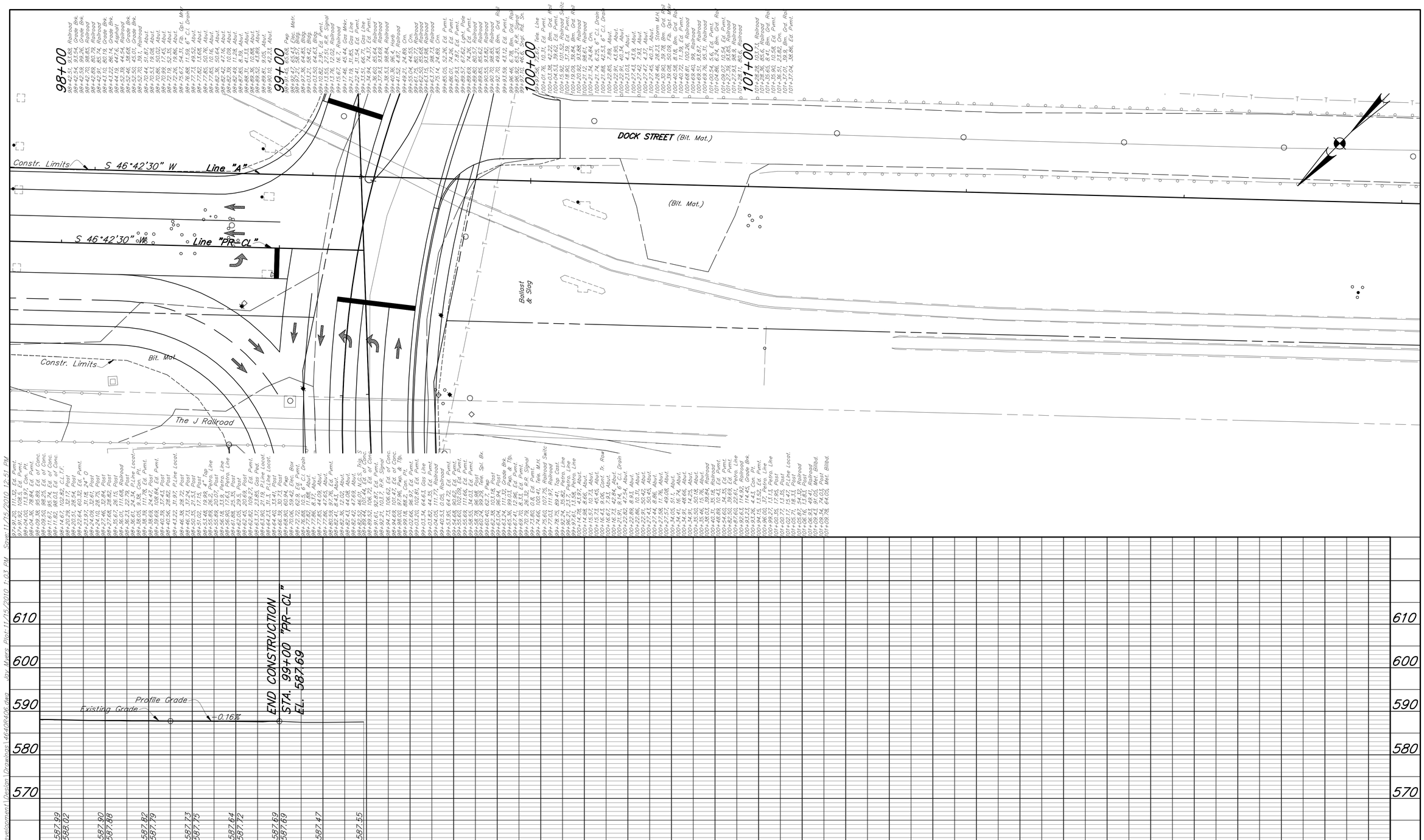
DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PR-CL"
STATE ROAD 912

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640



Save: 11/15/2010 12:51 PM Jay Miers Plot: 11/15/2010 1:03 PM U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640PR06.dwg

BF&S
Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

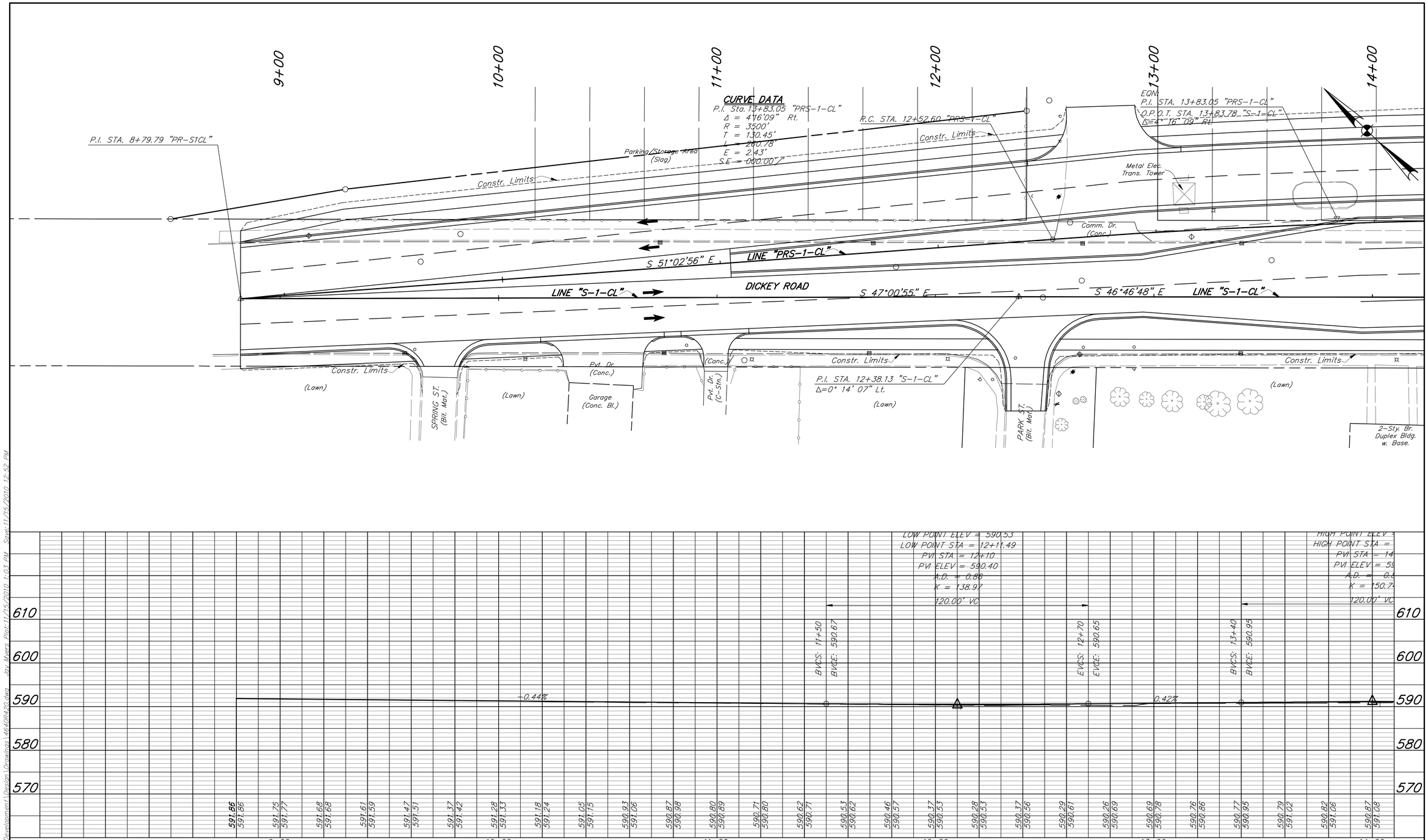
DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PR-CL"
STATE ROAD 912

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640



U:\4640\46405\Project Development\Design\Drawings\46405R420.dwg Jay Myers Plot:11/15/2010 1:03 PM Save:11/15/2010 12:52 PM

BF&S
Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

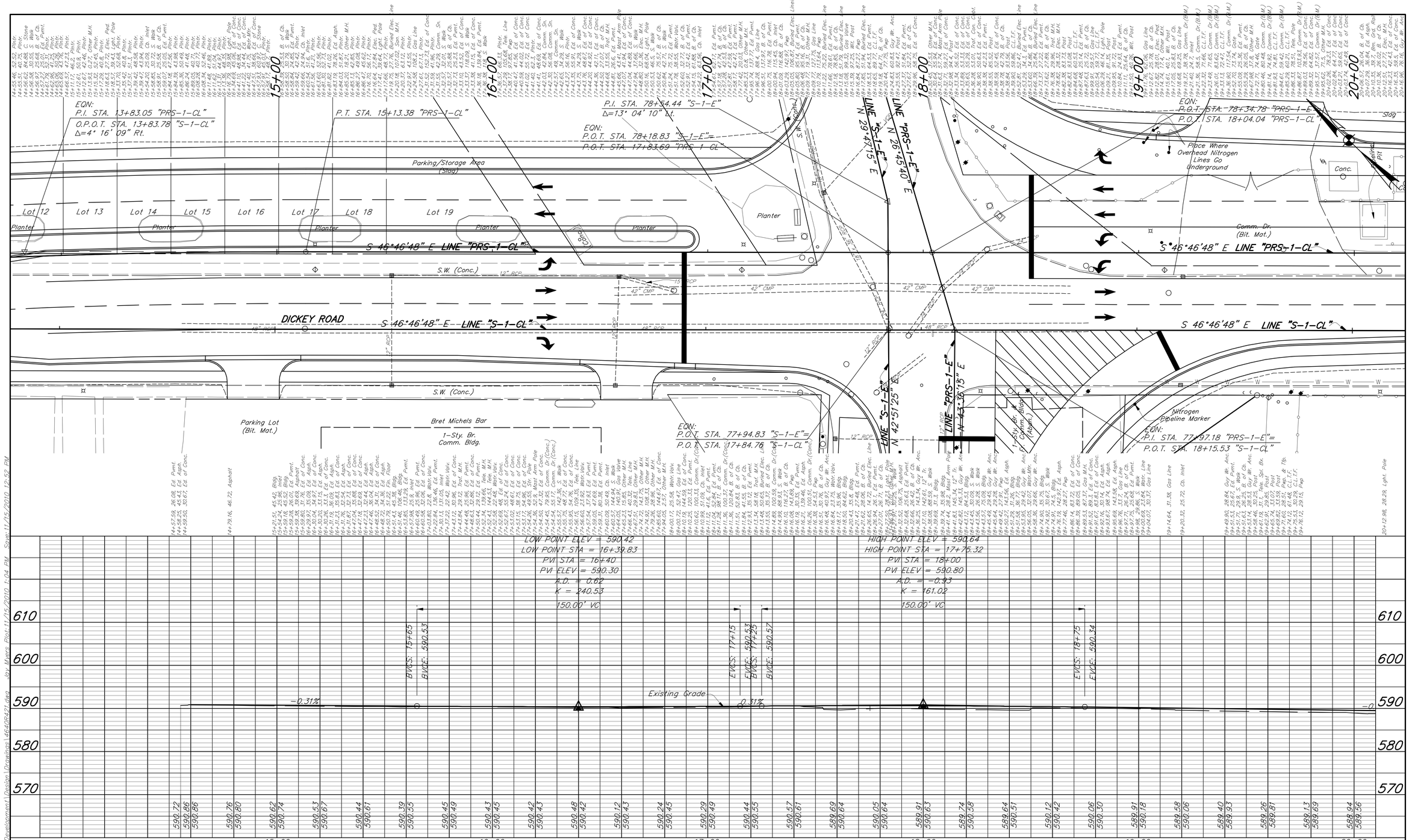
DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE,
LINE "PRS-1-CL",
DICKEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640



Butler Fairman Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5802
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

CHECKED: _____ CHECKED: _____

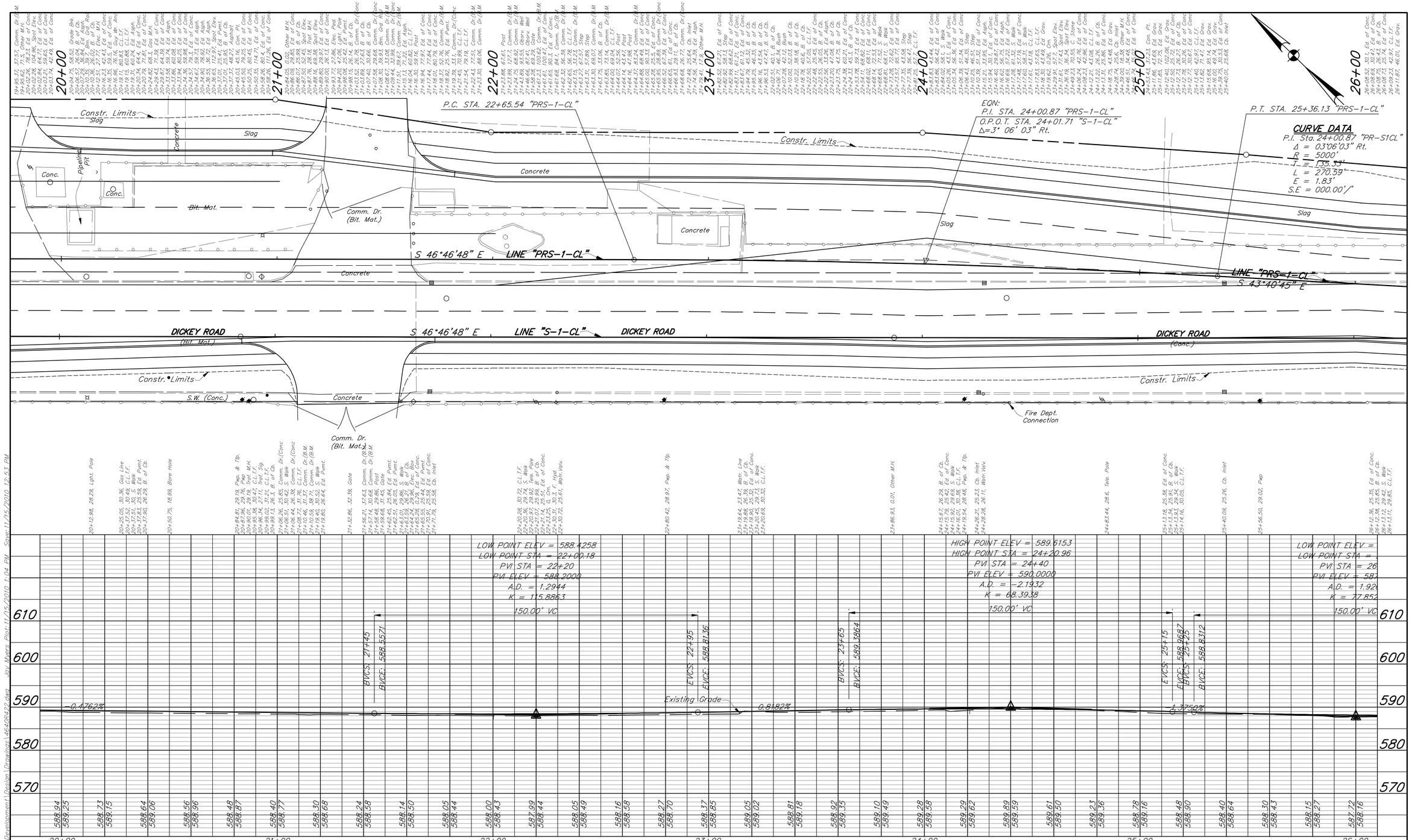
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE,
LINE "PRS-1-CL"
DICKEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\Project Development\Design\Drawings\4640R421.dwg Jay Miers Plot: 11/15/2010 1:04 PM Save: 11/15/2010 12:52 PM



Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

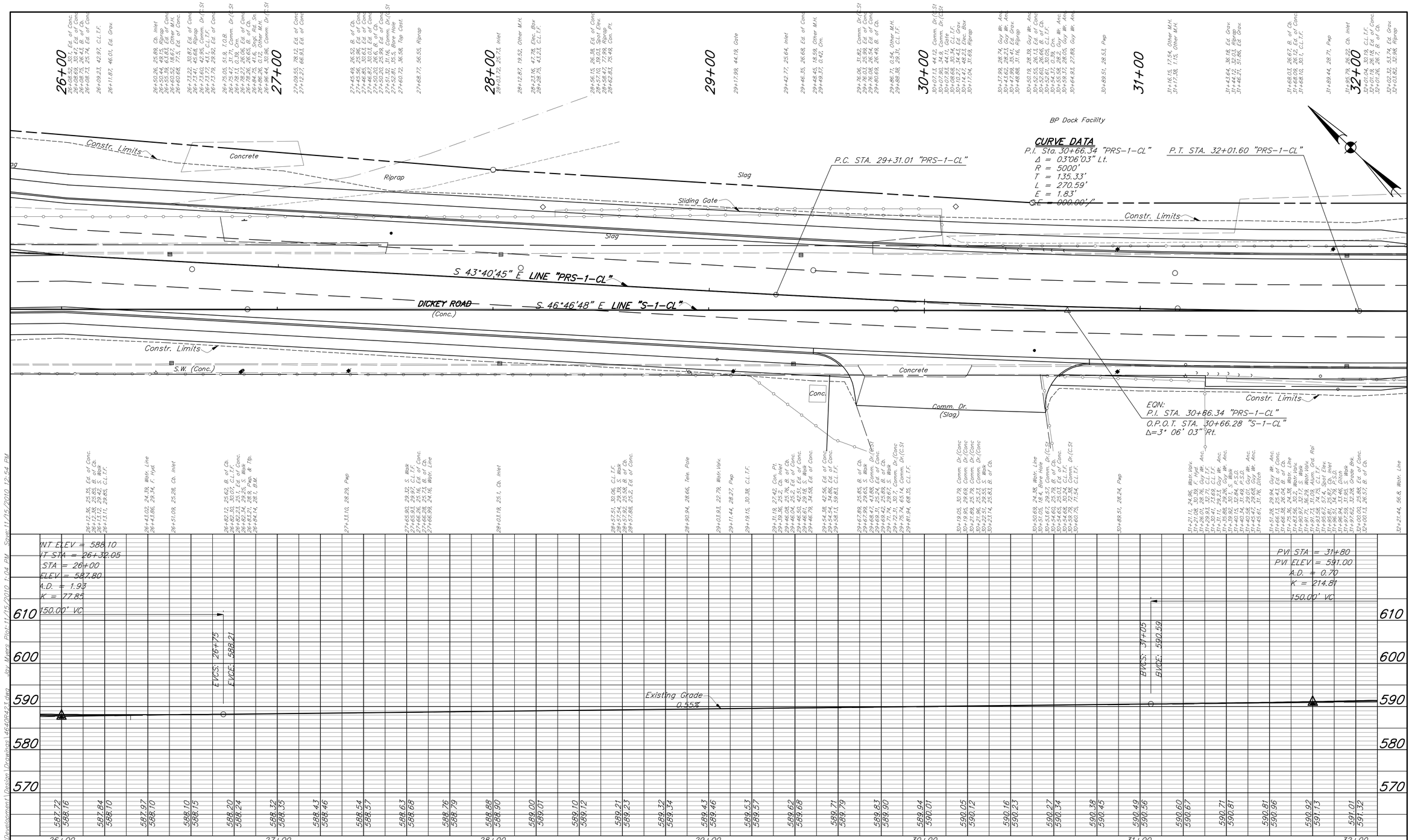
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE,
LINE "PRS-1-CL"
DICKEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\Project Development\Design\Drawings\4640R422.dwg Joy Myers Plot:11/15/2010 1:04 PM Save:11/15/2010 12:53 PM



Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

CHECKED: _____ CHECKED: _____

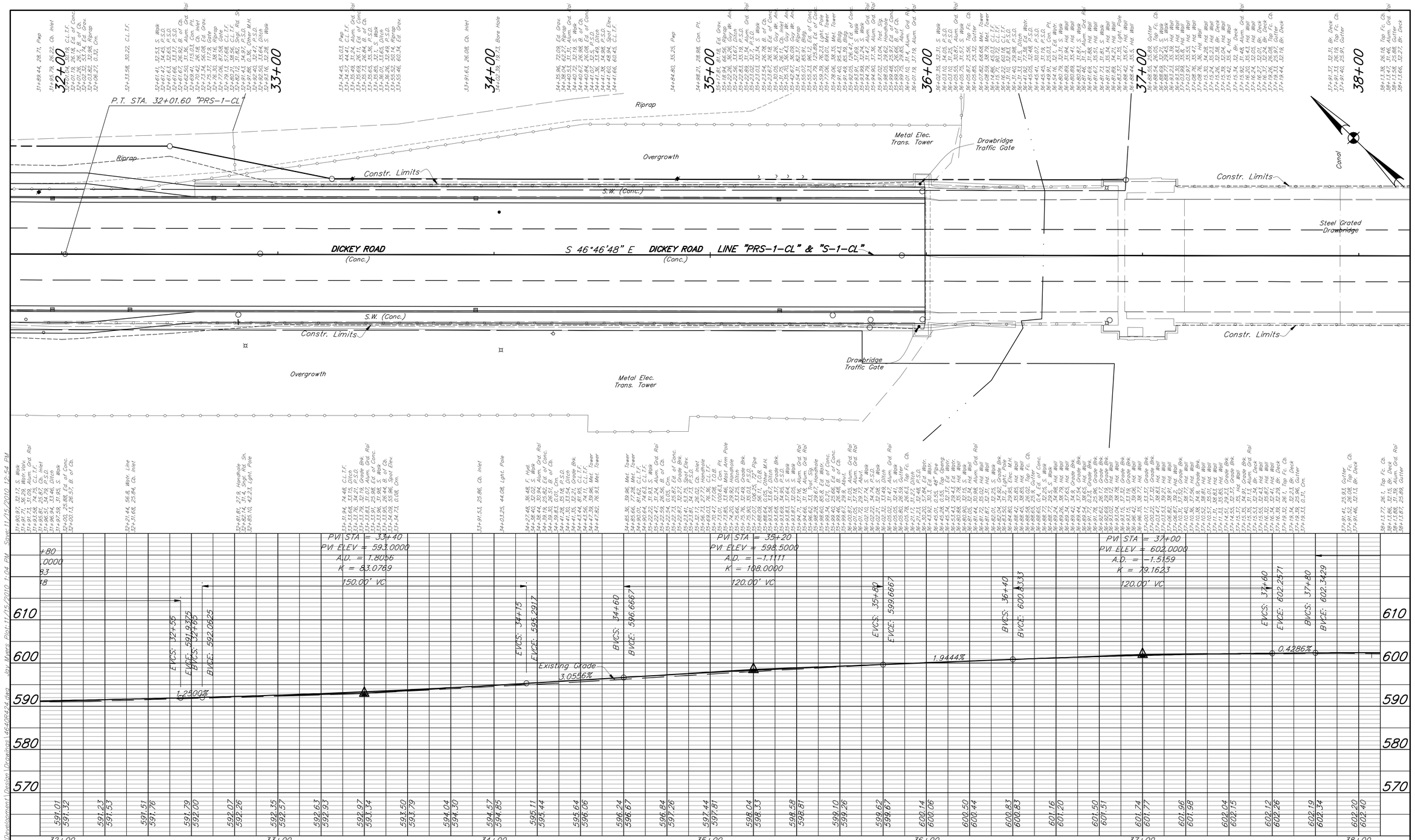
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE,
LINE "PRS-1-CL"
DICKEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\Project\Development\Design\Drawings\4640R423.dwg Jay Miers Plot:11/15/2010 1:04 PM Save:11/15/2010 12:54 PM



RECOMMENDED FOR APPROVAL: DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1"=20'	FILE 4640
		VERTICAL SCALE 1"=10'	DESIGNATION 501120
DESIGNED: DRAWN:	PLAN & PROFILE LINE "PRS-1-CL" DICKEY ROAD	SURVEY BOOK	SHEET ---- OF
CHECKED: CHECKED:		CONTRACT B-30999	PROJECT

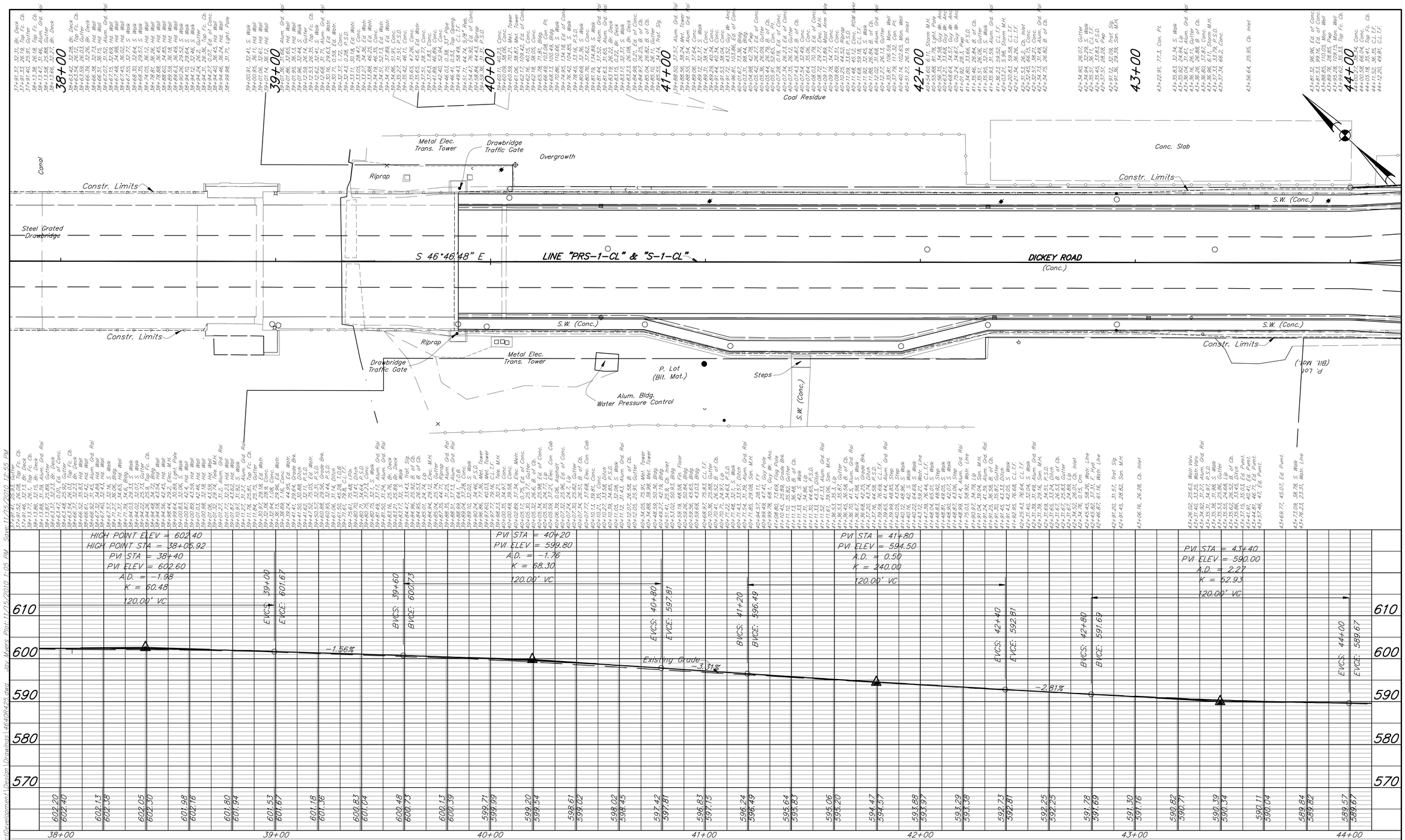
BF&S Butler Fairman Seufert CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

BFS NO. 4640

U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640R424.dwg Jay Myers Plot:11/15/2010 1:04 PM Save:11/15/2010 12:54 PM



BF&S
Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

CHECKED: _____ CHECKED: _____

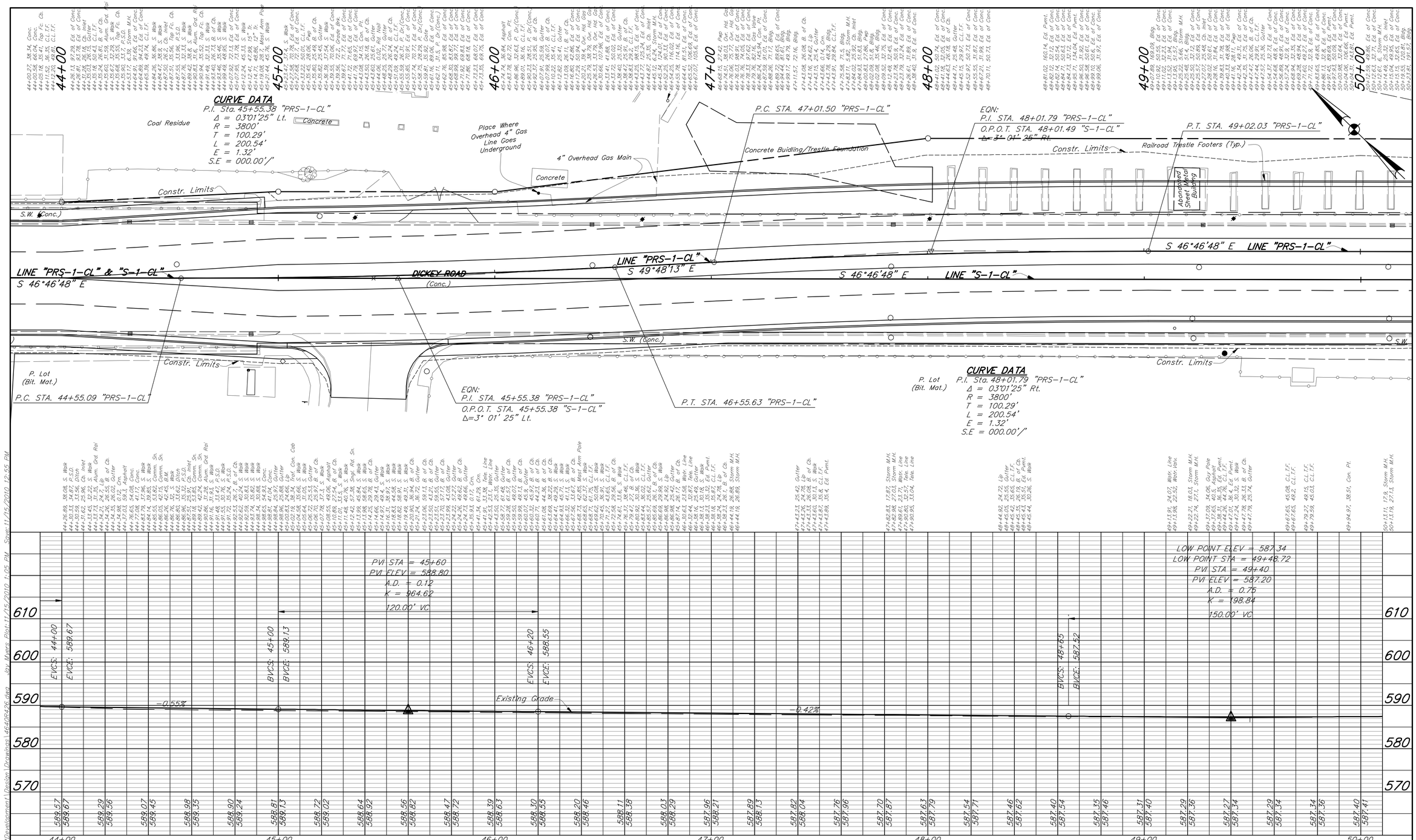
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE,
LINE "PRS-1-CL"
DICKEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\Project Development\Design\Drawings\4640R425.dwg Jay Myers Plot: 11/15/2010 1:05 PM Save: 11/15/2010 12:55 PM



BF&S
Butler Fairman Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

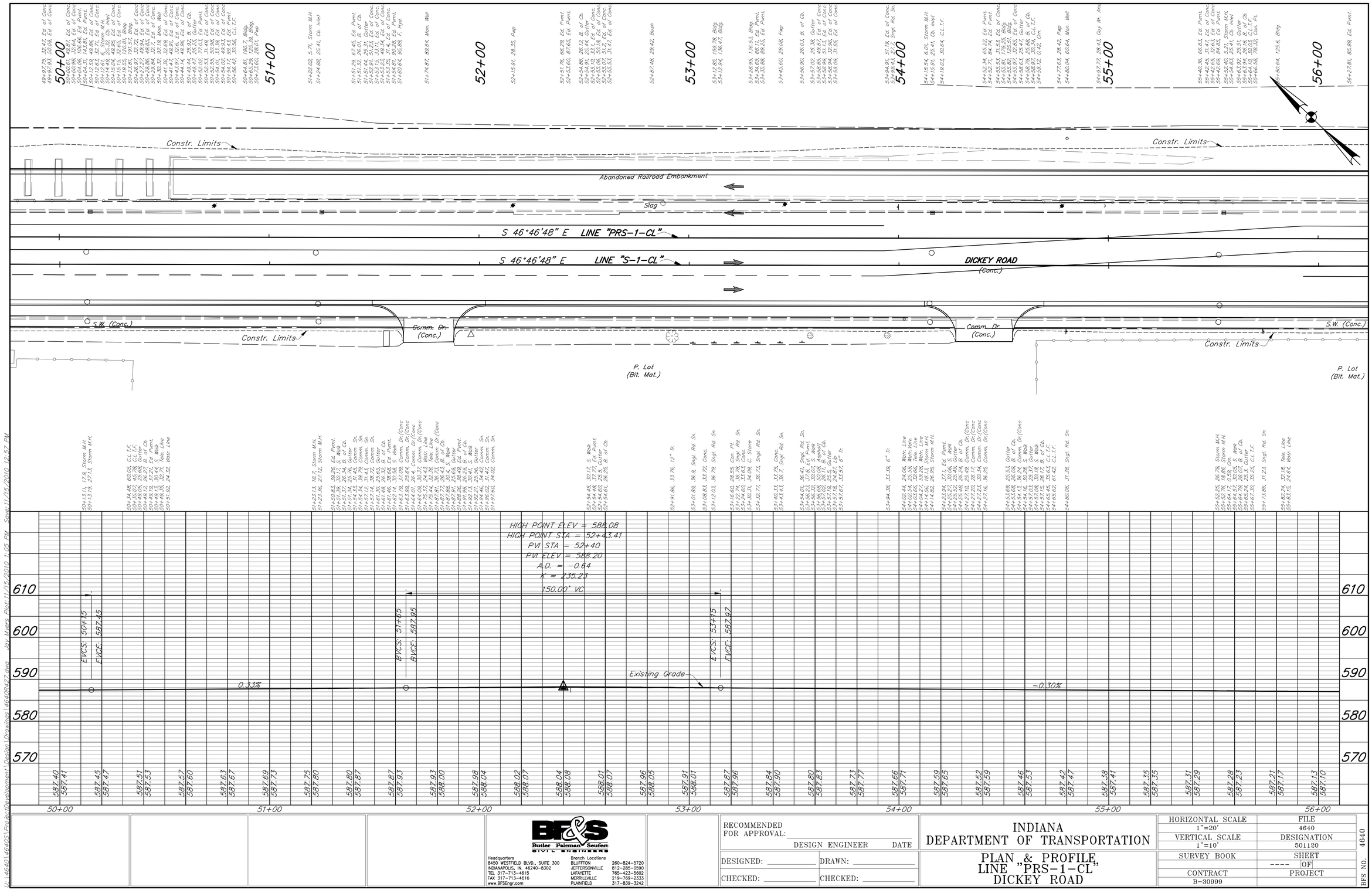
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PRS-1-CL"
DICKEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640R426.dwg Jay Myers Plot:11/15/2010 1:05 PM Save:11/15/2010 12:55 PM



Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

CHECKED: _____ CHECKED: _____

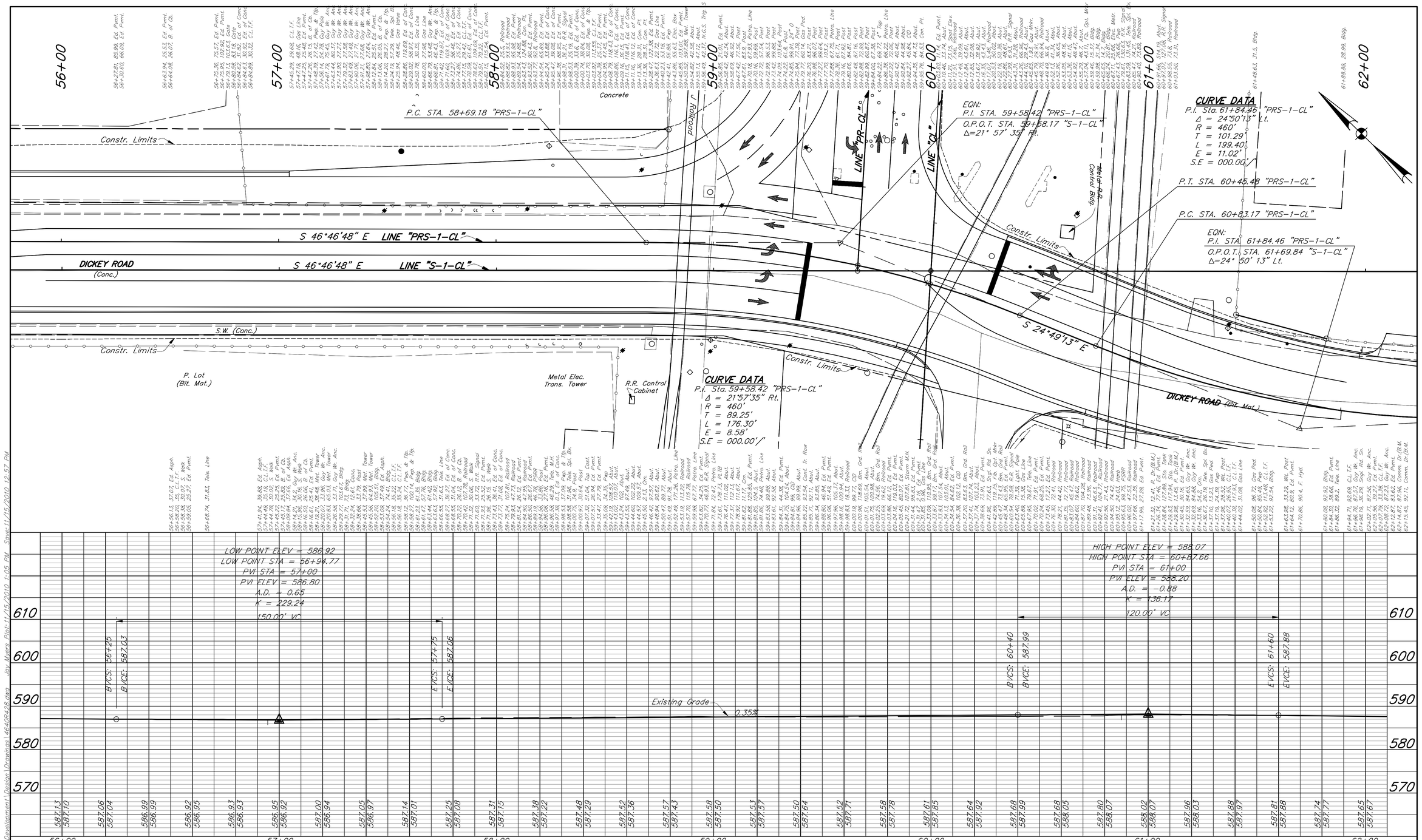
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE,
LINE "PRS-1-CL"
DICKEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\Project Development\Design\Drawings\4640R427.dwg Jay Myers Plot:11/15/2010 1:05 PM Save:11/15/2010 12:57 PM



Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

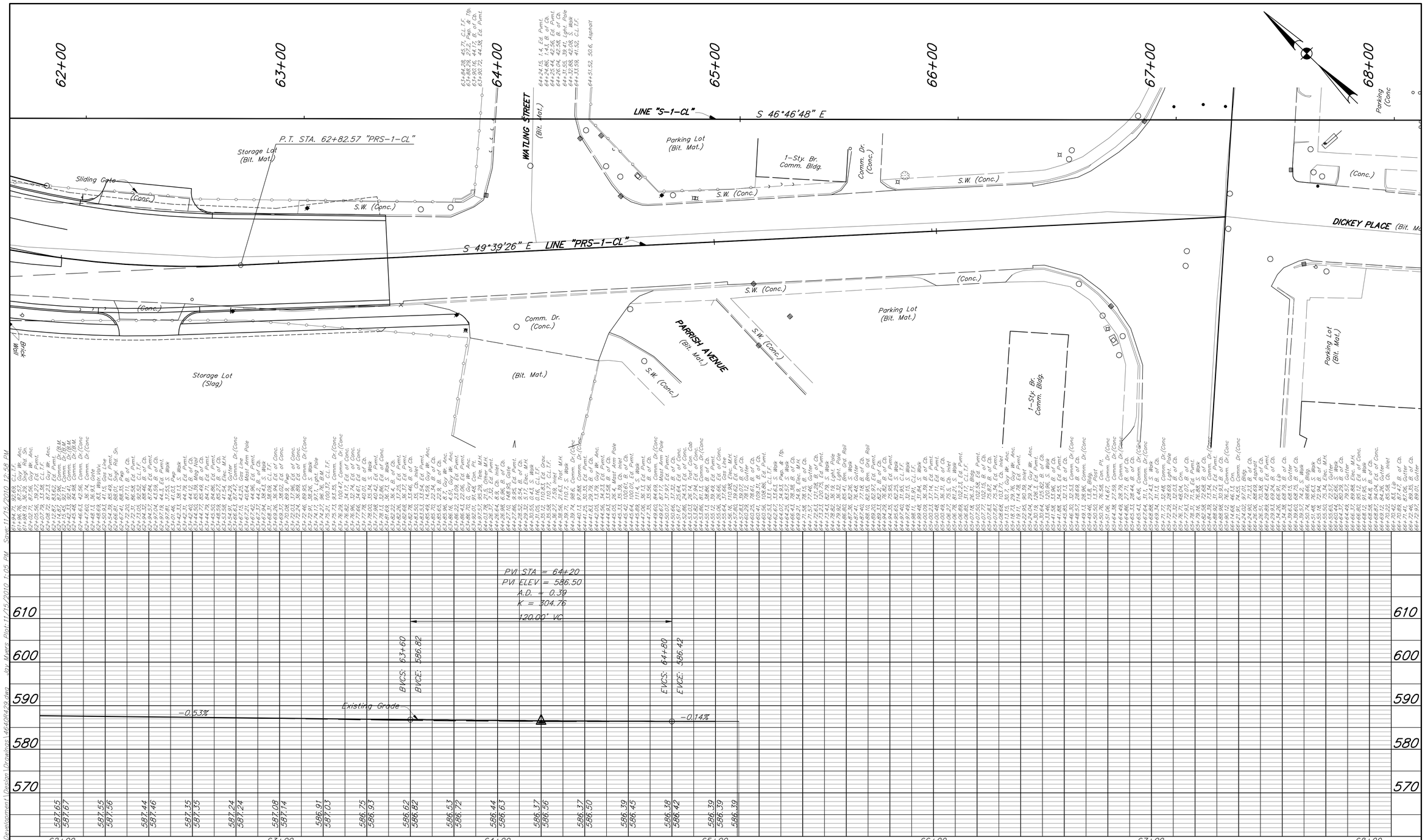
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE,
LINE "PRS-1-CL"
DICKEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640R428.dwg Jay Myers Plot:11/15/2010 1:05 PM Save:11/15/2010 12:57 PM



U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640R429.dwg Jay Myers Plot:11/15/2010 1:05 PM Save:11/15/2010 12:58 PM

BF&S
Butler Fairman Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations

BLUFFTON	260-824-5720
JEFFERSONVILLE	812-285-0590
LAFAYETTE	765-423-5602
MERRILLVILLE	219-769-2333
PLAINFIELD	317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

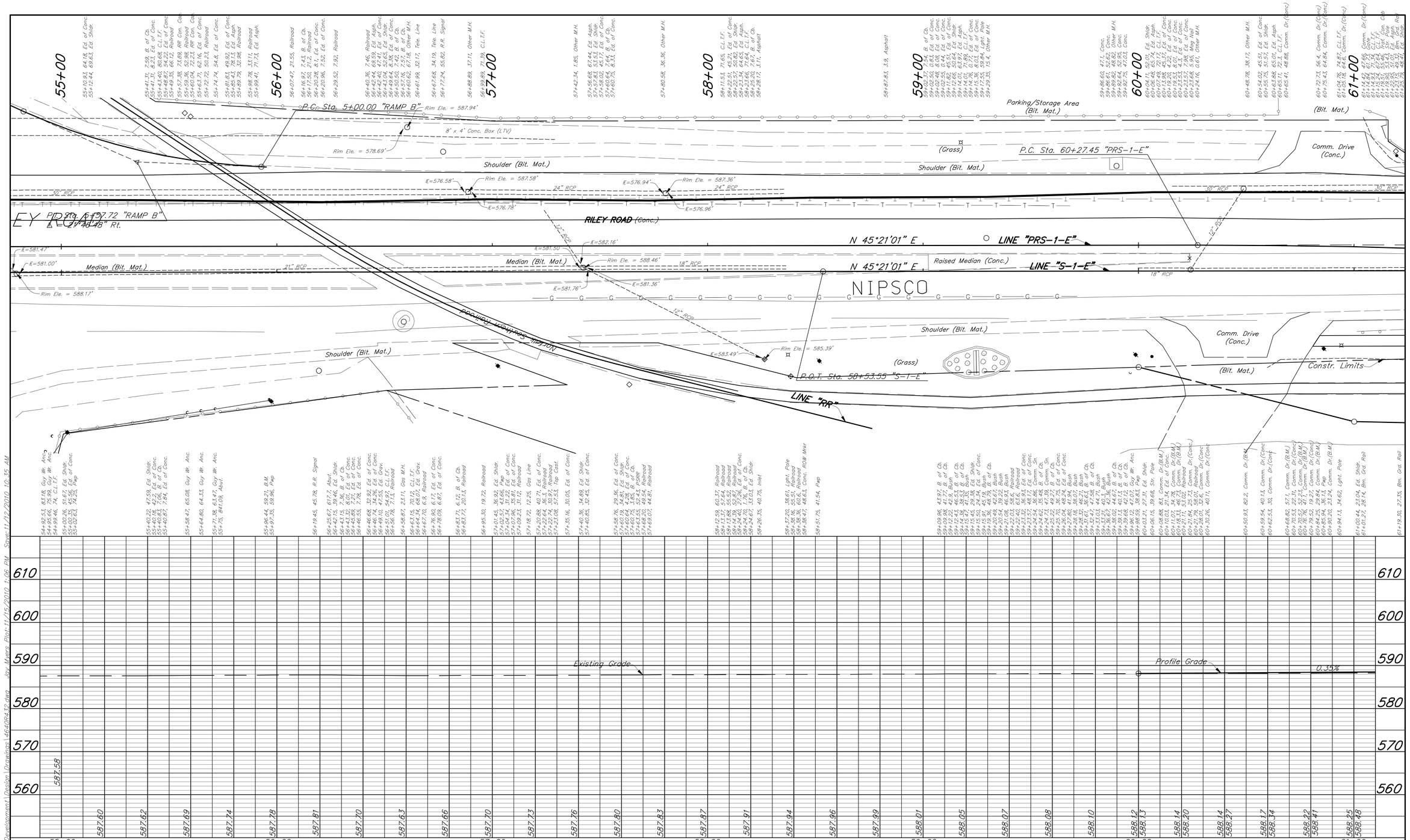
CHECKED: _____ CHECKED: _____

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE,
LINE "PRS-1-CL"
DICKEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=10'	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640



Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5802
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

CHECKED: _____ CHECKED: _____

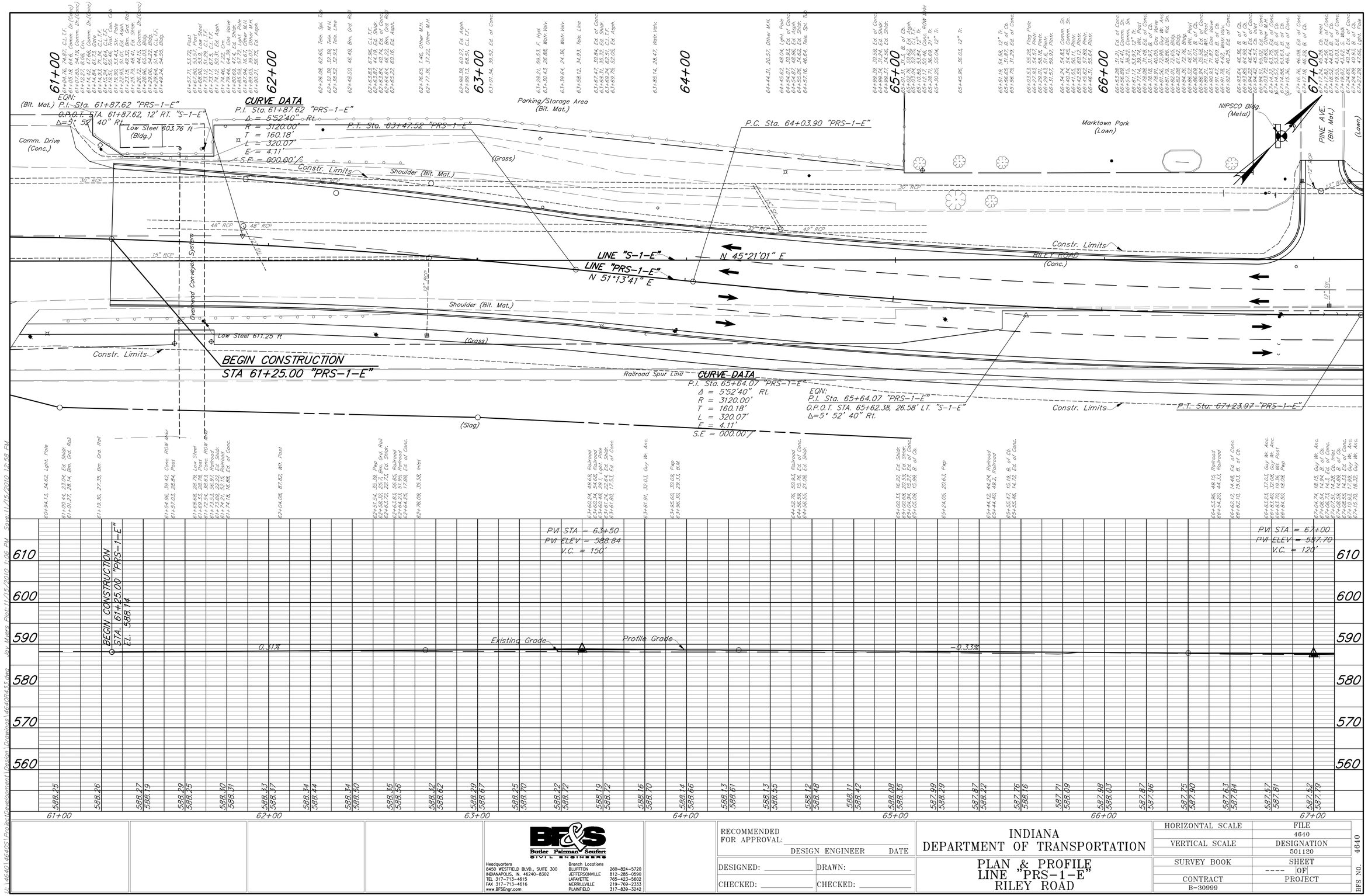
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PRS-1-E"
RILEY ROAD

HORIZONTAL SCALE	FILE
	4640
VERTICAL SCALE	DESIGNATION
	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\Project\Development\Design\Drawings\4640R432.dwg Jay Myers Plot:11/15/2010 1:06 PM Save:11/12/2010 10:35 AM



Jay Myers Plot: 11/15/2010 1:06 PM Save: 11/15/2010 12:58 PM

U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640PR43.3.dwg

Butler Fairman & Seufert CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

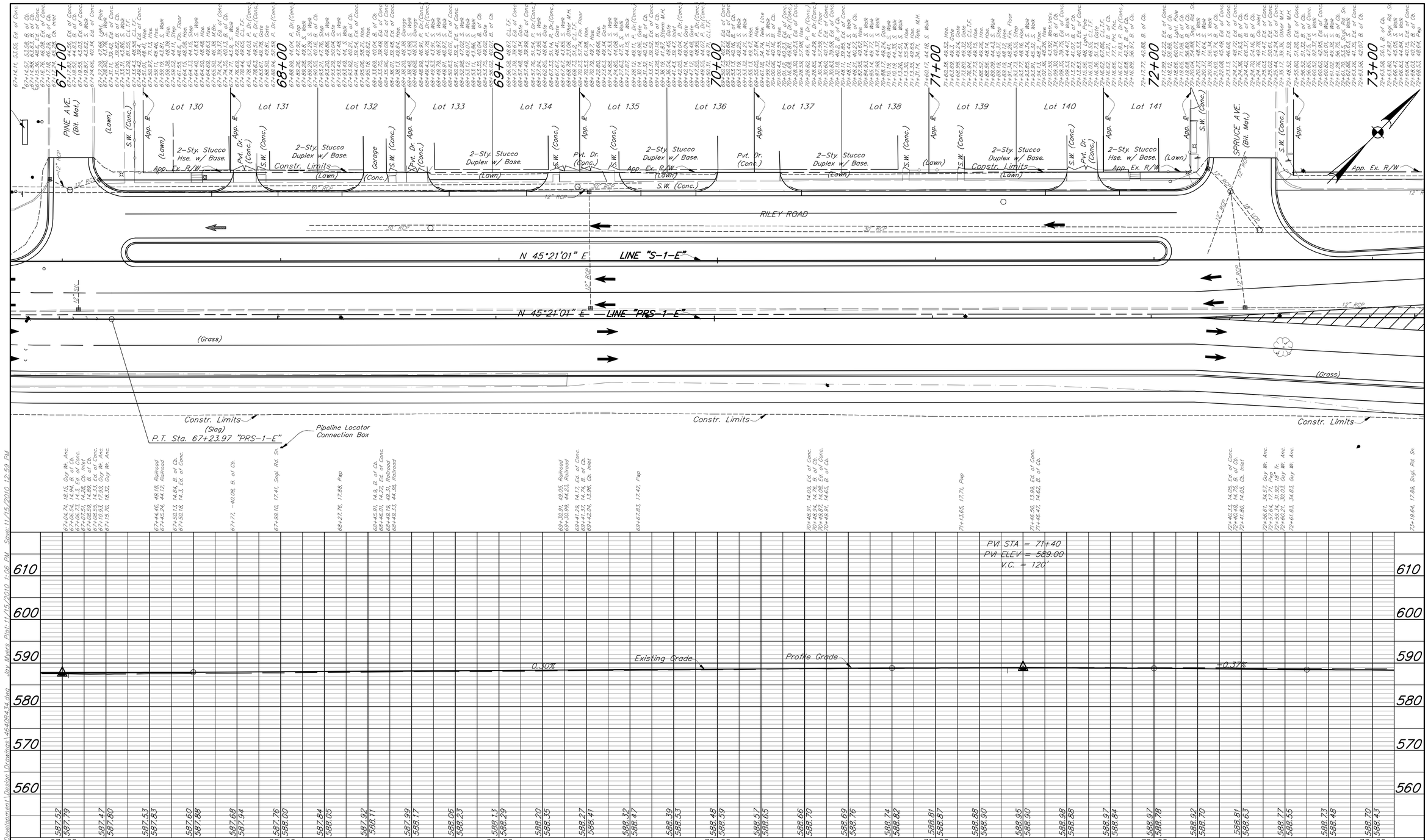
CHECKED: _____ CHECKED: _____

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PRS-1-E"
RILEY ROAD

HORIZONTAL SCALE	FILE 4640
VERTICAL SCALE	DESIGNATION 501120
SURVEY BOOK	SHEET ---- OF
CONTRACT	PROJECT

BFS NO. 4640



Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5802
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____

CHECKED: _____ CHECKED: _____

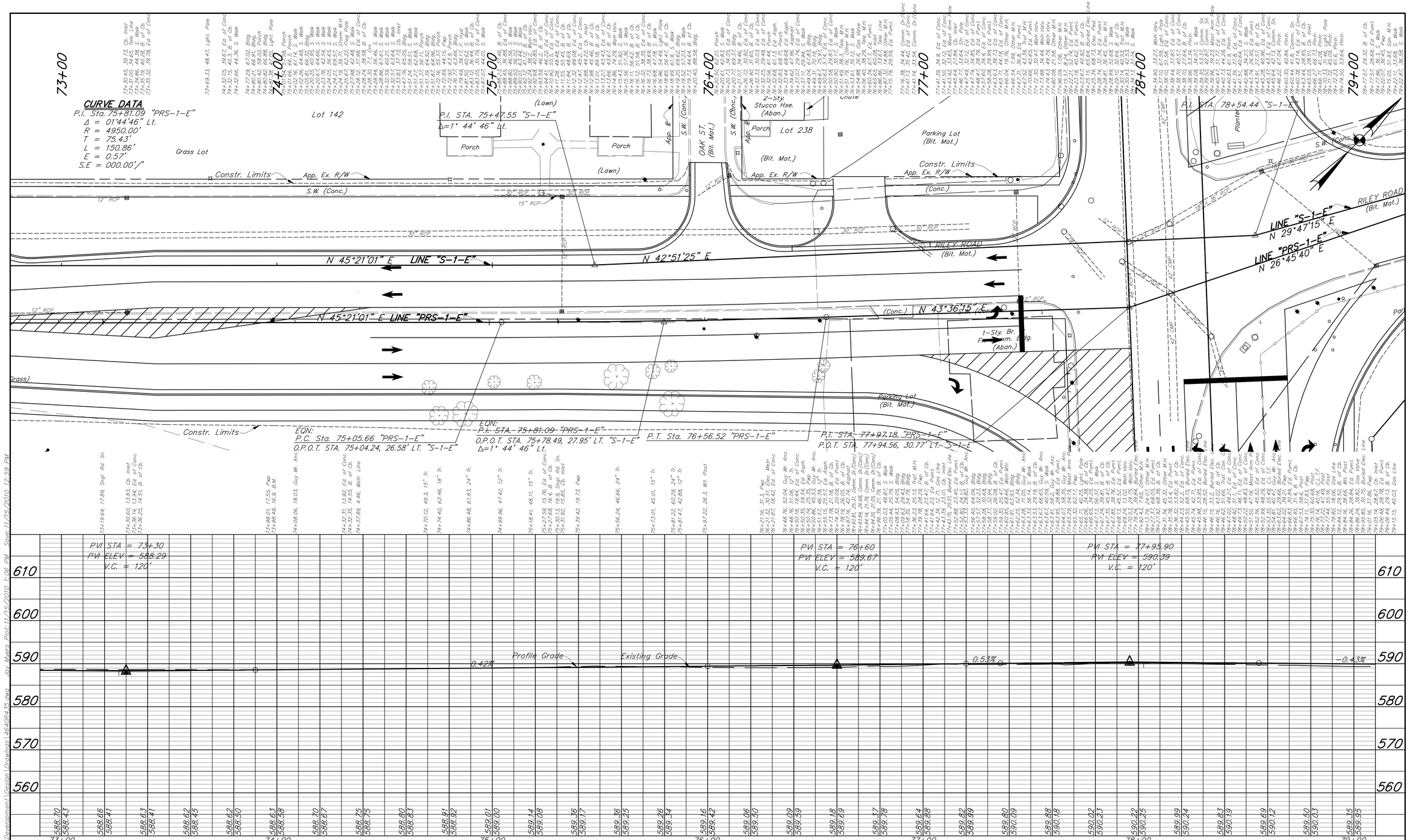
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PRS-1-E"
RILEY ROAD

HORIZONTAL SCALE	FILE
	4640
VERTICAL SCALE	DESIGNATION
	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\Project\Development\Design\Drawings\4640R434.dwg Jay Myers Plot:11/15/2010 1:06 PM Save:11/15/2010 12:59 PM



Butler Fairman Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

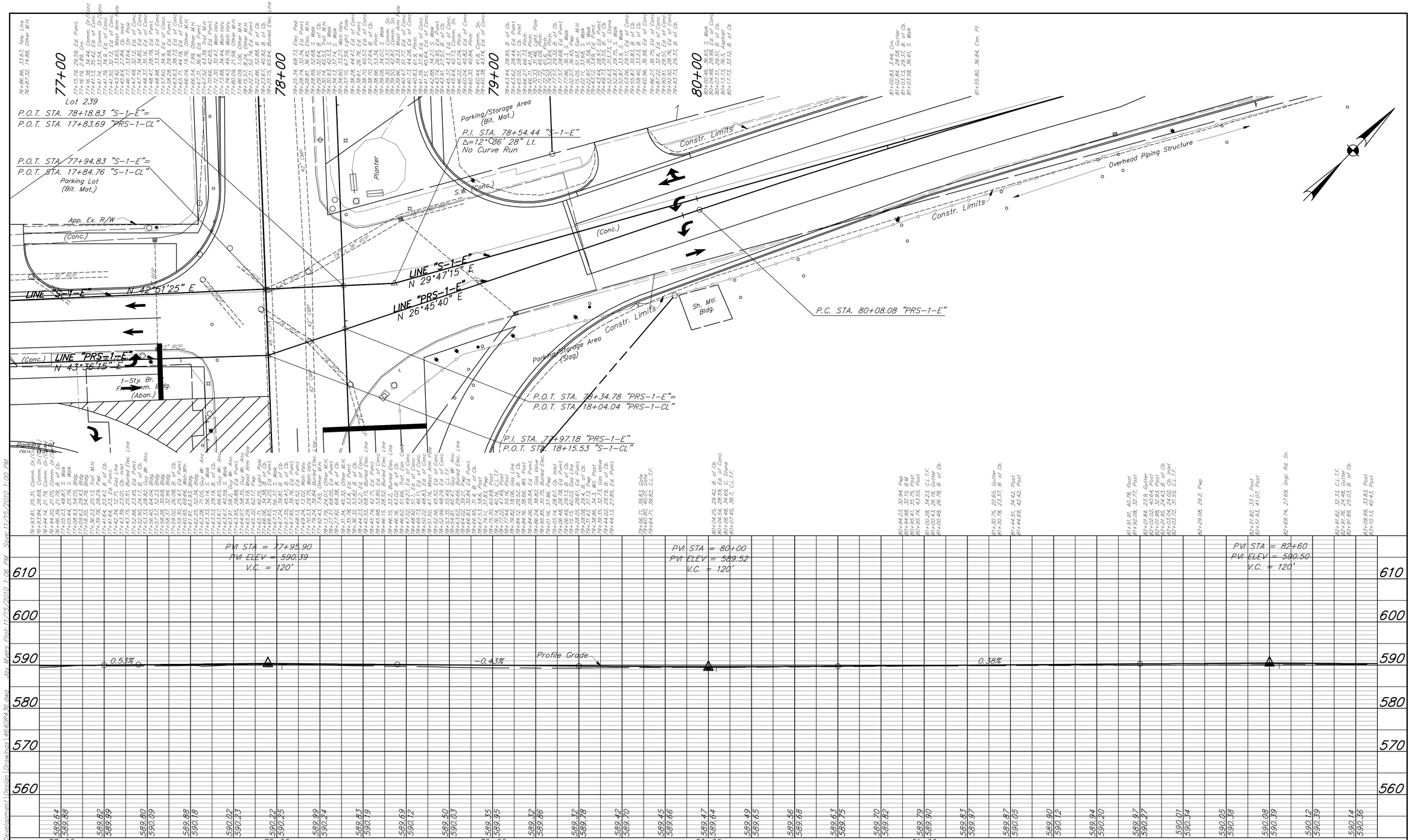
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PRS-1-E"
RILEY ROAD

HORIZONTAL SCALE	FILE 4640
VERTICAL SCALE	DESIGNATION 501120
SURVEY BOOK	SHEET ---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\Project Development\Design\Drawings\4640R435.dwg Jay Myers Plot:11/15/2010 1:06 PM Save:11/15/2010 12:59 PM



U:\4640\4640S\Project Development\Design\Drawings\4640PR4-16.dwg Jay Myers Plot: 11/15/2010 1:06 PM Save: 11/15/2010 1:00 PM

BF&S
Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

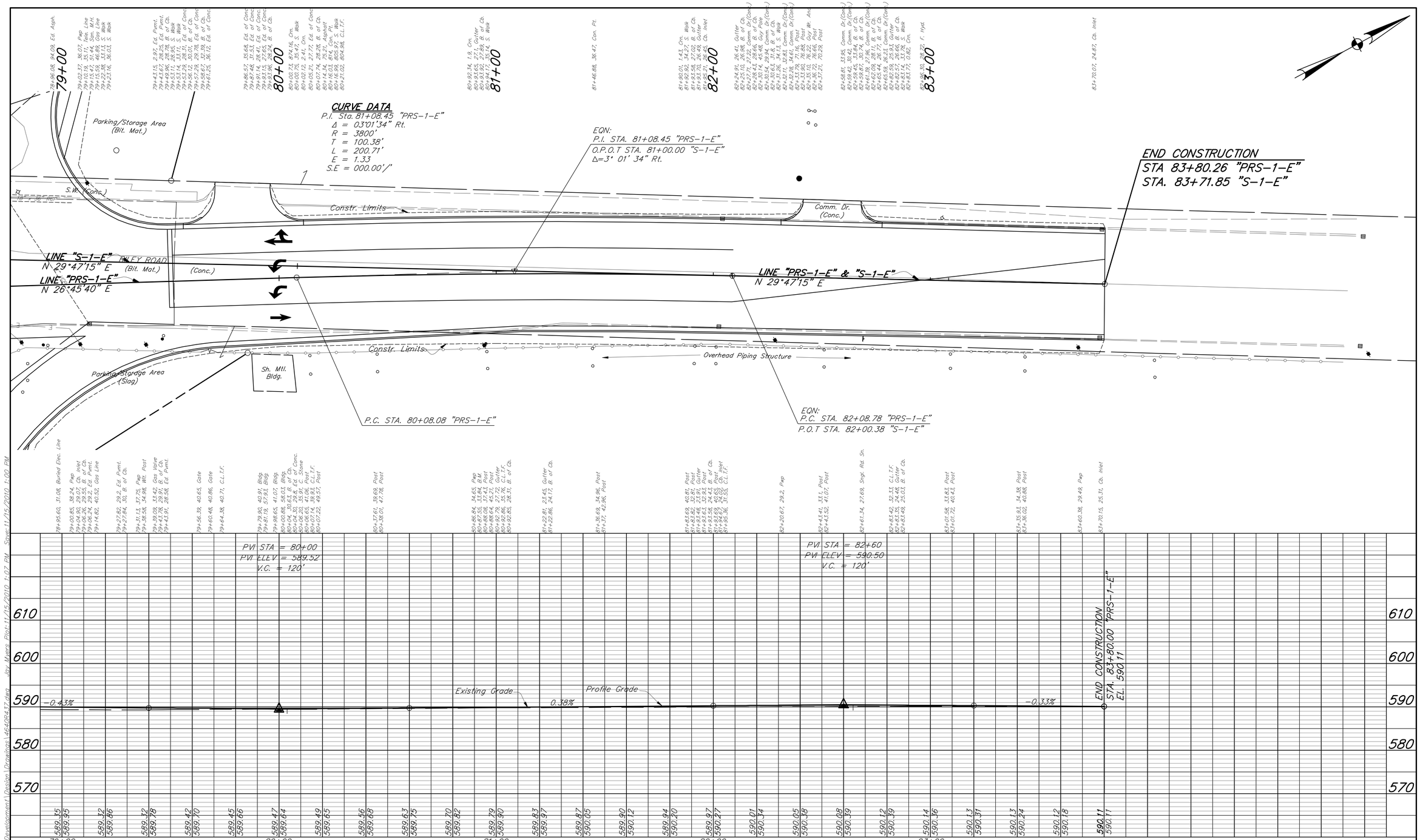
DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PRS-1-E"
RILEY ROAD

HORIZONTAL SCALE	FILE 4640
VERTICAL SCALE	DESIGNATION 501120
SURVEY BOOK	SHEET ---- OF
CONTRACT B-30999	PROJECT

BFS NO. 4640



Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

DESIGNED: _____ DRAWN: _____
CHECKED: _____ CHECKED: _____

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE
LINE "PRS-1-E"
RILEY ROAD

HORIZONTAL SCALE	FILE
	4640
VERTICAL SCALE	DESIGNATION
	501120
SURVEY BOOK	SHEET
	---- OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640R437.dwg Jay Myers Plot:11/15/2010 1:07 PM Save:11/15/2010 1:00 PM

Appendix B: General Project Information

B1-B2	Northwest Indiana 2009-2013 TIP
B3-B4	INSTIP FY 2010-2013
B5-B6	INDOT-FHWA Correspondence - PM 2.5 Hot Spot Analysis
B7-B9	EPA response to PM 2.5 Hot Spot Analysis
B10-B12	Environmental Justice Analysis
B13-B14	Utilities Contact List

Northwest Indiana FFY 2009-2013 Transportation Improvement Program

This (yellow) background indicates recently changed data.

All Projects: Includes Amendments #1 through #16 and #18 through #23 (Updated August 6, 2010)

TIP ID#	DES	Sponsor Name	Project Title	Location	County	Funding Fiscal Year	Funding Phase Code	Total by Phase	Federal Funds by Phase	Federal Fund Code	AQ Conformity Info: Exempt?	AQ Conformity Info: Reference	Reg Sig?	ITS?	In ADA Plan?	Amendment
465	0500462	INDOT	SR 53: Road Reconstruction (3R/4R Standards)	93rd Ave to US30 (Crown Point/Merillville Corp Line)	45	2013	PE	$ 489,600	$ 391,680	FHWA STP (State)	Yes	Table 2, #10	No	No	n/a	A16
466	0500463	INDOT	SR 53: Road Reconstruction (3R/4R Standards)	25th Ave to US 12 in Gary	45	2012	PE	$ 673,200	$ 538,560	FHWA STP (State)	Yes	Table 2, #10	No	No	n/a	A16
467	0500463	INDOT	SR 53: Road Reconstruction (3R/4R Standards)	25th Ave to US 12 in Gary	45	2013	RW	$ 1,346,400	$ 1,077,120	FHWA STP (State)	Yes	Table 2, #10	No	No	n/a	A16
468	0500464	INDOT	SR 53: Road Reconstruction (3R/4R Standards)	53rd Ave to 35th Ave in Gary (Merrillville/Gary Corp Line)	45	2012	PE	$ 758,200	$ 606,560	FHWA STP (State)	Yes	Table 2, #10	No	No	n/a	A16
469	0500464	INDOT	SR 53: Road Reconstruction (3R/4R Standards)	53rd Ave to 35th Ave in Gary (Merrillville/Gary Corp Line)	45	2013	RW	$ 1,516,400	$ 1,213,120	FHWA STP (State)	Yes	Table 2, #10	No	No	n/a	A16
470	0500465	INDOT	SR 55: Road Reconstruction (3R/4R Standards)	Clark St (N of US 231) to Summit Ave in Crown Point	45	2012	PE	$ 112,200	$ 89,760	FHWA STP (State)	Yes	Table 2, #10	No	No	n/a	A16
471	0500465	INDOT	SR 55: Road Reconstruction (3R/4R Standards)	Clark St (N of US 231) to Summit Ave in Crown Point	45	2013	RW	$ 224,400	$ 179,520	FHWA STP (State)	Yes	Table 2, #10	No	No	n/a	A16
472	0500481	INDOT	US 35: Road Reconstruction (3R/4R Standards)	N jct with SR 39 to Johnson Rd/Severs Rd in LaPorte	46	2012	CN	$ 3,110,000	$ 2,488,000	FHWA STP (State)	Yes	Table 2, #10	No	No	n/a	A16
473	0500481	INDOT	US 35: Road Reconstruction (3R/4R Standards)	N jct with SR 39 to Johnson Rd/Severs Rd in LaPorte	46	2010	PE	$ 360,000	$ 288,000	FHWA STP (State)	Yes	Table 2, #10	No	No	n/a	A16
474	0500481	INDOT	US 35: Road Reconstruction (3R/4R Standards)	N jct with SR 39 to Johnson Rd/Severs Rd in LaPorte	46	2011	RW	$ 221,000	$ 176,800	FHWA STP (State)	Yes	Table 2, #10	No	No	n/a	A16
475	0500703	INDOT	US 30: Road Rehabilitation (3R/4R Standards)	From 0.9 mile E of I-65 to SR 51	45	2012	CN	$ 3,200,000	$ 2,560,000	FHWA NHS	Yes	Table 2, #10	No	No	n/a	A16
476	0500704	INDOT	US 30: Road Rehabilitation (3R/4R Standards)	From SR 51 to CR 250 W	45	2012	CN	$ 8,000,000	$ 6,400,000	FHWA NHS	Yes	Table 2, #10	No	No	n/a	A16
477	0500729	INDOT	SR 912: Major Bridge Project (Replacement/ Rehabilitation) INSPECTIONS	Inspection of SR 912 and 4 ramp bridges over Indiana Harbor Canal	45	2010	PE	$ 11,505,000	$ 9,204,000	FHWA STP (State)	Yes	Table 2, #19	No	No	n/a	A16
478	0501114	INDOT	SR 912: Major Bridge Project Bridge Deck Reconstruction	Main SR 912 bridge over the indiana Harbor Cannal, ramps, railroads, and roads	45	2013	CN	$ 75,900,000	$ 60,720,000	FHWA STP (State)	Yes	Table 2, #19	No	No	n/a	A16

Northwest Indiana FFY 2009-2013 Transportation Improvement Program

This (yellow) background indicates recently changed data.

All Projects: Includes Amendments #1 through #16 and #18 through #23 (Updated August 6, 2010)

TIP ID#	DES	Sponsor Name	Project Title	Location	County	Funding Fiscal Year	Funding Phase Code	Total by Phase	Federal Funds by Phase	Federal Fund Code	AQ Conformity Info: Exempt?	AQ Conformity Info: Reference	AQ Conformity Info: Reg Sig?	AQ Conformity Info: ITS?	AQ Conformity Info: In ADA Plan?	AQ Conformity Info: Amendment
479	0501114	INDOT	SR 912: Major Bridge Project Bridge Deck Reconstruction	Main SR 912 bridge over the indiana Harbor Cannal, ramps, railroads, and roads	45	2012	RW	$ 300,000	$ 240,000	FHWA STP (State)	Yes	Table 2, #19	No	No	n/a	A16
480	0501115	INDOT	SR 912: Major Bridge Project Bridge Deck Reconstruction	SR 912 (Ramp-A) bridge over the ground (elevation), in E Chicago	45	2011	RW	$ 100,000	$ 80,000	FHWA STP (State)	Yes	Table 2, #19	No	No	n/a	A16
481	0501115	INDOT	SR 912 Bridge Demolition: Ramp D bridge over Riley Rd and Mainline bridge Section 6	As amended via Amendment #23 (30 July 2010)	45	2012	CN	$ 10,300,000	$ 8,240,000	FHWA STP (State)	Yes	Table 2, #19	No	No	n/a	A23
482	0501116	INDOT	SR 912: Major Bridge Project Bridge Deck Reconstruction	Ramp B bridge over Conrail - to be used for Maintenance of Traffic and will add a temporary signal to control alternating one directional traffic	45	2010	RW	$ 75,000	$ 60,000	FHWA STP (State)	Yes	Table 2, #19	No	No	n/a	A16 AM June 2010
483	0501116	INDOT	SR 912: Major Bridge Project Bridge Deck Reconstruction	Ramp B bridge over Conrail - to be used for Maintenance of Traffic and will add a temporary signal to control alternating one directional traffic	45	2011	CN	$ 4,700,000	$ 3,760,000	FHWA STP (State)	Yes	Table 2, #19	No	No	n/a	A16 AM June 2010
484	0501117	INDOT	SR 912: Major Bridge Project Bridge Deck Reconstruction	SR-912 (Ramp C) bridge over Riley Road and Ramp D, in E Chicago	45	2010	RW	$ 100,000	$ 80,000	FHWA STP (State)	Yes	Table 2, #19	No	No	n/a	A16
485	0501117	INDOT	SR 912: Major Bridge Project Bridge Deck Reconstruction	SR-912 (Ramp C) bridge over Riley Road and Ramp D, in E Chicago	45	2011	CN	$ 10,300,000	$ 8,240,000	FHWA STP (State)	Yes	Table 2, #19	No	No	n/a	A16
486	0501119	INDOT	SR 912: Major Bridge Project Bridge Deck Reconstruction	SR 912 (Ramp D) bridge over Riley Road and Ramp C, in E Chicago	45	2010	CN	$ 7,300,000	$ 5,840,000	FHWA STP (State)	Yes	Table 2, #19	No	No	n/a	A16
487	0501120	INDOT	SR 912: Major Bridge Project Bridge Deck Reconstruction	SR 912 bridge over Conrail, Dickey Road, and Dock Street, in E Chicago	45	2013	RW	$ 300,000	$ 240,000	FHWA STP (State)	Yes	Tabke 2, #19	No	No	n/a	A16
488	0600080	INDOT	I 94: Bridge Deck Overlay	WBL over US 20, Willow Creek and CSX RR, 0.9 mile E of I-90	64	2011	PE	$ 72,000	$ 64,800	FHWA Interstate Maiantenance (IM)	Yes	Table 2, #19	No	No	n/a	A16

Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2010 - 2013

Sponsor	Des Number	Route Number		Type of Work	Project Location	District	Miles	Federal Category	Program	Phase	Federal	Match	2010	2011	2012	2013	Estimated Cost to Complete Project
INDOT	0500703	US	30	Road Rehabilitation (3R/4R Standards)	From 0.9 mile E of I-65 to SR 51	LaPorte	3.02	NHS	Major Preserv-Constr LaPorte	CN	2,560,000	640,000			$3,200,000		$ 3,200,000
INDOT	0500704	US	30	Road Rehabilitation (3R/4R Standards)	From SR 51 to CR 250 W	LaPorte	8.54	NHS	Major Preserv-Constr LaPorte	CN	6,400,000	1,600,000			$8,000,000		$ 8,000,000
INDOT	0500729	SR	912	Bridge Inspections	Inspection of SR 912 and 4 ramp bridges over Indiana Harbor Canal	LaPorte	1	STP	Major Bridge - Consulting	PE	9,204,000	2,301,000	$6,905,000	$1,850,000	$1,550,000	$1,200,000	$ 138,060,000
INDOT	0500736	ST	1001	Railroad Protection	Carroll Street at NS in Hammond	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500737	ST	1001	Railroad Protection	Calhoun Street at NS in Gary	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500738	ST	1001	Railroad Protection	Clark Street at NS in Gary	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500739	ST	1001	Railroad Protection	Jackson Street at NS in Gary	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500740	ST	1001	Railroad Protection	Monroe Street at NS in Gary	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500741	ST	1001	Railroad Protection	Madison Street at NS in Gary	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500742	ST	1001	Railroad Protection	Adams Street at NS in Gary	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500743	ST	1001	Railroad Protection	41st Avenue at NS in Gary	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500744	ST	1001	Railroad Protection	Delaware Street at NS in Gary	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500746	IR	1001	Railroad Protection	Kentucky Street at NS in Gary	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500747	ST	1001	Railroad Protection	Liverpool Road at NS in Hobart	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500748	ST	1001	Railroad Protection	Ash Street at NS in Hobart	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500749	ST	1001	Railroad Protection	Lake Park Ave at NS in Hobart	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500750	ST	1001	Railroad Protection	Center Street at NS in Hobart	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0500751	ST	1001	Railroad Protection	Indiana Street at NS in Hobart	LaPorte	0	STP	Local Safety Program	CN							
INDOT	0501114	SR	912	Bridge Deck Reconstruction	Main SR 912 bridge over the indiana Harbor Cannal, ramps, railroads, and roads	LaPorte	1	NHS	Major Bridge - Construction	CN							

Indiana Department of Transportation (INDOT)
State Preservation and Local Initiated Projects FY 2010 - 2013

Sponsor	Des Number	Route Number		Type of Work	Project Location	District	Miles	Federal Category	Program	Phase	Federal	Match	2010	2011	2012	2013	Estimated Cost to Complete Project
									Major Bridge - ROW	RW							
INDOT	0501115	SR	912	Bridge Deck Reconstruction	SR 912 (Ramp-A) bridge over the ground (elevation), in E Chicago	LaPorte	1	NHS	Major Bridge - Construction	CN	8,240,000	2,060,000			$10,300,000		$ 10,300,000
									Major Bridge - ROW	RW							
INDOT	0501116	SR	912	Bridge Deck Reconstruction	SR 912 (Ramp B) bridge over Conrail, in E Chicago	LaPorte	1	NHS	Major Bridge - Construction	CN	3,760,000	940,000		$4,700,000			$ 4,700,000
									Major Bridge - ROW	RW							
INDOT	0501117	SR	912	Bridge Deck Reconstruction	SR-912 (Ramp C) bridge over Riley Road and Ramp D, in E Chicago	LaPorte	1	NHS	Major Bridge - Construction	CN	8,240,000	2,060,000		$10,300,000			$ 10,300,000
									Major Bridge - ROW	RW							
INDOT	0501119	SR	912	Bridge Deck Reconstruction	SR 912 (Ramp D) bridge over Riley Road and Ramp C, in E Chicago	LaPorte	1	NHS	Major Bridge - Construction	CN	5,840,000	1,460,000	$7,300,000				$ 7,300,000
INDOT	0501120	SR	912	Bridge Deck Reconstruction	SR 912 bridge over Conrail, Dickey Road, and Dock Street, in E Chicago	LaPorte	1	NHS	Major Bridge - ROW	RW							
INDOT	0600699	US	41	HMA Functional Overlay on PCCP	Ramps to and from SR 912	LaPorte	1.2	NHS	District Construction - LaPorte	CN							
INDOT	0600700	SR	912	HMA Functional Overlay on PCCP	Ramps to and from Mittal Steel	LaPorte	2.2	NHS	District Construction - LaPorte	CN							
INDOT	0710030	US	12	HMA Overlay, Preventive Maintenance	From US20/Indianapolis Blvd. to SR912	LaPorte	2.47	NHS	District Construction - LaPorte	CN	896,000	224,000	$1,120,000				$ 1,120,000
INDOT	0710031	US	20	HMA Overlay, Functional	From SR 152 to SR 912	LaPorte	2.63	STP	District Construction - LaPorte	CN	1,327,739	331,935	$1,659,674				$ 1,659,674
INDOT	0710032	US	20	HMA Overlay, Functional	From SR 51 to SR 249	LaPorte	3.41	STP	District Construction - LaPorte	CN	1,309,440	327,360		$1,636,800			$ 1,636,800
INDOT	0710045	US	12	HMA Overlay, Functional	From US 20 to bridge over Burns Ditch	LaPorte	5.76	STP	District Construction - LaPorte	CN	2,408,000	602,000	$10,000	$3,000,000			$ 3,010,000
INDOT	0710053	SR	55	HMA Overlay, Functional	From US 231 to Ridge Rd	LaPorte	5.35	STP	District Consulting - LaPorte	CN	2,699,860	674,965	$3,374,825				$ 3,374,825
INDOT	0710054	US	41	HMA Overlay, Preventive Maintenance	From US 231 to 77th Ave	LaPorte	3.98	NHS	District Construction - LaPorte	CN	1,449,870	362,468	$1,812,338				$ 1,812,338
INDOT	0710230	ST	1001	Railroad Protection	CSX Crossing at Lake Street in Gary	LaPorte	0	STP	Local Safety Program	CN							

Bales, Ronald

From: Lawrence, Ben
Sent: Wednesday, September 15, 2010 3:40 PM
To: 'Joyce.Newland@dot.gov'
Cc: Larry.Heil@dot.gov; Meeks, Bill; Bales, Ronald; Miller, Brandon
Subject: RE: Traffic Data, SR 912 East Chicago

Great! We'll make a note in the CE that it was looked at, and consider it addressed.

Ben

-----Original Message-----
From: Joyce.Newland@dot.gov [mailto:Joyce.Newland@dot.gov]
Sent: Wednesday, September 15, 2010 3:30 PM
To: Lawrence, Ben
Cc: Larry.Heil@dot.gov; Meeks, Bill; Bales, Ronald; Miller, Brandon
Subject: RE: Traffic Data, SR 912 East Chicago

Yes, I agree. I talked.to Larry Heil and he agreed too.

-----Original Message-----
From: Lawrence, Ben [mailto:BLAWRENCE@indot.IN.gov]
Sent: Wed 9/15/2010 3:27 PM
To: Newland, Joyce (FHWA)
Cc: Heil, Larry (FHWA); Meeks, Bill; Bales, Ronald; Miller, Brandon
Subject: FW: Traffic Data, SR 912 East Chicago

Joyce,

I got some help from Wilbur Smith interpreting the traffic data. Based on that, we calculated that the ADT in the design year is between 19,600 and 21,600, of which 12 to 14 percent (2400-3000) are heavy vehicles. Although the truck percentage is above the 10% we discussed yesterday, it isn't by much. More importantly, the total traffic volume is far below the usual threshold, and the absolute number of trucks is far below the usual levels of concern.

Based on this we recommend that a quantitative PM 2.5 hotspot analysis is not necessary for this project. If you'd like, we could set up a conference call with the agencies who have jurisdiction to verify that they agree.

Ben Lawrence, PE
Environmental Policy Administrator
Office of Environmental Services
Indiana Department of Transportation
V: 317-233-1164 F: 317-233-4929

-----Original Message-----
From: Hunter, Matthew S [mailto:MHUNTER@wilbursmith.com]
Sent: Wednesday, September 15, 2010 2:37 PM
To: Lawrence, Ben
Cc: Meeks, Bill; Bales, Ronald; Powell, James L.
Subject: RE: Traffic Data, SR 912 East Chicago

Ben,

Good to talk with you. I have added the truck volumes to the attached scanned image. Jim can verify this but as far as I am aware we did not analyze ADT for our studies. As a rule of thumb peak hour volumes are equal to approximately 10% of the ADT.

(Example) Dickey west of intersection (use AM peak)
264+1009+392+31+257+240 = 2,162 x 10 = 21,620 ADT

Please let me know if you have any questions or need anything else. I would be happy to calculated the remaining adt volumes if you wish.

Best regards,

Matt Hunter, PE
Transportation Engineer
Wilbur Smith Associates, 8164 Executive Dr., Suite A, Lansing, MI 48917
w: 517.622.2500 (ext. 2508) f: 517.622.2525
www.WilburSmith.com

Think green and save paper by not printing this email

-----Original Message-----
From: Matt Hunter [mailto:mhunter@wilbursmith.com]
Sent: Wednesday, September 15, 2010 2:17 PM
To: Hunter, Matthew S
Subject:

This E-mail was sent from "C7570" (C7570).

Scan Date: 09.15.2010 14:16:41 (-0400)
Queries to: WSA_copier@wilbursmith.com

Bales, Ronald

From: Joyce.Newland@dot.gov
Sent: Thursday, September 23, 2010 12:23 PM
To: Bales, Ronald
Subject: FW: FW: Traffic Data, SR 912 East Chicago

Some information for you...

-----Original Message-----
From: Morris.Patricia@epamail.epa.gov [mailto:Morris.Patricia@epamail.epa.gov]
Sent: Thursday, September 23, 2010 10:52 AM
To: Newland, Joyce (FHWA)
Cc: BLAWRENCE@indot.IN.gov; BMeeks@indot.IN.gov; morris.patricia@epa.gov; sseals@idem.in.gov; wbrown@nirpc.org
Subject: Re: FW: Traffic Data, SR 912 East Chicago

Joyce,
Thanks for sending this. I was wondering about the truck traffic.
I would agree that this is not a project of air quality concern because of the low ADT levels.
Pat

Patricia Morris
Environmental Scientist
USEPA Region 5
(312) 353-8656
morris.patricia@epa.gov

From: <Joyce.Newland@dot.gov>

To: <morris.patricia@epa.gov>, <sseals@idem.in.gov>

Cc: <wbrown@nirpc.org>, <BMeeks@indot.IN.gov>, <BLAWRENCE@indot.IN.gov>

Date: 09/23/2010 09:29 AM

Subject: FW: Traffic Data, SR 912 East Chicago

Here is the truck traffic counts that was examined whether PM 2.5 hot spot analysis is needed. In retrospect we should have consulted on this issue with the ICG. I apologize for that misstep. Please let us know if you agree with our decision.

-----Original Message-----
From: Lawrence, Ben [mailto:BLAWRENCE@indot.IN.gov]
Sent: Wednesday, September 15, 2010 3:28 PM
To: Newland, Joyce (FHWA)

Cc: Heil, Larry (FHWA); Meeks, Bill; Bales, Ronald; Miller, Brandon
Subject: FW: Traffic Data, SR 912 East Chicago

Joyce,

I got some help from Wilbur Smith interpreting the traffic data. Based on that, we calculated that the ADT in the design year is between 19,600 and 21,600, of which 12 to 14 percent (2400-3000) are heavy vehicles.
Although the truck percentage is above the 10% we discussed yesterday, it isn't by much. More importantly, the total traffic volume is far below the usual threshold, and the absolute number of trucks is far below the usual levels of concern.

Based on this we recommend that a quantitative PM 2.5 hotspot analysis is not necessary for this project. If you'd like, we could set up a conference call with the agencies who have jurisdiction to verify that they agree.

Ben Lawrence, PE
Environmental Policy Administrator
Office of Environmental Services
Indiana Department of Transportation
V: 317-233-1164 F: 317-233-4929

-----Original Message-----
From: Hunter, Matthew S [mailto:MHUNTER@wilbursmith.com]
Sent: Wednesday, September 15, 2010 2:37 PM
To: Lawrence, Ben
Cc: Meeks, Bill; Bales, Ronald; Powell, James L.
Subject: RE: Traffic Data, SR 912 East Chicago

Ben,

Good to talk with you. I have added the truck volumes to the attached scanned image. Jim can verify this but as far as I am aware we did not analyze ADT for our studies. As a rule of thumb peak hour volumes are equal to approximately 10% of the ADT.

(Example) Dickey west of intersection (use AM peak)
264+1009+392+31+257+240 = 2,162 x 10 = 21,620 ADT

Please let me know if you have any questions or need anything else. I would be happy to calculated the remaining adt volumes if you wish.

Best regards,

Matt Hunter, PE
Transportation Engineer
Wilbur Smith Associates, 8164 Executive Dr., Suite A, Lansing, MI 48917
w: 517.622.2500 (ext. 2508) f: 517.622.2525 www.WilburSmith.com

Think green and save paper by not printing this email

-----Original Message-----
From: Matt Hunter [mailto:mhunter@wilbursmith.com]
Sent: Wednesday, September 15, 2010 2:17 PM

To: Hunter, Matthew S
Subject:

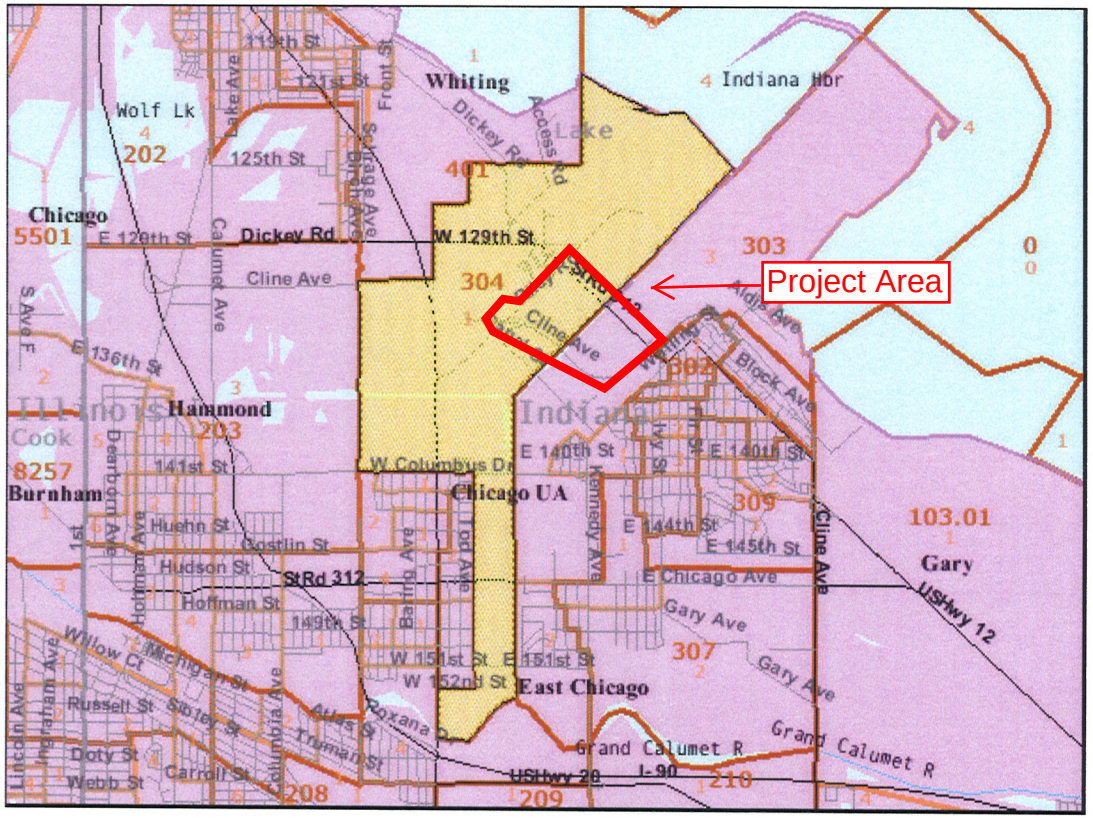
This E-mail was sent from "C7570" (C7570).

