

Plot: 7/27/2022 11:52:10 AM

LEGEND	
	Construction Zone
	Temporary Pedestrian Access Mat
	Temporary Pedestrian Access Mat
	Temporary Pavement Marking, Removable, 6"
	Pedestrian Flow

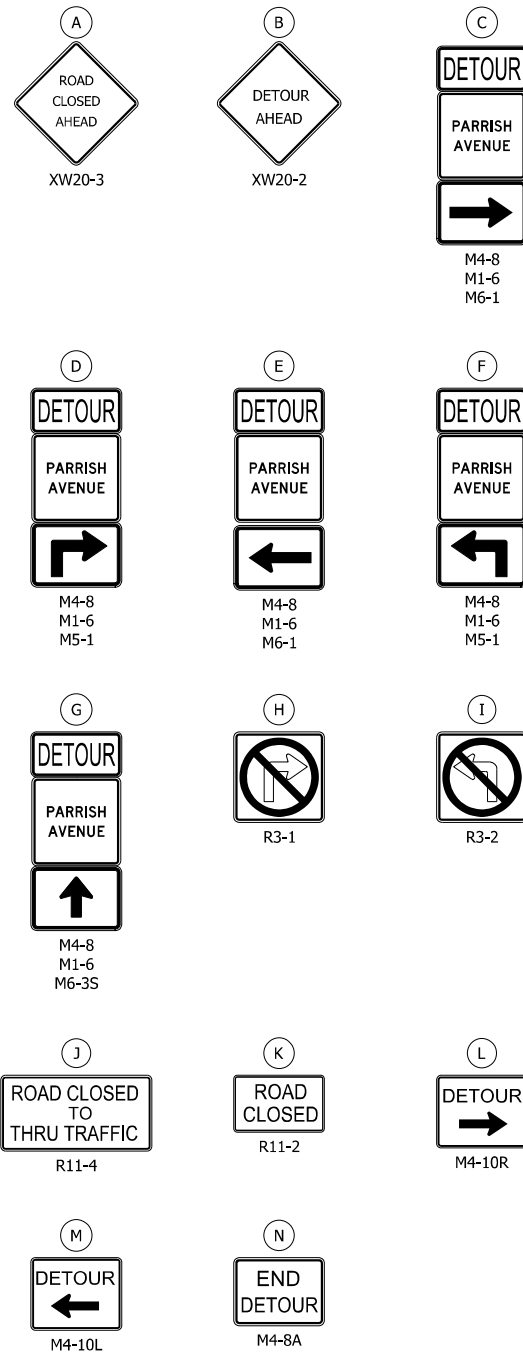
**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	7/27/2022	DATE
DESIGNED: DDB	7/27/2022	DRAWN: DDB	7/27/2022
CHECKED: LNB	7/27/2022	CHECKED: LNB	7/27/2022

**INDIANA DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PHASE 2A & 2B PEDESTRIAN DETOUR**

SCALE	BRIDGE FILE
1" = 20'	N/A
	DESIGNATION
	1801907
SURVEY BOOK	SHEETS
Electronic	13 of 83
CONTRACT	PROJECT
B-41851	1801907



**Legend:**

- Detour Route
- ⊥ Construction Sign
- Low Intensity Construction Warning Light



Plot: 7/27/2022 11:53:36 AM

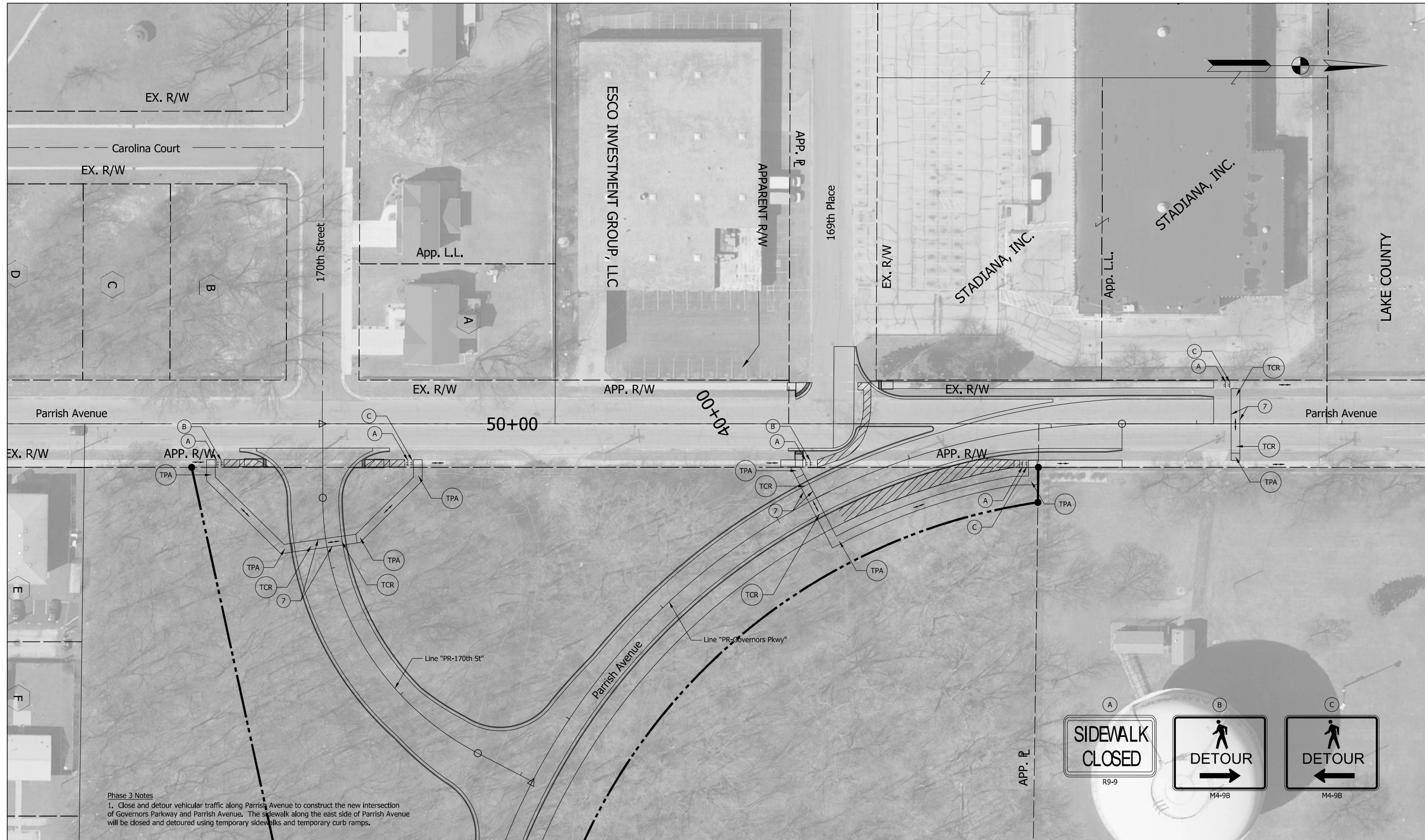
**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	7/27/2022	DATE
DESIGNED: DDB	7/27/2022	DRAWN: DDB	7/27/2022
CHECKED: LNB	7/27/2022	CHECKED: LNB	7/27/2022

**INDIANA DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC PHASE 3 - PARRISH AVENUE DETOUR MAP**

SCALE	BRIDGE FILE
1" = 300'	N/A
	DESIGNATION
	1801907
SURVEY BOOK	SHEETS
Electronic	14 of 83
CONTRACT	PROJECT
B-41851	1801907



**Phase 3 Notes**  
 1. Close and detour vehicular traffic along Parrish Avenue to construct the new intersection of Governors Parkway and Parrish Avenue. The sidewalk along the east side of Parrish Avenue will be closed and detoured using temporary sidewalks and temporary curb ramps.



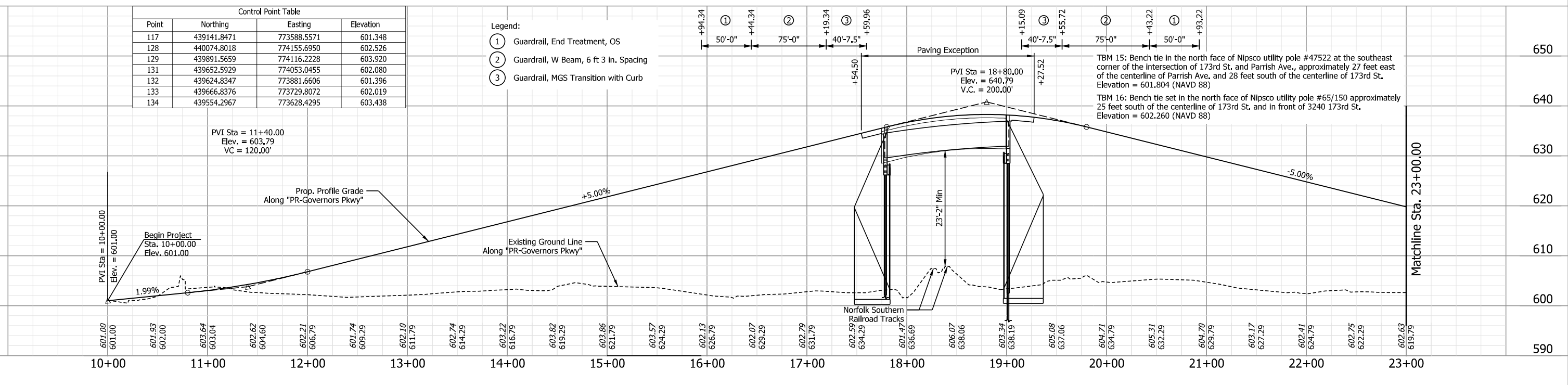
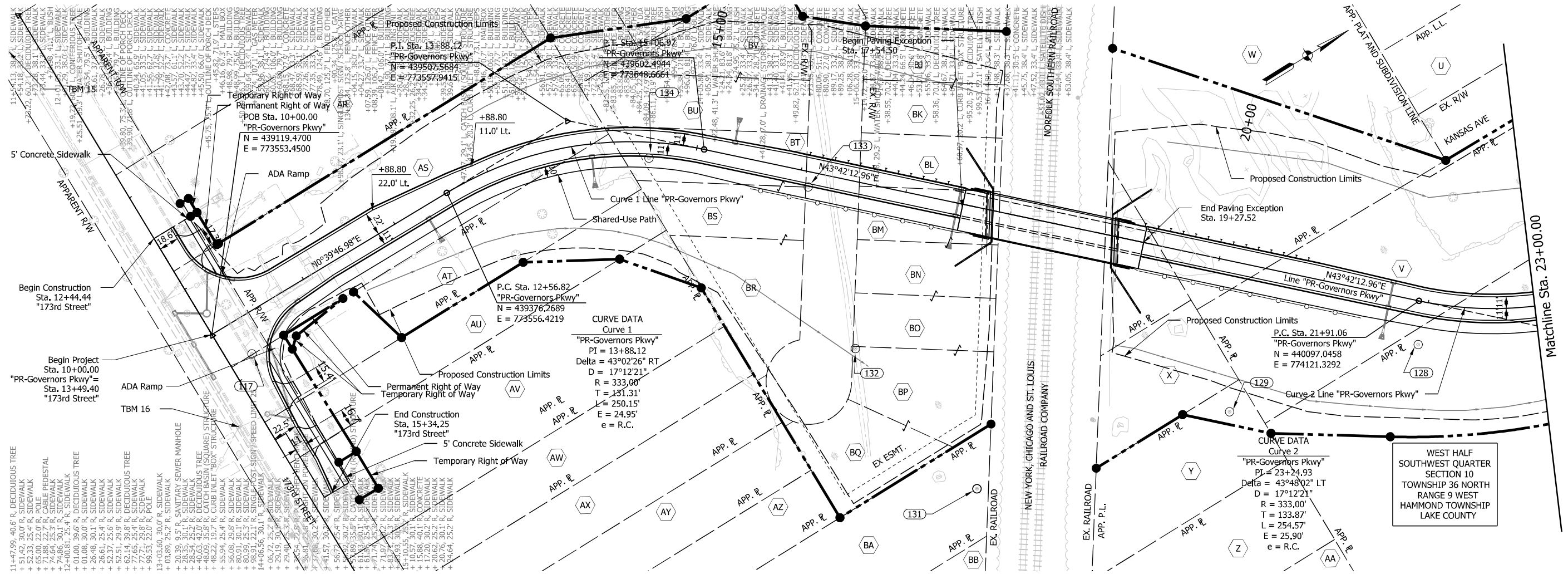
<b>LEGEND</b>	Construction Zone	Temporary Pedestrian Access Mat	Temporary Pedestrian Access Mat
Temporary Pedestrian Access Mat	Temporary Pavement Marking, Removable, 6"	Pedestrian Flow	

<b>NOT FOR CONSTRUCTION</b>	RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE 7/27/2022
	DESIGNED: DDB 7/27/2022	DRAWN: DDB 7/27/2022	
	CHECKED: LNB 7/27/2022	CHECKED: LNB 7/27/2022	

INDIANA DEPARTMENT OF TRANSPORTATION  
 MAINTENANCE OF TRAFFIC  
 PHASE 3 - PARRISH AVENUE  
 PEDESTRIAN DETOUR

SCALE 1" = 30'	BRIDGE FILE N/A
	DESIGNATION 1801907
SURVEY BOOK Electronic	SHEETS 15 of 83
CONTRACT B-41851	PROJECT 1801907

Plot: 7/27/2022 11:54:44 AM



Control Point Table			
Point	Northing	Easting	Elevation
117	439141.8471	773588.5571	601.348
128	440074.8018	774155.6950	602.526
129	439891.5659	774116.2228	603.920
131	439652.5929	774053.0455	602.080
132	439624.8347	773881.6606	601.396
133	439666.8376	773729.8072	602.019
134	439554.2967	773628.4295	603.438

- Legend:
- ① Guardrail, End Treatment, OS
  - ② Guardrail, W Beam, 6 ft 3 in. Spacing
  - ③ Guardrail, MGS Transition with Curb

- NOTES:
1. All R/W on this sheet to be taken as shown.
  2. All R/W on this sheet described from Line "PR-Governors Pkwy".
  3. Line "PR-Governors Pkwy" to be constructed.
  4. Topo Notes for this Sheet are described from Line "Ex-173rd St".

NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL \_\_\_\_\_

DESIGNED: BIZ DRAWN: NAH

CHECKED: JLP CHECKED: JLP

DESIGN ENGINEER DATE

INDIANA DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE "PR-GOVERNORS PKWY"

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 10'	DESIGNATION 1801907
SURVEY BOOK ELECTRONIC	SHEETS 16 of 83
CONTRACT B-41851	PROJECT 1801907