Scan Date: 09.15.2010 14:16:41 (-0400)
Queries to: WSA_copier@wilbursmith.com
[attachment "20100915141641150.pdf" deleted by Patricia Morris/R5/USEPA/US]

Block Group 1, Census Tract 304, Lake County, Indiana

Boundaries
- State
- '00 County
- '00 Census Tract
- '00 Block Group
- '00 Place
- '00 Place
- '00 Urban Area
- '00 Urban Area

Features
- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody



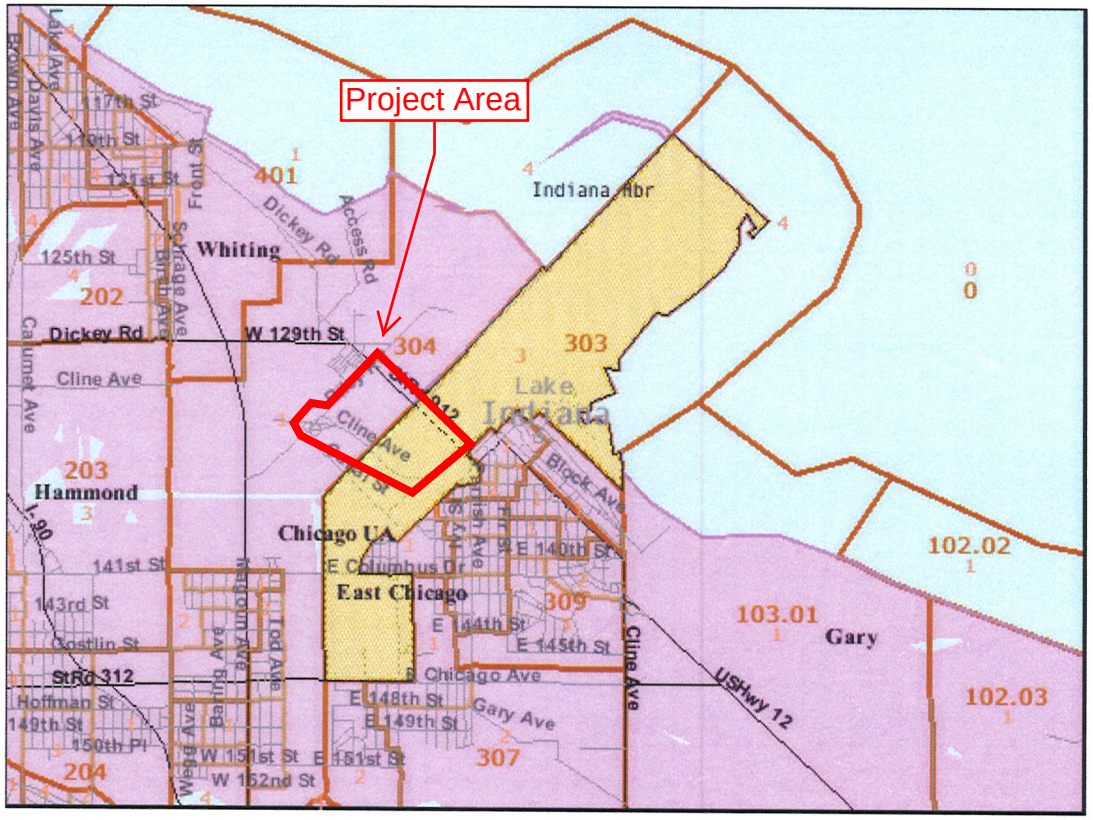
7 miles across

Close

Block Group 3, Census Tract 303, Lake County, Indiana

Boundaries
- State
- '00 County
- '00 Census Tract
- '00 Block Group
- '00 Place
- '00 Place
- '00 Urban Area
- '00 Urban Area

Features
- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody



7 miles across

Close

Figure 1: Analysis of Two Census Tracts in East Chicago, Lake County, Indiana

		COC	AC1	AC2
		City of East Chicago, Indiana	**Census Tract 303.03, Lake County, Indiana**	**Census Tract 304.01, Lake County, Indiana**
	LOW-INCOME			
P087001	Population for whom poverty status is determined: Total	32,186	105	711
P087002	Population for whom poverty status is determined: Income in 1999 below poverty level	7,845	22	104
	Percent Low-income	**24.4%**	**21.0%**	**14.6%**
	125 Percent of COC	**30.5%**	**AC <125% COC**	**AC <125% COC**
	Potential Low-income EJ Impact?		**No**	**No**
	MINORITY			
P007001	Total population: Total	32,414	105	711
P007002	Total population: Not Hispanic or Latino	15,694	18	235
P007003	Total population: Not Hispanic or Latino; White alone	3,946	0	184
P007004	Total population: Not Hispanic or Latino; Black or African American alone	11,498	18	51
P007005	Total population: Not Hispanic or Latino; American Indian and Alaska Native alone	20	0	0
P007006	Total population: Not Hispanic or Latino; Asian alone	29	0	0
P007007	Total population: Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	0	0	0
P007008	Total population: Not Hispanic or Latino; Some other race alone	11	0	0
P007009	Total population: Not Hispanic or Latino; Two or more races	190	0	0
P007010	Total population: Hispanic or Latino	16,720	87	476
P007011	Total population: Hispanic or Latino; White alone	7,872	0	78
P007012	Total population: Hispanic or Latino; Black or African American alone	157	0	0
P007013	Total population: Hispanic or Latino; American Indian and Alaska Native alone	136	0	0
P007014	Total population: Hispanic or Latino; Asian alone	8	0	0
P007015	Total population: Hispanic or Latino; Native Hawaiian and Other Pacific Islander alone	24	0	0
P007016	Total population: Hispanic or Latino; Some other race alone	7,847	87	398
P007017	Total population: Hispanic or Latino; Two or more races	676	0	0
	Number Non-white/minority (P007001-P007003)	**28,468**	**105**	**527**
	Percent Non-white/Minority	**87.8%**	**100.0%**	**74.1%**
	125 Percent of COC	**100.0%**	**AC <125% COC**	**AC <125% COC**
	Potential Minority EJ Impact?		**No**	**No**

CONTACT LIST

PROJECT: Riley Rd. & Dickey Rd.

DES NO: 0501120

DESCRIPTION: Dickey Rd. @ SR 912 - Riley Road and Dickey Road Improvements in East Chicago, Lake County, IN

IN09500816

Title	First Name	Last Name	Title	Inv.	Organization	Address	City	St	Zip	Phone	Fax	Cell	Email
CLIENT / INDOT													
Mr.	Matthew	Thomas	Utility / Railroad Manager		INDOT	100 N. Senate Ave., IGCN Room N642	Indianapolis	IN	46204	317-232-5308	317-233-4929	317-416-8998	mthomas@indot.in.gov
Mr.	John	Pangallo	Project Manager		INDOT	100 N. Senate Ave., IGCN Room N642	Indianapolis	IN	46204	317-234-5607	317-233-4929	317-450-7751	jpangallo@indot.in.gov
Mr.	Marvin	Burns	Vice President		Janssen & Spaans Engineering	9120 Harrison Park Ct. West	Indianapolis	IN	46216	317-254-9686	317-259-8262		mburns@jsengr.com
Mr.	Steve	Weintraut, PE	Principal		Butler, Fairman & Seufert	8450 Westfield Blvd., Suite 300	Indianapolis	IN	46240	317-713-4615	317-713-4616		sweintraut@bfsengr.com
Mr.	Ben	Zobrist	Project Manager		Butler, Fairman & Seufert	8450 Westfield Blvd., Suite 300	Indianapolis	IN	46240	317-713-4615	317-713-4616		bzobrist@bfsengr.com
Mr.	Bill	Meeks	Technical Services Director		INDOT, LaPorte District	315 E. Boyd Blvd.	LaPorte	IN	46350	219-325-7470			bmeeks@indot.in.gov
Mr.	Aschalew	Aberra	Highway Utility Engineer		INDOT	100 N. Senate Ave., IGCN Room N642	Indianapolis	IN	46204	317-232-5160	317-233-4929	317-777-3167	aaberra@indot.in.gov
TBE													
Mr.	Ken	Slaninka, PE	Director		Cardno TBE	9241 Castlegate Dr.	Indianapolis	IN	46256	317-585-3540	317-585-3542	317-654-3066	kenneth.slaninka@Cardno.com
Mr.	Thomas	Randall	Project Manager		Cardno TBE	9241 Castlegate Dr.	Indianapolis	IN	46256	317-585-3540	317-585-3542	317-937-7562	thomas.randall@Cardno.com
Mr.	Clint	Acker	SUE Manager		Cardno TBE	9241 Castlegate Dr.	Indianapolis	IN	46256	317-585-3540	317-585-3542	317-491-5719	clint.acker@Cardno.com
UTILITIES													
Mr.	Kirk	Thoelke	Engineer		Lightcore/Century Fiber Network	1151 Centurytel Drive	Wentzville	MO	63385	636-887-4752			kirk.thoelke@centurylink.com
Mr.	Stephen	Johnson			Praxair	4520 Kennedy Avenue	E. Chicago	IN	46312	219-391-5114			stephen-johnson@praxair.com
Mr.	Michael	Winslow			BP Pipelines	28100 Torch Parkway, 6th Floor	Warrenville	IL	60555	630-836-5354		512-796-7184	winslow@quikus.com
Mr.	John	Martinez			East Chicago Sanitary Sewer Department	5201 Indianapolis Blvd.	E. Chicago	IN	46312	219-746-9534	219-391-8254		jmartinez@eastchicago.com
Mr.	Brian	Marciniak			City of East Chicago Water	400 E. Chicago Ave.	E. Chicago	IN	46312	219-391-8469			bmarciniak@eastchicago.com
Mr.	Jeffrey	Jackson	Sr. Manager Field Operations		Level 3 Communications	2101 Roberts Dr.	Broadview	IL	60155	708-345-2423	708-345-2454	708-417-2919	jeffrey.jackson@level3.com
Ms.	Deborah	Rawle			Buckeye Pipeline	Five Tek Park, 9999 Hamilton Blvd.	Breinigsville	PA	18031	610-904-4504			drawle@buckeye.com
Mr.	Larry	Smith	Construction Coordinator		Comcast	16 W 84th Dr.	Merrillville	IN	46410	574-320-8203			Larry_Smith3@cable.comcast.com
Mr.	Hendrik	Klunder			NIPSCO	1460 E. 15th Ave.	Gary	IN	46402	219-886-5513			hklunder@nisource.com
Ms.	Jill	Boganwright			NIPSCO	801 East 86th Ave.	Merrillville	IN	46410	219-647-6502			jboganwright@nisource.com
Mr.	Angelo	LaMantia			AT&T	302 South East Street	Crown Point	IN	46307	219-662-4418			al1242@att.com

CONTACT LIST

PROJECT: Riley Rd. & Dickey Rd.

DES NO: 0501120

DESCRIPTION: Dickey Rd. @ SR 912 - Riley Road and Dickey Road Improvements in East Chicago, Lake County, IN

IN09500816

Title	First Name	Last Name	Title	Inv.	Organization	Address	City	St	Zip	Phone	Fax	Cell	Email
Mr.	Rodger	Maddern			Elantic Telecom	6777 Engle Rd., Ste. E	Middleburg Hts.	OH	44130	440-274-0209			ramaddern@intellifiber.com
Mr.	Mike	Vanco	Representative for Arcelor Mittal		Superior Engineering, LLC	2345 167th St.	Hammond	IN	46323-1418	219-844-7030 x220	219-844-4217	630-346-8277	mzvanco@supereng.com
MISCELLANEOUS													
Mr.	Ali	Karaki			CTL Engineering of Indiana, Inc.	4343 Saguaro Trail	Indianapolis	IN	46268	317-295-8650	317-295-8395	317-417-2257	akaraki@ctleng.com

Appendix C: Early Coordination

C1-C4	Early Coordination Letter
C5-C6	List of Early Coordination Recipients
C7-C19	Alternative List and Illustrations
C20-C21	US Department of Agriculture, NRCS Response
C22	IDEM – Wellhead Protection Determination
C23-C26	US Fish & Wildlife Service Responses
C27	Indiana Geological Survey Response
C28	U.S. Coast Guard, Ninth District
C29	Army Corps of Engineers-Detroit District Response
C30	U.S. Coast Guard, Eighth District
C31-C33	Lake County Commissioners – Frances DuPey Response
C34-C50	Indiana Dept. of Natural Resources Response
C51-C55	Indiana Dept. of Environmental Management Electronic Response
C56	Office of Aviation Response
C57-C59	USFWS, DNR and INDOT correspondence for Peregrine falcons
C60	DNR- Division of Outdoor Recreation Response

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 233-1164
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

June 22, 2010

(COMPANY)
(NAME)
(ADDRESS)
(CITY< STATE ZIP)

Re: Des. No. 0501116; SR 912 in East Chicago, Indiana
Connectivity restoration for SR 912 (Cline Ave.) in Northwest Indiana

Early Coordination for Federal Undertakings
Environmental Agency Coordination

Dear Sir or Madam;

The Indiana Department of Transportation (INDOT) is collecting information about impacts to specific resources for the proposed restoration of the connectivity of SR 912 (Cline Ave.) in Northwest Indiana. The project area is located in Township 37 N, Range 9W, Sections 16, 17, 20, 21, and 22 of the Whiting, IN Quadrangle.

This letter and the attachments describe the project, identify the project area, and describe known resources in the project area and anticipated impacts to those resources. Consulting parties under Section 106 of the National Historic Preservation Act will be sent a separate letter at a later date.

Introduction and Existing Conditions

The Indiana Department of Transportation (INDOT) made an initial determination in summer 2009 that the SR 912 (Cline Avenue) bridge over the Indiana Harbor Canal in East Chicago had structural issues due to suspected problems with post-tensioning cables. A detailed review determined that the structure could potentially fail due to corrosion of the bridge piers, concrete, post tensioning cables, and beams. On November 13, 2009, SR 912 was closed between the Calumet Avenue and the Michigan Avenue interchanges.

The INDOT in response to the road closure considered alternatives that could accommodate the traffic in the study area over the long term. Several internal meetings were held incorporating input from numerous sources including affected public and private stakeholders. This cooperative effort occurred in early 2010.

Several alternatives are under consideration including the replacement of the SR 912 bridge, the re-routing of SR 912 and the no-build alternative. These alternatives are described below:

Alternatives

Full Rebuild Alternative

- Alternative A consists of rebuilding the SR 912 bridge with a structure of similar dimensions and on the same alignment at a cost of an estimated $150 million. This would require demolition of the existing bridge followed by reconstruction of the structure on the same alignment.

No-Build Alternative

- Alternative B represents taking no action to replace the SR 912 structure, assuming a majority of traffic would utilize the Indiana Toll Road. The existing bridge would need to be demolished.

Re-Routing Alternatives

- Alternative C would convert over 1.3 miles of current local roads (Dickey Road and Riley Road) to INDOT jurisdiction and re-designate them as SR 912 between the interchange of extended SR 912/Dickey Road on the east and the SR 912/Riley interchange on the west.

- Alternative D and E consist of re-routing SR 912 from the southeast to Chicago Avenue (Alt. D) or Columbus Drive (Alt. E), then north on Indianapolis Boulevard, turning west on 129th Street, then south on Calumet Avenue and back onto SR 912.

- Alternative F is similar to Alternative C in its use of Dickey Road. However, instead of taking Riley Road it connects to 129th Street, heading west to Calumet Avenue, then south back onto SR 912.

- Alternative G uses Michigan Street from SR 912 in the southeast, turning north onto Indianapolis Boulevard and continuing to 129th Street. From there it would head west to Calumet Avenue, then south back to reconnect with existing SR 912.

- Alternative H consists of re-routing SR 912 traffic onto Chicago Avenue. The traffic would proceed west to Calumet Avenue and reconnect to SR 912 at the existing SR 912/Calumet Avenue interchange.

- Alternative I connects SR 912 to Michigan Avenue in East Chicago, proceeding southwest to Columbus Drive, and then turning north onto Indianapolis Boulevard. As with several previous alternatives, it would then head north to 129th Street, west to Calumet Avenue, then south to existing SR 912. (Alt. I)

- Alternative J connects SR 912 to Michigan Avenue in East Chicago, proceeding southwest to Columbus Drive, and then turn onto 141st Street, which would require a new through connection on 141st just west of East Chicago High School. The route would then connect to Calumet Avenue and head north to existing SR 912.

- Alternative K uses Michigan Street from SR 912 in the southeast, turning north onto Calumet Avenue. From there it would head north back to SR 912.

- Alternative L would take a route utilizing Gary Avenue, 148th Street, Kennedy Avenue and then Columbus Drive. From there it would connect with Indianapolis Boulevard, 129th Street, Calumet Avenue, and back to SR 912.

Several alternatives were analyzed considering a range of criteria. The long range alternatives screening table has been included in the attachments section along with alternative maps. This information was provided to INDOT by Wilbur Smith Associates on June 11, 2010 in a study of Long Range Improvements for SR 912.

Resources

Land use in the area is primarily industrial. However, residential and commercial property is located sporadically in the project area. A records search on June 17, 2010 (www.indianamap.org) revealed the following resources of interest in or near the project area. Several historical resources are located in the project vicinity including Marktown Historic District. The historical resource could be impacted from the improvements of the Riley & Dickey Road intersection. The Indiana Harbor Canal is listed as an impaired stream and will likely have temporary impacts associated with the demolition of the bridge. Several leaking underground storage tanks are located in and near the project area. Brownfields, industrial waste sites and corrective action sites are also in the project vicinity. These sites should not be

impacted by the proposed project. Schools and religious facilities are in the project vicinity however will not likely be impacted by the proposed project. Right-of-way will be required but the exact totals have yet to be determined.

Response

Please respond with your comments on any environmental impacts that may be incurred as a result of this project so that an environmental report can be prepared. We also welcome your related opinions and other input for consideration in the preparation of the environmental document. If we do not receive your response within **thirty (30) days**, it will be assumed that your agency or organization feels that there will be no significant effects as a result of this project or you do not wish to offer opinions concerning this project. However, should you find that an extension to respond is required; a reasonable amount of time will be granted upon request. If you have any questions regarding this matter, please contact Ron Bales in my office at (317) 234-4916.

Sincerely,

For: Ben Lawrence, P.E., Administrator
Environmental Policy Section
Office of Environmental Services
INDOT - Central Office Production

Attachments: Long Range Alternative Screening
Alternative Maps

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 233-1164
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

The following agencies received Early Coordination Letters:

INDOT- Aeronautics Section
Intermodal Transportation Division
Attn: Mr. Adam Fackler
Room N901, IGC North
100 North Senate Avenue
Indianapolis, IN 46204

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

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

U.S. Department of Housing and Urban Development
Attn: Environmental Officer
Community planning and development, 5 ADE
77 West Jackson Boulevard
Chicago, IL 60604

Northwest Indiana Regional Planning Commission
6100 Southport Road
Portage, IN 46368-6409

US Environment Protection Agency, Region 5
Attn: Mr. Ken Westlake
77 West Jackson, Boulevard B-19J
Chicago, Illinois 60604-3590

U.S. Fish & Wildlife Service
Attn: Ms. Elizabeth McCloskey
P.O. Box 2616
Chesterton, IN 46304

Department of Natural Resources
Division of Water, Environmental Unit
Christie Stanifer, Environmental Coordinator
402 West Washington Street, W264
Indianapolis, IN 46204-2641

Ms. Jane Hardisty
State Conservationist
Natural Resources Conservation Service
6013 Lakeside Blvd.
Indianapolis, IN 46278

Ms. Nancy Hasenmueller
Environmental Geology Section
Indiana Geological Survey
611 North Walnut Grove
Bloomington, IN 47405

US Army Corps of Engineers Chicago District
Attn: Col. Gary E. Johnston, District Engineer
111 N. Canal St, Suite 600
Chicago, IL 60606-7206

US Army Corps of Engineers Detroit District
Attn: Mr. Les Weigum
477 Michigan Avenue
Detroit, MI 48231

US Coast Guard
Attn: Commander OBR
1222 Spruce Street
St. Louis, MO 63103

Federal Railroad Administration
Office of Railroad Development (RDV-13)
Attn: Mr. Paul Montague
1120 Vermont Avenue, NW 7th Floor
Washington, D.C. 20005

Mr. George Pabey
Mayor of East Chicago
4527 Indianapolis Boulevard
East Chicago, IN 46312

Mr. Joseph Stahura
Mayor of Whiting
1443 119th Street
Whiting, IN 46394

Federal Aviation Administration Great Lakes Region
Attn: Christopher R. Blum
2300 East Devon Avenue
Des Plaines, Illinois 60018

INDOT – La Porte District Office
Attn: Mike McPhillips
315 E. Boyd Boulevard
La Porte, IN 46350

INDOT – La Porte District Office
Attn: Bill Meeks
315 E. Boyd Boulevard
La Porte, IN 46350

Lake County Department of Health
2293 North Main Street
Crown Point, IN 46307-1854

Lake County Council
2293 N. Main Street
Crown Point, IN 46307

Lake County Commissioners
2293 N. Main Street
Crown Point, IN 46307

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

Lake County Engineer
1100 E. Monitor Street
Crown Point, IN 46307

Indiana Department of Environmental Management
(Electronic Coordination)

Table 1 Long Range Alternatives Screening

ALT.	MOBILITY	ACCESS & LAND USE SERVICE	USE OF SURFACE STREETS	NEIGHBORHOOD/ COMMUNITY INTRUSION	TRAVEL TIME	NUMBER OF MAJOR GRADE X-INGS	ESTIMATED COST (1) (2)	OVERALL EVALUATION
A	Excellent for through trips, very good for local trips depending on exact origin or destination.	Very good	Local trip circulation only	Minimal	Fastest for through trips	None	$150-160 Million	High service level but very high cost for volume served - ADT of 35,000 of which approximately 20% are through trips.
B	Excellent for through trips, Poor for local trips.	Poor – far removed from East Chicago industrial and residential areas.	Local trip circulation only	Minimal except for local trip circulation	Fast for through trips, slower for local trips.	None on Toll Road, varies for local trips depending on route.	$39 Million	Only cost is demolition of existing bridge, but alternative does not adequately serve local trips.
C	Good for through and local trips	Good	Uses 1.3 miles of Dickey and Riley	Minimal	Good as long as grade crossings on Dickey avoided and Dickey drawbridge operations limited to low vehicle traffic periods.	None as long as grade crossings on Dickey avoided.	$61-65 Million	Good balance of service for through and local trips at moderate cost.
D	Fair – heavy left turns SB on Indianapolis at Chicago and NB at 129th.	Fair –removed from East Chicago industrial area, somewhat so from residential areas.	Uses 6.3 miles of Chicago, Indianapolis, 129th, and Calumet.	Significant – passes through downtown East Chicago on Chicago Ave. and Indianapolis Blvd.	Fair	2	$46-50 Million	Low cost but does not adequately serve through and local trips and uses long distance of surface street.
E	Fair – heavy left turns SB on Indianapolis at Columbus and NB at 129th.	Better than Alt. D, but still somewhat removed from industrial and residential areas.	Uses 5.7 miles of Columbus, Indianapolis, 129th, and Calumet.	Low - close to East Chicago residential areas.	Fair	None	$45-49 Million	Better than Alt. D, but length of surface street use and remoteness from East Chi. origins/destinations unfavorable.
F	Fair-Good for both through and local trips.	Good	Uses 3.4 miles of Dickey and 129th.	Minimal	Fair-Good as long as grade crossings on Dickey avoided and Dickey drawbridge operations limited to low vehicle traffic periods.	None as long as grade crossings on Dickey avoided.	$55-59 Million	Overall reasonable but uses moderate distance of surface streets.
G	Fair – heavy left turns SB on Indianapolis at Michigan St. and NB at 129th.	Fair-Poor – removed from East Chicago industrial and residential areas.	Uses 7.7 miles of Michigan St. (US 20), Indianapolis, 129th, and Calumet.	Moderate – passes through downtown East Chicago on Indianapolis Blvd.	Fair	1	$55-59 Million	Low cost but does not adequately serve local trips and uses long distance of surface streets.

ALT.	MOBILITY	ACCESS & LAND USE SERVICE	USE OF SURFACE STREETS	NEIGHBORHOOD/ COMMUNITY INTRUSION	TRAVEL TIME	NUMBER OF MAJOR GRADE X-INGS	ESTIMATED COST (1), (2)	OVERALL EVALUATION
H	Fair-Good – heavy left turns SB on Calumet at Chicago	Fair-Poor – removed from East Chicago industrial and residential areas.	Uses 5.9 miles of Chicago and Calumet.	Significant – passes through downtown East Chicago on Chicago Ave.	Fair	4	$44-48 Million	Low cost but does not adequately serve through and local trips.
I	Fair – heavy left turns SB on Indianapolis at Columbus and NB at 129th, also requires rework of Kennedy connection to Columbus (grade separated).	Good	Uses 5.5 miles of Michigan Ave., Kennedy, Columbus, Indianapolis, 129th, and Calumet	Moderate	Fair at best	2	$44-48 Million	Uses long distance of surface streets with three difficult intersections.
J	Fair-Poor – heavy left turns SB on Calumet at 141st, requires rework of Kennedy connection to Columbus (grade separated), also requires railroad overpass to connect 141st to Columbus.	Good	Uses 5.0 miles of Michigan Ave., Kennedy, Columbus-141st, Indianapolis, and Calumet.	Severe – routes traffic in front of East Chicago High School.	Fair	2	$54-59 Million	Unacceptable due to routing past high school and overpass requirement.
K	Fair-Good - heavy left turns SB on Calumet at Michigan St.	Poor – far removed from East Chicago industrial and residential areas.	Uses 6.8 miles of Michigan St. (US 20) and Calumet.	Severe on Michigan St. between Indianapolis and Calumet.	Fair	2	$61-65 Million	Unacceptable due to poor service for local trips and degree of neighborhood intrusion.
L	Fair-Poor due to number of turns and requires rework of Kennedy connection to Columbus (grade separated).	Fair – removed from East Chicago industrial and residential areas.	Uses 6.7 miles of Gary, 148th, Kennedy, Columbus, Indianapolis, 129th, and Calumet.	Severe intrusion on 148th & portion of Kennedy.	Poor	2	$52-56 Million	Unacceptable due to indirectness of travel, inadequate service of though and local trips, and neighborhood intrusion.

(1) See **Appendix A** for planning level cost estimates of the alternatives.
(2) Demolition cost of existing SR 912 bridge is $32 Million for Alternative A, $39 Million for all other alternatives. Alternative A replacement in kind reuses a portion of the existing structure, somewhat reducing demolition cost.

Figure 2 Alternatives A & B

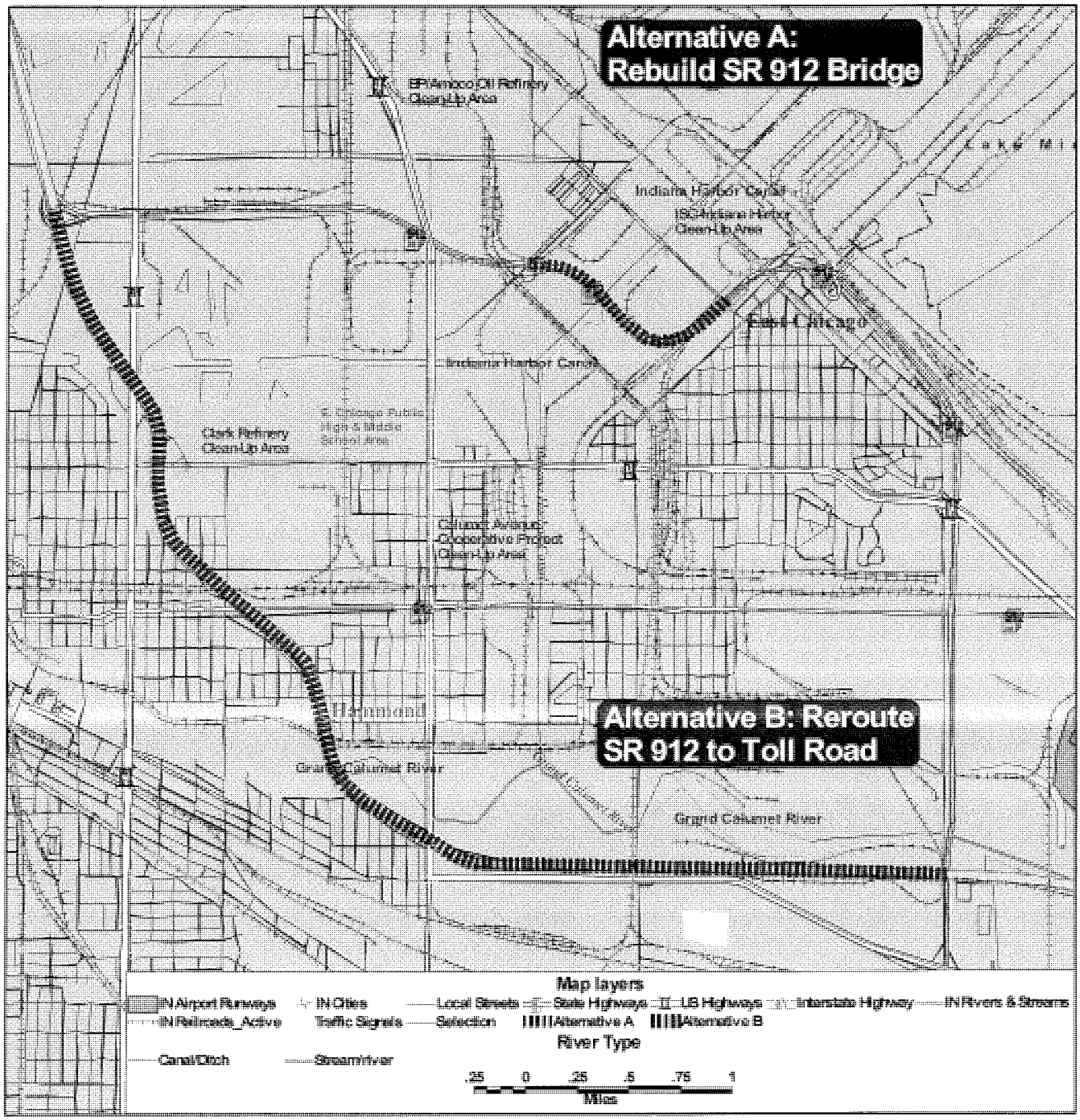


Figure 3 Alternative C

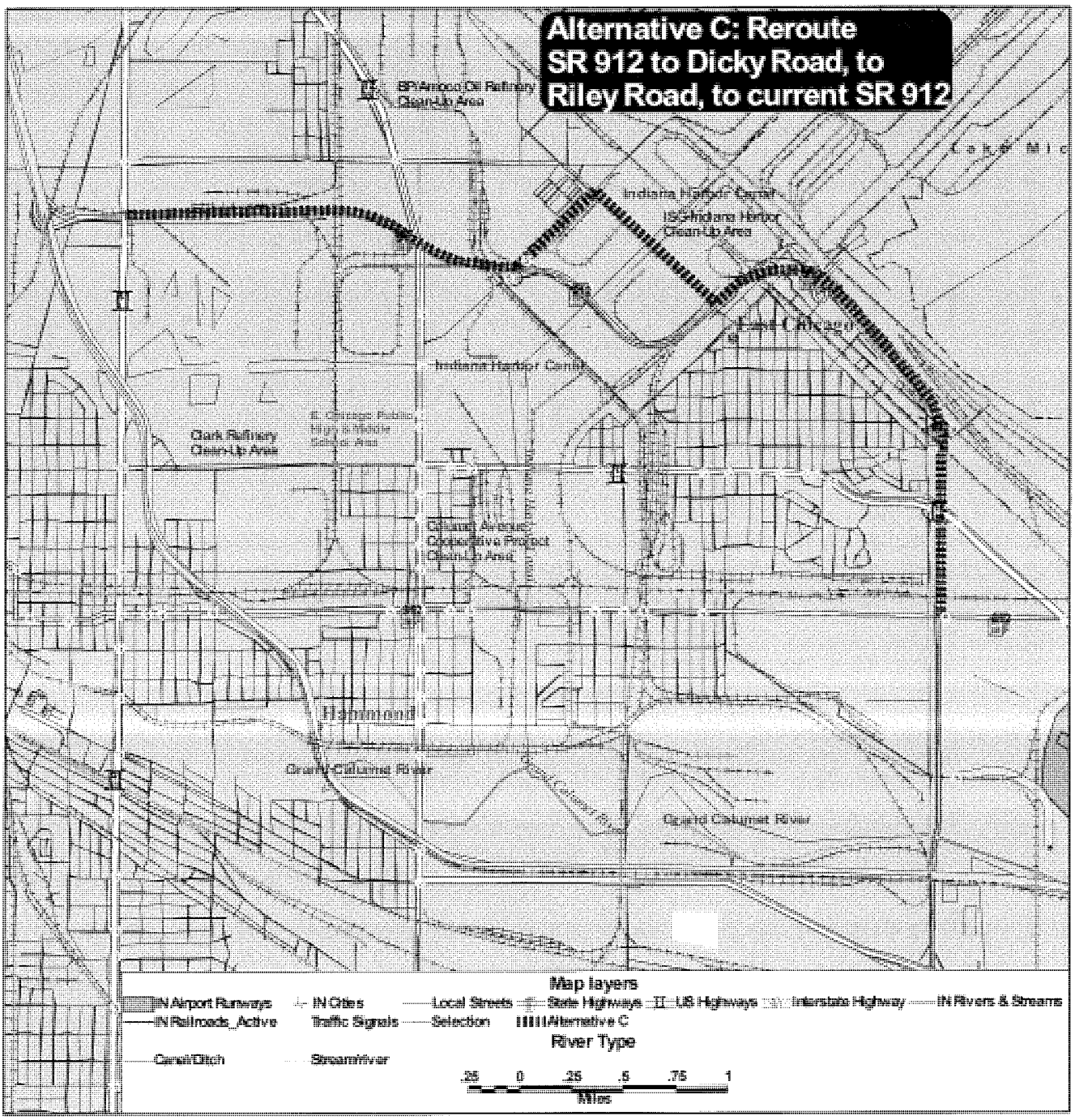


Figure 4 Alternative D

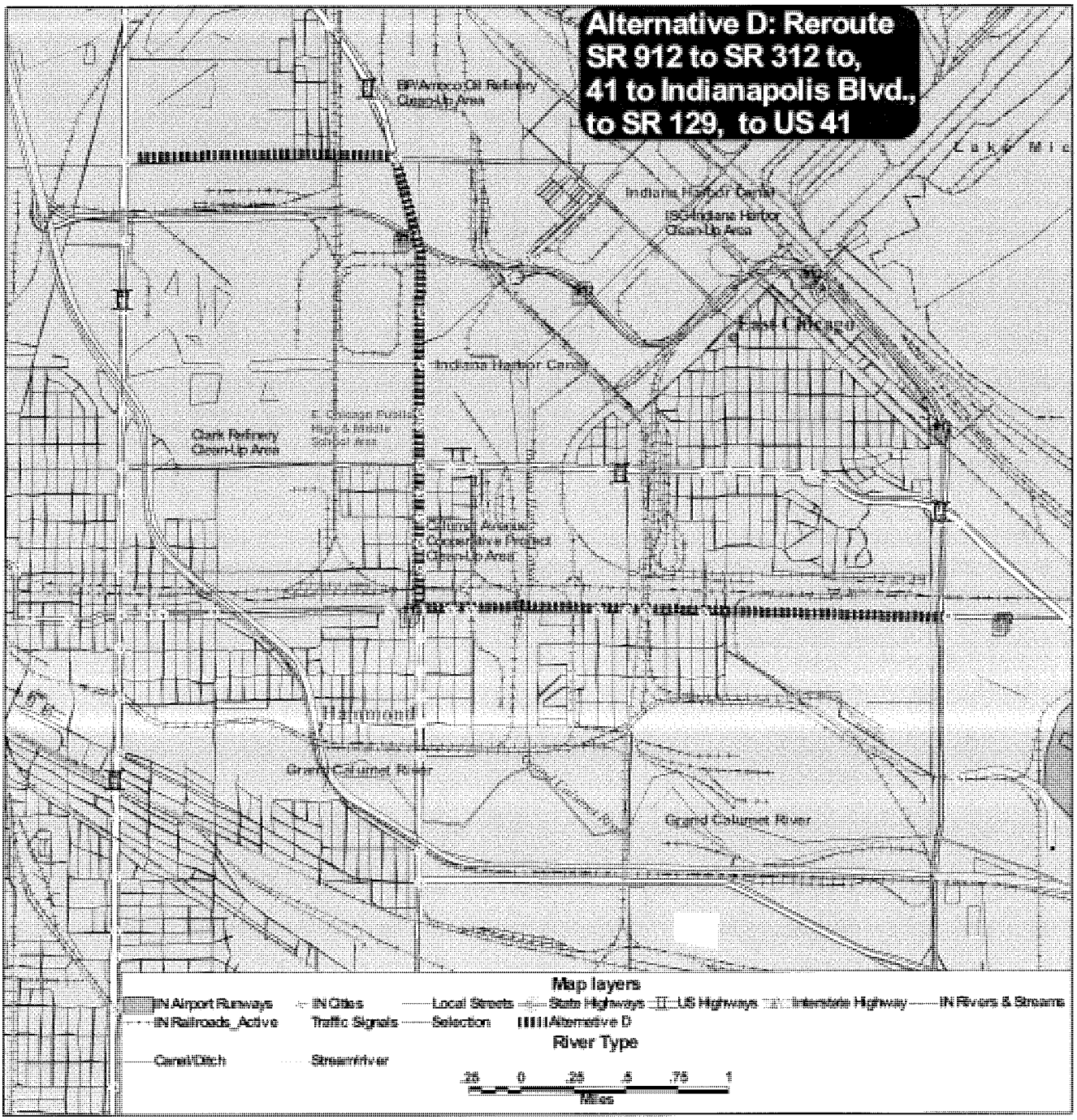


Figure 5 Alternative E

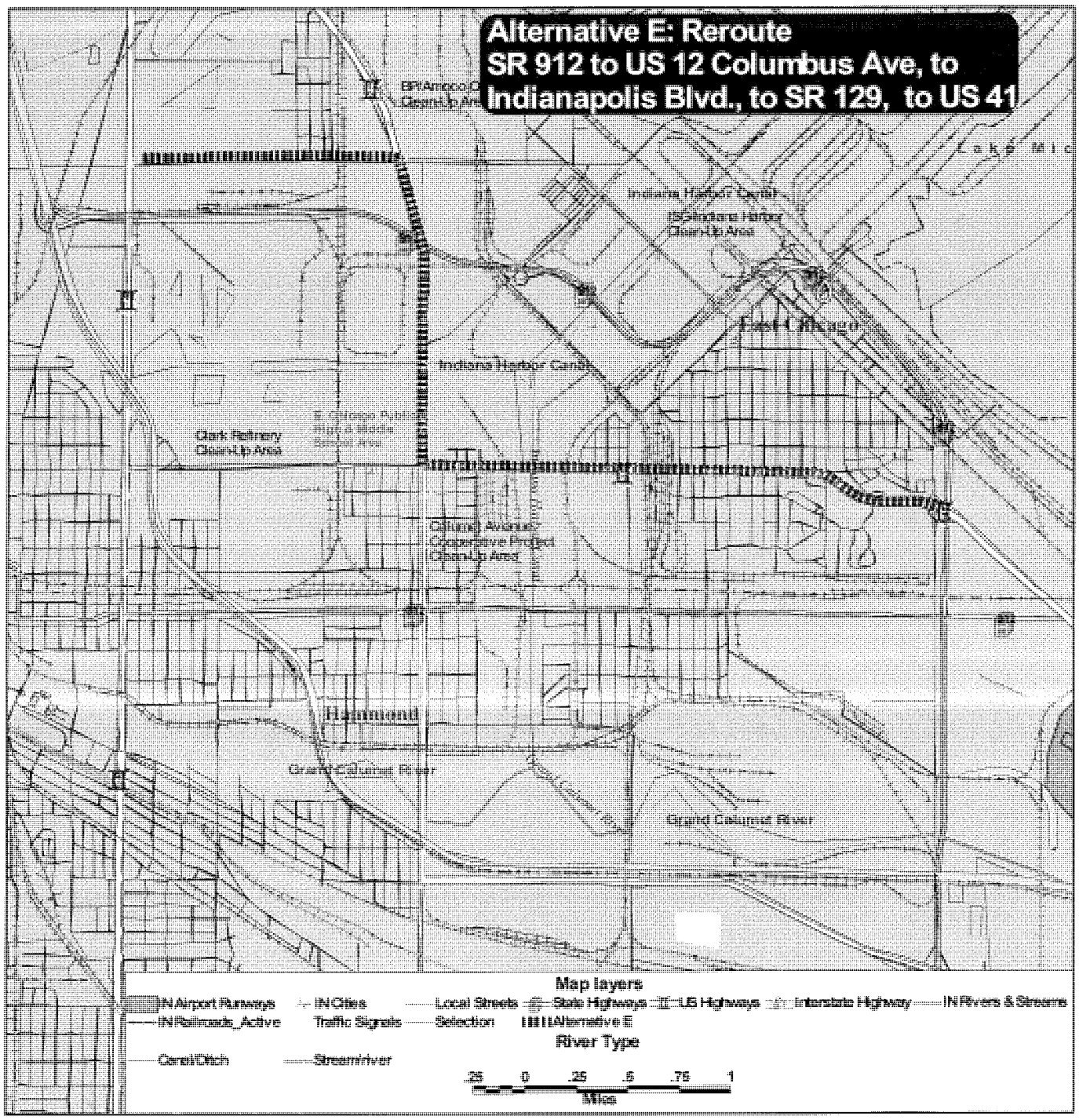


Figure 6 Alternative F

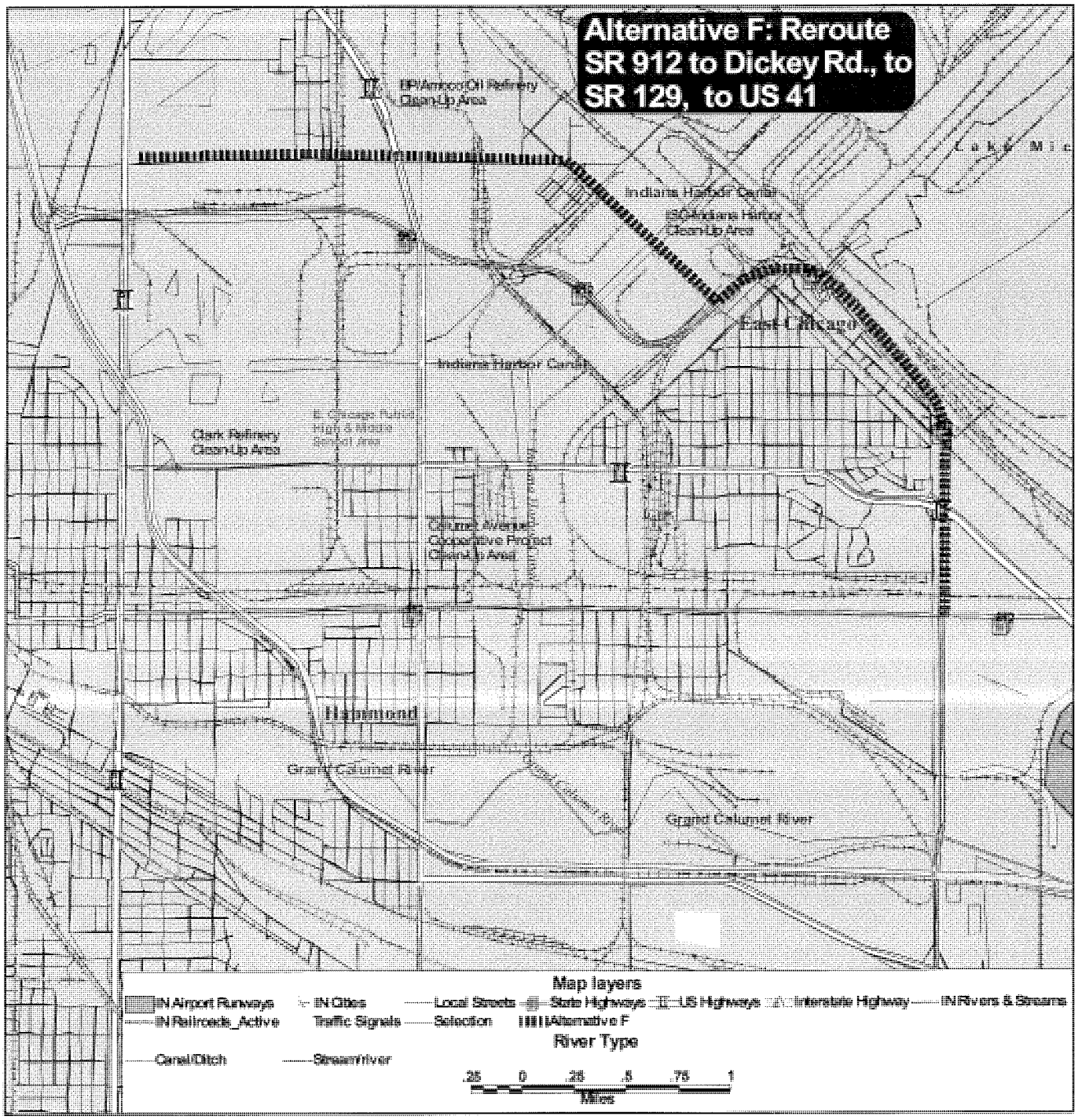


Figure 7 Alternative G

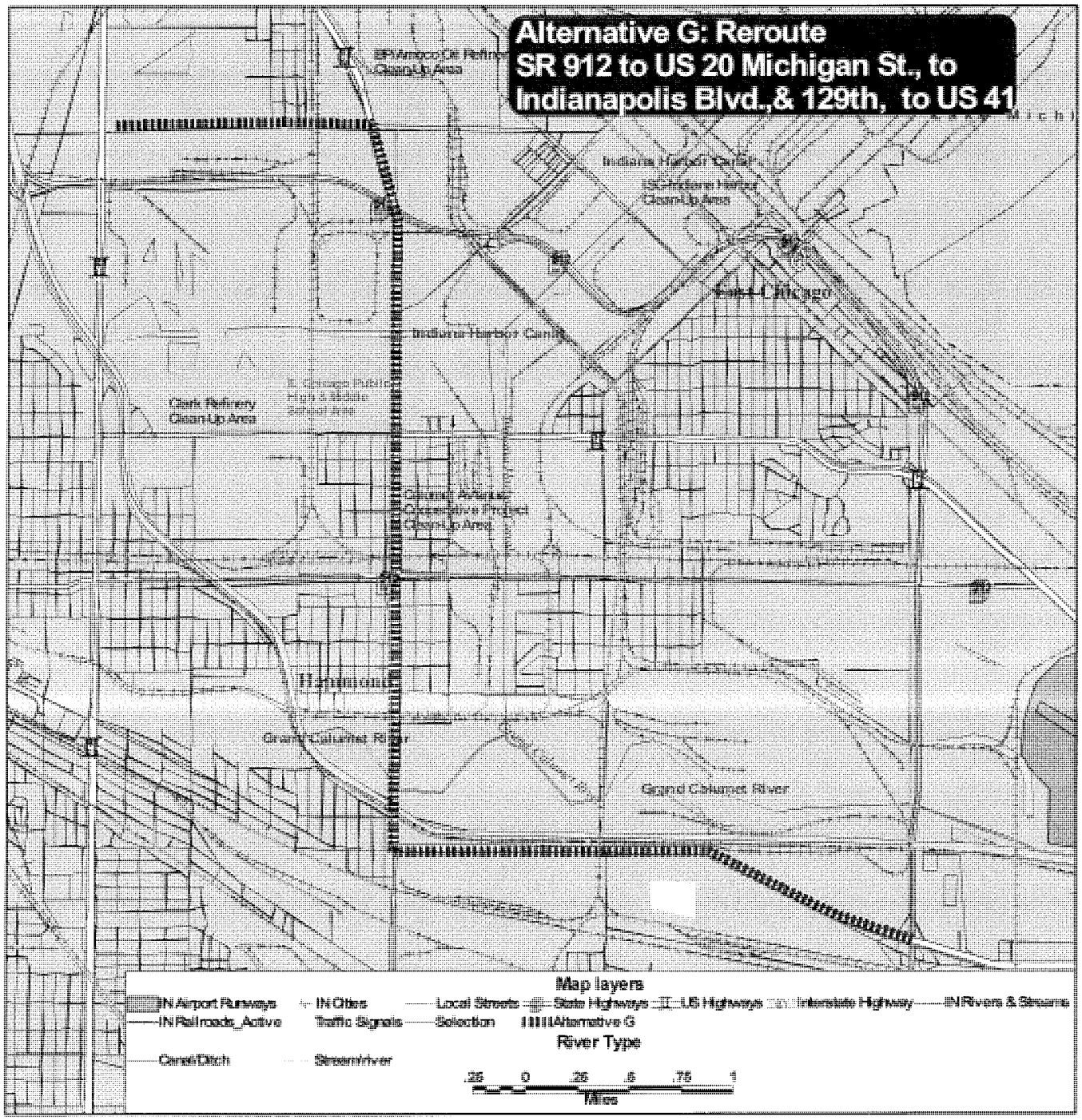


Figure 8 Alternative H

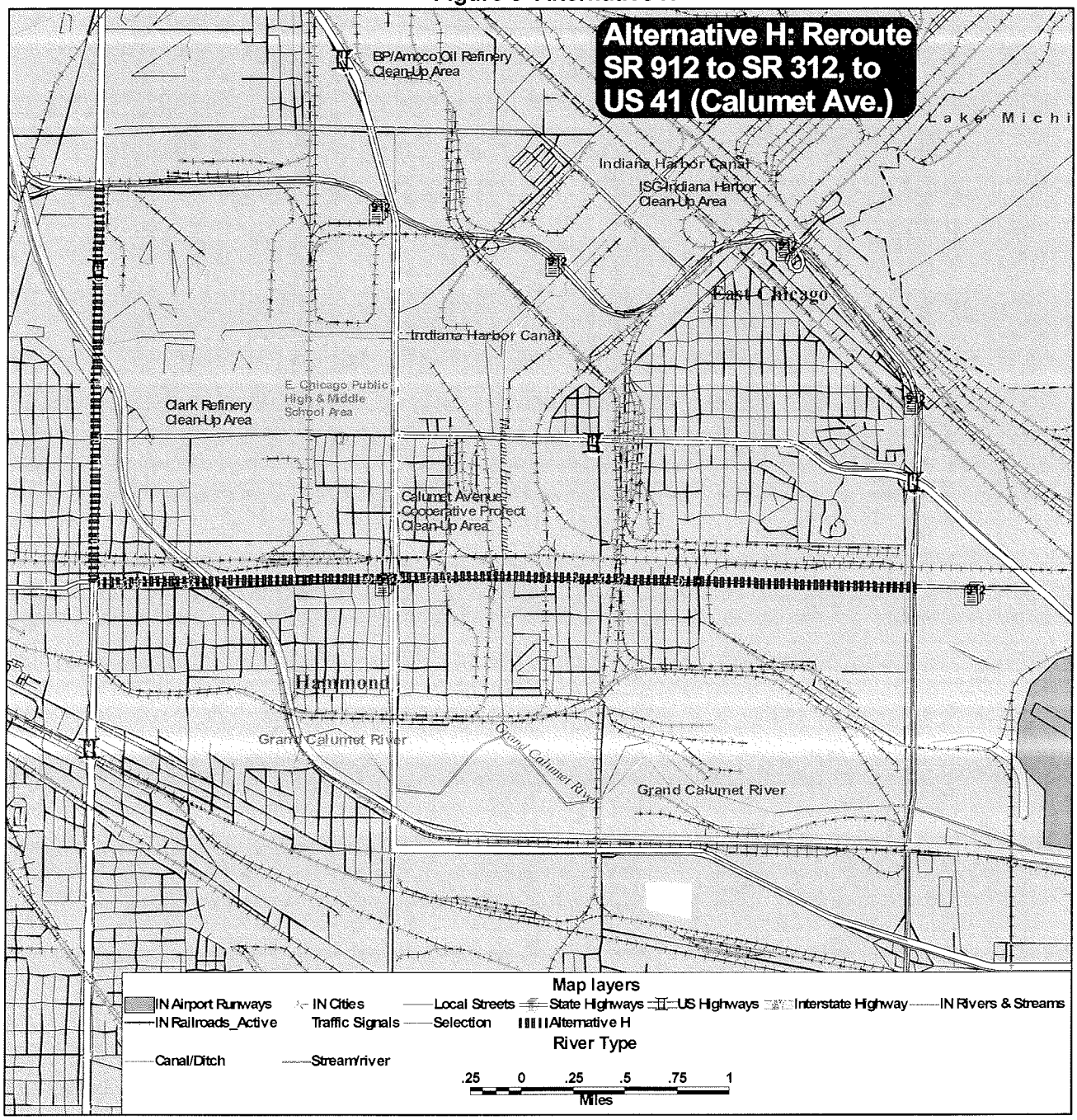


Figure 9 Alternative I

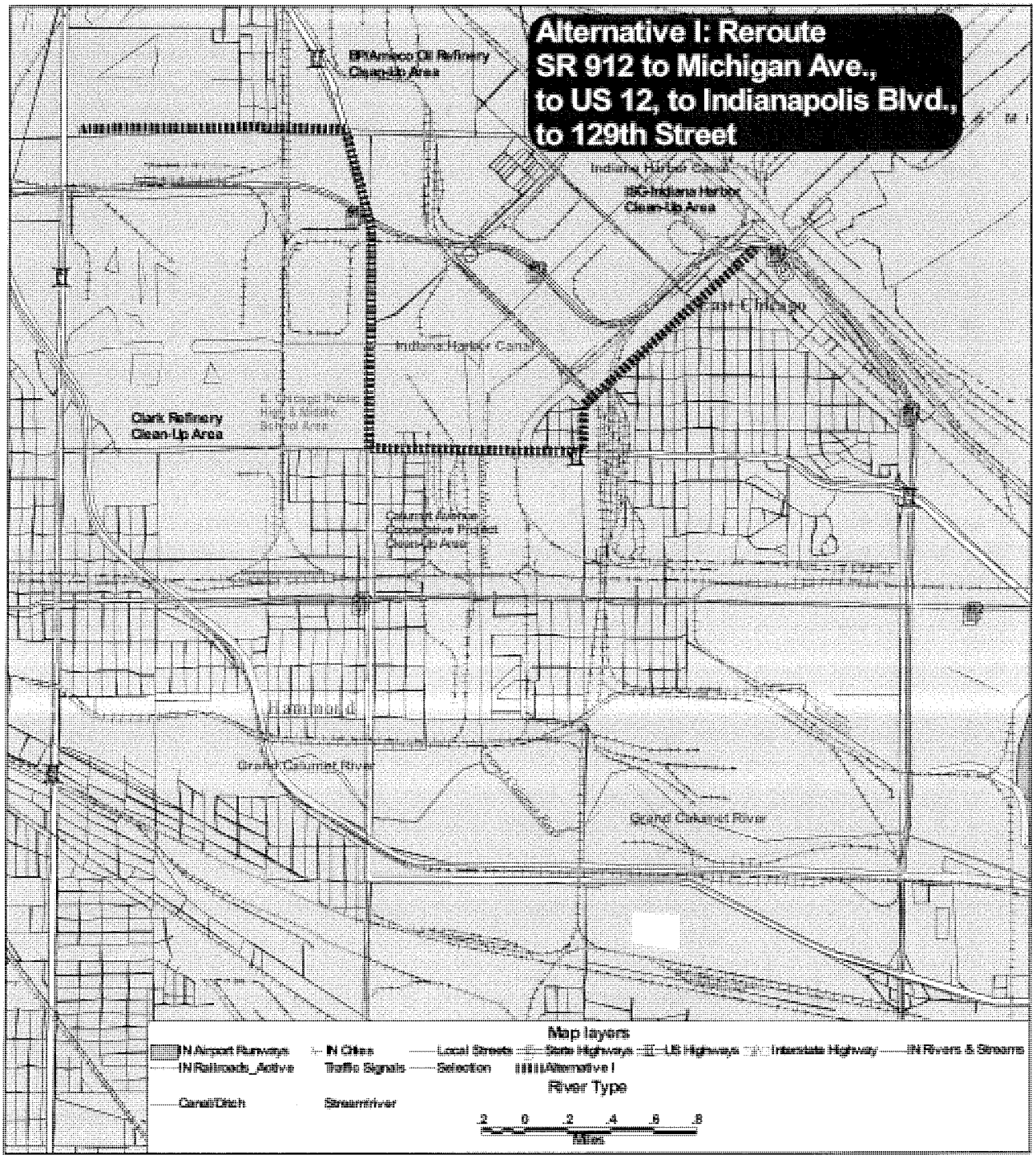


Figure 10 Alternative J

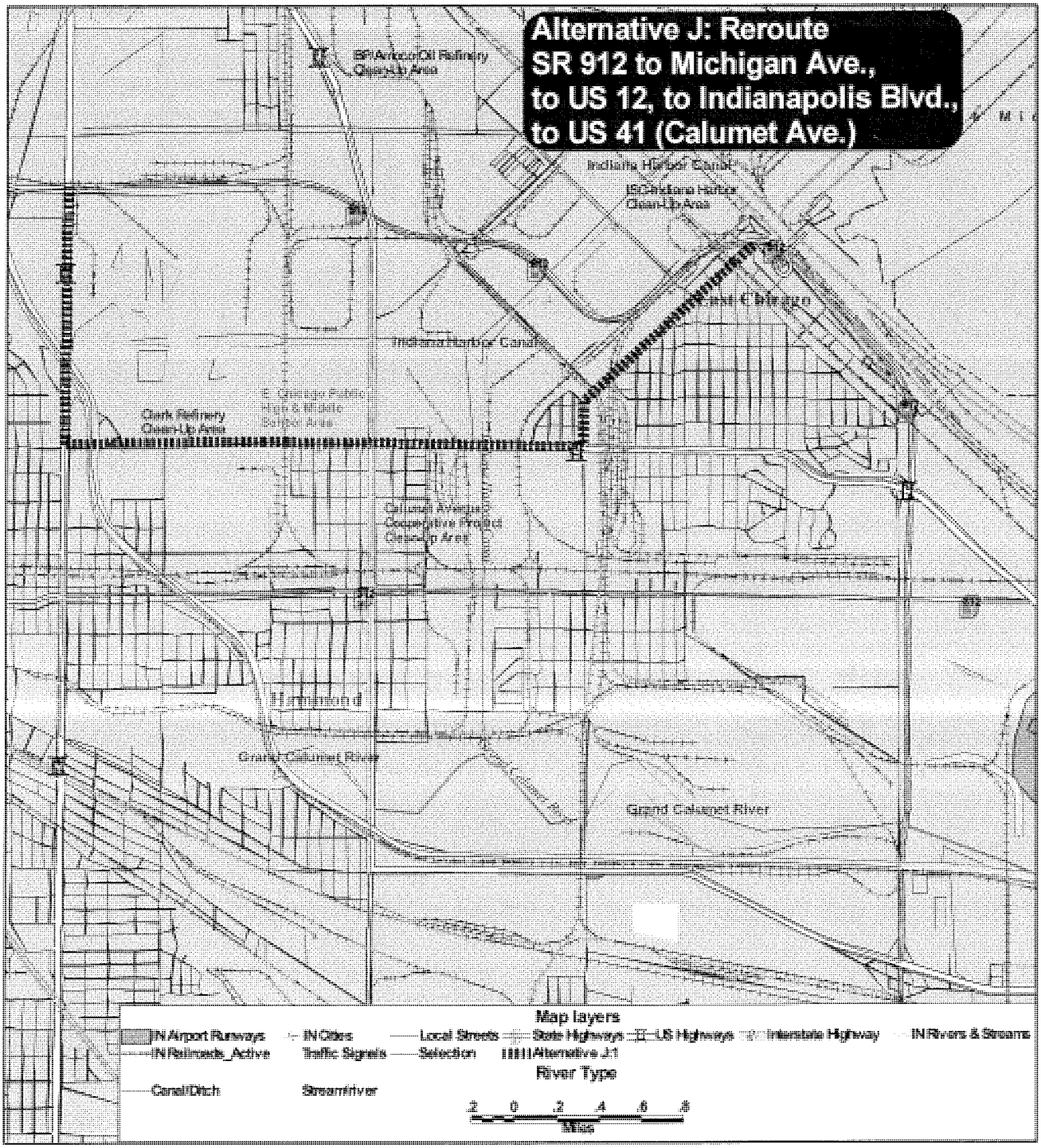


Figure 11 Alternative K

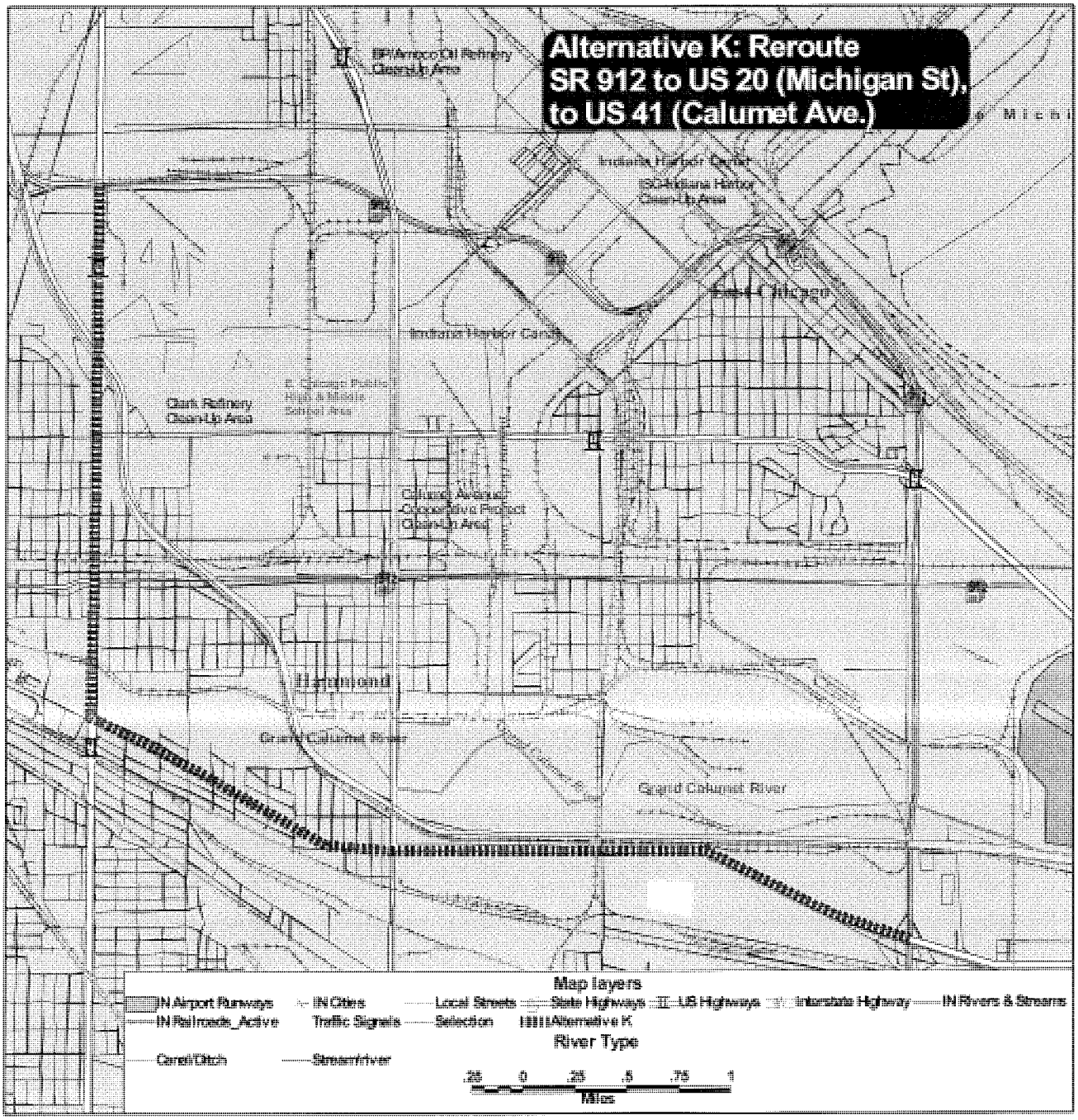
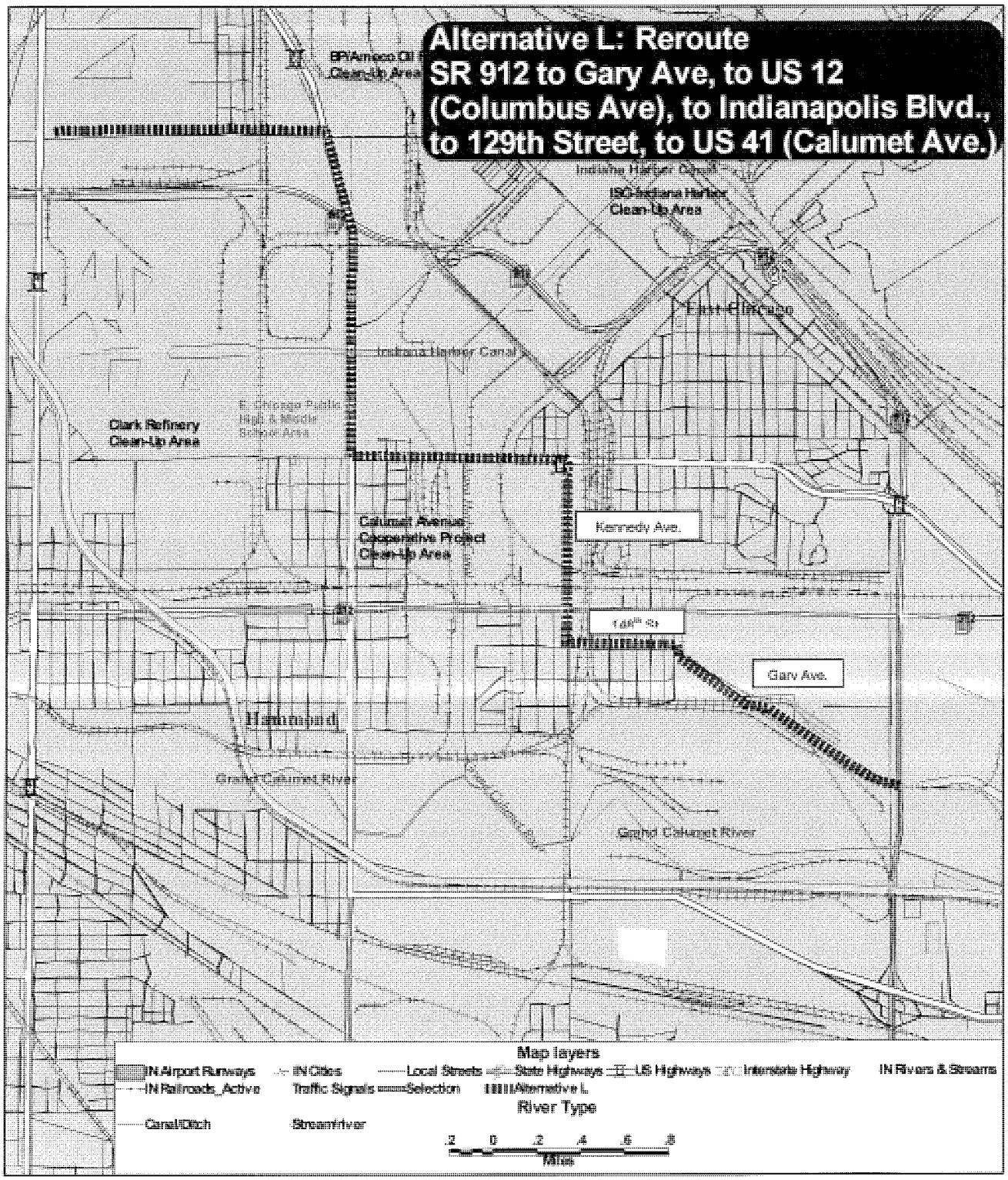


Figure 12 Alternative L



United States Department of Agriculture

NRCS

Natural Resources Conservation Service
6013 Lakeside Blvd.
Indianapolis, IN 46278

June 25, 2010

Ronald E. Bales
Environmental Scientist
Indiana Department of Transportation
100 N. Senate Ave
Room N642
Indianapolis, IN 46204

Dear Mr. Bales:

The proposed project to locate alternative traffic routes due to the structural issues with the bridge on SR 912 over the Indiana Harbor Canal in Lake County, Indiana as stated in your letter received June 24, 2010, will not cause a conversion of prime farmland.

If you need additional information, please contact Lisa Bolton at 317-290-3200, extension 342.

Sincerely,

SHANNON T. ZEZULA
Acting State Conservationist

Enclosures

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request June 22, 2010
Name of Project SR 912, Restoration of Connectivity for NW Indiana	Federal Agency Involved FHWA
Proposed Land Use Transportation	County and State Lake County, Indiana
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 6-24-10 / Person Completing Form: Lisa Bolton

Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☐	NO ☒	Acres Irrigated / Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %		Amount of Farmland As Defined in FPPA Acres: %
Name of Land Evaluation System Used	Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS 6-25-10

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0.0	0.0	0.5	0.5
B. Total Acres To Be Converted Indirectly	0.0	0.0	0.0	0.0
C. Total Acres In Site	0.0	0.0	0.5	0.5
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide Important or Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)				

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

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES ☐ NO ■

Reason For Selection:

Name of Federal agency representative completing this form:	Date:

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

INDIANA DEPARTMENT OF ENVIRONMENTAL MANAGEMENT
We Protect Hoosiers and Our Environment.

Mitchell E. Daniels Jr.
Governor

Thomas W. Easterly
Commissioner

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

June 23, 2010

Ronald Bales
INDOT
100 North Senate Avenue, IGCN 642
Indianapolis, Indiana 46204

RE: Wellhead Protection Area Proximity Determination
State Road 912 Over Indiana Harbor Canal, Lake County

Upon review of the above referenced site, it has been determined that the site **is not** located within a Wellhead Protection Area.

This information is accurate to the best of our knowledge. However, there are in some cases, a few factors that could impact the accuracy of this determination. For example, some Wellhead Protection Area Delineations have not been submitted or may not have been approved by this office. In these cases, we use a 3,000 foot fixed radius buffer to make the proximity determination. To find the status of a Public Water Supply System's Wellhead Protection Area Delineation, please visit our tracking database at http://www.in.gov/idem/4289.htm.

If you have any additional questions, please feel free to contact me at the address above or at (317) 234-7476.

Sincerely,

James Sullivan, Chief
Ground Water Section
Drinking Water Branch
Office of Water Quality

JS:gml

United States Department of the Interior
Fish and Wildlife Service

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

July 9, 2010

Mr. Ben Lawrence, Administrator
Environmental Policy Section
Office of Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46304

Project No.: Des. 0501116
Project: SR 912/Cline Avenue Connectivity Restoration
Location: East Chicago and Hammond, Lake County

Dear Mr. Lawrence:

This responds to your letter dated June 22, 2010, requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The SR 912/Cline Avenue bridge over the Indiana Harbor Canal (IHC) was closed in November 2009 due to deterioration and safety concerns, and the highway remains closed between Michigan Avenue in East Chicago and Calumet Avenue in Hammond. INDOT is now considering 11 alternatives for addressing the route of SR 912 through East Chicago and Hammond, including demolishing the exiting bridge and taking no further action (No-Build Alternative [B]), replacing the closed bridge with a new one on the same alignment (Full Rebuild Alternative [A]), and 9 different re-routing alternatives utilizing existing roadways. With any of the alternatives the existing elevated roadway, IHC bridge, and various ramps will be demolished between at least Dickey Road and Riley Road in East Chicago, and other sections may be eliminated if traffic is re-routed elsewhere.

Beginning in 1989 and apparently for the next 20 years, Peregrine falcons (Falco peregrinus) nested under the Cline Avenue bridge on a shelf associated with an expansion joint. They primarily used a site over land on the west side of the IHC, although another expansion joint was also occasionally used. At the time the nesting began until 1999, Peregrine falcons were listed as endangered under the Endangered Species Act of 1973, as amended. They were also Indiana endangered and have remained so since Federal delisting; they are also protected by the federal Migratory Bird Treaty Act (MBTA). However, there was no indication of nesting under the bridge in 2010 and no Peregrines were observed in the area,

according to Indiana Nongame Bird Biologist John Castrale, who has monitored the falcons since 1989. Even though the birds were not observed in 2010, prior to demolition the bridge will need to be further checked to ensure that no Peregrine falcons have moved back to the site(s) under the bridge. In years past there was a network of volunteers who kept records on the birds and regularly saw them in the vicinity of the nest as early as January and as late as October, with scattered reports in November and December; these time periods need to be kept in mind during planning to remove the structures.

Alternative A would replace the bridge on the same alignment, although possibly at a lower elevation since ships do not pass under the bridge on the IHC, which receives barge traffic instead. The sediments of the IHC area severely contaminated, although the quality of the water above the sediments has improved within the last 20 years and a variety of fish and wildlife species have been found in the canal, including various fishes and beaver. There is an active proposal by the U.S. Army Corps of Engineers to dredge contaminated sediments from the Federal Channel of the IHC over a period of years, beginning in the near future, but the type of equipment to be utilized for this dredging does not require the high bridge clearance provided by the original structure, and a bridge that allows clearance for barges and towboats should accommodate the dredging equipment. This alternative would utilize the existing roadway east and west of the bridge and the existing right-of-way over the IHC. Storm water would likely be directed to the ground underneath the new bridge or to the IHC and there is potential to directly adversely impact this waterway through pollution spills due to accidents.

Alternative B would demolish the exiting bridge and portions of the elevated roadway and assume that through traffic would utilize the Indiana Toll Road. No mention is made in your letter about whether the interchange at Riley Road would be reopened to allow use of the western portion of SR 912 or if the roadway between Riley Road and Calumet Avenue would be abandoned; we assume, however, that existing Cline Avenue would remain east of the Michigan Avenue interchange. There may be some impacts on fish and wildlife resources due to increased traffic on local roads and the Indiana Toll Road through effects on air and water pollution.

Alternative C would re-route SR 912 for 1.3 miles onto Dickey Road and Riley Road; the interchange at Riley Road would be reopened/reconstructed to address traffic west of the IHC and a new ramp from existing SR 912 at Dickey Road would address traffic east of the IHC (currently traffic must utilize the Michigan Avenue interchange north of Dickey Road and use local streets between that exit and Dickey Road). Dickey Road has a drawbridge over the IHC which may or may not need reconstruction to address the additional traffic. This alternative has the potential to directly adversely impact the IHC through pollution spills due to accidents, which would therefore impact fish and wildlife resources. As indicated previously, the contaminated sediments are going to be dredged and removed so fish and wildlife habitat should improve in the future, making pollution spills into the system more significant.

Alternatives D and E would re-route SR 912 onto either Chicago Avenue or Columbus Drive to Indianapolis Avenue, then north on Indianapolis to 129th Street, where it would go west to Calumet Avenue/US 41. These alternatives would cross both the IHC and the Lake George Branch and thus have the potential to directly adversely impact these waterways through pollution spills due to accidents.

Alternative F would re-route SR 912 onto Dickey Road to 129th Street, where it would continue west to Calumet Avenue/US 41. This alternative would have the same potential impact on the IHC as Alternative C.

Alternative G would re-route SR 912 onto Michigan Street/US 20 in Hammond to Indianapolis Boulevard, then to 129th Street to Calumet Avenue/US 41. This alternative passes Tolleston Ridges and Cline Avenue Nature Preserves just west of the Cline Avenue-Michigan Street interchange and has the potential to adversely impact wildlife in that area through increased traffic (road kills) and a greater chance of pollution spills due to accidents. Indianapolis Boulevard crosses both the West Branch Grand Calumet River and the Lake George Branch of the IHC and thus has the potential to directly adversely impact these waterways through pollution spills due to accidents.

Alternative H would re-route SR 912 to Chicago Avenue, which is also SR 312, and would follow it west to Calumet Avenue/US 41, which it would then follow north. Chicago Avenue crosses the IHC and Calumet Avenue passes significant wetlands at the west end of the Lake George Branch, so this alternative has the potential to directly adversely impact these waterways through pollution spills due to accidents.

Alternative I would follow existing SR 912/Cline Avenue to the Michigan Avenue exit (5A) in northern East Chicago, then follow Michigan Avenue south to Columbus Drive, which it would follow west to Indianapolis Boulevard; it would then go north on Indianapolis Boulevard and west on 129th Street to Calumet Avenue/US 41. This alternative would cross both the IHC and the Lake George Branch and thus has the potential to directly adversely impact these waterways through pollution spills due to accidents.

Alternative J would be the same as the first portion of Alternative I, but at Indianapolis Boulevard it would continue straight west past the East Chicago Middle and High Schools to 141st Street in Hammond to Calumet Avenue/US 41. Currently 141st Street dead-ends just west of the school complex at north-south railroad tracks, so a new road across the tracks would be needed to connect with 141st Street in Hammond. Columbus Drive crosses the IHC, and 141st Street in Hammond and Calumet Avenue pass significant wetlands at the west end of the Lake George Branch, so this alternative has the potential to directly adversely impact these waterways through pollution spills due to accidents.

Alternative K would be similar to Alternative G, but instead of following Indianapolis Boulevard north it would continue on Michigan Street to Calumet Avenue in Hammond before turning north. As with Alternative G, this alternative passes Tolleston Ridges and Cline Avenue Nature Preserves just west of the Cline Avenue-Michigan Street interchange and has the potential to adversely impact wildlife in that area through increased traffic (road kills) and a greater chance of pollution spills due to accidents. Calumet Avenue crosses the West Branch Grand Calumet River and passes significant wetlands at the west end of the Lake George Branch, so this alternative has the potential to directly adversely impact these waterways through pollution spills due to accidents.

Alternative L would be the same as Alternative I from Columbus Drive west to Calumet Avenue but the eastern portion would be along Gary Avenue, 148th Street, and Kennedy Avenue in East Chicago rather than Michigan Avenue. As with Alternative I, it would cross both the IHC and the Lake George Branch and thus has the potential to directly adversely impact these waterways through pollution spills due to accidents.

Although in many cases these proposed re-routes for SR 912 follow existing State or Federal highways, these highways also serve as city streets within East Chicago and/or Hammond. When SR 912/Cline Avenue Extension was constructed in the early 1980s, one main purpose was to get through traffic, especially truck traffic, off these city streets. If SR 912 is not going to remain a freeway separated from local traffic, what would be the purpose of continuing that route designation? Therefore, Alternatives A and C appear to be the only viable choices; otherwise there appears to be no reason for an SR 912 to exist.

ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (Myotis sodalis) and Karner blue butterfly (Lycaeides melissa samuelis) and the threatened Pitcher's thistle (Cirsium pitcheri) and Mead's milkweed (Asclepias meadii). The Karner blue butterfly is found at Tolleston Ridges Nature Preserve in Hammond, which is adjacent to Michigan Street/US 20 and would be passed by Alternatives G and K. There is no habitat for the other listed species within East Chicago and Hammond. We agree that the proposed project is not likely to adversely affect these endangered and threatened species.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act of 1973, as amended. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation.

We appreciate the opportunity to comment on this project proposal. For further discussion, please contact Elizabeth McCloskey at (219) 983-9753 or elizabeth_mccloskey@fws.gov.

Sincerely yours,

Elizabeth S. McCloskey
for Scott E. Pruitt Acting
Supervisor

cc: Christie Stanifer, Environmental Coordinator, Division of Water, Indianapolis, IN
Federal Highway Administration, Indianapolis, IN
John Castrale, Indiana Division of Fish and Wildlife, Mitchell, IN

Project No._____ DES No. **0501116**

Project Description SR 912 (Cline Ave) – restoration of connectivity for NW Indiana

City of Gary, Lake County

Name of Organization requesting early coordination:

INDOT

QUESTIONNAIRE FOR THE INDIANA GEOLOGICAL SURVEY

1) Do unusual and/or problem ( ) geographic, ( ) geological, ( ) geophysical, or ( ) topographic features exist within the project limits? Describe:

NO

2) Have existing or potential mineral resources been identified in this area? Describe:

NO

3) Are there any active or abandoned mineral resources extraction sites located nearby?
Describe: NO

This information was furnished by:

Name: Marni D. Karaffa Title: Geologist
Address: 611 N Walnut Grove, Bloomington, IN 47405
Phone/Fax: (812) 855-7428 / (812) 855-2862
Email: mldickso@indiana.edu

Date: July 12, 2010

U.S. Department of Homeland Security
United States Coast Guard

Commander (dpb)
Ninth Coast Guard District
1240 E. Ninth Street, Room 2025
Cleveland, OH 44199-2060

Phone: (216) 902-6087
FAX: (216) 902-6088

16590
B-100/sms
July 8, 2010

Ben Lawrence, P. E., Administrator
Office of Environmental Services
Indiana Department of Transportation – Central Office Production
100 North Senate Avenue – Room N642
Indianapolis, Indiana 46204

Dear Mr. Lawrence:

I am responding to your June 22, 2010 letter addressed to the Coast Guard Bridge Office in St. Louis, MO regarding early coordination to explore potential alternatives for restoring connectivity for the State Route 912 (Cline Avenue) bridge at Mile 1.61 over Indiana Harbor Ship Canal in Indiana Harbor, Indiana.

The Coast Guard exercises jurisdiction for bridges across Indiana Harbor Ship Canal. Any selected alternative within the project area that requires construction of a new bridge would require a federal bridge permit. Depending on the nature and extent of reconstructing the existing SR 912 bridge, a bridge permit may be required from the Coast Guard. Specific determinations could not be made until additional information is provided to the Coast Guard.

Additionally, it is unclear at this time whether the project would utilize federal funding, a key element in determining lead federal agency for satisfying the National Environmental Policy Act (NEPA).

This office has no specific comments regarding the alternatives presented in your June 22, 2010 letter. The Coast Guard is aware of one potential secondary or cumulative impact. This office is currently processing a federal bridge permit application for a new private railroad bridge at the entrance to Indiana Harbor Ship Canal for the Mittal Steel Company.

Please feel free to contact me at (216) 902-6087 to discuss this proposed project or answer any questions or concerns. Thank you.

Sincerely,

SCOT M. STRIFFLER
Chief, Bridge Branch
By direction of Commander,
Ninth Coast Guard District

DEPARTMENT OF THE ARMY
DETROIT DISTRICT, CORPS OF ENGINEERS
BOX 1027
DETROIT, MICHIGAN 48231-1027

IN REPLY REFER TO:

CELRE-PL-E

30 June 2010

MEMORANDUM FOR: Commander, U.S. Army Engineer District—Chicago, ATTN: Chief, Regulatory Office (CELRC-CO-RE), 111 N. Canal Street, Chicago, IL 60606-7206.

SUBJECT: Early Coordination, Indiana DOT, Connectivity Restoration for SR 912 (Cline Ave.) in NW Indiana. Des. No. 0501116.

1. Enclosed for your consideration is a notice from the Indiana Department of Transportation (June 22, 2010) requesting comments on subject project proposal. The proposed action is within the regulatory and civil works jurisdictional boundaries of the Chicago District, Corps of Engineers.

FOR THE COMMANDER:

Original signed

Encl

LES E. WEIGUM
Chief, Environmental Analysis Branch
Planning Office

Copies furnished:

Ben Lawrence, P.E. Administrator
Environmental Policy Section
Office of Environmental Services
INDOT – Central Office Production
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

U.S. Department of Homeland Security
United States Coast Guard

Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103
Staff Symbol: (dwb)
Phone: 314-269-2381
Fax: 314-269-2737
Email: David.H.Studt@uscg.mil

16591.1/INDIANA
July 2, 2010

Mr. Ben Lawrence, P.E.
Administrator, Office of Environmental Services
INDOT-Central Office Production
100 North Senate Avenue
Indianapolis, IN 46204

Subj: SR 912 (E. Chicago, IN) - SR 912 (N.W. Indiana) Connectivity Restoration

Dear Mr. Lawrence:

Please refer to your letter dated June 22, 2010 in which you requested Coast Guard participation in identifying impacts of the subject project. The letter has been forwarded to the Cleveland office of the Ninth Coast Guard District (dpb) Bridge Branch. Mr. Scot Striffler can be reached at 216-902-6087 should you need to discuss this matter.

Sincerely,

ERIC A. WASHBURN
Bridge Administrator
By direction of the District Commander

THE BOARD OF COMMISSIONERS
OF THE COUNTY OF LAKE

2293 North Main Street
Crown Point, Indiana 46307

Office: (219) 755-3205
Fax: (219) 648-6085

FRANCES DuPEY, Third District

Indiana Department of Transportation
C/O Ben Lawrence P.E. Administrator
100 North Senate Avenue
Indianapolis, IN 46204

Dear Sir: **June 24, 2010**

I use Cline Avenue from Calumet Avenue, Hammond to I 80-90, (5) five days a week, to reach the Lake County Government Center in Crown Point. I also use Calumet Avenue, on to Cline, to the Indiana Harbor Yacht Club at the East Chicago Marina on almost every weekend.

I am somewhat confused by the explanation of Michigan Avenue, because there is a Michigan Avenue and a Michigan Street.

If you are Northbound on Cline Avenue and want to exit on Michigan Street west to Hammond and Calumet Avenue you would exit 5A to Michigan Street. However, if you are Northbound on Cline and want to go to Michigan Avenue, you would continue northbound to the last exit, which brings you to Inland Steel Plant 1 and then turn left to Michigan Avenue, then turn right on to Dickey Road West, which changes to 129th Street at Indianapolis Blvd.

Both Michigan Avenue and Michigan Street play into any scenario that you are considering.

I have enclosed the alternative page you sent me with my opinion of what is the best and worst alternatives.

Respectfully,

Frances

Frances DuPey
Commissioner

Table 1 Long Range Alternatives Screening

ALT.	MOBILITY	ACCESS & LAND USE SERVICE	USE OF SURFACE STREETS	NEIGHBORHOOD/ COMMUNITY INTRUSION	TRAVEL TIME	NUMBER OF MAJOR GRADE X-INGS	ESTIMATED COST (1), (2)	OVERALL EVALUATION	
A	Excellent for through trips, very good for local trips depending on exact origin or destination.	Very good	Local trip circulation only	Minimal	Fastest for through trips	None	$150-160 Million	High service level but very high cost for volume served - ADT of 35,000 of which approximately 20% are through trips.	BEST
B	Excellent for through trips, Poor for local trips.	Poor – far removed from East Chicago industrial and residential areas.	Local trip circulation only	Minimal except for local trip circulation	Fast for through trips, slower for local trips.	None on Toll Road, varies for local trips depending on route.	$39 Million	Only cost is demolition of existing bridge, but alternative does not adequately serve local trips.	NO
C	Good for through and local trips	Good	Uses 1.3 miles of Dickey and Riley	Minimal	Good as long as grade crossings on Dickey avoided and Dickey drawbridge operations limited to low vehicle traffic periods.	None as long as grade crossings on Dickey avoided.	$61-65 Million	Good balance of service for through and local trips at moderate cost.	2ND CHOICE
D	Fair – heavy left turns SB on Indianapolis at Chicago and NB at 129th.	Fair –removed from East Chicago industrial area, somewhat so from residential areas.	Uses 6.3 miles of Chicago, Indianapolis, 129th, and Calumet.	Significant – passes through downtown East Chicago on Chicago Ave. and Indianapolis Blvd.	Fair	2	$46-50 Million	Low cost but does not adequately serve through and local trips and uses long distance of surface street.	NO
E	Fair – heavy left turns SB on Indianapolis at Columbus and NB at 129th.	Better than Alt. D, but still somewhat removed from industrial and residential areas.	Uses 5.7 miles of Columbus, Indianapolis, 129th, and Calumet.	Low - close to East Chicago residential areas.	Fair	None	$45-49 Million	Better than Alt. D, but length of surface street use and remoteness from East Chi. origins/destinations unfavorable.	3RD CHOICE
F	Fair-Good for both through and local trips.	Good	Uses 3.4 miles of Dickey and 129th.	Minimal	Fair-Good as long as grade crossings on Dickey avoided and Dickey drawbridge operations limited to low vehicle traffic periods.	None as long as grade crossings on Dickey avoided.	$55-59 Million	Overall reasonable but uses moderate distance of surface streets.	4TH CHOICE
G	Fair – heavy left turns SB on Indianapolis at Michigan St. and NB at 129th.	Fair-Poor – removed from East Chicago industrial and residential areas.	Uses 7.7 miles of Michigan St. (US 20), Indianapolis, 129th, and Calumet.	Moderate – passes through downtown East Chicago on Indianapolis Blvd.	Fair	1	$55-59 Million	Low cost but does not adequately serve local trips and uses long distance of surface streets.	NO

OVER

ALT.	MOBILITY	ACCESS & LAND USE SERVICE	USE OF SURFACE STREETS	NEIGHBORHOOD/ COMMUNITY INTRUSION	TRAVEL TIME	NUMBER OF MAJOR GRADE X-INGS	ESTIMATED COST (1), (2)	OVERALL EVALUATION	
H	Fair-Good – heavy left turns SB on Calumet at Chicago	Fair-Poor – removed from East Chicago industrial and residential areas.	Uses 5.9 miles of Chicago and Calumet.	Significant – passes through downtown East Chicago on Chicago Ave.	Fair	4	$44-48 Million	Low cost but does not adequately serve through and local trips.	NO
I	Fair – heavy left turns SB on Indianapolis at Columbus and NB at 129th, also requires rework of Kennedy connection to Columbus (grade separated).	Good	Uses 5.5 miles of Michigan Ave., Kennedy, Columbus, Indianapolis, 129th, and Calumet	Moderate	Fair at best	2	$44-48 Million	Uses long distance of surface streets with three difficult intersections.	NO
J	Fair-Poor – heavy left turns SB on Calumet at 141st, requires rework of Kennedy connection to Columbus (grade separated), also requires railroad overpass to connect 141st to Columbus.	Good	Uses 5.0 miles of Michigan Ave., Kennedy, Columbus-141st, Indianapolis, and Calumet.	Severe – routes traffic in front of East Chicago High School.	Fair	2	$54-59 Million	Unacceptable due to routing past high school and overpass requirement.	NO
K	Fair-Good - heavy left turns SB on Calumet at Michigan St.	Poor – far removed from East Chicago industrial and residential areas.	Uses 6.8 miles of Michigan St. (US 20) and Calumet.	Severe on Michigan St. between Indianapolis and Calumet.	Fair	2	$61-65 Million	Unacceptable due to poor service for local trips and degree of neighborhood intrusion.	1ST WORST
L	Fair-Poor due to number of turns and requires rework of Kennedy connection to Columbus (grade separated).	Fair – removed from East Chicago industrial and residential areas.	Uses 6.7 miles of Gary, 148th, Kennedy, Columbus, Indianapolis, 129th, and Calumet.	Severe intrusion on 148th & portion of Kennedy.	Poor	2	$52-56 Million	Unacceptable due to indirectness of travel, inadequate service of though and local trips, and neighborhood intrusion.	2ND WORST

(1) See **Appendix A** for planning level cost estimates of the alternatives.
(2) Demolition cost of existing SR 912 bridge is $32 Million for Alternative A, $39 Million for all other alternatives. Alternative A replacement in kind reuses a portion of the existing structure, somewhat reducing demolition cost.

(OVER)

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Water

Early Coordination/Environmental Assessment

DNR #: ER-15146 **Request Received:** June 24, 2010

Requestor:
Indiana Department of Transportation
Ronald E Bales
100 North Senate Avenue
Room N642
Indianapolis, IN 46204-2216

Project: SR 219 restoration of connectivity for Northwest Indiana, East Chicago; Des. # 0501116

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.

Please note that this project falls within the Lake Michigan Coastal Program's jurisdictional boundary; therefore, it may be subject to a Federal Consistency review. Please go to http://www.in.gov/dnr/lakemich/federal/index.html for more information. You may contact Mike Molnar, Program Coordinator, at (317) 233-0132 if you need further information.

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.
This project poses potential impacts to hundreds of ETR species and several natural areas, including dedicated nature preserves, resulting from the project's linear features and its location in ecologically rich NW Indiana.