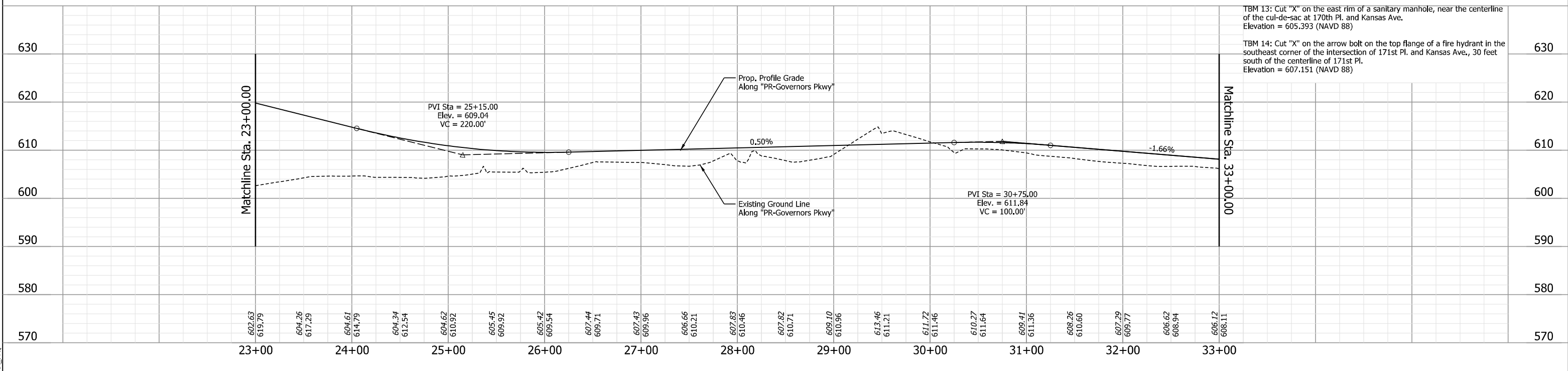
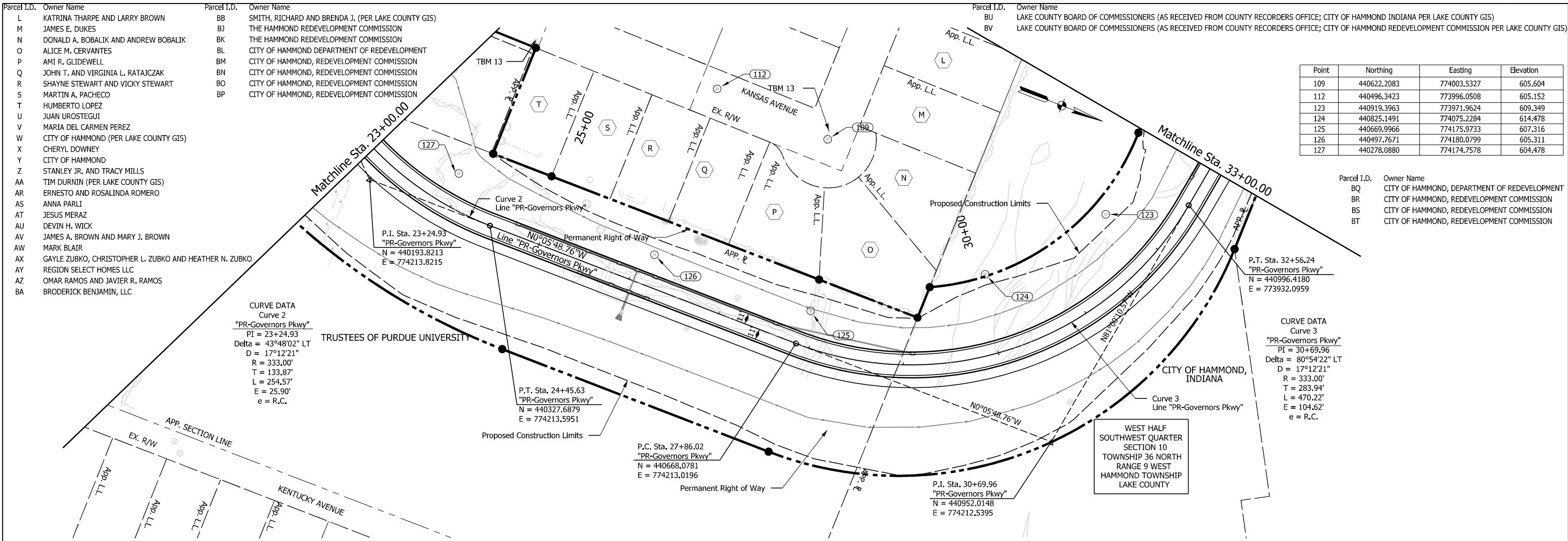
Parcel I.D.	Owner Name
L	KATRINA THARPE AND LARRY BROWN
M	JAMES E. DUKES
N	DONALD A. BOBALIK AND ANDREW BOBALIK
O	ALICE M. CERVANTES
P	AMI R. GLIDEWELL
Q	JOHN T. AND VIRGINIA L. RATAJCZAK
R	SHAYNE STEWART AND VICKY STEWART
S	MARTIN A. PACHECO
T	HUMBERTO LOPEZ
U	JUAN UROSTEGUI
V	MARIA DEL CARMEN PEREZ
W	CITY OF HAMMOND (PER LAKE COUNTY GIS)
X	CHERYL DOWNEY
Y	CITY OF HAMMOND
Z	STANLEY JR. AND TRACY MILLS
AA	TIM DURNIN (PER LAKE COUNTY GIS)
AR	ERNESTO AND ROSALINDA ROMERO
AS	ANNA PARLI
AT	JESUS MERAZ
AU	DEVIN H. WICK
AV	JAMES A. BROWN AND MARY J. BROWN
AW	MARK BLAIR
AX	GAYLE ZUBKO, CHRISTOPHER L. ZUBKO AND HEATHER N. ZUBKO
AY	REGION SELECT HOMES LLC
AZ	OMAR RAMOS AND JAVIER R. RAMOS
BA	BRODERICK BENJAMIN, LLC

Parcel I.D.	Owner Name
BB	SMITH, RICHARD AND BRENDA J. (PER LAKE COUNTY GIS)
BJ	THE HAMMOND REDEVELOPMENT COMMISSION
BK	THE HAMMOND REDEVELOPMENT COMMISSION
BL	CITY OF HAMMOND DEPARTMENT OF REDEVELOPMENT
BM	CITY OF HAMMOND, REDEVELOPMENT COMMISSION
BN	CITY OF HAMMOND, REDEVELOPMENT COMMISSION
BO	CITY OF HAMMOND, REDEVELOPMENT COMMISSION
BP	CITY OF HAMMOND, REDEVELOPMENT COMMISSION

Parcel I.D.	Owner Name
BU	LAKE COUNTY BOARD OF COMMISSIONERS (AS RECEIVED FROM COUNTY RECORDERS OFFICE; CITY OF HAMMOND INDIANA PER LAKE COUNTY GIS)
BV	LAKE COUNTY BOARD OF COMMISSIONERS (AS RECEIVED FROM COUNTY RECORDERS OFFICE; CITY OF HAMMOND REDEVELOPMENT COMMISSION PER LAKE COUNTY GIS)

Point	Northing	Easting	Elevation
109	440622.2083	774003.5327	605.604
112	440496.3423	773996.0508	605.152
123	440919.3963	773971.9624	609.349
124	440825.1491	774075.2284	614.478
125	440669.9966	774175.9733	607.316
126	440497.7671	774180.0799	605.311
127	440278.0880	774174.7578	604.478

Parcel I.D.	Owner Name
BQ	CITY OF HAMMOND, DEPARTMENT OF REDEVELOPMENT
BR	CITY OF HAMMOND, REDEVELOPMENT COMMISSION
BS	CITY OF HAMMOND, REDEVELOPMENT COMMISSION
BT	CITY OF HAMMOND, REDEVELOPMENT COMMISSION



TBM 13: Cut "X" on the east rim of a sanitary manhole, near the centerline of the cul-de-sac at 170th Pl. and Kansas Ave. Elevation = 605.393 (NAVD 88)

TBM 14: Cut "X" on the arrow bolt on the top flange of a fire hydrant in the southeast corner of the intersection of 171st Pl. and Kansas Ave., 30 feet south of the centerline of 171st Pl. Elevation = 607.151 (NAVD 88)

- NOTES:  
1. All R/W on this sheet to be taken as shown.  
2. All R/W on this sheet described from Line "PR-Governors Pkwy".  
3. Line "PR-Governors Pkwy" to be constructed.

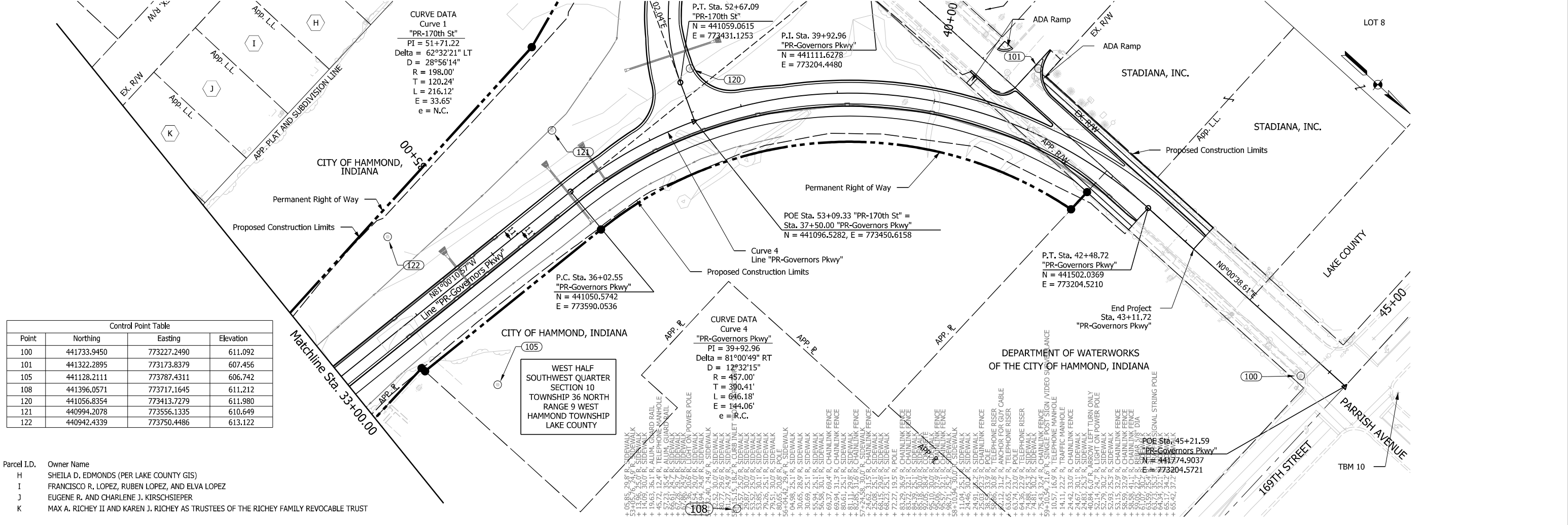
**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____ B.J.Z.	DRAWN: _____ N.A.H.	
CHECKED: _____ J.L.P.	CHECKED: _____ J.L.P.	