ALTERNATIVES: A & B
1) Seidner Ridge Nature Preserve is a dedicated nature preserve owned by Lake County Parks and runs adjacent to Alternative B's eastern-most stretch (see attached map).
2) South of Seidner Ridge, and on the south side of the road being considered for "Alternative B", is Cline Avenue Dune and Swale, a significant, but unprotected natural area supporting 42 Heritage records within ½ mile of the road (see attached species list and map). Of particular concern, and 1/20th of a mile from the road, are Two-lined cosmotettix (Cosmotettix bilineatus), a GNR/S1 insect recorded in 2005.
ALTERNATIVES: C, D, E, F, G, H, & I
- These options would not impact species or habitats recorded in the Natural Heritage Database.
ALTERNATIVE: J
- Toll Road interchange number 1 is adjacent to a large, marshy area supporting ETR species including Blanding's turtle and marsh wren.
ALTERNATIVE: K
- This option poses similar impacts as would Alternative A. The corridor which would run between Tolleston Ridge Nature Preserve and Cline Ave Dune and Swale and Nature Preserve could pose impacts to several dozen ETR species recorded in the Natural Heritage Database (see attached species list and map).
ALTERNATIVE: L
- This option would run adjacent to the DuPont Site, an area of high ecological value and presently being restored by the DNR. Within close proximity to this proposed corridor are 83 Heritage species (see attached species list and map).

Attachments: A - General Information

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Water

Early Coordination/Environmental Assessment

Fish & Wildlife Comments: Avoid areas of concern to fish, wildlife, and botanical resources to the greatest extent possible. Be prepared to demonstrate avoidance, minimization, and mitigation of impacted resources. The following are recommendations for potential impacts identified in the proposed project area:

1) Stream Crossings
For purposes of maintaining fish passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the bankful width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth and water velocities during low-flow conditions that are approximate to those in the natural stream channel. The new structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions.

2) Bank Stabilization
Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be required. While hard armoring alone (e.g. riprap or glacial stone) may be required in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more method is necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection while not compromising the benefits to fish and wildlife. The following is a link to a USDA / NRCS document that outlines many different bioengineering techniques for streambank stabilization:
http://directives.sc.egov.usda.gov/17553.wba (Choose Handbooks; Title 210 Engineering; National Engineering Handbook; Part 650 Engineering Field Handbook. Choose Chapter 16 from next window).

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

3) Riparian Habitat
Impacts that remove trees in a non-wetland, riparian area require mitigation. When one or more acres of non-wetland forest are removed, replacement is at a 2:1 ratio based on area. If less than one acre of non-wetland forest is removed in a rural setting, replacement is at a 1:1 ratio based on area. If less than one acre of non-wetland forest is removed in an urban setting, the mitigation requirement involves planting 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 (5:1 mitigation based on the number of large trees). A native riparian forest mitigation plan should use at least 5 canopy trees and 5 understory trees or shrubs selected from the Woody Riparian Vegetation list (copy enclosed) or an approved equal. A native riparian forest mitigation plan for impacts of less than one acre in an urban area may involve fewer numbers of species

Attachments: A - General Information

and sizes of trees, depending on the level of impact.

4) Cofferdams
Any proposed dewatering should be detailed using the following guidelines:
a) Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
b) Dewatering should be limited to one streambank or side of the creek (at the bridge construction site) at a time so at least half of the creek is always flowing naturally. On larger streams, both sides can be dammed at once as long as the center of the channel is allowed to flow naturally.
c) Do not dewater directly into the stream. Dewater into a sediment bag, into a roll off box, and onto a riprap apron or similar system.
d) Cofferdam materials and methods can vary. Self-contained and encapsulated materials and methods are recommended. Anything filled with water is better than soil-filled where there is a potential for leaking or failure of the system due to length of use or accidents.
e) Dewatering pumps should incorporate filters or bypasses to avoid injuring or killing fish and other aquatic organisms.

5) Causeways
Any impacts to the waterway from the installation and removal of a temporary causeway should be reduced by the following: minimizing the amount of time the causeway is in place, reducing the temporary crossing width, using more and larger culvert pipes, placing filter fabric under the aggregate fill to reduce impacts during the removal of the causeway post construction, and by using larger size aggregate with no fines included. The use of temporary, easily removed structures such as timber mats should be considered before using causeways.

Fish, wildlife, and botanical resource losses as a result of this project can be minimized through implementation of the following measures. These will likely be a requirement of any approved permit for this project (if applicable).
Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30.
Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
Do not construct any temporary runarounds or causeways.
Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
All excavated material must be properly spread or completely removed from the project site such that erosion and off-site sedimentation of the material is prevented.
Do not deposit or allow demolition materials or debris to fall or otherwise enter the waterway.
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.

Attachments: A - General Information

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Water

Early Coordination/Environmental Assessment

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

Our agency appreciates this opportunity to be of service. Please do not hesitate to contact the above staff member at (317) 232-4160 or 1-877-928-3755 (toll free) if we can be of further assistance.

Date: August 2, 2010

J. Matthew Buffington
Environmental Supervisor
Division of Fish and Wildlife

Attachments: A - General Information

Woody Riparian Vegetation

Common name	Species name	Region 3 status	Type of plant	Tree, Shrub, Vine	Region (N, C, S)	Coefficient of Conservatism	Comment
Box Elder	Acer negundo	FACW-	Large Understory Tree	T	N, C, S	1	
Black Maple	Acer nigrum	FAC	Large Canopy Tree	T	N, C, S	6	
Red Maple	Acer rubrum	FAC	Large Canopy Tree	T	N, C, S	5	
Silver Maple	Acer saccharinum	FACW	Large Canopy Tree	T	N, C, S	1	
Sugar Maple	Acer saccharum	FACU	Large Canopy Tree	T	N, C, S	4	
Ohio Buckeye	Aesculus glabra	FAC+	Large Understory Tree	T	N, C, S	5	
Indigobush	Amorpha fruticosa	FACW-	Medium Shrub	S	S	3	
Black Chokeberry	Aronia melanocarpa	FACW-	Medium Shrub	S	N, C, S	8	
Purple Chokeberry	Aronia prunifolia	FACW	Medium Shrub	S	N	8	
Common Paw Paw	Asimina triloba	FAC	Small Understory Tree	T	N, C, S	6	
River Birch	Betula nigra	FACW	Small Canopy Tree	T	N, S	2	
American Hornbeam	Carpinus caroliniana	FAC	Medium Understory Tree	T	N, C, S	5	
Bitternut Hickory	Carya cordiformis	FAC	Large Canopy Tree	T	N, C, S	5	
Pecan	Carya illinoensis	FACW	Large Canopy Tree	T	S*	4	Extreme southwestern counties
Shellbark Hickory	Carya laciniosa	FACW	Large Canopy Tree	T	N, C, S	8	
Shagbark Hickory	Carya ovata	FACU	Large Canopy Tree	T	N, C, S	4	
Sugarberry	Celtis laevigata	FACW	Large Understory Tree	T	S	7	
Hackberry	Celtis occidentalis	FAC-	Large Canopy Tree	T	N, C, S	3	
Buttonbush	Cephalanthus occidentalis	OBL	Medium Shrub	S	N, C, S	5	
Redbud	Cercis canadensis	FACU	Small Understory Tree	T	N, C, S	3	
Alternate-leaf Dogwood	Cornus alternifolia	FACU-	Small Understory Tree	T	N, C, S	8	
Pale Dogwood (formerly Silky Dogwood)	Cornus obliqua	FACW+	Medium Shrub	S	N, C, S	5	
Roughleaf Dogwood	Cornus drummondii	FAC-	Medium Shrub	S	N, C, S	2	
Flowering Dogwood	Cornus florida	FACU-	Small Understory Tree	T	N, C, S	4	Susceptible to dogwood anthracnose
Gray Dogwood	Cornus racemosa	FACW-	Medium Shrub	S	N, C, S	2	
Red-osier Dogwood	Cornus sericea	FACW	Medium Shrub	S	N	4	
Hazelnut	Corylus americana	FACU-	Medium Shrub	S	N, C, S	4	
Cockspur Hawthorn	Crataegus crus-galli	FAC	Small Understory Tree	T	N, C, S	4	

Downy Hawthorn	Crataegus mollis	FACW-	Small Understory Tree	T	N, C, S	2	
Dotted hawthorn	Crataegus punctata		Small Understory Tree	T	N, C, S	2	Okay in floodplains; not in extreme southwestern counties
Persimmon	Diospyros virginiana	FAC	Medium Understory Tree	T	S	2	
American Beech	Fagus grandifolia	FACU	Large Canopy Tree	T	N, C, S	8	
Honey Locust	Gleditsia triacanthos	FAC	Small Canopy Tree	T	N, C, S	1	
Kentucky Coffeetree	Gymnocladus dioicius	FACU	Large Canopy Tree	T	N, C, S	4	
Witch Hazel	Hamamelis virginiana	FACU	Small Understory Tree	T	N, C, S	5	
Smooth Hydrangea	Hydrangea arborescens	FACU-	Small Shrub	S	N, C, S	7	
Common Winterberry	Ilex verticillata	FACW+	Medium Shrub	S	N, C, S	8	
Butternut (White Walnut)	Juglans cinerea	FACU+	Small Canopy Tree	T	N, C, S	5	Scattered within range; susceptible to butternut canker
Black Walnut	Juglans nigra	FACU	Large Canopy Tree	T	N, C, S	2	
Spicebush	Lindera benzoin	FACW-	Medium Shrub	S	N, C, S	5	
Sweet Gum	Liquidambar styraciflua	FACW	Large Canopy Tree	T	S	4	
Tuliptree	Liriodendron tulipifera	FACU+	Large Canopy Tree	T	N, C, S	4	
Wild Sweet Crabapple	Malus coronaria		Medium Understory Tree	T	N, C, S		
Common Moonseed	Menispermum canadense	FAC	Low Vine	V	N, C, S	3	
Black Gum	Nyssa sylvatica	FAC	Large Understory Tree	T	N, C, S	5	
Hop Hornbeam	Ostrya virginiana	FACU-	Medium Understory Tree	T	N, C, S	5	
Virginia Creeper	Parthenocissus quinquefolia	FAC-	Vine	V	N, C, S	2	
Common Ninebark	Physocarpus opulifolius	FACW-	Small Shrub	S	N, C, S	7	
American Sycamore	Platanus occidentalis	FACW	Large Canopy Tree	T	N, C, S	3	
Eastern Cottonwood	Populus deltoides	FAC+	Large Canopy Tree	T	N, C, S	1	
Swamp Cottonwood	Populus heterophylla	OBL	Large Canopy Tree	T	N, S	8	Scattered within its range
Quaking Aspen	Populus tremuloides	FAC	Small Canopy Tree	T	N	2	
American Plum	Prunus americana	UPL	Small Understory Tree	T	N, C, S	4	Also along riverbanks
Black Cherry	Prunus serotina	FACU	Small Canopy Tree	T	N, C, S	1	
Common Hop-tree	Ptelea trifoliata	FACU+	Medium Shrub	S	N, C, S	4	
White Oak	Quercus alba	FACU	Large Canopy Tree	T	N, C, S	5	
Swamp White Oak	Quercus bicolor	FACW+	Large Canopy Tree	T	N, C, S	7	
Southern Red Oak	Quercus falcata	FACU-	Med.-Lg. Canopy Tree	T	S*	5	Far southern and southwestern counties
Shingle Oak	Quercus imbricaria	FAC-	Medium Canopy Tree	T	N, C, S	3	

Overcup Oak	Quercus lyrata	OBL	Medium Canopy Tree	T	S*	7	Extreme southwestern counties
Bur Oak	Quercus macrocarpa	FAC-	Large Canopy Tree	T	N, C, S	5	
Swamp Chestnut Oak	Quercus michauxii	FACW	Med.-Lg. Canopy Tree	T	S*	7	Far southern and southwestern counties
Chinkapin Oak	Quercus muehlenburgii	UPL	Med.-Lg. Canopy Tree	T	N, C, S	4	Also along well-drained riverbanks
Pin Oak	Quercus palustris	FACW	Small Canopy Tree	T	N, C, S	3	
Northern Red Oak	Quercus rubra	FACU	Large Canopy Tree	T	N, C, S	4	
Shumard Oak	Quercus shumardii	FACW-	Large Canopy Tree	T	C, S	7	
Post Oak	Quercus stellata	FACU-	Sm.-Med. Canopy Tree	T	S*	5	Seasonally swampy woods in SW counties
Staghorn Sumac	Rhus typhina		Large Shrub	S	N	2	
Pasture Gooseberry	Ribes cynosbati	FACW	Small Shrub	S	N, C, S	4	
Carolina Rose	Rosa carolina	FACU-	Small Shrub	S	N, C, S	4	
Peachleaf Willow	Salix amygdaloides	FACW	Small Canopy Tree	T	N	4	
Sandbar Willow	Salix interior	OBL	Medium Shrub	S	N, C, S	1	
Black Willow	Salix nigra	OBL	Large Understory Tree	T	N, C, S	3	
Elderberry	Sambucus canadensis	FACW-	Medium Shrub	S	N, C, S	2	
Bristly Greenbriar	Smilax hispida	FAC	Vine	V	N, C, S	3	
American Bladdernut	Staphylea trifolia	FAC	Medium Shrub	S	N, C, S	5	
Bald Cypress	Taxodium distichum	OBL	Large Canopy Tree	T	S*	10	Only in Vanderburgh, Posey, Warrick, Knox, Gibson Co.
American Basswood	Tilia americana	FACU	Large Canopy Tree	T	N, C, S	5	
American Elm	Ulmus americana	FACW-	Large Canopy Tree	T	N, C, S	3	Susceptible to Dutch elm disease; typically grows as a small understory tree
Slippery Elm	Ulmus rubra	FAC	Large Canopy Tree	T	N, C, S	3	
Nannyberry	Viburnum lentago	FAC+	Medium Shrub	S	N	5	
Black Haw	Viburnum prunifolium	FACU	Medium Shrub	S	N, C, S	4	
Riverbank Grape	Vitis riparia	FACW-	Vine	V	N, C, S	1	
Prickly ash	Zanthoxylum americanum		Medium Shrub	S	N	3	

ER 15146: Alternative A Heritage Species List				
SNAME	**SCOMNAME**	**GRANK**	**SRANK**	**LASTOBS**
Emydoidea blandingii	Blanding's Turtle	G4	S2	2007-06-01
Prairie - sand dry-mesic	Dry-mesic Sand Prairie	G3	S3	1978-07
Savanna - sand dry-mesic	Dry-mesic Sand Savanna	G2?	S2S3	1978-07-22
Wetland - swamp shrub	Shrub Swamp	GU	S2	2009-10-02
Cosmotettix bilineatus	Two-lined cosmotettix	GNR	S1S2	2005
Chlorotettix fallax	A Leafhopper	GNR	S2	2004-09-08
Graminella mohri		GNR	SNR	2005
Prosapia ignipectus	Red-legged Spittle Bug	G4	S2	2005
Mesamia nigridorsum	A Leafhopper	GNR	S2S3	2005
Philaenarcys killa	Great Lakes dune spittlebug	GNR	S2S3	2005
Phaneta olivaceana		GNR	S1S2	2005
Phaneta raracana		GNR	SNR	2005
Phaneta striatana		GNR	SNR	2005
Scirpophaga perstrialis		GNR	SNR	2005
Eucosma bilineana		GNR	S1S2	2005

SNAME	SCOMNAME	GRANK	SRANK	LASTOBS
Eucosma fulminana		GNR	S1S2	2005
Croesia semipurpurana		GNR	SNR	2005
Aethes patricia		G3G4	S1	2005
Problema byssus	Bunchgrass Skipper	G3G4	S2	2003-07-11
Poanes massasoit	Mulberry Wing Skipper	G4	S3	2005
Euphyes dion	Sedge Skipper	G4	S2S3	2004-07-09
Lycaena helloides	Purplish Copper	G5	S2S4	2005
Pyrausta laticlavia	The Southern Purple Mint Moth	GNR	S1S2	2005-05-12
Peoria gemmatella	Gemmed Cordgrass Borer	GNR	S1	2005
Semiothisa eremiata	The Goat's Rue Looper	G4	S2S3	2005
Sphinx luscitiosa	The Luscious Willow Sphinx	G4	S1S2	2004-06-24
Grammia phyllira	The Sand Barrens Grammia	G4	S2S3	2005
Macrochilo absorptalis	A Moth	G4G5	S2S3	2005
Macrochilo louisiana		G4	S1S2	2004-06-22

SNAME	SCOMNAME	GRANK	SRANK	LASTOBS
Macrochilo hypocritalis	A Noctuid Moth	G4	S2	2005
Nola cilicoides		G4	SNR	2005
Spartiniphaga inops	Spartina Borer Moth	G3G4	S2S3	2004-09-04
Papaipema leucostigma	Columbine Borer	G4	S1S2	2005
Papaipema lysimachiae	The St. John'Swort Borer Moth	G4	S1S3	2000-09-05
Papaipema maritima	The Giant Sunflower Borer Moth	G3	S2	2005
Leucania linita	Salt Marsh Wainscot	GNR	S2	2005
Protorthodes incincta	Saturn quaker	GNR	S2	2005
Chloealtis conspersa	Sprinkled Locust	G5	S2S3	2005
Neoconocephalus nebrascensis	A Katydid	GNR	S1S2	2005-07-24
Conocephalus saltans	Prairie Meadow Katydid	GNR	S1S2	2005
Diervilla lonicera	Northern Bush-honeysuckle	G5	S2	1978-07-22
Carex aurea	Golden-fruited Sedge	G5	S2	2007-06-26

Alternative L: Dupont Site Heritage Species Report

SNAME	SCOMNAME	GRANK	SRANK	LASTOBS
Rallus elegans	King Rail	G4	S1B	1974-05-22
Spermophilus franklinii	Franklin's Ground Squirrel	G5	S2	1990-07-06
Clemmys guttata	Spotted Turtle	G5	S2	2005-09-14
Emydoidea blandingii	Blanding's Turtle	G4	S2	1991
Prairie - sand dry-mesic	Dry-mesic Sand Prairie	G3	S3	1978-07
Prairie - sand wet-mesic	Wet-mesic Sand Prairie	G1?	S2	1978-07
Savanna - sand dry	Dry Sand Savanna	G2?	S2	1978-07
Paraphlepsius lobatus		GNR	S1S2	2005
Polyamia caperata	Little Bluestem Polyamia	GNR	SNR	2005
Chlorotettix fallax	A Leafhopper	GNR	S2	2005
Flexamia reflexus	Indiangrass Flexamia	GNR	S2S3	2005
Prosapia ignipectus	Red-legged Spittle Bug	G4	S2	2005
Paraphlepsius maculosus	Peppered Paraphlepsius Leafhopper	GNR	S1	0000
Laevicephalus acus		GNR	S2S3	2005

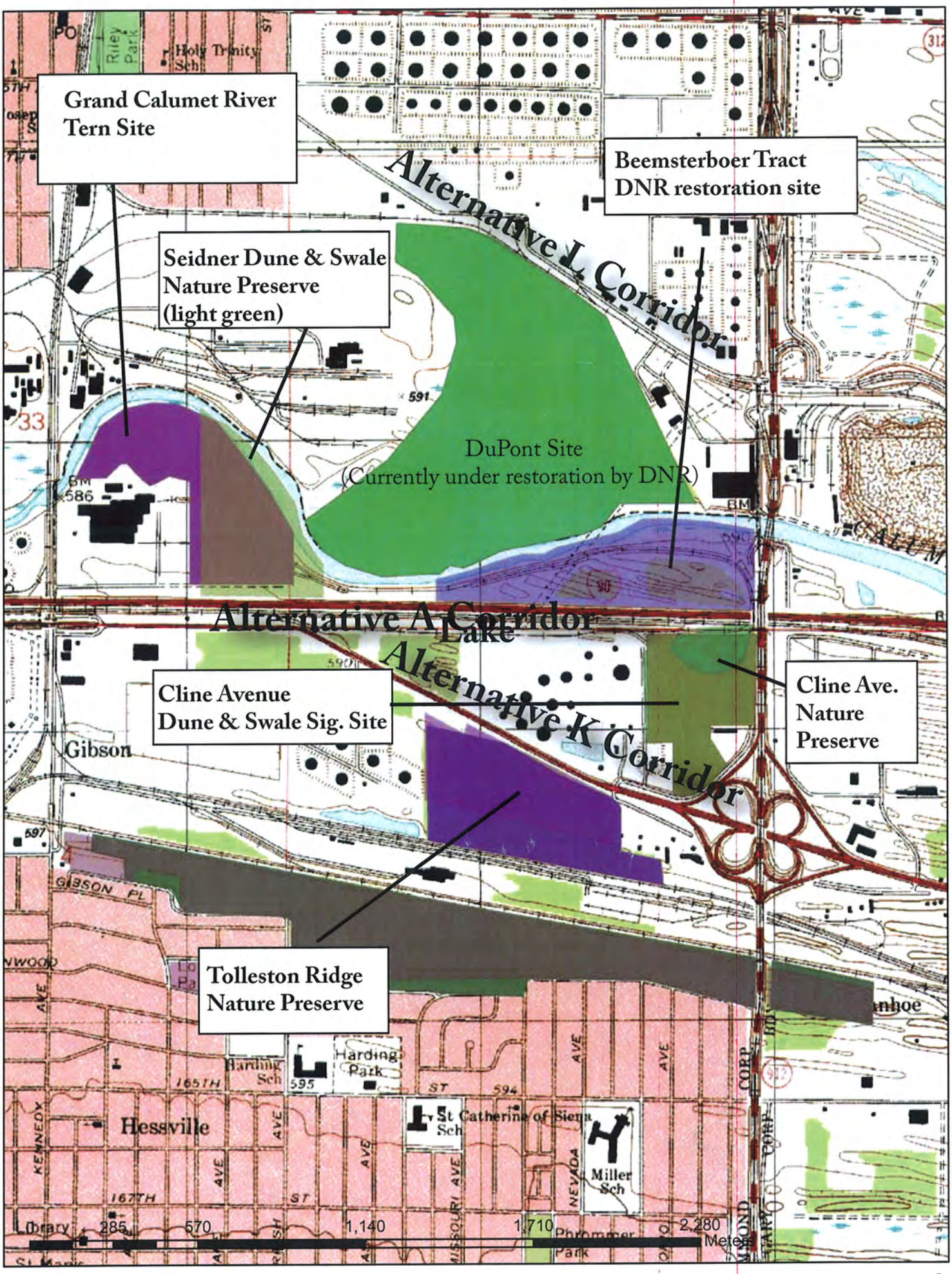
SNAME	SCOMNAME	GRANK	SRANK	LASTOBS
Polyamia herbida	The Prairie Panic Grass Leafhopper	GNR	S1S3	2005
Bruchomorpha dorsata		GNR	S2	2005
Bruchomorpha extensa	The Long-nosed Elephant Hopper	GNR	S2S3	2005
Ancylis semiovana		GNR	S2S3	2005
Hypenodes caducus	Large Hypenodes	GNR	SNR	2005
Peoria tetradella		GNR	SNR	2005
Phaneta olivaceana		GNR	S1S2	2005
Phaneta umbrastriana		GNR	SNR	2005
Phaneta ochroterminana		GNR	SNR	2005
Eucosma bilineana		GNR	S1S2	2005
Eucosma giganteana		GNR	S1S2	2005
Aethes patricia		G3G4	S1	2005
Erynnis persius persius	Persius Dusky Wing	G5T1T3	S1S2	0000
Hesperia leonardus	Leonard's Skipper	G4	S2	0000

SNAME	SCOMNAME	GRANK	SRANK	LASTOBS
Polites mystic	Long Dash Skipper	G5	S4	
Problema byssus	Bunchgrass Skipper	G3G4	S2	2005
Atrytonopsis hianna	Dusted Skipper	G4G5	S1S2	0000
Lycaeides melissa samuelis	Karner Blue	G5T2	S1	2008-07-09
Speyeria aphrodite	Aphrodite Fritillary	G5	S3	2005
Pyrausta laticlavia	The Southern Purple Mint Moth	GNR	S1S2	2005
Coenochroa illibella	Dune Panic Grass Moth	GNR	S2S3	2005
Metanema determinata	Dark Metanema	GNR	SNR	2005
Hyperaeschra georgica	A Prominent Moth	G5	S2	2005
Notodonta scitipennis	A Notodontid Moth	G4	S1S2	2005
Spilosoma latipennis	The Red-legged Tussock Moth	G4	S2S3	2005
Grammia virguncula		G5	S1S2	2005
Grammia figurata	The Figured Grammia	G5	S2S3	2005

SNAME	SCOMNAME	GRANK	SRANK	LASTOBS
Cycnia inopinatus	The Unexpected Milkweed Moth	G4	S2S3	2005
Macrochilo absorptalis	A Moth	G4G5	S2S3	2005
Macrochilo louisiana		G4	S1S2	2005
Macrochilo hypocritalis	A Noctuid Moth	G4	S2	2005
Phytometra ernestinana	Ernestine's Moth	G4	S1	2005
Tarachidia binocula	Prairie tarachidia	GNR	S1S2	2005
Acronicta dactylina		G5	SNR	2005
Apamea nigrior	Black-dashed Apamea	G5	S2S3	2005
Oligia obtusa	A Noctuid Moth	G4	S1	2005
Meropleon ambifuscum	Newman's Brocade	G3G4	S1S2	2005
Lemmeria digitalis	A Noctuid Moth	G4	S1S2	2005
Spartiniphaga inops	Spartina Borer Moth	G3G4	S2S3	2005
Papaipema maritima	The Giant Sunflower Borer Moth	G3	S2	2005
Papaipema rigida	A Borer Moth	G5	S2S3	2005
Papaipema beeriana	Beer's Blazing Star Borer Moth	G2G3	S1S3	2005

SNAME	SCOMNAME	GRANK	SRANK	LASTOBS
Iodopeplau-album	A Noctuid Moth	G5	S2	2005
Fagitana littera	The Marsh Fern Moth	G4	S1S2	2005
Platyperige a meralis	The Rare Sand Quaker	G4	S2	2005
Oncocnemis riparia	The Dune Oncocnemis Moth	G4	S1S2	0000
Anepia capsularis	The Starry Campion Capsule Moth	G5	S1S2	2005
Faronta rubripennis	The Pine Streak	G3G4	S1	2005
Leucania linita	Salt Marsh Wainscot	GNR	S2	2005
Leucania inermis	A Moth	G4	S2S3	2005
Protorthodes incincta	Saturn quaker	GNR	S2	0000
Tricholita notata	Marked Noctuid	G5	S1S2	2005
Agrotis vetusta	A Moth	G5	S2	2005
Agrotis stigmosa		G4	S1S2	2005
Eucoptocnemis fimbriaris	A Noctuid Moth	G4	S1	0000
Trichosilia manifesta	The Record Keeper Moth	G4	S3S4	2005

SNAME	SCOMNAME	GRANK	SRANK	LASTOBS
Sympetrum semicinctum	Band-winged Meadowhawk	G5	S2S3	2005
Trimerotropis maritima	The Dune Locust	G5	S2	0000
Conocephalus saltans	Prairie Meadow Katydid	GNR	S1S2	2005
Hesperotettix viridis pratensis	A Grasshopper	G5T5	S1S2	2005
Cirsium hillii	Hill's Thistle	G3	S1	2008-07-08
Solidago ptarmicoides	Prairie Goldenrod	G5	S2	1992-08-22
Gentiana alba	Yellow Gentian	G4	S2	2007-08-21
Orobanche fasciculata	Clustered Broomrape	G4	S1	2007-05-28
Carex aurea	Golden-fruited Sedge	G5	S2	1991-07-02
Carex bebbii	Bebb's Sedge	G5	S2	1991
Eriophorum angustifolium	Narrow-leaved Cotton-grass	G5	S2	1991
Juncus balticus var. littoralis	Baltic Rush	G5T5	S2	1991
Selaginella apoda	Meadow Spike-moss	G5	S1	1991


Grand Calumet River
Tern Site
Beemsterboer Tract
DNR restoration site
Alternative L Corridor
Seidner Dune & Swale
Nature Preserve
(light green)
DuPont Site
(Currently under restoration by DNR)
Alternative A Corridor
Lake
Alternative K Corridor
Cline Avenue
Dune & Swale Sig. Site
Cline Ave.
Nature
Preserve
Gibson
Tolleston Ridge
Nature Preserve
Hessville
Harding Park
Harding Sch
St Catherine of Siena Sch
Miller Sch
Phrommer Park
Library
Holy Trinity Sch
Riley Park
GIBSON PL
165TH
167TH
KENNEDY
NEVADA
MISSOURI AVE
CALUMET
0 285 570 1,140 1,710 2,280
Meters

Indiana Department of Environmental Management

We make Indiana a cleaner, healthier place to live.

Mitchell E. Daniels, Jr.
Governor

Thomas W. Easterly
Commissioner

100 North Senate Avenue
Indianapolis , Indiana 46206

(317) 232-8603
800) 451-6027
www.IN.gov/idem

INDOT, Office of Environmental Services
Ben Lawrence
100 N. Senate Ave.
IGCN - 642
Indianapolis, IN 46204

INDOT, Office of Environmental Services
Ron Bales
100 N. Senate Ave.
IGCN - 642
Indianapolis, IN 46204

Friday, October 01, 2010

Dear Grant Administrator or Other Finance Approval Authority:

RE: Des. No. 0501116, SR 912 from Dickey to Riley Road. The Indiana Department of Transportation (INDOT) is collecting information about impacts to specific resources for the proposed restoration of the connectivity of SR 912 (Cline Ave.) in Northwest Indiana. The project area is located in Township 37 N, Range 9W, Sections 16, 17, 20, 21, and 22 of the Whiting, IN Quadrangle. Several alternatives are under consideration including the replacement of the SR 912 bridge, the re-routing of SR 912 and the no-build alternative.

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

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

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

WATER AND BIOTIC QUALITY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

AIR QUALITY

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

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

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

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

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

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

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

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

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

   If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of

RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

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

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

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

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

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

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

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

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

LAND QUALITY

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

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

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

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

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

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

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

FINAL REMARKS

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

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

Should you have any questions relating to the content or recommendations of this letter, or if you have additional questions about whether a more complete environmental review of your project should be conducted, please feel free to contact Brad Baughn at (317) 233-3835, BBaughn@idem.in.gov.

Sincerely,

Thomas W. Easterly
Commissioner

Signature(s) of the Applicant

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

Project Description

Des. No. 0501116, SR 912 from Dickey to Riley Road. The Indiana Department of Transportation (INDOT) is collecting information about impacts to specific resources for the proposed restoration of the connectivity of SR 912 (Cline Ave.) in Northwest Indiana. The project area is located in Township 37 N, Range 9W, Sections 16, 17, 20, 21, and 22 of the Whiting, IN Quadrangle. Several alternatives are under consideration including the replacement of the SR 912 bridge, the re-routing of SR 912 and the no-build alternative.

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

Dated Signature of the Public Owner Contact/Responsible Elected Official _____ 10-5-10

Ben Lawrence

Dated Signature of the Project Planner/Consultant Contact Person _____ 10-5-10

Ron Bales

Questionnaire for the Indiana Department of Transportation,
Office of Aviation

Project No: _____ **Des/Bridge No:** 0501116

Project Description:

SR 912 in East Chicago, IN Connectivity restoration for SR912 (Cline Avel) in Northwest IN.

Requested By:

INDOT

Are there any existing or proposed airports within or near the project limits? YES

If yes, describe any potential conflicts with air traffic during or after the construction of the project.

The Gary/Chicago Regional Airport is a public use airport that is located approximately 11,307'feet South East of the proposed project site. If any permanent structures or equipment utilized for this project penetrate a 100:1 slope from the airport FAA form 7460 (Notice of proposed construction or alteration) must be filed. For assistance contact Marcus Dial, INDOT Office of Aviation, 317-232-1494.

This information was furnished by:

Name: Adam Fackler
Title: Chief Airport Inspector – INDOT Office of Aviation
Date: August 31, 2010

Bales, Ronald

From: Buskirk, Bob
Sent: Monday, July 19, 2010 2:27 PM
To: Bales, Ronald; Andrews, Chris
Subject: FW: Peregrine falcons Cline Ave. Bridge

From: Castrale, John
Sent: Monday, July 19, 2010 2:01 PM
To: Buskirk, Bob
Subject: RE: Peregrine falcons Cline Ave. Bridge

Bob,

From what I could tell, falcons did not nest here for the first time since 1989. The nesting season is from March – mid-July.

John S. Castrale
Nongame Bird Biologist
Indiana Division of Fish & Wildlife
562 DNR Road
Mitchell, IN 47446
812 849-4586 ext. 223
812 849-6013 (fax)
812 277-5463 (cell)

From: Buskirk, Bob
Sent: Monday, July 19, 2010 1:55 PM
To: Castrale, John
Subject: FW: Peregrine falcons Cline Ave. Bridge

John
INDOT is planning on demolishing the S.R. 912 bridge where the Peregrines previously nested and now has a question of the timing of when Peregrines might be re-using the site as potential nesting area. All nesting there have been in the spring correct? The young usually depart the nest time by mid summer? What kind of dates due you have on when they are present at the bridge.

Bob Buskirk

From: Bales, Ronald
Sent: Friday, July 16, 2010 9:19 AM
To: Buskirk, Bob
Cc: Lawrence, Ben; Andrews, Chris
Subject: RE: Peregrine falcons Cline Ave. Bridge

Bob,

Would you be willing to visit the Cline Avenue bridge demolition contract to observe if Peregrine Falcons are present? I know you have a busy work schedule before your upcoming retirement. Let me know if this doesn't fit into your

schedule. In the environmental document, we will have a commitment specifying that INDOT-OES- Ecology will conduct field verification as to the presence of Peregrine Falcons. Please let me know if you have any questions or comments.

Ron Bales
Environmental Scientist
INDOT-Office of Environmental Services
317-234-4916

From: Elizabeth_McCloskey@fws.gov [mailto:Elizabeth_McCloskey@fws.gov]
Sent: Friday, July 16, 2010 9:02 AM
To: Bales, Ronald
Cc: Lawrence, Ben; Andrews, Chris; Pangallo, John; Buskirk, Bob
Subject: RE: Peregrine falcons Cline Ave. Bridge

Hi Ron, yes, it would be fine if Bob Buskirk checks it out. That area is west of where the main nest was but I don't know where the alternative nest site was because I never saw it - John Castrale told me there was a 2nd site. He checked them both several times this summer and didn't see any activity.

Is any portion of the structures going to left in place as a monument to the 14 men who died building it? If the ROW is going to be turned into a park or something, leaving something it place might be appropriate - it would be like a sculpture. I understand it was one of the ramps at Riley Road.

I see you moved to Indy from LaPorte - who replaced you there?

Liz

"Bales, Ronald" <rbales@indot.IN.gov>

"Bales, Ronald" <rbales@indot.IN.gov>

07/16/2010 07:40 AM

To<Elizabeth_McCloskey@fws.gov>

cc"Buskirk, Bob" <RBUSKIRK@indot.IN.gov>, "Lawrence, Ben" <BLAWRENCE@indot.IN.gov>, "Andrews, Chris" <CANDREWS@indot.IN.gov>, "Pangallo, John" <JPangallo@indot.IN.gov>

SubjectRE: Peregrine falcons Cline Ave. Bridge

Elizabeth,

In your letter dated July 9, 2010 you provided the following information:

"Beginning in 1989 and apparently for the next 20 years, Peregrine falcons (*Falco peregrines*) nested under the Cline Avenue bridge on a shelf associated with an expansion joint. They primarily used a site over land on the west side of the IHC, although another expansion joint was also occasionally used. At the time the nesting began until 1999, Peregrine falcons were listed as endangered under the Endangered Species Act of 1973, as amended. They were also Indiana endangered and have remained so since Federal delisting: they are also protected by the federal Migratory Bird Treaty Act (MBTA). However, there was no indication of nesting under the bridge in 2010 and no Peregrines were observed in the area, according to Indian Nongame Bird Biologist

John Castrale, who has monitored the falcons since 1989. Even though the birds were not observed in 2010, prior to demolition the bridge will need to be further checked to ensure that no Peregrine falcons have moved back to the site(s) under the bridge. In years past there was a network of volunteers who kept records on the birds and regularly saw them in the vicinity of the nest as early as January and as late as October, with scattered reports in November and December, these time periods need to be kept in mind during planning to remove the structures."

There is a contract to be let in September which would demolish Ramp D and Mainline Section 6 of the Cline Avenue Bridge. I have attached a schematic. Since the ramp and mainline section 6 are set for demolition in the fall, would it be acceptable for someone in our Ecological Department to visit the site to determine if Peregrine Falcons are present prior to this demolition contract. Would Bob Buskirk from INDOT- OES-Ecological Department suffice? He is an expert in Falconry.

INDOT will add a project commitment that the demolition contract will stay outside of the critical nesting time.

The remaining demolition contracts will be at a later date. Please let me know if you have any questions or comments. Thank you.

Ron Bales
Environmental Scientist
INDOT-Office of Environmental Services
317-234-4916

[attachment "RampD_Sec6_Picture 2a.pdf" deleted by Elizabeth McCloskey/R3/FWS/DOI]

Bales, Ronald

From: Ostby, Susan D.
Sent: Thursday, November 04, 2010 3:05 PM
To: Bales, Ronald
Subject: FW: Des# 0501116 SR 912 Reconnectivity Project Utilizing Dickey and Riley Road, Lake County, Indiana LWCF Funding
Attachments: Appendix Aab.pdf

Hi Ron,
There are no LWCF 6(f)(3) protected properties within the project area. Mark Town Park does not have LWCF funding.
Thank you.

-Susan

From: Bronson, Bob
Sent: Thursday, October 28, 2010 12:14 PM
To: Ostby, Susan D.
Subject: FW: Des# 0501116 SR 912 Reconnectivity Project Utilizing Dickey and Riley Road, Lake County, Indiana LWCF Funding

Please respond tbb

From: Bales, Ronald
Sent: Thursday, October 21, 2010 1:33 PM
To: Bronson, Bob
Cc: Ostby, Susan D.
Subject: RE: Des# 0501116 SR 912 Reconnectivity Project Utilizing Dickey and Riley Road, Lake County, Indiana LWCF Funding

Mr. Bronson,
I am working on an environmental document for an INDOT project that involves SR 912 over the Indiana Harbor Canal in East Chicago, IN. I was wondering if any properties were in the vicinity that used LWCF funding? I have looked at the NPS website and did not find any 6(f) resources specifically listed in the project vicinity. I just wanted to make sure that land being used for this project did not receive LWCF funding. I have attached location maps. Mark Town Park is located in the project vicinity and is part of the Marktown historic district. However, this 4(f) resource will not be impacted due to avoidance alternatives associated with the design of the project. Thank you for your time.

Ron Bales
Environmental Manager
INDOT-Office of Environmental Services
Phone: 317-234-4916
Fax: 317-233-4929

Appendix D: Historical and Archaeological Studies

D1-D11	FHWA "No Adverse Affect" Documentation
D12-D13	FHWA Area of Potential Effect Eligibility Determinations
D14	Section 106 Consulting Parties
D15-D18	Project Location Maps and Areas of Potential Effect
D19-D42	Photographs of Historical Properties & Project Area
D43-D44	Early Coordination Letter, 7/27/2010
D45-D47	SHPO Response, 8/24/2010
D48-D49	Indiana Landmarks Response, 8/26/2010
D50-D51	Marktown Preservation Society Response Email, 9/14/2010
D52-D53	Consulting Parties Meeting Announcement and Agenda
D54-D59	Consulting Parties Meeting Summary
D60-D69	Marktown Preservation Society remarks – Paul Myers
D70-D101	Slideshow Presentation presented by INDOT to Consulting Parties 10/7/2010
D102-D103	Paul Myers Handout presented at Consulting Parties Meeting
D104-D105	SHPO Response, 11/10/2010
D106-D130	INDOT Response to Consulting Parties (Additional Attachments)
D131-D132	SHPO Response, 12/3/2010
D133	Archaeological Short Report – Recommendation
D134-D135	Historic Properties Short Report – Conclusions
D136-D139	Final Design Street Lighting

FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF
NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.5(c)
SR 912/Cline Ave.
Connectivity Restoration
East Chicago, North Township, Lake County
DES. NO. 0501116
FEDERAL PROJECT NO.

1. DESCRIPTION OF UNDERTAKING

Des. #0501116 is located on SR 912/Cline Avenue in East Chicago, North Township, Lake County. The proposed project is in the Indiana Department of Transportation (INDOT) LaPorte District. Within the project limits, SR 912 is functionally classified as a two-lane Urban Minor Arterial route. SR 912 is listed on the National Truck Network and is listed on Indiana's 3R Road Network. The federal involvement in the project is funding received from the Federal Highway Administration (FHWA).

In the late-summer of 2009, the Indiana Department of Transportation (INDOT) made an initial determination that the Cline Avenue (SR 912) Bridge over the Indiana Harbor Canal in East Chicago, Lake County had structural issues. A detailed review later determined that the structure was unsafe, and on November 13, 2009, SR 912 was closed between the Calumet Avenue interchange and the "Mill Interchange" near Michigan Avenue. This section of SR 912 has remained closed, while various alternatives to replace the bridge or develop alternatives to serve area traffic were formulated and evaluated.

According to INDOT records, the Cline Avenue (SR 912) Bridge over the Indiana Harbor Canal was constructed in 1983. The bridge is not of exceptional significance, and it was not included in INDOT's Historic Bridge Inventory (HBI) because it is less than 50 years old.

The purpose of the project is to reduce travel time and improve Level of Service (LOS) in the area. The need is to restore connectivity of the National Highway System, which will likely result in reduction of travel time and improve the LOS.

The project needed is due to the closure of the SR 912 (Cline Ave.) bridge over the Indiana Harbor Canal. This closure occurred November 13, 2009 as a result of structural deficiencies. SR 912 was closed from the Calumet interchange to the Michigan Ave. interchange. Due to the bridge closure traffic has been reverted to city streets and the I-80 Toll Road. Traffic volumes have increased on the city streets which were not designed to handle this amount of traffic causing traffic delays and a lower LOS.

Project Description:

The preferred alternative (Alternative C) converts over 1.3 miles of currently designated local roads (Dickey Rd. and Riley Rd.) to INDOT jurisdiction and re-designates them as SR 912 between a new proposed off-ramp of extended SR 912 with Dickey Rd on the east and the SR 912/Riley Rd interchange on the west. This alternative will consist of several key elements:

- **SR912 at Riley Rd, Ramp D Reconstruction**
  This work will allow permanent access to existing SR 912 from Riley Rd and will aid in the new alignment of SR 912 utilizing Riley Rd and Dickey Rd. The reconstructed Ramp D will consist of using the existing substructure and essentially be the same road geometrics. The ramp will have a square terminus with Riley Rd for optimal sight distance. There will be a dedicated left and right turn lane for the off ramp for eastbound traffic. Stop control for ramp traffic will be unsignalized consisting of stop signs.

- **Section 5 Mainline and Ramp C Demolition**

Section 5 Mainline Demolition will follow the completion of the Ramp D reconstruction. The bridged portion of Ramp C will require demolition because it spans Riley Rd. Demolition of these structures cannot begin before Ramp D has been completed. Demolition by explosives is not anticipated due to the potential to destroy below ground utilities. If the utility search shows that there are no infrastructure that can be damaged, then construction cost will be reduced to $5 million.

- **Dickey Rd at SR912**

Access to Dickey Rd will be provided with a new 4 lane roadway located where the existing westbound lanes exist. The existing westbound lanes will be demolished and the steel beams will be salvaged. The existing beams will be placed on the existing substructure. One additional beam line will be required; therefore additional substructure will be added to support the extra beam line. The new roadway will have 4-12' lanes with 8'-6" shoulders. A maximum 15' width of additional R/W will be required. The cost and work is contingent on the following assumptions:

- The rail line under the westbound lanes is not utilized and will be abandoned.
- Environment mitigation, if necessary, can be resolved quickly.
- Property acquisition will not be adversarial. If condemnation is required, the schedule will be delayed at least 6 months.

- **SR 912, Dickey and Riley Road Upgrades**

The upgrades for Riley Rd. and Dickey Rd. will consist of full pavement replacement starting from a new proposed off-ramp of extended SR 912 with Dickey Rd on the east and the SR 912/Riley Rd interchange on the west, approximately 1.3 miles in length. The full pavement replacement will also include a section of pavement north of the Riley Rd/Dickey Rd intersection, approximately 500 feet and a section of pavement east of the Riley Rd/Dickey Rd intersection, approximately 150 feet. The upgrades will also include ADA compliant sidewalks and ramps, the addition of a raised grass medium on Dickey Rd (north of the Riley Rd/Dickey Rd intersection), the addition of a raised grass buffer separating Riley Rd from Marktown Historic District for on street parking, improvements to the Riley Rd/Dickey Rd intersection (addition of turning lanes, turning radii improvements), new signals at the Riley Rd/ Dickey Rd intersection and the Dickey Rd/SR 912 interchange. This work will also require removal of some trees and concrete planters. The removal of a building on the southwest quadrant of Riley Rd/Dickey Rd intersection will be warranted to allow for turning radii improvements to southbound Dickey Rd traffic. Improvements to the Dickey Road drawbridge will also be undertaken. These improvements will only be modifications to the bridge to improve mechanical and electrical deficiencies.

- **Demolition of the Remaining SR 912 Bridge**

Demolish the remainder of the bridge, includes Sections 1-4 of the concrete box girder section over the Indiana Harbor Canal, ramps, railroads, and roads and the steel girder sections near Dickey Ave. The demolition method has yet to be determined.

Land use in the proposed project area is heavily urbanized/industrial with some residences and commercial businesses. The APE has been determined as the existing and proposed right-of-way (R/W) and the area immediately surrounding it, including incidental construction. (See APE map in *Appendix B*.) The approval of the APE, by INDOT, acting on FHWA's behalf, is included in this document

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

The State and National Registers of Historic Places for Lake County were checked. The following listed properties were located in the City of East Chicago: **1)** Marktown Historic District (roughly bounded by Pine, Riley, Dickey and 129th Street); **2)** Indiana Harbor Public Library (3605 Grand Ave., ca.-1913 Craftsman (Carnegie Library); located at the southeast corner of the intersection of Grand Avenue and 136th Street).

The Marktown Historic District (MHD) is located within the APE for Des. #0501116. GIS aerial mapping indicated that the Indiana Harbor Public Library is located approximately 1673 feet south of SR 912. Due to this distance from the proposed project area, the resource is not included in the proposed project's APE.

Lake County was surveyed in 1996 as part of the Indiana Historic Sites and Structures Inventory. The Lake County Interim Report (1996; East Chicago Scattered Sites (ECSS); Indiana Harbor Scattered Sites (IHSS); Marktown Historic District (MHD) was consulted. Several surveyed IHSS resources are located within the proposed project's APE. As stated in the above paragraph, the NR-listed Marktown Historic District is located in the APE.

An historic properties report (HPR) was prepared on the project (Branigin, July, 2010). The HPR concluded that the following surveyed ECSS resources were recommended NR-eligible: **1)** The Indiana Harbor Canal (ECSS #089-679-35001); **2)** Ca.-1920 Warren-through-truss bridge over the Indiana Harbor Canal (ECSS #089-679-35178); **3)** Inland Steel Office Building (#089-679-

35181). In addition, the HPR recommended that the Marktown Historic District (MHD) should remain NR-listed. None of the newly inventoried above-ground resources were recommended as NR-eligible. (See HPR conclusions page in the *Appendix E*.)

With regard to archaeological resources, an archaeological records check report (Peterson, 2010) was prepared and was forwarded to the State Historic Preservation Officer (SHPO) for review. The report recommended project clearance based upon the author's belief that no National Register-listed or eligible resources would be impacted by the proposed project. (See archaeological report conclusions page in *Appendix F*.)

On July 27, 2010, the following parties were invited to be Section 106 consulting parties and to aid in identification of historic properties: SHPO; Indiana Landmarks /Calumet Region Office; Lake County Historian; Lake County Historical Society; East Chicago Historical Society; Indiana Lincoln Highway Association, Inc.; Lake County Historic Preservation Commission; Mayor of East Chicago; Lake County Commissioners; Northwest Indiana Regional Planning Commission (NIRPC); Marktown Preservation Society.

On August 10, 2010, Mr. Paul Myers, President of the Marktown Preservation Society, contacted INDOT-CRS by phone to express his concerns about the proposed project. Mr. Myers was concerned about the effects that a possible roundabout construction could have on the Marktown Historic District. In order to provide answers to his design-specific questions, Mr. Myers was provided contact information for project management personnel at the INDOT LaPorte District.

The SHPO responded to the July 27 mailing in a letter dated August 24, 2010 (DHPA #10347), agreeing with INDOT that the Marktown Historic District (#089-679-3400-34129) retains enough material integrity and historic significance to remain National Register-listed. The SHPO also agreed with INDOT that the following East Chicago Scattered Sites are National Register-eligible: **1)** Warren through truss railroad bridge over the Indiana Harbor Canal, (NA, off Canal Street; #089-679-35178), under Criterion C: Engineering; **2)** Inland Steel Office Building (NA Watling Street; #089-679-35181), under Criterion C: Architecture. (See letter in *Appendix D*.)

The SHPO also agreed with INDOT that newly inventoried resource INDOT-001 (NA Dickey Road; ca.-1935-1940 Art Moderne industrial building) is not recommended National Register under Criterion C: Architecture. Additionally, the SHPO agreed with INDOT that the proposed project's APE did not contain any other National Register-eligible above-ground resources, stating, *"…We also agree with the HPR that the other buildings and structures surveyed and reported in that document do not appear to be individually eligible for inclusion in the National Register…"* (See letter in *Appendix D*.)

In their August 24, 2010 letter (DHPA #10347), the SHPO disagreed, however, with INDOT's recommendation that the Maintenance & Equipment Technology Building (NA Dickey Road; #089-679-35179) is not recommended National Register-eligible under Criterion C: Architecture. With regard to this resource, the SHPO's August 24 letter (DHPA #10347) stated, in part, the following: "*…We think that the two-story Maintenance & Equipment Technology Building (#089-679-35179) on Dickey Road need not be compared to all other Art Moderne buildings within the county or state. Instead it need only to be compared to other buildings of that style within the City of East Chicago in order to have Criterion C local significance. On that basis, it appears to be a rare example of the style within the city. Notwithstanding the alterations to the integrity of design and setting that the HPR documents, we believe this building probably retains sufficient integrity to be individually eligible for the National Register under Criterion C..."* (See letter in *Appendix D*).

Upon consideration of the content of the SHPO's comments in this regard, INDOT agrees with the SHPO's assessment that the Maintenance & Equipment Technology Building (NA Dickey Road; #089-679-35179) is recommended NR-eligible under Criterion C: Architecture.

The SHPO also disagreed with INDOT's recommendation of the Indiana Harbor Canal (#089-679-35001) as National Register-eligible under Criterion A, stating, in part, the following: *"…We do not believe that the Indiana Harbor Canal (IHSSI #089-679-35001 in the East Chicago Scattered Sites section of the interim report) is significant enough to be individually eligible for inclusion in the National Register..."* The SHPO went on to note that National Register-eligibility for the Indiana Harbor Canal would be more likely as a contributing resource of an industrial historic district. (See letter in *Appendix D*.)

Upon consideration of the content of the SHPO's comments in this regard, INDOT agrees with the SHPO's assessment that the Indiana Harbor Canal (#089-679-35001) is not recommended NR-eligible under Criterion A.

With regard to archaeological resources, the SHPO's August 24, 2010 letter (DHPA #10347) stated the following in part: *"…Based in part upon the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area. However, this identification is subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the National Register of Historic Places in consultation with the staff of the Indiana SHPO. Please contact ou [sic] office is such deposits are encountered…"* (See letter in *Appendix D* of this document).

Indiana Landmarks/Calumet Regional Office responded in a letter dated August 26, 2010, sent as an email attachment to INDOT-CRS on August 26. The letter expressed concern with regard to the proposed roundabout construction's effect on the Marktown Historic District, but no comments specifically about the National Register eligibility of properties within the APE were made. (See letter in *Appendix D* of this document.)

No other invited consulting party responded to the July 27, 2010 letter.

On September 14, 2010, INDOT-CRS staff contacted Paul Myers via telephone to discuss the potential of conducting a consulting parties meeting for the project near the project area, preferably within Marktown. During the conversation, Mr. Myers again expressed his concerns with the project and its impacts to Marktown. He followed up the conversation with an email to INDOT-CRS staff outlining his concerns. In the email, he stressed to INDOT-CRS staff that Marktown "is bounded on the NE by the center line of Dickey Road, on the SE by the center line of Riley Road to the Youngstown Steel Boundary with the edge of the park along this, north to the center line of 129th street, and east to the center line of Dickey Road." On September 21, 2010, INDOT-CRS staff responded that INDOT was aware of the specifics of the boundaries of the Marktown Historic District, but that it is standard practice to state the boundaries in "rough" terms for Section 106 documents. It was also stressed that when the discussion turned to project impacts to historic properties, INDOT would carefully look at the precise boundaries and whether the project might overlap them. (See email in *Appendix D*).

3. DESCRIBE AFFECTED PROPERTIES

The *Marktown Historic District (MHD; #089-679-34001-34129)* is a residential development constructed between 1917-1918 in East Chicago, Indiana. Marktown is bounded on the northeast by the center line of Dickey Road, on the southeast by the center line of Riley Road to the Youngstown Steel Boundary with the edge of the park along this, north to the center line of 129th street, and east to the center line of Dickey Road. The MHD is a planned workers' community founded by Chicago steel magnate Clayton Mark and designed by Chicago architect Charles Van Doren Shaw to house workers at Mark's steel factory. Inspired by the Garden City Movement, Shaw designed Marktown to resemble an English country village. It was—and remains today--surrounded on all sides by heavy industry. The Marktown Historic District was listed in the National Register in 1975 under Criterion A: Community Development and Planning, Industry and Social History, and under Criterion C: Architecture.

Ca.-1920 Warren through-truss bridge (East Chicago SS #089-679-35178; NA Canal St.) is a single-span, iron Warren-through-truss railroad bridge constructed over the Indiana Harbor Canal. The bridge is a bascule (drawbridge) type, and is most likely the only remaining one of its kind in the area. It is recommended National Register-eligible under Criterion C: Engineering.

Maintenance & Equipment Technology Building (NA Dickey Road; #089-679-35179) is a two-story brick commercial/industrial building constructed circa-1935-1940 in the Art Moderne architectural style. It is recommended National Register-eligible under Criterion C: Architecture.

Inland Steel Office Building (East Chicago SS #089-679-35181; NA Watling Street) is an irregularly massed, 6.5-story brick industrial/commercial building constructed circa-1920 in the Art Deco architectural style. It is recommended National Register eligible under Criterion A: Commerce and under Criterion C: Architecture.

4. DESCRIBE THE UNDERTAKING'S EFFECT ON HISTORIC PROPERTIES

ECSS #089-679-35178 (Ca.-1920 Warren-through-truss bridge over the Indiana Harbor Canal; NA Canal St.;) is estimated by GIS aerial mapping to be located approximately 1978 feet north/northeast of Riley Road. The resource is not visible from Riley Road; therefore, it will not be impacted by visual or auditory elements that might be associated with Des. #0501116.

ECSS #089-679-35179 (Maintenance & Technology Building (NA Dickey Road) is estimated by GIS aerial mapping to be located approximately 2400 feet north of the intersection of Dickey and Riley roads. It is adjacent the east side of Dickey Road. Since the resource has been historically close to the roadway, no new visual or auditory elements that might be associated with Des. #0501116 will be introduced to ECSS #089-679-35179, and the resource will be impacted by the proposed project.

ECSS #089-679-35181 (Inland Steel Office Building; NA Watling St.) is estimated by GIS aerial mapping to be located approximately 5000 feet north/northeast of the intersection of Riley and Dickey roads. The resource is situated on its own campus of buildings (Arcelor Mittal) and support structures that is removed from the areas of primary construction activities for the proposed project. No new visual or auditory elements will be introduced to ECSS #089-679-35181 by the proposed project; thus, the resource will not be directly impacted by Des. #0501116. Near this location, SR 912 runs along the southern edge of the Arcelor Mittal campus.

Marktown Historic District (#089-679-34001-34129; NR-listed 1975) is directly adjacent construction activity proposed as part of Des. #0501116. The resource is located in an industrial area roughly bounded by Riley and Dickey roads and 129th Street. The project proposes to construct a new signalized intersection at Riley and Dickey roads, where a signalized intersection is currently in place. This location is the northeastern corner of the MHD--the northwest corner of the intersection. . A building located at the District's NE corner is MHD #089-679-34128 (131 Dickey Road, ca.-1917 garage building; rated "Contributing"). The resource's parking lot extends south to Riley Road. In addition to the signalized intersection, the project also proposes the placement along Riley and Dickey roads of such streetscape elements as period street lighting and green space. Sidewalks in the project area will be made Americans with Disabilities Act-(ADA-) accessible.

The project plans include a separation of the parking lane for Marktown from the travel lanes along Riley and Dickey Roads by the presence of a median. The landscape drawings demonstrate where trees will be removed and replanted. Trees will be planted along Riley Road between the proposed curb and sidewalk, along both sides of the roadway, and within the median separating the parking from the travel lanes. Along the south side of Riley Road, evergreen trees will be staggered behind the sidewalk in order to provide screening. Trees will be planted along Dickey Road between the curb and sidewalk, with tree-screening placed behind the sidewalk along the east side. Planting detail sheets are found in *Appendix D*.

With regard to street lights, project design consultants contacted a local company suggested by a consulting party, and they indicated that the "Kingston" pole by Traditional Concrete, Inc. was the closest available match to the pole that had originally been suggested. The "Kingston" pole design has a decorative element at the top—a folium—that would not be consistent with the original Marktown light design. The design consultants found that the website for Traditional Concrete indicates the folium is optional, but they also contacted Traditional Concrete, Inc. to verify this fact.

Traditional Concrete indicated that it is indeed optional. Upon discussing the project with Traditional Concrete, they indicated that the company that prepared the original drawing (supplied by a consulting party) was their predecessor company. Traditional Concrete, Inc. bought out the company, and has actually just made the antique clover leaf pole for Kohler, Wisconsin, last year. Traditional Concrete supplied a photograph of the recently fabricated pole and it is in Appendix G. Therefore, an exact match (pole) and a very close match (globe) to the drawing supplied by consulting parties have been found. These street-light poles will be spaced 60 feet apart on the sides of Riley and Dickey Roads directly adjacent Marktown.

Photometric testing was completed on the proposed period-appropriate historic lighting .by project consultants on Dec. 13, 2010. On that date, project consultants indicated to INDOT-CRS that the proposed period-appropriate historic lighting described in previous paragraphs does not meet INDOT safety standards for installation on both sides of Riley and Dickey roads near Marktown. For safety reasons, taller light poles with arm-extensions and down-lighting will be installed on those sides of Riley (south) and Dickey (west) roads not directly adjacent to Marktown. (See final street-lighting details in *Appendix G*.)

It is unlikely that any traffic-volume increases along Riley Road, brought about as a result of Des. #0501116 will introduce any new auditory elements to the MHD. According to the INDOT Office of Environmental Services NEPA Section, traffic volume on Riley and Dickey roads won't increase substantially in the next 20-30 years. Current vibrations are partially the result of existing pavement condition in the area. Replacement of the existing pavement will have a positive impact on traffic vibrations. (See October 29, 2010 consulting party meeting summary, enclosed).

In addition, no right-of-way will be taken from the Marktown Historic District. The project will stay within current right-of-way limits, minimizing any potential impacts to historic properties. The project will introduce green space and period street-lighting that is keeping with the original historic appearance of the MHD.

5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT—INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

The finding "No Adverse Effect" is appropriate because the project will not alter any of the characteristics that qualify the ca.-1920 Warren through-truss railroad bridge (East Chicago SS #089-679-35178; NA Canal St.), the Inland Steel Office Building (ECSS #089-679-35181; NA Watling Street), the Maintenance & Technology Building (ECSS #089-679-35179; NA Dickey Road); or the Marktown Historic District (MHD; #089-679-34001-34129) for National Register eligibility or listing.

These properties are further removed from construction activities than the Marktown Historic District. Additionally, these properties are also already located near the existing SR 912 route, and are already located within a heavily urbanized, industrial area. Application of the criteria of adverse effect, as defined per 36 CFR § 800.5(a)(2), finds that none of the examples of adverse effect will be present on these properties as a result of this project.

As previously mentioned, the resource adjacent proposed project construction activity is the Marktown Historic District (#089-679-34001-34129; NR-listed 1975). The project proposes to construct a new signalized intersection at Riley and Dickey roads, where a signalized intersection is currently in place. This location is the northeastern corner of the MHD--the northwest corner of the intersection. . A building located at the District's NE corner is MHD #089-679-34128 (131 Dickey Road, ca.-1917 garage

building; rated "Contributing"). The resource's parking lot extends south to Riley Road. In addition to the signalized intersection at Riley and Dickey, the project also proposes the placement along Riley and Dickey roads of such streetscape elements as period street lighting and green space, as described above. Sidewalks in the project area will be made Americans with Disabilities Act-(ADA-) accessible.

Application of the criteria of adverse effect, as defined per 36 CFR § 800.5(a)(2), finds that the proposed project's potential effects upon the Marktown Historic District are most similar to those described in 36 CFR § 800.5(a)(iv) and 36 CFR § 800.5(a)(v). The proposed effect finding of "No Adverse Effect" is appropriate because the project's potential impacts do not meet the criteria for adverse effects; in particular, INDOT noted that the project will not introduce a *"…change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance…"* (36 CFR § 800.5(a)(iv), nor will the project result in *"…introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant features…"* 36 CFR § 800.5(a)(v).

It is unlikely that any traffic-volume increases along Riley Road, brought about as a result of Des. #0501116 will introduce any new auditory elements to the MHD. According to the INDOT Office of Environmental Services NEPA Section, traffic volume on Riley and Dickey roads won't increase substantially in the next 20-30 years. Current vibrations are partially the result of existing pavement condition in the area. Replacement of the existing pavement will have a positive impact on traffic vibrations. (See October 29, 2010 consulting party meeting summary, enclosed).

In addition, no right-of-way will be taken from the Marktown Historic District. The project will stay within current right-of-way limits, minimizing any potential impacts to historic properties. The project will introduce green space and period street-lighting that is keeping with the original historic appearance of the MHD. Any future projects in this area will take into account the historic properties present. Context-sensitive design considering the historic properties will be utilized on future projects along this route.

The finding "No Adverse Effect" is appropriate because Des. #0501116 will not alter any of the characteristics that qualify the Marktown Historic District (MHD; #089-679-34001-34129) for NR-listing. The MHD was created as a workers' community in the midst of a heavily urbanized, industrial area. The industries around the MHD and their associated rail, barge and vehicular traffic have existed historically near the Marktown Historic District. The new streetscape elements and green space will somewhat restore historical elements of the area, as documented in historic photos. Therefore, the project will not *"…change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance…"* (36 CFR § 800.5(a)(iv). In addition, planned project activities will not involve the *"…Introduction of visual, atmospheric or audible elements that diminish the property's significant historic features…"* (36 CFR § 800.5(a)(v). Additionally, none of the other criteria of adverse effect, as defined per 36 CFR § 800.5(a)(2), apply.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

On July 27, 2010, the following parties were invited to be Section 106 consulting parties and to aid in identification of historic properties: SHPO; Indiana Landmarks /Calumet Region Office; Lake County Historian; Lake County Historical Society; East Chicago Historical Society; Indiana Lincoln Highway Association, Inc.; Lake County Historic Preservation Commission; Mayor of East Chicago; Lake County Commissioners; Northwest Indiana Regional Planning Commission (NIRPC); Marktown Preservation Society.

On August 10, 2010, Mr. Paul Myers, President of the Marktown Preservation Society, contacted INDOT-CRS by phone to express his concerns about the proposed project. Mr. Myers was concerned about the effects that a possible roundabout construction could have on the Marktown Historic District. In order to provide answers to his design-specific questions, Mr. Myers was provided contact information for project management personnel at the INDOT LaPorte District.

The SHPO responded to the July 27 mailing in a letter dated August 24, 2010 (DHPA #10347), stating in part the following *"…We believe that, as the HPR implies, the Marktown Historic District (IHSSI #089-679-34001 through 34129 in the 1996 Lake County Interim Report) retains sufficient integrity to continue to convey its National Register significance. We do not believe that the Indiana Harbor Canal (IHSSI #089-679-35001 in the East Chicago Scattered Sites section of the interim report) is significant enough to be individually eligible for inclusion in the National Register. The HPR does not argue that the canal carries Criterion C engineering* [sic] *significance due to its design or method of construction. Its proposed Criterion A historical significance would seem to be integrally related to the industrial properties that it serves. We think of this canal as being analogous to a boulevard in a park system; one would not ordinarily nominate for the National Register the boulevard alone, but, instead, one would nominate both as a district, with the boulevard being a property that contributes to the district's significance. The canal would likely contribute to the significance of an industrial district, if a case could be made for such a district in East Chicago. However, if the eligibility of such an industrial district could be demonstrated, its boundaries likely would extend well outside the area of potential effects of this project, and we do not think it is necessary to attempt to identify and evaluate the significance of such a district for the purposes of this project.*

The Warren through truss, bascule railroad bridge over the Indiana Harbor Canal, [sic] *off Canal Street (#089-679-35178) appears to be a rare, surviving example of this type of bridge in Indiana. Consequently, we agree with the HPR that this bridge is eligible for the National Register under Criterion C. …"*

We think that the two-story Maintenance & Equipment Technology Building (#089-679-35179) on Dickey Road need not be compared to all other Art Moderne buildings within the county or state. Instead it need only to be compared to other buildings of that style within the City of East Chicago in order to have Criterion C local significance. On that basis, it appears to be a rare example of the style within the city. Notwithstanding the alterations to the integrity of design and seeing that the HPR documents, we believe this building probably retains sufficient integrity to be individually eligible for the National Register under Criterion C.

We agree with the HPR that the former Inland Steel Office Building (#089-679-35181), despite a large addition and possible replacement of windows, remains an impressive and fairly rare example of the Art Deco style in East Chicago. Because of its Criterion C architectural significance and its industrial significance under Criterion A, we agree that this building is probably individually eligible for inclusion in the National Register.

We also agree with the HPR that the other buildings and structures surveyed and reported in that document do not appear to be individually eligible for inclusion in the National Register.

The alternative that would involve signalization of the Dickey Road-Riley Road intersection does not appear likely, on its face to have an adverse effect on the Marktown Historic District. We are assuming that conventional signal poles and cross-arms holding the signals and directional signage would be involved.

However, the alternative that would involve the construction of a roundabout at that intersection is more difficult to analyze without our having seen at least a conceptual plan. In order to avoid intruding in to the historic district, it would appear necessary to construct the roundabout somewhat to the east or the southeast of the existing intersection. Your July 27 letter, however, indicates that right-of-way would have to be acquired from all four quadrants of the intersection, which, we assume, would include at least a small part of the Marktown Historic District. If the roundabout alternative is still under consideration, then we would appreciate receiving more details regarding its size and location and how its construction might require realignment of the streets that would enter the roundabout.

The HPR makes the argument that the rerouting of SR 912 over Dickey and Riley roads would not result in an adverse effect on the Marktown Historic District under 356 C.F.R. §800.5(a)(2)(v) because the existing traffic consists mainly of heavy trucks, and Marktown was designed to be a residential oasis within an industrial area. We do not disagree with those assertions, as far as they go. However, given the apparent importance of SR 912 to the area, could you advise us as to whether studies have been conducted to estimate the increase in truck and automobiles [sic] *traffic that would result from the rerouting of SR 912 through this part of the city and the increase in noise or other atmospheric intrusions that might occur in the vicinity of Marktown?*

Furthermore, it appears that there currently are two driving lanes in each direction on Riley Road, as well as a parking lane on the northwest side of the road, along most of the width of the Marktown Historic District. According to the Marktown National Register nomination, the southeastern boundary of the historic district is the center line or [sic] *Riley Road. Will that parking lane on the north side remain once SR 912 is routed over Riley Road? Given the relative density of housing in Marktown, it seems to us that it would be important to the continued use of those Marktown housing units along Riley Road that on-street parking remain available (see 36 C.F.R. §800.5 (a)(2)(iv)).* (See letter in *Appendix D* of this document).

With regard to archaeological resources, the SHPO's August 24, 2010 letter (DHPA #10347) stated the following in part: *"…Based in part upon the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area. However, this identification is subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the National Register of Historic Places in consultation with the staff of the Indiana SHPO. Please contact ou [sic] office is such deposits are encountered…"*(See letter in *Appendix D* of this document).

Indiana Landmarks/Calumet Region Office responded in a letter dated August 26, 2010, sent as an email attachment to INDOT-CRS on August 26. The letter expressed concern with regard to the proposed roundabout construction's effect on the Marktown Historic District. The letter stated the following, in part: *"…I have surveyed the proposed area of potential effect and I am unable to concur with the preliminary finding of no adverse effect on the identified historic properties, more specifically the Marktown Historic District…"* The letter requested detailed plans of the proposed roundabout construction. (See letter in *Appendix D* of this document.)

No other invited consulting party responded to the July 27, 2010 letter.

INDOT-CRS conveyed the concerns of the SHPO and Indiana Landmarks to the LaPorte District in an intra-office email dated August 27, 2010. Specifically, the email posed the following questions:

- I*s the roundabout option still viable for this project? If so, please provide more details regarding its size and location and how its construction might require re-alignment of the streets that would enter the roundabout. A plan sheet, if available, would be ideal to show the footprint of the roundabout and the right-of-way impacts, especially to the Marktown Historic District;*

- *If the signalized intersection option will instead be constructed, will conventional signal poles and cross-arms (to hold signals and directional signage) be used? Additionally, if this is now the preferred option at the intersection, a plan sheet, if available, would be ideal to show the footprint and the right-of-way impacts, especially to the Marktown Historic District;*

- *Will the existing parking lane located on the north side of Riley Road remain once SR 912 is re-routed over Riley Road?*

- *Have studies been conducted to estimate the increases in truck and automobile traffic—and the related increases in noise or other atmospheric intrusions—that would result from the re-routing of SR 912 through this part of East Chicago?* (See email in *Appendix D*).

The LaPorte District responded in an intra-office email dated September 5, 2010, stating in part the following:

- *The Roundabout* [sic] *is no longer an option*;

- *If there are more appropriate signals, please advise us what you would like used. Since this is just one of several routes being considered there are no plan sheets at this time;*

- *It can, if it is needed. Please advise*;

- *Yes, traffic studies have been conducted and were published in June. The intrusion studies are being conducted by NIRPC, but we do not hav* [sic] *a completion date for that work.* (See email in *Appendix D*.)

On September 14, 2010, INDOT-CRS staff contacted Paul Myers via telephone to discuss the potential of conducting a consulting parties meeting for the project near the project area, preferably within Marktown. During the conversation, Mr. Myers again expressed his concerns with the project and its impacts to Marktown. He followed up the conversation with an email to INDOT-CRS staff outlining his concerns (See email in *Appendix D*).

In order to discuss the project details and potential effects to the Marktown Historic District, in a letter dated September 22, 2010, INDOT-CRS invited all consulting parties to attend an October 7, 2010 consulting parties meeting, to be held at the Marktown Community Center. (See letter, meeting attendance roster, and meeting summary in *Appendix D*).

On October 5, 2010, Marktown resident Ms. Barbara Perez and Marktown resident and (Lake Co.) Precinct Committee Representative Ms. Kimberly Rodriguez each contacted INDOT-CRS staff by telephone to express concern about the project, to request consulting party status, and to see if they could attend the upcoming consulting parties meeting. They were each invited to the meeting with confirmation of the meeting details, and they were sent the consulting party materials that had been distributed to date.

Following the October 7, 2010 consulting parties meeting, Paul Myers, President of the Marktown Preservation Society, who was not able to attend the meeting, sent to INDOT-CRS via emails (dated October 12 and October 13) his suggestions for the proposed project. (See emails and attachments in *Appendix D*.) These emails and attachments were incorporated into the consulting parties meeting summary packet mailed by INDOT-CRS on October 29, 2010 to meeting attendees.

The SHPO responded to the October 29, 2010 mailing in a letter dated November 10 (DHPA #10347), stating in part the following: *…Thank you for providing the meeting summary. We do not have any corrections or additions to recommend. We would like to take this opportunity to comment on some of the points captured in the summary or in the supplementary materials provided by the Indiana Department of Transportation ("INDOT") or by other consulting parties…[the] presentation helped us to gain a better understanding of the numerous facets of the restoration of the connectivity for SR 912. In light of the projected time frames of the various facets, however, the scope of the federal undertaking (please refer to 36 C.F.R. §§ 800.16[y] and 800.3[a]) that we are being asked to review is not entirely clear…other facets of the connectivity restoration are either said to be underway or projected to begin within the next several months. Presumably, those facets that are underway or about to commence have been reviewed internally by INDOT under both the NEPA categorical exclusion process and the Minor Projects*

PA (see 36 C.F.R.§ 800.1[c]). However we would appreciate our and the other consulting parties' [sic] receiving further clarification as to the facets of the project whose effects on historic properties we are to consider in this *review.*

The summary indicates that no roundabout will be constructed at the Dickey Road-Riley Road intersection, and that, instead, improvements will be made to the existing, four-way intersection. It also indicates that there will be no construction inside the curb line of the Marktown Historic District, except for Americans with Disabilities Act-compliant sidewalks. If any change occurs to the current, conceptual plans for the SR 912 project that would encroach upon or otherwise physically or visually effect the historic district or its immediate setting, the consulting parties should be informed of such a change in plans.

A variety of opinions have been expressed about the treatment of Riley Road in the connectivity project. INDOT's proposal would add a landscaped median in the center of Riley Road. Another recommendation would widen Riley along its southeastern edge and would shift the median to the north, using the median as a physical barrier between the travel lanes of Riley Road and the parking lane and a related alley or access lane along the existing, northwest curb line of Riley, which adjoins the Marktown Historic District. Yet another recommendation—as we understand it—would eliminate the INDOT-proposed median but add the equivalent width of a median along the northwest curb line of Riley and use landscaping in that newly-added [sic] space as a visual and auditory buffer between Riley and the Marktown homes that currently sit relatively close to the curb line of Riley. We ask that, whichever treatment if ultimately proposed for Riley Road by INDOT< the treatment be clearly described for the consulting parties, before a finding of effect is made. Although the broad, modern roadway that constitutes Riley Road does not appear to contribute in a specific way to the significance of the Marktown Historic District—other than providing part of Marktown's historical boundary—we think it would be helpful if some historical background on Riley Road in the vicinity of Marktown could be provided. For example, was Riley a much narrower road at any time since Marktown's development in 1917? Was right-of-way at some time in the past take from (or expanded into) along the Marktown (northwest) side of Riley in order to widen Riley?

With regard to archaeology, the November 10 letter (DHPA #10347) continued to state that no archaeological concerns existed as long as the project remained within "areas disturbed by previous construction of a recent and non-historical nature." (See letter in *Appendix D*.)

No other consulting party responded to the October 29, 2010 INDOT-CRS meeting-summary mailing.

On November 10, 2010, INDOT-CRS mailed a packet containing additional design information and a proposed effect finding to consulting parties. In their November 10, 2010 (DHPA #10347) letter, SHPO had requested that INDOT provide *"…further clarification as to the facets of the project whose effects on historic properties we [the consulting parties] are to consider under this review…."* As part of their November 10, 2010 packet-mailing, INDOT provided the project description contained in the National Environmental Policy Act (NEPA) Categorical Exclusion (CE) document for this project, which is the project that is the subject of the Section 106 consultation process for Des. #0501116. INDOT's November 10 packet also included the following for consulting party consideration:

- Project drawing and streetscape information—based on comments received at the October 7 consulting parties meeting;

- Drawings [provided by the project consulting firm] that demonstrate the southward shift of Riley Road, as well as the requested separation of the parking from the travel lanes by the revised placement of the median;

- Drawings that show the retention of green space on the north side of Riley Road, from its intersection with Dickey Road, eastward to Pine Avenue, or along the entire south side of the Marktown Historic District;

- Drawings that demonstrate where trees will be removed and replanted along Riley Road between the proposed curb and sidewalk, along both sides of the roadway, and within the median separating the parking from travel lanes. Along the south side of Riley Road, evergreen trees will be staggered behind the sidewalk in order to provide screening. Planting detail sheets show that trees will be planted along Dickey Road between the curb and sidewalk, with tree-screening placed behind the sidewalk on the east side;

- Information relative to replacement street-lighting to be installed as part of the project. Street-light poles will be placed between the curb and sidewalk on both sides of Riley and Dickey roads, as well as within the proposed median area that separates the parking lane from the roadway on Riley Road. Several lighting styles were presented in the materials, and consulting parties were requested to respond to INDOT-CRS with their preference (as indicated by style number);

- An historic photo of the Marktown Historic District demonstrate the existence of green space between the sidewalk and Riley Road in front of (south) the Mark Hotel (MHD #089-679-34119; NA Riley Road; ca.-1917; rated "Outstanding"). INDOT-CRS noted that it is logical to assume that the green space extended westward along Riley.

The photos demonstrated that the green space had been reduced over the years and that Riley Road has expanded and encroached upon Marktown. INDOT-CRS asserted that the green spaces demonstrated in the historic photos would be somewhat restored in the project area by those green spaces demonstrated in the project drawings. INDOT also noted that , although no historic photos were located for a direct comparison, it is thought that a similar reduction in green space has also occurred along Dickey Road over the years. This green space would also be somewhat restored through the project as proposed. The historic photo also showed period lighting along Riley Road that has since been removed. The project will restore period lighting to the area.

- INDOT requested consulting party comments on the packet enclosures and proposed a preliminary determination of "No Adverse Effect" for the proposed project. INDOT stated that the proposed effect finding was appropriate because the project's potential impacts do not meet the criteria for adverse effects, as stipulated in 36 CFR § 800.5(a). In particular, INDOT noted that the project will not introduce a *"…change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance…"* (36 CFR § 800.5(a)(iv), nor will the project result in *"…introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant features…"* 36 CFR § 800.5(a)(v). (See November 10, 2010 INDOT packet in *Appendix D*).

Consulting party and Marktown resident Paul Myers, President of the Marktown Preservation Society, responded via an email dated November 16, 2010, stating in part the following: *…Let me begin by saying how pleased I was to return home this last Saturday to find the plans for both Dickey Road and Riley Road. I have reviewed same and have no problems with the design except in one area. Attached you will please find a PDF that contains a 1920 photo of Marktown. In the photo you will please note the street light. The other pages of the the [sic] PDF relate to a manufacturer that makes this style of pole and fixture. As these lights will be adjacent to Marktown I respectfully request that you consider them in the final plans. I would think that concrete would stand up better to the traffic conditions and would pave the way for the eventual update of the lighting in Marktown…* (See email and attachment in *Appendix D*).

The SHPO responded in a letter dated December 3, 2010 (DHPA #10347), stating in part the following: *"…Thank you for clarifying which facets of the SR 912 Connectivity Restoration are to be considered elements of the federal undertaking that we are reviewing here…It appears that the Indiana Department of Transportation's latest design proposal, among other changes, would shift the travel lanes of Riley Road farther to the southeast; would add at least several feet of green space and also trees and street lights between the sidewalk and curb along the northwest side of Riley, between. Dickey Road and Spruce Avenue in the Marktown Historic District; would retain the current, northwest curb line of Riley but add a grassy median with trees and period street lights between the parking lane and the travel lanes from Spruce Avenue to Pine Avenue; would add some green space along the southeast edge of Marktown Park, to the southwest of Pine; would add some green space and also tree and period street lights between the sidewalk and curb along the southwest side of Dickey, where it borders Marktown; would shift the travel lanes of Dickey farther to the northeast; and would add a grassy median in Dickey.*

As you indicated in your letter, the historical photograph that you provided demonstrates that Riley Road was widened at least a few feet toward the northwest (i.e., into the Marktown neighborhood) at some time in the past. As you also speculated, it seems likely that Dickey Road was widened at least a few feet toward the southwest (into Marktown) in the past. Given these changes to both of these main roads bordering Marktown, and given that the roads appear to contribute little or nothing to the significance or character of the Marktown Historic District, other than by providing two of the historic districts' [sic] *boundaries, we think that one plausibly could conclude that the proposed ,*[sic] *improvements to both Riley and Dickey in the vicinity of Marktown would not alter any of the characteristics of Marktown that qualify it for the National Register of Historic Places in a way that would diminish Marktown's integrity (see 36 C.F.R. §800.5[a][1]. However, if any of the other consulting parties expresses concern that the proposed improvements might have a harmful effect on the Marktown Historic District, then we would want to reconsider our opinion.*

You had submitted illustrations of several street light options that would include the proposed, period street light globe and various poles and bases. More recently, we received information from your office about a consulting party's proposal that a type of street light using a cast concrete base and pole, with a clover leaf cross-section and a globe similar to the one you proposed, be installed. The consulting party also provided photographic evidence documenting that streetlights with such a base, pole and globe had been installed in Marktown early in the history of that neighborhood. We do not believe that any of those options would alter the characteristics of the Marktown Historic District that qualify it for the National Register in a way that would diminish the integrity of the district." (See letter in *Appendix D*).

With regard to archaeological concerns, the December 3, 2010 SHPO letter (DHPA #10347) continued to state that no archaeological concerns existed as long as the project remained within "areas disturbed by previous construction of a recent and non-historical nature." (See letter in *Appendix D*).

No other consulting party responded to INDOT's November 10, 2010 packet of additional design information.

With regard to street lights, project design consultants contacted a local company suggested by a consulting party, and they indicated that the “Kingston” pole by Traditional Concrete, Inc. was the closest available match to the pole that had originally been suggested. The “Kingston” pole design has a decorative element at the top—a folium—that would not be consistent with the original Marktown light design. The design consultants found that the website for Traditional Concrete indicates the folium is optional, but they also contacted Traditional Concrete, Inc. to verify this fact.

Traditional Concrete indicated that it is indeed optional. Upon discussing the project with Traditional Concrete, they indicated that the company that prepared the original drawing (supplied by a consulting party) was their predecessor company. Traditional Concrete, Inc. bought out the company, and has actually just made the antique clover leaf pole for Kohler, Wisconsin, last year. Traditional Concrete supplied a photograph of the recently fabricated pole and it is in Appendix G. Therefore, an exact match (pole) and a very close match (globe) to the drawing supplied by consulting parties have been found. These street-light poles will be spaced 60 feet apart on the sides of Riley and Dickey Roads directly adjacent Marktown.

Photometric testing was completed on the proposed period-appropriate historic lighting .by project consultants on Dec. 13, 2010. On that date, project consultants indicated to INDOT-CRS that the proposed period-appropriate historic lighting described in previous paragraphs does not meet INDOT safety standards for installation on both sides of Riley and Dickey roads near Marktown. For safety reasons, taller light poles with arm-extensions and down-lighting will be installed on those sides of Riley (south) and Dickey (west) roads not directly adjacent to Marktown. (See final street-lighting details in *Appendix G*.)

A public notice regarding INDOT’s APE and “No Adverse Effect” finding will be issued for this project in a local newspaper in mid-December, 2010. A 30-day comment period will be given. This document will be revised, if necessary, after the public notice to reflect any comments received.

APPENDIX

A. List of Consulting Parties

B. Maps/Plans

C. Photos/Tables

D. Correspondence/Correspondence Attachments

E. Archaeological Report Conclusions

F. Historic Property Report (HPR) Conclusions

G. Final Street Lighting

FEDERAL HIGHWAY ADMINISTRATION's
SECTION 4(f) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS
AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING
SR 912/Cline Ave.
Connectivity Restoration
East Chicago, North Township, Lake County
DES. NO. 0501116
FEDERAL PROJECT NO.

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

The project is located on SR 912/Cline Avenue in East Chicago, North Township, Lake County. The area of potential effect (APE) includes those areas of existing and proposed right-of-way and incidental construction, including immediately adjacent properties. The preferred alternative for the proposed project consisted of re-routing SR 912 to Riley Road and Dickey Street between the existing SR 912/Michigan (Mill Interchange) area and the SR 912 /Riley Interchange. The proposed project will convert approximately 1.3 miles of currently local roads (Dickey Road and Riley Road) to INDOT jurisdiction and re-designate them as SR 912 between the touchdown of extended SR 912 with Dickey Road on the east and the SR 912/Riley interchange to the west.

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

The APE contains one NR-listed resource, the Marktown Historic District (#089-679-34001-34129), which was listed in 1975 under Criterion A and under Criterion C. The APE also contains three resources recommended eligible for listing in the National Register of Historic Places: **1)** Ca.-1920 Warren through-truss railroad bridge (East Chicago SS #089-679-35178; NA Canal St.), a single-span, iron Warren-through-truss constructed over the Indiana Harbor Canal. The bridge is a bascule (drawbridge) type, and is most likely the only one remaining of its kind in the area. It is recommended National Register-eligible under Criterion C: Engineering; **2)** Maintenance & Equipment Technology Building (East Chicago SS #089-679-35179; NA Dickey Road), a two-story brick commercial/industrial building constructed circa-1935-1940 in the Art Moderne architectural style. It is recommended National Register-eligible under Criterion C: Architecture; **3)** Inland Steel Office Building (East Chicago SS #089-679-35181; NA Watling Street), an irregularly massed, 6.5-story brick industrial/commercial building constructed circa-1920 in the Art Deco architectural style. It is recommended National Register eligible under Criterion A: Commerce and under Criterion C: Architecture.

EFFECT FINDING
(Pursuant to 36 CFR 800.4(d)(1))

INDOT, acting on FHWA's behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking because the project will not introduce any new visual, atmospheric or audible elements that would alter any of the characteristics that qualify the Marktown Historic District (#089-679-34001-34129) for listing in the National Register of Historic Places. The project will also will not introduce any new visual, atmospheric or audible elements that would alter any of those characteristics or qualities that qualify the following resources, recommended eligible for National Register-listing: **1)** Ca.-1920 Warren through-truss bridge (East Chicago SS #089-679-35178; NA Canal St.); **2)** Indiana Harbor Canal (NA; East Chicago) ECSS #089-679-35001); or the **3)** Inland Steel Office Building (East Chicago SS #089-679-35181; NA Watling Street.)

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

Marktown Historic District (MHD; #089-679-34001-34129, roughly bounded by Pine, Riley, Dickey and 129th Street, East Chicago, Indiana)--This undertaking will not convert property from Marktown Historic District (*MHD; #089-679-34001-34129, roughly bounded by Pine, Riley, Dickey and 129th Street*), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of." No Adverse Effect."

Maintenance & Technology Building (East Chicago SS #089-679-35179; NA Dickey Road)--This undertaking will not convert property from *Maintenance & Technology Building (East Chicago SS #089-679-35179; NA Dickey Road)*, a Section 4(f) historic

property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of." No Adverse Effect."

Ca.-1920 Warren through-truss railroad bridge (East Chicago SS #089-679-35178; NA Canal St.)--This resource is used for transportation purposes. This undertaking will have a "No Adverse Effect" on c*a.-1920 Warren through-truss railroad bridge (East Chicago SS #089-679-35178; NA Canal St.*), a Section 4(f) historic property. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of." No Adverse Effect."

Inland Steel Office Building (East Chicago SS #089-679-35181; NA Watling Street)— This undertaking will not convert property from *Inland Steel Office Building (East Chicago SS #089-679-35181; NA Watling Street*), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of." No Adverse Effect."

Consulting parties will be provided a copy of the findings and determinations in accordance with INDOT and FHWA's Section 106 procedures. Comments will be accepted for 30 days upon receipt of the findings.

_____

Staffan D. Peterson, for FHWA
Administrator
INDOT Cultural Resources

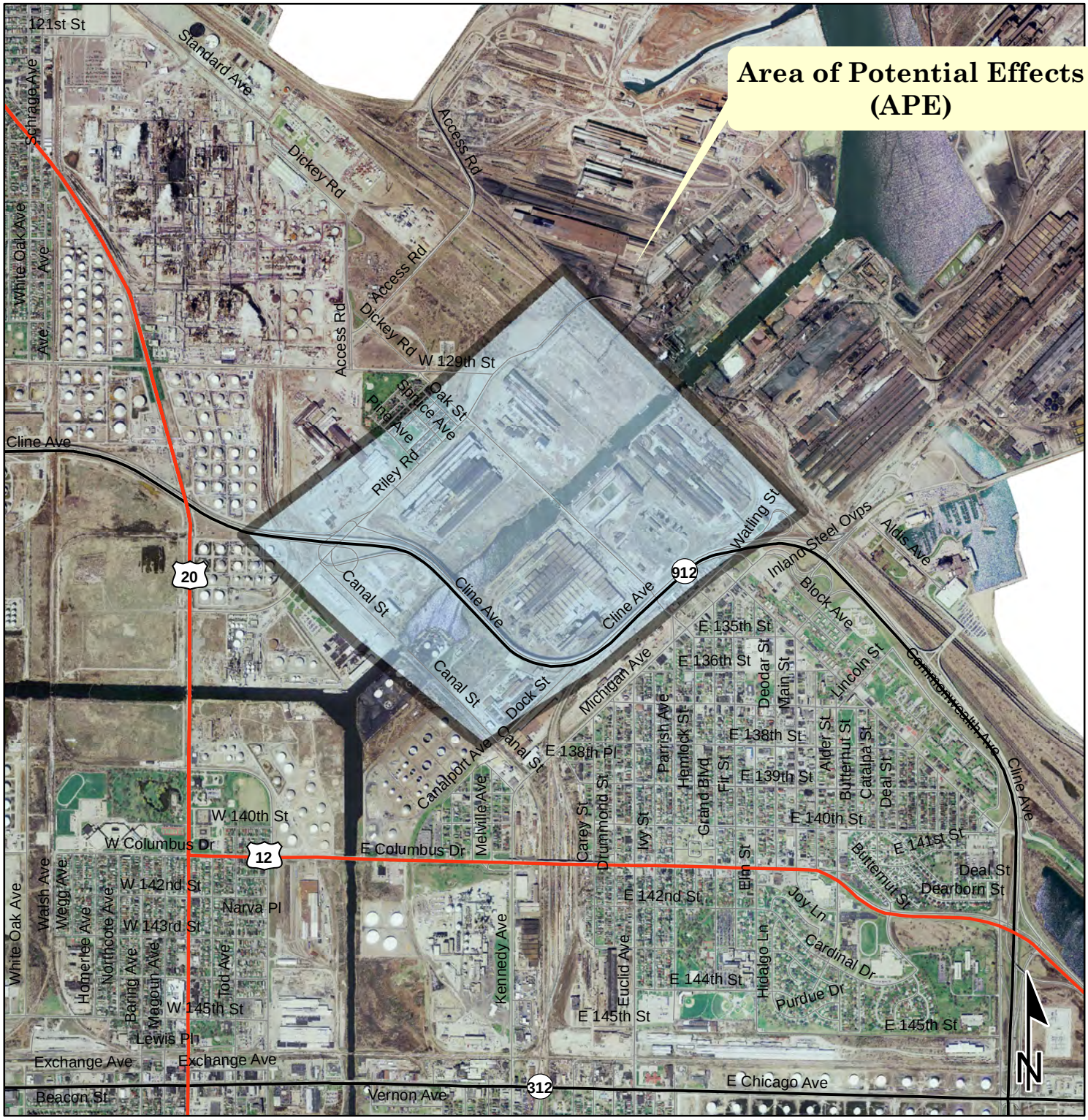
_____

Approved Date

Des. #0501116
SR 912 (Cline Avenue)
Connectivity Restoration
City of East Chicago, North Township, Lake County
Consulting Parties: Those who responded to early coordination are shaded.