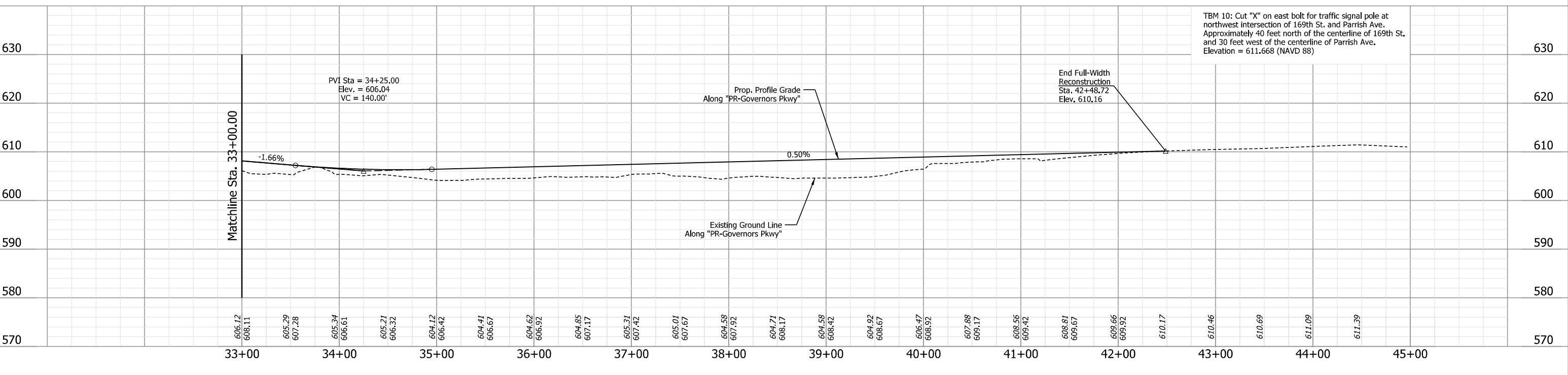
**INDIANA DEPARTMENT OF TRANSPORTATION**

**PLAN AND PROFILE**  
**"PR-GOVERNORS PKWY"**

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 10'	DESIGNATION 1801907
SURVEY BOOK ELECTRONIC	SHEETS 17 of 83
CONTRACT B-41851	PROJECT 1801907



Parcel I.D.	Owner Name
H	SHEILA D. EDMONDS (PER LAKE COUNTY GIS)
I	FRANCISCO R. LOPEZ, RUBEN LOPEZ, AND ELVA LOPEZ
J	EUGENE R. AND CHARLENE J. KIRSCHSEPER
K	MAX A. RICHEY II AND KAREN J. RICHEY AS TRUSTEES OF THE RICHEY FAMILY REVOCABLE TRUST



TBM 10: Cut "X" on east bolt for traffic signal pole at northwest intersection of 169th St. and Parrish Ave. Approximately 40 feet north of the centerline of 169th St. and 30 feet west of the centerline of Parrish Ave. Elevation = 611.668 (NAVD 88)

- NOTES:  
 1. All R/W on this sheet to be taken as shown.  
 2. All R/W on this sheet described from Line "PR-Governors Pkwy".  
 3. Line "PR-Governors Pkwy" to be constructed.  
 4. Topo Notes for this Sheet are described from Line "Ex-Parrish Ave".

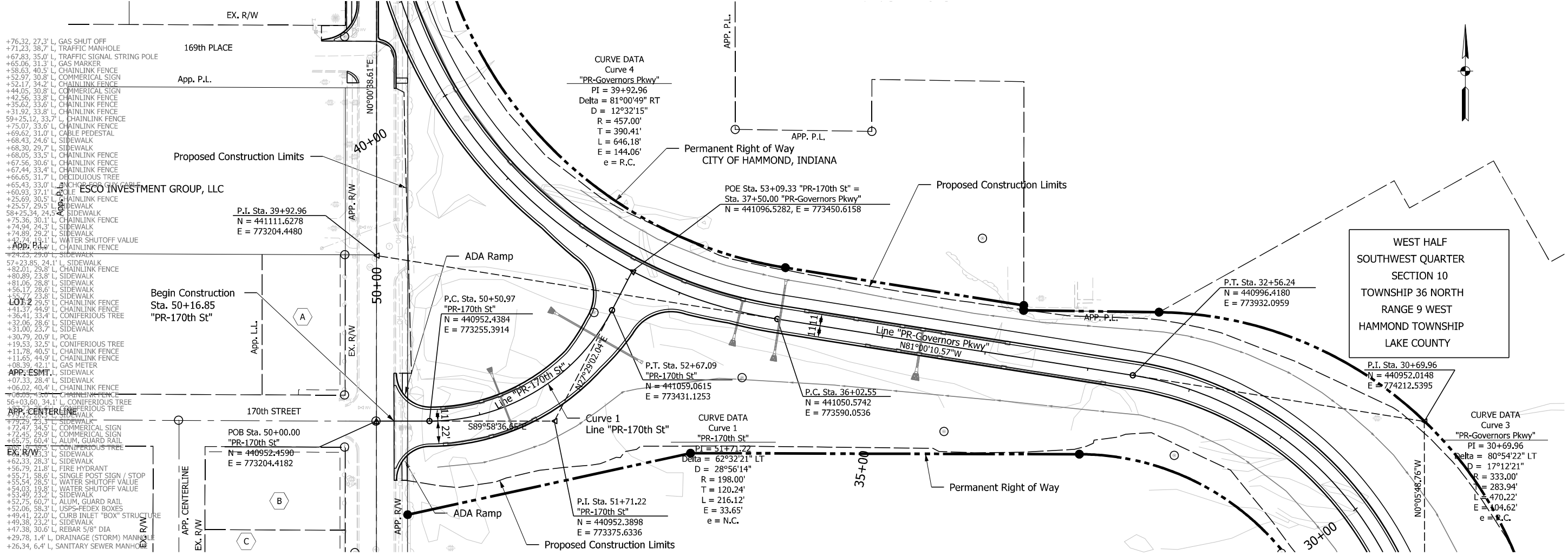
NOT FOR CONSTRUCTION

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: BIZ	DRAWN: NAH	
CHECKED: JLP	CHECKED: JLP	

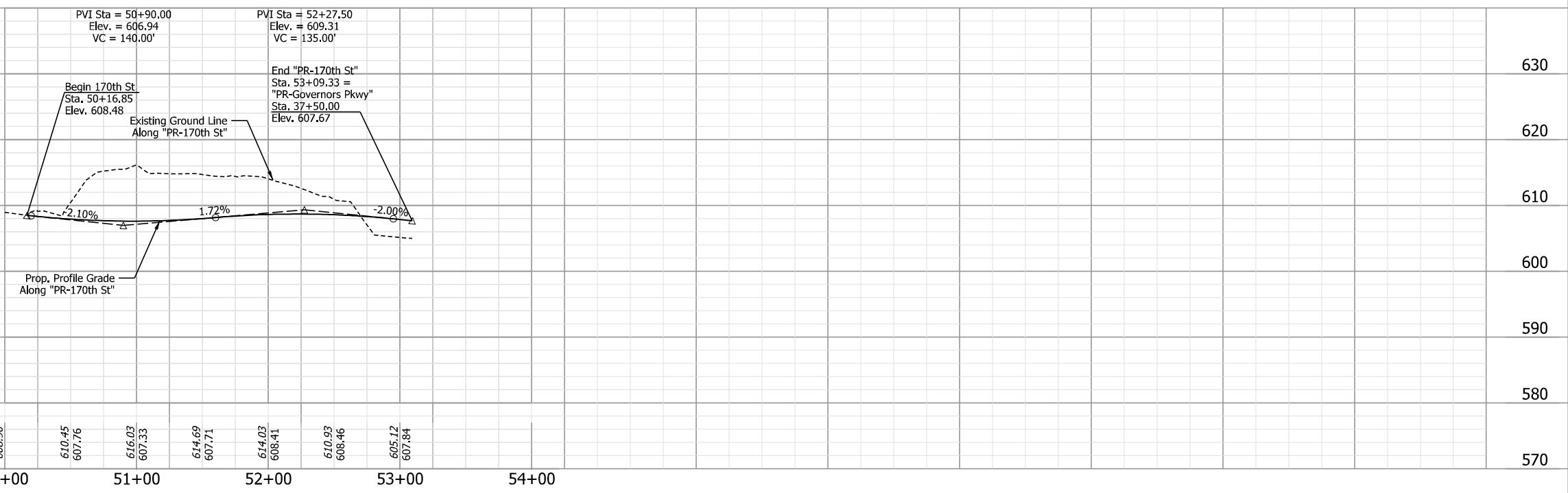
INDIANA  
DEPARTMENT OF TRANSPORTATION

**PLAN AND PROFILE**  
"PR-GOVERNORS PKWY"

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 10'	DESIGNATION 1801907
SURVEY BOOK ELECTRONIC	SHEETS 18 of 83
CONTRACT B-41851	PROJECT 1801907



WEST HALF  
 SOUTHWEST QUARTER  
 SECTION 10  
 TOWNSHIP 36 NORTH  
 RANGE 9 WEST  
 HAMMOND TOWNSHIP  
 LAKE COUNTY



- NOTES:  
 1. All R/W on this sheet to be taken as shown.  
 2. All R/W on this sheet described from Line "PR-Governors Pkwy".  
 3. Line "PR-Governors Pkwy" to be constructed.  
 4. Topo Notes for this Sheet are described from Line "Ex-Parrish Ave".