Title1	First _Name	Last_Name	Title	Company_Name	Address_Line_1	Address_Line_2	Address_Line_3	City	State	ZIP_Code
Mr.	Robert E.	Carter, Jr.	State Historic Preservation Officer	Indiana Department of Natural Resources	Division of Historic Preservation and Archaeology	Indiana Government Center South, Rm. W274		Indianapolis	IN	46204
Ms.	Tiffany	Tolbert	Director	Indiana Landmarks/ Calumet Region Office		608 E. Third St.		Hobart	IN	46342
Ms.	Jan	Shupert-Arik	Pres.	Indiana Lincoln Highway Assoc., Inc.	402 W. Washington St.			South Bend	IN	46601
Ms.	Elin	Christianson	Co-Chair	Lake Co. Historic Preservation Commission	141 Beverly Blvd.			Hobart	IN	46342
Hon.	George	Pabey	Mayor	City of East Chicago	4527 Indianapolis Blvd.			East Chicago	IN	46312
	Lake Co. Commissioners				2293 N. Main St.			Crown Point	IN	46307
Mr.	John A.	Swanson	Dir.	NW Indiana Regional Plan Commission (NIRPC)	6100 Southport Rd.			Portage	IN	46368-6409
Mr.	Bruce L.	Woods	Lake County Historian	Lake County Historical Society	Courthouse Square, Suite 202			Crown Point	IN	46307
Ms.	Gloria	Dosen		East Chicago Historical Society	c/o East Chicago Public Library	2401 E. Columbus Dr.		East Chicago	IN	46312
Mr.	Paul	Myers	President	Marktown Preservation Society	405 Prospect St.			East Chicago	IN	46312
Ms.	Barbara	Perez			506 Lilac St.			East Chicago	IN	46312
Ms.	Kimberly	Rodriguez	Precinct Committewoman		422 Park St.			East Chicago	IN	46312

City of East Chicago
SR 912 (Cline Ave.), Lake Co., IN
Des. #0501116/Connectivity Restoration



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

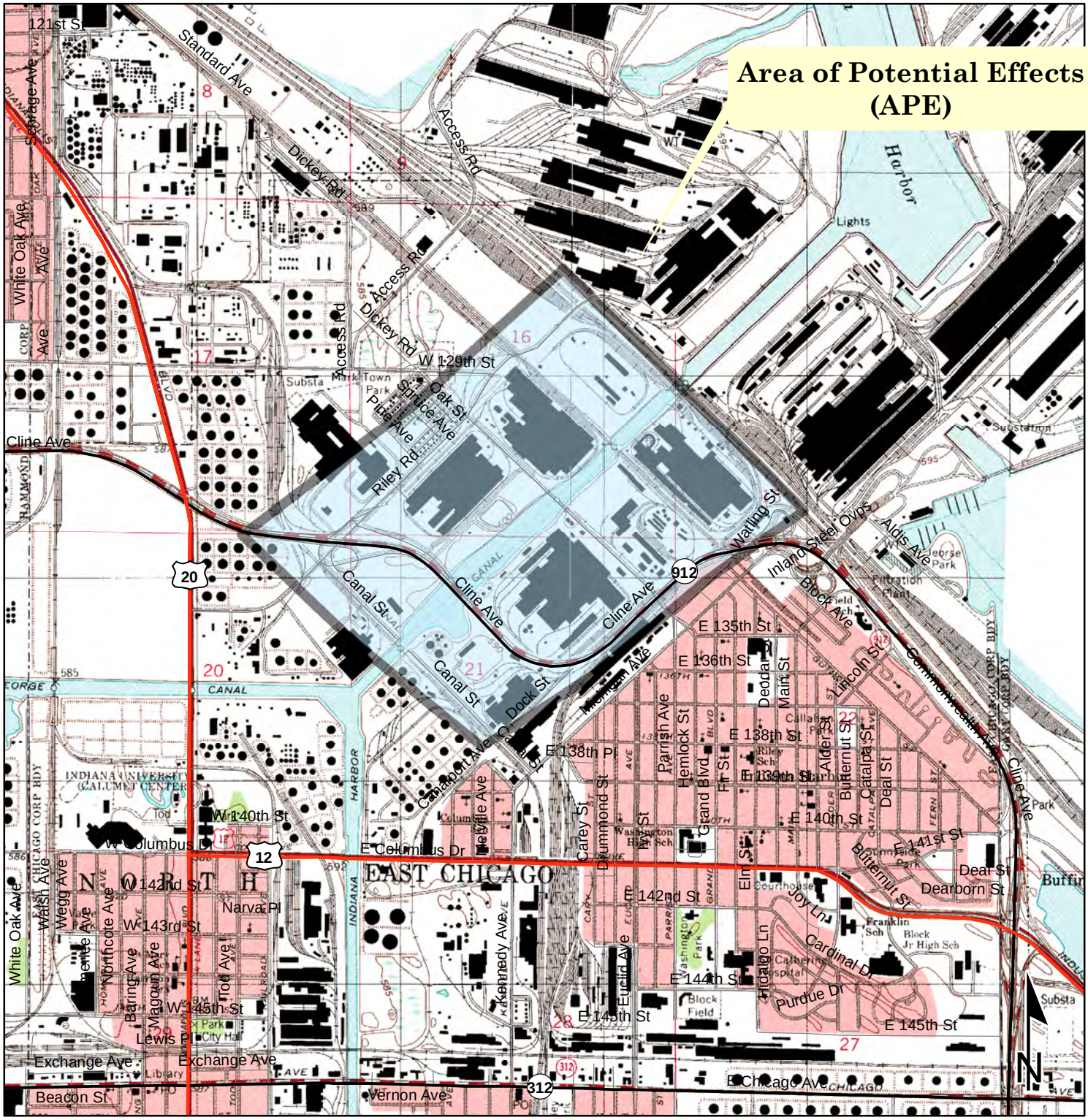
Sources: Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Scale 1:27,221

Miles
0.25 0.125 0 0.25

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

City of East Chicago
SR 912 (Cline Ave.), Lake Co., IN
Des. #0501116/Connectivity Restoration



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

Scale 1:27,221

Miles
0.25 0.125 0 0.25

- Section Town and Range
- County Boundary
- Local Road
- Interstate
- State Route
- US Route

City of East Chicago, SR 912 (Cline Ave.), Lake Co., IN, Des. #0501116
Overview of Historic Property Locations

Historic Properties boundaries

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

Scale 1:9,800

0.25 0.125 0 0.25 Miles

Section Town and Range
County Boundary
Local Road
Interstate
State Route
US Route

N

City of East Chicago
SR 912 (Cline Ave.), Lake Co., IN
Des. #0501116/Connectivity Restoration

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

Scale 1:2,044

500 250

Section Town and Range
County Boundary
Local Road
Interstate
State Route
US Route

City of East Chicago
SR 912 (Cline Ave.), Lake Co., IN
Des. #0501116/Connectivity Restoration

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

Scale 1:2,725 Feet 50 0 25 50

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

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

City of East Chicago
SR 912 (Cline Ave.), Lake Co., IN
Des. #0501116/ Connectivity Restoration

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

Scale 1:2,044

Feet
75 37.5 0 75

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

City of East Chicago
SR 912 (Cline Ave.), Lake Co., IN
Des. # 0501116/Connectivity Restoration

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

Scale 1:4,845

450 225 0 450 Feet

Section Town and Range
County Boundary
Local Road
Interstate
State Route
US Route

Appendices: Tables

Surveyed East Chicago SS in Project APE	Address	Property Name	Lake Co.IR Number/Rating	NRHP Eligibility Recommendation
	NA Watling Street	Inland Steel Office; ca.-1920 Art Deco	#089-679-35181; Outstanding	Recommended NR-eligible under Criterion A: Commerce and under Criterion C: Architecture
	NA Dickey Road	Maintenance & Equipment Technology Bldg.; ca.-1930 Art Moderne industrial building	#089-679-35179; Notable	Recommended NR-eligible under Criterion C; Architecture

Table 1: Surveyed East Chicago Scattered Sites located in proposed project APE.

Appendices: Tables

Surveyed East Chicago SS in Project APE	Address	Property Name	Lake Co.IR Number/Rating	NRHP Eligibility Recommendation
	Off Canal St.	Ca.-1920 Warren-through-truss	#089-679-35178; Notable	Recommended NR-eligible under Criterion A: Commerce; and recommended NR-eligible under Criterion C: Engineering.
	NA	Indiana Harbor Canal	#089-679-35001; Notable	Not recommended NR-eligible due to lack of material integrity and historic significance.

Table 2: Surveyed East Chicago Scattered Sites located in proposed project APE.

Appendices: Tables

Surveyed East Chicago SS in Project APE	Address	Property Name	Lake Co.IR Number/Rating	NRHP Eligibility Recommendation
	NA Riley Rd.	Mark Manufacturing Bldg. 1	#089-670-35180; Contributing	Demolished post-2005; NA
	NA Riley Rd.	Mark Manufacturing Bldg. 2	#089-670-35180; Contributing	Demolished post-1005; NA

Table 3: Surveyed East Chicago Scattered Sites located in proposed project APE.

Appendices: Tables

Surveyed East Chicago SS in Project APE	Address	Property Name	Lake Co.IR Number/Rating	NRHP Eligibility Recommendation
	Bounded by Pine, Riley, Dickey, and 129th St.	Marktown Historic District	#089-679-34001-129	NR-listed in 1975 under Criterion A: Community Development and Planning, Industry and Social History and under Criterion C: Architecture. Recommended by INDOT-CRS in 2010 as continued NR-eligible under Criterion A: Community Development and Planning; Industry and under Criterion C: Architecture.

Table 4: Surveyed East Chicago Scattered Sites located in proposed project APE.

Appendices: Tables

Newly inventoried resources located in Project APE	Address	Property Name	INDOT #/ Rating	NRHP Eligibility Recommendation
	NA Dickey Rd.; (south side)	Ca.-1930 Art Moderne industrial building	**INDOT #001;** Contributing	Due to a lack of material integrity and lack of historic significance, not recommended NR-eligible under Criterion A: Commerce and not recommended NR-eligible under Criterion C: Architecture.
	NA Dickey Rd.; (north side)	Ca.-1920; 20th century industrial	**INDOT #002**; Non-Contributing	NA

Table 5: Newly inventoried East Chicago resources located in proposed project APE.

Appendices: Tables

Newly inventoried resources located in Project APE	Address	Property Name	INDOT #/ Rating	NRHP Eligibility Recommendation
	NA Dickey Rd.; (north side)	Ca. 1920 partial wooden railroad trestle & tracks; 20th century industrial	**INDOT #003**; Non-contributing	NA
	NA Dickey Rd.; (south side)	Ca.-1940 Art Deco industrial building	**INDOT #004;** Contributing	Due to a lack of material integrity and lack of historic significance, not recommended NR-eligible under Criterion A: Commerce and not recommended NR-eligible under Criterion C: Architecture

Table 6: Newly inventoried East Chicago resources located in proposed project APE.

Appendices: Tables

Newly inventoried resources located in Project APE	Address	Property Name	INDOT#/ Rating	NRHP Eligibility Recommendation
	NA Dickey Rd.; located at southeast corner of the intersection of Dickey & Riley rds.	Ca. 1920 hipped-roof building; style indeterminate	**INDOT #005;** Non-contributing	NA

Table 7: Newly inventoried East Chicago resources located in proposed project APE.

Appendices: Photos

Photo 1: East Chicago #089-679-35181 (Inland Steel Office, NA Watling Street; ca.-1920 Art Deco; rated "Outstanding.").

Photo 2: Arcelor Mittal property. Industrial buildings near Watling Street.

Photo 3: Arcelor Mittal property. Industrial buildings near Watling Street.

Photo 4: Arcelor Mittar property; Industrial building, west side Dickey Road, near SR 912 overpass.

Photo 5: Arcelor Mittal property; industrial buildings.
Dickey Road, west side, near SR 912 overpass.

Photo 6: East Chicago SS #089-679-35179 (Maintenance and Equipment Technology Building; NA Dickey Rd. (west side); ca.-1930 Art Deco industrial building; rated "Notable.")

Photo 7: Looking south on Dickey Road
from intersection the of Dickey and Riley roads.

Photo 8: Arcelor Mittal warehouse.
South side of Riley Road, looking west/southwest.

Photo 9: Arcelor Mittal warehouse.
south side of Riley Road, looking east/southeast.

Photo 10: Looking east from the intersection of Spruce Avenue and Riley Road towards intersection of Riley Road and Dickey Road. Building in distance is MHD #089-679-34119 (NA Riley Road; ca.-1917 boarding house; rated "Outstanding.)

Photo 11: Looking east/southeast across Spruce Avenue at its intersection with Riley Road. Location is inside boundaries of NR-listed MHD.

Photo 12: Looking west on Riley Road from its intersection with Spruce Avenue.

Photo 13: Looking west/northwest from south side of Riley Road. Northwest corner of the Spruce Avenue intersection with Riley Road. Within MHD National Register-listed district boundaries.

Photo 14: MHD #089-679-34119 (NA Riley Road; ca.-1917 boarding house; rated "Outstanding.)

Photo 15: MHD #089-679-34119 (NA Riley Road; ca.-1917 boarding house; rated "Outstanding.)

Photo 16: Looking east at northeast corner of the intersection of Riley Road and Oak Avenue.

Photo 17: Looking west on Riley Road from its intersection with Oak Avenue.

Photo 18: MHD #089-679-34120 (3018-3020 Oak Ave.; ca.-1917 duplex; rated "Notable.")

Photo 19: Looking north at east side of Oak Avenue.

Photo 20: Looking north at MHD #089-679-34128 (3033 Dickey Road; ca.-1917 garage building; rated "Contributing.")

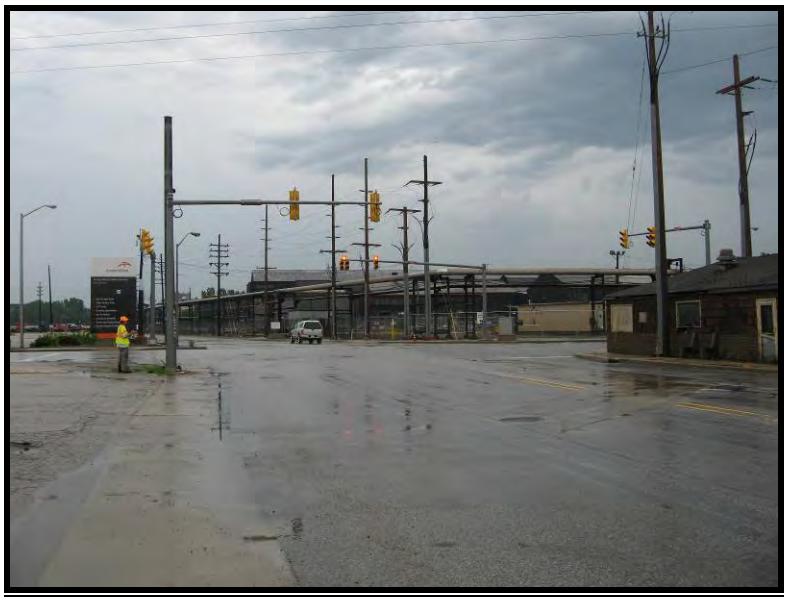


Photo 21: Looking east on Riley Road at intersection of Riley and Dickey roads.

Photo 22: INDOT #005 (NA Dickey Rd. (southeast corner of the intersection of Riley and Dickey roads; ca.-1920; style indeterminate; INDOT rated "Non-contributing").
Not surveyed for/included in 1996 Lake County Interim Report

Photo 23: Looking east/southeast at intersection of Dickey and Riley roads.

Photo 24: INDOT # 004 (NA Dickey Road (west side); ca.-1940
Art Deco industrial building (INDOT rating "Contributing").
Not surveyed for/included in 1996 Lake County Interim Report.

Photo 25: Looking south on Dickey Road from the intersection with Riley Road.

Photo 26: Looking north on Dickey Road from the intersection with Riley Road. MHD #089-679-34128 (3003 Dickey Road; ca.-1917 garage building; rated "Contributing") is on left.

Photo 27: INDOT #001 (Ca.-1930 Art Moderne industrial building; NA Dickey Road, west side; INDOT rating "Contributing.")
Not surveyed for/included in 1996 Lake County Interim Report

Photo 28: INDOT #002 (NA Dickey Road, north side; ca.-1920 industrial; INDOT rated "Non-contributing").
Not surveyed for/included in 1996 Lake County Interim Report

Photo 29: 2005 aerial image of INDOT #002.
Source: 2005 Indiana Orthophotography (IndianaMap Framework Data www.indianamap.org)

Photo 30: INDOT #003 NA Dickey Road (north side) ca.-1920 partial wooden rail trestle and tracks; INDOT rating "Non-contributing"). Not surveyed for/included in 1996 Lake County Interim Report

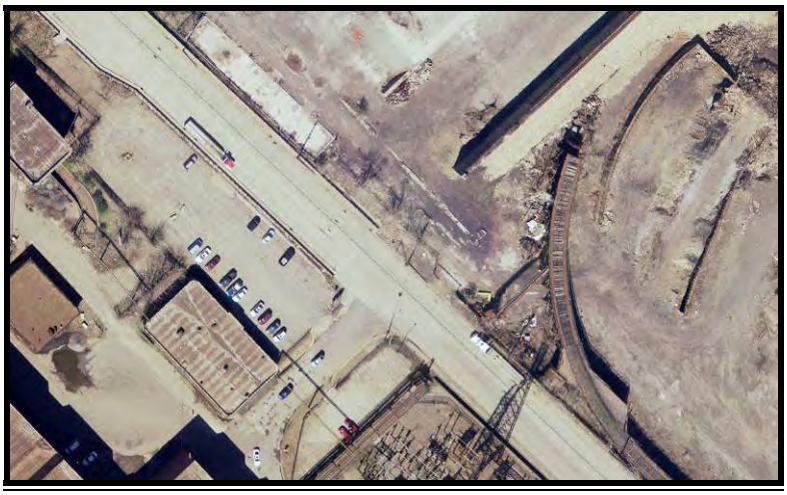


Photo 31: 2005 aerial image of INDOT #003.
Source: 2005 Indiana Orthophotography (IndianaMap Framework Data www.indianamap.org)

Photo 32: Looking south at East Chicago SS #089-679-35178 (NA; off Canal Street; ca.-1920 Warren-though-truss over Indiana Harbor Canal; rated "Notable").

Photo 33: Looking west at East Chicago SS #089-679-35001 (Indiana Harbor Canal; ca.-1903-1922; rated "Notable").

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (317) 232-5533
FAX: (317) 232-0238

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

July 27, 2010

«Title1» «First_Name» «Last_Name»
«Title»
«Company_Name»
«Address_Line_1»
«Address_Line_2»
«City», «State» «ZIP_Code»

Re: Des. No. 0501116, Connectivity Restoration for SR 912 (Cline Avenue); City of East Chicago, North Township, Lake County

Dear «Title» «Last Name»:

The Indiana Department of Transportation intends to proceed with the above project in Lake County. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above description number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts.

In the proposed project area, SR 912 S 12 is functionally classified as a two-lane Urban Minor Arterial route. It is not part of the National Highway System (NHS). The roadway is listed on the National Truck Network and is listed on Indiana's 3R Road Network. In late summer, 2009, the Indiana Department of Transportation (INDOT) made an initial determination regarding structural issues at the Cline Avenue (SR 912) Bridge over the Indiana Harbor Canal in East Chicago. A detailed review determined that, in the interest of public safety, the structure should be closed. That section of SR 912 between the Calumet Interchange and the "Mill Interchange" near Michigan Avenue has remained closed since November, 2009. Since that time, various studies have been conducted with regard to alternatives to replace the bridge and to serve area traffic.

The proposed project will convert approximately 1.3 miles of currently local roads (Dickey Road and Riley Road) to INDOT jurisdiction and re-designates them as SR 912 between the touchdown of extended SR 912 with Dickey Road on the east and the SR 912/Riley interchange to the west. Key features of the proposed project's preferred alternative are as follows:

- East End: Extended SR 912 on the east end overpasses the three sets of railroad tracks that today lie more or less under the SR 912 bridge structure. The most critical grade crossing is with the Indiana Harbor Belt Railroad that carries approximately 28 trains per day . It is important that SR 912 traffic not be disrupted by major rail activity for optimum traffic flow. SR 912 touches down with Dickey Road at a new intersection just northwest of the railroad tracks (see project maps/plans, enclosed);

- Dickey Road Drawbridge: This routing used the Dickey Road drawbridge over the Indiana Harbor Canal. Although bridge openings are infrequent, they can be lengthy with a few openings in excess of 20 minutes or more. Active planning will be undertaken to limit bridge openings to periods of low-vehicle traffic, preferably overnight;

- Dickey/Riley Intersection: Alternate design concepts have been considered for this intersection by comparing roundabout operations to signalized operations. Results indicate that a fairly large diameter roundabout is the better choice (see project maps/plans, enclosed); however, it is not known at this time which design-concept choice will be implemented.

- SR 912/Riley Interchange: The existing interchange connects to SR 912 both to the west and the east. In the preferred alternative, the connections to the east are removed and the connections to the SR 912 freeway to the west are rebuilt essentially in the same configurations that exist today.

The preferred alternative also has supporting traffic signal improvements including signal preemption for police, fire, ambulance; signal interconnect; and notifications to emergency providers and the motoring public when the Indiana Harbor Canal drawbridge on Dickey Road is open (up).

Land use in the proposed project area is heavily urbanized/industrial with some residences (most of which are located in the Marktown Historic District) and commercial businesses. If the proposed roundabout is constructed in lieu of the proposed signalized intersection option, it is anticipated that right-of-way will be required from all quadrants at the intersection of Dickey and Riley roads.

As per historical aspects of this project, it is INDOT's preliminary finding that the "area of potential effect" (APE) for the project includes existing right-of-way and the area immediately surrounding it, including adjacent areas of construction, and that the project will result in a finding of "No Adverse Effect." The State and National Registers of Historic Places for Lake County were checked. The following listed properties are located in the City of East Chicago: 1) Marktown Historic District (roughly bounded by Pine, Riley, Dickey and 129th Street); 2) Indiana Harbor Public Library (3605 Grand Ave., ca.-1913 Craftsman (Carnegie Library); located at the southeast corner of the intersection of Grand Avenue and 136th Street).

The Marktown Historic District (MHD) is located within the APE for Des. #0501116. GIS aerial mapping indicates that the Indiana Harbor Public Library is located approximately 1673 feet south of SR 912. Due to this distance from the proposed project area, the resource is not included in the proposed project's APE.

Lake County was surveyed in 1996 as part of the Indiana Historic Sites and Structures Inventory. The Lake County Interim Report (1996; East Chicago Scattered Sites (ECSS); Indiana Harbor Scattered Sites (IHSS); Marktown Historic District (MHD) was consulted. Several surveyed IHSS resources are located within the proposed project's APE. As stated in the above paragraph, the NR-listed Marktown Historic District is located in the APE.

Five (5) resources surveyed as East Chicago Scattered Sites (ECSS) were located in the proposed project area: 1) ECSS #089-679-35001 (Indiana Harbor Canal; NA; ca.-1903-1922; rated "Notable"); 2) ECSS #089-679-35178 (Ca.-1920 Warren-through-truss bridge; NA, off Canal Street; rated "Notable"); 3) ECSS #089-679-35179 (Maintenance & Equipment Technology Building (NA Dickey Road, south side; ca.-1930 Art Deco; rated "Notable"); 4) ECSS #089-679-35180 (Mark Manufacturing Buildings 1 & 2; NA Dickey Road, north side; rated "Contributing"); 5) ECSS #089-679-35181 (Inland Steel Office; NA Watling St., ca.-1920 Art Deco; rated "Outstanding.") It should be noted that the project-site visit, as well as examination of aerial images, indicates that ECSS #089-679-35180 (Mark Manufacturing Buildings 1 & 2; NA Dickey Road, north side; rated "Contributing") has/have been demolished. (Note: A table listing the surveyed East Chicago SS located within the proposed project's APE can be found in the *Appendices* section of the enclosed Historic Properties Report (HPR).)

Five (5) newly inventoried resources were located in the proposed project area and appeared to meet the age and/or conditions criteria necessary for NR-eligibility assessment: 1) INDOT #001 (Ca.-1930 Art Moderne industrial building; NA Dickey Road, south side); 2) INDOT #002 (Ca.-1920 20th century industrial building; NA Dickey Road, north side); 3) INDOT #003 (NA Dickey Road; north side; ca.-1920 partial wood rail trestle and tracks; NA Dickey Road, north side). 4) INDOT #004 (NA Dickey Road, south side; ca.-1940 Art Deco industrial building). 5) INDOT-#005 (NA Dickey Road) southeast corner of the intersection of Dickey and Riley roads; ca. 1920 hipped-roof, one-story building; style indeterminate. (See also the table listing the newly inventoried resources located in the *Appendices* section of the HPR.)

An historic properties report (HPR) was prepared on the project (Branigin, July, 2010) and is included in this mailing. The HPR concluded that the following surveyed ECSS resources are recommended NR-eligible: 1) The Indiana Harbor Canal (ECSS #089-679-35001); 2) Ca.-1920 Warren-through-truss Bridge over the Indiana Harbor Canal (ECSS #089-679-35178); 3) Inland Steel Office Building (#089-679-35181). In addition, the HPR recommended that the Marktown Historic District (MHD) should remain NR-listed. None of the newly inventoried above-ground resources were recommended as NR-eligible. In light of these facts, it was the preliminary recommendation of the HPR that Des. #0501116 will result in a finding of "No Adverse Effect."

With regard to archaeological resources, an archaeological records check report (Peterson, 2010) has been prepared and is being forwarded to the SHPO for review. The report recommended project clearance based upon the author's belief that no National Register-listed or eligible resources would be impacted by the proposed project.

Section 106 of the National Historic Preservation Act requires Federal agencies to take into account the effects of their undertakings on historic properties. In accordance with 36CFR800.2(c), you are hereby requested to be a consulting party to identify historic properties potentially affected by the undertaking, assess its effect and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. The following agencies have been invited to be consulting parties: SHPO; Indiana Landmarks /Calumet Region Office; Lake County Historian; Lake County Historical Society; East Chicago Historical Society; Indiana Lincoln Highway Association, Inc.; Lake County Historic Preservation Commission; Mayor of East Chicago; Lake County Commissioners; Northwest Indiana Regional Planning Commission (NIRPC); Marktown Preservation Society. Per 36CFR800.3(f), we hereby request that the SHPO notify this Office of any other parties that may be entitled to be consulting parties for the subject project within thirty (30) days by separate letter if necessary.

Please respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be prepared. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If we do not receive your response within thirty (30) days, it will then be assumed that your agency or organization feels that there will be no significant effects as a result of this project or that you wish to offer no opinions concerning this project. However, should you find that an extension to respond is required, a reasonable amount will be granted upon request. If we do not receive your response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes. If you have any questions regarding this matter, please feel free to contact Ms. Susan Branigin of this section at (317) 234-0142. Thank you in advance for your input.

Sincerely,

Mary E Kennedy
for

Staffan D. Peterson, Administrator
Cultural Resources Section
Office of Environmental Services

SDP/SRB/srb

Enclosures

CC: Mr. Michael Miltz, INDOT LaPorte District Environmental Scoping Manager
Mr. Travis Mast, INDOT LaPorte District Environmental Scientist
Mr. John Pangallo, Project Manager, INDOT LaPorte District

DNR Indiana Department of Natural Resources

Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director

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

HISTORIC PRESERVATION AND ARCHAEOLOGY

August 24, 2010

Staffan D. Peterson, Administrator
Cultural Resources Section
Office of Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Early coordination letter, historic property report (Branigin, 7/10), Indiana archaeological short report (Peterson, 7/20/10), and an aerial marked with the new route of SR 912 regarding the proposed restoration of connectivity for SR 912 (Cline Avenue) (Des. No. 0501116; DHPA No. 10347)

Dear Mr. Peterson:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the historic property report ("HPR") under your early coordination letter dated July 27, 2010 and received on July 29, the archaeological short report under your cover letter dated July 28, 2010 and received on July 30, and the marked aerial photograph of the proposed rerouting (Figure 13/Preferred Alternative/C Overall Layout), sent on August 6, 2010, for the aforementioned project in the City of East Chicago, North Township, Lake County, Indiana.

We believe that, as the HPR implies, the Marktown Historic District (IHSSI #089-679-34001 through 34129 in the 1996 Lake County Interim Report) retains sufficient integrity to continue to convey its National Register significance.

We do not believe that the Indiana Harbor Canal (IHSSI #089-679-35001 in the East Chicago Scattered Sites section of the interim report) is significant enough to be individually eligible for inclusion in the National Register. The HPR does not argue that the canal carries Criterion C engineering significance due to its design or method of construction. Its proposed Criterion A historical significance would seem to be integrally related to the industrial properties that it serves. We think of this canal as being analogous to a boulevard in a park system; one would not ordinarily nominate for the National Register the boulevard alone, but, instead, one would nominate both as a district, with the boulevard being a property that contributes to the district's significance. The canal likely would contribute to the significance of an industrial district, if a case could be made for such a district in this part of East Chicago. However, if the eligibility of such an industrial district could be demonstrated, its boundaries likely would extend well outside the area of potential effects of this project, and we do not think it is necessary to attempt to identify and evaluate the significance of such a district for the purposes of this project.

The Warren through truss, bascule railroad bridge over the Indiana Harbor Canal, off Canal Street (#089-679-35178) appears to be a rare, surviving example of this type of bridge in Indiana. Consequently, we agree with the HPR that this bridge is eligible for the National Register under Criterion C.

We think that the two-story Maintenance & Equipment Technology Building (#089-679-35179) on Dickey Road need not be compared to all other Art Moderne buildings within the county or state. Instead, it need only be compared to other buildings of that style within the City of East Chicago in order to have Criterion C local significance. On that basis, it appears to be a rare example of the style within the city. Notwithstanding the alterations to the integrity of design and

setting that the HPR documents, we believe this building probably retains sufficient integrity to be individually eligible for the National Register under Criterion C.

Although the single-story Art Moderne building (INDOT #001) on Dickey Road shares some of the stylistic traits of the Maintenance & Equipment Technology Building, we believe that its Art Moderne features are not quite as impressive and that the HPR makes a plausible case that the alterations to its integrity of design and materials probably eliminates the possibility of its being eligible for the National Register.

We agree with the HPR that the former Inland Steel Office Building (#089-679-35181), despite a large addition and the possible replacement of windows, remains an impressive and fairly rare example of the Art Deco style in East Chicago. Because of its Criterion C architectural significance and its industrial significance under Criterion A, we agree that this building is probably individually eligible for the National Register.

We also agree with the HPR that the other buildings and structures surveyed and reported in that document do not appear to be individually eligible for inclusion in the National Register.

The alternative that would involve signalization of the Dickey Road-Riley Road intersection does not appear likely, on its face, to have an adverse effect on the Marktown Historic District. We are assuming that conventional signal poles and cross-arms holding the signals and directional signage would be involved.

However, the alternative that would involve the construction of a roundabout at that intersection is more difficult to analyze without our having seen at least a conceptual plan. In order to avoid intruding into the historic district, it would appear to be necessary to construct the roundabout somewhat to the east or southeast of the existing intersection. Your July 27 letter, however, indicates that right-of-way would have to be acquired from all four quadrants of the intersection, which, we assume, would include at least a small part of the Marktown Historic District. If the roundabout alternative is still under consideration, then we would appreciate receiving more details regarding its size and location and how its construction might require realignment of the streets that would enter the roundabout.

The HPR makes the argument that the rerouting of SR 912 over Dickey and Riley roads would not result in an adverse effect on the Marktown Historic District under 36 C.F.R. § 800.5(a)(2)(v) because the existing traffic consists mainly of heavy trucks, and Marktown was designed to be a residential oasis within an industrial area. We do not disagree with those assertions, as far as they go. However, given the apparent importance of SR 912 to the area, could you advise us as to whether studies have been conducted to estimate the increase in truck and automobiles traffic that would result from the rerouting of SR 912 through this part of the city and the related increase in noise or other atmospheric intrusions that might occur in the vicinity of Marktown?

Furthermore, it appears that there currently are two driving lanes in each direction on Riley Road, as well as a parking lane on the northwest side of the road, along most of the width of the Marktown Historic District. According to the Marktown National Register nomination, the southeastern boundary of the historic district is the center line or Riley Road. Will that parking lane on the north side remain once SR 912 is re-routed over Riley Road? Given the relative density of housing in Marktown, it seems to us that it would be important to the continued use of those Marktown housing units along Riley Road that on-street parking remain available (see 36 C.F.R. § 800.5[a][2][iv]).

Based upon the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area. However, this identification is subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the National Register of Historic Places in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716) and a report of the archaeological documentation must be submitted to our office for review and comment.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of

Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

If you have questions about archaeological issues, please contact Dr. Rick Jones at (317) 233-0953 or jcarr@dnr.IN.gov. Questions about buildings or structures should be directed to John Carr at (317) 23e-1949 or jcarr@dnr.IN.gov. In all future correspondence regarding the above indicated project, please refer to DHPA No. 10347.

Very truly yours,

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JLC:JRJ:jj

ELI LILLY (1885-1977)
Founder

OFFICERS

HON. RANDALL T. SHEPARD
Honorary Chairman

JERRY J. FUHS
Chairman

MICHAEL W. RODMAN
Vice Chairman

MARSH DAVIS
President

CLAYTON C. MILLER
Secretary

THOMAS H. ENGLE
Assistant Secretary

RALPH G. NOWAK
Treasurer

H. ROLL MCLAUGHLIN, FAIA
Chairman Emeritus

JUDY A. O'BANNON
Secretary Emerita

J. REID WILLIAMSON, JR.
President Emeritus

DIRECTORS

ANNE O. ABERNETHY
South Bend

MAXINE F. BROWN
Corydon

DWIGHT BUCHER
Aurora

MISSI BUSH-SAWTELLE
Corydon

RICHARD A. BUTLER
Lawrenceburg

DUNCAN CAMPBELL
Muncie, Bloomington

CARL A. COOK
Bloomington

JOSEPH L. HUNTZINGER
Indianapolis

CHRISTINE H. KECK
Evansville

LINDA L. KLINCK
Logansport

MIKE KLINK
Auburn

BILL LATOZA
Miller Beach

RICHARD E. MCKNIGHT
New Castle

NANCY L. MCMILLAN
Indianapolis

FRED J. NATION
Terre Haute

ANDREW S. POTTS
Washington, DC

GEORGE F. RAPP, M.D.
Indianapolis

JOE ROHLEDER
Jasper

MARYA MERNITZ ROSE
Indianapolis

AMOS SCHWARTZ
Geneva

TIMOTHY S. SHELLY
Elkhart

PAUL F. SMITH
Indianapolis

ALAN F. SNYDER, D.D.S.
Vincennes

KENNETH L. TURCHI
Indianapolis

TURNER J.R. WOODARD
Indianapolis

INDIANA LANDMARKS

Calumet Region Office
608 East Third Street, Hobart, Indiana 46342
219 947 2657 / 800 450 4534 / *www.indianalandmarks.org*

August 26, 2010

Ms. Susan Branigin
Cultural Resources Section
Office of Environmental Services
Indiana Department of Transportation
100 North Senate Avenue
Room N758
Indianapolis, IN 46204

Re: Des. No 0501116, Connectivity Restoration for SR 912 (Cline Avenue); City of East Chicago, North Township, Lake County

Dear Ms. Branigan,

Thank you for providing me with information for proposed project Des. No. 0501116, Connectivity Restoration for SR 912 (Cline Avenue); City of East Chicago, North Township, Lake County and I appreciate your consideration in involving our organization in the review of this project. I have surveyed the proposed area of potential effect and I am unable to concur with the preliminary finding of no adverse affect on the identified historic properties, more specifically the Marktown Historic District.

Upon reviewing the July 2010 historic property report there are a couple of items that are of concern. First, in regard to the Dickey/Riley Road intersection, there is mention of the construction of "fairly large diameter roundabout". There is indication of project maps and plans, however I did not find these enclosed in the packet. As it is difficult to come to a conclusion without this information, I request that this supporting documentation be distributed to the consulting parties.

Additionally, if the construction of this roundabout is presented as the preferred solution for the traffic issues at the intersection, I do foresee there being an issue with the introduction of the design element to the Marktown Historic District. While it is noted in the report that, "a roundabout constructed at the District's periphery….would not, as previously stated, introduce any new auditory or vibratory elements to the District" it is also stated that "the proposed roundabout….would obviously add a new visual element to the current surroundings of the MHD." Since the boundaries of the Marktown Historic District, as defined by the National Register Nomination, are northeast by the center line of Dickey Road, on the southeast by the center line of Riley Road to the Youngstown Steel Boundary with the edge of the park along this, north to the center of 129th street and east to the center line of Dickey Road, it is apparent that this visual element will not only visually impact the surrounding area, but the Marktown Historic District itself. Given that the original plan for Marktown called for a series of major diagonals leading to a square, and Dickey Road serving as one of these diagonals, it is with importance that the original layout of Marktown should be preserved, in order to protect the integrity of Howard Van Doren Shaw's design.

As I previously stated, since the accompanying maps and plans were not included in my packet, I am unable to make a complete determination on this. Therefore I request that you provide these documents, as well as any other information deemed necessary, in order to show the proposed roundabouts proximity to the district. The receipt of these documents will allow me to properly review and comments on your findings. If you have any questions regarding my findings or if changes are made to the current project, please feel free to contact me at (219) 947-2657 or ttolbert@indianalandmarks.org

Sincerely,

Tiffany Tolbert, Director
Calumet Region Office

From: Paul Myers [mrmarktown@sbcglobal.net]
Sent: Tuesday, September 14, 2010 2:48 PM
To: Kennedy, Mary
Subject: SR912 and the Marktown Historic District

Attachments: BLS Plan LONG (SM).jpg

Ms. Kennedy,
Let me begin by saying that it was a pleasure to have had the opportunity to discuss the project with you earlier today.
It is my opinion that there were several deficiencies in the report that I received including a missing diagram that would show the roundabout proposed for the corner of Riley and Dickey roads.
The report reads:
Dickey/Riley Intersection: Alternate design concepts have been considered for this intersection by comparing roundabout operations to signalized operations. Results indicate that a fairly large diameter roundabout is the better choice (see project maps/plans, enclosed) however, it is not known at this time which design-concept choice will be implemented.
They omitted the maps/plans for the roundabout and intersection from the packet of information that they sent out.
The report continues:
Land use in the proposed project area is heavily urbanized/industrial with some residents (most of which are located in the Marktown Historic District) and commercial businesses. If the proposed roundabout is constructed in lieu of the proposed signalized intersection option, it is anticipated that right-of-way will be required from all quadrants at the intersection of Dickey and Riley roads.
Some type of drawing or plan must exist for this intersection if it is already known that right-of-way will be needed from "all quadrants at the intersection."

The last point of interests reads:
1) Marktown Historic District (roughly bounded by Pine, Riley, Dickey and 129th Street)
In fact, the Section 10 of the National Register Nominations clearly reads:
VERBAL BOUNDARY DESCRIPTION

Marktown is bounded on the NE by the center line of Dickey Road, on the SE by the center line of Riley Road to the Youngstown Steel Boundary with the edge of the park along this, north to the center line of 129th street, and east to the center line of Dickey Road.

This alone would be grounds NOT to take lands within the boundaries of the Marktown Historic District.
A much more desired plan was presented by the firm of BauerLatoza Studios of Chicago. The plan was paid for my the East Chicago Redevelopment Commission. During the planning stage 85% of the Marktown Historic District residents and property owners attended both community meeting on this subject and approved the attached proposal.
May I once again visit the National Register Nomination:
We all learn from the past. One way to do this is through books, but a better way is to learn from real objects and places that came down to us relatively intact from another time. Marktown presents a living lesson in history and culture from the pioneer growth period of the Calumet Region. This region, which is America's industrial heartland, is quite young compared to other great regions of this nation. Sometimes in such areas the concern for history is lost. But here there is the opportunity to preserve the Marktown community

as a living and useful landmark of genuine architectural and cultural significance for the Calumet Region, the state and the country. The Marktown area is an important cultural resource which should be restored to accurately present the intentions of the original design.

My personal suggestion would be that the State of Indiana acquire the railroad right-of-way (ROW) on Riley Road directly across the street from the Marktown Historic District. That they then adopt the concept put forward in the Marktown Revitalization Plan and isolate the Marktown Historic District from SR912 by providing a private (non industrial) access section of Riley Road for Marktown use only, shift SR912 to the railroad ROW, and finally – place a well planted berm between the Marktown section of road and the SR912 section.
Please remember that the boundaries of the Marktown Historic District are:
Marktown is bounded on the NE by the center line of Dickey Road, on the SE by the center line of Riley Road to the Youngstown Steel Boundary with the edge of the park along this, north to the center line of 129th street, and east to the center line of Dickey Road.

Paul A. Myers
405 Prospect Street
Marktown Historic District
East Chicago, Indiana 46312
(219) 397-2239
www.marktown.org

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (317) 232-5533
FAX: (317) 232-0238

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

September 22, 2010

«Title1» «First_Name» «Last_Name»
«Title»
«Company_Name»
«Address_Line_1»
«Address_Line_2»
«City», «State» «ZIP_Code»

RE:	Des. No:	0501116
	Route No:	SR 912 (Cline Ave.)
	Description:	Connectivity Restoration
	County:	East Chicago, Lake County

Dear «Title1» «Last_Name»:

You are cordially invited to attend a Section 106 Consulting Parties meeting for the above-referenced project on October 7, 2010 at 10 AM Central Standard Time (Chicago)/11 AM Eastern Standard Time (Indianapolis) in the Marktown Community Center, 3509 Spruce Street in the Marktown Historic District (MHD), East Chicago, Indiana. Parking is located along Spruce Street. The meeting will include, for those who are interested, a walk through those portions of the MHD that are within the project area.

The purpose of this meeting will be to discuss the potential impacts of the proposed project upon historic resources located along the project route, and to determine ways to reduce and/or mitigate those impacts. Please refer to materials previously sent to you dated July 27, 2010 for more information on the project. Please review the enclosed agenda and if you have questions, please contact Susan Branigin or Mary Kennedy of my office at (317) 234-0142 or (317) 232-5215, respectively.

Thank you for your consideration of this request. We look forward to seeing you in Marktown, East Chicago.

Sincerely,

Staffan Peterson, Administrator
Cultural Resources Section
Office of Environmental Services

STP/SRB/srb
Enclosures

AGENDA

SR 912 Connectivity Restoration
Des. No. 0501116
East Chicago, Lake County
October 7, 2010
10:00 CST/11:00 EST

I. WELCOME AND INTRODUCTIONS

II. OVERVIEW OF THE SECTION 106 PROCESS

III. PROJECT HISTORY AND DESCRIPTION
- A. DESCRIPTION OF PROPOSED WORK
- B. DISCUSSION OF HISTORIC RESOURCES
- C. DISCUSSION OF POTENTIAL EFFECTS
- D. DISCUSSION OF MINIMIZATION AND/OR MITIGATION

IV. VISIT PROJECT SITE--SPECIFICALLY PORTIONS OF MARKTOWN HISTORIC DISTRICT--AND REVIEW PREVIOUS ITEMS AS NEEDED

- A. DESCRIPTION OF PROPOSED WORK
- B. DISCUSSION OF HISTORIC RESOURCES
- C. DISCUSSION OF POTENTIAL EFFECTS
- D. DISCUSSION OF MINIMIZATION AND/OR MITIGATION

V. ADJOURNMENT

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (317) 232-5533
FAX: (317) 232-0238

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

October 29, 2010

«Title1» «First_Name» «Last_Name»
«Title»
«Company_Name»
«Address_Line_1»
«Address_Line_2»
«City», «State» «ZIP_Code»

RE: Consulting Party Meeting Summary
Des. No: 0501116
Route No: SR 912
Description: Connectivity Restoration
City: East Chicago
County: Lake

Dear «Title1» «Last_Name»:

Please find enclosed a summary of the activities and discussion of the Consulting Parties meeting for the above-referenced project, held on October 7, 2010 at the Marktown Community Center in Marktown/East Chicago. The purpose of the meeting was to discuss the proposed project's potential impacts upon historic resources located along the project route, and to determine ways to reduce and/or mitigate those impacts. Please refer to materials previously sent to you, dated July 27, 2010, for more information on the project. You will receive more information on the development of this project as it moves forward. Please review the enclosed summary and if you have questions, please feel free to contact Ms. Susan R. Branigin (317) 234-0142 or Ms. Mary Kennedy (317-232-5215) of this section, or Mr. Bill Meeks, INDOT LaPorte District at (219) 325-7470.

Sincerely,

Staffan T. Peterson, Administrator
Cultural Resources Section
Office of Environmental Services

STP/SRB/srb
Enclosures

cc: OES project file

emc: Ms. Joyce Newland, Federal Highway Administration (FHWA)
Mr. Bill Meeks, INDOT LaPorte District
Mr. Tom Konieczny, INDOT LaPorte District
Mr. Michael Miltz, INDOT LaPorte District Environmental Scoping Manager
Mr. Travis Mast, INDOT LaPorte District Environmental Scientist
Mr. Dave Garwood, Butler Fairman & Seufert (BFS)
Mr. Ben Zobrist, BFS
Mr. Peter Kohut, BFS
Mr. John Pangallo, INDOT Project Manager/Central Office

Des. #0501116
SR 912 (Cline Avenue)
Connectivity Restoration
October 7, 2010/Marktown: Consulting Parties Meeting Attendees/Summary Recipients
City of East Chicago, North Township, Lake County

Title1	First _Name	Last_Name	Title	Company_Name	Address_Line_1	Address_Line_2	Address_Line_3	City	State	ZIP_Code
Mr.	Robert E.	Carter, Jr.	State Historic Preservation Officer	Indiana Department of Natural Resources	Division of Historic Preservation and Archaeology	Indiana Government Center South, Rm. W274		Indianapolis	IN	46204
Ms.	Tiffany	Tolbert	Director	Indiana Landmarks/ Calumet Region Office		608 E. Third St.		Hobart	IN	46342
Mr.	Bruce L.	Woods	Lake County Historian	Lake County Historical Society	Courthouse Square, Suite 202			Crown Point	IN	46307
Mr.	Paul	Myers	President	Marktown Preservation Society	405 Prospect St.			East Chicago	IN	46312
Ms.	Kimberly	Rodriguez	Marktown Precinct Committee Representative							
Mr.	Paul	Myers	President	Marktown Preservation Society	405 Prospect St.			East Chicago	IN	46312
Ms.	Barbara	Perez			506 Lilac St.			East Chicago	IN	46312

The following meeting attendees will receive summaries via email:

- **INDOT LaPorte District (Travis Mast; Bill Meeks; Tom Konieczny)**
- **Joyce Newland, Federal Highway Administration (FHWA)**
- **Butler Fairman & Seufert (Dave Garwood; Peter Kohut; Ben Zobrist)**

Consulting Party Meeting Summary
October 7, 2010, 10 a.m. CST (local time)
Des. #0501116
SR 912 Connectivity Restoration Project
East Chicago, Lake County

Draft Consulting Party Meeting Summary

Attendees:

Dave Garwood, Butler, Fairman& Seufert (BFS)
Ben Zobrist, BFS
Peter Kohut, BFS
Bill Meeks, Indiana Department of Transportation (INDOT) LaPorte District
Tom Konieczny, INDOT LaPorte District
Travis Mast, INDOT LaPorte District
Tiffany Tolbert, Indiana Landmarks, Calumet Region Office
Mary Kennedy, INDOT Cultural Resources Section
Susan Branigin, INDOT Cultural Resources Section
Brandon Miller, INDOT National Environmental Policy Act (NEPA) Section
Joyce Newland, Federal Highway Administration (FHWA), Indiana Division
John Carr, Department of Natural Resources (DNR)-Division of Historic Preservation and Archaeology (DHPA)
Karie Brudis, DNR-DHPA
Kimberly Rodriguez, Marktown resident and (Lake Co.) Precinct Committee Representative
Barbara Perez, Marktown resident
Bruce Woods, Lake County Historian

Mary Kennedy (MK) opened the meeting by asking everyone to introduce themselves and their affiliations. She explained that the meeting was part of the Section 106 review process, which requires Federal agencies to take into account their actions on historic properties. The FHWA is the lead agency for the project. The purpose of the meeting was to discuss the impacts the project would have on historic properties, namely the National Register (NR) listed Marktown Historic District (MHD).

As part of the Section 106 review of the project, consulting parties received an early coordination packet in July, 2010. Part of that packet was the historic properties report (HPR), which detailed the area's history and identified other NR-eligible resources that are present in the project's area of potential effects (APE). Susan Branigin (SB) distributed a map of and briefly talked about the three NR-eligible above-ground resources discussed in the HPR: **1) Inland Steel Office Building** (ca.-1920; NA Watling Street), an outstanding example of the Art Deco architectural style; **2) Maintenance & Equipment Technology Building** (ca.-1935; NA Dickey Road), an outstanding example of Art Moderne architecture; **3) The ca.-1920 Warren through-truss railroad bridge over the Indiana Harbor Canal** (NA, off Canal Street). This bridge is a bascule (or drawbridge) type and is a rare example of that type in the region. SB explained that since these three NR-eligible resources are removed from the intersection of Riley and Dickey roads, the project activities will not impact them as they will impact the Marktown Historic District.

Bill Meeks (BM) from the INDOT LaPorte District then discussed project details. He began by stating that SR 912 has been relinquished by the City of East Chicago and is back in INDOT's jurisdiction. Via a PowerPoint presentation, BM then provided an overview of the

project. (See a PDF of the presentation, enclosed.) Some of the items discussed in the presentation included the following:

- work at the Cline Avenue and Indiana Toll Road interchange,
- the removal of the Cline Avenue/SR 912 Bridge, improvements in downtown East Chicago, and improvements at Dickey and Riley roads;
- no roundabout constructed at the intersection of Dickey and Riley, which is adjacent the southeastern corner of the Marktown Historic District;
- The intersection in this location will be a traditional one. Additional lanes will be added to accommodate area traffic;
- On Riley Road, the intersection will be shifted to the south and east. Dickey Road will be shifted to the north;
- Added lanes will be on the south side of Riley Road, away from Marktown, which is along the north side of Riley;
- Streetscape improvements to Riley Road, including a grass median and new sidewalks, were also presented;
- Sidewalks will be made Americans with Disabilities Act (ADA) accessible;
- The Mill Gate Inn, at the southeast corner of the Riley and Dickey road intersection, will be acquired to accommodate additional traffic lanes;

MK asked if funding had been secured for the proposed Riley Road streetscape improvements. BM explained that the SR 912/Cline Avenue Bridge had been scheduled for rehabilitation, but since its closure the monies designated for that work had been shifted to the project scope proposed presently. Joyce Newland (JN) of the Federal Highway Administration (FHWA) remarked that funding for the [now-closed] SR 912 Bridge rehab had been in place.

General discussion followed about maintenance/upkeep of the proposed grass median. BM stated that maintenance would be a City of East Chicago issue. Later on in the meeting, however, Marktown resident and Lake County Precinct Committee Representative Kimberly Rodriguez and Marktown resident Barbara Perez stated that they believed the residents of Marktown would be willing to accept responsibility for maintenance of the grass median. This would be worked out with the City of East Chicago.

BM also briefly discussed proposed improvements to the Jeorose Park area along the Lake Michigan shore, which had been supported by the city government of East Chicago. He emphasized that no INDOT funds had been committed to such a proposed project at this time. JN stated that she had not seen the Jerose Park proposal prior to the consulting parties meeting.

John Carr (JC) of the DNR—Division of Historic Preservation and Archaeology then stated that it is important in the Section 106 process that the Federal agency and consulting parties know the scope of the project. He asked BM if everything presented during the meeting as part of the scope of work for Des. #0501116's Section 106 consultation. BM answered that it is, except for the Jeorose Park area improvements.

JC stated that the DHPA will need supplemental information on the streetscape improvements. In particular, they are concerned about lane additions on Riley Road and a "red mark" shown on the presentation's conceptual plans near the bar within the MHD. JC asked if this "red mark" was indicative of an encroachment on MHD property.

BM stated that, other than the addition of ADA-compliant sidewalks, nothing will be touched inside the curb line of the Marktown neighborhood. BFS representatives pointed out on the aerial that "everything is held off the curb."

JC then asked if existing on-street parking on Riley (on the north side of the MHD) will be maintained as part of the project. BM stated that if said on-street parking was desired by MHD residents, it would remain. KR indicated that residents of Marktown do want the on-street parking to remain.

KR presented a graphic on behalf of Paul Myers of the Marktown Preservation Society that showed a proposed layout for streetscaping, etc. on Riley Road. It differed slightly from that in the presentation by BM. General conversation followed regarding the possible shift of the proposed median and traffic lanes on Riley to the south—away from Marktown—and the separation of the parking lane from the travel lanes by the revised placement of the median. KR stated that Marktown residents would prefer to have this shift done in the interest of safety. They would also prefer an access lane between the parking lane and the median for entry into Marktown.

BFS and BM discussed that this idea would essentially represent an alley between the parking lane and the median. The four lanes of traffic would then be shifted south toward Arcelor-Mittal. BFS will have to investigate further whether this configuration can be implemented. It was noted that perhaps an underground pipeline along the south side of Riley Road would limit how far the roadway could be moved. BM indicated that INDOT will explore whether this proposed configuration is possible to implement as part of this project.

The type/species of trees to be used in plantings along Riley Road was also discussed, with BM and BFS stating that they would investigate what types of trees/plantings would do well in the area. JC asked Marktown resident Barbara Perez (BP) about how/if tree removal had affected noise in Marktown. She stated that when trees were removed along Riley Road, vibrations increased. JC asked INDOT if an increase in truck-traffic volume would make vibrations in the area reach a critical point.

Brandon Miller (BDM), INDOT Office of Environmental Services (OES) Noise Specialist in the NEPA section, stated that the traffic volume on Dickey and Riley won't increase that much in the next 20-30 years. The vibrations will still be there, but some of that is the result of the current condition of the pavement. When the existing pavement is replaced, it should have a positive impact on traffic vibrations.

BM referred to a 2009 traffic study that recorded 8900 vehicles/day in the area when the SR 912 bridge was open. In 2011, traffic in the area is estimated to be 9000 per day. BM stated that predominantly resident and worker traffic go through the area, and that through-traffic has shifted to the Indiana Toll Road. The LaPorte District anticipates that this traffic will remain on the Toll Road for its more-direct route and the time savings it represents to drivers.

JN asked if it has been verified that the Toll Road is being used, and BM stated that traffic studies show that the Toll Road has experienced increased traffic volume since the SR 912 bridge closure.

General discussion followed about what type of street lighting would be used on Riley. BM indicated that period lighting is planned and that the LaPorte District will assure that the lighting and improvements are context-sensitive.

MK asked if anyone had any further questions, and if anyone wanted to walk to the intersection of Dickey and Riley roads to look at current conditions. She then stated that the meeting summary will be composed and distributed to consulting parties.

BM and MK indicated that additional information about the configuration of Riley Road, and plantings and lighting along Riley Road would be provided to the consulting parties through communication from the Cultural Resources Section (CRS). As soon as this information is provided by the LaPorte District to CRS, it will be distributed to consulting parties.

The meeting was adjourned at approximately 11:45 a.m.

Note: Paul Myers, president of the Marktown Preservation Society, was not able to attend the October 7 meeting; however, he sent his remarks about the project to INDOT via email. They are attached to this summary as an appendix.

Appendix A—Paul Myers/Marktown Preservation Society remarks

Appendix B—LaPorte District PowerPoint presentation

Appendix C—Proposed Riley Road Improvements Graphic Provided by Kimberly Rodriguez at the meeting on behalf of Paul Myers

###

Details discussed in this meeting are subject to change, but this document is a reflection of how things stood at the close of the meeting.

This meeting summary represents INDOT's understanding of the events that occurred. Please forward any comments or revisions to Susan Branigin via email: sbranigin@indot.in.gov.

Consulting Party Meeting Summary
October 7, 2010, 10 a.m. CST (local time)
Des. #0501116
SR 912 Connectivity Restoration Project
East Chicago, Lake County

Draft Consulting Party Meeting Summary

Appendix A—Paul Myers/Marktown Preservation Society remarks

Kennedy, Mary

From: Paul Myers [mrmarktown@sbcglobal.net]
Sent: Tuesday, October 12, 2010 4:06 PM
To: Kennedy, Mary
Cc: Meeks, Bill
Subject: SR912 and Riley Road
Attachments: SR912 - Riley Road.pdf

Good afternoon,

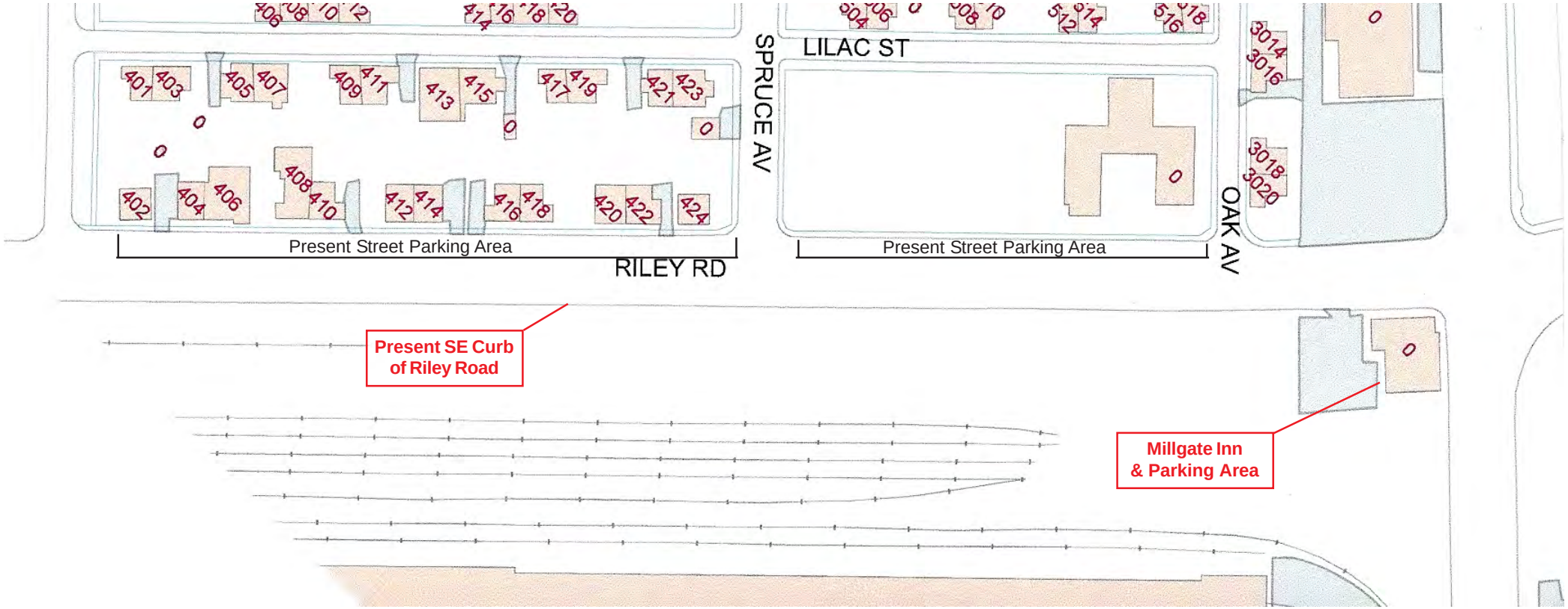
Even though I was not able to be present for the meeting last week, the subject is still on my mind. Attached you will please find a two page PDF on the subject. I hope that this explains our idea more clearly.

I can provide you with an electronic copy of the original plat of record and the full plat that these two drawings was based upon.

If you have any questions, please feel free to contact me. If you could please give me as much advance time as possible for the date of the next meeting it would be greatly appreciated.

Most respectfully,

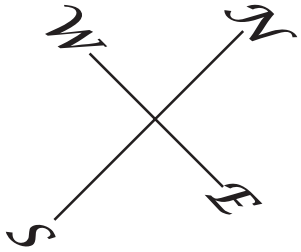
Paul A. Myers
405 Prospect Street
Marktown Historic District
East Chicago, Indiana 46312
(219) 397-2239
www.marktown.org



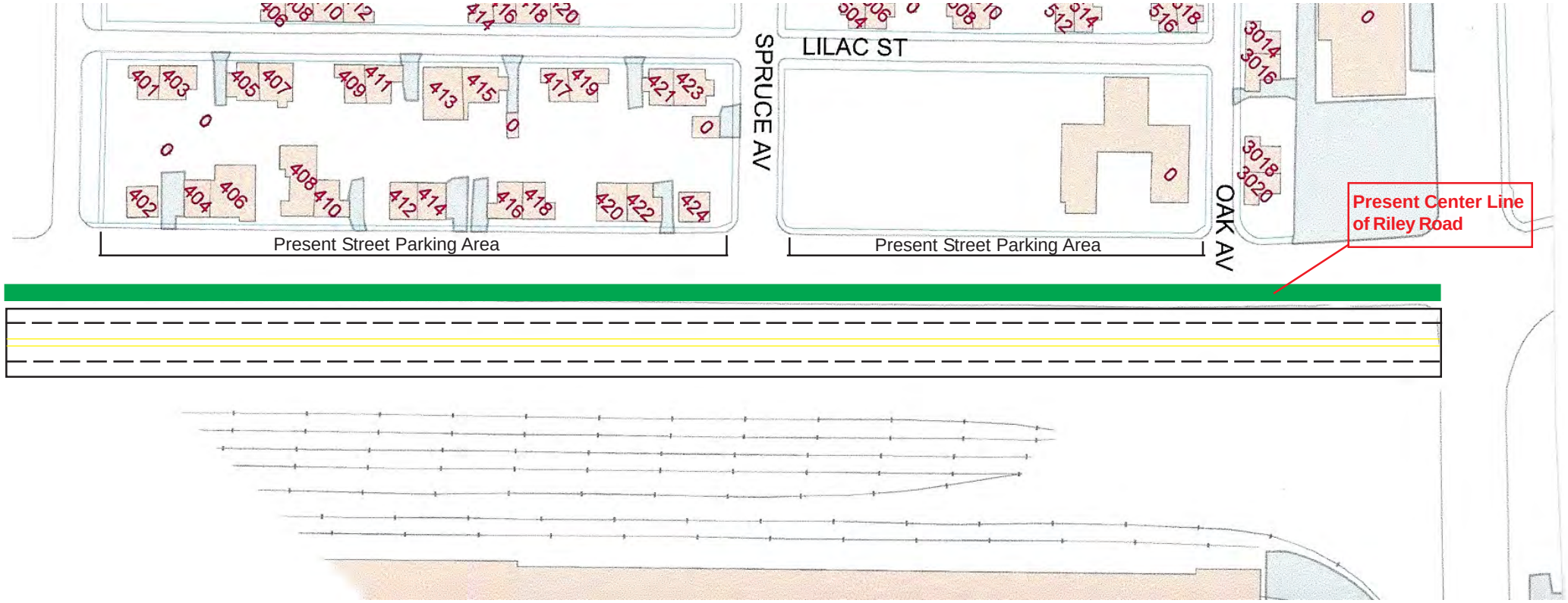
Present Configuration:

A. Four lanes of traffic from Indianapolis Blvd. to Dickey Road with turn lanes to and from the Cline Avenue ramps.

B. There is also a parking lane at the 400 and 500 blocks of Riley Road adjacent to the homes in the Marktown Historic District.



Marktown Preservation Society, Inc.
C/O Paul A. Myers
405 Prospect Street
Marktown Historic District
East Chicago, Indiana 46312



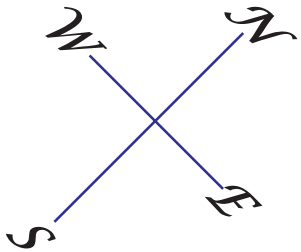
Proposed Configuration:

1. Place a raised berm/planter at the center line of what is now Riley Road. It should include hearty trees that will help block out the site and sound of the redirected SR-912. The raised berm/planter will also prevent people from crossing from the neighborhood onto SR-912

2. Acquire right-of-way on the SE side of Riley Road adequate to provide space for at least two additional lanes of traffic and shoulder areas.

3. Riley Road would now be divided into two distinct and separate paths of travel: 1) Marktown Historic District traffic ONLY, and 2) SR-912 (all other traffic).

4. Special signage would have to be developed to indicate LOCAL TRAFFIC and SR-912 TRAFFIC.



Marktown Preservation Society, Inc.
C/O Paul A. Myers
405 Prospect Street
Marktown Historic District
East Chicago, Indiana 46312

Kennedy, Mary

From: Paul Myers [mrmarktown@sbcglobal.net]
Sent: Wednesday, October 13, 2010 3:38 PM
To: Calumet@historiclandmarks.org; Kennedy, Mary; jmeeks@indot.in.gov
Subject: Marktown Revitalization Plan
Attachments: 2008 Report-draft portrait format.pdf

Since my webmaster has not posted this plan I thought it best to forward it to you in it's entirety. If you have any questions please feel free to contact me.

Paul A. Myers
405 Prospect Street
Marktown Historic District
East Chicago, Indiana 46312
(219) 397-2239
www.marktown.org

The Marktown Revitalization Plan was provided to INDOT-CRS on October 13, 2010. A conclusion of this plan is located on Appendix D-65.

Again, financial incentives could be provided which would encourage homeowners to maintain the original designed windows.

This same type of program has worked quite successfully in the Pullman Historic District in Chicago. While funds are relatively limited people plan ahead for their renovations and apply in advance. It is this type of programming that has changed the Pullman Landmark District over the past 30 years

Timelines???

6.0 Next Steps

7.0 Conclusion

Marktown has a well established historic community identity and there is a sense of pride among many of its residents. Much of the historic building stock is still present. The Marktown Preservation Society is working to preserve and rehabilitate the neighborhood. The neighborhoods originally intended layout and appearance is well documented which can guide revitalization efforts. Some vacant lots, especially along riley and Dickey Roads provide development opportunities. Protect historic properties improve quality of the neighborhoods and increase property value.

Appendices

A. SWOT Analysis Data
B. Existing Conditions Data
C. Preference Survey and Data Summary

From: Paul Myers [mrmarktown@sbcglobal.net]
Sent: Thursday, October 28, 2010 11:06 AM
To: Kennedy, Mary
Subject: Re: SR912 and Riley Road

Attachments: Legals & Plat.pdf; Marktown bldg plat 1.pdf
Please see attached documents.

Paul A. Myers
405 Prospect Street
Marktown Historic District
East Chicago, Indiana 46312
(219) 397-2239
www.marktown.org

From: "Kennedy, Mary" <MKENNEDY@indot.IN.gov>
To: Paul Myers <mrmarktown@sbcglobal.net>
Cc: "Branigin, Susan" <sbranigin@indot.IN.gov>
Sent: Thu, October 28, 2010 8:34:25 AM
Subject: RE: SR912 and Riley Road

Paul:

Can you please send the graphics of the original plat of record and full plat that you mention below?

Thanks!

Mary E. Kennedy
Indiana Department of Transportation
(317) 232-5215
mkennedy@indot.in.gov

From: Paul Myers [mailto:mrmarktown@sbcglobal.net]
Sent: Tuesday, October 12, 2010 4:06 PM
To: Kennedy, Mary
Cc: Meeks, Bill
Subject: SR912 and Riley Road

Good afternoon,

Even though I was not able to be present for the meeting last week, the subject is still on my mind. Attached you will please find a two page PDF on the subject. I hope that this explains our idea more clearly.

I can provide you with an electronic copy of the original plat of record and the full plat that these two drawings was based upon.

If you have any questions, please feel free to contact me. If you could please give me as much advance time as possible for the date of the next meeting it would be greatly appreciated.

Most respectfully,

Paul A. Myers
405 Prospect Street
Marktown Historic District
East Chicago, Indiana 46312
(219) 397-2239
www.marktown.org

Mark Subdivision
East Chicago, Indiana

Legal Descriptions:

A. **"Mark Subdivision being a subdivision in the West 1/2 of Section 16, Township 37 North, Range 9, West of the 2nd Principal Meridian in the City of East Chicago, Lake County, Indiana as shown in Plat Book 15, Page 36 in Lake County, Indiana"**

Includes lots 1 through 241 inclusive and property key numbers as follows:

24-30-0446- (all numbers issued)
24-30-0447- (all numbers issued)
24-30-0448- (all numbers issued)
24-30-0449- (all numbers issued)
24-30-0450- (all numbers issued)

B. **As marked and laid down on the recorded plat of the subdivision of lot 241, of Mark Subdivision, in the City of East Chicago, Lake county, Indiana, as per plat thereof, recorded in Plat Book 26 Page 59, in the office of the Recorder of Lake County, Indiana.**

Includes Resub lots 1 through 20 inclusive and property key numbers as follows:

24-30-0451- (all numbers issued)

E 129TH ST
E 129TH ST
BROAD ST
SPRUCE AV
SPRING ST
PROSPECT
SPRING ST
LIBERTY ST
SPRUCE AV
LIBERTY ST
PARK
PARK
PARK
DICKEY RD
RILEY RD
SCHOOL ST
GROVE ST
OAK AV
LILAC ST
SPRUCE AV
RILEY RD
PINE AV

Appendix B—LaPorte District PowerPoint presentation

Cline Avenue

Traffic Solution Update

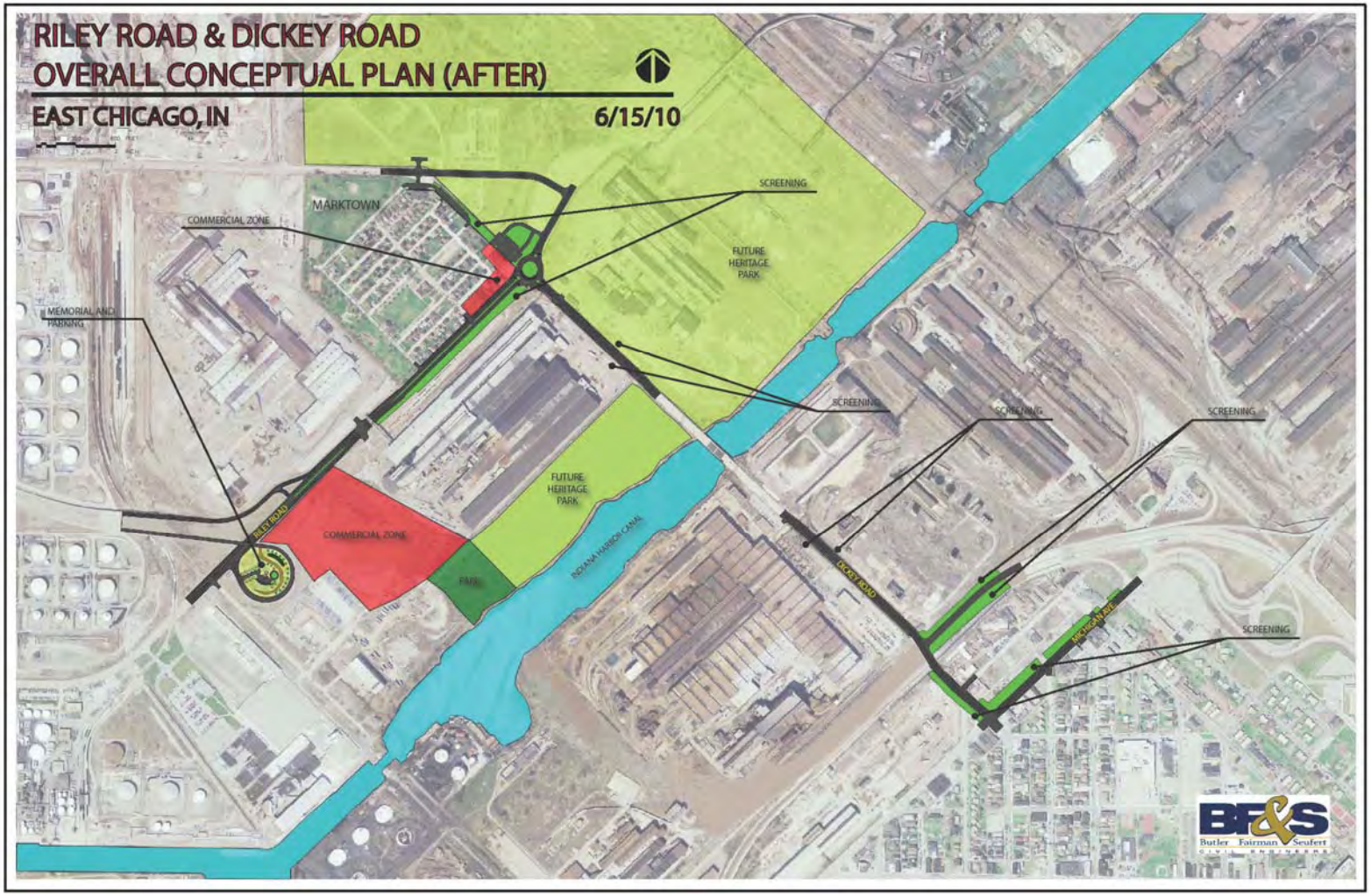
October 7, 2010

Introduction & Agenda

- First part of traffic solution
  - East Chicago Relinquishment Agreement
  - Allows INDOT to move forward with solution
  - Environmental Study
- Second part of traffic solution
  - INDOT working with community leaders on design concepts
    - Jeorse Park Interchange
    - Cline Ave. and Toll Road Interchange

Aerial View - Today

Aerial View - After



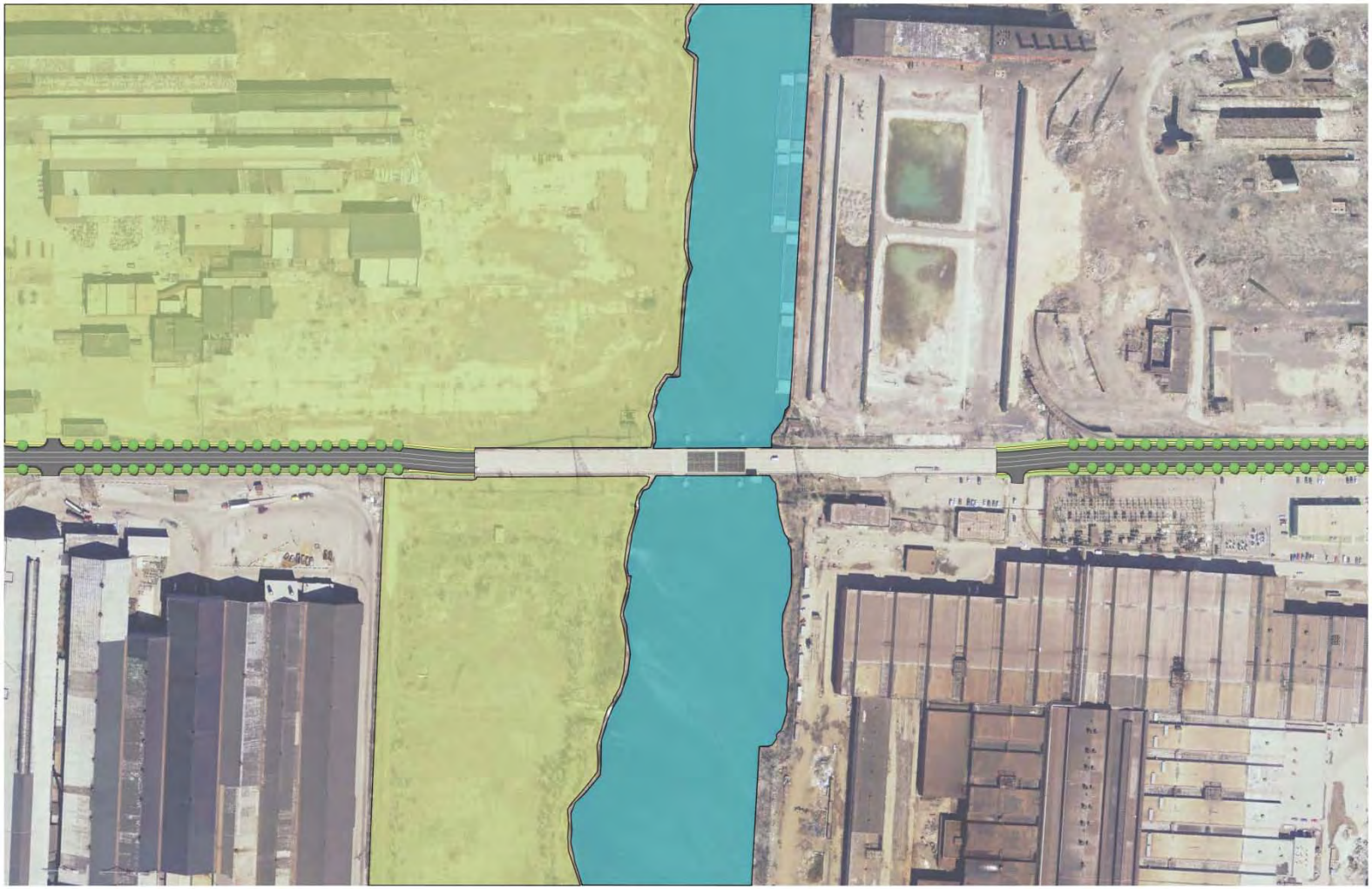
Cline Ave. over Dickey - Today

Cline Ave. New Interchange Ramp at Dickey

Cline Ave. New Interchange Ramp at Dickey

Aerial Dickey Road - Today

Aerial Dickey Road - After

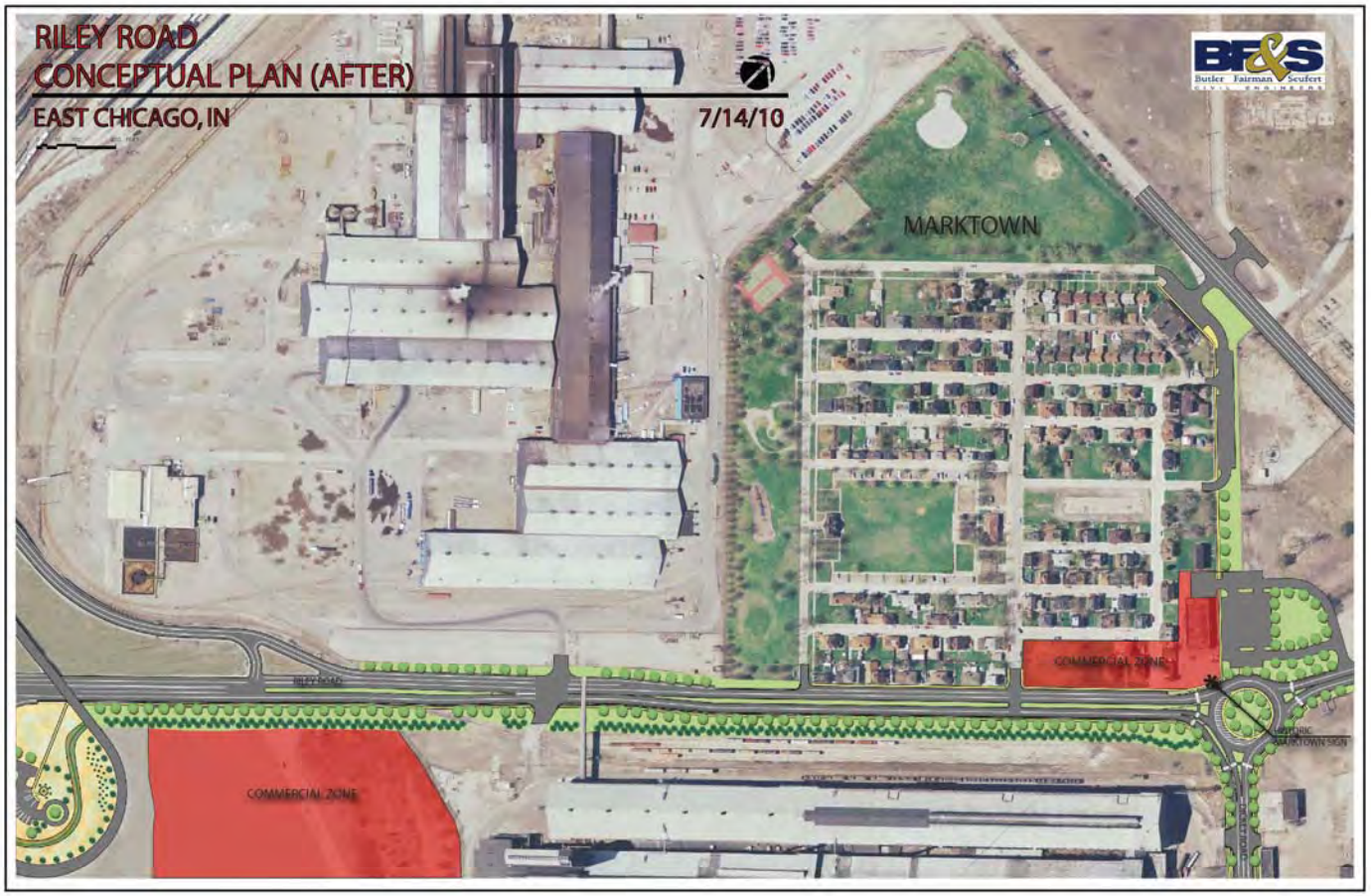


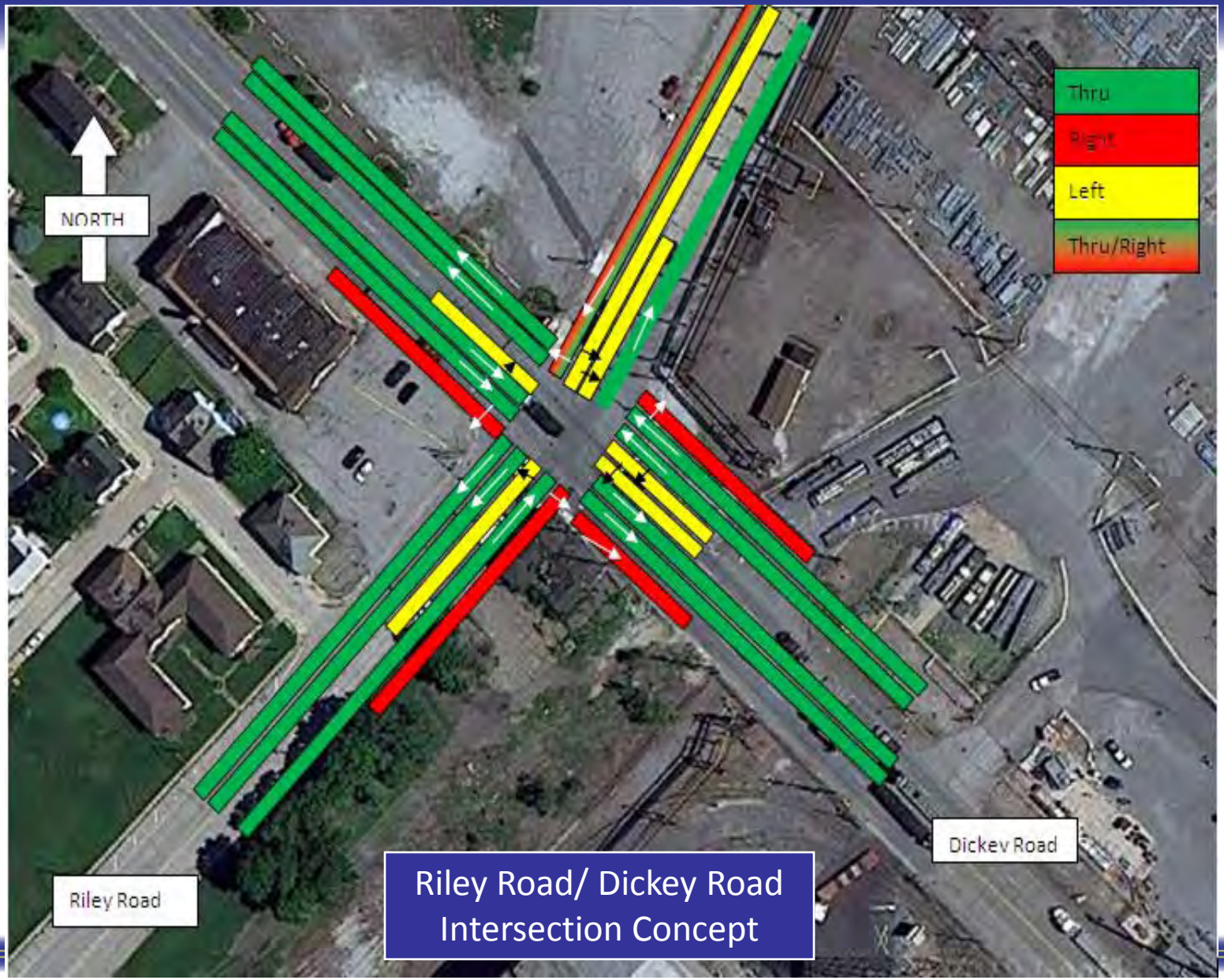
Dickey Road - Today

Dickey Road - After

Riley Road - Today

Riley Road - After





Riley Road/ Dickey Road Intersection Concept

Riley Road Today

Riley Road - After

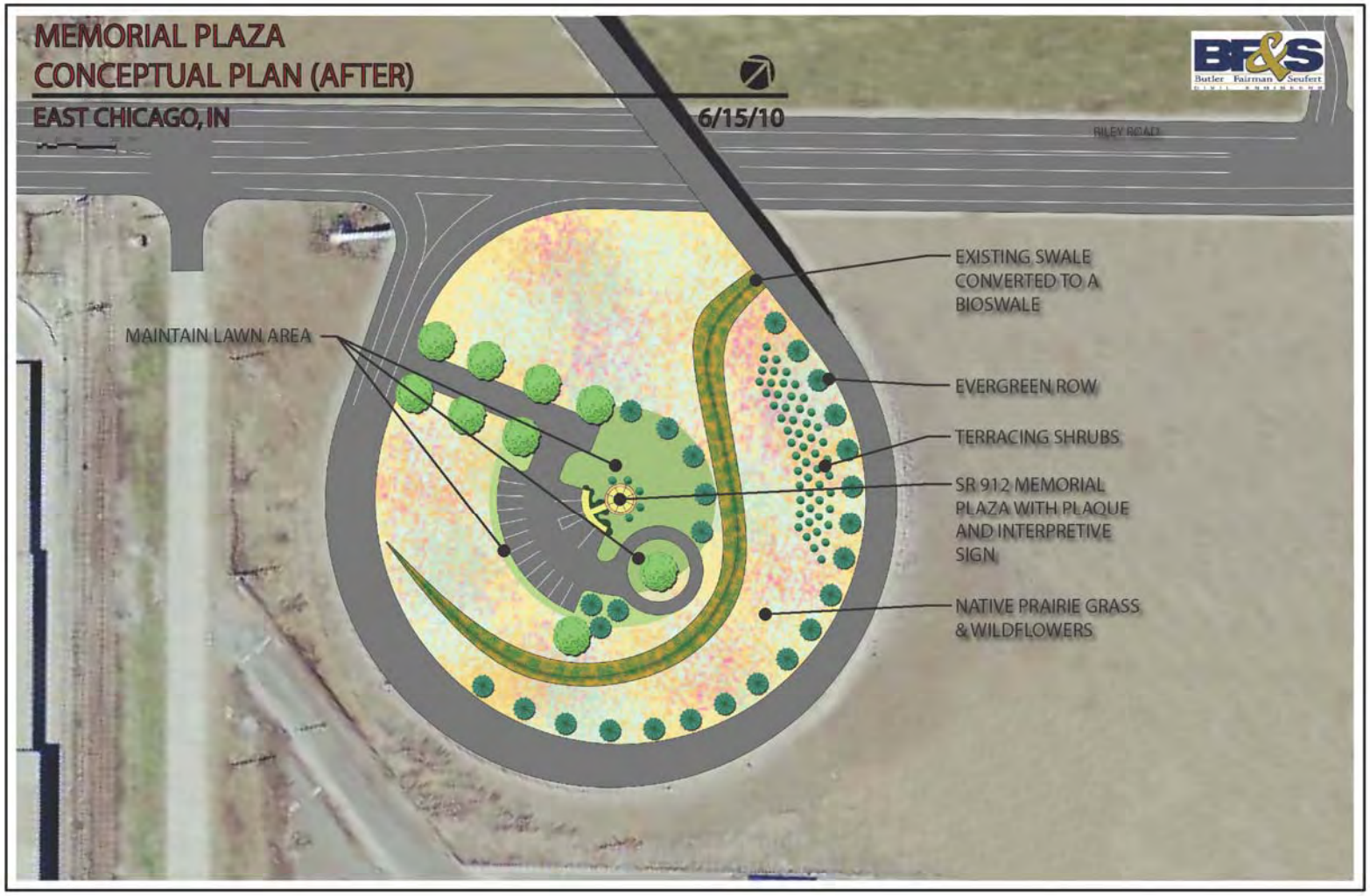
Cline Ave. Traffic Solution Status

- Cline-Michigan Ramp improvements - awarded May 12
- Riley Rd. Ramp reconstruction lets today 6/23 (7/7)
- Bridge and Ramp Demolition – Fall 2010-Summer 2013
- EB Cline Ramp to Riley reconstruction – Spring 2011
- Cline-Dickey New Ramp Interchange – Summer 2011-12
- Dickey & Riley improvements – Summer 2011-12

Cline Ave. Traffic Solution

	Contract	DES	RFC Date	Letting Date	NTP Date	CN Complete	Desgn Est (Millions)	JOBS
Michigan Ramps	RS-31725	0600700	4/20/2010	5/12/2010	5/30/2010	9/25/2010	$0.75	30
Ramp B	B-30994	0501116	5/14/2010	6/23/2010	7/9/2010	11/15/2010	$2.00	80
Demo Sect 6 & Ramp D	B-30995	0501115	7/28/2010	9/15/2010	9/29/2010	3/30/2011	$6.30	252
Ramp D Reconstr	B-30997	0501117	12/15/2010	3/9/2011	3/30/2011	11/25/2011	$5.10	204
Demo Sect 5 &Ramp C	B-30998	0501119	6/15/2011	9/8/2011	11/28/2011	3/30/2012	$4.80	192
Dickey Rd. Ramp	B-30999	0501120	3/9/2011	6/1/2011	6/15/2011	7/15/2012	$17.00	680
Demolition Remainder	B-30994	0501114	6/20/2012	8/12/2012	8/26/2012	8/26/2013	$14.00	560
Dickey-Riley Improve	B-30999	0501120	3/9/2011	6/1/2011	6/15/2011	7/15/2012	$25.00	1000
Draw Bridge Upgrade	B-30999	0501120		TBD	TBD	TBD	$3.00	120
Dickey Riley Repairs	INDOT			Fall 2010	Fall 2010	Fall 2010		
WJMeeks 7.23.10							$77.95	3,118

Cline Ave. Memorial



Overview

RILEY ROAD & DICKEY ROAD
OVERALL CONCEPTUAL PLAN (BEFORE)
EAST CHICAGO, IN
6/15/10
MARKTOWN
RILEY ROAD
DICKEY ROAD
BF&S
Butler Fairman Seufert

Michigan Ave Ramp to SB Cline Ave

Cline-Michigan Ramp Improvements

Michigan Ave bound for Cline Ave

Ramp B Rehabilitation

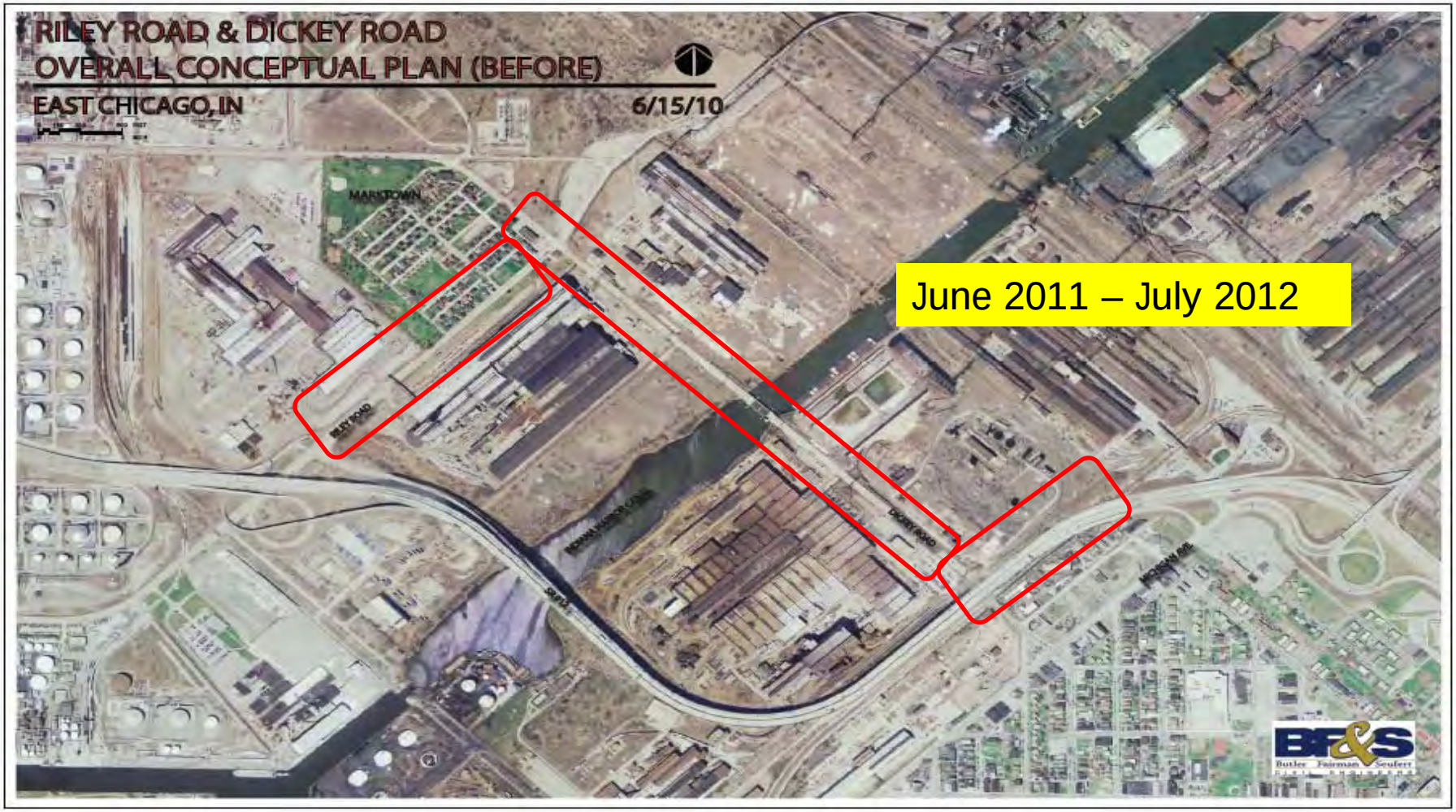
Ramp D and Segment 6 Demo

Ramp D Reconstruction

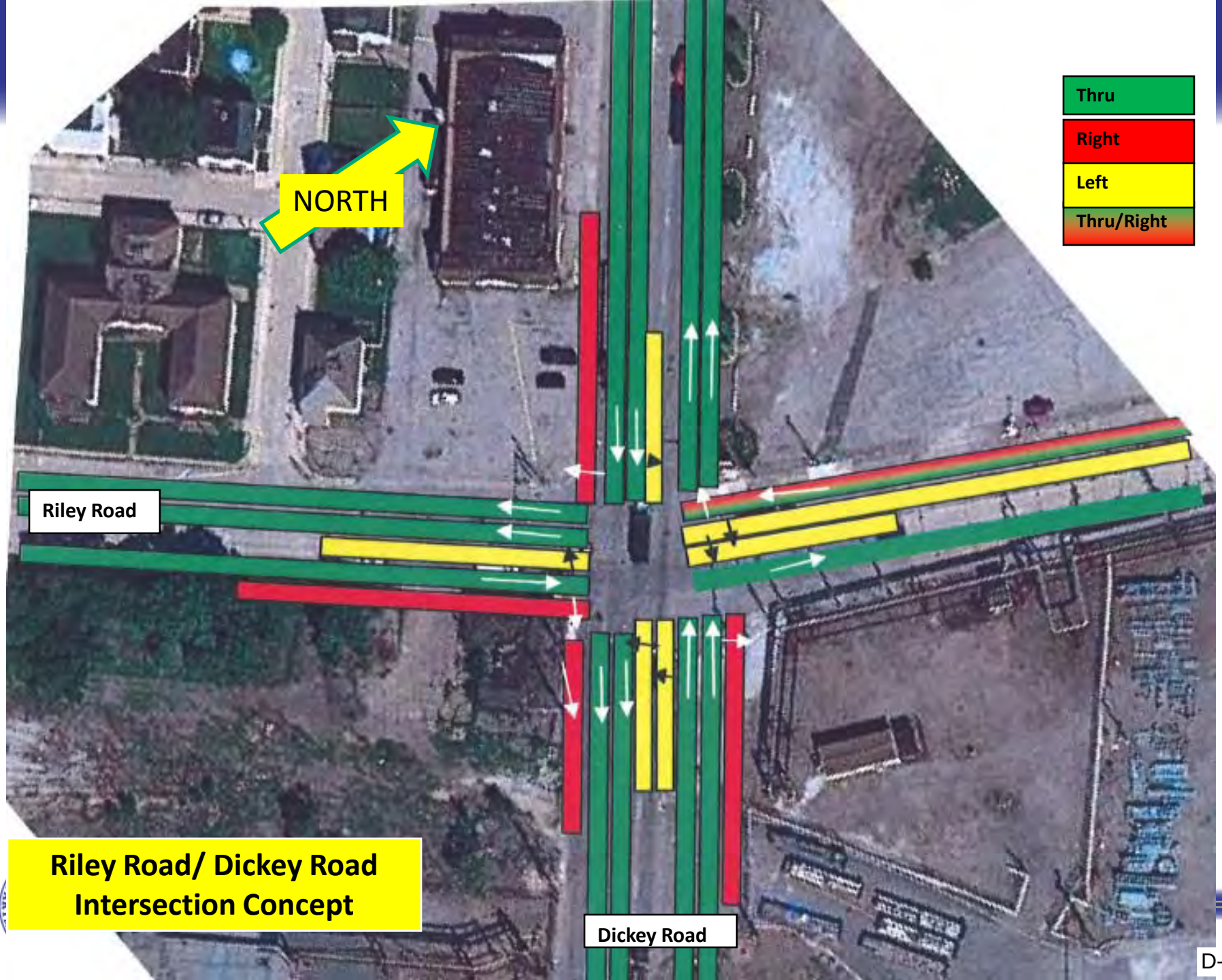
Ramp C and Segment 5 Demo

Dickey Road Ramp

Dickey Road and Riley Road Improvements



Remaining Bridge Demo



Riley Road/ Dickey Road Intersection Concept

Appendix C—Proposed Riley Road Improvements Graphic Provided by Kimberly Rodriguez at the meeting on behalf of Paul Myers

Paul Myers' handout distributed at 10-7-2010 meeting by Kimberly Rodriguez

Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director

Indiana Department of Natural Resources

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

November 10, 2010

Staffan Peterson, Administrator
Cultural Resources Section
Office of Environmental Services
100 North Senate Avenue, Room N758
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Meeting summary of the October 7, 2010 consulting parties meeting regarding the SR 912 Connectivity Restoration (Des. No. 0501116; DHPA No. 10347)

Dear Mr. Peterson:

Pursuant to Section 106 of the National Historic Preservation Act, as amended (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana" ("Minor Projects PA"), the staff of the Indiana State Historic Preservation Officer has reviewed the materials under your cover dated October 29, 2010 and received on November 5, for the aforementioned project in the City of East Chicago, Lake County, Indiana.

Thank you for providing the meeting summary. We do not have any corrections or additions to recommend. We would like to take this opportunity to comment on some of the points captured in the summary or in the supplementary materials provided by the Indiana Department of Transportation ("INDOT") or by other consulting parties.

My staff appreciated the overview of the project presented by William J. Meeks, P.E., of INDOT's LaPorte District. That presentation helped us to gain a better understanding of the numerous facets of the restoration of connectivity for SR 912. In light of the projected time frames of the various facets, however, the scope of the federal undertaking (please refer to 36 C.F.R. §§ 800.16[y] and 800.3[a]) that we are being asked to review is not entirely clear. We realize that the Jeorse Park Interchange is not being proposed as part of this undertaking, although it might be a separate undertaking in the future. However, other facets of the connectivity restoration are either said to be underway or projected to begin within the next several months. Presumably, those facets that are underway or about to commence have been reviewed internally by INDOT under both the NEPA categorical exclusion process and the Minor Projects PA (see 36 C.F.R. § 800.1[c]). However, we would appreciate our and the other consulting parties' receiving further clarification as to the facets of the project whose effects on historic properties we are to consider in *this* review.

The summary indicates that no roundabout will be constructed at the Dickey Road-Riley Road intersection and that, instead, improvements will be made to the existing, four-way intersection. It also indicates that there will be no construction inside the curb line of the Marktown Historic District, except for Americans with Disabilities Act-compliant sidewalks. If any change occurs to the current, conceptual plans for the SR 912 project that would encroach upon or otherwise physically or visually affect the historic district or its immediate setting, the consulting parties should be informed of such a change in plans.

A variety of opinions have been expressed about the treatment of Riley Road in the connectivity project. INDOT's proposal would add a landscaped median in the center of Riley Road. Another recommendation would widen Riley along its southeastern edge and would shift the median to the north, using the median as a physical barrier between the travel lanes of Riley Road and the parking lane and a related alley or access lane along the existing, northwest curb line of Riley, which adjoins the Marktown Historic District. Yet another recommendation—as we understand it—would eliminate the INDOT-proposed median but add the equivalent width of a median along the northwest curb line of Riley

and use landscaping in that newly-added space as a visual and auditory buffer between Riley and the Marktown homes that currently sit relatively close to the curb line of Riley. We ask that, whichever treatment is ultimately proposed for Riley Road by INDOT, the treatment be clearly described for the consulting parties, before a finding of effect is made. Although the broad, modern roadway that constitutes Riley Road does not appear to contribute in a specific way to the significance of the Marktown Historic District—other than providing part of Marktown's historical boundary—we think it would be helpful if some historical background on Riley Road in the vicinity of Marktown could be provided. For example, was Riley a much narrower road at any time since Marktown's development in 1917? Was right-of-way at some time in the past taken from (or expanded into) along the Marktown (northwest) side of Riley in order to widen Riley?

A we stated in our August 24, 2010 letter, based on the documentation available to the staff of the Indiana SHPO, we did not identify any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area. However, *that identification was subject to the project activities' remaining within areas disturbed by previous construction of a recent and non-historical nature.* If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the National Register of Historic Places in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716), and a report of the archaeological documentation must be submitted to our office for review and comment. Furthermore, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Please be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

We recognize that you and your staff are familiar with the 36 C.F.R. Part 800 regulations governing the Section 106 review process. However, for the benefit of other consulting parties who may not be as familiar, the Part 800 regulations can be found at www.achp.gov/regs-rev04.pdf. General guidance on the interpretation and application of Part 800 can be found at www.achp.gov/work106.html, and INDOT's Indiana Cultural Resources Manual, found at www.in.gov/indot/files/INDOTCulturalResourcesManual08.pdf, provides essential guidance for the implementation of Part 800 in the review of highway projects in Indiana.

If you have questions about buildings or structures, please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov Questions about archaeological issues should be directed to Dr. Rick Jones at (317) 233-1949 or rjones@dnr.IN.gov. In all future correspondence regarding the SR 912 Connectivity Restoration, please refer to DHPA No. 10347.

Very truly yours,

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JLC:jlc

emc: Joyce Newland, Indiana Division, Federal Highway Administration
Mary Kennedy, Cultural Resources Section, Office of Environmental Services, Indiana Department of Transportation
Susan Branigin, Cultural Resources Section, Office of Environmental Services, Indiana Department of Transportation
Shaun Miller, Cultural Resources Section, Office of Environmental Services, Indiana Department of Transportation
William J. Meeks, LaPorte District, Indiana Department of Transportation

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (317) 232-5533
FAX: (317) 232-0238

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

November 10, 2010

«Title1» «First_Name» «Last_Name»
«Title»
«Company_Name»
«Address_Line_1»
«Address_Line_2»
«City», «State» «ZIP_Code»

RE: Consulting Party Meeting Summary
Des. No: 0501116
Route No: SR 912
Description: Connectivity Restoration
City: East Chicago
County: Lake

Dear «Title1» «Last_Name»:

You recently received a packet containing the summary of the activities/discussion of the Consulting Parties meeting held October 7, 2010 at the Marktown Community Center in Marktown/East Chicago. The purpose of that meeting was to discuss the proposed project's potential impacts upon historic resources located along the project route, and to determine ways to reduce and/or mitigate those impacts. To date, one response to the consulting party meeting summary has been received by INDOT--in the form of a letter from the State Historic Preservation Officer (SHPO) dated November 10, 2010. One request of the letter is to provide *". . . clarification as to the facets of the project whose effects on historic properties we [the consulting parties] are to consider under this review."* For clarification, we enclose the project description that is contained in the National Environmental Policy Act (NEPA) Categorical Exclusion (CE) document for this project, which is the project that is also the subject of this Section 106 consultation process. (See project description document, enclosed.)

It has become clear during the consultation process for this project that the historic property most likely to be affected by the undertaking is the National Register-listed Marktown Historic District (MHD). INDOT does not think that the other historic properties present within the project's Area of Potential Effect (APE) will be affected by the project. Thus, the focus of the discussion has been the proposed improvements in the area of the intersection of Riley and Dickey roads, since both border Marktown. At the October 7 meeting, the following proposed items related to the project area near the MHD were introduced to consulting parties by the Indiana Department of Transportation (INDOT) LaPorte District and project consultants from Butler, Fairman & Seufert (BFS):

- no roundabout will be constructed at the intersection of Dickey and Riley, which is adjacent the southeastern corner of the Marktown Historic District;
- The intersection in this location will be a traditional one. Additional lanes will be added to accommodate area traffic;
- On Riley Road, the intersection will be shifted to the south and east. Dickey Road will be shifted to the north;
- Added lanes will be on the south side of Riley Road, away from Marktown, which is along the north side of Riley;
- Streetscape improvements to Riley Road, including a grass median and new sidewalks, were also presented;
- Sidewalks will be made Americans with Disabilities Act (ADA) accessible;

- The Mill Gate Inn, at the southeast corner of the Riley and Dickey road intersection, will be acquired to accommodate additional traffic lanes.

Representatives of the MHD neighborhood presented a proposed layout for project streetscaping, etc., on Riley Road that differed slightly from the information presented by INDOT and BFS. The residents specifically requested retention of the parking lane located on the north side of Riley Road, adjacent residential properties. Marktown residents also proposed a possible southward shift—away from Marktown--of the traffic lanes. In the interest of safety, the residents also proposed separation of the parking lane from the travel lanes by a revised placement of the median.

As was stated at the October 7 meeting, no right-of-way will be taken from the MHD, and the intersection of Dickey and Riley roads will be a traditional one. It was agreed at the close of the October 7 meeting at Marktown that INDOT and BFS would investigate ways to incorporate consulting party suggestions into the project plans. With this in mind, the enclosed project drawing and streetscape/lighting information are being provided for consulting party review and comment. These drawing shows the southward shift of Riley Road and shows the requested separation of the parking from the travel lanes by revised placement of the median. The drawings also show the retention of green space on the north side of Riley Road, from its intersection with Dickey Road eastward to Pine Avenue, or along the entire south side of the MHD.

The enclosed landscape drawings demonstrate where trees will be removed and replanted. Trees will be planted along Riley Road between the proposed curb and sidewalk, along both sides of the roadway, and within the median separating the parking from the travel lanes. Along the south side of Riley Road, evergreen trees will be staggered behind the sidewalk in order to provide screening. Trees will be planted along Dickey Road between the curb and sidewalk, with tree-screening placed behind the sidewalk along the east side. Planting detail sheets are enclosed.

As was referenced in a previous paragraph, information relative to replacement street-lighting to be installed as part of the project is also enclosed in this mailing. As is indicated on the enclosed drawings, street-light poles will be placed between the curb and sidewalk on both sides of Riley and Dickey roads, as well as within the proposed median area that separates the parking lane from the roadway along Riley Road. Several lighting styles are presented in the enclosed materials, and consulting party input is sought with regard to preference. Please reply to this communication with regard to your specific preferred lighting style and indicate it by number.

Historic photos of the Marktown Historic District demonstrate the existence of green space between the sidewalk and Riley Road in front (south) of the Mark Hotel (MHD #089-679-34119 (NA Riley Road; ca.-1917; rated "Outstanding), and it is logical to assume that this green space extended westward along Riley. (See historic photo, enclosed). As can be seen by comparing the historic photo to a photo showing current conditions, this green space has been reduced over the years and Riley Road has expanded and encroached upon Marktown. Those green spaces demonstrated in the enclosed proposed project drawings somewhat restore this green space element to the project area. Although no historic photos were found for a direct comparison, it is thought that a similar reduction in green space has also occurred along Dickey Road over the years. Likewise, the green space along Dickey will be somewhat restored through the project as proposed. The historic photo also shows period lighting along Riley Road that has since been removed. This project will restore period lighting to the area.

After receipt of consulting party comments on the enclosed, INDOT will proceed with the preparation and distribution for comment of a Section 106 finding for this project. As per historical aspects of the project, it is INDOT's preliminary determination that Des. #0501116 will result in finding of "No Adverse Effect." The finding of "No Adverse Effect" is appropriate because the project's potential impacts do not meet the criteria for adverse effects, as stipulated in 36 CFR § 800.5(a). In particular, the project will not introduce a *"…change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance…"* (36 CFR § 800.5 (a)(iv), nor will the project result in *"…introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant features…"* (36 CFR §800.5(a)(v).

The project will not alter any characteristics that qualify the Marktown Historic District for listing in the National Register. Curb ramps will be made ADA-compliant at the intersection of Dickey and Riley roads and along Riley Road. The existing ramps are modern concrete. Some curb ramps have already been made ADA compliant. As previously stated, no right-of-way will be taken from the MHD. The project will stay within current right-of-way limits, minimizing any potential impacts to historic properties. The project will introduce green space and period lighting that is in keeping with the original historic appearance of the MHD.

You are hereby invited to comment on the enclosed design information and proposed determination of "No Adverse Effect" for this project. Please respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be prepared. We also welcome your related opinions and other input to be considered in the preparation of an environmental document. If we do not receive your response within thirty (30) days, it will then be assumed that your agency or organization feels that there will be no significant effects as a result of this project or that you wish to offer no opinion concerning this project. If we do not receive your response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes. If you have any questions regarding this matter, please feel free to contact Ms. Susan R. Branigin (317) 234-0142 or Ms. Mary Kennedy (317-232-5215) of this section, or Mr. Bill Meeks, INDOT LaPorte District at (219) 325-7470.

Sincerely,

Staffan D. Peterson, Administrator
Cultural Resources Section
Office of Environmental Services

SDP/SRB/srb
Enclosures

cc: OES project file

emc: Ms. Joyce Newland, Federal Highway Administration (FHWA)
Mr. Bill Meeks, INDOT LaPorte District
Mr. John Pangallo, INDOT Project Manager/Central Office
Mr. Tom Konieczny, INDOT LaPorte District
Mr. Michael Miltz, INDOT LaPorte District Environmental Scoping Manager
Mr. Travis Mast, INDOT LaPorte District Environmental Scientist
Mr. Dave Garwood, Butler Fairman & Seufert (BFS)
Mr. Ben Zobrist, BFS
Mr. Peter Kohut, BFS
Mr. Josh Smith, BFS

Des. #0501116
SR 912
Connectivity Restoration
East Chicago, Lake County

Project Description Information

Purpose and Need:

The purpose of the project is to reduce travel time and improve Level of Service (LOS) in the area. The need is to restore connectivity of the National Highway System, which will likely result in reduction of travel time and improve the LOS.

The project need is due to the closure of the SR 912 (Cline Ave.) bridge over the Indiana Harbor Canal. This closure occurred November 13, 2009 as a result of structural deficiencies. SR 912 was closed from the Calumet interchange to the Michigan Ave. interchange. Due to the bridge closure traffic has reverted to city streets and the I-80 toll road. Traffic volumes have increased on the city streets that were not designed to handle this amount of traffic, causing traffic delays and a lower LOS.

Project Description:

The preferred alternative (Alternative C) converts over 1.3 miles of currently designated local roads (Dickey Rd and Riley Rd) to INDOT jurisdiction, and re-designates them as SR 912 between a new proposed off-ramp of extended SR 912 with Dickey Rd on the east and the SR 912/Riley Rd interchange on the west. This alternative will consist of several key elements:

SR 912 at Riley Rd, Ramp D Reconstruction

This work will allow permanent access to existing SR 912 from Riley Rd and will aid in the new alignment of SR 912 utilizing Riley Rd and Dickey Rd. The reconstructed Ramp D will consist of using the existing substructure and essentially be the same road geometrics. The ramp will have a square terminus with Riley Rd for optimal sight-distance. There will be a dedicated left-and-right-turn lane for the off-ramp for eastbound traffic. Stop-control for ramp traffic will be unsignalized, consisting of stop signs.

- **Section 5 Mainline and Ramp C Demolition**

Section 5 Mainline Demolition will follow the completion of the Ramp D reconstruction. The bridged portion of Ramp C will require demolition because it spans Riley Rd. Demolition of these structures cannot begin before Ramp D has been completed. Demolition by explosives is not anticipated due to the potential to destroy below-ground utilities. If the utility search shows that there are no infrastructure that can be damaged, then construction cost will be reduced to $5 million.

- **Dickey Rd at SR 912**

Access to Dickey Rd will be provided with a new 4-lane roadway, located where the existing westbound lanes exist. The existing westbound lanes will be demolished and the steel beams will be salvaged. The existing beams will be placed on the existing substructure. One additional beam line will be required; therefore, additional substructure will be added to support the extra beam line. The new roadway will have 4-12' lanes with 8'-6" shoulders. A maximum 15' width of additional R/W will be required. The cost and work is contingent on the following assumptions:

- The rail line under the westbound lanes is not utilized and will be abandoned;
- Environment mitigation, if necessary, can be resolved quickly;
- Property acquisition will not be adversarial. If condemnation is required, the schedule will be delayed at least 6 months.

Des. #0501116
SR 912
Connectivity Restoration
East Chicago, Lake County

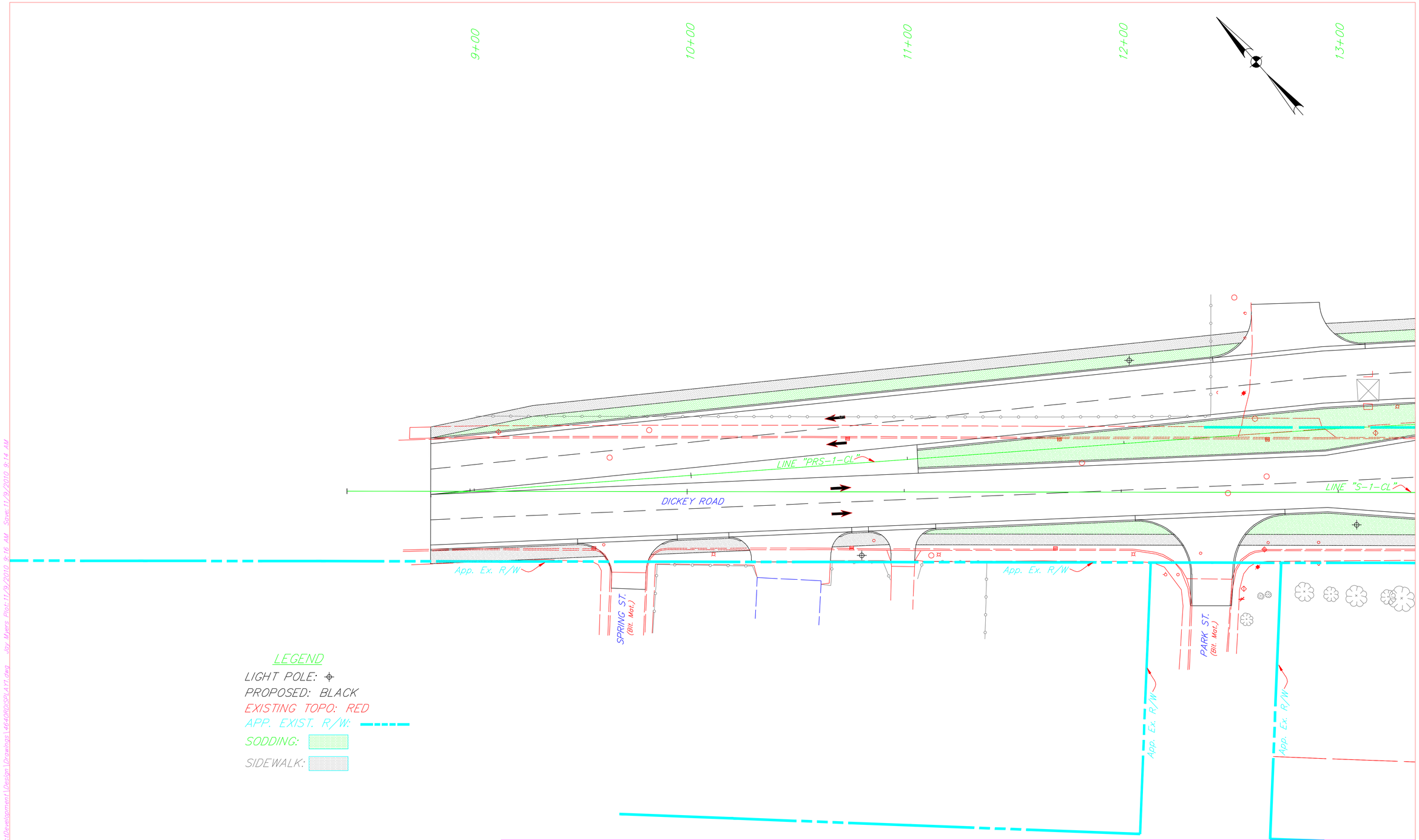
Project Description Information

- **SR 912, Dickey and Riley Road Upgrades**

The upgrades for Riley Rd and Dickey Rd will consist of full pavement replacement, starting from a new proposed off-ramp of extended SR 912 with Dickey Rd on the east and the SR 912/Riley Rd interchange on the west, approximately 1.3 miles in length. The full pavement replacement will also include a section of pavement north of the Riley Rd/Dickey Rd intersection, approximately 500 feet and a section of pavement east of the Riley Rd/Dickey Rd intersection, approximately 150 feet. The upgrades will also include ADA-compliant sidewalks and ramps, the addition of a raised grass median on Dickey Rd (north of the Riley Rd/Dickey Rd intersection), the addition of a raised grass buffer separating Riley Rd from Marktown Historic District for on street parking, improvements to the Riley Rd/Dickey Rd intersection (addition of turning lanes, turning radii improvements), new signals at the Riley Rd/ Dickey Rd intersection and the Dickey Rd/SR 912 interchange. This work will also require removal of some trees and concrete planters. The removal of a building on the southwest quadrant of Riley Rd/Dickey Rd intersection will be warranted to allow for turning radii improvements to southbound Dickey Rd traffic. Improvements to the Dickey Road drawbridge will also be undertaken. These improvements will only be modifications to the bridge to improve mechanical and electrical deficiencies.

- **Demolition of the Remaining SR 912 Bridge**

Demolish the remainder of the bridge: includes Sections 1-4 of the concrete box girder section over the Indiana Harbor Canal, ramps, railroads, and roads and the steel girder sections near Dickey Ave. The demolition method has yet to be determined.



U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640RDSPLAT1.dwg Joy Myers Plot:11/9/2010 9:16 AM Save:11/9/2010 9:14 AM

BF&S
Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

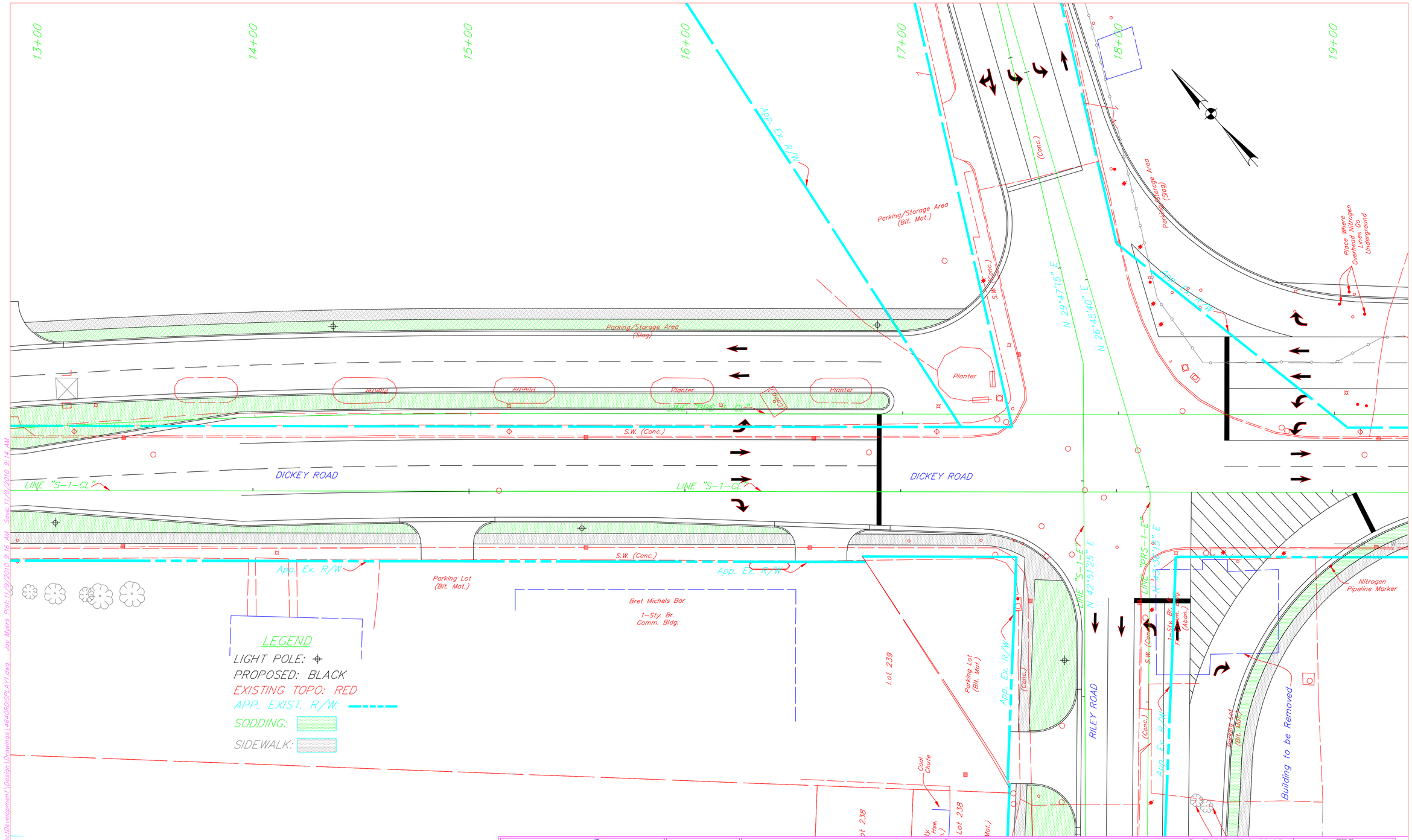
DESIGNED: BZ DRAWN: JM
CHECKED: ML CHECKED: BZ

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
DICKEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=20'	501120
SURVEY BOOK	SHEET
	OF
CONTRACT	PROJECT

BFS NO. 4640



U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640RDSPLAN1.dwg Joy Myers Plot:11/9/2010 9:16 AM Save:11/9/2010 9:14 AM

BF&S
Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

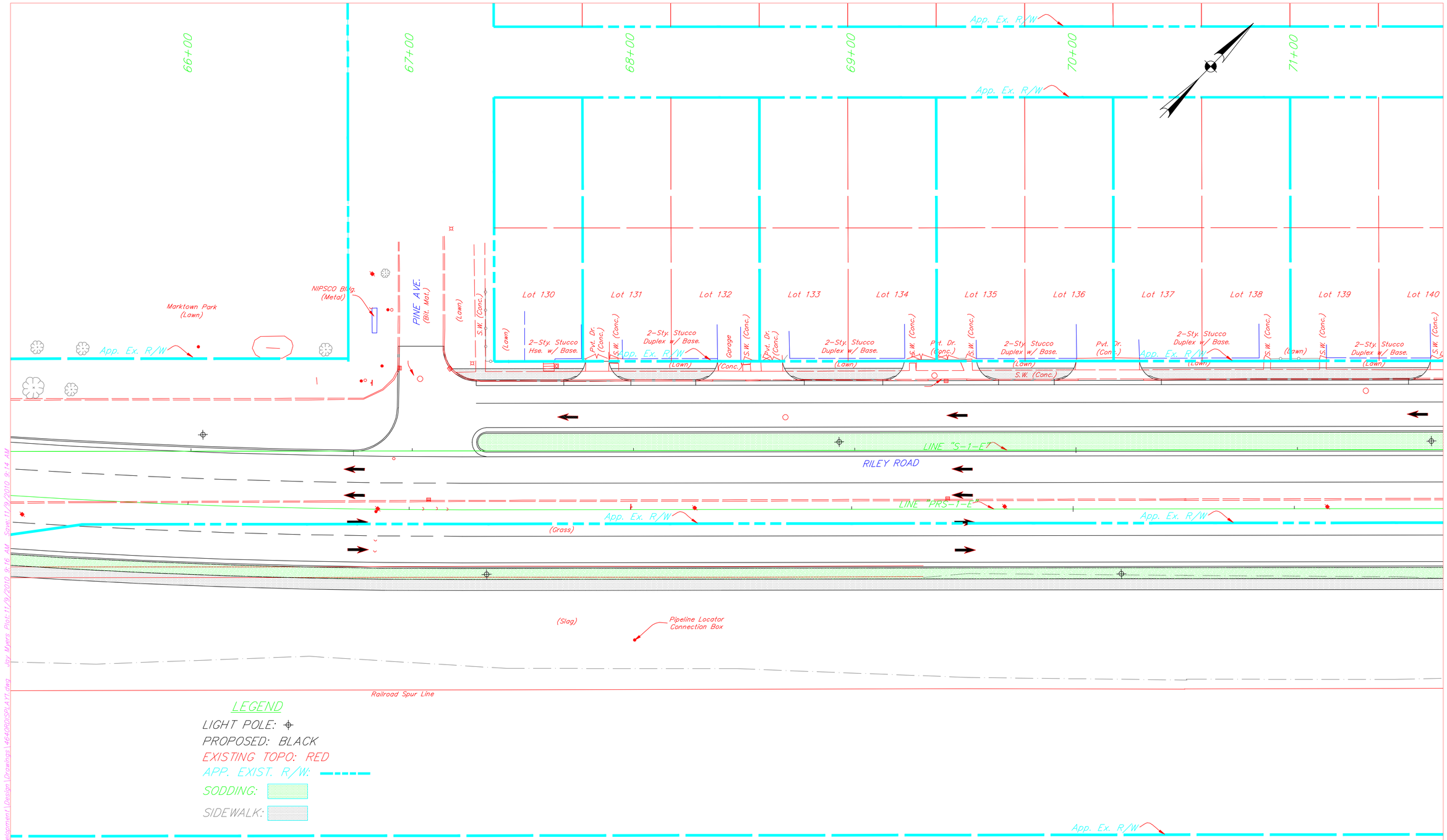
DESIGNED: BZ DRAWN: JM
CHECKED: ML CHECKED: BZ

INDIANA
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
DICKEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=20'	501120
SURVEY BOOK	SHEET
	OF
CONTRACT	PROJECT

BFS NO. 4640



U:\4640\46405\Project\Development\Design\Drawings\46405RDSPLA1.dwg Jay Myers Plot:11/9/2010 9:16 AM Save:11/9/2010 9:14 AM

Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: BZ DRAWN: JM

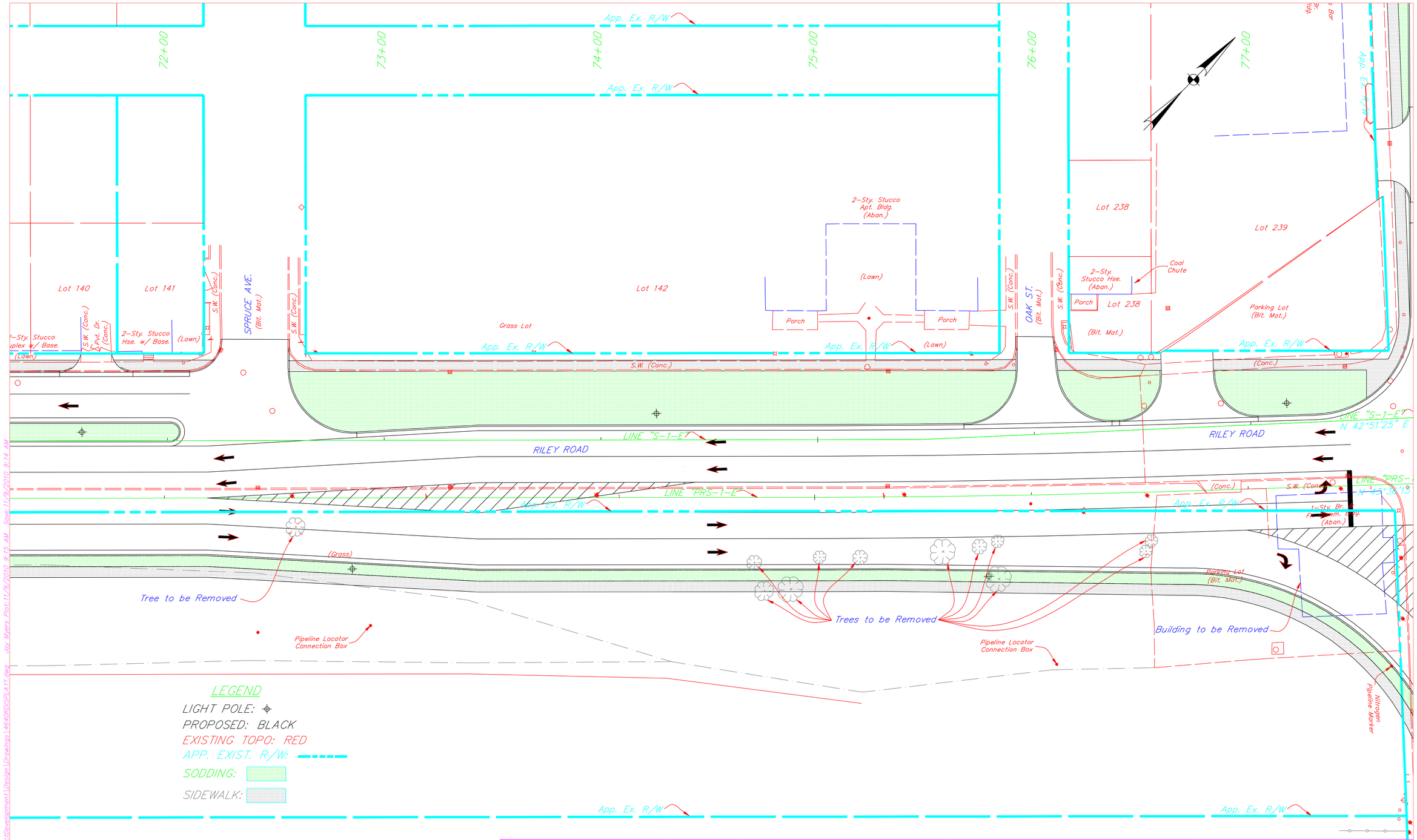
CHECKED: ML CHECKED: BZ

INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
RILEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=20'	501120
SURVEY BOOK	SHEET
	OF
CONTRACT	PROJECT

BFS NO. 4640



BF&S Butler Fairman & Seufert CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE

DESIGNED: BZ DRAWN: JM
CHECKED: ML CHECKED: BZ

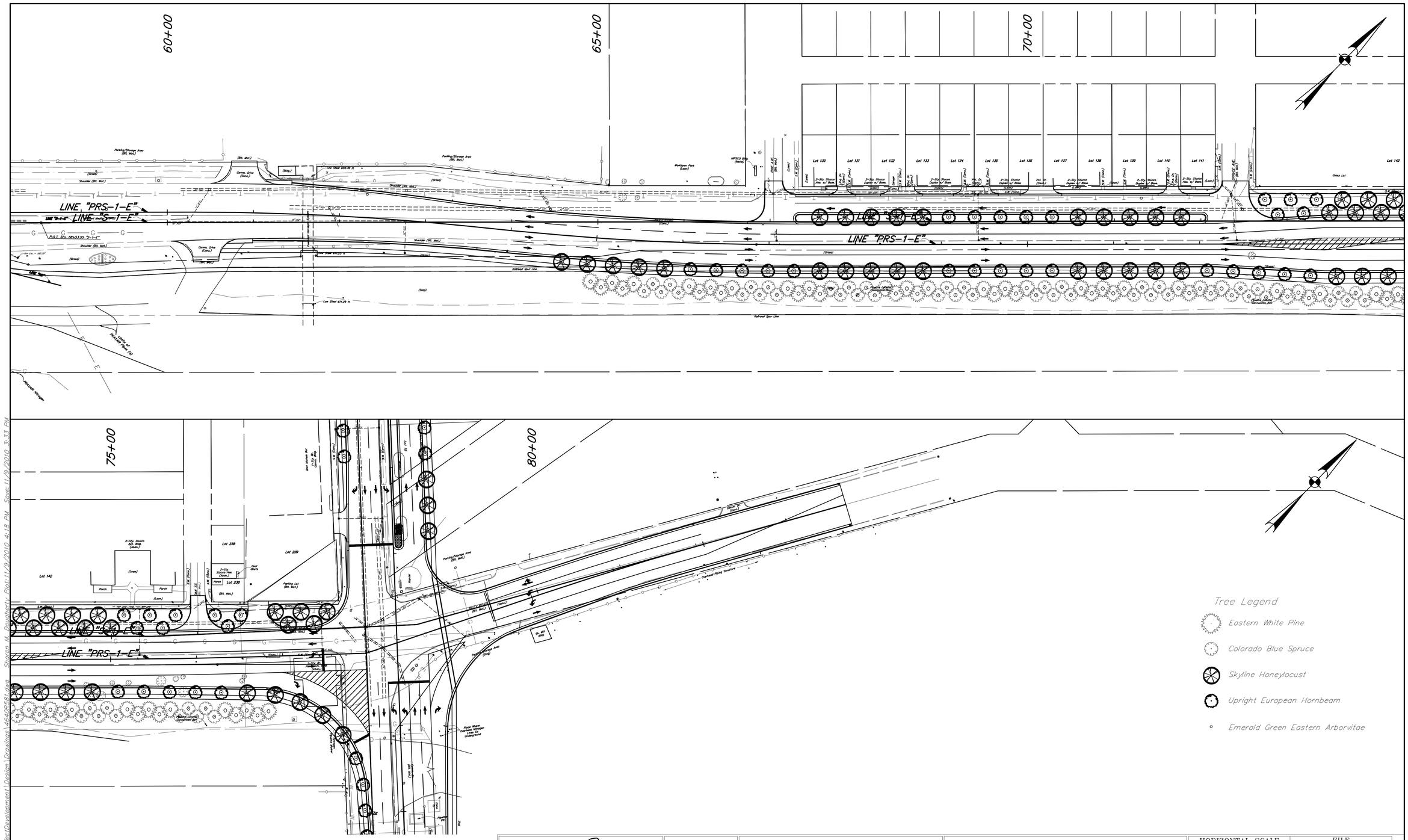
INDIANA DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
RILEY ROAD

HORIZONTAL SCALE	FILE
1"=20'	4640
VERTICAL SCALE	DESIGNATION
1"=20'	501120
SURVEY BOOK	SHEET
	OF
CONTRACT	PROJECT

BFS NO. 4640

U:\4640\4640S\Project\Development\Design\Drawings\4640RDSPLAY1.dwg Jay Myers Plot:11/9/2010 9:15 AM Save:11/9/2010 9:14 AM



U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640R581.dwg Sharon M. Daughertv Plot:11/9/2010 4:18 PM Save:11/9/2010 3:33 PM

BF&S
Butler Fairman & Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

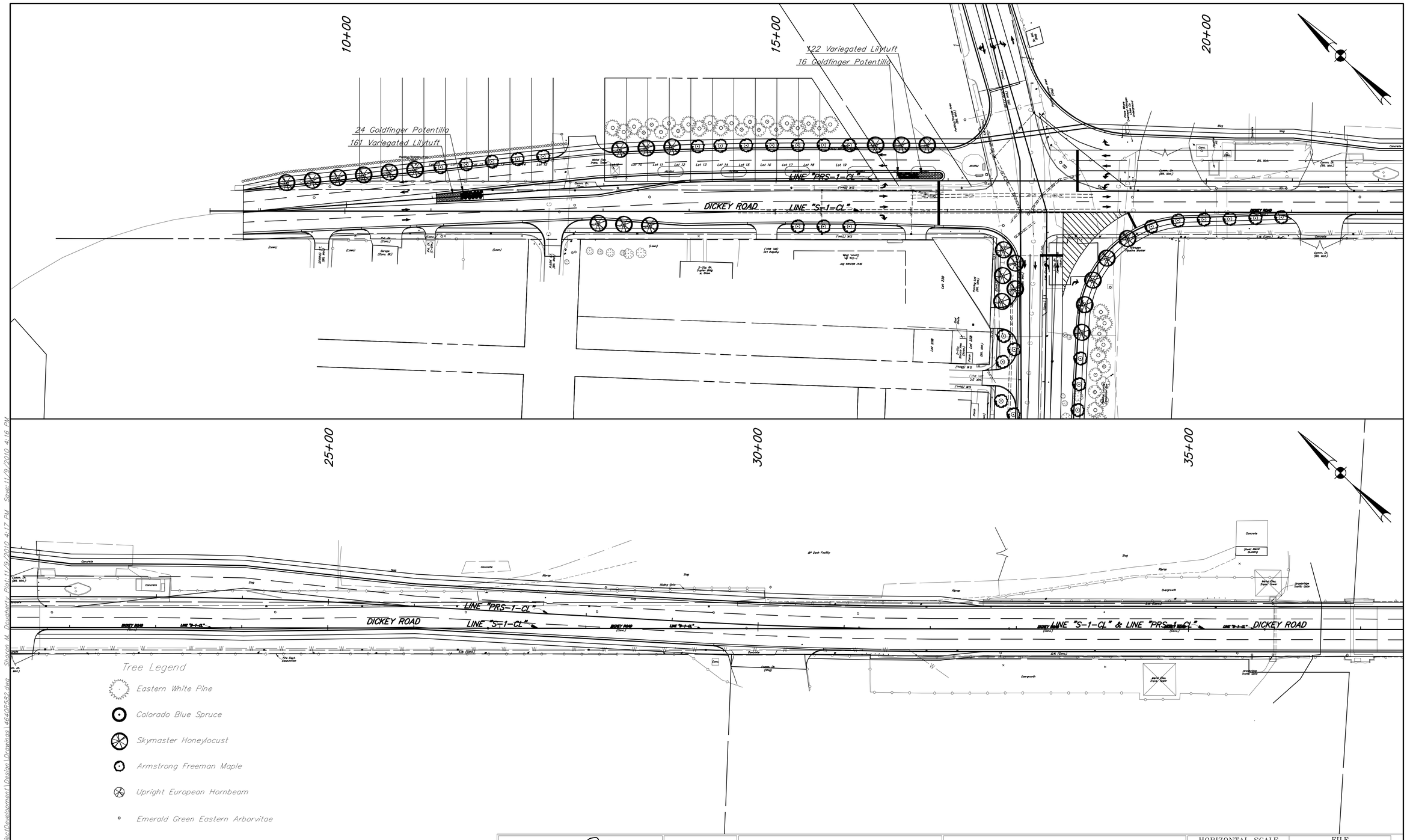
DESIGNED: BZ DRAWN: JM
CHECKED: BZ CHECKED: BZ

INDIANA
DEPARTMENT OF TRANSPORTATION

LANDSCAPING DETAILS
RILEY ROAD

HORIZONTAL SCALE	FILE
1"=50'	4640
VERTICAL SCALE	DESIGNATION
1"=50'	501120
SURVEY BOOK	SHEET
	OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640



U:\4640\4640S\ProjectDevelopment\Design\Drawings\4640R582.dwg Sharon M. Doherty Plot:11/9/2010 4:17 PM Save:11/9/2010 4:16 PM

BF&S
Butler Fairman Seufert
CIVIL ENGINEERS

Headquarters
8450 WESTFIELD BLVD., SUITE 300
INDIANAPOLIS, IN. 46240-8302
TEL 317-713-4615
FAX 317-713-4616
www.BFSEngr.com

Branch Locations
BLUFFTON 260-824-5720
JEFFERSONVILLE 812-285-0590
LAFAYETTE 765-423-5602
MERRILLVILLE 219-769-2333
PLAINFIELD 317-839-3242

RECOMMENDED FOR APPROVAL: _____
DESIGN ENGINEER DATE

DESIGNED: BZ DRAWN: JM
CHECKED: BZ CHECKED: BZ

INDIANA
DEPARTMENT OF TRANSPORTATION

LANDSCAPING DETAILS
DICKEY ROAD

HORIZONTAL SCALE	FILE
1"=50'	4640
VERTICAL SCALE	DESIGNATION
1"=50'	501120
SURVEY BOOK	SHEET
	OF
CONTRACT	PROJECT
B-30999	

BFS NO. 4640

Des. #0501116
SR 912
Connectivity Restoration
East Chicago, Lake County

Historic and Current Views of Riley Road at/near Mark Hotel

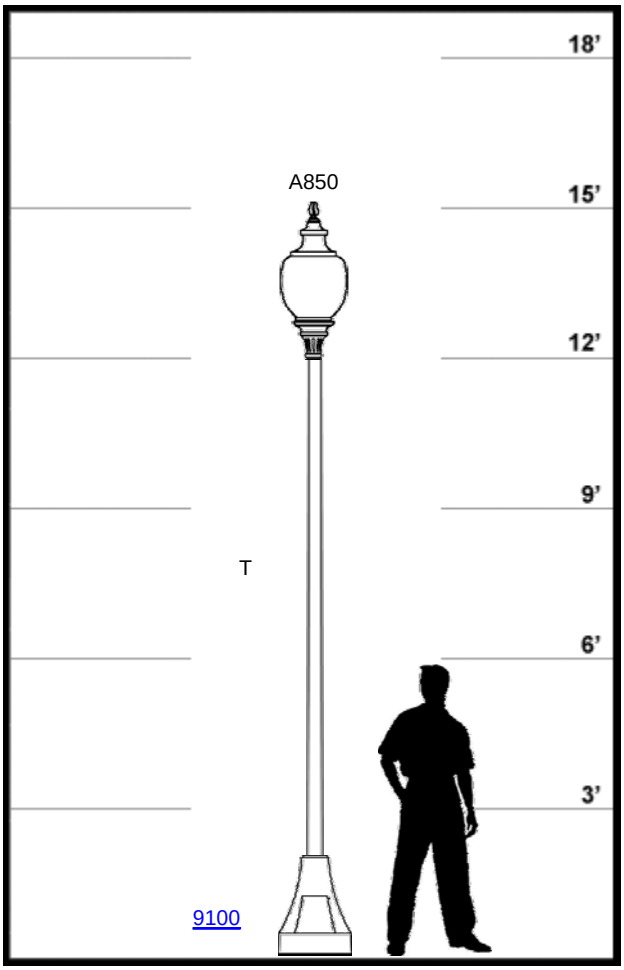
Current view, looking westward on Riley Road at Oak Street/Mark Hotel (MHD #089-679-34119 (NA Riley Road; ca.-1917; rated "Outstanding), looking westward on Riley Road,

Des. #0501116
SR 912
Connectivity Restoration
East Chicago, Lake County

Historic and Current Views of Riley Road at/near Mark Hotel

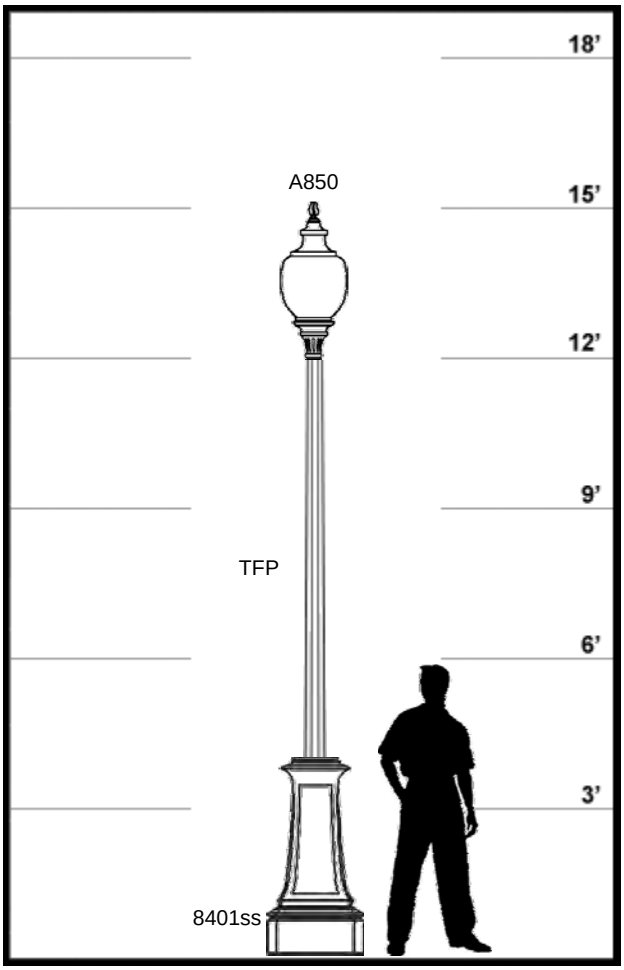
Circa-1920 photo of Mark Hotel (MHD #089-679-34119 (NA Riley Road; ca.-1917; rated "Outstanding), looking westward on Riley Road at Oak Street, showing sidewalk and green space.
Source: "The Marktown Historic District,". Martktown Preservation Society, 2004.

STERNBERG LIGHTING



STERNBERG LIGHTING • 555 Lawrence Ave. Roselle, IL 60172
Phone: 800-621-3376, 847-588-3400 • Fax: 847-588-3440 • Email: info@sternberglighting.com

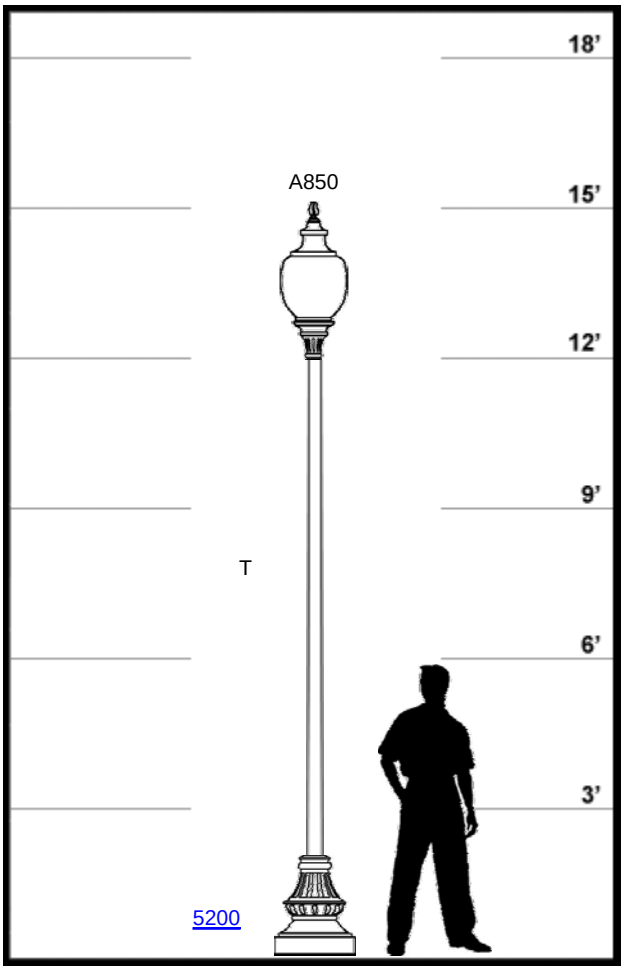
STERNBERG LIGHTING



STERNBERG LIGHTING • 555 Lawrence Ave. Roselle, IL 60172
Phone: 800-621-3376, 847-588-3400 • Fax: 847-588-3440 • Email: info@sternberglighting.com

D-120

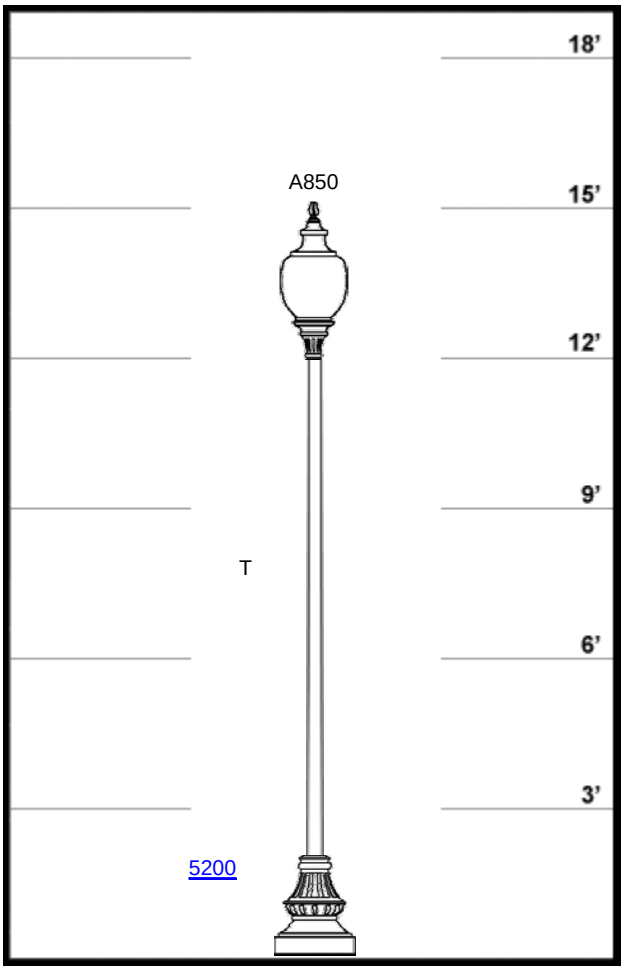
STERNBERG LIGHTING



STERNBERG LIGHTING • 555 Lawrence Ave. Roselle, IL 60172
Phone: 800-621-3376, 847-588-3400 • Fax: 847-588-3440 • Email: info@sternberglighting.com

D-121

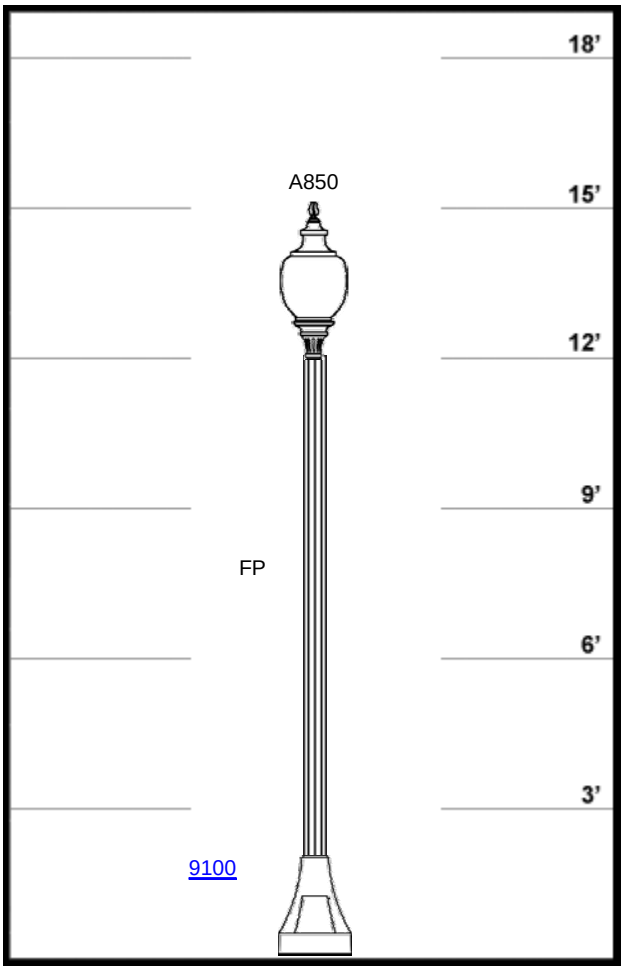
STERNBERG LIGHTING



STERNBERG LIGHTING • 555 Lawrence Ave. Roselle, IL 60172
Phone: 800-621-3376, 847-588-3400 • Fax: 847-588-3440 • Email: info@sternberglighting.com

D-122

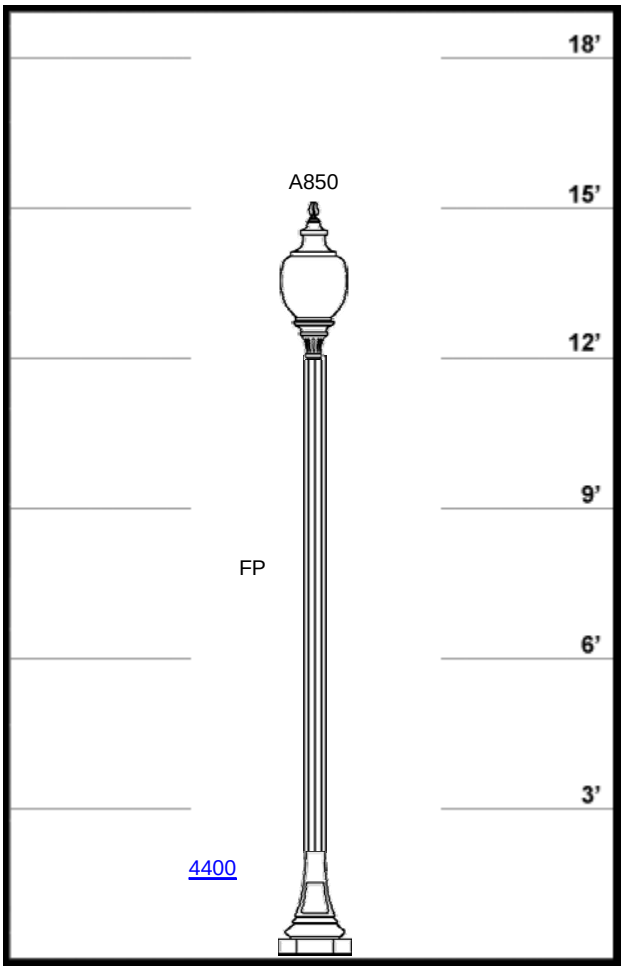
STERNBERG LIGHTING



STERNBERG LIGHTING • 555 Lawrence Ave. Roselle, IL 60172
Phone: 800-621-3376, 847-588-3400 • Fax: 847-588-3440 • Email: info@sternberglighting.com

D-123

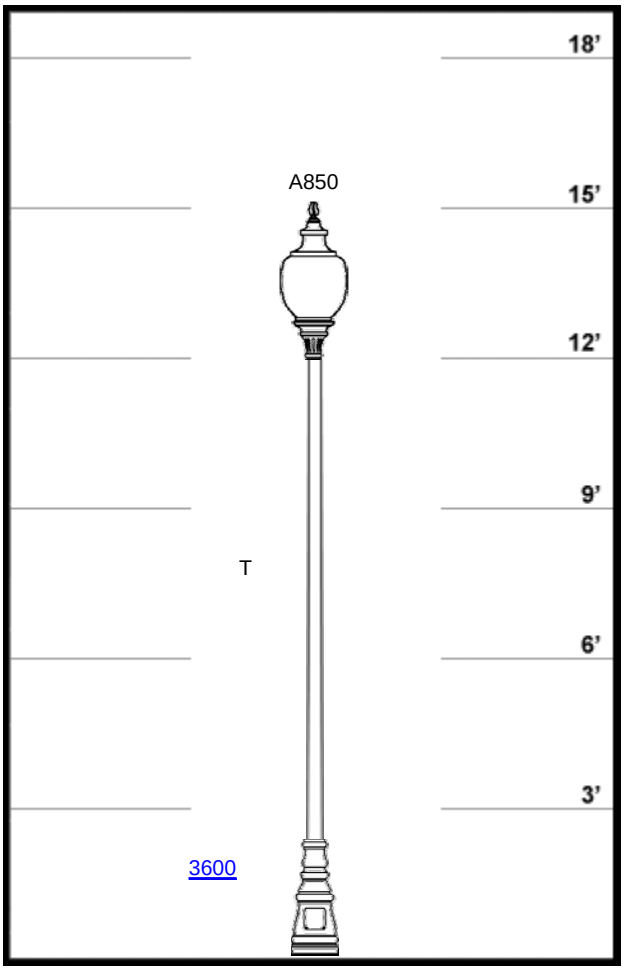
STERNBERG LIGHTING



STERNBERG LIGHTING • 555 Lawrence Ave. Roselle, IL 60172
Phone: 800-621-3376, 847-588-3400 • Fax: 847-588-3440 • Email: info@sternberglighting.com

D-124

STERNBERG LIGHTING



STERNBERG LIGHTING • 555 Lawrence Ave. Roselle, IL 60172
Phone: 800-621-3376, 847-588-3400 • Fax: 847-588-3440 • Email: info@sternberglighting.com

D-125

From: Paul Myers [mrmarktown@sbcglobal.net]
Sent: Tuesday, November 16, 2010 10:09 AM
To: Kennedy, Mary
Cc: Jim Meeks
Subject: great plan

Attachments: Historic Lighting BLS.pdf
Let me begin by saying how pleased I was to return home this last Saturday to find the plans for both Dickey Road and Riley Road. I have reviewed same and have no problems with the design except in one area. Attached you will please find a PDF that contains a 1920 photo of Marktown. In the photo you will please note the street light. The other pages of the the PDF relate to a manufacturer that makes this style of pole and fixture. As these lights will be adjacent to Marktown I respectfully request that you consider them in the final plans. I would think that concrete would stand up better to the traffic conditions and would pave the way for the eventual update of the lighting in Marktown.

If you have any questions in reference to this correspondence, please feel free in contacting me.

Please confirm receipt of this email via email.

Most respectfully,

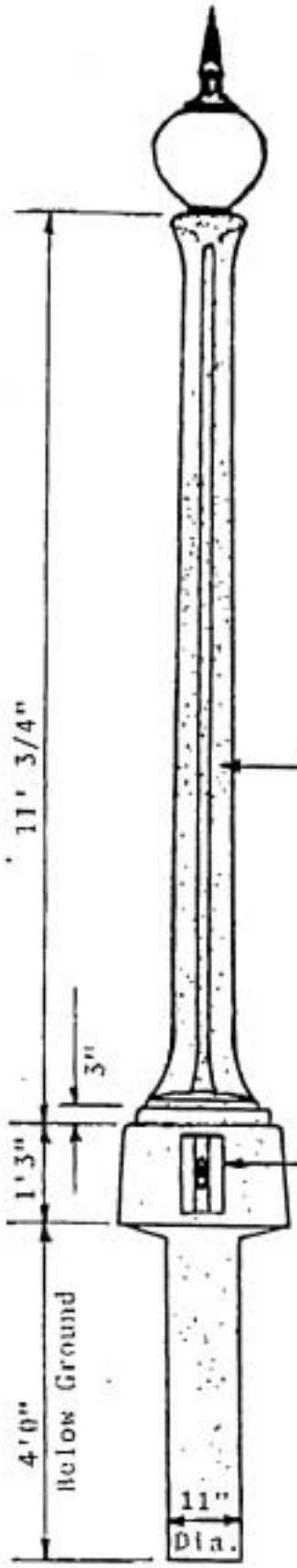
Paul A. Myers
405 Prospect Street
Marktown Historic District
East Chicago, Indiana 46312
(219) 397-2239
www.marktown.org

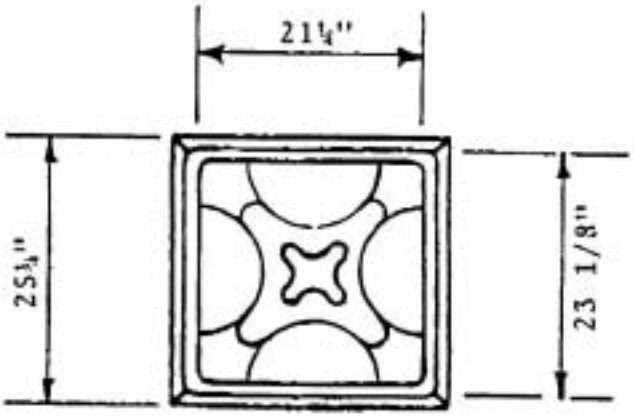
Above: 1920 photographs of Park Street at Pine Avenue. Note light pole at corner.
Below: Proposed replacement pole (center) and lighting element (following pages).
The height of the pole will need to be confirmed if the conversion is implemented.

In 1990 when the Marktown Street Improvement Project was proposed, the lamp post to the left was recommended for use in this district, as it is the closest example of lighting element that had been installed by Mr. Shaw in 1917. Unfortunately, the Department of Natural Resources, Division of Archeology and Historic Preservation in Indianapolis, Indiana made a change in the plan without consulting either the E.C. Department of Redevelopment or the Marktown Preservation Society, Inc. As a result, a very inappropriate and inferior light pole was utilized. We suggest that the proper light pole and fixtures be utilized in the final phase of the Marktown Street Improvement Project and that they be utilized on Spruce Avenue.

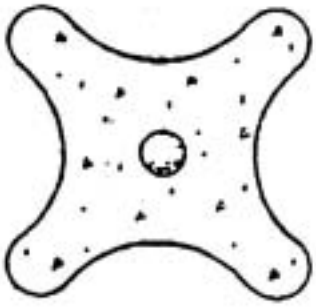
PRESTRESSED STATIC CAST CONCRETE LIGHTING POLE

ANTIQUE CONCRETE LIGHT POLE





Plan View
(Looking Down Just Below Top of Pole)



Antique Clover Leaf
(Cross Section Near Base)

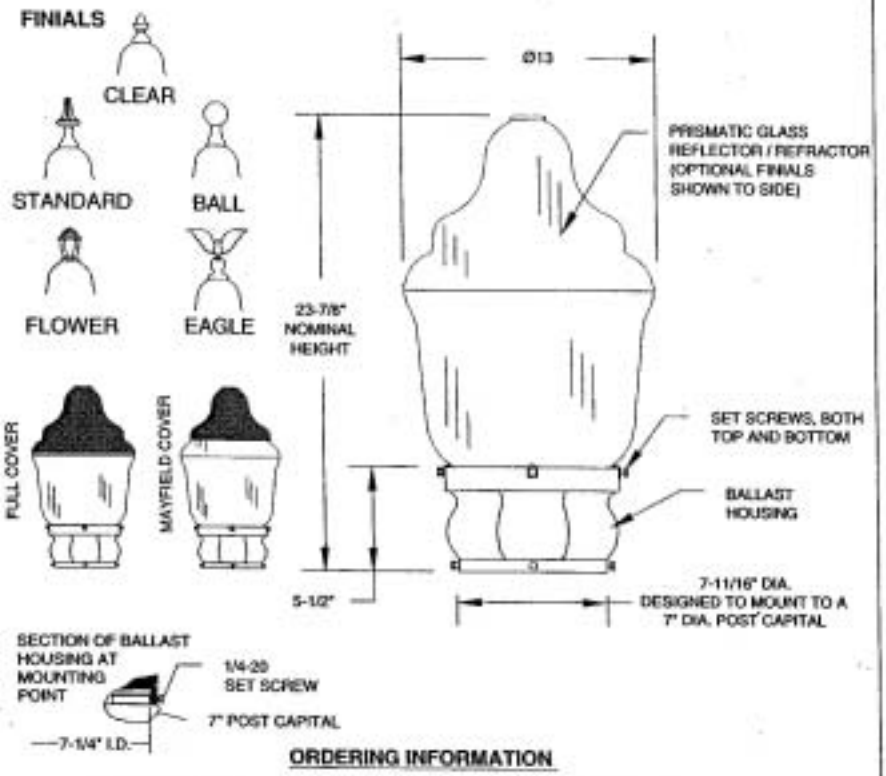
MIDWESTERN ELECTRIC, INC.
3990 GARFIELD STREET
GARY, IN 46408
(219) 980-1566 - PHONE
(219) 981-3967 - FAX

D1312

[redacted]

GRANVILLE® SERIES LUMINAIRE
COVEX STYLE CASTING

MAXIMUM WEIGHT - 45 lbs.
MAXIMUM EFFECTIVE PROJECTED AREA - 1.26 sq. ft.



ORDERING INFORMATION

EXAMPLE: GV 050HP 12 C B 3 N N *
GV

BALLAST TYPE (MOGUL BASE)
050HP = 50W HPS
070HP = 70W HPS
100HP = 100W HPS
150HP = 150W 55V HPS
175MH = 175W MH
100MV = 100W MV
175MV = 175W MV
250MV = 250W MV

BALLAST TYPE (MEDIUM BASE)
35DHP = 35W HPS (120V ONLY)
50DHP = 50W HPS
70DHP = 70W HPS
100DHP = 100W HPS
150DHP = 150W 55V HPS
70DMH = 70W MH (MT ONLY)
100DMH = 100W MH (MT ONLY)
175DMH = 175W MH
200IN = 200W INCANDESCENT

VOLTAGE
12 = 120 VOLT
20 = 208 VOLT
24 = 240 VOLT
27 = 277 VOLT
48 = 480 VOLT
MT = 120/208/240/277 VOLT MULTITAP (NOT AVIAL WITH 35W HPS, 250W MV)

CONVEX STYLE CASTING FOR USE WITH 7" POST CAPITAL

HOUSING FINISH COLOR
B = BLACK
Z = BRONZE
N = DARK GREEN
A = AS SPECIFIED

OPTICAL TYPE
3 = IES TYPE III DISTRIBUTION
4 = IES TYPE IV DISTRIBUTION
5 = IES TYPE V DISTRIBUTION

TRIM (SEE ACCESSORY SHEET)
N = NONE
R = RIBS AND BANDS

FINIAL (SEE ACCESSORY SHEET)
N = NONE
C = CLEAR
S = STANDARD
F = FLOWER
B = BALL
E = EAGLE
P = PAWN

TRIM AND FINIAL FINISH COLOR (SEE ACCESSORY SHEET)
B = BLACK
Z = BRONZE
N = DARK GREEN
G = GOLD
U = NO TRIM, AND CLEAR OR NO FINIAL
A = AS SPECIFIED

OPTIONS
P - PROTECTIVE STARTER, FOR HPS UNITS ONLY
FCOVX - FULL DECORATIVE ALUMINUM TOP COVER (FOR X INSERT B, Z, N, G, OR A COLOR)
MCOVX - MAYFIELD ALUMINUM TOP COVER (COVERS 2/3) (FOR X INSERT B, Z, N, G, OR A COLOR)

ACCESSORIES
F1 - SINGLE FUSING FOR 120, 240, 277 VOLT, FIELD INSTALLED (NOT UL LISTED)
F2 - DOUBLE FUSING FOR 208, 240 VOLT, FIELD INSTALLED (NOT UL LISTED)
GVA1A73X - 3" TO 7" POST CAPITAL. CONVERTS 3" POST TOP TENON TO 7" POST CAPITAL. USE ONLY WITH A, F, OR C HOUSING STYLES (FOR X INSERT B, Z, N, OR A COLOR)
GVBANDX - BAND ACCESSORY (FIELD INSTALLED)

Specifications

GENERAL DESCRIPTION
The luminaire consists of three main components, a ballast housing, a reflector with socket, and a prismatic glass optical assembly.

OPTICAL ASSEMBLY
The optical assembly is a precisely molded thermal resistant borosilicate glass reflector and refractor with or without decorative finial. The upper portion of this system incorporates a series of reflecting prisms that redirect over 50% of the upward light in to the controlling refractor while allowing a soft uplight component to define the traditional acorn shape of the luminaire. Two decorative aluminum covers are available. The lower portion uses precisely molded refracting prisms to control the distribution of light to maximize utilization, uniformity, and luminaire spacing. Three unique optical assemblies are available, designed for IES type III, IV, and V lighting distributions.

BALLAST HOUSING
The ballast housing contains the ballast and other electrical components. The housing is cast of 356 aluminum alloy with an eight sided convex contour which will flow gracefully from a 7" diameter capital while reflecting the shape of an octagonal decorative post. The ballast housing is secured by four hex head stainless steel 1/4-20 x 5/8" set screws. Four uniquely designed stainless steel spring clips enclosed in a clear polyvinyl chloride sleeve and adjusted by hex head stainless steel 1/4-20 bolts securely cradle the optical assembly. The housing is finished with polyester powder paint applied after a seven stage pretreatment process to insure maximum durability.

BALLAST
(Refer to Ballast Data Sheet for specific operating characteristics)
35 - 100 watt 120 volt High Pressure Sodium (HPS) ballasts are High Power Factor Reactor type. All other HPS ballasts are High Power Factor Autotransformer type.
175 watt Metal Halide (MH) ballasts are Peak Lead Autotransformer type. 70 and 100 watt MH units are available only with (120V, 208V, 240V, 277V) multitap High Power Factor High Reactance type ballast.
All Mercury Vapor (MV) ballasts are High Power Factor Constant Wattage Autotransformer (CWA) type.

REFLECTOR / SOCKET ASSEMBLY
The reflector/socket assembly is designed to position the specified light source at the light center of the refractor.

UL LISTING
The luminaire is UL listed as suitable for wet locations at a maximum 40 degree C ambient temperature.

INSTALLATION
Refer to the instruction manual provided with each luminaire as to the specific method of wiring and mounting the luminaire.

ARCHITECTURAL OUTDOOR ORDER #:

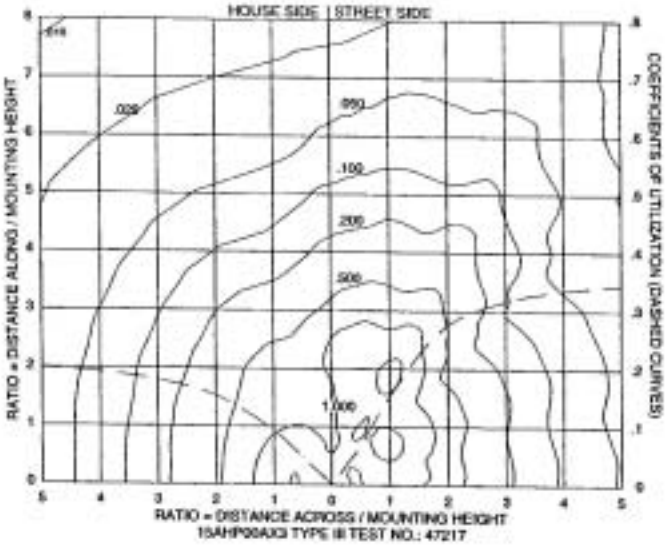
DRAWING NO: US-2513

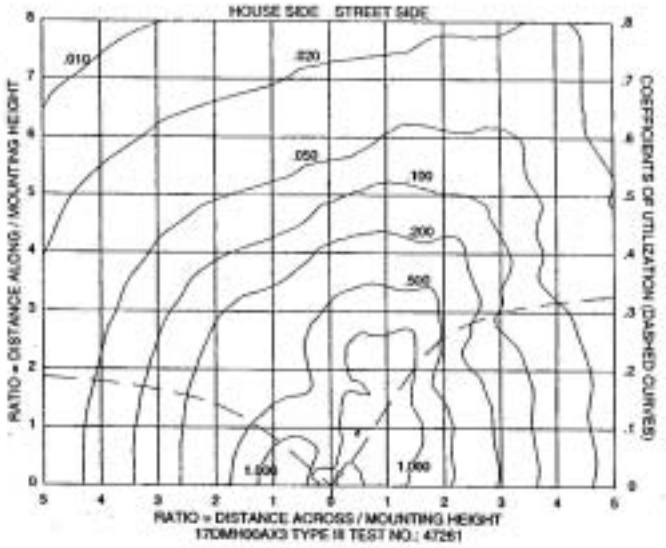
THIS DRAWING, WHEN APPROVED, SHALL BECOME THE COMPLETE SPECIFICATION FOR THE MATERIAL TO BE FURNISHED BY HOLOPHANE ON THE ORDER NOTED ABOVE. A UNIT OF SIMILAR DESIGN MAY BE SUPPLIED, BUT ONLY AFTER APPROVAL BY THE CUSTOMER IN WRITING. ON POLE ORDERS AN ANCHOR BOLT TEMPLATE PRINT WILL BE SUPPLIED WITH EACH ANCHOR BOLT ORDER TO MATCH THE POLE PROVIDED.

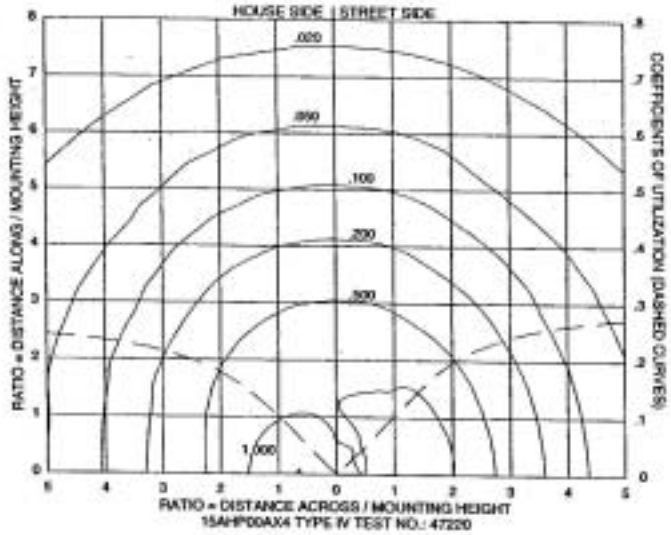
THIS PRINT IS THE PROPERTY OF HOLOPHANE AND IS LOANED SUBJECT TO RETURN UPON DEMAND AND UPON EXPRESS CONDITION THAT IT WILL NOT BE USED DIRECTLY OR INDIRECTLY IN ANY WAY DETRIMENTAL TO OUR INTERESTS, AND ONLY IN CONNECTION WITH MATERIAL FURNISHED BY HOLOPHANE.

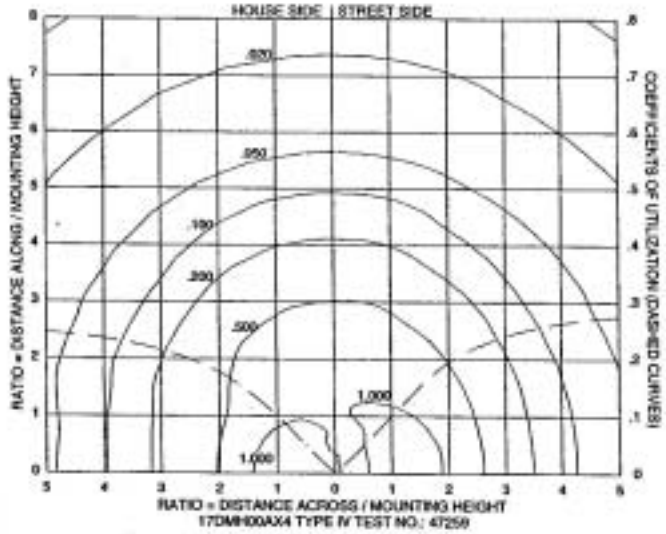
MIDWESTERN ELECTRIC, INC.
3990 GARFIELD STREET
GARY, IN 46408
(219) 980-1566 - PHONE
(219) 981-3967 - FAX

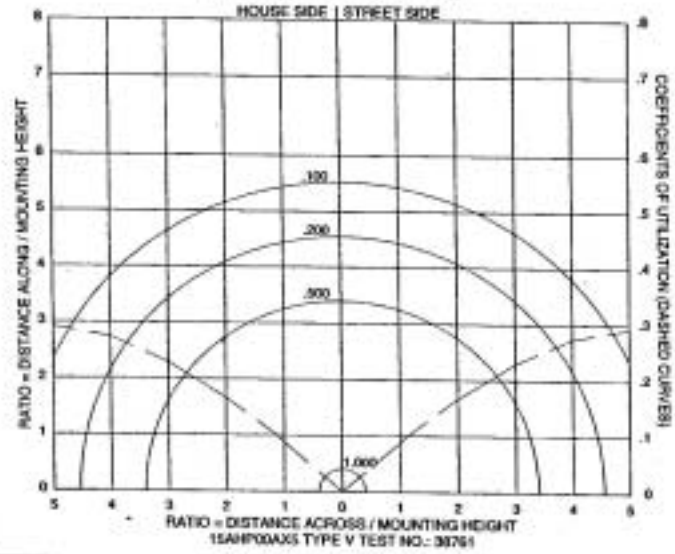
SCALE: N/A
DRAWN: RAF
APP'D:
DATE: 08-06-02

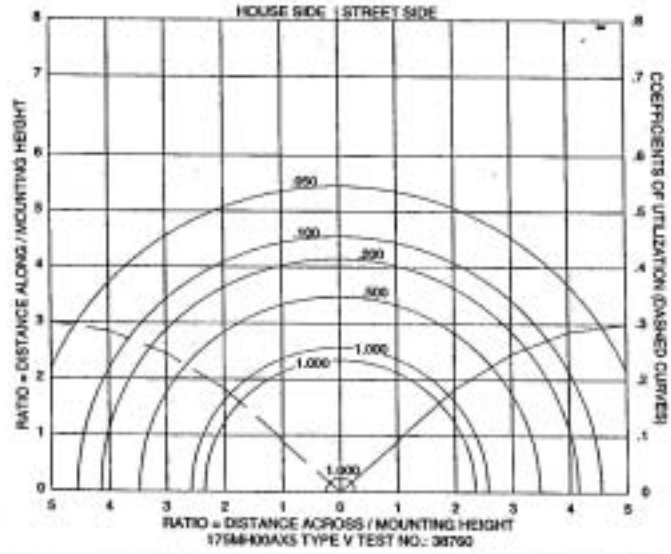












TYPICAL PHOTOMETRIC DATA (ISOFOOTCANDLE CHARTS AND COEFFICIENT OF UTILIZATION CURVES)

Isofootcandle data is based on a 15 foot mounting height. To determine values for mounting heights other than 15 feet, multiply the values for mounting heights following factors:

10' - 2.25	12' - 1.56	14' - 1.15
16' - 0.88	18' - 0.69	20' - 0.56
22' - 0.46	24' - 0.39	

MIDWESTERN ELECTRIC, INC.
3990 GARFIELD STREET
GARY, IN 46408
(219) 980-1566 - PHONE
(219) 981-3967 - FAX

US-2513

DNR Indiana Department of Natural Resources

Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director

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

HISTORIC PRESERVATION AND ARCHAEOLOGY

December 3, 2010

Staffan Peterson, Administrator
Cultural Resources Section
Office of Environmental Services
Indiana Department of Transportation
100 North Senate Avenue, Room N642
Indianapolis, Indiana 46204

Federal Agency: Federal Highway Administration ("FHWA")

Re: Additional design information and proposed No Adverse Effect finding regarding the SR 912 Connectivity Restoration, following distribution of the meeting summary for the October 7, 2010 consulting parties meeting (Des. No. 0501116; DHPA No. 10347)

Dear Mr. Peterson:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f), 36 C.F.R. Part 800, and the "Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana," the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has reviewed the materials dated November 10, 2010 and received the same day, for the aforementioned project in the City of East Chicago, Lake County, Indiana.

Thank you for clarifying which facets of the SR 912 Connectivity Restoration are to be considered elements of the federal undertaking that we are reviewing here.

It appears that the Indiana Department of Transportation's latest design proposal, among other changes, would shift the travel lanes of Riley Road farther to the southeast; would add at least several feet of green space and also trees and street lights between the sidewalk and curb along the northwest side of Riley, between Dickey Road and Spruce Avenue in the Marktown Historic District; would retain the current, northwest curb line of Riley but add a grassy median with trees and period street lights between the parking lane and the travel lanes from Spruce to Pine Avenue; would add some green space along the southeast edge of Marktown Park, to the southwest of Pine; would add some green space and also trees and period street lights between the sidewalk and curb along the southwest side of Dickey, where it borders Marktown; would shift the travel lanes of Dickey farther to the northeast; and would add a grassy median in Dickey.

As you indicated in your letter, the historical photograph that you provided demonstrates that Riley Road was widened at least a few feet toward the northwest (i.e., into the Marktown neighborhood) at some time in the past. As you also speculated, it seems likely that Dickey Road was widened at least a few feet toward the southwest (into Marktown) in the past. Given these changes to both of these main roads bordering Marktown, and given that the roads appear to contribute little or nothing to the significance or character of the Marktown Historic District, other than by providing two of the historic districts' boundaries, we think that one plausibly could conclude that the proposed, improvements to both Riley and Dickey in the vicinity of Marktown would not alter any of any of the characteristics of Marktown that qualify it for the National Register of Historic Places in a way that would diminish Marktown's integrity (see 36 C.F.R.§ 800.5[a](1]). However, if any of the other consulting parties expresses concern that the proposed improvements might have a harmful effect on the Marktown Historic District, then we would want to be advised of that, so we could reconsider our opinion.

You had submitted illustrations of several street light options that would include the proposed, period street light globe and various poles and bases. More recently, we received information from your office about a consulting party's proposal that a type of street light using a cast concrete base and pole, with a clover leaf cross-section and a globe similar to the one you have proposed, be installed. The consulting party also provided photographic evidence documenting that

street lights with such a base, pole, and globe had been installed in Marktown early in the history of that neighborhood. We do not believe that any of those options would alter the characteristics of the Marktown Historic District that qualify it for the National Register in a way that would diminish the integrity of the district.

As we previously have commented, based on the documentation available to the staff of the Indiana SHPO, we did not identify any currently known archaeological resources listed in or eligible for inclusion in the National Register of Historic Places within the proposed project area. However, that identification was subject to the project activities remaining within areas disturbed by previous construction of a recent and non-historical nature. If archaeological deposits are encountered from the post-contact period, they will be evaluated regarding their eligibility for the National Register of Historic Places in consultation with the staff of the Indiana SHPO. Please contact our office if such deposits are encountered. The archaeological recording must be done in accordance with the Secretary of the Interior's "Standards and Guidelines for Archaeology and Historic Preservation" (48 F.R. 44716), and a report of the archaeological documentation must be submitted to our office for review and comment. Furthermore, if any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Please be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations.

If you have questions about effects on above-ground properties, please contact John Carr at (317) 233-1949 or jcarr@dnr.IN.gov. Questions about archaeological issues should be directed to Dr. Rick Jones at (317) 233-0953 or rjones@dnr.IN.gov. In future correspondence about this project, please refer to DHPA No. 10347.

Very truly yours,

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:JLC:JRJ:jj

emc: Joyce Newland, Indiana Division, Federal Highway Administration
Mary Kennedy, Cultural Resources Section, Office of Environmental Services, Indiana Department of Transportation
Susan Branigin, Cultural Resources Section, Office of Environmental Services, Indiana Department of Transportation
Shaun Miller, Cultural Resources Section, Office of Environmental Services, Indiana Department of Transportation
William J. Meeks, P.E., LaPorte District, Indiana Department of Transportation
Joshua D. Smith, Butler, Fairman and Seufert, Inc.

Comments: All work will occur on the existing disturbed areas and no new ground disturbance is expected. Existing and any right-of-way has been previously disturbed by road and industrial construction.

Recommendation

☐ The archaeological records check has determined that the project area has the potential to contain archaeological resources and a Phase Ia archaeological reconnaissance is recommended.

☐ The archaeological records check has determined that the project area does not have the potential to contain archaeological resources and no further work is recommended before the project is allowed to proceed.

☐ The Phase Ia archaeological reconnaissance has located no archaeological sites within the project area and it is recommended that the project be allowed to proceed as planned.

☐ The Phase Ia archaeological reconnaissance has determined that the project area includes landforms which have the potential to contain buried archaeological deposits. It is recommended that Phase Ic archaeological subsurface reconnaissance be conducted before the project is allowed to proceed.

☐ The Phase Ia archaeological reconnaissance has determined that the project area is within 100 feet of a cemetery and a Cemetery Development Plan is required per IC-14-21-1-26.5.

Cemetery Name:

Other Recommendations/Commitments:

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

Attachments

☒ Figure showing project location within Indiana.

☒ USGS topographic map showing the project area *(1:24,000 scale)*.

☒ Aerial photograph showing the project area, land use and survey methods.

☐ Photographs of the project area.

☐ Project plans *(if available)*

Other Attachments:

References Cited:

Comments:

Curation

Curation Facility for Project Documentation:

Review Information - Do Not Write in This Section

Minor Projects Programmatic Agreement Category *(if applicable)*:

INDOT Reviewer: Date Reviewed:

IDNR-DHPA Reviewer: Date of Concurrence:

specifically tie the resource to any events or pattern of events in American history. Additionally, the resource lacks material integrity and historic significance. Therefore, INDOT #004 is not recommended NR-eligible under Criterion A: Commerce.

In addition, due to the physical alterations that the resource has undergone over time, INDOT #004 lacks material integrity. Alterations made to the building's physical environment have further served to reduce the resource's historic context. In addition, constructions of this era exhibiting Art Deco detailing are not uncommon in Lake County or in the State of Indiana. Therefore, due to a lack of material integrity and historic significance, INDOT #004 is not recommended NR-eligible under Criterion C: Architecture.

Of the newly inventoried resources, INDOT #002 (ca.-1920 20th century industrial building; NA Dickey Road; **PHOTO #28**) appears to have undergone the following physical alterations over time: 1) Brick enclosure of window openings; 2) Application (and subsequent removal) of exterior cladding material. Additionally, examination of a 2005 aerial image shows that a central portion of the structure has collapsed or has been intentionally demolished. (See aerial in the *Appendices: Photos* section of this document). For these probable reasons, the resource was not surveyed for/included in the 1996 Lake County Interim Report, and for these same reasons would not be surveyed today or would be given a "Non-Contributing" rating.

INDOT #003 (NA Dickey Road; north side; ca.-1920 partial wood rail trestle and tracks; NA Dickey Road, north side; **PHOTO #30**). Aerial images of this resource appear to indicate that it is a ruin rather than an intact resource. (See aerial in the *Appendices: Photos* section of this document.) Other partially standing structures (not visible from Dickey Road)—and the ruins of others—are shown near these tracks. This area may have been part of a former campus of one of the steel companies that have long occupied the vicinity. It is unclear whether the rail trestle and tracks (and adjacent above-ground structures) existed in their current ruined states during fieldwork conducted for the 1996 Lake County Interim Report; if so, said states might have accounted for their omission from the survey. Due to the 2010 physical condition of INDOT #003, it would not be surveyed today or would instead be given a "Non-Contributing" rating.