NOT FOR  
 CONSTRUCTION

RECOMMENDED FOR APPROVAL \_\_\_\_\_  
 DESIGN ENGINEER DATE \_\_\_\_\_

DESIGNED: BIZ DRAWN: NAH  
 CHECKED: JLP CHECKED: JLP

INDIANA  
 DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE  
 "170th STREET"

HORIZONTAL SCALE 1" = 50'	BRIDGE FILE N/A
VERTICAL SCALE 1" = 10'	DESIGNATION 1801907
SURVEY BOOK ELECTRONIC	SHEETS 19 of 83
CONTRACT B-41851	PROJECT 1801907

P:\PLOT\DRIBBY\TIMES\_S&M\_PWS

\$FILE\$

# Hammond Local TRAX Project Governors Parkway CE Level 4

## APPENDIX C: EARLY COORDINATION







# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

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

**Eric Holcomb, Governor**  
**Joe McGuinness,**  
**Commissioner**

## Sample Early Coordination Letter

July 9, 2019

{See Attached List}

Re: Parrish Avenue Bridge Project  
Hammond, Lake County, Indiana  
INDOT Des. No.: 1801907  
CMT Project No.: 19070901-00

Dear Interested Party:

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving Parrish Avenue in Hammond, Lake County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation numbers and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts. This is a state and locally funded project with no federal funds; there is the potential for federal funds in later stages.

### Project Description

The proposed project is located at Parrish Avenue in Hammond, Lake County, Indiana. The project is located in Section 10, Township 36 North, Range 9 West of the U.S. Geological Survey (USGS) Highland, Indiana Quadrangle.

Parrish Avenue is a two-lane Urban Minor Collector within the project area. Two tracks of Norfolk Southern Railroad (NSRR) cross Parrish Avenue roughly halfway between 169<sup>th</sup> Street and 173<sup>rd</sup> Street. North of the NSRR crossing, Parrish Avenue consists of one 12-foot lane and unmarked 4-foot paved shoulder in each direction, with concrete curb and gutter and concrete sidewalk on one or both sides. South of the NSRR crossing, the paved width widens to a total of 38 feet; the southbound lane widens an additional 10 feet to accommodate on-street parking for the 250 feet immediately north 173<sup>rd</sup> Street. The rail line crosses Parrish Avenue at approximately 35 degrees and the paved width of the road reduces to 26 feet. The rail crossing consists of signalized crossing gates with stop arms.

The proposed project would involve a grade separation and realignment of Parrish Avenue between 169<sup>th</sup> Street and 173<sup>rd</sup> Street. This would include the construction of a new single span bridge that would accommodate two lanes of traffic, two bike lanes, and a pedestrian sidewalk. A new intersection of Parrish Avenue and 173<sup>rd</sup> Street would shift east of the existing intersection and would require a minor stop control on the new Parrish Avenue and widening 173<sup>rd</sup> Street to add turn lanes to access the new Parrish Avenue. After completion of the proposed Parrish Avenue bridge and roadway realignment, the existing NSRR at grade crossing would be closed and barriers would be erected to prevent vehicular and pedestrian traffic over the NSRR right-of-way.

The project is anticipated to require approximately 8.5 acres of permanent right-of-way. Temporary right-of-way is likely to be needed for driveway reconstruction and grading. The impacted parcels are within the undeveloped forested

[www.in.gov/dot/](http://www.in.gov/dot/)

**An Equal Opportunity Employer**

area east of Parrish Avenue between 169<sup>th</sup> Street and 173<sup>rd</sup> Street. One residential relocation is anticipated, and two other residential properties are expected to be affected. Proposed excavation for the project will be needed for new storm sewer pipes to a depth of approximately 5 feet, retaining wall foundations to a depth of approximately 4 feet, and unsuitable soil removal to a depth of approximately 4 feet. The proposed maintenance of traffic plan will include temporary pavement markings and traffic control devices to direct traffic along 173<sup>rd</sup> Street during construction of the new Parrish Avenue and 173<sup>rd</sup> Street intersection. Access to all residences and businesses will be maintained at all times.

Land use in the vicinity of the project is developed with commercial and residential areas, while the proposed new alignment is within an undeveloped, forested area. A waters and wetlands determination identifying any water resources that may be present within the study area will be performed. One wetland is reported adjacent to the project area on the National Wetland Inventory database; any wetlands identified within the project area are expected to be impacted. Any streams identified within the project area are expected to be impacted by the project. A Department of Natural Resources Construction in a Floodway Permit is not anticipated to be required for this project. 401/404 Permits are anticipated to be required for this project. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and Northern long-eared bat and USFWS project information form will be provided to USFWS for review separately. Approximately 18 acres of tree removal will be required for this project.

The INDOT Cultural Resources Office will investigate the areas of additional right-of-way for archaeological and historic resources for compliance with Section 106. The results of this investigation will be forwarded to the State Historic Preservation Officer for review and concurrence. Several sites listed on the Indiana Historic Sites and Structures Inventory (IHSSI) are located within the 0.5 mile search radius of the project area; the nearest site is approximately 0.2 mile northeast of the project area. INDOT will ensure compliance with Section 106 of the National Historic Preservation Act of 1966.

Should we not receive a response **within thirty (30) calendar days** from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary; a reasonable amount may be granted upon request.

If you have any questions or concerns regarding this matter, please feel free to contact Jason Holder at [jholder@indot.in.gov](mailto:jholder@indot.in.gov) or contact me at (317) 492-9162 or via email at [nbatta@cmtengr.com](mailto:nbatta@cmtengr.com). Thank you in advance for your input.

Sincerely,

Crawford, Murphy & Tilly, Inc.

Nick Batta  
Project Manager

Attachments-  
Maps (Location, Aerial, USGS Topographic)  
Photographs

**Note: Duplicate mapping and photographs were included in the Early Coordination Packet, but were intentionally removed. Please see Appendix B for maps and photographs.**

**The following agencies received Early Coordination Letters sent July 9, 2019:**

Field Supervisor  
U.S. Fish and Wildlife Service  
Bloomington Indiana Field Office  
620 South Walker Street  
Bloomington, Indiana 47403-2121  
[robin\\_mckilliams@fws.gov](mailto:robin_mckilliams@fws.gov)

Federal Highway Administration  
Federal Office Building, Room 254  
575 North Pennsylvania Street  
Indianapolis, Indiana 46204  
[Joyce.Newland@dot.gov](mailto:Joyce.Newland@dot.gov)  
[Michelle.Allen@dot.gov](mailto:Michelle.Allen@dot.gov)

State Conservationist  
Natural Resources Conservation Service  
6013 Lakeside Boulevard  
Indianapolis, Indiana 46278  
[rick.neilson@in.usda.gov](mailto:rick.neilson@in.usda.gov)

Indiana Geological Survey  
611 North Walnut Grove  
Bloomington, Indiana 47405  
Early Coordination submittal at  
<https://igs.indiana.edu/eAssessment/>

Chief, Groundwater Section  
Indiana Department of Environmental  
Management  
100 N. Senate Avenue  
Indianapolis, IN 46204  
<https://www.in.gov/idem/cleanwater/pages/wellhead/>

Indiana Department of Environmental  
Management  
Electronic Website Coordination  
<http://www.in.gov/idem/5284.htm>

Manager, Public Hearings  
Indiana Department of Transportation  
100 N. Senate Avenue, Rm. 642  
Indianapolis, IN 46204  
[rclark@indot.in.gov](mailto:rclark@indot.in.gov)  
cc: [mwright@indot.in.gov](mailto:mwright@indot.in.gov)

Regional Environmental Officer  
Chicago Regional Office,  
US Department of Housing & Urban  
Development  
Metcalf Fed. Bldg.  
77 W. Jackson Blvd. Rm 2401  
Chicago, IL 60604  
[Michael.e.wurl@hud.gov](mailto:Michael.e.wurl@hud.gov)

Environmental Coordinator  
Indiana Department of Natural Resources  
Division of Fish and Wildlife  
Room W264, IGC South  
402 West Washington Street  
Indianapolis, Indiana 46204  
[environmentalreview@dnr.in.gov](mailto:environmentalreview@dnr.in.gov)

Scott Manning  
Strategic Communications Director  
Indiana Department of Transportation  
100 N. Senate Avenue  
IGCN Room N755  
Indianapolis, IN 46204  
[SManning1@indot.IN.gov](mailto:SManning1@indot.IN.gov)

Lynette Werner  
Design & Environmental Manager (Supervisor)  
INDOT – LaPorte District Office  
315 E. Boyd Blvd.  
LaPorte, IN 46350  
[lwerner@indot.in.gov](mailto:lwerner@indot.in.gov)