INDOT #005 (ca.-1920 one-story, hipped roof building; style indeterminate; NA Dickey Road, south side; southeast corner of the intersection of Dickey and Riley roads; **PHOTO #22**) appears to have undergone the following physical alterations over time: 1) Installation of multiple types of synthetic exterior siding materials; 2) Installation of modern replacement roofing material; 3) Installation of modern replacement windows and doors; 4) Installation of multiple modern roof vents. Due to the physical condition of INDOT #005, it would not be surveyed today or would instead be given a "Non-Contributing" rating.

Conclusions

Research and analysis conducted for this report has recommended the following three surveyed East Chicago Scattered Sites resources as NR-eligible: **1)** The Indiana Harbor Canal (ECSS #089-679-35001); **2)** Ca.-1920 Warren-through-truss Bridge over the Indiana Harbor Canal (ECSS #089-679-35178); **3)** Inland Steel Office Building (#089-679-35181).

As stated earlier in this report, five newly inventoried resources initially appeared to meet the requisite age and/or conditions for NR-eligibility assessment. Three of these resources were deemed "Non-Contributing" by INDOT historians and were not assessed in this report. Two of these newly inventoried resources, INDOT-#001 and INDOT #004, were analyzed in this report. Neither of these resources was recommended NR-eligible.

Of the above NR-eligible resources surveyed as East Chicago Scattered Sites, ECSS #089-679-35178 (NA Canal St.; ca.1920 Warren-through-truss bridge over the Indiana Harbor Canal) is estimated by GIS aerial mapping to be located approximately 1978 feet north of Riley Road. The resource is not visible from Riley Road; therefore it will not be impacted by visual or auditory elements that might be associated with Des. #0501116.

While the Indiana Harbor Canal (ECSS #089-679-35001) runs though the proposed construction area for Des. #0501116, the resource will not be directly impacted by the project. The canal is a man-made body of water. Its surroundings have historically been industrial and nothing within the scope of work for the proposed project will physically alter the canal's course, nor will the project introduce any new visual or auditory elements that might diminish the canal's historic (and current) significance as a commercial waterway. Therefore, ECSS #089-679-35001 will not be negatively impacted by the proposed project.

The Inland Steel Office Building (ECSS #089-679-35181; NA Watling St.) is estimated by GIS aerial mapping to be located approximately 2159 feet south/southeast of the intersection of SR 912 and Dickey Road. The resource is situated on its own campus of buildings and support structures that is removed from the areas of primary construction activities for the proposed project. Thus, the resource will not be directly impacted by Des. #0501116. No new visual or auditory elements will be introduced to ECSS #089-679-35181 by the proposed project.

The NR-listed Marktown Historic District is directly adjacent to construction activities proposed for/associated with Des. #0501116. As previously noted in this report, the resource is located in an industrial area roughly bounded by Riley and Dickey roads and 129th Street. The project proposes to construct either a roundabout or new signalized intersection at Riley and Dickey roads. This construction will take place next to the MHD's northeast corner and near its eastern border along Dickey Road. A building located at this NE corner is #089-679-34128 (131 Dickey Road, ca.-1917 garage building). It is a contributing resource to the MHD. The resource's parking lot extends south to Riley Road.

It is unlikely that any traffic-volume increases along Riley Road, brought about as a result of Des. #0501116, will introduce any new auditory elements to the MHD. As stated earlier in this report, existing traffic through the heavily urbanized/industrial project area is predominantly composed of heavy trucks. The District was intended by Clayton Mark and Charles Van Doren Shaw to be a self-contained oasis of sorts within industrial surroundings, a situation that persists to this day. In fact, one modern regional historian noted in 2003 that "…Marktown is still a quiet residential island surrounded by heavy industry…"[50]

Application of the criteria of adverse effect, as defined per 36 CFR § 800.5(a)(2), finds that the proposed project's potential effects upon the Marktown Historic District are most similar to those described in 800.5(a)(2)(v), which references the *"…Introduction of visual, atmospheric or audible elements that diminish the property's significant historic features…"* This criterion is applied below to the two design-concept choices for the intersection of Dickey and Riley roads:

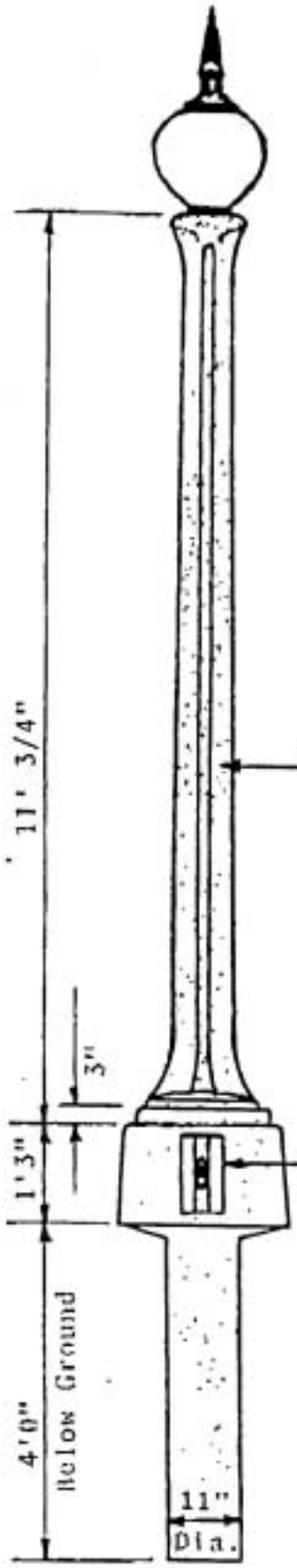
- **New signalized intersection**: The proposed construction of a new signalized intersection at Dickey and Riley roads as part of Des. #0501116 would not serve to introduce any new visual or auditory elements to the area, as the existing intersection is signalized. Local traffic is already heavy and is dominated by large trucks, with all their associated noise, pollution and vibrations. Application of 36 CFR § 800.5(a)(2)(v) to this potential design-option does not appear to meet the necessary adverse effect criteria, since the proposed project activities would not serve as an *"…Introduction of visual, atmospheric or audible elements that diminish the property's significant historic features…"* It is therefore the preliminary determination of this HPR that the proposed design-concept choice of a signalized intersection at Dickey and Riley will result in a finding of "No Adverse Effect."

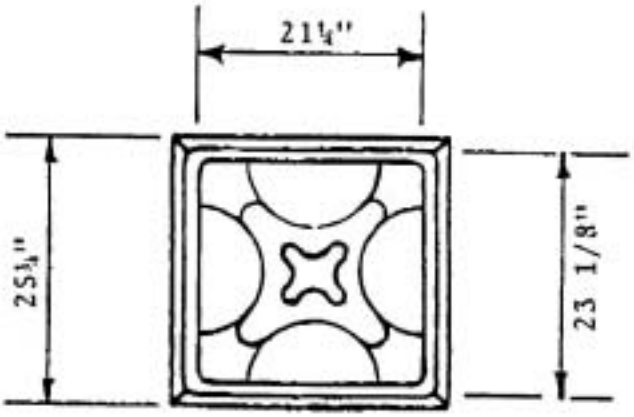
- **Roundabout:** The proposed roundabout at the Dickey and Riley intersection as part of Des. #0501116 would obviously add a new visual element to the current surroundings of the MHD. However, a roundabout's construction at the District's periphery for the continued conveyance through the area of existing industrial traffic would not, as previously stated, introduce any new auditory or vibratory elements to the District. And since the idea for the MHD's creation was borne out of the area's industrial character and function, it is unlikely that a roundabout's construction would serve as an *"…Introduction of visual, atmospheric or audible elements that diminish the property's significant historic features…"* In consideration of these facts, the roundabout design-option does not appear to meet the criteria necessary to constitute an adverse effect to the District. It is therefore the preliminary determination of this HPR that the proposed design-option of a roundabout at Dickey and Riley will result in a finding of "No Adverse Effect."

[50] Ken Schoon, Calumet Beginnings, (Bloomington: Indiana University Press, 2003), 152.

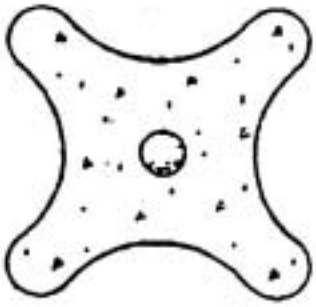
PRESTRESSED STATIC CAST CONCRETE LIGHTING POLE

ANTIQUE CONCRETE LIGHT POLE





Plan View
(Looking Down Just Below Top of Pole)



Antique Clover Leaf
(Cross Section Near Base)

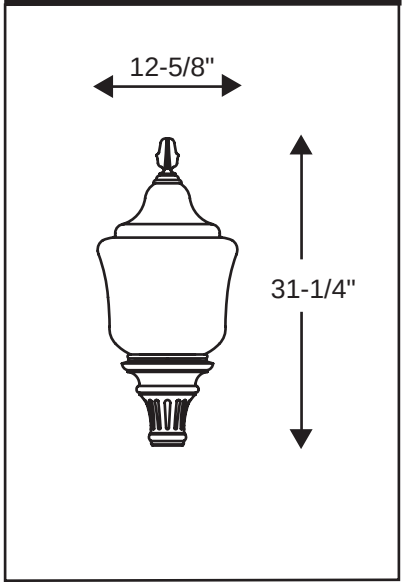
MIDWESTERN ELECTRIC, INC.
3990 GARFIELD STREET
GARY, IN 46408
(219) 980-1566 - PHONE
(219) 981-3967 - FAX

D1312

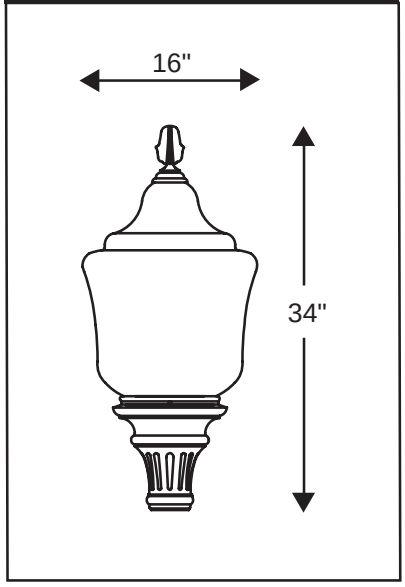
[redacted]

Vintage Lighting

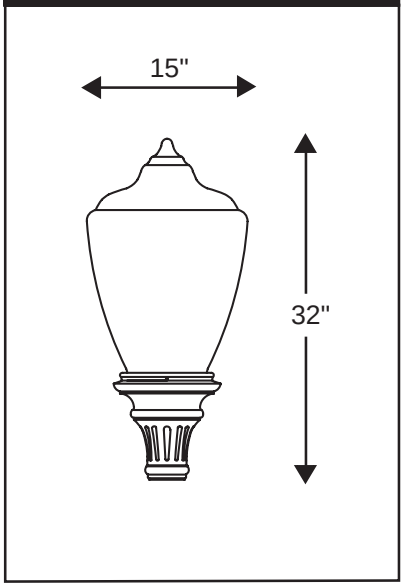
Boulevard 1



Boulevard 2



Avenue



Boulevard

The Boulevard series is a traditional acorn style fixture which consists of a decorative cast aluminum fitter, cast ballast housing assembly and polycarbonate or acrylic clear textured acorn globe. It shall be appointed with a cast aluminum decorative 4-vane finial.

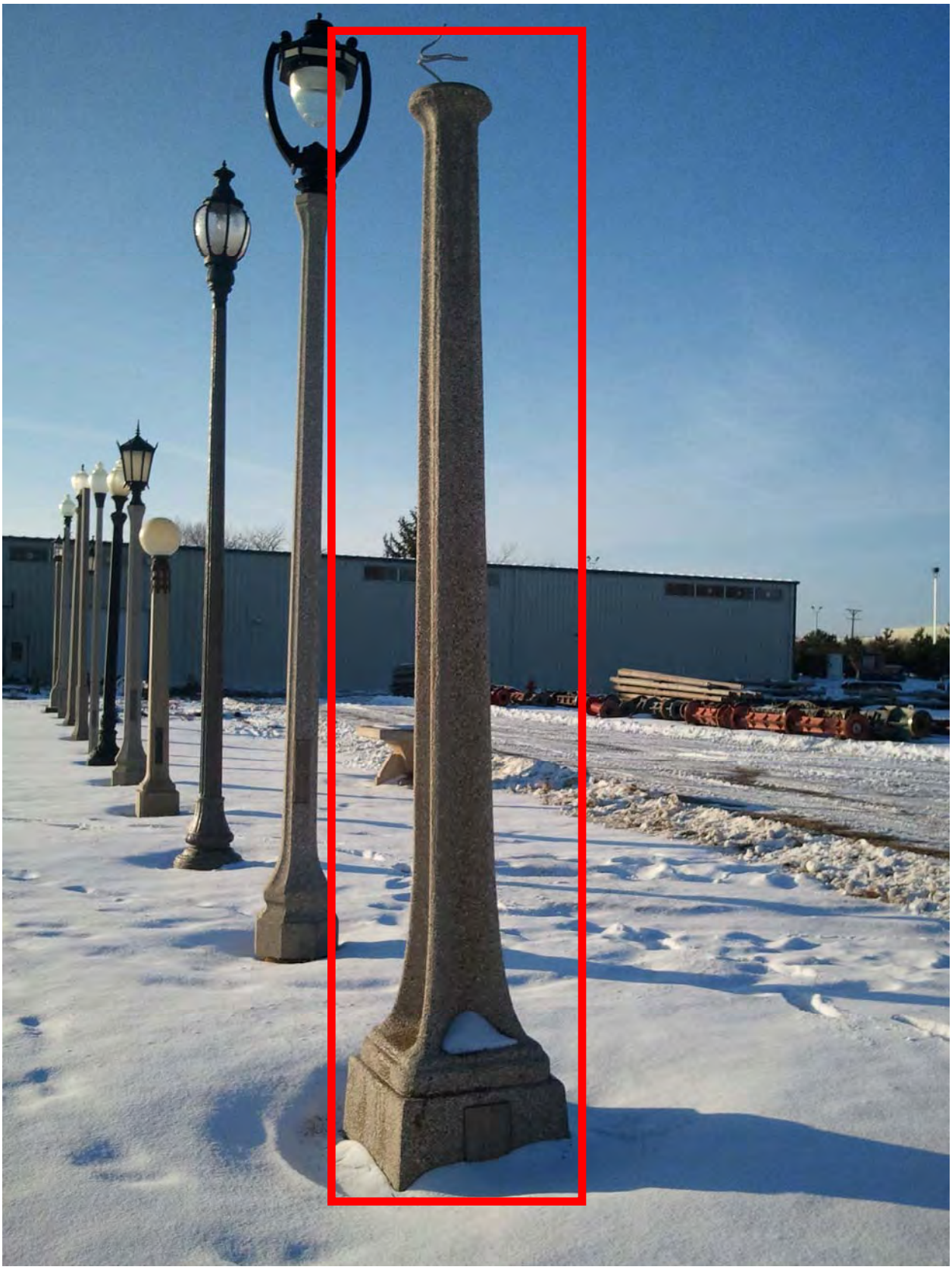
Fixture	Width	Height
Boulevard1	12-5/8"	31-1/4"
Boulevard2	16"	34"

Avenue

The Avenue series is a traditional acorn style fixture which consists of a decorative cast aluminum fitter, cast ballast housing assembly and polycarbonate or acrylic clear textured acorn globe.

Fixture	Width	Height
Avenue	15"	32"

All electrical components shall be U.L. approved. Fitters and housings are cast aluminum 319 alloy. Photocells are available. Globes and lenses are made of vandal resistant textured polycarbonate or dent resistant textured acrylic. White textured polycarbonate is also available.



Antique clover leaf pole by Traditional Concrete

BASE | SHAFT | ARM | FIXTURE | ACCESSORIES | QUOTE FORM

SCALE

To complete your Quote Request fill out and SUBMIT this form, or click PRINT for a printer friendly page to fax to your Sales Rep.

CONTACT US
Phone:
800-621-3376
847-588-3400

Fax:
847-588-3440

Email:
info@
sternberglighting.com

PRINT QUOTE

PRINT ASSEMBLY

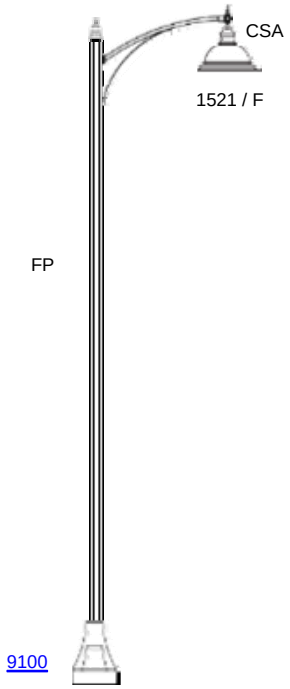
ASSEMBLY for EMAIL

SUBMIT QUOTE

QUOTE REQUEST FORM

Luminaire:	1521 / F	Lamp Type:	
Arm Type:	CSA	Quantity:	
Shaft Type:	FP	Accessories:	
Shaft Height:	20		
Base Type:	9100		
Project Name:			
Location:			
Notes:			
Name:			
Company:			
Address:			
City:	State:	Zip:	
Phone:		Fax:	
Email:			

To Email Assembly, click the "Assembly For Email" button. When new window opens, copy and paste new url into the email you wish to send.



STERNBERG LIGHTING *Lighting up America Since 1923*

Appendix E: Red Flag and Environmental Site Assessment

E1-E8	Red Flag Survey
E9-E17	Environmental Site Assessment- Phase 1
E18-E20	Environmental Site Assessment- Phase 2

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204-2216 (317) 232-5348 FAX: (317) 233-4929

Mitchell E. Daniels, Jr., Governor
Karl B. Browning, Commissioner

September 23, 2008

To: Loni Hrynk
Environmental Services
Central Office

From: Ken McMullen
Supervisor
Hazardous Materials Unit
Office of Environmental Services

RE: Red Flag Investigation
Des # 0501114, 1115, 1116, 1117, 1119, 1120
SR 912 Bridge Ramp Projects
Lake County

There were waterways identified in the area of this project during this investigation, including impaired streams, wetlands and Wetland Points. Please contact the Waterways Permitting Unit for further instructions concerning these issues.

There were areas of hazardous materials found during this investigation, including Registered Underground Storage Tanks, Leaking Underground Storage Tanks, a listed Brownfield, Schools, Industrial Waste Site, Corrective Acton Sites, Voluntary Remediation Program, Religious Facilities, and Railroads. It is recommended that a phase I investigation be started for this project to minimize the possibility of encountering contamination in conjunction with this project. Additional information should be gathered in the field visit. Please contact the Hazardous Materials Unit if the field inspection reveals more information.

No Historical information was provided in the Red Flag Investigation therefore no comments can be made on the historical impact on this project at this time.

The potential to encounter an endangered vertebrate animal in close proximity to this project was discovered during this investigation. Please contact the Ecology Unit for details.

If you have any other questions regarding the investigation or location, please contact me at 317-232-5113 or kmcmullen@indot.in.gov.
Thank you.

INDIANA DEPARTMENT OF TRANSPORTATION

Indianapolis, Indiana 46204

INTER-DEPARTMENT COMMUNICATION

MEMORANDUM:

TO: Ben Lawrence, PE, Administrator
Environmental Policy Section
Office of Environmental Services

Ken McMullen
Hazardous Materials Unit Supervisor
Environmental Policy Section
Office of Environmental Services

FROM: Saundra Venerable GIS/Graphic Design Specialist SV
Environmental Policy Section
Office of Environmental Services

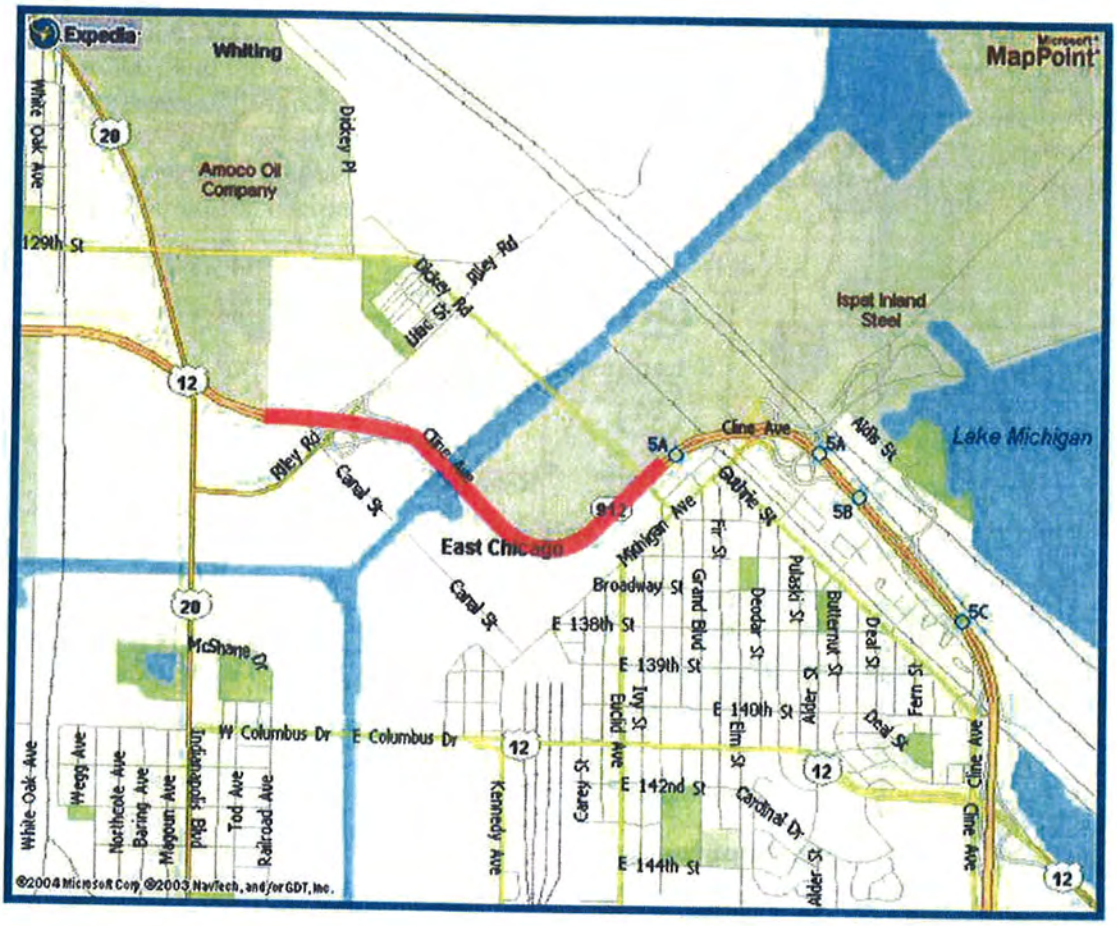
DATE: September 19, 2008
SR 912 Bridge Ramp
Bridge Deck Reconstruction projects
Lake County Des# 0501114, 0501115, 0501116, 0501117, 0501119, 0501120

Attached are copies of the Indiana Geological Survey's (GIS) topographic and aerial photos identifying environmental areas of concern regarding the above project including the SPMS schedule.

The following Red Flags were identified:

- Railroads
- School
- Religious Facilities
- Underground Storage Tanks
- Industrial Waste Site
- Leaking Underground Storage Tanks
- Wetlands
- Wetland Points
- Brownfields
- Corrective Action Sites
- Voluntary Remediation Program
- Impaired Streams
- Vertebrate Animal

BRIDGE SITE


Expedia
Microsoft MapPoint
Whiting
Amoco Oil Company
Ispat Inland Steel
Lake Michigan
East Chicago
Cline Ave
Riley Rd
Canal St
Dickey Pl
Dickey Rd
Utah St
129th St
White Oak Ave
McShane Dr
W Columbus Dr
E Columbus Dr
Wegg Ave
Northcote Ave
Baring Ave
Magoun Ave
Indianapolis Blvd
Tod Ave
Railroad Ave
Kennedy Ave
Carey St
Euclid Ave
Tay St
E 138th St
E 139th St
E 140th St
E 142nd St
E 144th St
Broadway St
Michigan Ave
Grand Blvd
Fir St
Elm St
Deodar St
Pulaski St
Alder St
Butternut St
Deal St
Fern St
Cardinal Dr
Euclid St
Aldis St
5A
5B
5C
20
12
912
©2004 Microsoft Corp. ©2003 NavTech, and/or GDT, Inc.

Venerable, Saundra

From: Hrynk, Loni
Sent: Friday, September 12, 2008 10:41 AM
To: Venerable, Saundra
Cc: Mcmullen, Kenneth B.
Subject: Red Flag Request: SR 912 Bridge, Lake Co, Des. #s 0501114, 0501115, 0501116, 0501117, 0501119, 0501120
Attachments: Bridge Site Map for SR-912 .pdf; Bridge Layout for SR-912 .pdf; SR 912 Bridge Pictures East to West.doc; Project Area.doc

Saundra,

I would like to request a Red Flag Investigation for the above referenced project. It is a bridge rehabilitation project for the SR 912 bridge in East Chicago involving reconstruction of the SR 912 bridge over the Indiana Harbor Canal, railroads, and other intersecting streets. The work will also include four ramp structures that connect into the mainline and steel approach spans. No new permanent right-of-way will be required. The project will begin approximately 0.3 mile west of the Michigan Ave. overpass and will end approximately 0.1 mile west of Riley Road.

The project is going to be done in phases. The letting dates for the respective phases are as follows:

Des. No. 0501114 – 7/19/2012 ✓

Des. No. 0501115 – 5/18/2011 ✓

Des. No. 0501116 – 7/15/2009 ✓

Des. No. 0501117 – 7/14/2010 ✓

Des. No. 0501119 – 7/15/2009 ✓

Des. No. 0501120 – 4/17/2013 ✓

I have attached close-up aerial photographs of the entire project area running from the east end of the project (beginning) to the west (end) as well as a map showing the project area. The Bridge Site Map shows the termini for the project. Please let me know if you have any questions.

Thanks,

Historical INFO ?

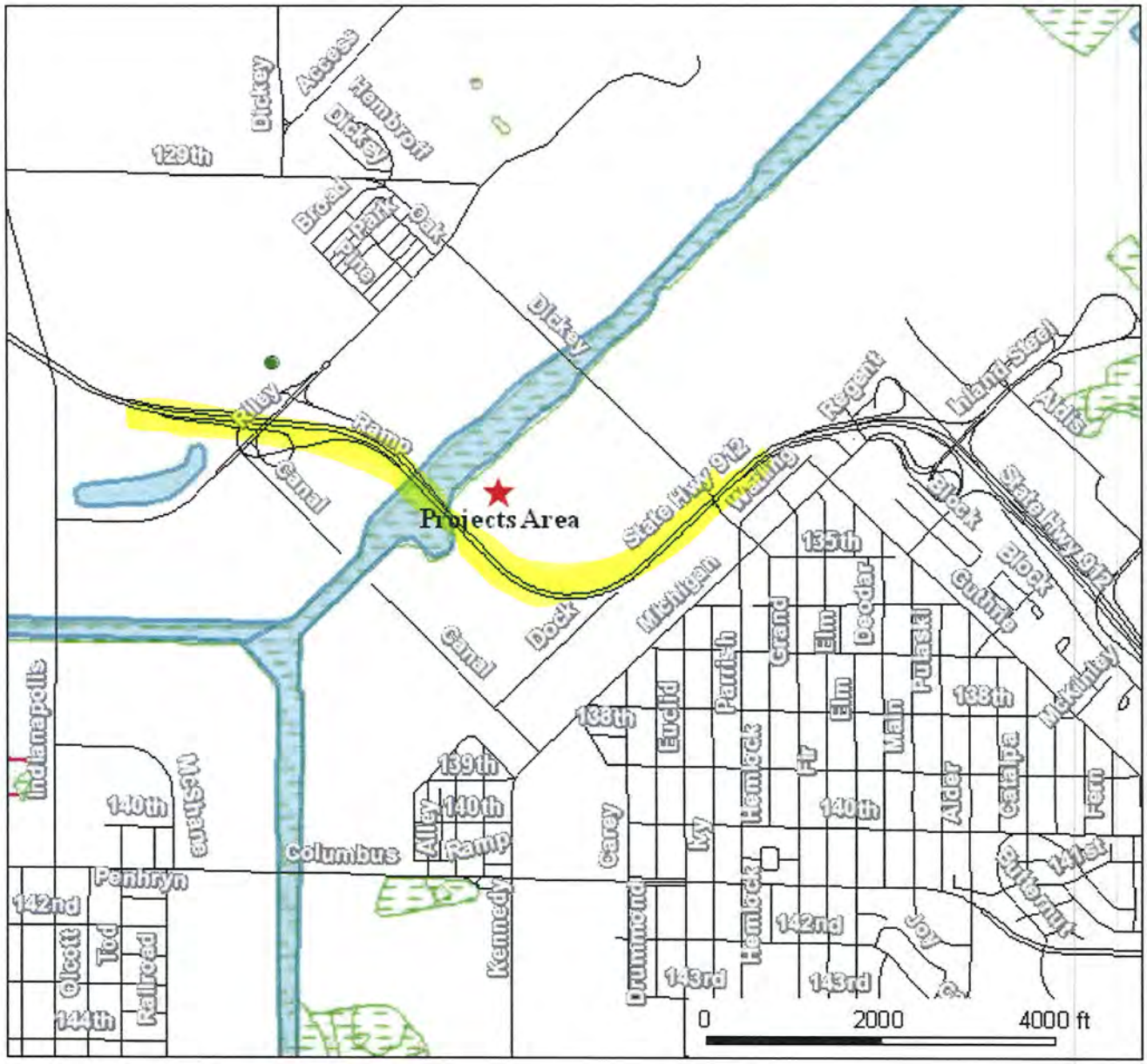
Loni Hrynk

Indiana Department of Transportation

Office of Environmental Services

100 N. Senate Ave. Rm N642

Indianapolis, IN 46204-2216



SR 912 Projects Des# 0501114, 0501115,0501116,05011117, 05011119, 5051120

Legend

Wetland Points

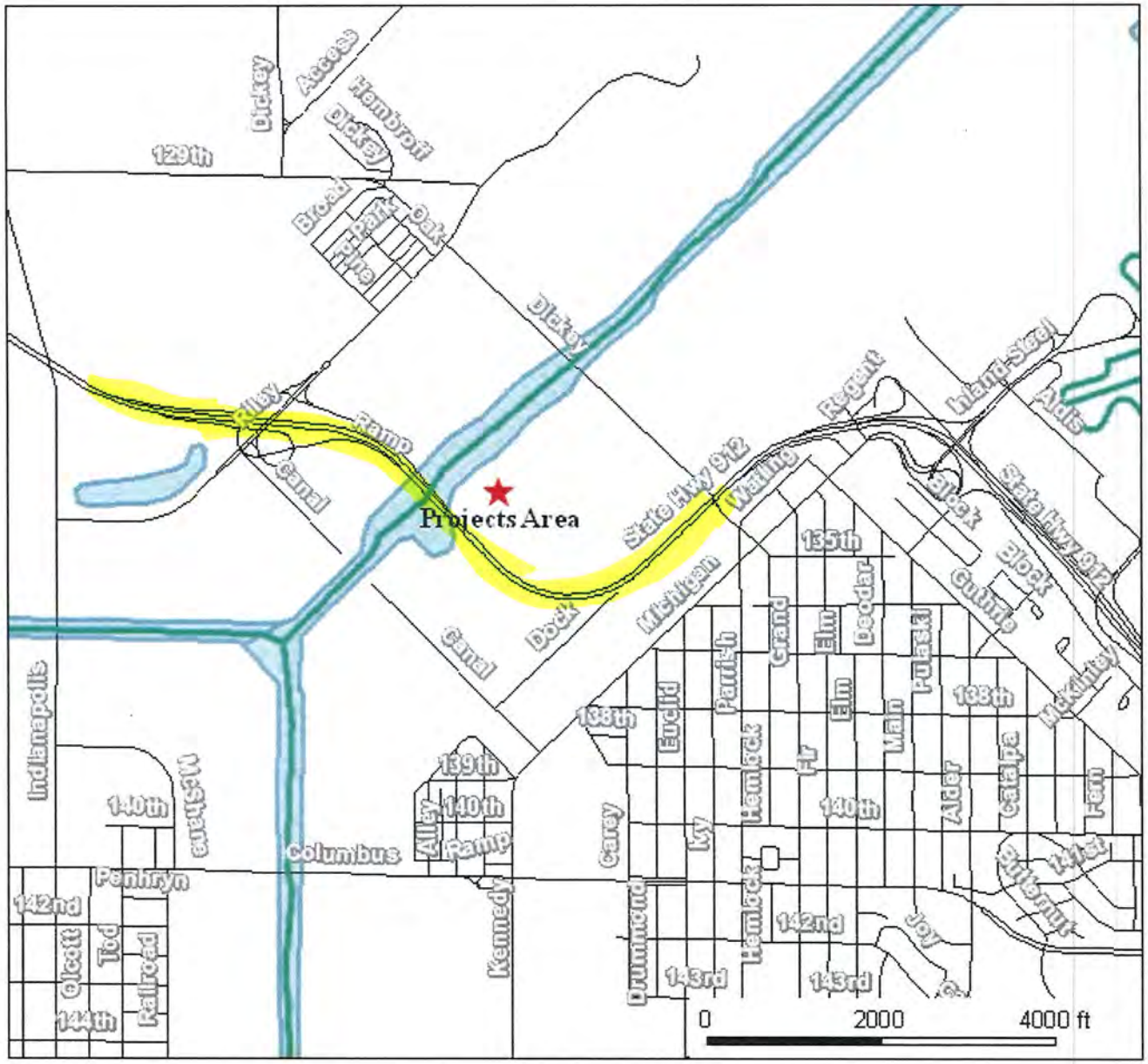
Roads (TeleAtlas- labeled)

Wetlands

Scale 1:23000

This map was prepared by the Indiana Geological Survey, using data believed to be accurate; however, a margin of error is inherent in all maps. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability of a particular purpose or use. There is no attempt in either design or production of this map to define the limits or jurisdiction of any federal, state or local government. A detailed on-the-ground survey and historical analysis of a single site may differ from this map.

Indiana Geological Survey



SR 912 Projects Des# 0501114, 0501115,0501116,05011117, 05011119, 5051120

Legend

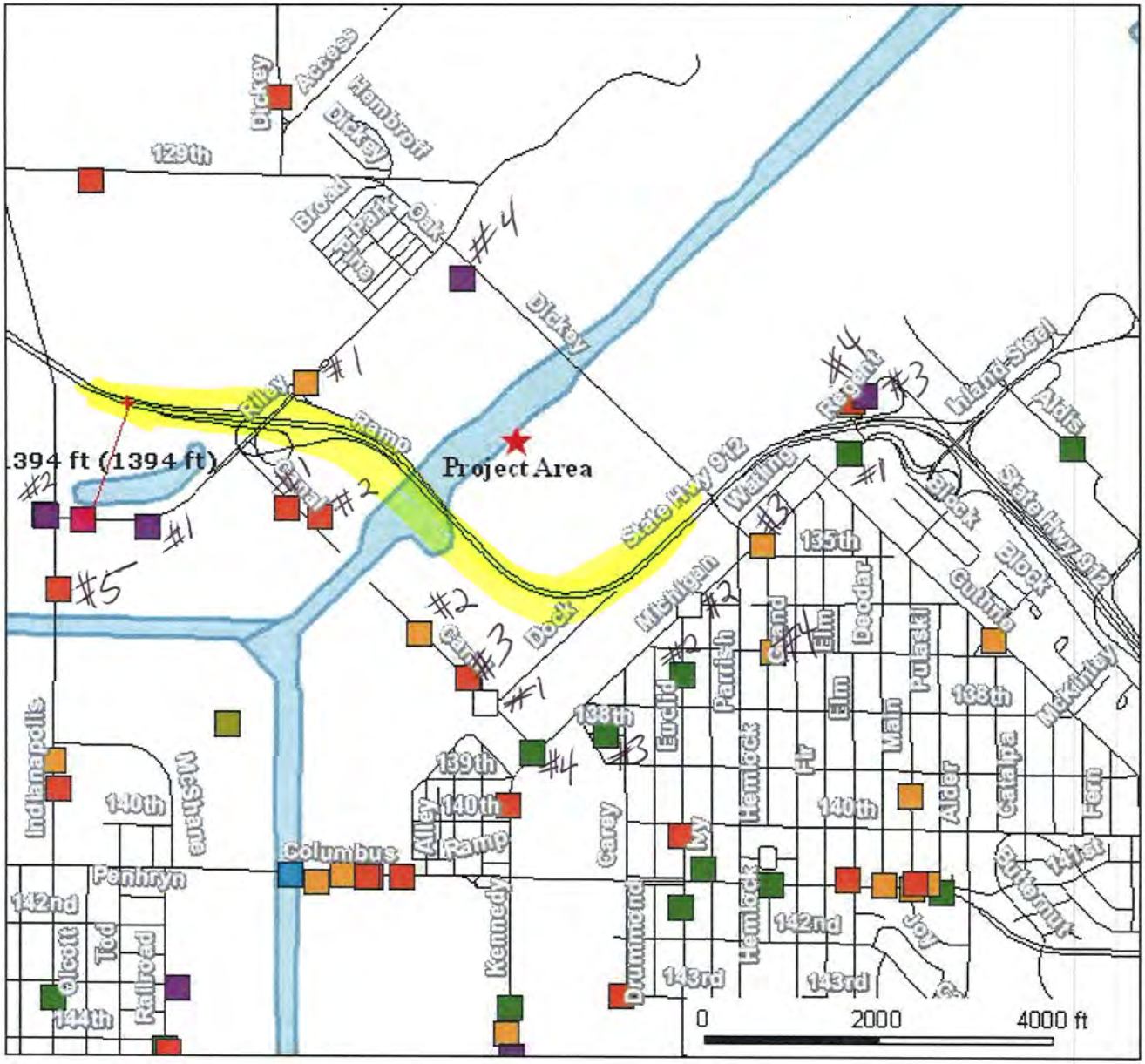
Streams - Impaired (IDEM)

Roads (TeleAtlas- labeled)

Scale 1:23000

This map was prepared by the Indiana Geological Survey, using data believed to be accurate; however, a margin of error is inherent in all maps. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability of a particular purpose or use. There is no attempt in either design or production of this map to define the limits or jurisdiction of any federal, state or local government. A detailed on-the-ground survey and historical analysis of a single site may differ from this map.

Indiana Geological Survey



SR 912 Projects Des# 0501114, 0501115,0501116,05011117, 05011119, 5051120

Legend

Brownfields

Corrective Action Sites

Industrial Waste Sites

Leaking UG Storage Tanks

Underground Storage Tanks

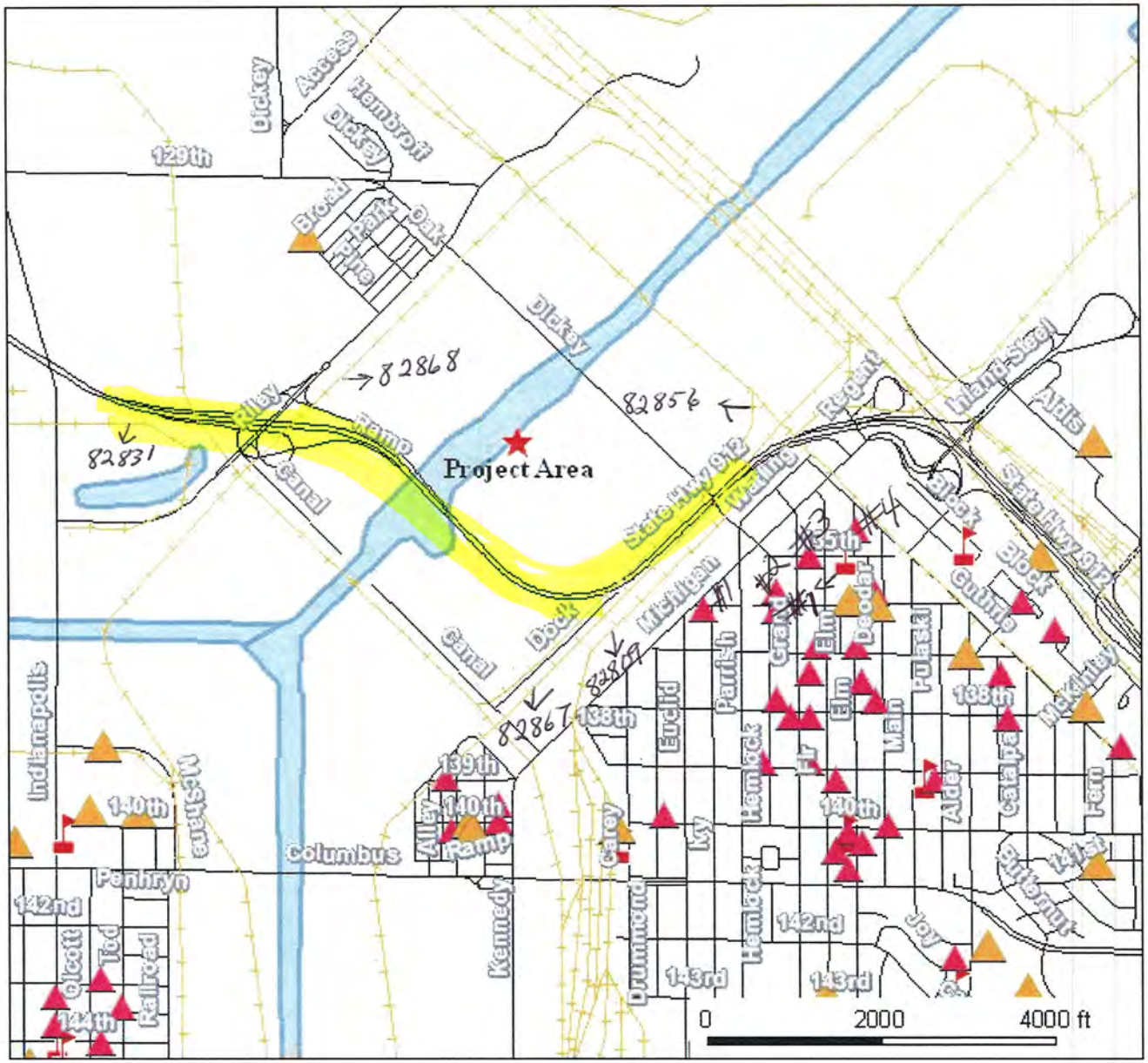
Voluntary Remediation Program

Roads (TeleAtlas- labeled)

Scale 1:23000

This map was prepared by the Indiana Geological Survey, using data believed to be accurate; however, a margin of error is inherent in all maps. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability of a particular purpose or use. There is no attempt in either design or production of this map to define the limits or jurisdiction of any federal, state or local government. A detailed on-the-ground survey and historical analysis of a single site may differ from this map.

Indiana Geological Survey



SR 912 Project
Des#0501114,0501115,0501116,0501117,050

Legend

Religious Facilities

Schools (HAZUS)

Railroads (1:100,000)

Roads (TeleAtlas- labeled)

Scale 1:23000

This map was prepared by the Indiana Geological Survey, using data believed to be accurate; ho inherent in all maps. This product is distributed "AS-IS" without warranties of any kind, either ex but not limited to warranties of suitability of a particular purpose or use. There is no attempt in e this map to define the limits or jurisdiction of any federal, state or local government. A detailed c historical analysis of a single site may differ from this map.

Indiana Geological Survey

PHASE I

ENVIRONMENTAL SITE ASSESSMENT

Re-Routing of SR 912(Dickey Rd. & Riley Rd),
East Chicago, Lake County, IN

Prepared for

Laporte District

Prepared by

Hazardous Materials Unit
Office of Environmental Services
Indiana Department of Transportation

21July10
0501116

21July10
Ref. No. 0501116
Laporte District

Attention: INDOT Staff

Re: Phase I Environmental Site Assessment Report
Re-Routing of SR 912(Dickey Rd. & Riley Rd),

INDOT's Hazardous Materials Unit is pleased to submit our report describing the findings of the Phase I Environmental Site Assessment of Re-Routing of SR 912(Dickey Rd. & Riley RdThis assessment was prepared in general accordance with the American Society of Testing and Materials (ASTM) Standard Practices for Environmental Site Assessments: Phase I ESA Process (ASTM Designation: E1527-2000).

The purpose of the Phase I ESA was to gather sufficient information to render an independent professional opinion about the environmental condition of the property. This assessment included a site reconnaissance as well as research.

In our professional opinion it is recommended that a Phase II Environmental Site Assessment be performed on the subject property to evaluate the subsurface conditions. This investigation should include the collection and analysis of soil and groundwater samples. Investigation is to be prepared by contractor prior to excavation.

If you have any questions or require further clarification of the report findings, please contact the undersigned at your convenience. Thank you for the opportunity to be of service to Laporte District.

Yours very truly,

Kenneth B. McMullen, CHMM 14768
Hazardous Materials Unit Supervisor

Kenneth Gill, LPG
Project Geologist

EXECUTIVE SUMMARY

Laporte District engaged INDOT's Hazardous Materials Unit to conduct a Phase I Environmental Site Assessment (ESA) of the project Re-Routing of SR 912(Dickey Rd. & Riley Rd), is subsequently referred to in this report as "the subject properties". This assessment was prepared in general accordance with the American Society of Testing and Materials (ASTM) Standard Practices for Environmental Site Assessments: Phase I ESA Process (ASTM Designation: E1527-2000).

The purpose of the Phase I ESA was to identify any potential sources of environmental risk or liability on the subject property. This assessment included a site reconnaissance as well as research.

The subject property consists of existing apparent right of way along Dickey Rd., Riley Rd., and a section of SR 912 (Cline Ave.) as well as some proposed Right of Way at the intersection of Riley and Dickey and Dickey and SR 912. Zoning of the subject property is industrial. The subject property is currently used for:

Highway Right of Way, Local Roadways, and Industrial facilities

No buildings or structures were present on the subject property. (Determination made without exact ROW takes) There is what appears to be a foundation in the proposed ROW.

Based on the information gathered and on observations made during this investigation, the Phase I Environmental Site Assessment has revealed the following on-site environmental conditions associated with the subject property:

It was not possible to definitively determine either the presence or absence of environmental concerns under the roadway or in the apparent ROW. Due in large part to the significant number of environmental concerns and the high permeability and high rate of subsurface flow associated with the subsurface conditions of the surrounding area.

Based on the information gathered and on observations made during this investigation, the Phase I Environmental Site Assessment has revealed the following off-site environmental conditions associated with the subject property:

FID	Business Name	LOCATION	REC #
	Former Inland Steel	Intersection of Dickey Rd and railroad adjacent to SR 912 (location of proposed off ramp)	1
45-28	LTV Steel RWS 1	3001 Dickey Rd	2
200401097	ISG - Indiana Harbor, Inc.	3001 Dickey Rd	2
IND005462	ISG Indiana Harbor Inc	3001 Dickey Rd	2
IND984972	Heckett Multiserv PLT 11 A Harsco CO	3001 Dickey Rd	2
4474	Harsco Corp.	3001 Dickey Rd	2
49	BP Amoco Oil Company Whiting Refinery	Intersection of Dickey Rd and draw bridge	3
	Unregistered UST	Intersection of Dickey Rd and Riley	4

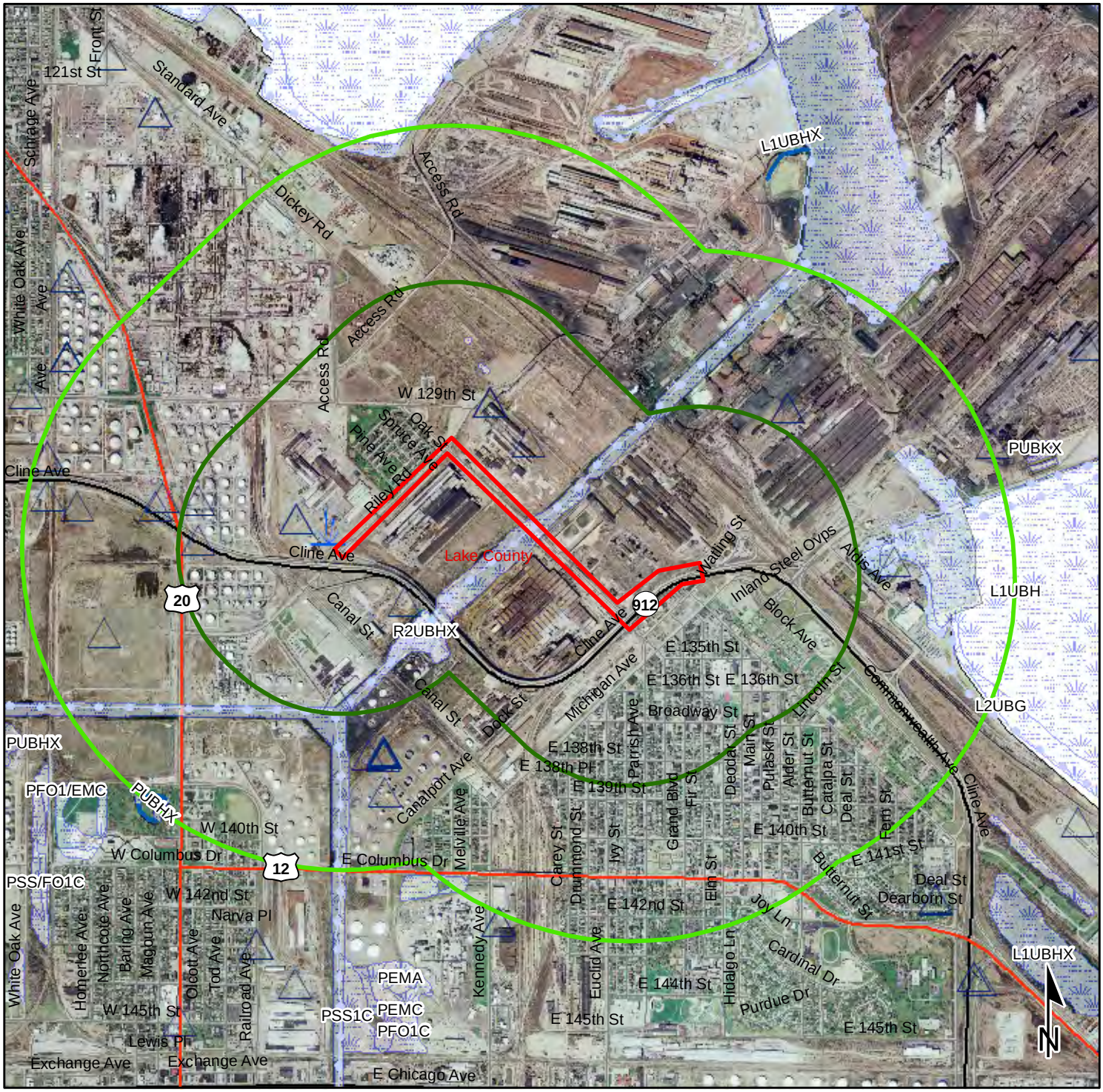
A Phase I Environmental Site Assessment in conformance with the scope of work and ASTM Practice E 1527-2000 was performed on the subject property. This assessment revealed evidence of recognized environmental conditions associated with the subject property:

FID	Business Name	LOCATION	REC #
	Former Inland Steel	Intersection of Dickey Rd and railroad adjacent to SR 912 (location of proposed off ramp)	1
	Unregistered UST	INT of Dickey and Riley	4

Based on the results of the Phase I Environmental Site Assessment of the subject property, the following further investigation is recommended at this time:

In our professional opinion it is recommended that a Phase II Environmental Site Assessment be performed on the subject property to evaluate the subsurface conditions. This investigation should include the collection and analysis of soil and groundwater samples. Emphasis should be placed on the two above indicated properties as well as all ROW from Industrial facilities.

Phase I Investigation - Water Resources Map
SR 912, from Cline Ave E on Riley Rd, S across canal to Cline Ave
0501116 , Restoration of connectivity of SR 912 to NW Indiana
Lake County, Indiana



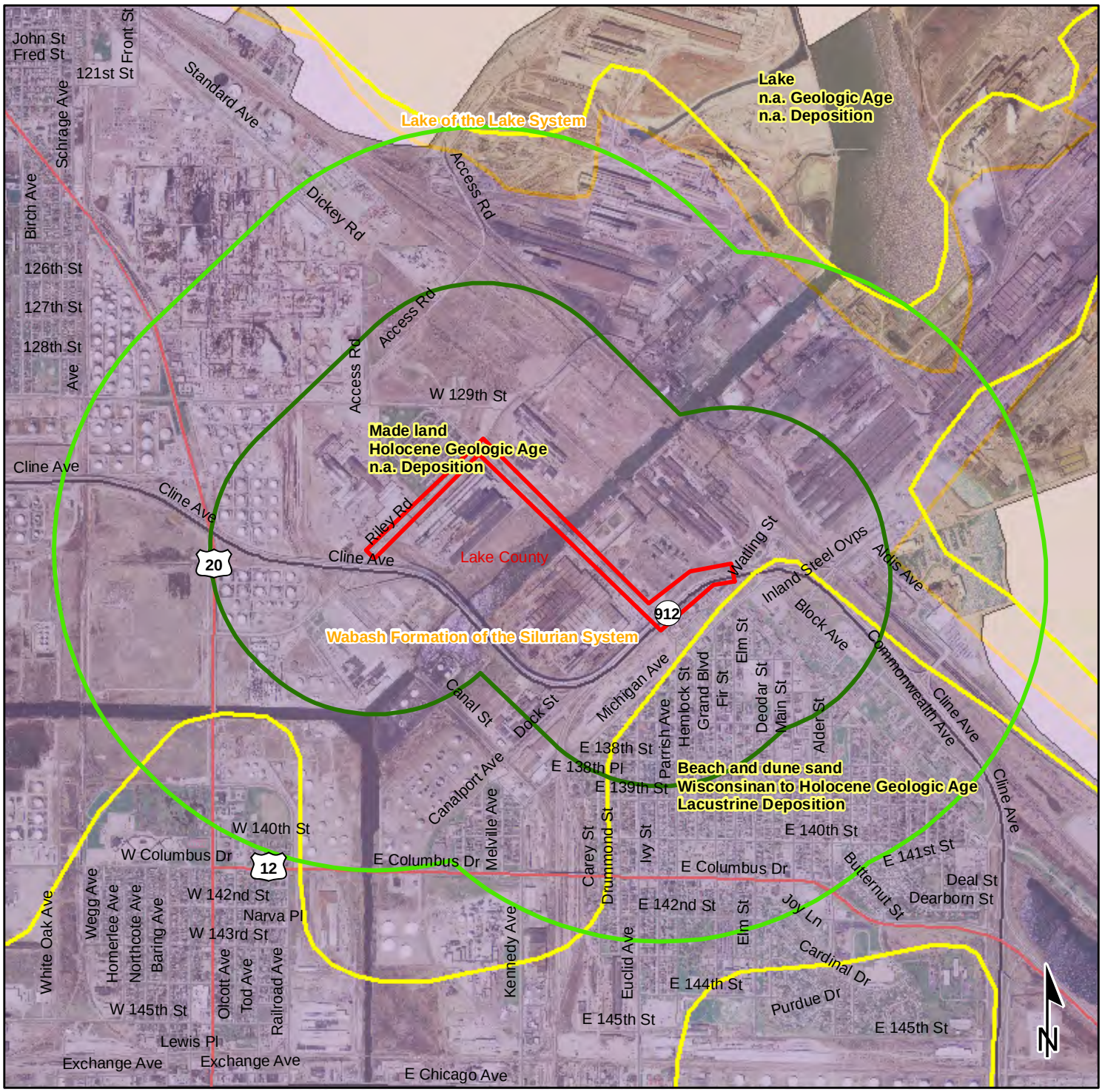
Wetland Points
Drinking Water Wells
Located Water Wells
Wetland Lines
Impaired Rivers and Streams
Indiana Natural and Scenic Rivers
Lake - Impaired
Wetland Areas
Half Mile Buffer
Mile Buffer
Project Area
Interstate
State Route
US Route
Local Road

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

Miles
0.5 0.25 0 0.5
Scale 1:28,898

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

Phase I Investigation - Surficial and Bedrock Geology Map
SR 912, from Cline Ave E on Riley Rd, S across canal to Cline Ave
0501116 , Restoration of connectivity of SR 912 to NW Indiana
Lake County, Indiana



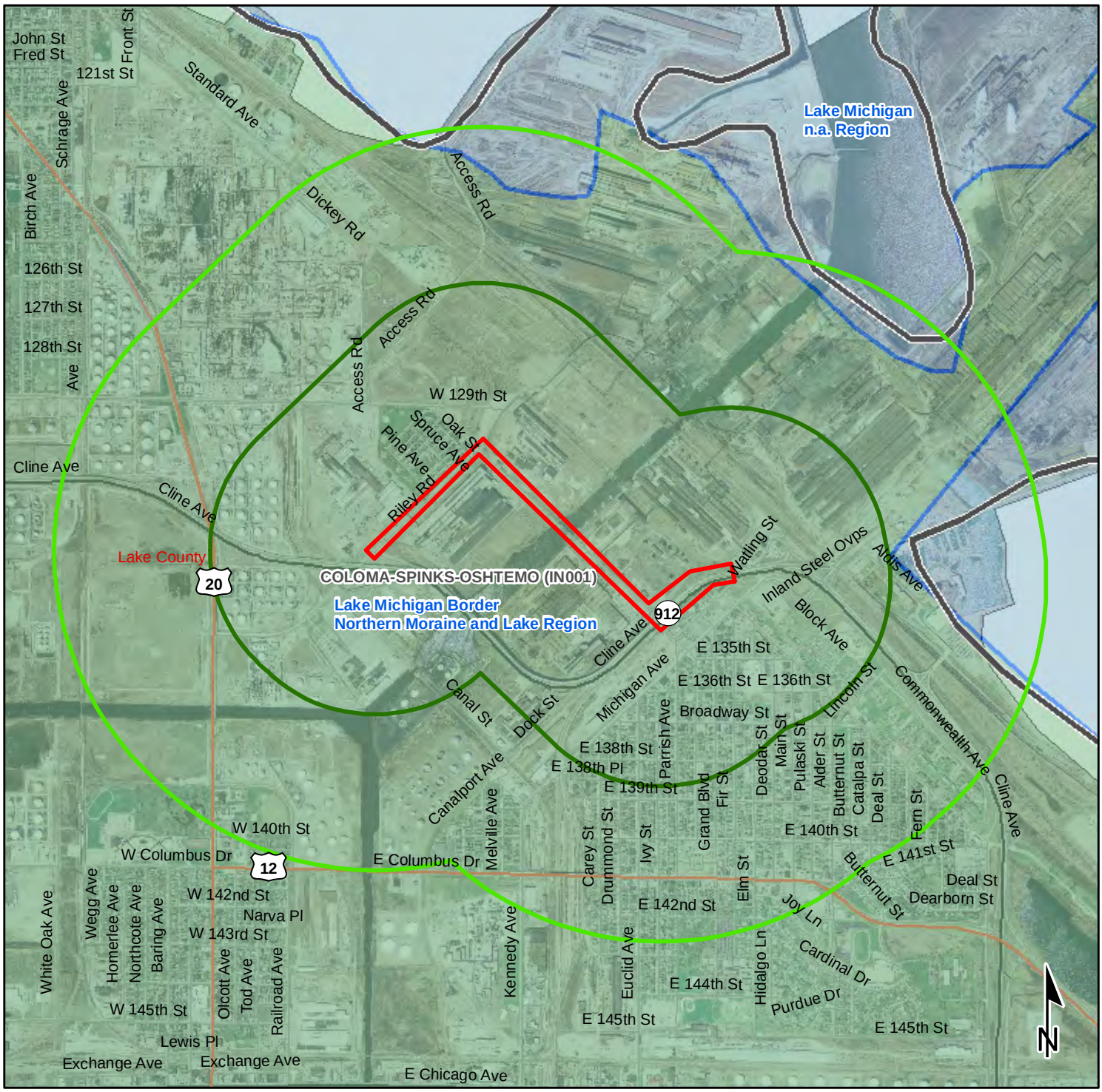
Surficial Geology	Half Mile Buffer	State Route
Bedrock Geology	Mile Buffer	US Route
Project Area	Interstate	Local Road

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

Miles
0.5 0.25 0 0.5
Scale 1:28,898

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

Phase I Investigation - Physiography and Soil Associations Map
SR 912, from Cline Ave E on Riley Rd, S across canal to Cline Ave
0501116 , Restoration of connectivity of SR 912 to NW Indiana
Lake County, Indiana



NRCS Soil Associations	Half Mile Buffer	State Route
Physiographic Regions	Mile Buffer	US Route
Project Area	Interstate	Local Road

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

Miles
0.5 0.25 0 0.5
Scale 1:28,898

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

Phase I Investigation - Mining and Mineral Exploration Map
SR 912, from Cline Ave E on Riley Rd, S across canal to Cline Ave
0501116 , Restoration of connectivity of SR 912 to NW Indiana
Lake County, Indiana

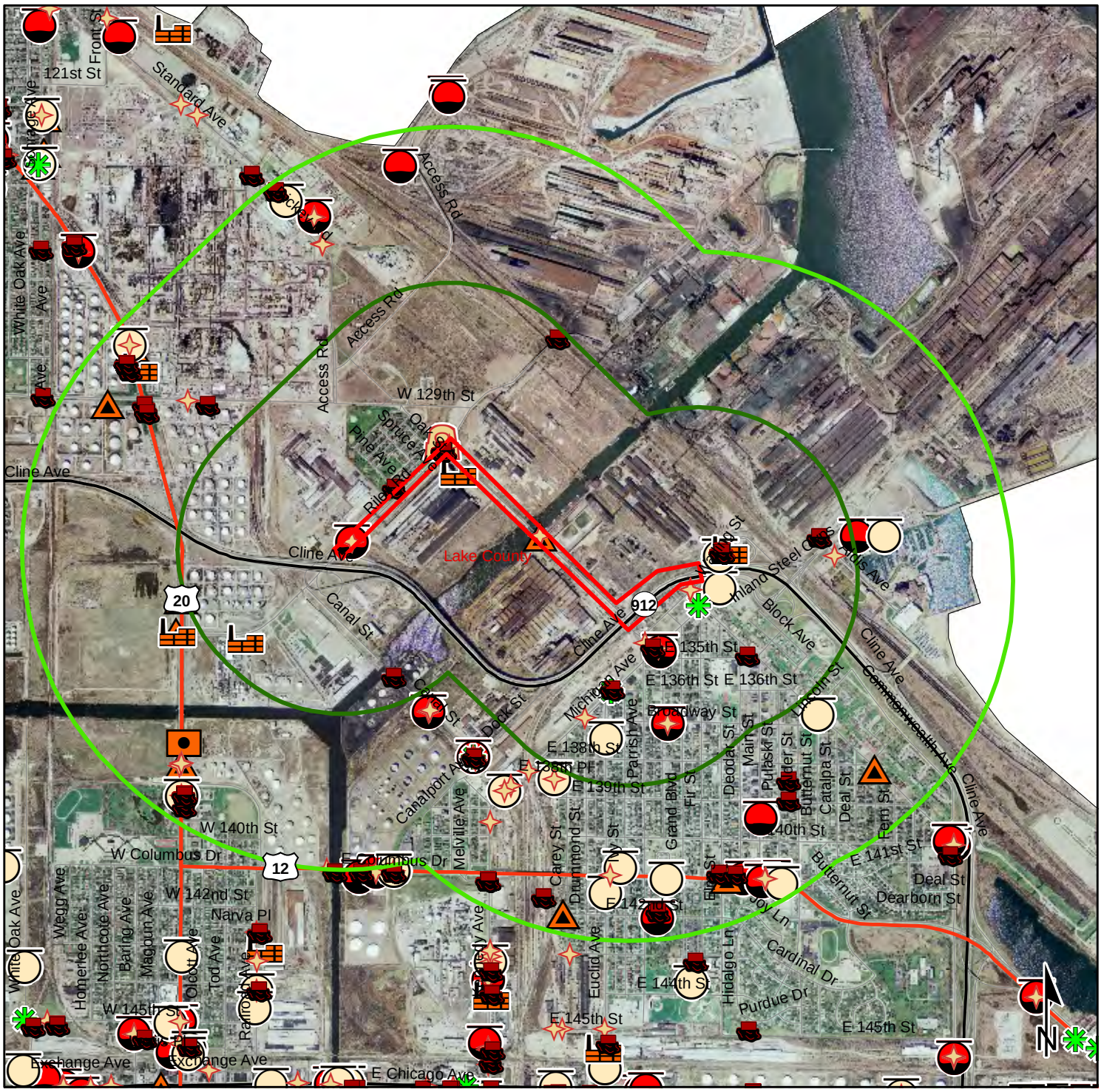
Gas Well
Oil Well
Pipeline
Petroleum Field
Mine - Underground
Mine - Surface
Half Mile Buffer
Mile Buffer
Project Area
Interstate
State Route
US Route
Local Road

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

Miles
0.5 0.25 0 0.5
Scale 1:28,898

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

Phase I Investigation - Hazardous Materials Concerns Map
SR 912, from Cline Ave E on Riley Rd, S across canal to Cline Ave
0501116 , Restoration of connectivity of SR 912 to NW Indiana
Lake County, Indiana



Community Right To Know Sites	Restricted Waste Site	Brownfield	Project Area
Underground Storage Tank	Open Dump Waste Site	Superfund	Interstate
Leaking Underground Storage Tank	Corrective Action Sites	Hazardous Spill	State Route
Voluntary Remediation Program	State Cleanup Site	Half Mile Buffer	US Route
	Solid Waste Landfill	Mile Buffer	Local Road

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

Miles
0.5 0.25 0 0.5
Scale 1:28,898

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

PHASE II – PRELIMINARY SITE INVESTIGATION
RE-ROUTING OF SR 912
INDOT DESIGNATION NO. 0501116

SR 912 (DICKEY RD & RILEY RD)
EAST CHICAGO, LAKE COUNTY, INDIANA

ATC PROJECT NO. 86.30801.0184

JANUARY 4, 2011

PREPARED FOR:

INDIANA DEPARTMENT OF TRANSPORTATION
HAZARDOUS MATERIALS UNIT
100 NORTH SENATE AVENUE, ROOM N642
INDIANAPOLIS, INDIANA 46204-2216

ATTN: MR. KENNETH MCMULLEN

PHASE II – PRELIMINARY SITE INVESTIGATION REPORT
RE-ROUTING OF STATE ROAD 912
INDOT DESIGNATION NO. 0501116

STATE ROAD 912 (DICKEY RD & RILEY RD)
EAST CHICAGO, LAKE COUNTY, INDIANA
ATC PROJECT NO. 86.30801.0184

EXECUTIVE SUMMARY

ATC Associates Inc. (ATC) is pleased to provide the Indiana Department of Transportation (INDOT) with this *Phase II – Preliminary Site Investigation Report* documenting the subsurface investigation conducted along the intersection right-of-way (ROW) along Dickey Road, Riley Road and near State Road 912 at Dickey Road in East Chicago, Indiana (site). A total of three "properties" were identified for the investigation. Soil borings were advanced on Site A – Arcelor Mittal near Dickey Road and SR 912 overpass, Site B – Dickey Road and Riley Road Intersection and Riley Road, Site C – SR 912/Riley Road Intersection. The investigation was performed per INDOT's request to assess the soil and groundwater conditions beneath the surface of the ROW of a planned re-routing of State Road 912. The scope of this project was based on a Request for Estimate from the INDOT dated August 26, 2010.

ATC advanced a total of 22 soil borings as part of subsurface investigation activities conducted at site A (SB-1 through SB-9), site B (SB-10 through SB-18), and site C (SB-19 through SB-22). Soil borings (SB-10 through SB-22) were advanced on October 21-22, 2010 and soil borings SB-1 through SB-9 were advanced on December 1-2, 2010 to assess the soil and groundwater conditions in the ROW of the planned re-routing of SR 912 roadway project. A soil sample was obtained from each boring and submitted for laboratory analysis. Additionally, representative groundwater samples were collected from each site and submitted for laboratory analysis. According to the analytical results, adsorbed and dissolved contaminants of concern (COC) were present in the subsurface of the ROW. The results and findings from the subsurface activities are summarized in the following sections of this report.

4.0 CONCLUSIONS AND RECOMMENDATIONS

Adsorbed COCs were detected at concentrations above the IDEM RISC RDCLs and/or IDCLs from the soil samples collected from SB-6 and SB-8 which were advanced at Site A, Arcelor Mittal. However, the concentrations were reported below the IDEM Construction Worker Exposure values.

Dissolved COCs were detected at concentrations above the IDEM RISC RDCLs and/or IDCLs in the groundwater sample collected from soil boring SB-1, SB-3, SB-4, SB-6, SB-7, SB-11, SB-15, SB-16, SB-19 and SB-20. It should be noted that groundwater was encountered at depths ranging from 3 to 7 ft-bgs.

Based on the analytical results, COC concentrations above the IDEM RISC RDCLs were present in the subsurface and a release appears to have occurred at Site A. ATC recommends that the INDOT report the findings to IDEM. However, for construction worker safety purposes, the concentrations did not exceed the IDEM established Construction Worker Exposure Levels.

The exposure pathways associated with construction activities are through direct skin contact, ingestion, and inhalation of soil vapors or particles. Based on the results of this investigation, ATC recommends that a Site Specific Health and Safety Plan be written implemented prior to the construction activities. Additionally, standard PPE suitable for construction activities be donned for the completion of the improvement project. Direct contact with soil should be kept to a minimum with proper PPE being utilized if soil contact can not be avoided as the soil does contain detectable concentrations of COCs. If excessive dust is observed, control measures should be implemented with air monitoring for COCs which may warrant the use of a respirator or dust mask.

Based on the depth of groundwater encountered during this investigation (3 to 7 ft-bgs), groundwater is likely to be encountered during the intersection improvement activities. If groundwater is encountered direct contact should be kept to a minimum, be handled as contaminated, and provisions for proper disposal should be arranged.

Appendix F: Public Involvement

F1	INDOT Press Release Nov. 13, 2009
F2-F3	INDOT Press Release Dec. 28, 2009
F4-F14	Public Hearing held by NW Indiana Legislators Jan. 9, 2010
F15-F26	Public comments received concerning SR 912 closure
F27-F31	INDOT Press Releases Feb. 8/9, 2010
F32-F54	Public Information Meeting Feb. 9, 2010
F55-F60	Public Information Sign-In Sheets for Feb. 9, 2010
F61-F62	Public comments received for Public Information meeting
F63-F94	April 15, 2010 Presentation to media and legislators
F95-F97	Notice of Survey Letter and Distribution list
F98-F104	Public Information Meeting Notices
F105-F112	Public Information Sign-In Sheets for Aug.10, 2010
F113	Written Comment: Sacred Heart Church
F114-F118	Public Information Meeting Packet

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth
LaPorte District
315 East Boyd Boulevard, P.O. Box 429
LaPorte, Indiana 46352
(219) 362-6125 FAX: (219) 325-7516

Mitchell E. Daniels, Jr., Governor
Michael W. Reed, Commissioner

MEDIA RELEASE

FOR IMMEDIATE RELEASE
Nov. 13, 2009 5:07 p.m. Central

MEDIA CONTACT:
Angie Fegaras
(219) 325-7507
afegaras@indot.in.gov

S.R. 912 (Cline Avenue) bridge to remain closed for a minimum of 6 weeks

Bridge structure closed between US 41 (Calumet Ave.) in Hammond and Michigan Ave. in East Chicago

LAKE COUNTY, Ind. — The Indiana Department of Transportation (INDOT) announces State Road 912 (Cline Avenue) will remain closed to all traffic for a minimum of six weeks. INDOT received the results of a detailed bridge inspection report performed by INDOT consultant URS Corporation. Based on the initial evaluation of the report by INDOT inspectors, engineers and management staff the bridge will remain closed as a precautionary safety measure for the motoring public.

INDOT is working with URS to continue its evaluation of the bridge structure between U.S. 41 (Calumet Avenue) in Hammond and Michigan Avenue in East Chicago, specifically over the Indiana Harbor Canal. The evaluation will also include a load rating analysis that will take a minimum of six weeks to complete. The results of this information will allow INDOT to determine an appropriate plan for the bridge structure.

INDOT will continue to work with Indiana State Police, local officials and businesses to help minimize the impact of the closure. Traffic will be detoured via posted signs. Westbound Cline Ave. traffic will be directed to take U.S. 12 (Columbus Drive) west to U.S. 12/20 (Indianapolis Boulevard) west to Calumet Ave. south. Eastbound traffic will be directed to take Calumet Ave. north to Indianapolis Blvd. east to Columbus Dr. east back to Cline Ave.

# # #

For immediate release: Dec 28, 2009
Posted by: [INDOT]
Contact: Angie Fegaras
Phone: (219) 325-7507
Email: afegaras@indot.in.gov

INDOT Recommends Permanent Closure of S.R. 912 (Cline Avenue) Bridge

INDIANAPOLIS - After careful review by both Indiana Department of Transportation (INDOT) engineers and structural engineers for URS, Corporation, one of the country's top bridge design and construction firms, INDOT Commissioner Michael W. Reed announced today that the Cline Avenue bridge will remain closed permanently.

"Everyone at INDOT understands the impact of this decision on residents, commuters and tourists," states Reed. "However, the structural integrity of the bridge is in such a diminished state that any combination of repair or re-construction required to meet minimum safety requirements would cost in the tens of millions of dollars and offer a lifespan that would be a fraction of that justified by the investment."

After a discussion with the Governor and his staff, INDOT executives have briefed local officials and the major employers on this decision. There are two immediate actions INDOT will take. First, work will be accelerated in concert with local officials to ensure that every step is being taken to minimize disruption to the motoring public. This includes ongoing traffic monitoring, the initiation of a Traffic Impact Study to recommend prioritized lists of short and long-term improvements to local streets, and near-term action to enhance the following streets and intersections:

Dickey Road at the railroad crossing, Riley Road and 129th Street;

129th Street at Indianapolis Boulevard;

Michigan Avenue at Dickey Road and U.S. 12/Columbus Drive

Cline Avenue ramps connecting with ArcelorMittal Steel.

INDOT, in collaboration with local officials and planners, will move with dispatch on projects currently planned or ones to be identified that will address issues related to the bridge closing. This cooperation is critical given that many alternative routes are not INDOT maintained roadways.

Second, INDOT will move quickly to identify the best options for replacing the bridge. There are a number of stakeholders who count on access from all directions for their businesses, ranging from Arcelor-Mittal Steel and BP to the casinos.

"We will work closely with the Northwest Indiana Regional Planning Commission (NIRPC), local officials and businesses to obtain the best thinking as to what might be the right course of action," added Reed. "Our aim is to have the options identified no later than the end of February."

The current detour and ramp accesses will remain in place until a decision has been made on the action plan moving forward. Westbound Cline Ave. traffic is directed to take U.S. 12 (Columbus Drive) west to U.S. 12/20 (Indianapolis Boulevard) west to Calumet Ave. south. Eastbound traffic will be directed to take Calumet Ave. north to Indianapolis Blvd. east to Columbus Dr. east back to Cline Ave.

Reed expressed INDOTs top priority is the safety of the motoring public, and this priority necessitates the closure of the bridge. "As we move forward in identifying what comes next, I want to thank everyone in local government and the local business community who has stepped-up so responsibly since the bridge's initial closing on November 13."

As part of a six-year, three-phase inspection contract that is currently underway, INDOT's consultant is inspecting nine post-tensioned concrete box girder bridges located around the state. The work involves visual inspections of the interior and exterior surfaces of the web walls as well as the top and bottom slabs. It also includes collecting bridge deck cores to check for chloride penetration, testing the grout, and inspecting for corrosion in some of the box girders. The second phase of the inspection work on the bridges is expected to continue through the end of March 2010 as weather allows.

These bridges are located throughout the state and include:

2 bridges on State Road 26 over the Wabash River between Lafayette and West Lafayette

The bridge on State Road 47 that runs through Turkey Runs State Park

The bridge on US 136 at the west edge of Covington

Bridge on US 50 east of North Vernon

Two bridge ramps on I-70 over I-70 and over I-465 and E. 21st Street

The eastbound and westbound SR 912 ramps over I-80/94

Reed added that because of the unique construction of these bridges with the post-tensioned concrete box girders, a separate contract was created as additional training and expertise was needed to correctly inspect these structures. "These inspections have been ongoing, prior to the closure of the Cline Ave. bridge. All bridges in Indiana are inspected at least once every two years where each component of the bridge is evaluated including the deck or pavement portion, the supporting beams and the structure beneath. INDOT would never allow the public to drive on a bridge considered to be unsafe."

« Back to News Release List

Link to this event: http://www.in.gov/portal/news_events/49382.htm

Jodi Juhl -Lakeshore News - The public finally gets it say on the States plan for the troubled Cline Avenue Bridge.
State Rep Chet Dobis called for the Public Hearing for the Cline Avenue

November the INDOT received a survey of the bridge and they closed it down – On December 28th it was closed for good.

Lindsey Ghrome talks with a representative from the iron workers union - Mike Summers

What will it take to replace – needs to be rebuilt are his thoughts

Chet Dobis – have to unify

Mentioned April 15, 1982 collapse –bridge opened in 1986 - 80,000 per day – 30,000 per day now. Bridge serves casino and steel mills.

Find a solution is the issue

3 minutes for remarks

Representative Edmond Soliday – District 4
Representative Dan Stevenson – District 11
Senator Earline Rogers – District 3
Senator Karen Tallian – District 4
Representative Vernon Smith – District 14
Representative Earl Harris – District 2
Representative Chuck Moseley – District 10
Representative Shelli VanDenburg – District 19
Representative Charlie Brown – District 3
Representative Linda Lawson – District 1
Senator Frank Mrvan – District 1
Representative Chet Dobis – District 13
Representative Mara Candelaria-Reardon – District 12

Rep Soliday read letter from Bob Zier - INDOT trying to be very open - #1 concern safety for the people who use the bridge. No way to save current structure. Listed what was wrong with bridge – in letter and on website

Pete Visclosky – Glad that the State wants something to happen – economic hardship – Gary Airport – best land use plan for the area 3 – public safety – catastrophic economic impact to the and how we rebuild this bridge and how best we use the land involved

Marquette Plan in conjunction with the rebuilding of cline

Mayor Rudy clay – If we are going to rebuild the bridge be ready for the major changes in the area in the future – Gary Airport – lake front renovations – Get everyone involved.

Stan Dostatni – City Engineer in for Mayor McDermott – bridge had to be closed ready to work with INDOT – loosing those 6 traffic lanes is a major reduction in our traffic handling capacity. Rail traffic down – bridge needs to be replaced as soon as possible – 4 lanes – lower it
Lot less expensive.

Question - bridge same location 4 lanes – lower it –
Stan Dostatni - Yes, same place save money.

Rep. Chuck Moseley question - Modifying signals
Stan Dostatni – The State has already started a study - 129th street as alternate route – double turn lane – at Calumet Avenue 100 cars leaving at the same time from BP –

Rep. Chuck Moseley - Do you believe in the short term?
Stan Dostatni - Will be discussing INDOT assume they will pay loss of lane capacity.

Rep. Mara Candelaria-Reardon - Engineering perspective talked about lowering bridge -she mentioned throughout Chicago they have draw bridges could that be a possibility?

Stan Dostatni – That is a strong possibility - save a large percentage of the cost if you went with a draw bridge. And it will rarely be lifted as there is not much traffic

Rep. Charlie Brown – Recommendation here have you shared with INDOT?
Stan Distant - Have not discussed with INDOT yet – discussed with other Mayors - written documentation

Rep. Charlie Brown- I thinks we need a second opinion

Stan Dostatni -INDOT has had several engineers look at it - looked at the data they made the right decision

Rep. Charlie Brown – He wants Distant and Mayors to share with Rep. Chet Dobis and us the information that you send to INDOT

Rep. Vernon Smith –With extra traffic flow we will need to grade those streets

Rep. Vernon Smith – What Impact on Toll Road?

Stan Dostatni – Traffic volumes have picked up on Toll Road

Rep. Earl Harris – Make sure that you share information with legislatures any information that has to do with growth should be included in what we are submitting. Projection should be added to this information.

Stan Dostatni -you project out 20 years of what that traffic volume will be 20 years out. NIRPCD has a traffic model that can help us with that.

Mayor East Chicago - John Artis for- INDOT has been very open with us on their plans - because of economic impact that the closing of the Cline Avenue bridge is having on our City of East Chicago – projected development plan 175 new housing North Harbor 4 years RDA and others redevelopment plan of East Chicago – lake front an asset as well as for the entire region working with the RDA - greatly impacted by this closure – lake front development - increase the market for home owners who would come to this area. Has to be rebuilt involving that stretch of highway.

Eric creigh – license professional engineer state of Indiana- You said you didn't want to look back but it is irresponsible not to look at why this bridge is worn out in 25 years = State Commissioner's facts are wrong – corrosion is not what closed that bridge but inadequate design - Because of the bridge collapse in Minnesota - they have gone back and looked at the design of these bridges. URS was hired by INDOT to analyze the design of the Cline Avenue Bridge by using modern engineering methods. Generated a report on INDOT's website design was inadequate for the loads that it was subject to. Layman's terms they used a 2 X 4 when they should have used a 2 X 8 or 2 X 12 - how did this happen on a bridge that collapsed while it was being built – is there going to be an investigation? Who's at fault – engineering design firm – bridge as it was built? Before we demolish the bridge and eliminate the evidence lets have an investigation. When the bridge collapsed the first time OSHA hired the natural Bureau of Standards to go through the engineering design and see what was wrong not necessary the engineering design that was at fault. Is this just a case of just using more modern methods – By a grace of god that this did not collapse and kill people - I'm glad INDOT investigated this and closed the bridge before this happened. Deserves at least an investigation of why this happened.

Rep. Chet Dobis – you raised some valid points. I can't tell you when this will be addressed – this is all foreign to all of us as well.

Eric – Rep. Soliday you are on the committee – perfectly good place to have an investigation as to why this bridge collapsed- This bridge cost $100 million back in 1983 equivalent to a quarter billion dollars today –we don't have that kind of money to throw away –

Rep. Charlie Brown - asked why we couldn't rebuild or repair the original bridge –
Eric - because the original design is not adequate for the loads that it is taking - do you know why they are seeing those cracks – 300 cracks they found – not corrosion – design not sufficient for loads

George T Janek – Hammond resident & taxpayer concerned with the investment made when the bridge was first built to what extent the damage is and what needs to be replaced – originally I was involved with the project companies that exits on the canal
The bridge was built this high for great lake freighters that were self unloading freighters -the freighters that brought in raw materials –

How much money do we have to spend as a State on our infrastructure? - Relieve burden on Borman was what the Cline Avenue extension purpose was - Indianapolis Blvd 9 span bridge – Gary Airport continue to be develop –
Money applied help produce a return on Investment– modified design strongly suggest fix part

Rep. Chet Dobis - We have a minimum of 90 mill dedicated to this project.

Don economic development - NW Forum not for profit - 40 bill eommerenee –
Cline Avenue and corridor for NW Indiana - NW forum strongly implores INDOT to diligently evaluate options pursue the redevelopment of the corridor for the following reasons -
Route 912 Cline Avenue provides access to major US facilities such as BP – arcelormittal Steel 1000's of workers getting to and from their jobs - NW Indiana robust gaming opportunities – Cline Avenue provides key connection to these entertainment venues - Gary – Chicago International Airport a developing facility where the Cline Avenue bridge is a necessity to access Chicago . Lake Michigan Marina a major recreational attraction – Cline Avenue provides congestion relief in an emergency on the Borman and Toll Road. The bridge crossing over the Indiana harbor ship canal provides a free flowing waterway that allows 100 of thousands pounds of tonnage of raw material to be shipped daily to industries –

NW Forum stands ready to assist

Dave Ryan- Lake Shore Chamber of Commerce – shocked –that is was permanent – we gathered our industrial communities together on the 7th we gather 31 of our industrial customers together on one of the worst snow days that we had and 30 of the 31 customer attended the meeting at Ameristar.
2 key points not rebuilding as its current configuration and second not doing anything is not an option

Concerns from our constituents

Casino business has been impacted the times reported downward trend in spite of economy.
We need to get the message out that only a portion of cline is closed -

We looked at 4 topics:

Public Safety
Environmental
Economic Development
Infrastructure Improvements

Send a positive message to INDOT and the Governor that this road must be rebuilt in some fashion. Accessibility to all major roadways and secondary roadways are being
10,000 trucks a month are now on the secondary roads and that is a lot
Bp increased work another 1500 workers in and out of Whiting which would put them over 5000 workers

Accrermeittla will be putting more people to work with increase steel production
Small business impacted by closure
If Dickey Road is shut down by a train there is nowhere to go
Gary Airport access to Chicago

Forum today is very important
Opportunity to do something right but we need to work together

Rep Charlie Brown – Are you in contact with the chambers for Lake and Porter Counties? We need a unified voice.

Dave Ryan –No, just Lakeshore Chamber but Chuck Hughes from the Gary Chamber was at our meeting on the 7th and we will reach out to other chambers.

Rep. Charlie Brown - That is very important for legislator here from Lake and Porter.

Senator Lonnie Randolph - plans lake shore and written report concerning residents make it available state chairman of the state chamber to get support from the Governor's office
Copy of report to legislator here as a selling point to get the bridge rebuilt

Paul Meyers resident of East Chicago - Move forward with the bridge in the current location as supposed to rerouting the traffic on a permanent basis along local streets -as it has been noted this is an expressway to Chicago. At the present time if there is a problem up on the Bishop-Ford Highway the backups can cause a 2 or 3 hour delay of anyone coming off the Borman. This was an easy way to get to Chicago the Cline Avenue extension was never placed there to service the still mills. By the time the Cline Avenue extension was built in the mid seventies the steel mills were in a decline and they are still in a decline and will remain in that position as long as they are there.

They employ less than 10% of the people they employed 40 years ago but there gross tonnage per year capacity is greater today then the last 100 years

Mark Town is on the national register for Historical neighborhood and cannot be removed

The interchange at Riley Road and Dickey Road was not feasible after Mark Town was put on the national register
Important corridor for NW Indiana and while many people think the Marquette Plan was introduced 5 years ago but introduced by Rep. Pete Visclosky 20years ago. Formalized the last 5 years it was the Marquette Plan that brought the marinas to East Chicago and Hammond - those marina brought riverboat gaming to Lake Michigan – the concept of the Marquette Plans was to create north south corridors to the lake for recreational purposes not the industrialization of 100's of acres of land not abandon by the still mills and the oil refinery.

John Sorenson – Operating Engineers Local 150 – Cline Avenue is a need for our families and it is a life line for Lake County but not only lake County but for Porter, Newton and Jasper Counties. We all use it even people down state who are traveling to Chicago they are using it. Whether you are an industrial contractor, residential contractor, commercial contractor, gamming, or in personal or pleasure we need Cline Avenue. We are in favor of what needs to be done there if it is to be reconstruction or totaling rebuilding Cline Avenue. Rep Visclosky said he didn't know if there would be federal fund there. We believe there should be federal funds along with state funds.

Labor is true stimulus what do we need down state what do we need up here – we need jobs Cline Avenue means jobs -1000 of jobs for State workers – when people down south and in Marion County they don't benefit from Cline Avenue and any revenue from Lake County that is not true – all that gaming money is distributed across the State - Cline Avenue is a life line of Lake County and we do need it

Rob Pastori - Hammond Republican Party Chairman - try to do your best to local citizenry state taxpayer, industry ,my brother and sister union members and the commuting public. In a responsible and informed manner. Happy to see the Governor here last week and that he wanted a study made.

Jason Gregory – Vice -President table games for Majestic Star – Gary
Public safety number 1

Financial impact the State and Casino will incur - 18% decline business revenues which will have a direct impact of 8 to 10 million dollar to state in taxes and local communities as well

We had to lay off 40 individuals – 1.3 million in payroll that will affect local communities as well.

Value of casinos is measured by gross revenue - with an impact of 18% will affect 15 mill in net revenue. The market now will a low economy is a 6 X multiple – as of November the value of the casino went down 90 million with another 10 million in lost revenue in state taxes and in employee payroll we are over 100 million dollars just like that

When you go to the capital what other project will have a direct impact of 100 mill dollars for one company in this State?

Rep. Dan Stevenson – you mentioned the 18% decline and the 100mill lost - Is that since the closing of Cline Avenue or economic decline?

Jason Gregory -That is year over year since the close of Cline Avenue

Senator Lonnie Randolph –were you part of the Lakeshore Chamber of Commerce that Dave Ryan was talking about? Were you part of that meeting?

Jason Gregory – No, I was not.

Senator Lonnie Randolph - It might be a good idea if you were to put together the revenue affects that is has on your casino and to tie in the tax dollars that would be lost to the State as a result of the loss of business that will show the impact that this has on your industry tie that in with the report that Dave Ryan is going to put together with all industries that will go a long way. Participate with Dave Ryan and Lakeshore Chamber of Commerce

Rep. Chuck Moseley – you said you recently laid off 40 people was this a reduction of workforce scheduled or a result of the closure?

Jason Gregory – As a result o f the closure - had to reforecast our budget

Rep. Chuck Moseley- Do you have available what the loss of income is for those 40 people is?

Jason Gregory - 1.3 million dollars

Alice Hasty – Constituent – resident of Hobart – 45 minutes drive in the morning 1 to1 ½ hour commute in the evening.
Cline Avenue needs to be torn down sooner than later

Joe Hero – St. John Republican Chairman – this is not a party issue – people need to speak out
URS study – safety .3 should have been .1 – rush to judgment design faulty – maintenance
Every plan has to have a solution – short term solution – long term solution
The city mayors should get together and get together with BP, accretmittal, USX and identity the ground traffic problems get coordination going – coordinate shift change

Bridge movements on Dickey Road coordinate

Cline at Indianapolis Blvd. build a quick ramp there

Economic disaster

Long term
Put in an interchange at the toll road at Kennedy Avenue and Indianapolis Blvd. access to train station.
Improve the interchange at Cline at the Toll Road fit in with airport
Interchange on the old cline where it crosses the Indianapolis Blvd.

Existing Cline Avenue should be rebuilt at the lower level 35 foot level

Bill Hanna – Executive Director of Regional Develop Authority -

Immediate need - future to consider
Focused on the Marquette Plan - RDA is more than cleaning up lakeshore –

Rep. Vernon Smith - I just have surface knowledge of Marquette Plan - do you have an identify road in the plan and how does that tie into Cline Avenue

Bill Hanna -Talked about Marquette Plan – limited resources

Senator Lonnie Randall – economic develop have you

Jason Reeves – Citizen of Gary and NW Indiana – planning issues – economic issues - budget matters a lot of wear and tear over the last 25 years

Pete Savage –Senior Vice- President Ameristar Casino in East Chicago – Hosted the Lakeshore Chamber of Commerce meeting and he was there.

Get signage and lighting out to let people know that Cline Avenue is still open just a section of it is closed – We rely on people coming into the area as our customers as opposed to other businesses that transport there goods and services out of the area. Safety while traveling on the streets

Rep. Charlie Brown – to Ameristar and Majestic have you conveyed to INDOT if they can say a portion and not the entire length of Cline Avenue is closed.

Pete Savage – Yes, sir we have. We spoke with them on Thursday, and they have made some changes to the signs on I-80/94. They have been very helpful and cooperative.

Rep. Earl Harris - I know a lot of your traffic comes from Illinois – Have you looked at the increase of time that it will take people to get to and from your casino?

Pete Savage – Yes, we have gone on the roads and timed – it is not a significant increase if you are coming from Chicago and you use the Toll Road and use to get off at Exit 3 – Cline Avenue – You now get off at Exit 10 not that much more travel time.

Rep. Mara Candelaria-Reardon - Do you have the numbers of how you have been affected by the rerouting of Cline Avenue?

Pete Savage - Gaming revenue numbers came out the last few days - We are Flat - We changed our marketing strategy from this December from last December to make that happened

Senator Lonnie Randolph – My question has been asked and answered

Rep Chet Dobis – I understand that INDOT could have done a better job on the signage and we are going to encourage them to do so but isn't your initiative as a private business to get the word out. Free radio time – buy local advertising in the local newspaper - it is an investment not an expense and I encourage you if you want your business to improve to get the word out as well.

Pete Savage – I appreciate your suggestion and we have done that.

Herbie Cruz – Director of Emergency Management and Communications for the City of East Chicago -

The importance of emergency response – I see first -hand the impact of how the closure of Cline Avenue has impacted the City of East Chicago. The diversion of approximately 30,000 vehicles per day has already negatively impacted emergency response in our city. Response time has dramatically increased in those affected areas. When the Dickey Road draw bridge is in the open position or when train traffic is delaying traffic. Handles 47,000 calls annually. The importance of rebuilding Cline Avenue as expeditiously as possible.

Rep. Chuck Moseley - Email each of the members on panel today a copy of your presentation

Herbie Cruz – Yes, I will

Rep. Dan Stevenson – Hazard material issue – banning hazardous material trucks from driving on our city streets unless they are making or picking up a delivery. I know it can be done. Safety concern

Herbie Cruz – we have addressed that with many of the industry leaders in our city.

Leon dameno – resident of Hammond - 40 years experience in industry in this area. Talked about 1982 bridge collapsed and what material was used – Read what was in the paper. Cable holding up road bed. These same methods are being used on the I-80/94 & Cline Avenue ramps and 394 and I-80/94 in Illinois. Where else is this being used? The salt on the roads and temperature. Talked about a lawsuit – INDOT being proactive – Public safety issue.

Rep. Chet Dobis –The federal government has identified those other bridges have come under scrutiny

Tom Hargrove – represent hard working men and women of Local 1010 – AccreMittal plant – Indiana Harbor east this is the old Inland Plant. And we have sister plant which is 1011 transfer material back and forth. Good news 200 new union paying jobs starting bad news 100 more trucks each day – start up day is in March. Talked about 1982 bridge collapse. Cline Avenue is not a bridge to nowhere but an artery to the heart of NW Indiana

Jim Metro – Cedar Lake Resident and a small business owner in the construction field – I agree with the union officials and their points and I agree with the chamber of commerce from a business aspect on the importance of replacing or rebuilding Cline Avenue and how it affects all of Lake County. Thanked for the opportunity to speak.

Will Woodley – Project Manager with the Community Builders – we have been working the last 4 years with the revitalization of the Indiana Harbor Community and East Chicago Lake Front - We are a national non-profit our mission is to advise large scale communities revitalizations. Found that potential for revitalization in these areas. Before part of Cline Avenue was shut down it took only 30 minutes to get to downtown Chicago. Talked about the revitalize being done in Chicago lake front.

Senator Lonnie Randolph - Have you put together with INDOT how this impact will have an effect on your proposal. Have you communicated that with INDOT.

Will Woodley - We have been involved with the meetings with INDOT and the City of East Chicago and have communicated that with INDOT and the Governor.

Senator Lonnie Randolph - Have you been in touch with Mr. Dave Ryan?

Will Woodley – Yes, he has been a tremendous help

Harvey Jackson – Resident of Hobart – Teamster – truck driver – key issue is safety. I have been hauling steel coils and bars out of here for the past 17 years. The bridge has to be rebuilt and back into service so we don't have to have trucks hauling steel going through the city.

Richard Morrison -Resident of East Chicago and sometime City Planner – in 1974 Public Hearing there were 6 routes and the one that was chosen took eight years to come to completion. I hope with the Governors help accelerate that process. I hope you give attention to the steel workers and the gamers but also to the residence of Indiana Harbor.

David Castlonis – First American Steel – local minority owned steel company in Gary – Also, a member of the NW Indiana minority Supplier Development Council. Make sure minority businesses and companies are inclusive. Exits and roads that would diversify into Gary, East Chicago and Hammond so that we can all participate in the economic development.

Rep Vernon Smith and Charlie Brown - This issue has already been raised. We have discussed this with INDOT just this past Wednesday.

Tom Fronzack – Griffith - Drive that road every day – influence INDOT to reconfigure the lanes from the south side going forward – they have it going down to one lane by Chicago Avenue and people coming off the Toll Road try to merge into one lane by Columbus Drive and once past to one lane it opens up to 3 lanes for the 3 exits at exit 5 where the road ends. It defies logic. Goes from 2 lanes to 1 lane to 3 lanes.

Rep. Dan Stevenson – INDOT will review that issue.

Tom - with your help I did get a response back from INDOT – I went back to them with questions about 2 months ago and still not had response back.

Rep Chet Dobis – said someone from INDOT is here and has been duly noted.

Councilman Christine Said- 5th District – on Tuesday Lake County Council will be adopting a resolution in support of the rebuilding of Cline Avenue.

Bob Cook – Local 150 Operating Engineers – Urgent Manner. Vital Artery – Commend INDOT for closing -

Burt Flores – Resident of East Chicago - President of concerned Citizens of East Chicago – Burden and cost to East Chicago

Randy Palmatere – Business Manager for NW Indiana Building Trades – Represent 20,000 skilled workers ready to build this bridge.

Senator Lonnie Randolph – Have you put together a report on how this is going to affect the building trade industry.

Randy – Not yet

Senator Lonnie Randolph - Will you make that available for us

Randy – Yes, we will

Closing remarks

Rep. Shelli VanDenburg - Need to move swiftly. Start to get bids. Every day we are losing dollars that are vital to our State.

Rep. Edmond Soliday – NW Indiana can pull together. Marquette Plan work

Rep. Mara Candlaria-Reardon - NW delegation stands united and firm in solving this problem. In an environmentally friendly way, with future economic development concerns in mind and with public safety foremost in our thoughts. So that future generations are served.

Rep Earl Harris – Everything spoken today has to be taken into consideration.

Rep. Vernon Smith – Not just an issue for East Chicago but for all of NW Indiana and we are all concerned about it.

Senator Karen Tallian - Lake and Porter Counties sometime get the short shift down in Indianapolis and I know that to be true. When we are all united we can get things done. We will make sure that this gets pushed through quickly and that there is money available

Senator Earline Rogers – Learned a lot today. How important this issue is to us. Will get this job done.

Senator Lonnie Randolph – INDOT and the Governor are not going to act until they know what the impact effects you.

Senator Frank Mrvan – The most important thing here is to get it done. This should be the #1 project for the State.

Rep. Chet Dobis – Send us E-mail – we will respond – Stay unified - We are going to carry your message back to INDOT and Indianapolis. We will make sure your voice is heard

Rep. Charlie Brown - INDOT is planning a February 9th meeting.

Gosbin, Anitta

From: GE Albright [gsalbright@iglide.net]
Sent: Wednesday, January 13, 2010 10:14 AM
To: DOT LaPorte District Communications
Subject: Cline Ave-Bridge

Sirs,

I would think you could upgrade the surface street that currently carries US-12 through East Chicago and Hammond with a decent bridge over the canal.

Gerry

Gerald Albright
1784 Oakridge St.
Portage, IN 46368
219-762-8318

Gosbin, Anitta

From: Bernard an Noel Bubala [bobnoelb@sbcglobal.net]
Sent: Wednesday, January 13, 2010 10:14 AM
To: DOT LaPorte District Communications
Subject: Cline Ave. bridge

You say the bridge is completely unusable. Have you checked with the owners of the SKyway bridge in Illinois on how they repaired it? It was falling apart also. But they kept it open and repaired it. It stands much higher than the cline ave bridge. This is a suggestion because "I am not an engineer or inspector. I think they made the load of vehicles less by cutting down lanes. Thanks for reading this.

Gosbin, Anitta

From: stormgryphy@aol.com
Sent: Wednesday, January 13, 2010 12:38 AM
To: DOT LaPorte District Communications
Subject: Cline Ave. Bridge Thoughts

To Whom it may concern,
My name is Clayton Hedgepath and I'm writing in today to discuss my thoughts on the Cline Ave. bridge situation.

It is my strong belief that this bridge needs to be replaced with another bridge. It can be a different design, height, width, etc. but it needs to be replaced. The amount of traffic headaches and strain this has put on our neighborhood streets proves without a doubt why this bridge existed to begin with. Not replacing it will be a disaster for traffic and the local economy as it will make it harder for people to get to the mills and gaming boats.

Thank You for your time.

Sincerely,
Clayton Hedgepath

Gosbin, Anitta

From: Tom Cera [tomcera@courtholdings.com]
Sent: Wednesday, January 13, 2010 9:54 PM
To: DOT LaPorte District Communications
Cc: Brown, Charlie
Subject: Cline Avenue Comments
Attachments: Cline_Riley.jpg

Greetings!

My name is Thomas J. Cera and I reside at 8829 Lake Shore Drive in Gary IN. I would like to offer comments regarding the future of the Cline Avenue Bridge.

I strongly support rebuilding the roadway. It could be rebuilt narrower and lower, but it must be rebuilt to support gaming and industry.

Secondly, would it be possible to open the road from Calumet Avenue to Riley Road? The bridge over Indianapolis Boulevard was recently rebuilt. The roadway was also recently repaved. There are two very short bridge spans that complete the exit ramp from Cline (east) to Riley Road and the entrance ramp from Riley Road to Cline (west). I am unaware of the consultant's condition report on those two spans but the cost to repair/replace would be far less than the main roadway and would allow for commuters to gain access to East Chicago from the Indiana Toll Road. I strongly recommend that the necessary work is completed on those spans so Cline Avenue could be re-opened between the Indiana Toll Road and Riley Road.

Thank you.

Thomas J. Cera

Cc: State Representative Charlie Brown

(attached is a photo pointing out the interchange and recommendations)

e/F

Fegaras, Angela

From: McPhillips, Mike (INDOT)
Sent: Friday, January 15, 2010 9:42 AM
To: Meeks, Bill
Cc: Mckie, Cindee; Fegaras, Angela
Subject: Fw:
Attachments: INDOT Letter.ZIP

Bill,

Attached please find the BP list submitted by their construction Director. I got the written list that Cindee was copying for you from. Have not had time to digest the hand written list and have not seen the attachment in this message.

Thanks,

Mike

From: Berna, Michael J <michael.berna@bp.com>
To: Zier, Robert; McPhillips, Mike (INDOT); Cline, Michael B (INDOT)
Cc: Keilman, Thomas P <thomas.keilman@bp.com>
Sent: Fri Jan 15 10:25:19 2010
Subject:

Mr Michael McPhillips,

Attached is the reply from BP on the immediate needs due to the closure of a section of Cline Avenue. I would like to thank you and your fellow INDOT representatives for listening and working with us to minimize the impact to businesses and more importantly the community safety. Looking forward to additional discussions and working toward a final solution.

Thanks,

Mike Berna

January 14, 2010

Mr. Michael McPhillips **via email**
District Deputy Commissioner
INDOT LaPorte District
P.O. Box 429
LaPorte, IN 46352

RE: Cline Avenue Closure
BP immediate needs request

Dear Mr. McPhillips:

Thank you for the opportunity to meet with you and INDOT's Chief of Staff, Bob Zier, and INDOT's Deputy Commissioner, Michael Cline, yesterday. At Bob Zier's request, and due to our understanding that Cline Avenue will not be rebuilt as it stands currently, we are hereby transmitting to you our immediate needs which have arisen due the closure of Cline Avenue.

1) Stripe Dickey Road (3 lanes) from 500' west of the railroad tracks to Indiana Harbor Drive (Michigan Ave.). Restripe Indiana Harbor Drive (Michigan Ave.) from 200' north of Dickey Road to Parrish Avenue.
2) Add left turn signal indications at Indiana Harbor Dr. (Michigan Ave.) & Dickey Rd. intersection (EBLT and NBLT).
3) Interconnect and coordinate signals along Indiana Harbor Dr. (Michigan Ave.) and at the Dickey Rd. & Watling St. intersection.
4) Repave and restripe Cline Ave. entrance ramp for 2-lane entrance from Indiana Harbor Dr. (Michigan Ave.) northbound to Cline Ave. southbound.
5) Add westbound right turn lane and flared right turn at 129th St. & Standard Ave. extension intersection. Repave 129th St. from Riley Road to Dickey Rd.
6) Add eastbound and westbound left-turn signal head indications at 129th St. & Indianapolis Blvd.
7) Have discussions with the railroads to coordinate train crossing schedules to not coincide with peak hour vehicular traffic volumes, particularly on Dickey Road.
8) Allow 2 lanes northbound on Cline Ave. until after the Casino exit, and add signs to direct BP traffic to the Michigan Avenue exit.
9) Add lighting to local streets and intersections.

Additionally, we feel the ramp from northbound Cline Avenue to the westbound Indiana Toll Road is in need of improvements. Also, if traffic on our local roadways ends up being permanent or at least long term, we will have additional needs (i.e. widening of certain sections of roadways, especially at intersections, and improving traffic signals as well as interchange modifications). It should be noted that these immediate improvements will not only help BP traffic, but Arcelor Mittal traffic and many other industries and businesses in the area.

Please feel free to contact me if you have any questions or concerns. I look forward to further dialogue with you to improve traffic around our facility and nearby areas.

Sincerely,
BP

Michael Berna
Deputy Construction Director and Logistics Coordinator

A personal note ...

RECEIVED
JAN 22 2010
PORTE DISTRICT INDO

3452 E. 104th St.
Chgo., Ill.
60617

Tues., 4/19/10

Re: Cline Ave. Brdg.

I do a lot of shopping, casino hopping, & visiting in Ind. & use Cline Ave. all the time. In reading the report my dgtr. secured from the internet, this is what I was wondering.

Since you already have a cleared right-of-way, why is it necessary to raise this portion of Cline Ave. Why not build it at ground level & join it near Exit 5, to avoid exposing the support levels to the highly polluted air in the area & to avoid the high moisture levels that must be causing a major part of the deterioration. Or are there reasons not to.

Regards,
John Fliriot

PS: Reply please:

RESOLUTION NO. 2010 - 02

A RESOLUTION OF THE COMMON COUNCIL OF THE CITY OF HOBART, INDIANA, SUPPORTING THE REBUILDING OF THE CLINE AVENUE BRIDGE

WHEREAS, the Cline Avenue Bridge was constructed in 1986 with a clearance span of 90 feet in order to accommodate seagoing vessels navigating the Indiana Harbor Canal; and

WHEREAS, in November, 2009, the Indiana Department of Transportation announced an emergency shutdown of the Cline Avenue Bridge after expressing concerns about corrosion discovered on the elevated spans; and

WHEREAS, on December 28, 2009, the Indiana Department of Transportation announced that the Cline Avenue Bridge would be permanently closed and demolished despite the Indiana Department of Transportation already having set aside $90 Million to replace the bridge's superstructure in 2012; and

WHEREAS, approximately 30,000 vehicles a day used the 1.25 mile bridge which is a key industrial artery that leads to steel mills along Lake Michigan, casinos, the BP Whiting Refinery, the Gary/Chicago International Airport and is used by commuters who travel to and from Chicago; and

WHEREAS, the area serviced by the Cline Avenue Bridge includes BP Amoco, which has recently undertaken a $3 Billion Dollar expansion and renovation project, which includes over 3000 contractors as well as employees who require regular access to the facility; and

WHEREAS, the citizens affected by the Indiana Department of Transportation's decision to close the Cline Avenue Bridge will experience an increase in noise and pollution produced by passenger vehicle and truck traffic in residential areas as a result of this structure's closure; and

WHEREAS, municipalities affected by the closure will additionally lose access to the Gary-Chicago airport, into which millions of tax dollars have already been invested.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Hobart, as follows:

1) That the Common Council of the City of Hobart, Lake County, Indiana, hereby supports the rebuilding of the Cline Avenue Bridge, and opposes any course of action which would permanently close the structure.

2) That this Resolution shall become effective upon passage by the Common Council of the City of Hobart, Lake County, Indiana and upon passage a copy shall be sent to the Indiana Department of Transportation, the Governor of the State of Indiana, the Indiana General Assembly, and Northwest Indiana's State and Federal Legislative Representatives.

PASSED AND ADOPTED by the Common Council of the City of Hobart, Lake County, Indiana on the 20th day of January, 2010.

Brian K. Snedecor
Presiding Officer

RECEIVED
JAN 21 2010
DIST. CONST. INDOT

ATTEST:

Deborah A. Longer, Clerk-Treasurer

RECEIVED
JAN 22 2010
DISTRICT INDOT

Gosbin, Anitta

From: James Albin [jamesalbin68@yahoo.com]
Sent: Tuesday, January 19, 2010 1:20 PM
To: DOT LaPorte District Communications
Subject: cline ave. bridge

I think that the company that built the road should pay for 75% of the repairs and the insurance company that handled the build should pay for the other 25%. The road and bridge should have lasted at least 50 years. Someone should have noticed something was wrong after the first problem with the bridge.

Gosbin, Anitta

From: Greg Ostrozovich [gostro@csinet.net]
Sent: Monday, January 25, 2010 12:16 AM
To: DOT LaPorte District Communications
Subject: Cline Ave. Replacement

To whom it may concern at INDOT and otherwise -

Cline Ave. needs to be replaced on a MUCH sooner timetable than 3-4 years. And simply enhancing the already dilapidated streets in and around East Chicago will not increase the flow of traffic to and from the steel mills or casinos. Rather, it will only snarl traffic further when, in typical NWI fashion, all the major roads remaining will likely be repaired at concurrent times, adding a tremendous amount of slowdown and congestion due to redundant construction zones. As a steelworker at Arcelormittal's Indiana Harbor West facility, I'm RAPIDLY growing tired of adding an extra 15-30 minutes minimum onto my daily commute to work, simply because traffic is now backing up from Dickey Road all the way to the Michigan Ave. exit on Cline. It's simply RIDICULOUS to continue cramming thousands of vehicles into such small, restrictive areas that are clogged with so many stop lights, low speed limits, etc.

If the Cline Ave. bridge was in such bad shape over the last couple of years, requiring an increasing schedule of inspections and "emergency"
steel erections last spring to keep it operational (as was reported in The Times), then why was a plan not put into place a year or more ago to either begin repairing or replacing the span BEFORE it had to be shut down? It's as if nobody knew this would happen, even when they had obvious data and reliable information right in front of their eyes. What happened to the "major moves" that Indiana was supposed to take by leasing the toll road? Where'd all that money go? It now seems the only "major move" being taken with this debacle is one towards a bunch of bureaucratic garbage and political jousting for the next year or more.
Apparently, that's a requirement before any actual work gets done around here. Or, perhaps INDOT is waiting for the bridge to self-collapse, killing untold numbers of people unfortunate enough to be traveling underneath... Maybe that's a good idea...

As a citizen who travels this route almost daily, I can't believe what I've been reading in the paper. The decision is overly-simple. Start TEARING IT DOWN NOW...Not a year from now...NOW...Then, do the next logical step and begin preparing IMMEDIATELY for the transition to a new road... You all are saying the money is there... SHOW IT TO US by replacing this road in a timely manner! (If it helps speed the process along, just "pretend" that this is Meridian street in Indianapolis instead of Cline Ave. in East Chicago...)

Sincerely Disgusted,

-Greg Ostrozovich, Jr.

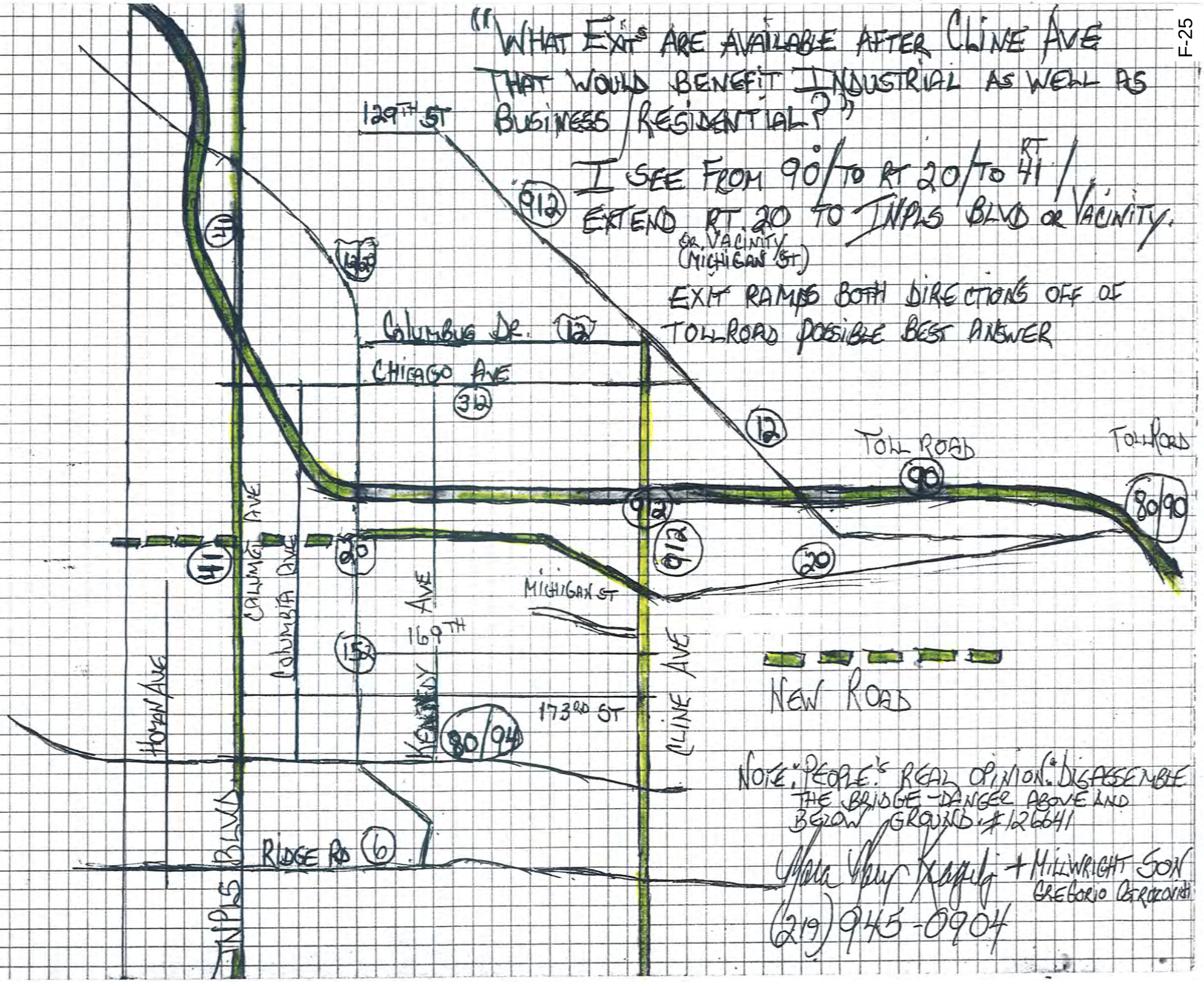
#18

"WHAT EXITS ARE AVAILABLE AFTER CLINE AVE THAT WOULD BENEFIT INDUSTRIAL AS WELL AS BUSINESS/RESIDENTIAL?"

I SEE FROM 90/ TO RT 20/ TO RT 41/ EXTEND RT 20 TO INPAS BLVD OR VACINITY.

OR VACINITY (MICHIGAN ST)

EXIT RAMPS BOTH DIRECTIONS OFF OF TOLLROAD POSSIBLE BEST ANSWER



NOTE: "PEOPLE'S REAL OPINION" DISASSEMBLE THE BRIDGE - DANGER ABOVE AND BELOW GROUND #126641

[illegible] + MILLWRIGHT SON GREGORIO GERGORIO

(219) 945-0904

F-25

Gosbin, Anitta

From: Parrish, Charlene
Sent: Tuesday, January 26, 2010 1:32 PM
To: Gosbin, Anitta; Toth, Pat
Cc: Fegaras, Angela
Subject: Cline Avenue comments - Greg Ostrozovich

FYI & file! Angie informed me that you were keeping track of Cline Avenue comments and suggestions.

Thank you, Char

January 26, 2010

gostro@csinet.net

Dear Mr. Ostrozovich:

Thank you for your e-mail to Governor Daniels about the Cline Avenue bridge. The governor appreciates the time you took to write and asked that I respond on his behalf.

As you may have heard, the Indiana Department of Transportation (INDOT) will host a public meeting to gain input from the local communities and public regarding the long-term plans for the Cline Avenue bridge.

Members of the public can submit concerns, suggestions and ideas about the bridge to the email below if they would like as we are seeking input. A formal announcement about the meeting will be sent out closer to the meeting date.

INDOT Public Meeting
Tuesday, February 9, 2010
East Chicago Central High School Auditorium
2 sessions:
3:30-5pm
6:30-8pm

To submit suggestions, concerns and ideas to INDOT:
Email:
laportedistrictcommunications@indot.in.gov

Mail:
INDOT LaPorte District
Communications Department – Cline Ave.
315 E. Boyd Blvd., LaPorte, 46350

INDOT encourages you to attend the public meeting to voice your opinions and concern. Again, thank you for taking the time to write and for your input regarding the Cline Avenue bridge.

Sincerely,

Charlene Parrish

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

LaPorte District
315 East Boyd Boulevard, P.O. Box 429
LaPorte, Indiana 46352
(219) 362-6125 FAX: (219) 325-7516

Mitchell E. Daniels, Jr., Governor
Michael W. Reed, Commissioner

MEDIA RELEASE

FOR IMMEDIATE RELEASE
Feb. 8, 2010

MEDIA CONTACT:
Joshua Bingham
(219) 325-7455
jbingham@indot.in.gov

** MEDIA ADVISORY **

Public meeting to discuss replacement of S.R. 912 bridge

EAST CHICAGO, Ind. – The Indiana Department of Transportation (INDOT) invites interested members of the public to discuss long-term traffic solutions for the closed section of State Road 912 (Cline Avenue). Public meetings will be held at 3:30 p.m. and 6:30 p.m. Tuesday, Feb. 9, at the East Chicago Central High School Auditorium.

WHO: INDOT officials and interested members of the community

WHAT: Public meetings to discuss long-term traffic solutions for closed section of S.R. 912 (Cline Ave.)

WHEN: Tuesday, Feb. 9, at 3:30 p.m. and 6:30 p.m. (Central time)

WHERE: East Chicago Central High School Auditorium, 1100 West Columbus Drive, East Chicago; parking is available in the school's west parking lot

# # #

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

LaPorte District
315 East Boyd Boulevard, P.O. Box 429
LaPorte, Indiana 46352
(219) 362-6125 FAX: (219) 325-7516

Mitchell E. Daniels, Jr., Governor
Michael W. Reed, Commissioner

MEDIA RELEASE

FOR IMMEDIATE RELEASE
Feb. 9, 2010

MEDIA CONTACT:
Angela Fegaras
(219) 325-7507
afegaras@indot.IN.gov

Sign and signal work aid diverted Cline Avenue traffic

INDOT reminds public of Feb. 9 meeting at East Chicago Central High School

LAKE COUNTY, Ind. – The Indiana Department of Transportation (INDOT) is installing more than 80 signs and improving signal operation at eight intersections to aid traffic diverted by the State Road 912 (Cline Avenue) closure between Michigan Avenue in East Chicago and U.S. 41 (Calumet Avenue) in Hammond. Since late December, INDOT has been engaging local community and business leaders in seeking short- and long-term solutions to the emergency closure.

"These improvements are the first step in correcting traffic problems in the Cline Avenue area, and have resulted in noticeable improvements in the flow of traffic," said INDOT Chief of Staff Bob Zier. "Interim pavement improvements to local roads will take place when the highway construction season resumes in the spring."

Signal improvements implemented:

- Repaired vehicle detection at Michigan Ave. and Block Ave. (Cline Ave. on ramp)
- Placed signal on flash at Michigan Ave. and Job-Link (Southbound Cline Ave. exit ramp)
- Repaired vehicle and pedestrian detection at Michigan Ave. and Guthrie St. (Martin Luther King Drive)
- Repaired vehicle detection at Michigan Ave. at Dickey Rd.
- Installed SB left-turn arrow and WB right-turn arrow at Michigan Ave. and Dickey Rd.
- Activated signal at Dickey Rd. and Riley Rd.
- Installed SB left-turn arrow at U.S. 12/20 (Indianapolis Blvd.) and U.S. 12 (Columbus Dr.)

Signal improvements scheduled:

- Establish split-phased signal operation at Michigan Ave. and Block Ave. (Cline Ave. on ramp)
- Install overhead vehicle detection system at 129th St. and Dickey Rd. (BP/US Steel Entrance)
- Repair overhead vehicle detection system at 129th St. and BP Gate 15
- Implement coordinated system timing along 129th St./Dickey Rd./Michigan Ave. corridor
- Grind off pavement markings for exclusive right turn lane on SB Dickey Rd. at Riley Rd.; this will establish two through lanes making the intersection more efficient.

Sign installations implemented:

- Installed five oversized sheet signs on Toll Road (I-80/90) redirecting casino traffic to the appropriate exits
- Installed two oversized sheet signs on Toll Road (I-80/90) redirecting airport traffic to the appropriate exit
- Installed 30 additional detour route marker assemblies to bolster the delineation of the official detour route

- Replaced 24 overhead street name signs along Columbus Dr. to improve visibility of cross-street identification along official detour route
- Installed six large sheet signs to better direct traffic to Ameristar and Majestic Star Casinos

Sign Installations Scheduled:

- Install eight additional large sheet signs to better direct traffic to Ameristar and Majestic Star Casinos
- Install a panel sign overlay on an existing 10-by-20 foot panel sign to display advance notice of Majestic Star and Ameristar exits
- Install three large sheet signs on NB Cline Ave. to notify traffic well in advance of Cline Ave. closure; one south of I-80/94, one south of U.S. 20 (Michigan St.) and one at U.S. 12 (these signs will replace three Dynamic Message Boards)
- Install four advanced warning sheet signs to supplement traffic control devices at NB Cline Ave. lane closures.

In addition to short-term solutions, INDOT it is actively seeking local input on long-term traffic solutions for Cline Ave. Two public meetings will be held Tuesday, February 9 at the East Chicago Central High School auditorium, 1100 West Columbus Drive. Sessions will be held beginning at 3:30 and 6:30 p.m. Interested citizens unable to attend can submit suggestions, concerns or ideas to INDOT LaPorte District Communications at laportedistrictcommunications@indot.in.gov or 315 E. Boyd Blvd., LaPorte, IN 46350.

Another major sign improvement happening in Lake County and across the state is INDOT's installation of travel time signs. Utilizing real-time sensors, the signs let motorists know how quickly traffic is moving. A travel time sign installed at mile marker 7.4 in Lake County last month on westbound I-80/94 tells traffic how fast they'll get to the Cline Ave. interchange and the Illinois state line. Approximately 40 travel time signs will be installed statewide. This initiative allows INDOT to utilize technology to reduce congestion, enhance safety and improve traffic flow for Hoosier motorists.

To view a map of the Cline Ave. detour route, please visit www.trafficwise.in.gov or www.borman.in.gov.

# # #

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

LaPorte District
315 East Boyd Boulevard, P.O. Box 429
LaPorte, Indiana 46352
(219) 362-6125 FAX: (219) 325-7516

Mitchell E. Daniels, Jr., Governor
Michael W. Reed, Commissioner

MEDIA RELEASE

FOR IMMEDIATE RELEASE
Feb. 9, 2010

MEDIA CONTACT:
Joshua Bingham
(219) 325-7455
jbingham@indot.in.gov

INDOT crews continue to monitor and aid traffic flow around Cline Ave. closure

Improvements are being made to traffic signals and signage

LAKE COUNTY, Ind. – The Indiana Department of Transportation (INDOT) has made significant improvements to aid traffic flow on local roads Since State Road 912 (Cline Avenue) has closed between Michigan Avenue in East Chicago and U.S. 41 (Calumet Avenue) in Hammond. Through constant coordination with local municipalities, more are planned within the next month.

"Just as we are monitoring local needs and wants to decide how to replace the Cline Avenue bridge, INDOT is monitoring traffic flow around the closure," said INDOT Commissioner Mike Reed. "Through traffic studies, engineering analyses and hearing from the locals, we have and are improving traffic signals and signage."

Signal improvements implemented:

- Repaired vehicle detection at Michigan Ave. and Block Ave. (Cline Ave. onramp)
- Placed signal on flash at Michigan Ave. and Job-Link (Southbound Cline Ave. exit ramp)
- Repaired vehicle and pedestrian detection at Michigan Ave. and Guthrie St.
- Repaired vehicle detection at Michigan Ave. at Dickey Rd.
- Installed SB left-turn arrow and WB right-turn arrow at Michigan Ave. and Dickey Rd.
- Activated signal at Dickey Rd. and Riley Rd.
- Installed SB left-turn arrow at U.S. 12/20 (Indianapolis Blvd.) and U.S. 12 (Columbus Dr.)

Signal improvements scheduled:

- Establish split-phased signal operation at Michigan Ave. and Block Ave. (Cline Ave. onramp)
- Install overhead vehicle detection system at 129th St. and Dickey Rd. (BP/US Steel Entrance)
- Repair overhead vehicle detection system at 129th St. and BP Gate 15
- Implement coordinated system timing along 129th St./Dickey Rd./Michigan Ave. corridor
- Grind off pavement markings for exclusive right turn lane on SB Dickey Rd. at Riley Rd.; this will establish two through lanes making the intersection more efficient.

Sign installations implemented:

- Installed five oversized sheet signs on Toll Road (I-80/90) redirecting casino traffic to the appropriate exits
- Installed two oversized sheet signs on Toll Road (I-80/90) redirecting airport traffic to the appropriate exit
- Installed 30 additional detour route marker assemblies to bolster the delineation of the official detour route
- Replaced 24 overhead street name signs along Columbus Dr. to improve visibility of cross-street identification along official detour route
- Installed six large sheet signs to better direct traffic to Ameristar and Majestic Star Casinos

Sign Installations Scheduled:

- Install eight additional large sheet signs to better direct traffic to Ameristar and Majestic Star Casinos
- Install a panel sign overlay on an existing 10-by-20 foot panel sign to display advance notice of Majestic Star and Ameristar exits
- Install three large sheet signs on NB Cline Ave. to notify traffic well in advance of Cline Ave. closure; one south of I-80/94, one south of U.S. 20 (Michigan St.) and one at U.S. 12 (these signs will replace three Dynamic Message Boards)
- Install four advanced warning sheet signs to supplement traffic control devices at NB Cline Ave. lane closures.

"In addition to these signal and signage improvements, we have ordered a second round of 24-hour traffic counts in this area to help us further evaluate traffic patterns and establish appropriate signal timings," Reed said.

To view a map of the Cline Ave. detour route, please visit www.trafficwise.in.gov or www.borman.in.gov.

# # #

INDOT S. R. 912/Cline Avenue Public Meeting

Tuesday, February 9, 2010

East Chicago Central High School

3:30 p.m. & 6:30 p.m.

Cline Avenue Public Meeting

Agenda

- Introductions and opening statement Robert Zier, INDOT Chief of Staff
- Brief presentation
- Open to public comment
- Holding two sessions: 3:30 p.m. & 6:30 p.m.

Cline Avenue Public Meeting

- Engaging local community and business leaders in near-, short- and long-term solutions
- Meeting Goal: Collect as many ideas and input as possible for a viable long-term solution.
- INDOT is here to listen as problem cannot be solved today.
- Allow up to 2 hours each session, brief Q & A if time allows at the end.

Lake County Expenditures

- Spent FY 2007-2010: $375M
- 2nd largest county investment
  - Interchange Modification on Borman @ I-65
  - Borman between Illinois State Line and Calumet Ave.
  - US 41 Median Construction and Intersection Improvements in Hammond & St. John
  - New Interchange on I-65 @ 109th in Crown Point
  - Upgrade of Borman ITS System
  - SR 53 Median Construction in Merrillville

Lake County Expenditures

- Planned FY 2010-2013: $205M
  - SR 912 (Cline Ave.) Bridge
  - US 41 in Schererville
  - Borman lift station at Kennedy Ave.
  - Interchange Modification on SR 2 @ I-65
  - SR 53 in Crown Point

Agenda

- Brief History – Timeline, Mike McPhillips
- Near-term Solutions, Bill Meeks
- Traffic Study & Short-Term Improvements, Michael Cline
- Next Steps, Bob Zier
- Public Comment, Angie Fegaras

Brief History - Timeline

- Construction began 1979 for Mainline Bridge over Indiana Harbor Canal & Ramps at Riley Road
- $69M
- Ramp collapse 1982
  - Highway Construction Workers Memorial Highway – dedicated 1987 between US 12 and I-90 (Indiana Toll Road)
- Open to traffic 1983
- Upon opening INDOT followed federal guidelines for biennial inspections

Brief History - Timeline

- In 1999, INDOT noticed structural deficiencies that required closer monitoring
  - Increased to annual inspections
  - Programmed replacement project
- 2006 INDOT hires URS to conduct detailed inspections every 6 months on all post-tensioned concrete box girder bridge construction statewide
- In July 2009 INDOT let an emergency contract to add temporary steel column shoring on Pier 7 between Riley Rd. and Michigan Ave. until the replacement project took place.

Brief History - Timeline

- Nov. 6, 2009 consultant URS alerted INDOT of structural deficiencies
  - INDOT reviewed & discussed detailed report
- Nov. 13, 2009 INDOT staff began temporary closure of SR 912 (Cline Ave.) between Michigan Ave. and Calumet Ave.
  - Asked consultant for further study to determine safety of bridge

Brief History - Timeline

- Dec. 28, 2009 INDOT announces Cline Ave. (between Michigan & Calumet) will not reopen to traffic due to diminished state of structural integrity
  - Cost to reconstruct prohibitive for lifespan gained
- Safety of motoring public first and foremost priority
- INDOT seeks public input for long-term solution

Near-Term Solutions

- Sign & Signal work aid diverted Cline traffic
  - Approximately $500k will be spent on materials and labor for near- and short-term solutions
  - Installing 80+ signs
  - Improving signal operation at 8 intersections

Near-Term Solutions – Signals

- Repaired vehicle detection at Michigan Ave. and Block Ave. (Cline Ave. onramp)
- Placed signal on flash at Michigan Ave. and Job-Link (Southbound Cline Ave. exit ramp)
- Repaired vehicle and pedestrian detection at Michigan Ave. and Guthrie St.
- Repaired vehicle detection at Michigan Ave. at Dickey Rd.
- Installed SB left-turn arrow and WB right-turn arrow at Michigan Ave. and Dickey Rd.
- Activated signal at Dickey Rd. and Riley Rd.
- Installed SB left-turn arrow at U.S. 12/20 (Indianapolis Blvd.) and U.S. 12 (Columbus Dr.)

Near-Term Solutions – Signals Scheduled

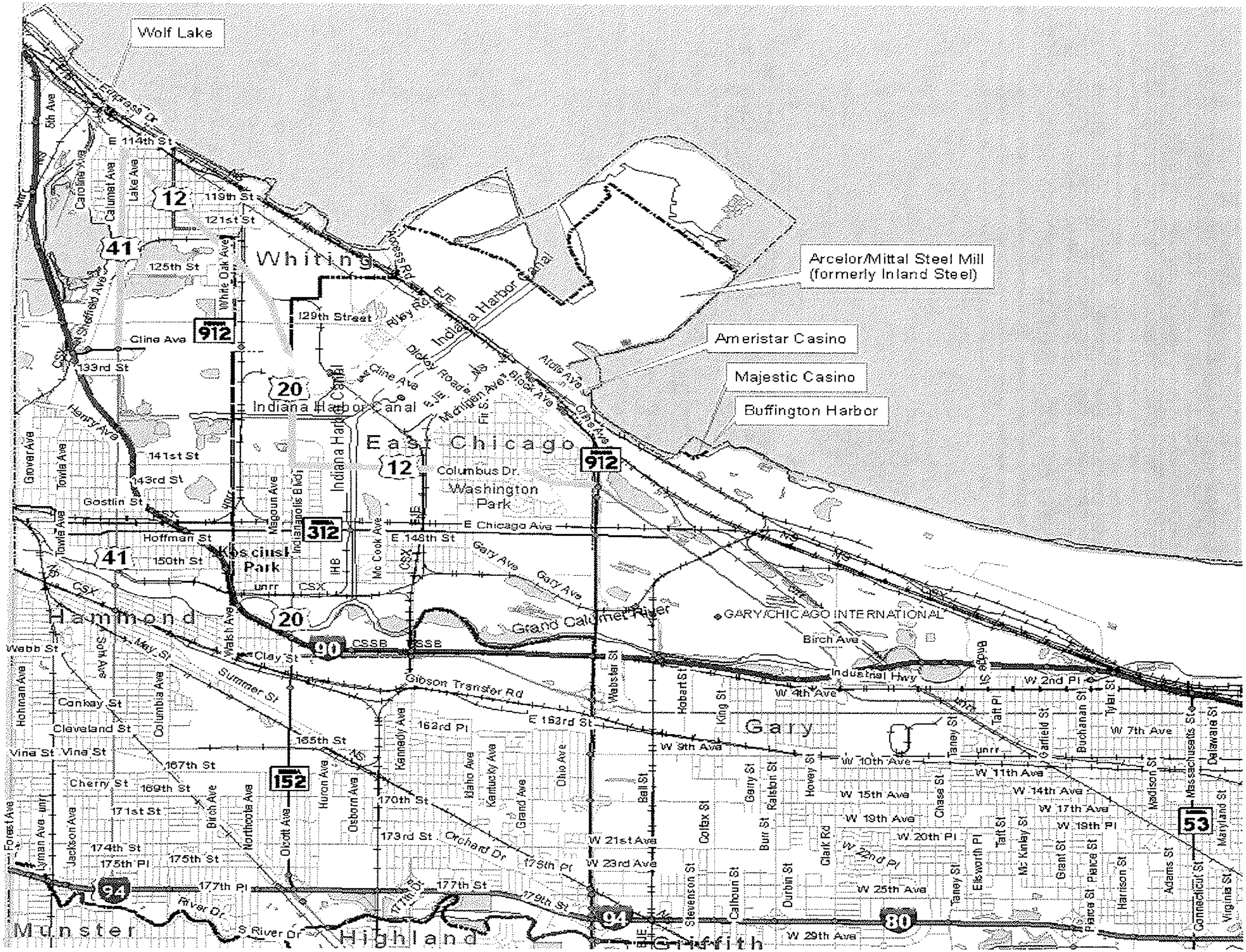
- Establish split-phased signal operation at Michigan Ave. and Block Ave. (Cline Ave. onramp)
- Install overhead vehicle detection system at 129th St. and Dickey Rd. (BP/US Steel Entrance)
- Repair overhead vehicle detection system at 129th St. and BP Gate 15
- Implement coordinated system timing along 129th St./Dickey Rd./Michigan Ave. corridor
- Grind off pavement markings for exclusive right turn lane on SB Dickey Rd. at Riley Rd.; this will establish two through lanes making the intersection more efficient.

Near-Term Solutions - Signs

- Installed five oversized sheet signs on Toll Road (I-80/90) redirecting casino traffic to the appropriate exits
- Installed two oversized sheet signs on Toll Road (I-80/90) redirecting airport traffic to the appropriate exit
- Installed 30 additional detour route marker assemblies to bolster the delineation of the official detour route
- Replaced 24 overhead street name signs along Columbus Dr. to improve visibility of cross-street identification along official detour route
- Installed six large sheet signs to better direct traffic to Ameristar and Majestic Star Casinos

Near-Term Solutions - Scheduled

- Install eight additional large sheet signs to better direct traffic to Ameristar and Majestic Star Casinos
- Install a panel sign overlay on an existing 10-by-20 foot panel sign to display advance notice of Majestic Star and Ameristar exits
- Install three large sheet signs on NB Cline Ave. to notify traffic well in advance of Cline Ave. closure; one south of I-80/94, one south of U.S. 20 (Michigan St.) and one at U.S. 12 (these signs will replace three Dynamic Message Boards)
- Install four advanced warning sheet signs to supplement traffic control devices at NB Cline Ave. lane closures.


Wolf Lake
Arcelor/Mittal Steel Mill
(formerly Inland Steel)
Ameristar Casino
Majestic Casino
Buffington Harbor
Whiting
East Chicago
Hammond
Gary
Munster
Highland
Griffith
Indiana Harbor Canal
Grand Calumet River
GARY/CHICAGO INTERNATIONAL
Washington Park
Kosciusko Park
Columbus Dr.
114th St
119th St
121st St
125th St
129th Street
133rd St
141st St
143rd St
Gostlin St
Hoffman St
150th St
E Chicago Ave
E 148th St
Gary Ave
Cline Ave
Dickey Road
Riley Rd
Michigan Ave
Block Ave
Empress Dr
Sheffield Ave
Henry Ave
Calumet Ave
Lake Ave
White Oak Ave
Indianapolis Blvd
Magoun Ave
Mc Cook Ave
Walsh Ave
Clay St
Webb St
Summer St
Gibson Transfer Rd
Industrial Hwy
Birch Ave
E 163rd St
162nd Pl
165th St
167th St
169th St
170th St
171st St
173rd St
174th St
175th St
175th Pl
177th Pl
177th St
179th St
Orchard Dr
River Dr
S River Dr
Conkey St
Cleveland St
Vine St
Cherry St
Hohman Ave
Columbia Ave
Jackson Ave
Forest Ave
Northcote Ave
Olcott Ave
Huron Ave
Osborn Ave
Kennedy Ave
Idaho Ave
Kentucky Ave
Grand Ave
Ohio Ave
Webster St
Hobart St
Ball St
King St
Colfax St
Stevenson St
Calhoun St
Durbin St
Burr St
Clark Rd
Garry St
Ralston St
Hovey St
Chase St
Taney St
Ellsworth Pl
Taft Pl
Taft St
Mc Kinley St
Bridge St
Garfield St
Grant St
Buchanan St
Pierce St
Tyler St
Harrison St
Madison St
Adams St
Massachusetts St
Connecticut St
Delaware St
Maryland St
Virginia St
W 2nd Pl
W 4th Ave
W 7th Ave
W 9th Ave
W 10th Ave
W 11th Ave
W 14th Ave
W 15th Ave
W 17th Ave
W 19th Ave
W 19th Pl
W 20th Pl
W 21st Ave
W 22nd Pl
W 23rd Ave
W 25th Ave
W 29th Ave
CSX
CSSB
EJE
NS
IHB
12
20
41
53
80
90
94
152
312
912

Traffic Study

- INDOT recently awarded traffic study contract to Wilbur Smith Associates, Indianapolis
  - Benchmark current traffic conditions
  - Evaluate designated detour route, review alternatives
  - Evaluate local & regional impacts for businesses, communities and residents
  - Evaluate truck traffic

Traffic Info

- 1975 ADT approx. 33k
- 20 year projected volume 56k; 27% trucks
- Cline Ave. designed for 80k
- Approx. 35k ADT prior to closure

Short-term improvements

- Resurface
- Restripe
- Added turn lanes
- Traffic Study

Short-term improvements

- Planned improvements begin Spring – Summer 2010
- Improve Lane Markings:
  - at Michigan Ave and Block
  - at Michigan Ave and Dickey Road
  - at 129th and Indianapolis Blvd
  - at 129th and Calumet Ave
- Patching along Michigan Ave, Dickey Road and 129th
- Resurface ramp from Michigan Ave & Block intersection to SB Cline
- Add dedicated Left Turn Lane at SB Indianapolis and Columbus Dr. (left turn arrow recently added)

Next Steps

- INDOT gather input on viable options & review
- Announce collaborative decision on next steps by summer 2010 (end of July)
- Near-term solutions ongoing
- Short-term projects begin this construction season

Public Comment

- Please limit remarks to 3 minutes
- Please focus comments to suggested solutions or ideas
- Want to allow 2 hours so all have the opportunity to share ideas
- Q & A if time allows

Submit ideas and comments to INDOT

- Collecting ideas and comments through February 28, 2010
- Email: laportedistrictcommunications@indot.in.gov
- Mail: INDOT LaPorte District
  Cline Avenue Bridge
  315 E. Boyd Blvd.
  LaPorte, IN 46350

912 Clare Ave PM
21910 E Chicago

F-55

ATTENDANCE SHEET
PLEASE PRINT

NAME	STREET ADDRESS	CITY and ZIP	EMAIL ADDRESS
DAVE RYAN	5246 Hohman Ave	Hammond 46320	DRYAN@lakeshorechamber.com
Bill Brown	6100 Southport Rd. Portage	46368	wbrown@nirpc.org
Belinda Bonilla	3324 Parrish Ave.	E. Chicago, IN	
R. Lonie Gonzalez	Ivy Tech Comm. College 410 E. Columbus Drive	E.C. IN 46312	lgonzale@ivytech.edu
CHRISTOPHER MURPHY	7260 SHADELAND STA. INDPLS, IN 46256		CMURPHY@STRUCTUREPOINT.COM
RO Hayes	4915 Carey St	E.C.	
Mike Puente		WBEZ	MPuente@chicagopublicradio.org
Jezreel Rodriguez	East Chicago Eng. Dept.	East Chicago	jrodriguez@eastchicago.com
Lucas Burns	E. Chicago Police Dept	E.C. 46312	
Dione Bigham	1202 E. Columbus	EC	
Rene Hernandez	735 S. Broad	Griffith	RehernandEcps.org

0

ATTENDANCE SHEET
PLEASE PRINT

2-9-10

NAME	STREET ADDRESS	CITY and ZIP	EMAIL ADDRESS
Christine Romine	1700 Adams	Gary 46407	stnrice@aol.com
Don Babcock	135 Sherman Ave.	M.C.G 46360	dlbabcock@nisource
Mark Maassel	6100 Southport Road	Portage, 46368	mtmaassel@nwiforum.org
John Kennedy	8661 Tapper Street	St. John 46373	jkennedy@structurepoint.com
Dominic Smith	3703 Butternut	East Chicago 46312	
Herbie Cruz	E.M.A. Agency 2301 E. Columbus Dr.	East Chico 46312	hcruz@eastchicago.com
Richard Morrisroe	4345 E. Guadalupe Cir.	East Chicago IN 46312	morrisroe@att.net
Mara Mary Kraguet	25 E. 13th St	Hobart IN 46342	
Allen L. Evans	7715 Virginia Place	Merrillville, IN 46410	AFSCME Local Pipefitters
Susan Valentine	UNITE HERE LOCAL 1 1301 TEXAS ST, GARY	GARY IN	svalentine@unitehere1.org

F-57

ATTENDANCE SHEET
PLEASE PRINT

2-9-10

NAME	STREET ADDRESS	CITY and ZIP	EMAIL ADDRESS
Gina williams	4051 W 21 AVE	Gary 46404	
LEIGH MORRIS	424 Upper Lake Shore Dr.	LaPorte 46350	lmorris2@indol.in.gov
Michael Muskin	777 American Blvd	East Chicago 46312	
Chris Moore	7501 Indianapolis Blvd	Hammond IN. 46324	Cdm@garcia-Consulting.com
Richard Peterson	4119 Elm St	East Chicago	

ATTENDANCE SHEET
PLEASE PRINT

2-9-10

NAME	STREET ADDRESS	CITY and ZIP	EMAIL ADDRESS
Reggie Dotson	777 Ameristar Blvd	E. Chicago, IN 46312	reginald.dotson@ameristar.com
Ron Holland	616 State St	Hobart IN 46342	
John D. Artis	3109 Dearborn St	East Chicago	—
Thomas Dorsey	9023 West 85th	Scheperville, IN	tdorsey@IKRCC.COM
Jason Novak	9340 Kleinman Road	Highland, IN	Oilslickj08@att.net
Marlene Patrick-Cooper	55 W. Van Buren Ave	Chicago, IL 60605	mcooper@unitehere local1.org
Patrick Mooney	2552 W. Cortland	Chicago IL 60647	Patmbar@aol.com

ATTENDANCE SHEET
PLEASE PRINT

2-9-10

NAME	STREET ADDRESS	CITY and ZIP	EMAIL ADDRESS
RYAN PRIEST	LAKESHORE PUBLIC RADIO		news@lakeshoreptv.com
Mike Janssen	Lakeshore Public TV	Merrillville	
Robert Liptak	Lakeshore TV	Merrillville	
Natalie Rhodes	1952 Pecan Ct	Crown Point, IN	
Nicolas Mijares	↓		
Kristi DELAMENTIS	140 S. Dearborn, Ste 1600	Chicago, IL 60603	kdelamentis@metroplan.org
Keith Bennon	NWI Times	Munster IN	
Andrea Schneider Kirk	Post Trib	Merrillville	
Tom Hargrove	3703 Euclid	E.C.	Pies@USWA1010.org
Paul Miller	405 Prospect ST	EC	PMyers@MICHELS.US
Dan Murchek	6415 Kennedy Ave	Hammond	dmurchek@sbcglobal.net NWIFed.org
Bill Hanna			bhanna@RDA.IN.GOV

F-60

ATTENDANCE SHEET
PLEASE PRINT

2-9-10

NAME	STREET ADDRESS	CITY and ZIP	EMAIL ADDRESS
Lisa James	2930 Oak Ave	East Chicago, IN 46312	Getdownwitgene759@sbcglobal.net
Doris Taylor	3718 Aldre Street	East Chicago, IN 46312	
Harvey Jackson	67 Lauren Lane	Hobart IN 46342	HJackson202@sbcglobal.net
RUFUS DURNELL	2379 LINCOLN	GARY, IN 46407	
STAN DOSTATNI	5925 CALUMET AVE.	HAMMOND IN. 46320	DOSTATNIS@GOHAMMOND.COM

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue Room N642
Indianapolis, Indiana 46204-2216
Office (317) 234-4938 FAX: (317) 233-4929

Mitchell E. Daniels, Jr., Governor
Michael Reed, Commissioner

February 9, 2010

THIS FORM IS PROVIDED FOR YOUR CONVENIENCE TO SUBMIT YOUR IDEAS AND COMMENTS FOR A LONG-TERM SOLUTION FOR CLINE AVENUE. COMMENTS MAY BE SUBMITTED TODAY, OR MAILED/FAXED BY February 28, 2010 TO:

Mail: INDOT LaPorte District
Cline Avenue Bridge
315 E. Boyd Blvd.
LaPorte, IN 46350

FAX: 219-325-7434

Email: laportedistrictcommunications@indot.in.gov

PROJECT: Cline Avenue Bridge

NAME: (PLEASE PRINT) THOMAS DORSEY

ADDRESS: 9023 WEST 85th AVE
SCHEREVILLE

E-MAIL: TDORSEY@JKRCC.COM

COMMENTS:

IT'S UNFORTUNATE THIS HAPPENED WHEN IT DID. WITH THE EXPANSION AT THE BP REFINERY AND THE POTENTIAL EMPLOYMENT OF OVER 2000 CONSTRUCTION WORKERS NOW STRUGGLING TO FIND ROUTES TO AND FROM WORK. ALL THAT BEING SAID, I APPAULD THE STATE'S COMMITTMENT TO RESOLVING THIS ISSUE. LETS DO IT RIGHT THIS TIME THOUGH. THERE HAVE BEEN ISSUES WITH THIS PARTICULAR SECTION OF ROADWAY THAT SHOULD BE CONSIDERED WHEN REBUILDING. I AGREE THAT THIS ROADWAY IS VITAL TO NWI

SIGNATURE: Thomas A. Dorsey

9,F
cline

rec'd 3/1/10

II 4062

Rudy Clay,

Something is fishy about demolition of Cline. On 25 the foundation is on 2 skids. thats all that needs a frame & recondition the rest of the road. I told a man about it +5 yrs. ago & he may be trying ~~[illegible]~~ ~~[illegible]~~ ~~[illegible]~~ to pull a fast one w/ a 85 and bank us Indiana for $. He was from Arkansas.

INDOT Laporte District
Cline Ave, Bridge.
315 E. Boyd Blvd.
LaPorte, IN
46350

Cline Avenue Bridge
Plan for Moving Forward

Robert L. Zier
Chief of Staff, INDOT

April 15, 2010

INDOT

- History of Cline Avenue Bridge
- What has occurred to date
- Plan for the Future

Cline Avenue Bridge

History

- Construction began 1979 for Mainline Bridge over Indiana Harbor Canal & Ramps at Riley Rd.
- Ramp collapse 1982
  - Highway Construction Workers Memorial Highway – dedicated 1987 between US 12 and I-90 (Indiana Toll Road)
- Open to traffic 1983

History

- Upon opening INDOT followed federal guidelines for biennial inspections
- 1999 INDOT noticed structural deficiencies that required closer monitoring
  - Increased to annual inspections
  - Programmed replacement projects
- 2006 INDOT hires URS to conduct detailed inspections every 6 months on all post-tensioned concrete box girder bridge construction statewide

History

- Nov. 6, 2009 consultant URS alerted INDOT of structural deficiencies
  - INDOT reviewed & discussed detailed report
- Nov. 13, 2009 INDOT staff began temporary closure of SR 912 (Cline Ave.) between Michigan Ave. and Calumet Ave.
  - Asked consultant for further study to determine safety of bridge

History

- Dec. 28, 2009 INDOT announces Cline Ave. (between Michigan and Calumet) will not reopen to traffic due to diminished state of structural integrity
  - Cost to reconstruct prohibitive for lifespan gained
- Safety of motoring public first and foremost priority
- INDOT seeks public input for long-term solution

What has occurred

- INDOT has worked non-stop to find resolution for the bridge
- New approach for INDOT – Concentrated effort to work with community
  - Reached out to business, coalition, action groups
- INDOT collaborated with designers, engineers, outside consultants, traffic experts, federal highway, environmental experts
- INDOT executives have visited a number of times – this is a priority

What has occurred

- INDOT looked at this opportunity from all angles
  - Safety, residents, drivers, business and long-term environmental impact
- Consideration of Marquette Plan with its vision for the long-term in this geographic area
- Looked at traffic history vs. reality
- Gathered input from Northwest Indiana throughout the process
- All these actions led to today

Plan

- Will improve transportation flow and foster further development
- Economic impact forecasted according to Build Indiana
  - 36-month time period
  - Create 2,300 jobs
    - 800 direct employees for bridge work
    - 400 material and information suppliers
    - Induce another 1,250 jobs
    - $240 million GDP
    - $80 million in personal earnings

Plan

- The Plan:
  - Redesign – Dickey Rd.
  - Resurface – Riley Rd. and Dickey Rd.
  - Replace – Riley ramps
  - Rehab – drawbridge
  - Rebuild – Michigan ramps

Plan

- Results:
  - Improved safety
  - Improved surfaces
  - Improved traffic flow
  - Improved signage
  - Improved environmental profile (lighter footprint)

Plan – Long-term Vision

- Benefits
  - Balances long-term mobility needs with the goals identified in the Marquette Plan.
  - Not foreseeing the short time remaining for the Cline Ave. bridge, the 2005 Marquette Plan identified as a long-term goal replacing the elevated Cline Ave. section with a ground-level facility.
  - Rehabilitating and reconfiguring Cline Ave. ramps at Riley Rd. and Michigan Ave. will provide immediate action and relief with improved access to the existing four-lane drawbridge at Dickey Rd.
  - Construction of on–off ramps at Dickey Rd. will provide access to Cline Ave. that doesn't exist today.
  - This plan will ensure completion on our watch.

Plan – Long-term Vision

- Working together
  - INDOT's solution to the Cline Ave. bridge closure should spur private development in East Chicago, Hammond, Gary and Whiting, creating the green jobs necessary for a sustainable 21st Century economy.
  - Introduction of trees, grasses, algaes and other plant materials into the physical landscape lining major arterials will naturally remediate contaminated soils and beautify the area.
  - Decommissioned road and industrial infrastructure can be repurposed to sculpt the land, creating retaining walls and planting beds for bioremediation.
  - For abandoned rail spurs, old coal cars could be repainted and filled with fresh soil to create nurseries for new trees, at same time creating jobs for unskilled labor in landscaping and maintenance.

Plan – Long-term Vision

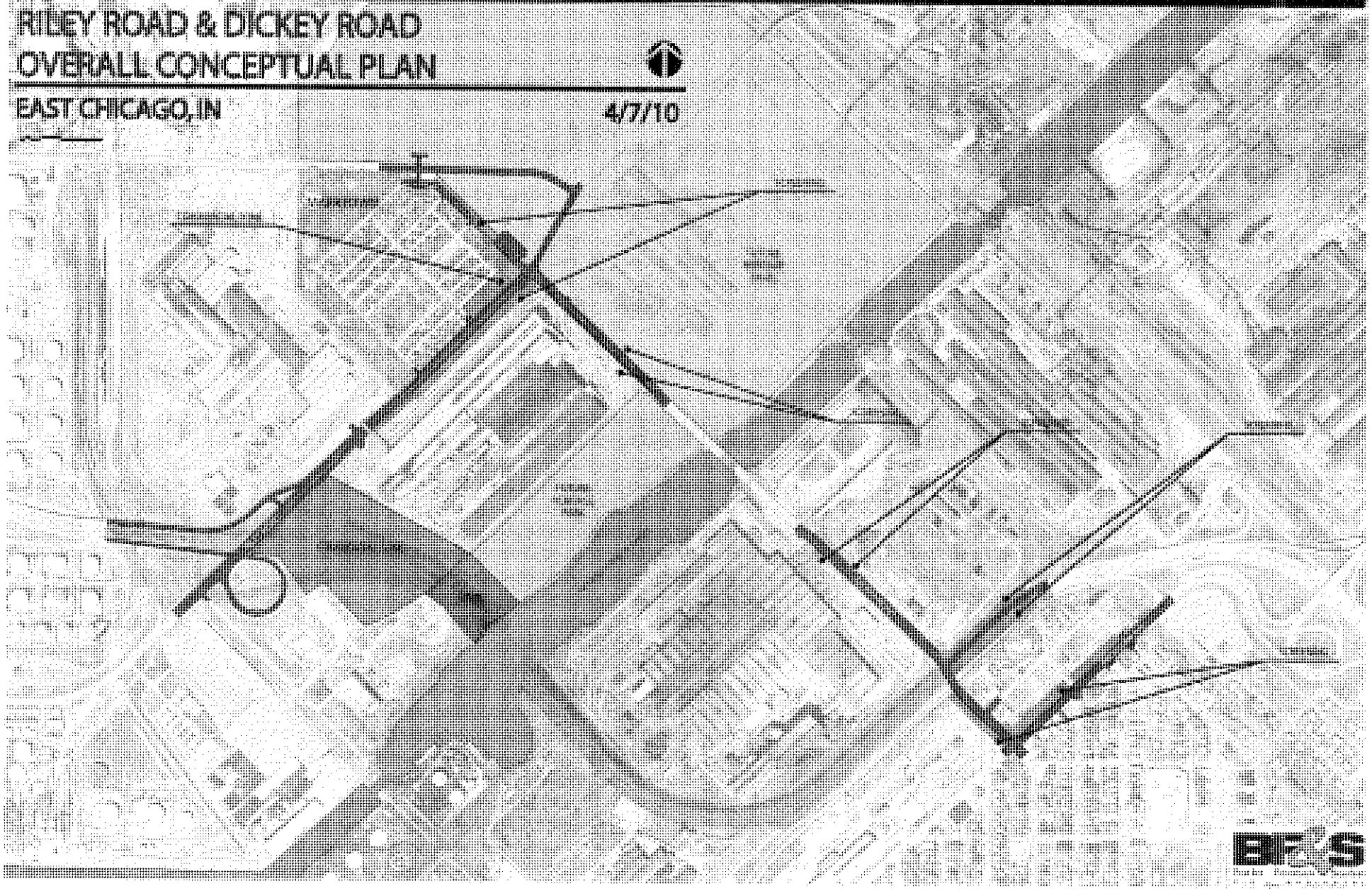
- Working together
  - Existing Cline Ave. bridge infrastructure not used in the long-term traffic solution could serve as a permanent Highway Workers Memorial.
  - Partnerships with IU and Purdue could create research opportunities for algae-based biofuels or photo-voltaic solar panels, helping local industries anticipate forthcoming EPA challenges, with researchers being housed in the nearby historic community of Marktown.

Plan – Cline Avenue

RILEY ROAD & DICKEY ROAD
OVERALL CONCEPTUAL PLAN

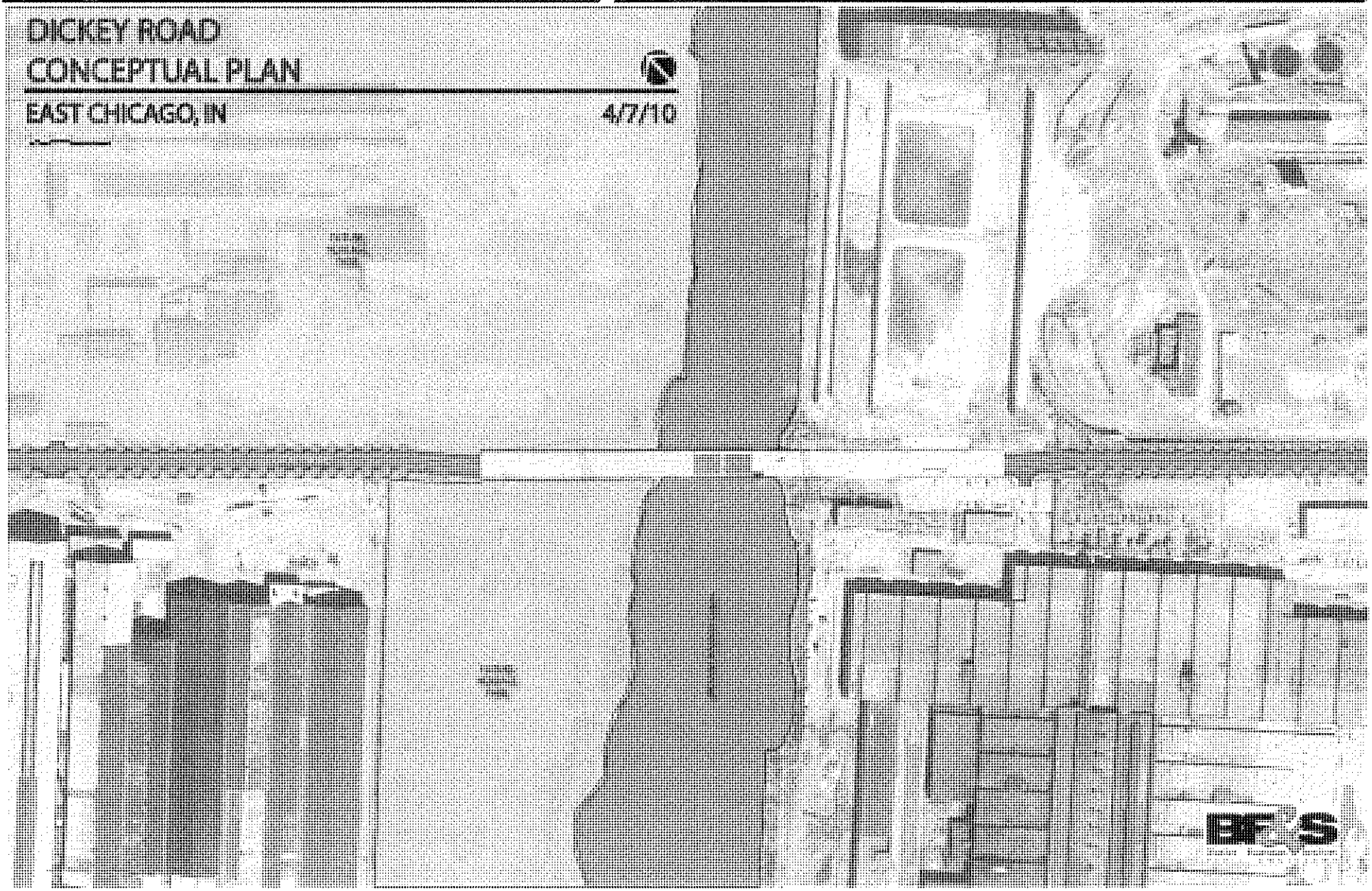
EAST CHICAGO, IN

4/7/10

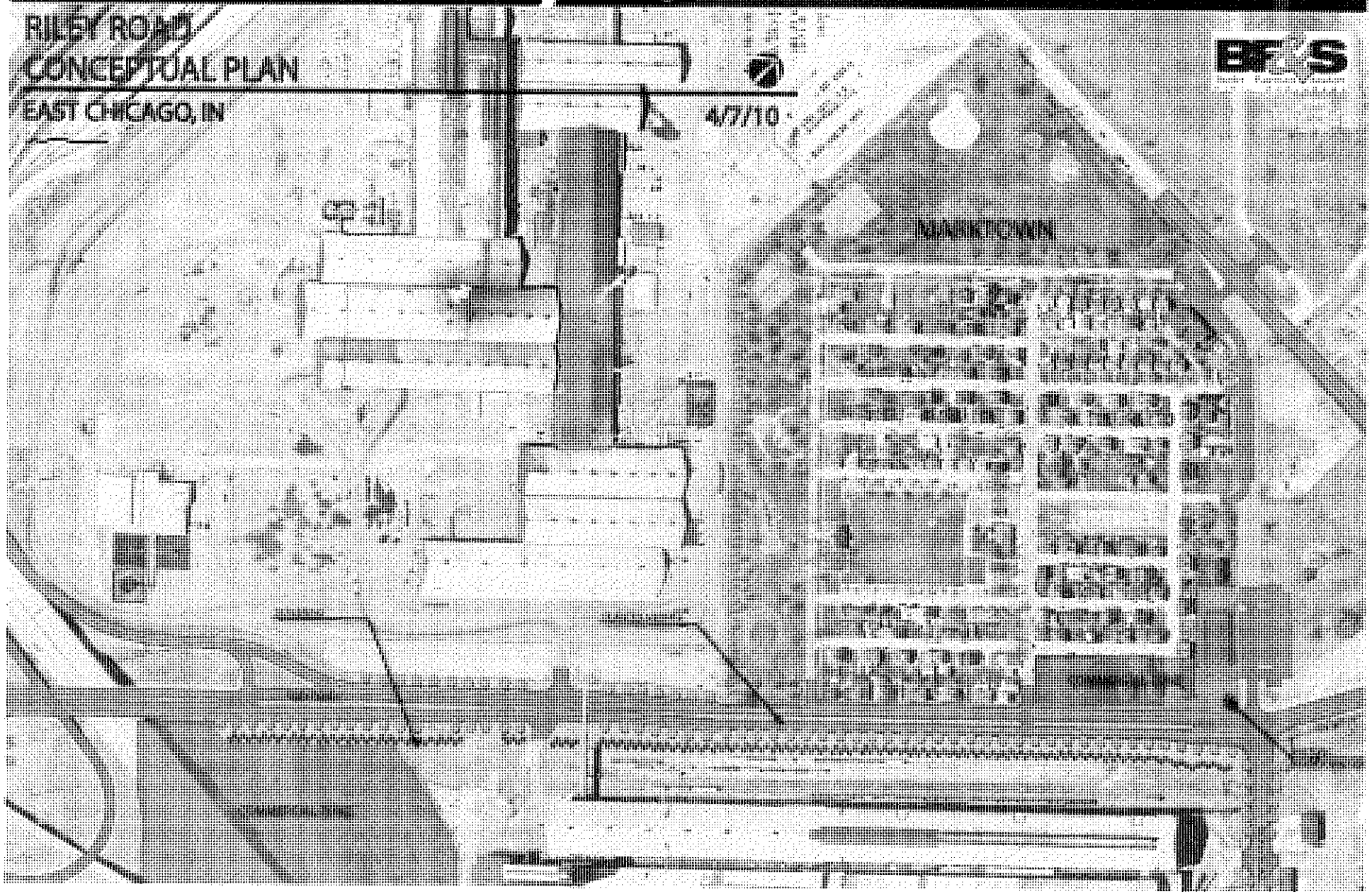


BF&S

Plan – Dickey Rd.



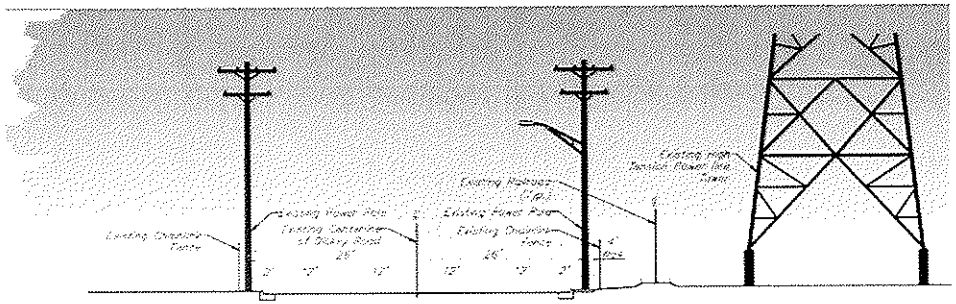
Plan – Riley Rd.



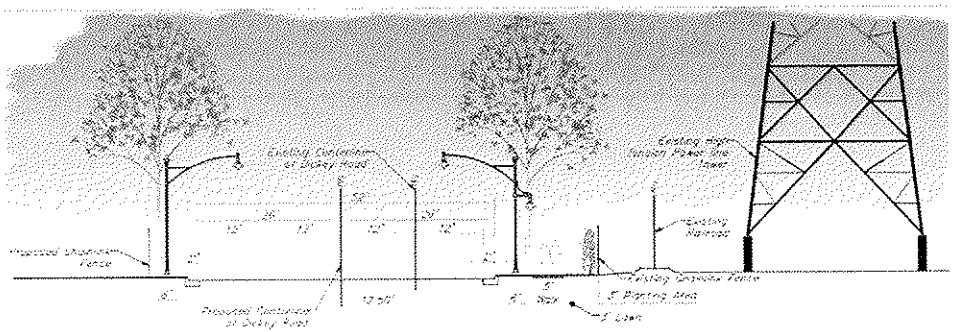
Plan – Dickey Rd.

TYPICAL CROSS SECTIONS

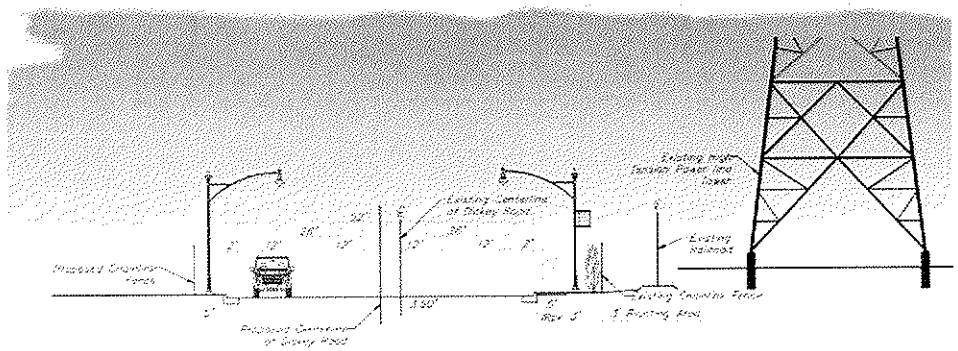
EAST CHICAGO, IN 4/7/10



Typical Section
Existing Dickey Road Conditions
East Chicago, Indiana



Alternate 1
Proposed Dickey Road Improvements
East Chicago, Indiana



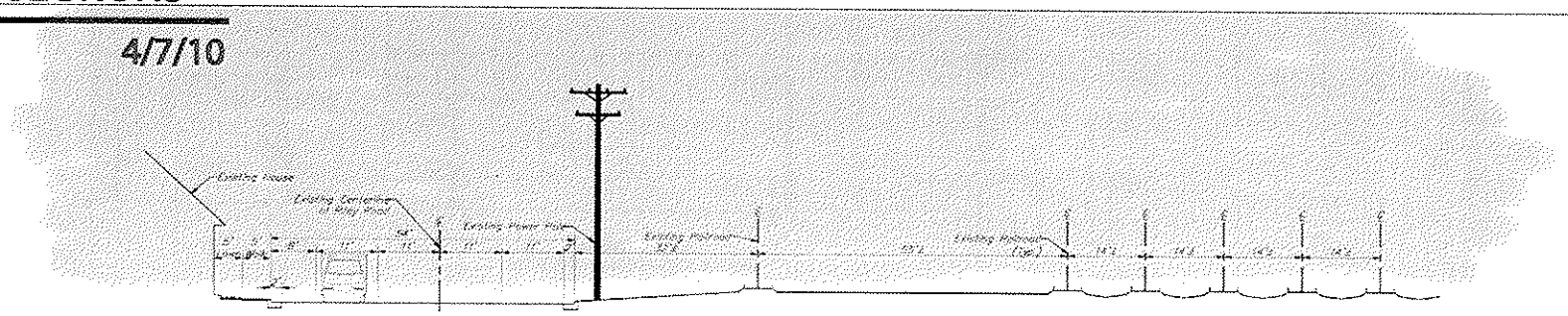
Alternate 2
Proposed Dickey Road Improvements
East Chicago, Indiana

Butler Fairman Seu

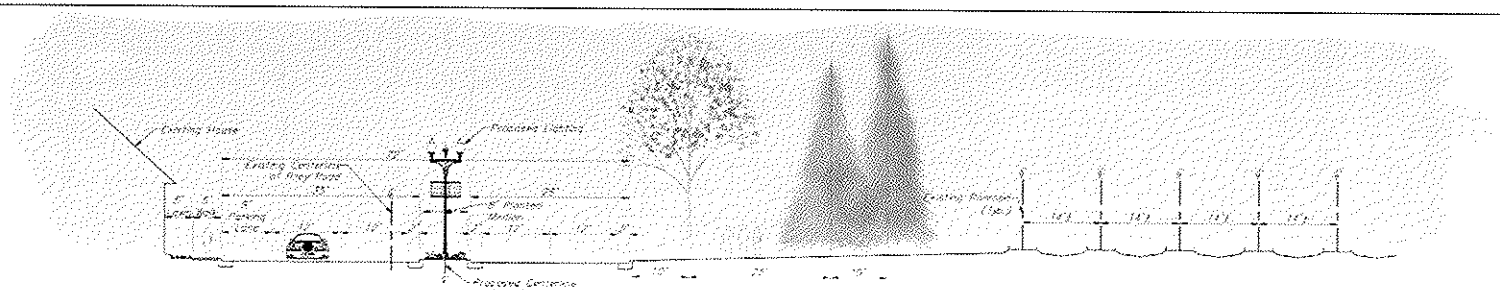
Plan – Riley Rd.

RILEY ROAD
TYPICAL CROSS SECTIONS

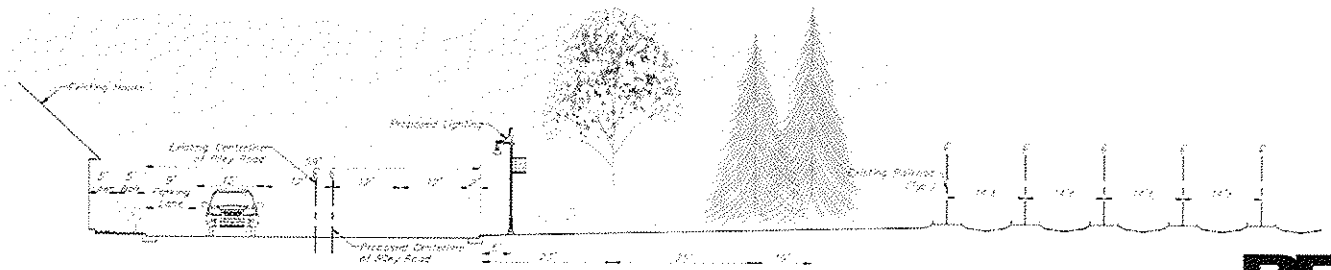
EAST CHICAGO, IN 4/7/10



Typical Section
Riley Road Existing Conditions
East Chicago, Indiana



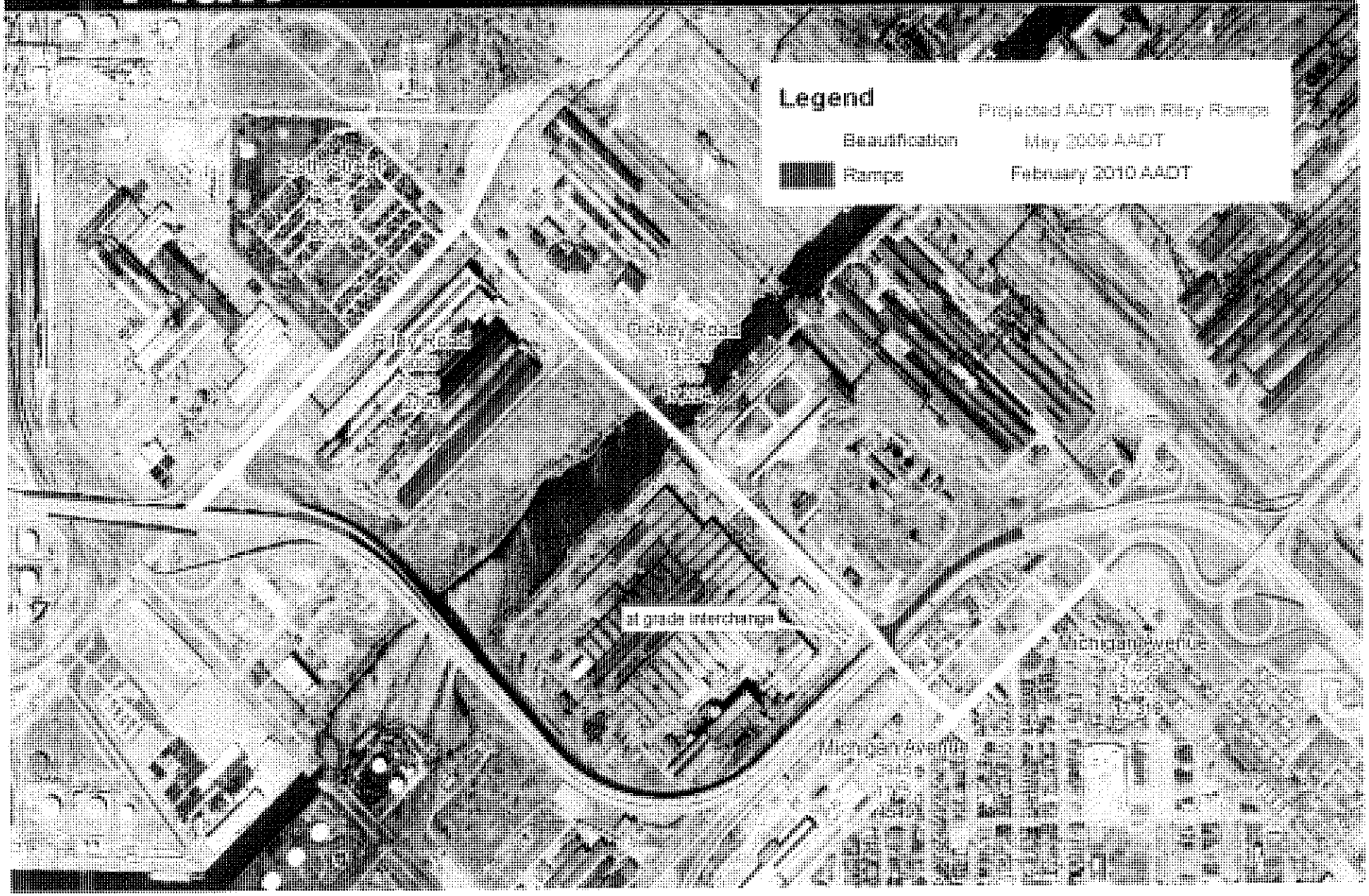
Alternate 1
Riley Road Existing Conditions
East Chicago, Indiana



Alternate 2
Riley Road Existing Conditions
East Chicago, Indiana

Butler Fairman Seufert

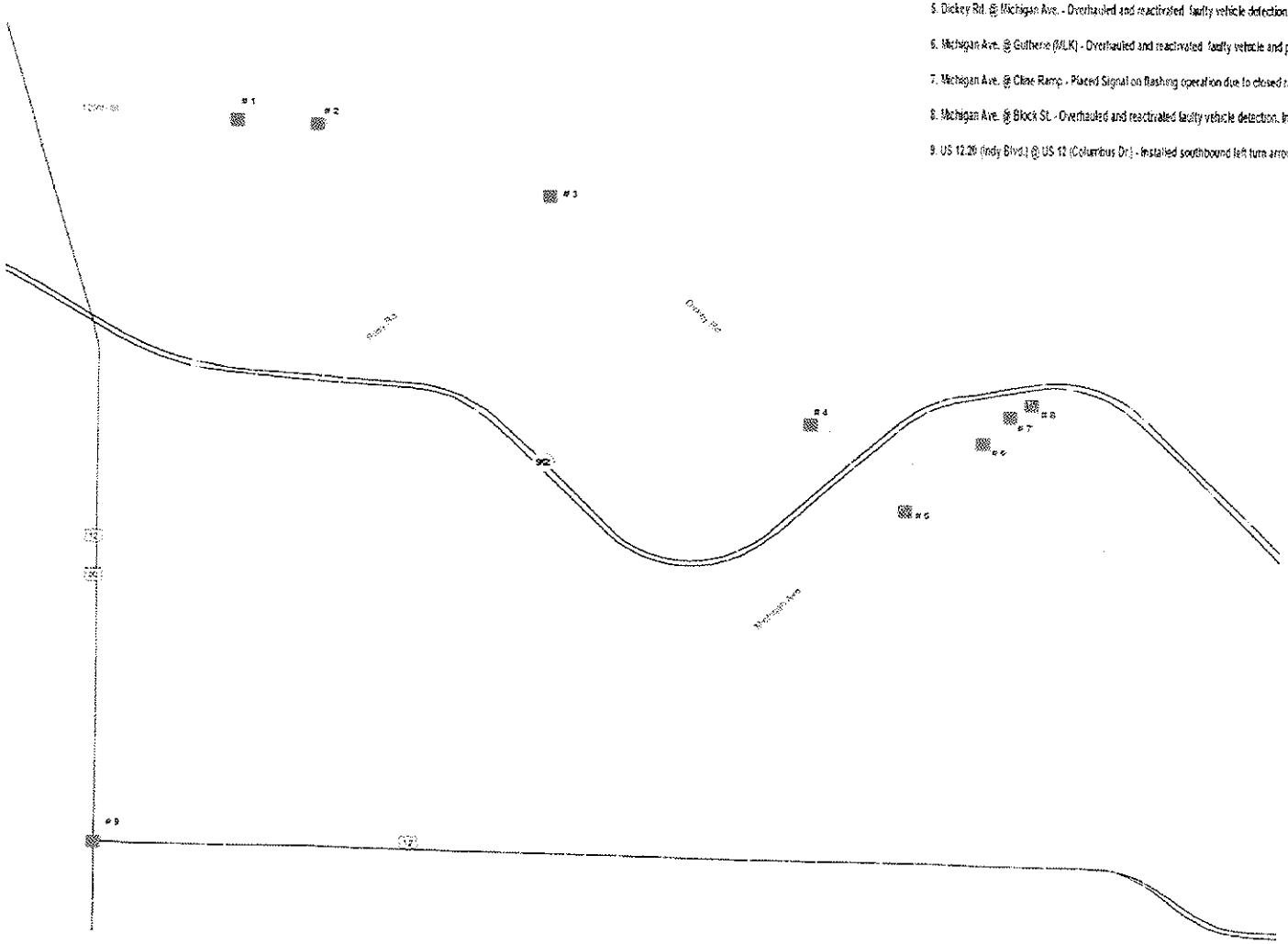
Plan


Legend
Beautification
Ramps
Projected AADT with Riley Ramps
May 2009 AADT
February 2010 AADT
Oakley Road
at grade interchange
Michigan Avenue
Monroe Avenue

Plan – Signal Improvements

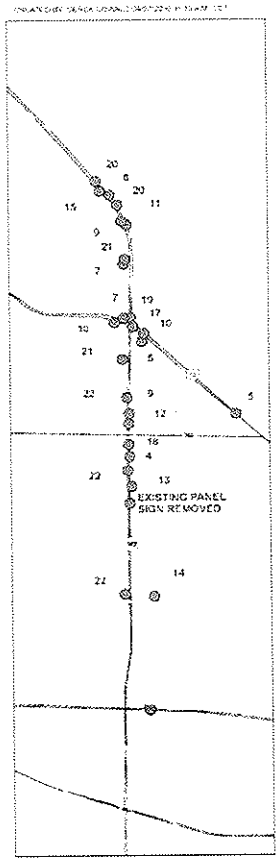
Signal improvements since January, 2010

1. 129th St. @ BP Gate 15 - Overhauled and reactivated overhead vehicle detection system.
2. 123 th St. @ Dickey Place - Installed overhead vehicle detection system.
3. Dickey Rd. @ Riley Rd. - Activated signal from flashing operation. Modified pavement markings to increase intersection capacity.
4. Dickey Rd. @ Plant 4 Entrance - Activated signal from flashing operation. Overhauled and reactivated faulty vehicle detection system.
5. Dickey Rd. @ Michigan Ave. - Overhauled and reactivated faulty vehicle detection. Installed southbound left turn arrow and westbound right turn arrow to implement split phase operation.
6. Michigan Ave. @ Guthrie (MLK) - Overhauled and reactivated faulty vehicle and pedestrian detection.
7. Michigan Ave. @ Cline Ramp - Placed Signal on flashing operation due to closed ramp
8. Michigan Ave. @ Block St. - Overhauled and reactivated faulty vehicle detection. Implemented split-phase operation for improved flow.
9. US 12.20 (Indy Blvd.) @ US 12 (Columbus Dr.) - Installed southbound left turn arrow.