Chief, Environmental Resources  
Department of the Army  
Chicago District, Corps of Engineers  
231 S. LaSalle St., Suite 1500  
Chicago, Illinois 60604  
[chicagorequests@usace.army.mil](mailto:chicagorequests@usace.army.mil)

Indiana Department of Transportation  
Office of Aviation  
100 N. Senate Avenue, Rm. 955  
Indianapolis, IN 46204  
[AFrench2@indot.in.gov](mailto:AFrench2@indot.in.gov)

U. S. Fish and Wildlife Service  
Northern Indiana Suboffice  
P.O. Box 2616  
Chesterton, IN 46304  
[elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov)

Ty Warner  
Executive Director  
Northwestern Indiana Regional Planning  
Commission  
6100 Southport Rd.  
Portage, IN 46368  
[twarner@nirpc.org](mailto:twarner@nirpc.org)  
cc: [twadsworth@nirpc.org](mailto:twadsworth@nirpc.org)

Jeffrey Massey  
MS4 Coordinator  
City of Hammond  
5143 Columbia Ave.  
Hammond, IN 46327  
[jmassey@hammondsd.com](mailto:jmassey@hammondsd.com)

Thomas M. McDermott, Jr.  
Mayor  
City of Hammond  
5925 Calumet Ave.  
Hammond, IN 46320  
[mayor@gohammond.com](mailto:mayor@gohammond.com)

City of Hammond Council Members  
5925 Calumet Ave.  
Hammond, IN 46320  
[council@gohammond.com](mailto:council@gohammond.com)

Dean Button  
Hammond City Engineer  
5925 Calumet Ave.  
Hammond, IN 46320  
[buttond@gohammond.com](mailto:buttond@gohammond.com)

Fire Department  
City of Hammond  
6110 Calumet Ave.  
Hammond, IN 46320  
[deputyfirechief@gohammond.com](mailto:deputyfirechief@gohammond.com)

John Doughty  
Hammond Chief of Police  
509 Douglas St.  
Hammond, IN 46320  
[police@hammondpolice.com](mailto:police@hammondpolice.com)

Kyle Allen, Sr.  
Lake County Commissioner  
2293 N. Main St.  
Crown Point, IN 46307  
[allenkw@lakecountyin.org](mailto:allenkw@lakecountyin.org)

Michael Repay  
Lake County Commissioner  
2293 N. Main St.  
Crown Point, IN 46307  
[repay@lakecountyin.org](mailto:repay@lakecountyin.org)

Jerry Tippy  
Lake County Commissioner  
2293 N. Main St.  
Crown Point, IN 46307  
[tippyj@lakecountyin.org](mailto:tippyj@lakecountyin.org)

Lake County Council Members  
2293 N. Main St.  
Crown Point, IN 46307  
[barczta@lakecountyin.org](mailto:barczta@lakecountyin.org)  
[codycj@lakecountyin.org](mailto:codycj@lakecountyin.org)

Oscar Martinez  
Lake County Sheriff  
2293 N. Main St.  
Crown Point, IN 46307  
[info@lakecountysheriff.com](mailto:info@lakecountysheriff.com)

Bill Emerson, Jr.  
Lake County Surveyor  
2293 N. Main St.  
Crown Point, IN 46307  
[emerson@lakecountyin.org](mailto:emerson@lakecountyin.org)

Jodi Richmond  
Director  
Lake County Emergency Management Agency  
2900 W. 93<sup>rd</sup> St.  
Crown Point, IN 46307  
[jodilcema@gmail.com](mailto:jodilcema@gmail.com)

Terry Butler  
Director of Transportation  
School City of Hammond  
41 Williams St.  
Hammond, IN 46320  
[TDButler@hammond.k12.in.us](mailto:TDButler@hammond.k12.in.us)

Scott Miller  
Superintendent  
School City of Hammond  
41 Williams St.  
Hammond, IN 46320  
[schadmin@hammond.k12.in.us](mailto:schadmin@hammond.k12.in.us)

**From:** [Wright, Mary](#)  
**To:** [Ellen Hogrebe](#)  
**Subject:** RE: Early Coordination Letter: Parrish Ave. New Bridge Des No 1801907  
**Date:** Tuesday, July 9, 2019 9:35:17 AM

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### Early Coordination and Creating a Public Involvement Plan (PIP)

We have received your early coordination notification packet for the above referenced project(s). Our office prefers to be notified at the early coordination stage in order to encourage early and ongoing public involvement aside from the specific legal requirements as outlined in our Public Involvement Manual <http://www.in.gov/indot/2366.htm>. Seeking the public's understanding of transportation improvement projects early in the project development stage can allow the opportunity for the public to express their concerns, comments, and to seek buy-in. Early coordination is the perfect opportunity to examine the proposed project and its impacts to the community along with the many ways and or tools to inform the public of the improvements and seek engagement. A good public involvement plan, or PIP, should consider the type, scope, impacts, and the level of public awareness that should, or could, be implemented. In other words, although there are cases where no public involvement is legally required, sometimes it is simply the right thing to do in order to keep the public informed.

The public involvement office is always available to provide support and resources to bolster any public involvement activities you may wish to implement or discuss. Please feel free to contact our office anytime should you have any questions or concerns. Thank you for notifying our office about your proposed project. We trust you will not only analyze the appropriate public involvement required, but also consider the opportunity to do go above and beyond those requirements in creating a good PIP.

Rickie Clark, Manager  
100 North Senate Avenue, Room N642  
Indianapolis, IN 46204

Phone: 317-232-6601  
Email: [rclark@indot.in.gov](mailto:rclark@indot.in.gov)

Mary Wright, Hearing Examiner  
Phone: 317-234-0796  
Email: [mwright@indot.in.gov](mailto:mwright@indot.in.gov)

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**From:** Ellen Hogrebe [mailto:[ehogrebe@cmtengr.com](mailto:ehogrebe@cmtengr.com)]  
**Sent:** Tuesday, July 09, 2019 10:07 AM  
**To:** Clark, Rickie <[RCLARK@indot.IN.gov](mailto:RCLARK@indot.IN.gov)>  
**Cc:** Wright, Mary <[MWRIGHT@indot.IN.gov](mailto:MWRIGHT@indot.IN.gov)>  
**Subject:** Early Coordination Letter: Parrish Ave. New Bridge Des No 1801907

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Dear Interested Party,

The Indiana Department of Transportation intends to proceed with a project Parrish Avenue in Hammond, Lake County, Indiana (INDOT Des No.: 1801907). Please see the attached letter, which 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. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions or concerns regarding this matter, please feel free to contact me at 314-571-9103 or via e-mail. Thank you for your assistance, and we look forward to your response.

Thank you,

**ELLEN HOGREBE** | Environmental Scientist

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**Crawford, Murphy & Tilly | Engineers & Consultants**  
8790 Purdue Road | Indianapolis, IN 46268  
w 314.571.9103 | m 419.350.1271 | f 314.436.0723 | [ehogrebe@cmtengr.com](mailto:ehogrebe@cmtengr.com)

 *Centered in Value*

## Ellen Hoglebe

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**From:** Ellen Hoglebe  
**Sent:** Thursday, July 11, 2019 9:07 AM  
**To:** Courtade, Julian  
**Subject:** RE: Early Coordination Letter: Parrish Ave. New Bridge Des No 1801907

Julian,

Thank you for your response. The project will not involve any equipment or obstructions over 100ft in height, but we will note your comment in our final report.

Thanks,

**ELLEN HOGREBE** | Environmental Scientist  
**Crawford, Murphy & Tilly**  
w 314.571.9103 | m 419.350.1271

---

**From:** Courtade, Julian <JCourtade@indot.IN.gov>  
**Sent:** Wednesday, July 10, 2019 11:02 AM  
**To:** Ellen Hoglebe <ehoglebe@cmtengr.com>  
**Subject:** RE: Early Coordination Letter: Parrish Ave. New Bridge Des No 1801907

Ellen,

After reviewing your ECL (no. 1801907), my only concern is Gary/Chicago International Airport about 2.3 miles away. If your project has any obstructions (cranes, etc.) over 100ft in height, then this might cause issues. If not, then everything looks good to me. Let me know if you have any questions or concerns.

Thanks,

**Julian L. Courtade**  
Chief Airport Inspector  
INDOT, Office of Aviation  
IGCN Room N955  
100 North Senate Avenue  
Indianapolis, IN 46204  
**Office:** (317) 232-1477  
**Email:** [jcourtade@indot.in.gov](mailto:jcourtade@indot.in.gov)



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**From:** Ellen Hogrebe [mailto:ehogrebe@cmtengr.com]  
**Sent:** Tuesday, July 9, 2019 10:17 AM  
**To:** Courtade, Julian <JCourtade@indot.IN.gov>  
**Subject:** Early Coordination Letter: Parrish Ave. New Bridge Des No 1801907

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

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Dear Interested Party,

The Indiana Department of Transportation intends to proceed with a project Parrish Avenue in Hammond, Lake County, Indiana (INDOT Des No.: 1801907). Please see the attached letter, which 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. We will incorporate your comments into a study of the project's environmental impacts.