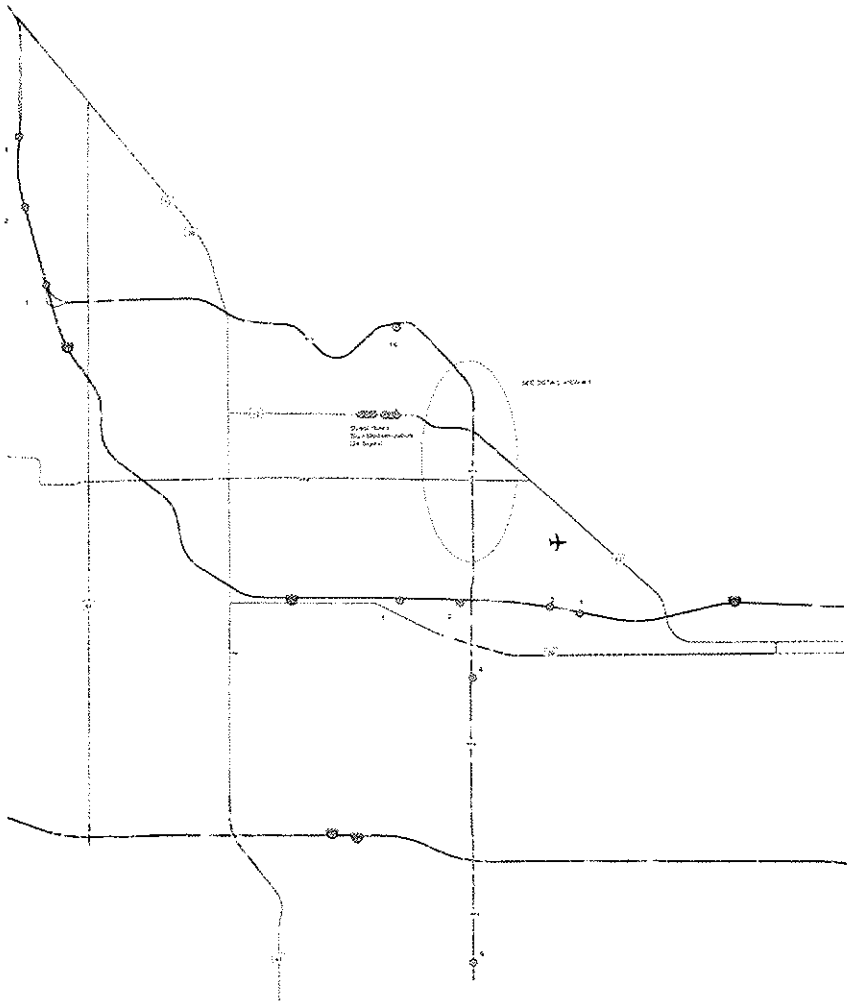


Plan – Signage Improvements 23

Indiana Department of Transportation



DETAIL VIEW #1



0.6 0.3 0 0.6 Miles

Sign Legend

#1 Ameristar & Majestic Star Casinos Use Exit 10

#2 Gary/Chicago International Airport Use Exit 10

#3 Horseshoe Casino Use Exit 0

#4 Majestic Star Casino Exit ¼ Mile / Ameristar Casino Exit 1½ Miles

#5 912 CLOSED TO THRU TRAFFIC / Mill & Casino Traffic Only

#6 Thru 912 Use 12

#7 Majestic Star Casino

#8 Ameristar Casino

#9 Majestic Star Casino

#10 Ameristar Casino / Majestic Star Casino

#11 Ameristar Casino Use Exit 5C ¼ Mile

#12 Ameristar Casino Use Exit 5C ½ Mile

#13 Ameristar & Majestic Star Casinos

#14 Ameristar & Majestic Star Casinos

#15 Majestic Star Casino Use Exit 6A

#16 Ameristar Casino / Majestic Star Casino

#17 Ameristar Casino

#18 2 LEFT LANES CLOSED 1 MILE

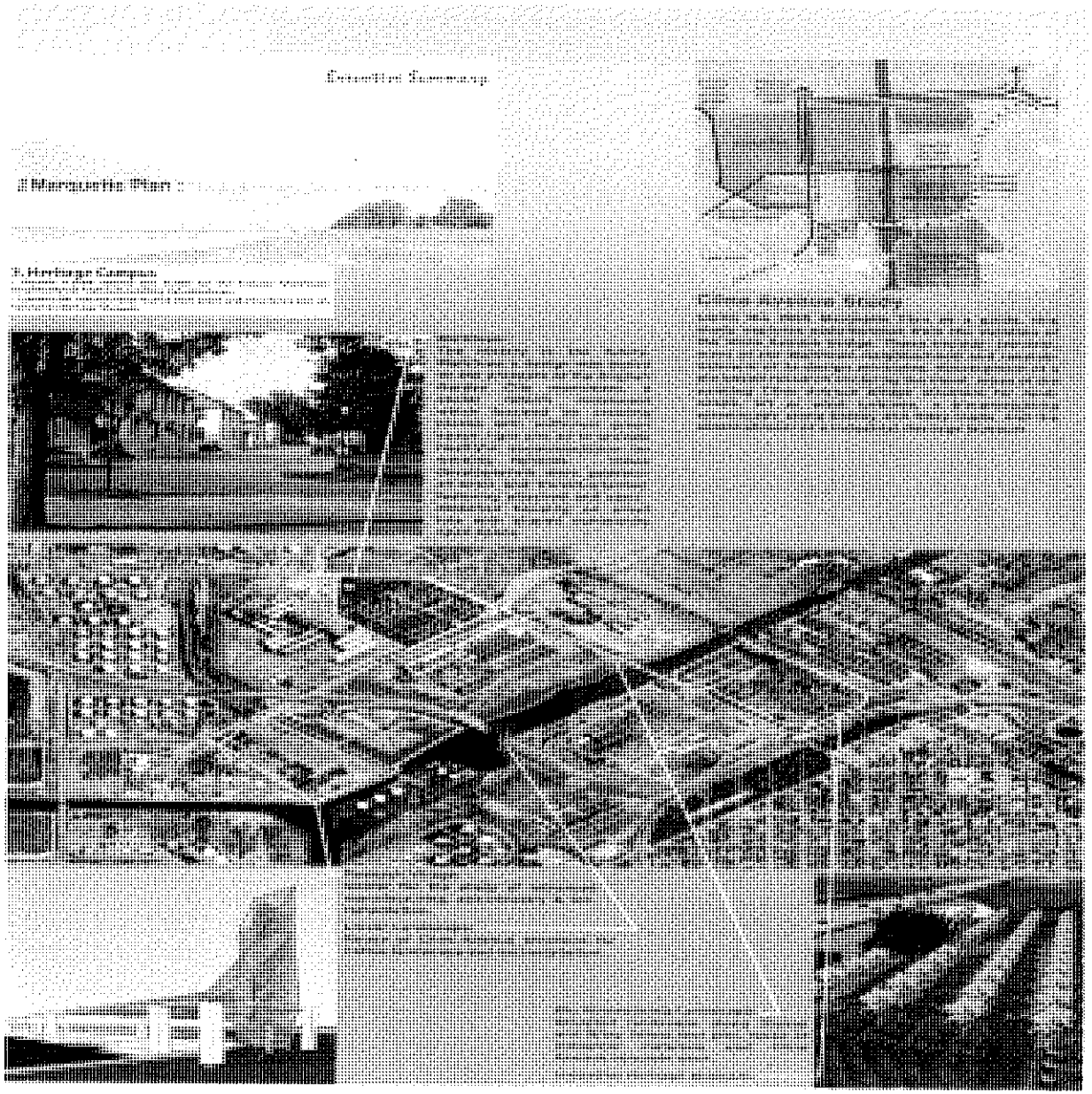
#19 2 LEFT LANES CLOSED 1/2 MILE

#20

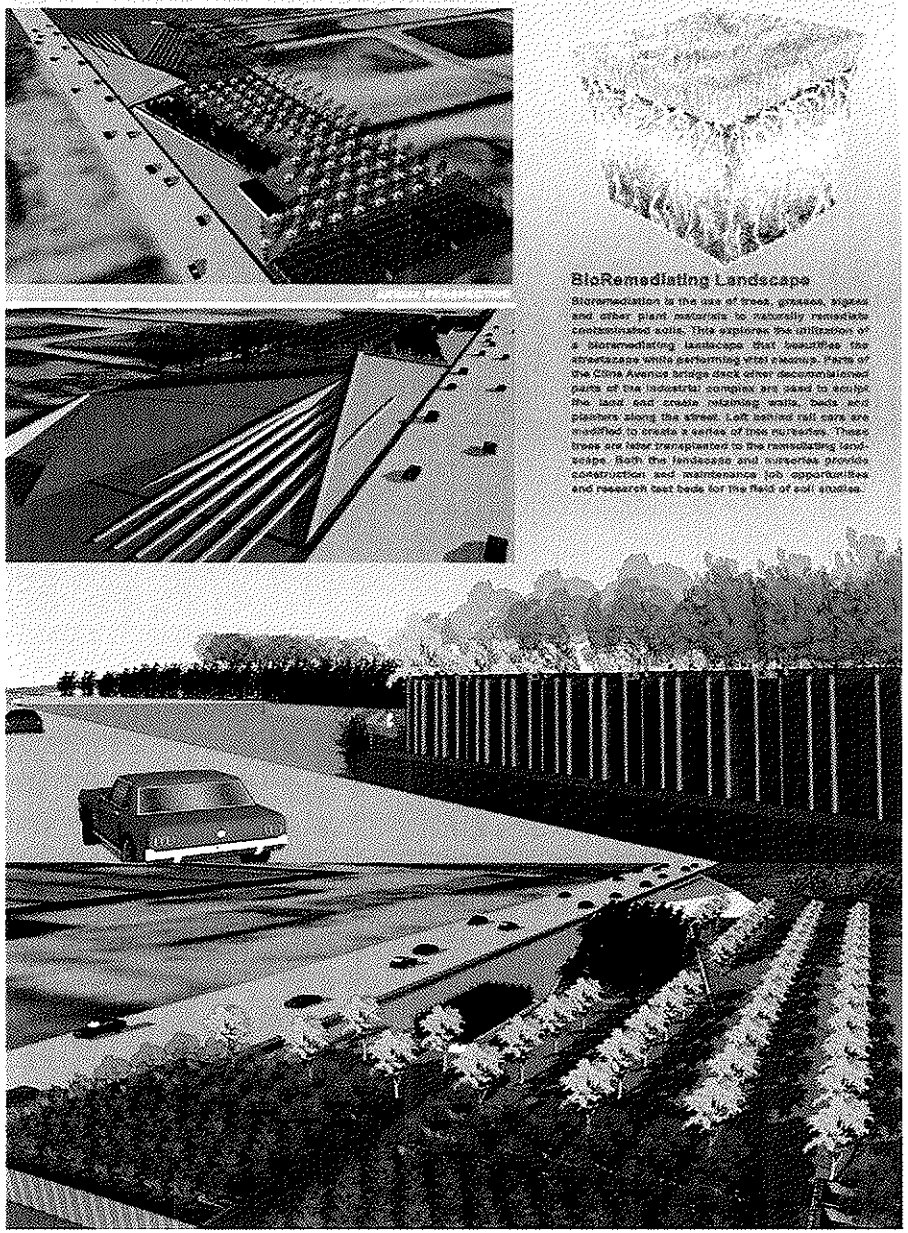
#21 90 / CHICAGO ONLY

#22 CHICAGO ONLY

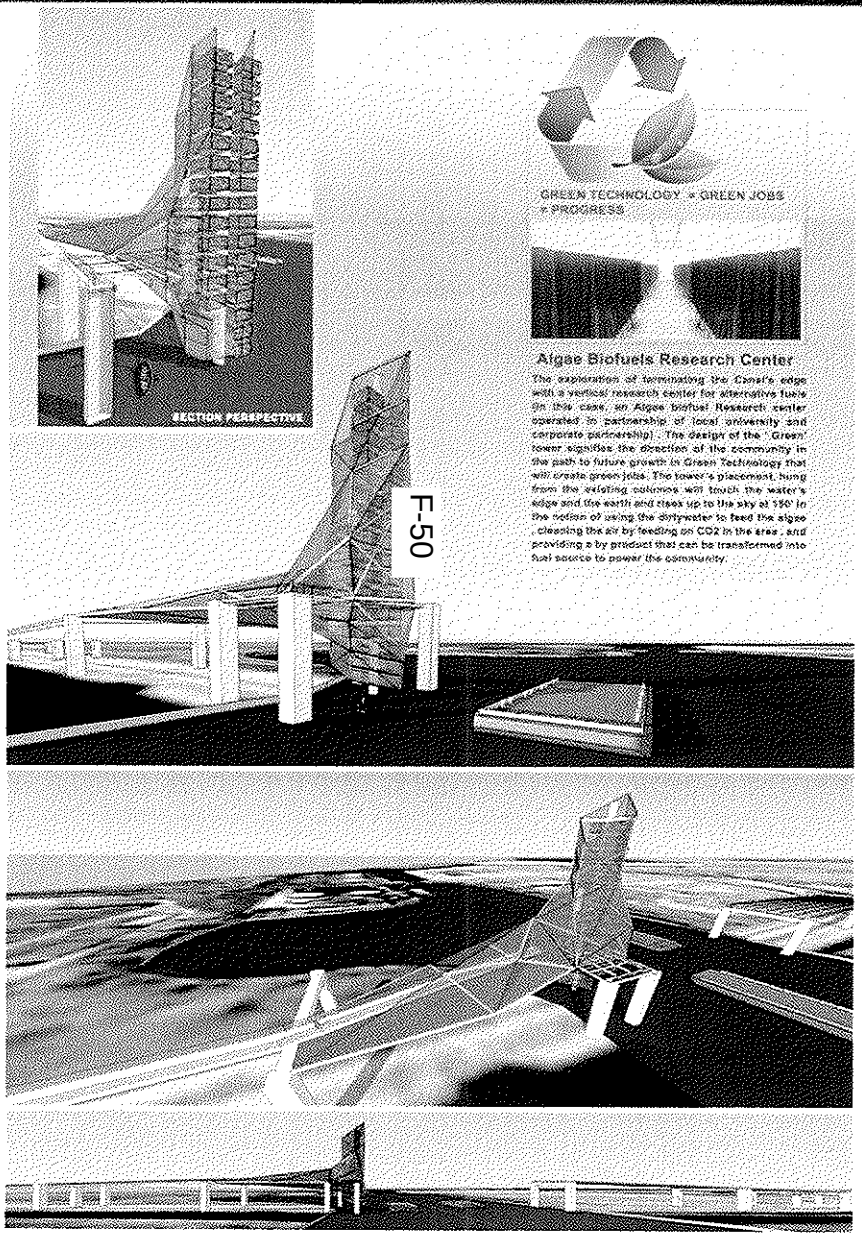
Lakeshore Reinvestment Strategy



Lakeshore Reinvestment Strategy

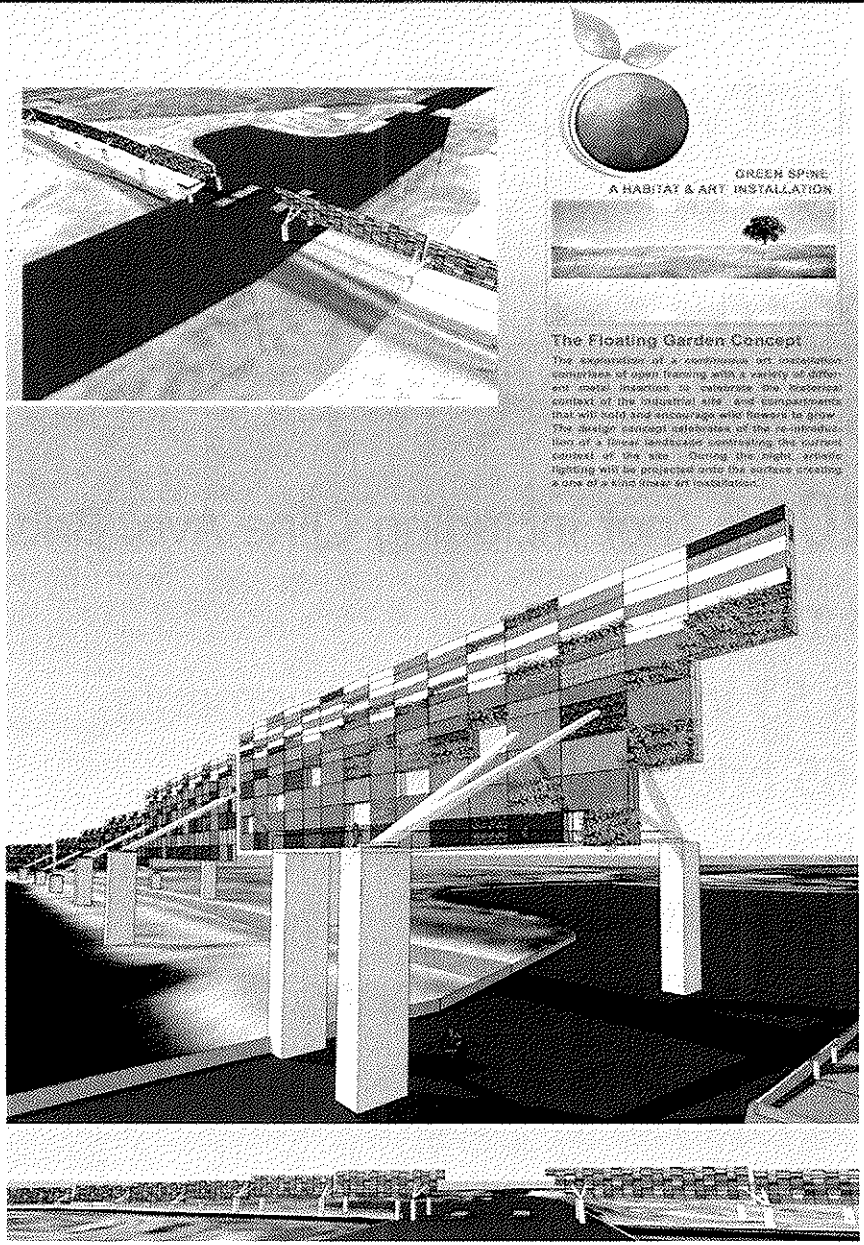


Lakeshore Reinvestment Strategy



F-50

Lakeshore Reinvestment Strategy



Funding

- Lake County INDOT projects other than Cline Ave.
  - 2007-2010
    - $375 million
  - 2010-2014 (not including Cline Ave. Bridge)
    - $128 million
      - SR 53 intersection improvements
      - I-65 bridge replacement
      - US 12 bridge replacement, bike/pedestrian facilities, road reconstruction
      - SR 2 bridge replacement

Funding

- Lake County INDOT projects other than Cline Ave. (cont.)
  - 2010-2014 (not including Cline Ave. Bridge)
    - I-94 ITS program equipment
    - US 231 traffic signals, small structure replacement
    - SR 55 intersection improvements w/added turn lanes
    - SR 51 traffic signals
    - US 41 median construction, traffic signal modernization
    - I-80 drainage ditch correction
    - US 30 closed loop interconnect system, new signal installation

Plan - Timeline

- Summer – Fall 2010:
  - Rehab westbound ramp from Riley Rd. to Cline Ave.
    - Allow alternating one-way traffic, controlled by traffic signals, to enter and exit Cline Ave. at Riley Rd.
  - Build temporary ramps
    - Allow both eastbound and westbound cline Ave. to exit onto Michigan Ave.

Plan - Timeline

- Fall 2010 – Fall 2011:
  - Demolish Cline Ave. mainline and ramps near Riley Rd. to make way for new exit ramp from Cline Ave. to Riley Rd.
    - Remove alternating traffic pattern upon completion

Plan - Timeline

- Summer 2011 – Summer 2012:
  - Construct four-lane ramp to provide access to Dickey Rd. from Cline Ave. and exit from Dickey Rd. to Cline Ave. east
- Summer 2012 – Summer 2013:
  - Demolish remaining sections of Cline Ave. bridge over Indiana Harbor Canal

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204-2216 (317) 232-3166 FAX: (317) 232-0238

Mitchell E. Daniels, Jr., Governor
Michael W. Reed, Commissioner

(Name)
(Address)
(Location)

RE: Des. No. 0501116; SR 912 in East Chicago, Indiana
Connectivity restoration for SR 912 (Cline Ave.) in Northwest Indiana

Notice of Entry for Survey or Investigation
July 21, 2010

(To Whom It May Concern),

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

Please read the attached notice to inform you of what the "Notice of Entry for Survey or Investigation" means. The survey work may include the identification and mapping of wetlands, archaeological investigations (which may involve the survey, testing, or excavation of identified archaeological sites), and various other environmental studies. The information we obtain from such studies is necessary for the proper planning and design of this highway project. It is our sincere desire to cause you as little inconvenience as possible during this survey.

If you have any questions about the proposed project, please call Ron Bales at 317-234-4916 or write to 100 N. Senate Ave., IGCN Room 642, Indianapolis, Indiana, 46204. Thank you in advance for your cooperation.

Sincerely,

Ben Lawrence, PE
Environmental Policy Administrator
Office of Environmental Services
Indiana Department of Transportation

ArcelorMittal USA Inc.
3210 Watling St.
East Chicago, IN 46312

Mr. & Mrs. George Michels
3011 Dickey Rd.
East Chicago, IN 46312

City of East Chicago
4525 Indianapolis Blvd.
East Chicago, IN 46312

Mr. Heriverto Arellano
402 Riley Rd.
East Chicago, IN 46312

Mr. & Mrs. Sabas Beltran
404 Riley Rd.
East Chicago, IN 46312

Mr. Pedro Alvarado
406 Riley Rd.
East Chicago, IN 46312

Mr. Bobby Starr
408 Riley Rd.
East Chicago, IN 46312

Mr. Jose Yanez, Et. Al
410 Riley Rd.
East Chicago, IN 46312

Mr. & Mrs. Homar Araujo
412 Riley Rd.
East Chicago, IN 46312

Ms. Leticia Bustos
414 Riley Rd.
East Chicago, IN 46312

Ms. Vivian McArdle
420 Riley Rd.
East Chicago, IN 46312

Mr. & Mrs. Bernabe Gastelu
422 Riley Rd.
East Chicago, IN 46312

Mr. Arturo Ledezma
424 Riley Rd.
East Chicago, IN 46312

American Premier Underwriters, Inc.
580 Walnut St.
Cincinnati, OH 45202

Indiana Harbor Belt R.R. Co.
1301 Gervais St. Ste. 300
Washington, DC 20201

E J & E
1 N Broadway
Gary, IN 46402

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Wednesday, July 28, 2010

Dear Concerned Citizens, Local Residents, and Elected Officials,

The Indiana Department of Transportation (INDOT) would like to cordially invite you to a Public Meeting and Information Open House regarding SR 912. Specifically, the purpose of the meeting is to review a number of alternatives currently under consideration to determine the best candidate for a long term solution for the closure of the Cline Avenue Bridge.

Please Join Us
Tuesday, August 10, 2010
6:00 pm (local time)
East Chicago Council Chambers in City Hall
4525 Indianapolis Boulevard
East Chicago, Indiana

The format of this meeting will feature a formal presentation followed by an informal open house session. During the open house session INDOT representatives will be able to address questions, comments and concerns.

INDOT looks forward to meeting with you on Tuesday, August 10th. Should you have additional questions regarding this meeting, please feel free to contact our LaPorte District Office or the Public Hearings Office using the information below:

INDOT LaPorte District Office (219) 362-6125, Angela Fegaras, Director of District Communications at: afegaras@indot.in.gov.

Sincerely,

Rickie Clark, INDOT Public Hearings Manager
(317) 232-6601 or rclark@indot.in.gov

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Legal Notice of Public Meeting

The Indiana Department of Transportation (INDOT) would like to cordially invite you to a Public Meeting and Information Open House regarding SR 912. Specifically, the purpose of the meeting is to review a number of alternatives currently under consideration to determine the best candidate for a long term solution for the closure of the Cline Avenue Bridge. The meeting will be held on Tuesday, August 10, 2010 beginning at 6:00pm (Local Time) in the East Chicago Council Chambers in City Hall, 4525 Indianapolis Boulevard, East Chicago, Indiana.

The format of this meeting will feature a formal presentation followed by an informal open house session. During the open house session INDOT representatives will be able to address questions, comments and concerns.

INDOT looks forward to meeting with you on Tuesday, August 10th. Should you have additional questions regarding this meeting, please feel free to contact our LaPorte District Office or the Public Hearings Office using the information below:

INDOT LaPorte District Office (219) 362-6125, Angela Fegaras, Director of District Communications at: afegaras@indot.in.gov; or Rickie Clark, INDOT Public Hearings Manager (317) 232-6601 or rclark@indot.in.gov.

This notice is published in compliance with Title 23, Section 128, U.S. Code, Federal Road Acts of 1958, and the Indiana Public Involvement/Public Hearing Procedures for Federal-Aid Project Development approved by the Federal Highway Administration, U.S. Department of Transportation on April 1, 2009.

INDIANA DEPARTMENT OF TRANSPORTATION

The 411
c/o Jackie Harris
1130 Camellia Dr., #4
Munster, IN 46321

(219) 922-8846 Phone
(219) 922-9091 Fax

Invoice

DATE	INVOICE #
8/8/2010	32350

F.I.N. 305-46-1281

BILL TO:	SHIP TO:
Nicole Geralds, Pgm Coordinator INDOT Plng&Prod Div, N462 100 N Senate Ave Indpls., IN 46204-2216	

P.O. NUMBER	TERMS	REP	SHIP	VIA	F.O.B.	PROJECT

QUANTITY	ITEM CODE	DESCRIPTION	PRICE EACH	AMOUNT
1	Legal	Notice of Public Meeting Published 7:30; 8:6, 2010	$18.55	$18.55

TOTAL $18.55

Form Prescribed by State Board of Accounts

General Form No. 99 P (Rev. 1967)

Indiana Dept. of Transportation
(Governmental Unit)

MARION County, Indiana

The 411 Newspaper
To..... Dr.

1130 Camellia Dr., #4, Munster, IN 46321

PUBLISHER'S CLAIM

LINE COUNT

Display Matter (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) number of equivalent lines .....

Head – number of lines .....

Body – number of lines .....

Tail – number of lines .....

Total number of lines in notice 60

COMPUTATION OF CHARGES

60 lines, 1 columns wide equals 60 equivalent

lines at .556 cents per line $ 18.55

Additional charge for notices containing rule or tabular work (50 percent of above amount) .....

Charge for extra proofs of publication ($1.00 for each proof in excess of two) .....

TOTAL AMOUNT OF CLAIM $ 18.55

DATA FOR COMPUTING COST

Width of single column 9.5 ems

Size of type 6 point

Number of insertions 2

Size of quad upon which type is cast .....

F-101

Pursuant to the provisions and penalties of Ch. 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Date: 8.9.10 20 10

Jacqueline Harris
Publisher
Title

Indiana Dept. of Transportation
Notice of Public Meeting

The Indiana Department of Transporta
(INDOT) would like to cordially invite
to a Public Meeting and Information Open
regarding SR 912. Specifically, the
of the meeting is to review a number
ternatives currently under consideration to
mine the best candidate for a four-lane
ion of the closure of the Cline Avenue
ge. The meeting will be held on Tuesday
ust 10, 2010 beginning at 6:00pm (Local
) in the East Chicago Council Chambers
ty Hall, 4526 Indianapolis Boulevard, East
go, Indiana.

The format of this meeting will feature
ntal presentation followed by an informal
Question Session. During the open house
INDOT representatives will be able to
questions, comments and concerns.

INDOT looks forward to meeting with
on Tuesday, August 10th. Should you have
ional questions regarding this meeting,
ase feel free to contact LaPorte District
or the Public Hearings Office using the
mation below.

INDOT LaPorte District Office (219)
Angela Gearas, Director of District
munications at agearas@indot.in.gov or
Clark, INDOT Public Hearings Manager
-360 Lorclark@indot.in.gov

This notice is published in compliance
Title 23, Section 128 of U.S. Code, Federal
Aid Act of 1958 and the Indiana Public
vement Public Hearing Procedures for
al Aid Project Development approved by
Federal Highway Administration, U.S. De
ent of Transportation on April 16, 2009.
INDIANA DEPARTMENT OF TRANS
TATION

(8-9-2010 - The 411

OPY OF
EMENT
E

PUBLISHER'S AFFIDAVIT

State of Indiana)
Lake ss
County)

Personally appeared before me, a notary public in and for said county and state, the undersigned Jacqueline Harris who being duly sworn, says that she is Publisher of the The 411 Newspaper a weekly newspaper of general circulation printed and published in the English language in the (city) (town) of Gary in state and county aforesaid, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 2 time(s), the dates of publication being as follows: 7:30; 8:6, 2010

Subscribed and sworn to before me this 9 day of Aug. 20 10

Tracy L Ba
Notary Public

My commission expires July 11, 2015

TRACY L. BANASZAK
Lake County
Commission Expires
July 11, 2015

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

From: Clark, Rickie
Sent: Tuesday, July 27, 2010 2:50 PM
To: 'cpacurar@eastchicago.com'; 'mleonard@eastchicago.com'; 'jrodriguez@eastchicago.com'; 'lfranciski@eastchicago.com'; 'rgarcia@eastchicago.com'; 'gorange@eastchicago.com'; 'jparks@eastchicago.com'; 'asantos@eastchicago.com'; 'cvasquez@eastchicago.com'; 'jventura@eastchicago.com'; 'mmaldonado@eastchicgo.com'; 'rmedina@eastchicago.com'; 'avelez@eastchicago.com'; 'GPabey@eastchicago.com'; 'redmonds@eastchicago.com'; 'holinpk@lakecountyin.org'; 'roosea@lakecountyin.org'; 'fdupey@lakecountyin.org'; 'scheugj@lakecountyin.org'; 'lakeco@surfnetinc.com'; 'lblancharddist7@aol.com'; 'princeja@lakecountyin.org'; 'alverda@lakecounty.org'; 'sierzpj@lakecountyin.org'; 'malczmw@lakecountyin.org'; 'stochja@lakecountyin.org'; 'surveyor@lakecountyin.org'; Brown, Charlie; Reardon, Candelaria; Dobis, Chester; Harris, Earl; Lawson, Linda (State Rep.); Lehe, Donald; Smith, Vernon; Soliday, Ed; Stevenson, Dan; Kuzman, Robert; Landske, Sue; Mrvan, Frank; Smith, Sam; Rogers, Earline; Tallian, Karen; McPhillips, Mike (INDOT); Fegaras, Angela; Pangallo, John; Meeks, Bill; Bennett, Aimee; Allen, Michelle; Holtz, David; Cline, Michael B (INDOT)
Subject: Public Meeting & Open House regarding SR 912 Cline Avenue Bridge

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-6601
FAX: (317) 232-5349

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Dear Concerned Citizens, Local Residents, and Elected Officials,

The Indiana Department of Transportation (INDOT) would like to cordially invite you to a Public Meeting and Informational Open House regarding SR 912. Specifically, the purpose of the meeting is to review a number of alternatives currently under consideration to determine the best candidate for a long term solution for the closure of the Cline Avenue Bridge.

Please Join Us
Tuesday, August 10, 2010
6:00 pm (local time)
East Chicago Council Chambers in City Hall

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

4525 Indianapolis Boulevard
East Chicago, Indiana

The format of this meeting will feature a formal presentation followed by an informal open house session. During the open house session INDOT representatives will be able to address questions, comments and concerns.

INDOT looks forward to meeting with you on Tuesday, August 10th. Should you have additional questions regarding this meeting, please feel free to contact our LaPorte District Office or the Public Hearings Office using the information below:

INDOT LaPorte District Office (219) 362-6125, Angela Fegaras, Director of District Communications / Chief of Staff at: afegaras@indot.in.gov.

INDOT Public Hearings Manager, Rickie Clark (317) 232-6601 or rclark@indot.in.gov .

INDIANA DEPARTMENT OF TRANSPORTATION

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

(1)

SIGN IN SHEET

PLEASE PRINT

8-10-10

F-105

	NAME	ADDRESS	E-MAIL - NOT REQUIRED
1	Robert Wilkie	6414 Missouri Ct Hammond In	
2	Adam Wilkie	6414 Missouri Ct Hammond In	
3	Janine Starzykowicz	3818 Alder St E. Chicago IN 46312	jrstarke@barntowire.com
4	Jeanette R Starzykowicz	3818 Alder St E.C.	Immortalmortal@gmail.com
5	Wayne Pavich	11837 S Magoun Dr St John	
6	Gari Pavich	"	
7	Kathy R Brown	9800 Connecticut Calumet Point Inc.	K Brown @ CPI, Inc
8	STAN Dobosz	TOWN OF GRIFFITH	
9	CHRISTOPHER MEYERS	401 BROADWAY, SUITE 303 GARY, IN 46402 / CITY OF GARY	CHAMEYER@SBCGLOBAL.NET
10	[illegible]	County Commissioner Lake	—

(2)

SIGN IN SHEET

PLEASE PRINT

8-10-10

F-106

	NAME	ADDRESS	E-MAIL - NOT REQUIRED
1			FRANK_PETRITES @ HOTMAIL.COM
2	Michael Muskin	777 Ameristar Blvd East Chicago, In 46312	Michael.Muskin @ Ameristar.com
3	GUS FLORES	ECPD	
4	Karl Zimmerman	615 Glade Place Valparaiso IN 46383	Karl.zimmerman@valpo.edu
5	Rob Pastore	231-173rd St, Hammond 46324	cheetahlimoman@yahoo.com
6	TOM WILLIAMSON	4139 Hammond 46324	
7	FERNANDO TREVIÑO	4380 W. GUADALUPE CR, EC 46394	fmtconsulting@aol.com
8	Edwardo D. Banda	7814 Catalpa Ave. Hammond IN.	EBanda92@AOL.Com
9	Bill Brown NIRPC	6100 Southport Ave Portage IN 46368	wbrown@nirpc.org
10	Rotayek	4915 Cline St EC	

3

SIGN IN SHEET

PLEASE PRINT

8-10-10

F-107

	NAME	ADDRESS	E-MAIL - NOT REQUIRED
1	KENNETH W MOBLEY	3819 EVERGREEN ST EC IN 46312	
2			
3			
4			
5			
6			
7			
8			
9			
10			

(4)

F-108

SIGN IN SHEET

PLEASE PRINT

8-10-10

	NAME	ADDRESS	E-MAIL
1	HAL HOGUE	5428 CHASE ST MERRILLVILLE	
2			
3			
4			
5			
6			
7			
8			
9			
10			

(5)

SIGN IN SHEET

PLEASE PRINT

8-10-10

	NAME	ADDRESS	E-MAIL
1	Tom Hargrove	3703 Euclid Ave E.C.	Pres@USWA1010.org
2	John Bakota	4419 Baring E.C.	
3	Lea Anderson	230 Humpfer Hammond 46324	
4	Linda Verduzco	1538 Parrish, Hammond	SUNNYVERDUZCO@SBCGLOBAL.NET
5	Ron Bales	100 N. Senate Ave. Indy, IN	rbales@indot.in.gov
6	Reggie Dotson	777 Amerista Blvd. E.C.	reg.nald.dotson@amerstar.com
7	Pete Savage	777 Amerista Blvd E.C.	pete.savage@amerstar.com
8	Christine Cid	3915 Fir E.C.	cidcx@lakecounty.org
9	John Wotkun	1004 W Elm Pl. Griffith IN	jpwotk@inland.com
10	Clifton Johnson	4302 Franklin St E.C.	cliffo56@comcast.net

F-109

6

F-110

SIGN IN SHEET

PLEASE PRINT

8-10-10

	NAME	ADDRESS	E-MAIL
1	Herbie Cruz E.C. EMA	2301 E. Columbus Dr E.C. IN 46312	herbiecruz@earthlink.net
2	Dan Murchek	1342 Silver Fern Ln Schererville IN 46375	dmurchek@sbcglobal.net
3	Mike Summers	~~367~~ Ironworkers Lu. 395	summers@ironworkers395.com
4	Joseph Senuck	4423 Olcott East Chicago IN	
5	John Aguilera	1311 Kosciusko Blvd E.C. IN 46312	Jcagui@yahoo.com
6	Winna Guzman	JET Program 4625 Indianapolis Blvd. E.C. 46312	
7	Elaine T. Kisiel	SC Property Owners Assoc. 2204 Cardinal Dr. 46312-3121	canaran@aol.com
8	Mark Kalwinski Councilman-Ham.D	5925 Calumet Ave Suite 304 Hamm, IN 46320	
9	Rev. Kidd	Antioch M.B. Church	
10	Michelle Quinn	Post-Trib	

F-100

7

SIGN IN SHEET

PLEASE PRINT

8-10-10

	NAME	ADDRESS	E-MAIL
1	Judy Hicks	417 Prospect St.	
2	Kimberly Rodriguez Precinct Committee Woman	422 Park St E. Chgo	
3	LORRAINE STASEK	4509 Tod.	
4	Dr. Jesse L. ORTIZ Ph.D	3929 Deal ST. E.C. In	hunkman93@yahoo.com
5	Senator Frank Mrvan	HAMMOND IN 6732 MARYLAND AV	S1@IN.GOV.
6	Councilwoman Kim Poland	645. 175th St Hammond IN 46324	K.MBO159@comcast.net
7	ALLAN M. ANDRADE	4005 ELM ST. 2ND FL EAST CHICAGO	
8	Keith Benman	The Times Munster, IN	keith.benman@nwi.com
9	FRED VASQUEZ	5616 WEGG AVE E. CHGO, IN	fvasquez@castchicago.com
10	JOYCE NEWLAND	575 N PENNSYLVANIA ST, Rm254 INDPLS., IN 46219	

F-111

F-112

(8)

SIGN IN SHEET

PLEASE PRINT

8-10-10

	NAME	ADDRESS	E-MAIL
1	FRANK KRESICH	4719 EUCLID AVE.	E.C. IND.
2			
3			
4			
5			
6			
7			
8			
9			
10			

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Public Hearings Office, Room N642
Indianapolis, IN 46204-2249

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

The purpose of this public hearing is to present the highlights of a traffic impact study and present the alternatives under consideration as a result of the Cline Avenue Bridge closure. It also gives INDOT the opportunity to address concerns and receive community input and feedback. Please submit any comments regarding this project by using the space provided below.

PROJECT: SR 912/Cline Avenue Bridge Closure

August 16, 2010

COMMENT:

The presentation on August 10, 2010 at City Hall in East Chicago was very helpful. Thank you.

As your presentation noted, Alternatives A - C are the more feasible alternatives. Using city streets in East Chicago or Hammond, much of which is residential is unacceptable Trucks side-by side cause noise and emissions, as well as danger in case of accidents. The railroad tracks and traffic lights contribute to the difficulties. It likewise has an impact on local traffic.

We have parishioners who live on those routes and they need keep their windows closed because of the noice and emissions.

The use of Dickey and Riley roads to connect to Cline West is a temporary solution. Please don't even think of using the Toll Road as part of this.

The eventual replacement of the cline Avenue Bridge is surely the more logical and long-term resolution of this situation. It takes heavy truck traffic off residential streets, facilitates truck use for the steel mills and oil refinery, and makes access to the East Chicago and Gary casinos significantly easier.

Although replacement of the bridge is the more expensive solution, over the long-term it may well be the most economical, especially if you factor in the profitability of the casinos and access to the Gary Airport.

(In the event of an I-65 failure in Indianapolis, I can hardly imagine any use of Meridian Street as an alternative)

Consider these comments a serious endorsement for replacing the Cline Avenue Bridge.

SIGNATURE: Joseph J Semancik

Monsignor Joseph Semancik
Sacred Heart Church
4423 Olcott Avenue
East Chicago IN 46312
219-397-5857

Indiana Department of Transportation
100 North Senate Ave.
Public Hearings Office, Room N 642
Indianapolis, IN 46204-2249
PHONE: (317) 232-6601
rclark@indot.in.gov

SR 912/Cline Avenue Bridge

Indiana Department of Transportation

PUBLIC OPEN HOUSE

INDOT conducted a traffic impact study to help determine the best long term solution for the closed Cline Avenue bridge. This meeting will review those alternatives.

Information Handout

Tuesday, August 10, 2010
PRESENTATION: 6:30pm
East Chicago Council Chambers City Hall
4525 Indianapolis Boulevard
East Chicago, Indiana

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Public Hearings Office, Room N642
Indianapolis, IN 46204-2249

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

Tuesday, August 10, 2010

Dear Local Resident, Concerned Citizen and Elected Public Official:

Welcome to the Indiana Department of Transportation's (INDOT) Public Open House regarding the SR 912/Cline Avenue Bridge Project.

The purpose of this public open house is to present the highlights of a traffic impact study and present the alternatives under consideration as a result of the Cline Avenue Bridge closure. This public meeting also allows INDOT the opportunity to address concerns and receive community input and feedback.

There are several ways your comments may be presented this evening:

1. **You may complete one of the comment forms and return it to any of the INDOT representatives attending the meeting.** The comment forms are attached to this packet and extra copies are available on the table with the other handout materials.

2. You may mail your comments to the Indiana Department of Transportation's Public Hearings Office, 100 North Senate Avenue Room N-642, Indianapolis, IN 46204-2249. All comments submitted during this meeting and during the next several weeks will be reviewed, evaluated and given full consideration by INDOT project officials during the decision making process.

3. Public comments may also be e-mailed to the Public Hearings Office: rclark@indot.in.gov

INDOT sincerely appreciates the opportunity to meet with you tonight regarding the SR 912/Cline Avenue Bridge.

Sincerely,

Rickie Clark, INDOT Public Hearings Manager
317-232-6601

INDIANA DEPARTMENT OF TRANSPORTATION

Driving Indiana's Economic Growth

100 North Senate Avenue
Public Hearings Office, Room N642
Indianapolis, IN 46204-2249

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

The purpose of this public hearing is to present the highlights of a traffic impact study and present the alternatives under consideration as a result of the Cline Avenue Bridge closure. It also gives INDOT the opportunity to address concerns and receive community input and feedback. Please submit any comments regarding this project by using the space provided below.

PROJECT: SR 912/Cline Avenue Bridge Closure

COMMENT:

SIGNATURE:

Indiana Department of Transportation
100 North Senate Ave.
Public Hearings Office, Room N 642
Indianapolis, IN 46204-2249
PHONE: (317) 232-6601
rclark@indot.in.gov

2 Long Range Alternatives

Following the closure of the SR 912 bridge, INDOT immediately began consideration of options and alternatives to handle traffic in the study area over the long term. A series of internal meetings were held incorporating input from a number of sources including affected stakeholders, both public and private. This effort occurred primarily from early December 2009 through mid-February 2010. The result was 12 options representing a wide variety of potential solutions to the bridge failure condition. This section presents and briefly describes these alternatives. For simplicity, these are described as proceeding from the southeast to northwest when in fact traffic flow is in both directions. The figures follow the text descriptions.

2.1 Alternatives A & B

Alternatives A and B are presented in **Figure 2**. Alternative A consists of rebuilding the SR 912 bridge in kind at a cost of an estimated $150 Million. This alternative would take a few years to complete because it would first require demolition of the existing structure followed by reconstruction in place. It does reuse a portion of the existing structure resulting somewhat lower demolition cost than all other alternatives.

Alternative B represents taking no action to replace the SR 912 structure assuming a large portion of traffic would divert to the Indiana Toll Road. Alternatives A and B thus represent the greatest possible action and the least possible action to address bridge failure.

2.2 Alternative C

Alternative C is presented in **Figure 3** and consists of re-routing SR 912 to Riley Road and Dickey Street between the existing SR 912/Michigan (Mill Interchange) area and the SR 912/Riley interchange. A critical aspect is how the reconnection would occur at the east end, since Dickey Road currently crosses three sets of railroad tracks, one of which (with the IHB) carries a significant amount of train traffic (see *Technical Memorandum #1*). To address this, SR 912 from the southeast would be extended over the railroad tracks, touching down with Dickey Road northwest of the existing highway-rail grade crossings.

2.3 Alternative D

Figure 4 presents Alternative D, re-routing SR 912 from the southeast to Chicago Avenue (SR 312), then north on Indianapolis Blvd. (US 12/20), turning west on 129th Street, then south on Calumet Avenue (US 41) and back onto SR 912. This would require US marked routes and a portion of local road (129th Street) to be designated as SR 912.

2.4 Alternative E

Alternative E is similar to Alternative D, as presented in **Figure 5**. The difference is that instead of using Chicago Avenue, Columbus Drive (US 12) would be used for the east-west portion connecting to SR 912 to the southeast.

2.5 Alternative F

Alternative F, presented in **Figure 6**, is similar to Alternative C in its use of Dickey Road. However, instead of taking Riley Road it connects to 129th Street, heading west to Calumet (US 41), then south back onto SR 912.

2.6 Alternative G

Alternative G is presented in **Figure 7**. This uses Michigan Street (US 20) from SR 912 in the southeast, turning north onto Indianapolis Blvd. and continuing to 129th Street. From there it would head west to Calumet Avenue, then south back to reconnect with existing SR 912.

2.7 Alternative H

Figure 8 presents Alternative H in which SR 912 traffic is re-routed onto Chicago Avenue, proceeds west to Calumet Avenue, and reconnects to SR 912 at the existing SR 912/Calumet interchange.

2.8 Alternative I

Alternative I in **Figure 9** would connect SR 912 to Michigan Avenue in East Chicago, proceed southwest to Columbus Drive, and turn north onto Indianapolis Blvd. As with several previous alternatives, it would then head north to 129th Street, west to Calumet Avenue, then south to existing SR 912.

2.9 Alternative J

Alternative J presented in **Figure 10** is a modification of Alternative I. Instead of using Indianapolis Blvd., it would continue west from Columbus Drive onto 141st Street, which would require a new through connection on 141st just west of East Chicago High School. The route would then connect to Calumet Avenue and head north to existing SR 912.

2.10 Alternative K

Alternative K in **Figure 11** starts off like Alternative G on Michigan Street. But instead of turning onto Indianapolis Blvd., it would continue via local Michigan Street (just west of Indianapolis), connecting to Calumet Avenue. From there it would head north back to SR 912.

2.11 Alternative L

Alternative L in **Figure 12** would take a "stair-step" route through the communities via Gary Avenue, 148th Street, Kennedy Avenue and then Columbus Drive. From there it would connect with Indianapolis Blvd., 129th Street, Calumet Avenue, and back to SR 912.

Appendix G: Noise Analysis

G1-G44	Noise Analysis Study
G45	Noise Study Approval

Noise Impact Analysis

SR 912 (Cline Ave), Lake County
Re-Routing of SR 912 utilizing
Dickey Road and Riley Road
And the demolition of the Cline Avenue Bridge

Des No 0501116
(Including 0501114, 0501117, 0501119, 0501120)

Prepared By:

Brandon Miller
INDOT

October 25, 2010

Table of Contents

EXECUTIVE SUMMARY 3
1. INTRODUCTION 4
a. Purpose of the Analysis 4
b. Project Description 4
c. Noise Background 4
d. Traffic Noise Studies 5
2. METHODOLOGY 5
3. COMPARITIVE IMPACT ANALYSIS 6
a. Noise Abatement Criteria 6
b. Existing Noise Levels 7
c. Future Noise Levels 7
4. NOISE ABATEMENT 8
a. INDOT Noise Abatement Policy 8
b. Noise Mitigation Evaluation 8
5. Construction Noise 10
6. Final Recommendation 10
Appendix A 11
Appendix B 25
Appendix C 28

EXECUTIVE SUMMARY

This analysis aims at determining the traffic noise levels, potential traffic noise impacts, and the feasibility of traffic noise mitigation associated with the proposed SR 912 reconnecting project in Lake County, Indiana. The proposed project would have SR 912 follow Dickey Road (eastern terminus) to Riley Road and then reconnect to the existing SR 912 at the western terminus.

In accordance with 23 CFR Part 772 – *Procedures for Abatement of Highway Noise and Construction Noise* and the Indiana Department of Transportation (INDOT) Traffic Noise Policy approved in February 2007, existing and design year noise levels were predicted using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) 2.5 computer program. On-site ambient noise measurements were taken.

Existing noise levels range from 61.4 dB(A) to 72.6 dB(A) and design year (2033) build noise levels range from 61.4 dB(A) to 75.7 dB(A) (Appendix B). Because numerous design year noise levels have been predicted to approach or exceed the FHWA Noise Abatement Criteria (NAC) for Category B (residential) and Category C (commercial/industrial) land uses, this project has been found to have traffic noise impacts. However, there are no substantial increases in traffic noise over existing conditions as defined by INDOT's Traffic Noise Policy.

Because the project was found to have traffic noise impacts, noise mitigation was considered. Traffic noise mitigation such as traffic control measures, horizontal and vertical alignment alteration, acquisition of buffering land, and insulation of public use or non-profit institutional structures were determined inappropriate for the project. Moreover, construction of noise barriers was determined not to be feasible due to the current and future lack of access control. Noise barriers are also not feasible due to the ambient noise influence by local industries.

All developed land uses and activities adjacent to the proposed project will be affected by noise generated from power-operated equipment utilized in highway construction. To minimize these noise impacts, construction equipment should be operated in compliance with all applicable local ordinances and regulations pertaining to construction noise.

Because no traffic noise mitigation measures were determined appropriate, reasonable or feasible, no further investigation of traffic noise impacts or mitigation is recommended for the proposed improvement of SR 912 in Lake County, Indiana.

1. INTRODUCTION

a. Purpose of the Analysis

The purpose of this noise analysis is to identify, discuss, and assess existing and future traffic noise levels for the SR 912 project area. The analysis is in accordance with the most current Federal Highway Administration (FHWA) policy and the Indiana Department of Transportation (INDOT) policy effective February 2007.

b. Project Description

Located in Lake County Indiana, this project involves converting over 1.3 miles of currently designated local roads (Dickey Road and Riley Road) to INDOT jurisdiction. The project will re-designate the roads as SR 912 between a new proposed off-ramp of extended SR 912 with Dickey Road on the east and the SR 912/Riley interchange on the west. The mainline bridge (currently closed to traffic) that previously connected these termini will be demolished because of safety concerns.

The SR 912/Riley interchange will be rehabilitated/reconstructed to allow traffic to enter and exit SR 912 directly onto Riley Road. A new ramp will be constructed between SR 912 and Dickey Road. The proposed project between the interchanges will be a four lane facility with turning lanes at the Dickey/Riley intersection.

c. Noise Background

Sound levels are usually measured and expressed in decibels (dB). The decibel scale is logarithmic and expresses the ratio of the sound pressure unit being measured to a standard reference level. Most sounds heard in the environment do not consist of a single frequency, but rather a broad band of frequencies differing in sound level. The intensities of each frequency accumulate to generate sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound according to a weighting system with respect to human impacts. This system reflects that human hearing is less sensitive at low frequencies and at extremely high frequencies than at the mid-range frequencies. This is called “A” weighting, and the decibel level measured is called the A-weighted sound level (dBA). “A” weighting most closely represents the response of the human ear to sound.

Noise is generally defined as unwanted or annoying sound. Noise sensitive receivers are locations that may be subject to interference from noise. They often include picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals. Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a combination of noise from distant sources, creating a relatively steady background noise in which no particular source is identifiable, and noise from closer sources. To smooth out the short term peaks in traffic noise, a statistical noise descriptor called the L_{eq}(h)

(equivalent hourly sound level) is commonly used. $L_{eq}(h)$ describes a noise sensitive receiver's cumulative exposure from all noise-producing events spread out evenly over a one-hour period.

d. Traffic Noise Studies

Traffic noise studies for road projects in Indiana are performed in accordance with 23 CFR 772 and INDOT's *Highway Traffic Noise Policy*. The five steps required for completing a noise study are:

1. Identify noise sensitive receivers
2. Determine existing ambient peak hour noise levels
3. Predict future peak hour noise levels
4. Identify traffic noise impacts, and
5. Evaluate mitigation measures for receivers with traffic noise impacts.

2. METHODOLOGY

In accordance with 23 CFR Part 772 – Procedures for Abatement of Highway Noise and Construction Noise and the INDOT Traffic Noise Policy approved February 2007, existing and future year traffic noise levels were predicted using the FHWA Traffic Noise Model (TNM) Version 2.5 computer program. This is the only program currently approved by FHWA to predict traffic noise impacts.

On-site field monitoring of existing noise levels was conducted for this analysis. Six measurements of at least 8 minutes in length were taken at representative locations within the Marktown Historic District. The measurements were stopped after the noise meter reached a steady-state. Traffic was counted on Dickey Road and Riley Road during each measurement. The traffic was split into heavy trucks (vehicles with more than 2 axles) and automobiles (two axles).

During the measurements it was noted that there is a substantial influence on the noise throughout the area by the existing industries. To determine the influence of the local industry on the noise, three measurements were taken at locations within Marktown Park that were more than 800 feet away from any roadway. At that distance, the traffic noise influence should be the minor influence and the major influence would be the ambient noise from the local industry. The lowest non-traffic influenced noise measurement was 60.4 dB(A). This value will be added to each of the model outputs to determine the existing and future noise levels. The noise data sheets can be found in Appendix C. Locations of the three additional measurements (NM 7, NM 8, NM 9) can be found in Appendix C as well.

To validate the model created for this project, the traffic data collected was converted to an hourly value and the model was run. If the model is within 3 dB(A) of the noise measurement, the model is valid. The measurement results and model results are shown in the table below. After adjusting the noise measurement by the industrial

influence, it was found that all 6 measurements were within 3 dB(A) of the model. Therefore the model is valid.

		Ambient Measurement	Model Output	Adjusted Model Output	Difference
NM 1	Receiver 71	68.6	69.0	69.6	1.0
NM 2	Receiver 74	64.5	66.4	67.4	2.9
NM 3	Receiver 73	62.2	62.6	64.6	2.4
NM 4	Receiver 75	61.8	47.8	60.6	-1.2
NM 5	Receiver 8	63.7	56.9	62.0	-1.7
NM 6	Receiver 16	61.9	52.3	61.0	-0.9

*All measurements are in dB(A)

Traffic data used in this analysis was obtained from Technical Memorandum #3 Long Range Improvements by Wilbur Smith Associates on June 11, 2010. The AM Peak 2013 traffic volumes were used for the existing traffic volumes. The AM peak was used because it had a substantially higher heavy truck volume than the other two peak hours. The 2013 traffic volumes were based on no changes to the roadways (no-build criteria). The AM Peak 2033 traffic volumes were used for the future design traffic volumes. The AM peak had a higher truck traffic percentage than the other two peak hours. Maps showing the traffic volumes from the report are included in Appendix D.

The Design Hourly Volume (DHV) was assumed to be representative of the anticipated worst case noise peak-hour volume. In all circumstances, traffic speed was assumed to be the posted 40 mph. The TNM terrain was set to soft earth because of the exposed earth. A terrain zone of lawn was set around Marktown and Marktown Park since it has lawn. Building rows were used in the model since Marktown is set up in rows of buildings.

3. COMPARITIVE IMPACT ANALYSIS

a. Noise Abatement Criteria

INDOT has adopted the Noise Abatement Criteria (NAC) developed by FHWA (23 CFR Part 772). Regulations established NAC for various land uses, dividing land uses into five categories. Receivers for this study are included in Categories B and C. The five categories are shown below:

Category	Noise Abatement Criteria (NAC)	Description
A	57 (Exterior)	Lands where serenity and quiet are of extraordinary significance and serve an important public need. The preservation of those qualities is essential if the area is to continue to serve its intended purpose.

B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above
D	-	Undeveloped lands. No NAC has been defined.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums where no outside activity occurs.

For this study, 63 receivers were identified that fit into Category B (residential areas) within the project limits. There were 10 commercial/industrial receivers identified that fit into Category C.

According to INDOT's Traffic Noise Policy, a project is defined as having a traffic noise impact when either of the two following conditions is met:

- Predicted noise levels approach (within 1 dBA) or exceed the FHWA Noise Abatement Criteria (NAC) presented in Table 1 or,

- The predicted future noise levels are a substantial increase over the existing noise levels. INDOT policy defines "substantial increase" as 15 dBA or more.

b. Existing Noise Levels

Adjusted existing noise levels for the identified receivers range from 61.4 dB(A) to 72.6 dB(A) L_{eq}(h) (Appendix B).

c. Future Noise Levels

Predicted design year (2033) traffic noise levels range from 61.4 dB(A) to 75.7 dB(A) L_{eq}(h) at receivers located within 500 feet from SR 912 (Appendix B). Increases from existing to design year conditions are at most 4.6 decibels. Receivers closest to the Dickey/Riley intersection will have the highest traffic noise levels. This is a result of higher traffic volumes on Dickey Road than on Riley Road and the proximity of the residences to the roadways.

The NAC for Category B is 67 dBA. Nineteen receivers have been predicted to have noise levels that approach or exceed the NAC. The NAC for Category C is 72 dBA. Three receivers have been predicted to have noise levels that approach or exceed the NAC. Therefore, the project will have traffic noise impacts. However, there are no substantial increases (greater 15 decibels) in traffic noise as defined by INDOT's Traffic Noise Policy. Also, no severe noise impacts (> 82 dBA for Category B and >87 dBA for Category C) were predicted.

The disclosure of estimated future noise levels at various distances is required to be provided to public and local officials for developed and undeveloped lands in the immediate vicinity of the proposed highway project. Local coordination will be accomplished through the distribution of the highway project environmental documents. Currently the area is already developed, a separate evaluation of a 66dB(A) line was not performed.

4. NOISE ABATEMENT

a. INDOT Noise Abatement Policy

INDOT and FHWA noise abatement policies state that when impacts have been identified, reasonable and feasible measures that will abate the traffic noise impacts must be considered. "Feasible" is defined by INDOT to mean that it is structurally and acoustically possible to reduce traffic noise experienced by at least 7 dBA Leq(h) for impacted receivers. "Reasonable" is defined as an INDOT determination that abatement of traffic noise impacts is prudent considering the following factors:

- The cost of abatement on a benefited receiver basis. INDOT has set the acceptable cost per benefited receiver as $25,000. This cost should be arrived at using a square footage cost multiplier and the area of the proposed noise barrier divided by the total number of benefited receivers.

- The views of the noise impacted residents. Potential negative impacts of noise barriers include unsightliness, shortened daylight, poor air circulation, degradation by weather, reduced safety, vandalism, and restriction of access for emergency vehicles.

- The timing of development near the project. The state considers it appropriate to give more consideration for development that occurs before initial highway construction. If the receivers are present prior to the roadway being constructed, the acceptable cost per benefited receiver increases to $30,000. Since all of the properties were present prior to this shift, the $30,000 threshold will be used.

- The severity of existing and future traffic noise levels. The absolute level and the increase of the future noise are two aspects with which to assess the severity of the noise impacts.

b. Noise Mitigation Evaluation

According to INDOT noise abatement policy, noise abatement must be considered for the eleven impacted receivers. General noise abatement methods considered include the following:

- Traffic Control Measures (TCM): Traffic management provisions, such as speed limits, signalization, and restrictions on truck traffic are already in place along SR

912. A speed limit of 40 mph will be used. To achieve a considerable decrease, the speed would have to be lowered dramatically. Any further limitations on the speed limit would prevent the roadway from serving its intended purpose. Restricting truck traffic in the area would be detrimental to the already developed industrial infrastructure. This would also prevent the roadway from serving the intended purpose. Therefore, traffic control measures are not recommended.

- Alteration of Horizontal and Vertical Alignment: Alignment modifications as a means of noise abatement would be infeasible due to the presence of the existing roadway and existing development in the area.

- Acquisition of Buffering Land: The acquisition of additional property alongside the roadway to provide a buffer zone in which no noise sensitive land use would be permitted is another noise abatement option. However, due to the residential development that already exists along SR 912, the acquisition of right-of-way to create buffer zones would require disruptive relocations and would not be cost effective. Therefore the acquisition of buffering land is not recommended.

- Insulation: Noise insulation of public use or non-profit institutional structures is generally considered when abatement of exterior noise levels is not possible. Buildings of this type are not estimated to have noise impacts as a result of this project. Therefore noise insulation is not an appropriate method of noise abatement.

- Construction of Sound Barriers: Construction of noise barriers can be an effective way to reduce noise levels for impacted receivers. Sound barriers can be wall structures, earthen berms, or a combination of the two. The effectiveness of a sound barrier depends on the distance and elevation difference between the roadway and the receiver and the available placement location for a barrier.

  Noise barriers require long spans of uninterrupted roadway to be effective. The area throughout Riley Road and Dickey Road has no access control. This means that there are no restrictions on where driveways can be constructed. Also near Marktown, there is on-street parking. Due to the lack of access control, noise barriers around Marktown and Marktown Park are not feasible.

  The effectiveness of a noise barrier is also dependent on the surrounding properties. Traffic noise is only one source of noise. The other noise source comes from the industry surrounding Marktown. Due to the influence of other industries, noise barriers would have to block noise from the industries. To do this noise barriers would have to surround the residential area. It is not reasonable for INDOT to construct noise abatement outside of state right-of-way for noise abatement from non-roadway sources.

5. Construction Noise

Construction of the proposed project will result in a temporary increase in the ambient noise level in the vicinity of the roadway. Equipment associated with construction generally includes backhoes, graders, pavers, concrete trucks, compressors, and other miscellaneous heavy equipment. Construction noise on this project should be controlled by measures including but not limited to the following:

- The construction contract specifications should require that the contractor adhere with all Federal, state and local noise abatement and control requirements.
- A responsive communication process should be established with local residents. A telephone number should be posted at the construction site for inquiries concerning project activity.
- Equipment such as generators, which may be used during the nighttime hours, should be enclosed.
- Construction equipment should be in good repair and fitted with “manufacturer recommended” mufflers.

6. Final Recommendation

Because no traffic noise mitigation measures were determined appropriate or feasible, no further investigation of traffic noise impacts or mitigation is recommended for the proposed improvement of SR 912 in Lake County, Indiana.

Appendix A

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116 - Receiver Locations

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

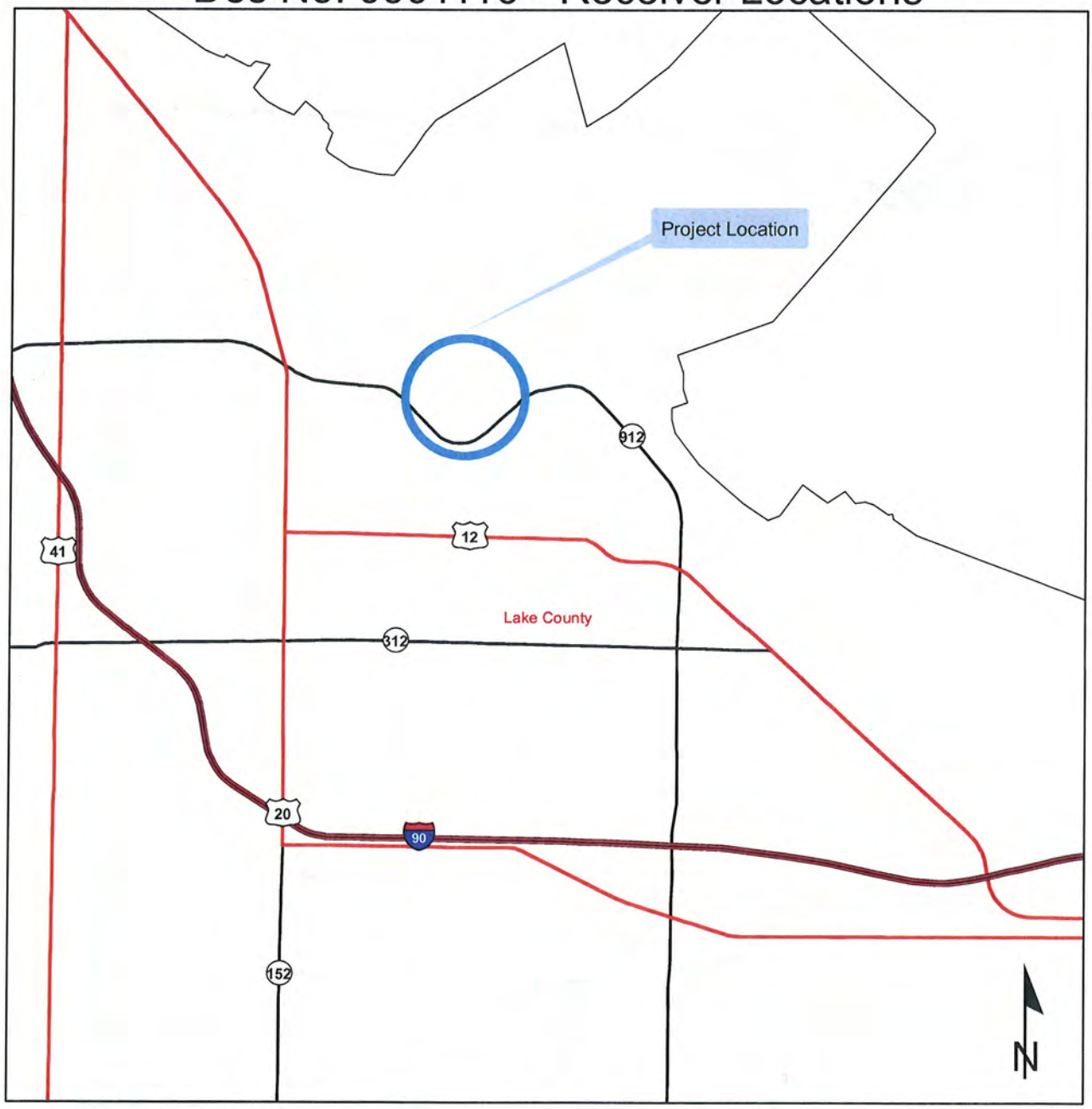
Sources: Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Scale 1:1,243,910 25 12.5 0 25 Miles

Section Town and Range
County Boundary
Local Road
Interstate
State Route
US Route

A-1

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116 - Receiver Locations



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

Scale 1:56,565 Miles
0.7 0.35 0 0.7

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

A-2

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116

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

Scale 1:14,296

Miles
0.2 0.1 0 0.2

Section Town and Range
County Boundary
Local Road
Interstate
State Route
US Route

A-3

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116

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

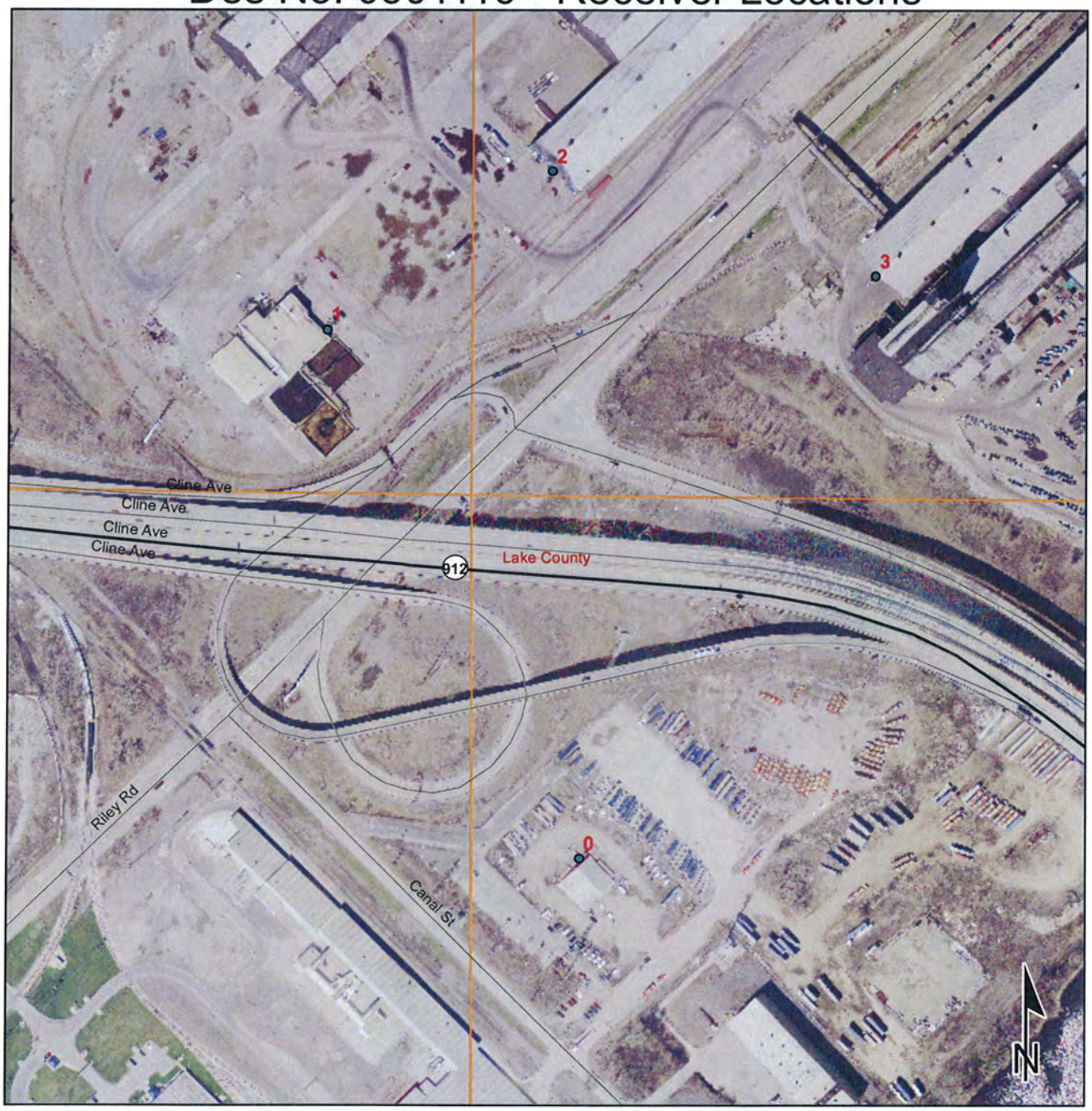
Scale 1:14,296

Miles
0.2 0.1 0 0.2

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

A-4

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116 - Receiver Locations



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

Scale 1:3,478

300 150 0 300 Feet

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

A-5

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116 - Receiver Locations

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

Scale 1:1,424

140 70 0 140 Feet

Section Town and Range
County Boundary
Local Road
Interstate
State Route
US Route

A-6

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116 - Receiver Locations

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

Scale 1:1,424 — 140 70 0 140 Feet

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

A-7

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116 - Receiver Locations

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

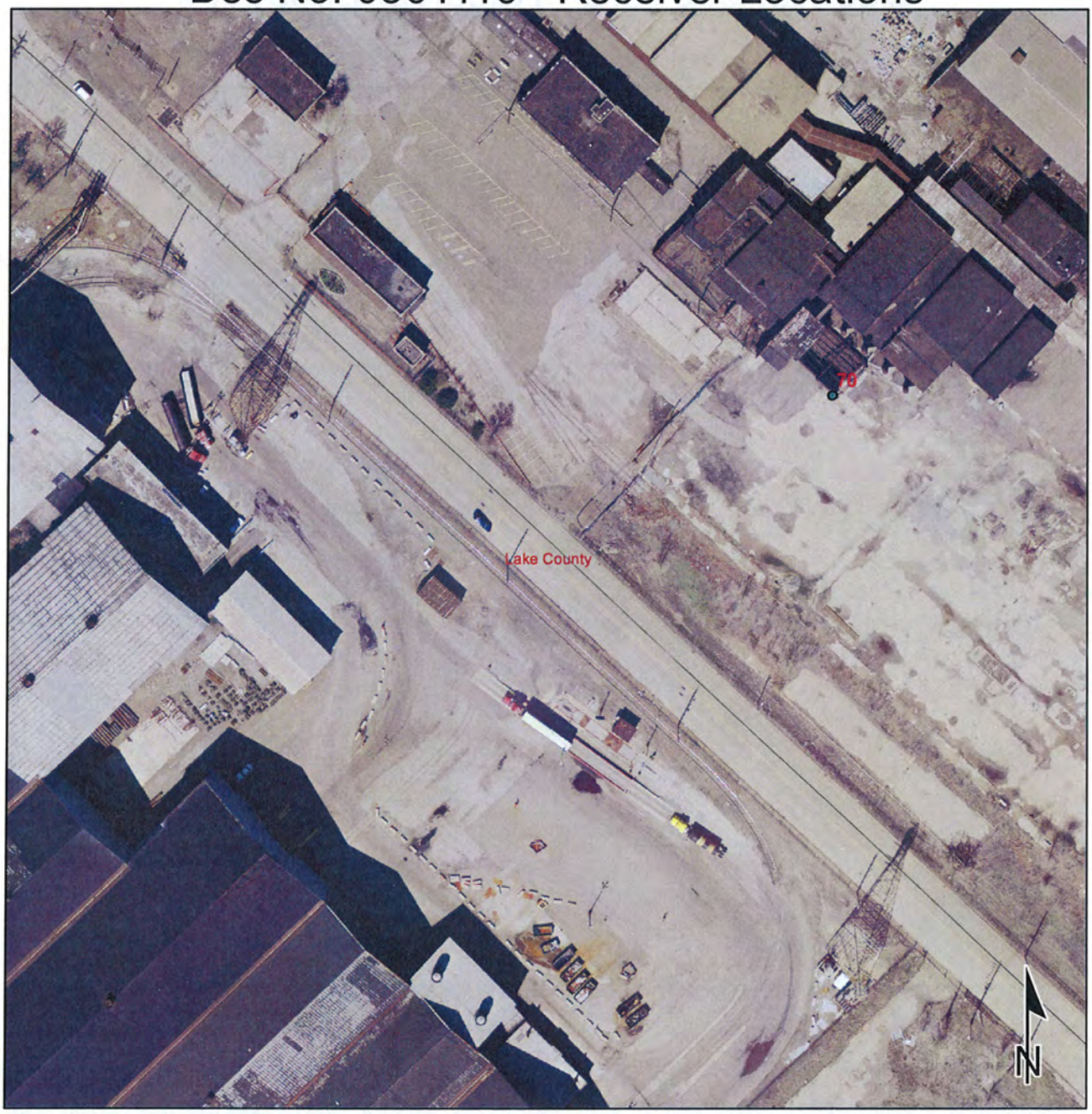
Sources: Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

Scale 1:1,424 140 70 0 140 Feet

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

A-8

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116 - Receiver Locations



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

Scale 1:1,424

140 70 0 140 Feet

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

A-9

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116 - Receiver Locations

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

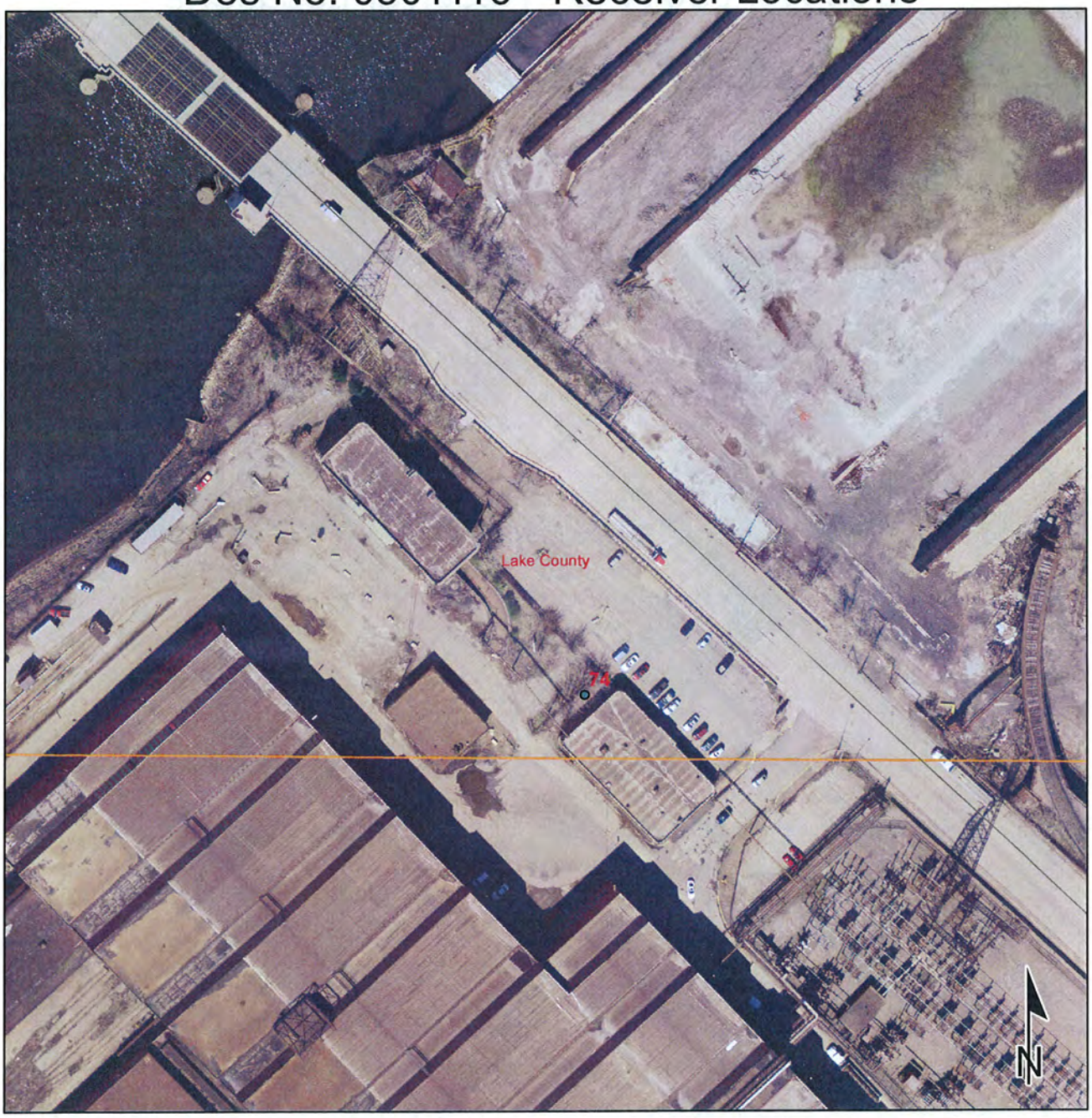
Scale 1:1,424

150 75 0 150 Feet

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

A-10

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116 - Receiver Locations



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

Scale 1:1,424

150 75 0 150 Feet

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

A-11

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116 - Receiver Locations

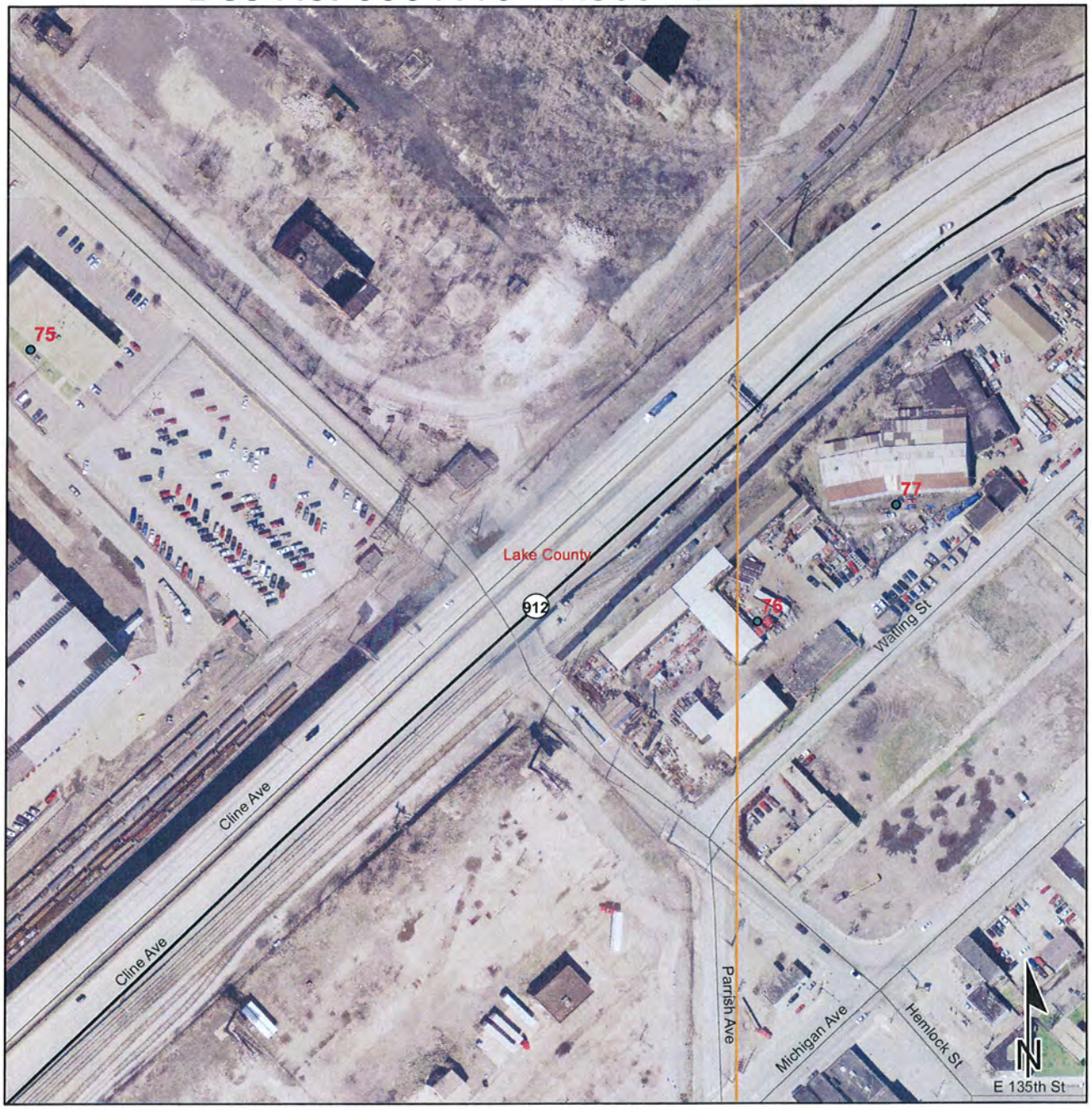
This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

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

Scale 1:1,424 150 75 0 150 Feet

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116 - Receiver Locations



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

Scale 1:2,226 220 110 0 220 Feet

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

Appendix B

Receiver Name	NAC	Dwelling Units	Existing TNM output	Adjusted Existing Output	Future TNM Output	Adjusted Future TNM Output	Noise level increase	Impacted
Receiver 0	C/commercial	1	54.4	61.4	54.6	61.4	0.0	no
Receiver 1	C/industrial	1	56.1	61.8	57.5	62.2	0.4	no
Receiver 2	C/industrial	1	61.1	63.8	60.3	63.4	-0.4	no
Receiver 3	C/industrial	1	62.3	64.5	61.4	63.9	-0.5	no
Receiver 4	B/park	1	56.4	61.9	57.1	62.1	0.2	no
Receiver 5	B/park	1	70.1	70.5	68.8	69.4	-1.2	yes
Receiver 6	B/park	1	68.5	69.1	67.3	68.1	-1.0	yes
Receiver 9	B/park	1	57.9	62.3	57.8	62.3	0.0	no
Receiver 10	B/park	1	57.6	62.2	57.6	62.2	0.0	no
Receiver 11	B/park	1	57.3	62.1	57.4	62.2	0.0	no
Receiver 12	B/park	1	57.1	62.1	57.2	62.1	0.0	no
Receiver 13	B/park	1	56.9	62.0	57.0	62.0	0.0	no
Receiver 14	B/park	1	56.5	61.9	56.8	62.0	0.1	no
Receiver 15	B/park	1	56.3	61.8	56.6	61.9	0.1	no
Receiver 17	B/residential	1	64.3	65.8	63.4	65.2	-0.6	no
Receiver 18	B/residential	1	63.5	65.2	62.8	64.8	-0.5	no
Receiver 19	B/residential	1	63.4	65.2	62.9	64.8	-0.3	no
Receiver 20	B/residential	1	63.3	65.1	63.0	64.9	-0.2	no
Receiver 21	B/residential	1	63.5	65.2	63.4	65.2	-0.1	no
Receiver 22	B/residential	1	63.7	65.4	63.8	65.4	0.1	no
Receiver 23	B/residential	1	65.7	66.8	65.8	66.9	0.1	yes
Receiver 24	B/residential	1	63.8	65.4	63.0	64.9	-0.5	no
Receiver 25	B/residential	1	63	64.9	62.6	64.6	-0.3	no
Receiver 26	B/residential	1	62.9	64.8	62.7	64.7	-0.1	no
Receiver 27	B/residential	1	63	64.9	63.0	64.9	0.0	no
Receiver 28	B/residential	1	63.4	65.2	63.6	65.3	0.1	no
Receiver 29	B/residential	1	64	65.6	64.4	65.9	0.3	no
Receiver 30	B/residential	1	56.6	61.9	57.5	62.2	0.3	no
Receiver 31	B/residential	1	56.8	62.0	58.7	62.6	0.7	no
Receiver 32	B/residential	1	60.3	63.4	62.0	64.3	0.9	no
Receiver 33	B/residential	1	57.2	62.1	58.6	62.6	0.5	no
Receiver 34	B/residential	1	59.1	62.8	59.1	62.8	0.0	no
Receiver 35	B/park	1	57.3	62.1	57.6	62.2	0.1	no
Receiver 36	B/park	1	56.3	61.8	57.1	62.1	0.2	no
Receiver 37	B/park	1	55.4	61.6	57.1	62.1	0.5	no
Receiver 39	B/park	1	57.2	62.1	60.4	63.4	1.3	no
Receiver 40	B/park	1	58.7	62.6	61.2	63.8	1.2	no

Receiver 41	B/residential	1	68.2	68.9	69.3	69.8	1.0	yes
Receiver 42	B/residential	1	68.3	69.0	69.7	70.2	1.2	yes
Receiver 43	B/residential	1	66.2	67.2	68.6	69.2	2.0	yes
Receiver 44	B/residential	1	59.9	63.2	62.3	64.5	1.3	no
Receiver 45	B/residential	1	60.5	63.5	63.4	65.2	1.7	no
Receiver 46	B/residential	1	60.7	63.6	63.7	65.4	1.8	no
Receiver 47	B/residential	1	61.7	64.1	65.6	66.7	2.6	yes
Receiver 48	B/residential	1	61.3	63.9	64.8	66.1	2.3	yes
Receiver 49	B/residential	1	60.7	63.6	63.7	65.4	1.8	no
Receiver 50	B/residential	1	60.4	63.4	63.0	64.9	1.5	no
Receiver 51	B/residential	1	60.4	63.4	62.5	64.6	1.2	no
Receiver 52	B/residential	1	58.9	62.7	61.9	64.2	1.5	no
Receiver 53	B/residential	1	59.1	62.8	62.5	64.6	1.8	no
Receiver 54	B/residential	1	59.6	63.0	63.8	65.4	2.4	no
Receiver 55	B/residential	1	59.9	63.2	64.2	65.7	2.5	no
Receiver 56	B/residential	1	60.1	63.3	64.3	65.8	2.5	no
Receiver 57	B/residential	1	62.1	64.3	66.5	67.5	3.1	yes
Receiver 58	B/residential	1	62.5	64.6	67.0	67.9	3.3	yes
Receiver 59	B/residential	1	61.4	63.9	66.0	67.1	3.1	yes
Receiver 60	B/residential	1	58.2	62.4	62.1	64.3	1.9	no
Receiver 61	B/residential	1	58.8	62.7	63.1	65.0	2.3	no
Receiver 62	B/residential	1	60	63.2	64.6	66.0	2.8	no
Receiver 63	B/residential	1	61.4	63.9	66.3	67.3	3.4	yes
Receiver 64	B/residential	1	62.4	64.5	67.4	68.2	3.7	yes
Receiver 65	B/residential	1	68.5	69.1	72.1	72.4	3.3	yes
Receiver 66	B/residential	1	66.9	67.8	71.5	71.8	4.0	yes
Receiver 67	B/residential	1	66.7	67.6	71.5	71.8	4.2	yes
Receiver 68	B/residential	1	65.9	67.0	71.0	71.4	4.4	yes
Receiver 69	B/residential	1	65.2	66.4	70.4	70.8	4.4	yes
Receiver 70	B/residential	1	68	68.7	73.1	73.3	4.6	yes
Receiver 71	C/commercial	1	72.3	72.6	75.6	75.7	3.2	yes
Receiver 72	C/industrial	1	64.9	66.2	68.3	69.0	2.7	no
Receiver 76	C/industrial	1	67.6	68.4	71.9	72.2	3.8	yes
Receiver 77	C/industrial	1	66.8	67.7	71.3	71.6	3.9	yes
Receiver 78	C/industrial	1	59.3	62.9	61.9	64.2	1.3	no
Receiver 79	C/industrial	1	56.5	61.9	59.3	62.9	1.0	no

***all readings are in dB(A)**

Appendix C

Noise Datasheet

Name: Brandon Miller

Date: 9/28/2010

Des No: 0501116

Road and Project Name: SR 912 Reconnection

Weather Description: Partly cloudy, cool, no wind, 50°F

Measuring Device: Quest 2200 integrating-averaging ~~noise~~ sound level meter

Measurement Location: Parking lot of bar. No outdoor use.

Beginning Calibration: 113.9

End Calibration: 113.8

Calibration Device: Quest QC-10 Calibrator - 114 dB

Total Run Time: 8 min

Measurement (dBA): 68.6 dBA

Other Notes: 8:08 AM

Not really any factory noise, just traffic.
Dickey has considerably more traffic

Train whistle in distance; no effect
Wind screen on all measurements
~~Weighted~~ Sensors on intersection

(1)

G-30

Name: Shirley Clark / Ken McMullen		
Date: 9/28/10		
Roadway:		
Project Name: SR 912		
Start and End Time: 8:08 Am 8:16 am		
Traffic from Left	Traffic from Right	Other Notes
(1) C 5 Riley 30 Cars (1) 3 Semi.	C 5 Riley	(1) 46 Cars 10 Semi's

Noise Datasheet

Name: Brandon Miller

Date: 9/28/2010

Des No: 0501116

Road and Project Name: SR 912

Weather Description: 50 °F, cool, No breeze

Measuring Device: Quest 2200 integrating-averaging sound level meter

Measurement Location: Vacant lot that approximates first row of homes

Beginning Calibration: 113.8

End Calibration: 114.0

Calibration Device: Quest QC-10 Calibrator - 114dB

Total Run Time: 8min

Measurement (dBA): 64.5 dBA

Other Notes: Train in distance
Some factory noise 8:23-8:31

9

Name: Shirley Clark / Ken McMullen		
Date: 9/28/10		
Roadway:		
Project Name: 912		
Start and End Time: 8:23 AM - 8:31 AM		
Traffic from Left	Traffic from Right	Other Notes
S. 18 cars 9 Semi K. 35 cars 4 Semi	18 Semi 43 cars 19 cars	

Noise Datasheet

Name: Brandon Miller

Date: 9/28/2010

Des No: 0501116

Road and Project Name: SR 912

Weather Description: 50°F, cool, no breeze, partly cloudy

Measuring Device: Quest 2200 integrating-averaging sound level meter

Measurement Location: Vacant lot approximates 2nd row of homes

Beginning Calibration: 114.0

End Calibration: 113.9

Calibration Device: Quest QC-10 Calibrator - 114dB

Total Run Time: 8:23 min

Measurement (dBA): 62.2dBA

Other Notes: Quite a bit of factory noise 8:35 - 8:44AM
Some dog barking

3

Name: Shirley Clark / Ken McMullen		
Date: 9/28/10		
Roadway:		
Project Name: SR 912		
Start and End Time: 835 AM - 8:44 AM		
Traffic from Left C: ~~IIII~~ ~~IIII~~ ~~IIII~~ I S: I 31 cars 19 Semi	Traffic from Right C: ~~IIII~~ ~~IIII~~ II S: ~~IIII~~ ~~IIII~~ 17 Semi 48 cars	Other Notes

Noise Datasheet

Name: Brandon Miller

Date: 9/28/2010

Des No: 0501116

Road and Project Name: SR 912

Weather Description: 52 °F, cool, sunny, No wind

Measuring Device: Quest 2200 integrating-averaging sound level meter

Measurement Location: Open field behind 4 rows of homes.

Beginning Calibration: 114.0

End Calibration: 113.5

Calibration Device: Quest QC-10 Calibrator - 114dB

Total Run Time: 8:14

Measurement (dBA): 61.8

Other Notes: 9AM - 9:08AM Eastern

Mostly Factory Noise
Traffic seems very distant

Birds chirping

(4)

G-36

Name: Shirley Clark		
Date: 9/28/10		
Roadway:		
Project Name: SR912		
Start and End Time: 9:00 AM. end - 9:08 AM		
Traffic from Left	Traffic from Right	Other Notes
11 Cars 2 Semi	1 Semi 10 Cars	

Noise Datasheet

Name: Brandon Miller

Date: 9/28/2010

Des No: 0501116

Road and Project Name: SR 912

Weather Description: 52°F, Sunny, Cool, No breeze

Measuring Device: Quest 2200 integrating-averaging sound level meter

Measurement Location: halfway between playground and pavement in Marktown Park

Beginning Calibration: 114.0

End Calibration: 114.0

Calibration Device: Quest QC-10 Calibrator - 114dB

Total Run Time: 8:01

Measurement (dBA): 63.7

Other Notes: Mostly Factory Noise

5

Name: Shirley Clark		
Date: 9/28/10		
Roadway:		
Project Name: SR 912		
Start and End Time: 9-10 AM 9:18 A.m		Park
Traffic from Left	Traffic from Right	Other Notes
8 cars 3 Semi	4 Semi 12 cars	1 city Bus Train ? Barge

Noise Datasheet

Name: Brandon Miller

Date: 9/28/2010

Des No: 0501116

Road and Project Name: SR 912

Weather Description: 53°F, cool, no breeze, sunny

Measuring Device: Quest 2200 Integrating-Averaging Sound Level Meter

Measurement Location: Playground - Marktown Park

Beginning Calibration: 114.0

End Calibration: 113.9

Calibration Device: Quest QC-10 Calibrator - 114dB

Total Run Time: 8:31

Measurement (dBA): 61.9

Other Notes: Mostly Factory Noise 9:26 - 9:34 AM

Name: Shirley Clark		
Date: 9/28/10		
Roadway:		
Project Name: SR 912		Playground
Start and End Time: 9:26 A.m 9:34 Am		
Traffic from Left	Traffic from Right	Other Notes
8 cars 2 Semi's	5 Semi 13-cars	1 farm tractor 1 Barge

7

Noise Datasheet

Name: Brandon Miller

Date: 9/28/2010

Des No: 0501116

Road and Project Name: SR 912

Weather Description: 54°F, cool

Measuring Device: Quest 2200 Integrating-Averaging Sound Level Meter

Measurement Location: Trail

Beginning Calibration: 113.9

End Calibration: 113.8

Calibration Device: Quest QC-10 Calibrator 114 dB

Total Run Time: 5 min

Measurement (dBA): 60.4

Other Notes: Quick Measurements for ambient Noise from factories (measurements 7,8,9)

Noise Datasheet

Name: Brandon Miller

Date: 9/28/2010

Des No: 0501116

Road and Project Name: SR 912

Weather Description: 54°F, cool, sunny, no breeze

Measuring Device: Quest 2200 Integrating-Averaging Sound level meter

Measurement Location: Marktown ~~park~~ park restroom

Beginning Calibration: 113.8

End Calibration: 113.9

Calibration Device: Quest QC-10 Calibrator - 114dB

Total Run Time: 5 min.

Measurement (dBA): 60.8

Other Notes:

Noise Datasheet

Name: Brandon Miller

Date: 9/28/2010

Des No: 0501116

Road and Project Name: SR 912

Weather Description: Cool, Sunny 54°F

Measuring Device: Quest 2200 Integrating-Averaging Sound Level Meter

Measurement Location: Baseball field in Marktown Park

Beginning Calibration: 113.9

End Calibration: 114.1

Calibration Device: Quest QC-10 Calibrator - 114dB

Total Run Time: 5 min.

Measurement (dBA): 60.5

Other Notes:

SR 912 Re-Connect
Lake County, Indiana
Des No. 0501116 Extra Ambient Locations

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

Scale 1:6,132

0.1 0.05 0 0.1 Miles

Section Town and Range	Interstate
County Boundary	State Route
Local Road	US Route

INDIANA DEPARTMENT OF TRANSPORTATION
Driving Indiana's Economic Growth

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-7977
FAX: (317) 233-4929

Mitchell E. Daniels, Jr., Governor
Michael B. Cline, Commissioner

January 14, 2011

To: John Pangallo
Project Manager

From: Ben Lawrence BTL
Environmental Policy Manager

Re: Des 0501116, Noise Analysis for SR 912, Lake County, Indiana

Mr. Pangallo,

We have reviewed the results of the noise wall analysis for the above-referenced project, in accordance with the INDOT noise policy. A review for possible inclusion of noise abatement was required because this is a federally-funded project which involves added capacity or a significant horizontal or vertical realignment of a roadway.

The noise analysis found 22 impacted receivers. Noise mitigation was found to not be feasible in the project corridor, regardless of cost. The area is composed of mainly industrial land uses with one residential development. The residential development has on-street parking and access directly onto the proposed SR 912 route. Given the multiple access points and external sources of noise, effective noise abatement is not feasible in this corridor. Noise abatement is not recommended for this project.

If you have any questions regarding this recommendation, please feel free to contact me directly.

Concurrence: David B. Holtz
David Holtz

21 Jan 2011
Date

BTL/btl

Cc: Jim Stark
Mark Pittman
file