If you have any questions or concerns regarding this matter, please feel free to contact me at 314-571-9103 or via e-mail. Thank you for your assistance, and we look forward to your response.

Thank you,

**ELLEN HOGREBE** | Environmental Scientist



**Crawford, Murphy & Tilly** | Engineers & Consultants  
8790 Purdue Road | Indianapolis, IN 46268  
w 314.571.9103 | m 419.350.1271 | f 314.436.0723 | [ehogrebe@cmtengr.com](mailto:ehogrebe@cmtengr.com)

 *Centered in Value*



## Organization and Project Information

**Project ID:** 19070901-00  
**Des. ID:** 1801907  
**Project Title:** Parrish Avenue Bridge Project  
**Name of Organization:** Crawford, Murphy, & Tilly  
**Requested by:** Nick Batta

## Environmental Assessment Report

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

\*All map layers from Indiana Map ([maps.indiana.edu](http://maps.indiana.edu))

### **DISCLAIMER:**

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

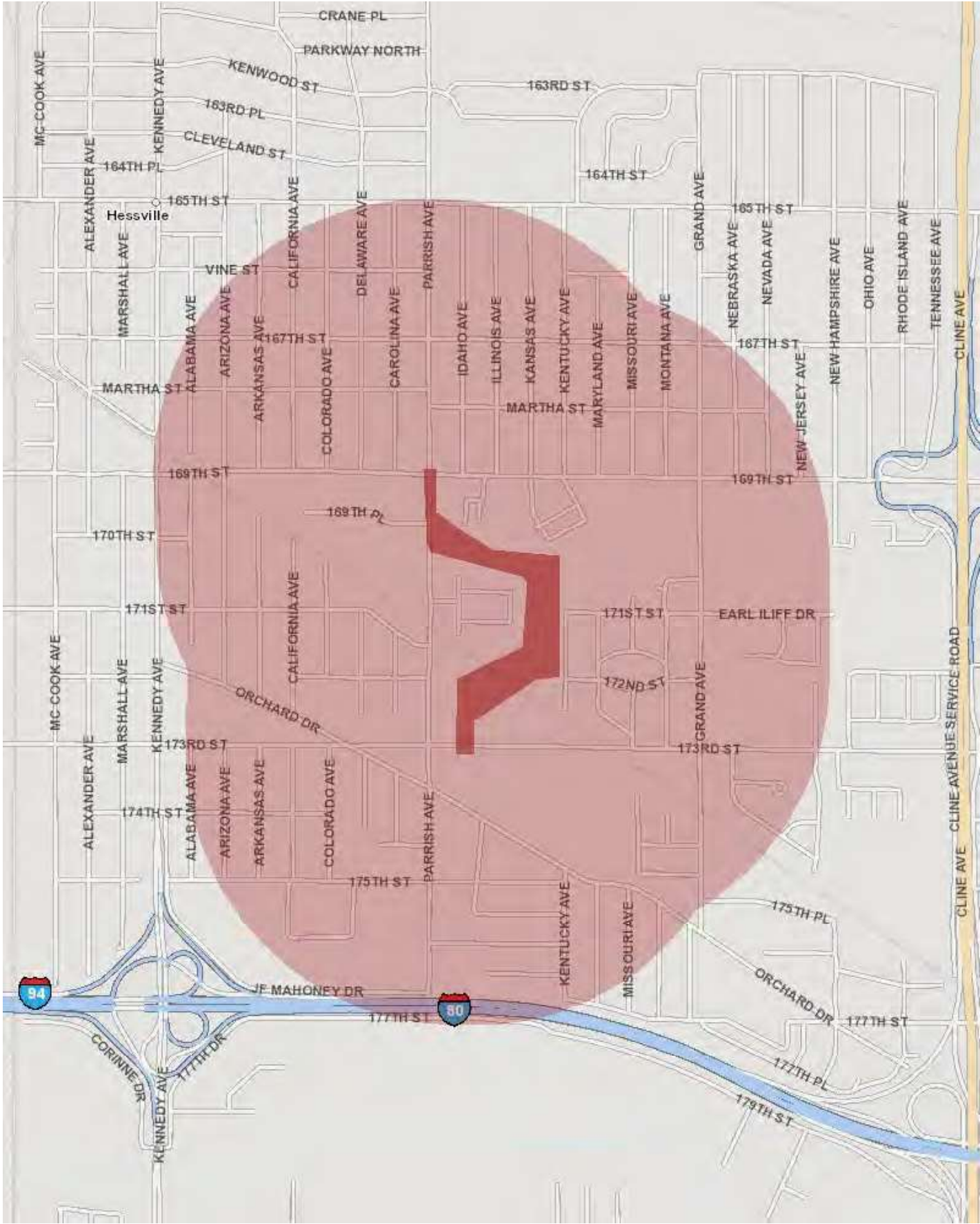
This information was furnished by Indiana Geological Survey

Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: July 09, 2019



# Metadata:

- [https://maps.indiana.edu/metadata/Geology/Seismic\\_Earthquake\\_Liquefaction\\_Potential.html](https://maps.indiana.edu/metadata/Geology/Seismic_Earthquake_Liquefaction_Potential.html)
- [https://maps.indiana.edu/metadata/Geology/Industrial\\_Minerals\\_Sand\\_Gravel\\_Resources.html](https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sand_Gravel_Resources.html)
- [https://maps.indiana.edu/metadata/Hydrology/Floodplains\\_FIRM.html](https://maps.indiana.edu/metadata/Hydrology/Floodplains_FIRM.html)
- [https://maps.indiana.edu/metadata/Geology/Bedrock\\_Geology.html](https://maps.indiana.edu/metadata/Geology/Bedrock_Geology.html)



# Indiana Department of Environmental Management

*We Protect Hoosiers and Our Environment.*

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

Indiana Department of Transportation  
Jason Holder  
100 N. Senate Avenue  
Room N955  
Indianapolis , IN 46204  
Date

Crawford, Murphy, & Tilly  
Nick Batta  
8790 Purdue Rd.  
Indianapolis , IN 46268

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed project is located at Parrish Avenue between 169th Street and 173rd Street in Hammond, Lake County, Indiana. The proposed project would involve a grade separation and realignment of Parrish Avenue between 169th Street and 173rd Street. This would include the construction of a new single span bridge that would accommodate two lanes of traffic, two bike lanes, and a pedestrian sidewalk over the existing Norfolk Southern Railroad. A new intersection of Parrish Avenue and 173rd Street would shift east of the existing intersection and would require a minor stop control on the new Parrish Avenue and widening 173rd Street to add turn lanes to access the new Parrish Avenue.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

## WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of

wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) 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, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana ) are served by the USACE Louisville District Office (502-315-6733).

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

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body 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 (OWQ) 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 OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
  - o IC 14-26-2 Lakes Preservation Act 312 IAC 11
  - o IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
  - o IC 14-28-1 Flood Control Act 310 IAC 6-1
  - o IC 14-29-1 Navigable Waterways Act 312 IAC 6

- IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6
- IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

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.

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

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

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

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

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

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

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

7. 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.
8. 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.
9. 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.
10. 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 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 (<http://www.in.gov/idem/4148.htm>) under specific conditions. You also can seek an open burning variance from IDEM.

However, 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) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

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.

Additionally, 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 3-5 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 3-5 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.

2. The U.S. EPA and the 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/4145.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, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: [http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf) ([http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon\\_testers\\_mitigators\\_list.pdf](http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf).) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four 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.

However, 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 <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://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. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit:

<http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. 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/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).



5. 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 April through October. See 326 IAC 8-5-2 , Asphalt Paving Rule (<http://www.ai.org/legislative/iac/T03260/A00080.PDF> (<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).
6. 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 (View at: [www.ai.org/legislative/iac/t03260/a00020.pdf](http://www.ai.org/legislative/iac/t03260/a00020.pdf) (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

## LAND QUALITY

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

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If 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. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

## FINAL REMARKS

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

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

## Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

### Project Description

The proposed project is located at Parrish Avenue between 169th Street and 173rd Street in Hammond, Lake County, Indiana. The proposed project would involve a grade separation and realignment of Parrish Avenue between 169th Street and 173rd Street. This would include the construction of a new single span bridge that would accommodate two lanes of traffic, two bike lanes, and a pedestrian sidewalk over the existing Norfolk Southern Railroad. A new intersection of Parrish Avenue and 173rd Street would shift east of the existing intersection and would require a minor stop control on the new Parrish Avenue and widening 173rd Street to add turn lanes to access the new Parrish Avenue.

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

Date: \_\_\_\_\_

Signature of the INDOT  
Project Engineer or Other Responsible Agent \_\_\_\_\_



Digitally signed by Andrew J. Wortkoetter, P.E.  
DN: cn=Andrew J. Wortkoetter, P.E., o=Indiana  
Department of Transportation, ou=LPA/MPO Grant  
Administration, email=awortkoetter@indot.in.gov,  
c=US  
Date: 2019.07.24 10:23:00 -04'00'

Jason Holder

Date: 7/18/19

Signature of the  
For Hire Consultant \_\_\_\_\_



Nick Batta



# United States Department of the Interior Fish and Wildlife Service



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

August 1, 2019

Mr. Nick Batta  
Crawford, Murphy & Tilly, Inc.  
8790 Purdue Road  
Indianapolis, Indiana 46268

Project No.: Des. 1801907; CMT No. 19070901-00  
Project: Parrish Avenue Realignment and Bridge over Norfolk Southern Railway  
Location: Hammond, Lake County

Dear Mr. Batta:

This responds to your letter dated July 9, 2019, 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 proposed project consists of the realignment of Parrish Avenue through a large woodland east of the existing roadway in order to bypass a residential area and construct a bridge over the Norfolk Southern Railway (NSRR) double tracks, which currently cross Parrish Avenue at-grade. Trains often block the crossing, either as stopped trains waiting for clearance further down the line or as moving trains up to a mile or more long. The NSRR tracks travel on an angle through Hammond, with numerous at-grade crossings of both north-south and east-west streets; the only grade separations are at Cline Avenue on the east, bordering Gary, and Hohman Avenue on the west, almost in Illinois. Although Parrish Avenue is only an Urban Minor Collector and not a major street like Kennedy Avenue, Indianapolis Boulevard, or 169<sup>th</sup> Street, and is only 1 mile west of Cline Avenue, it may be the only site within Hammond where a grade separation could be constructed over the NSRR without requiring the removal of significant residential, commercial, and/or industrial properties.

The project proposal is to realign Parrish Avenue to the east just south of the Hammond water tower, beginning about 300 feet south of the intersection with 169<sup>th</sup> Street. New Parrish Avenue would travel slightly southeast about 1,150 feet through a large woodland between an apartment complex on 169<sup>th</sup> Street and single-family homes along 171<sup>st</sup> Street, 170<sup>th</sup> Place, 171<sup>st</sup> Place, and Kansas Avenue before turning south between those houses and others along Kentucky Avenue to the east. About 400 feet north of the NSRR, the new road would turn southwest in order to avoid several homes on the west side of Kentucky Avenue and the north side of 173<sup>rd</sup> Street and would cross the railroad as an overpass. New Parrish Avenue would then turn south to intersect with 173<sup>rd</sup> Street about 300 feet east of the current intersection; 1 or 2 houses along 173<sup>rd</sup> Street would be removed at the intersection location.

The woodland that would be impacted by the proposed project is partially a remnant of the native sand dune and wetland swale ecosystem that existed in this portion of Hammond at the time of the city's founding and partially regrowth of lands disturbed by development of adjacent properties. Therefore, it is a mix of native species of trees, such as black oak and red oak, with an understory and groundcover of mostly native species such as wafer ash, chokecherry, hazelnut, woodland sunflower, spiderwort, bracken fern, and starry false Solomon's-seal, and non-natives such as black locust, black maple, Siberian elm, tree-of-heaven, buckthorn, daylily, and garlic mustard. The wooded native sand dunes are mainly around the 3 sides of the residential development along 171<sup>st</sup> Street, 170<sup>th</sup> Place, 171<sup>st</sup> Place, and Kansas Avenue, while the highly disturbed woodlands are to the north near the water tower and apartment complex, near Kentucky Avenue, and south of the NSRR. There are off-road-vehicle (ORV) trails throughout much of the woodland except for the most overgrown section near the water tower.

Your letter states that the proposed project "is anticipated to require approximately 8.5 acres of permanent right-of-way" and also that "[a]pproximately 18 acres of tree removal will be required for this project." There is no explanation for this major discrepancy in the amount of woodland impacts. If the proposed right-of-way is actually 8.5 acres, it appears that about 8 acres consist of the woodland.

Whether the amount of woodland loss would be 8 acres or 18 acres, it is a very significant loss within a highly urbanized area like Hammond. Therefore, we request that the loss of trees be mitigated through the planting of replacement trees within Hammond. The Indiana Natural Resources Commission, through Information Bulletin #17 January 15, 2019, addresses floodway habitat mitigation and provides recommended mitigation ratios (<http://www.in.gov/legislative/iac/20190130-IR-312190041NRA.sml.pdf>). Although the woodland affected by this proposed project is not within a floodway, we believe the loss is significant and therefore requires mitigation at the recommended 2:1 ratio for non-wetland urban forest with more than 1 acre of impact. This mitigation request is not related to any possible mitigation requirement for potential impact to the Indiana bat or northern long-eared bat under the range-wide programmatic informal consultation process.

## ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (Myotis sodalis), piping plover (Charadrius melodus), and Karner blue butterfly (Lycaeides melissa samuelis), and the threatened northern long-eared bat (Myotis septentrionalis), rufa red knot (Calidris canutus rufa), Pitcher's thistle (Cirsium pitcheri), and Mead's milkweed (Asclepias meadii). You intend to utilize the range-wide programmatic informal consultation process for the 2 bats if it is found to qualify for that program. There is no habitat for the other listed species within the proposed project area, so we agree that the proposed project is not likely to adversely affect the piping plover, Karner blue butterfly, rufa red knot, Pitcher's thistle, and Mead's milkweed.

This precludes the need for further consultation on this project for the piping plover, Karner blue butterfly, rufa red knot, Pitcher's thistle, and Mead's milkweed 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 reinstate consultation.

We appreciate the opportunity to comment on this proposed project. Please keep us informed as project planning progresses. For further discussion, please contact Elizabeth McCloskey at (219) 983-9753 or [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov).

Sincerely yours,

/s/ *Elizabeth S. McCloskey*

for Scott E. Pruitt  
Supervisor

Sent via email August 1, 2019; no hard copy to follow.

cc: Christie Stanifer, Environmental Coordinator, Division of Fish and Wildlife, Indianapolis, IN

THIS IS NOT A PERMIT

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

DNR #: ER-21665

Request Received: July 9, 2019

**Requestor:** Crawford Murphy and Tilly Inc  
Nick Batta  
8790 Purdue Road  
Indianapolis, IN 46268-6128

**Project:** Parrish Avenue realignment and grade separation between 169th and 173rd Streets with a new bridge over Norfolk Southern Railroad and new intersection at 173rd Street, Hammond; Des #1801907, CMT #19070901-00

**County/Site info:** Lake

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

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

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

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

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

**Fish & Wildlife Comments:** The area within and immediately around the project area is heavily forested. As proposed, this project would convert the contiguous forested area into several small, fragmented forested patches. In addition to reducing the overall quantity of forested land on the landscape, for many species, this type of fragmentation would degrade the quality of what remains by reducing the amount of core habitat (i.e., area a certain critical distance from the edge). The Division of Fish and Wildlife recommends placement of the bridge and road alignment in a location that requires the least possible amount of tree removal and closest to the edge of the forested area as possible to minimize forest fragmentation.

In a highly developed and urbanized area, small patches of undeveloped land become the last remaining areas of useable habitat for local and migratory species. Focusing development on previously disturbed areas (such as agricultural areas, vacant properties, etc.) can help preserve undisturbed areas as habitat for wildlife resources. For more information on wildlife habitat conservation, visit the Wildlife Habitat Council's (WHC) website at [www.wildlifehc.org](http://www.wildlifehc.org). The WHC works to increase the amount of quality wildlife habitat on corporate, private and public lands.

For any forest habitat impacts that are unavoidable, we recommend a mitigation plan be developed. The DNR's Floodway Habitat Mitigation guidelines (and plant lists) can be found online at: <http://www.in.gov/legislative/fiac/20140806-IR-312140295NRA.xml.pdf>.

THIS IS NOT A PERMIT

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

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

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

1. Revegetate all bare and disturbed areas within the project area using a mixture of grasses (excluding all varieties of tall fescue), sedges, wildflowers, shrubs and hardwood trees native to Northern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.
2. Minimize and contain within the project limits all tree and brush clearing.
3. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
4. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.

**Contact Staff:**

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife  
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.



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

**Date:** August 8, 2019

July 16, 2019

Nick Batta  
Crawford, Murphy & Tilly, Inc.  
8790 Purdue Road  
Indianapolis, Indiana 46268

Dear Mr. Batta:

The proposed project to make repairs on the Parrish Avenue bridge in Hammond, Lake County (Des No. 1801907), as referred to in your letter received July 9, 2019, will not cause a conversion of prime farmland.

If you need additional information, please contact Daniel Phillips at 317-295-5871.

Sincerely,

JERRY RAYNOR Digitally signed by JERRY  
RAYNOR  
Date: 2019.07.18 10:24:45 -04'00'

JERRY RAYNOR  
State Conservationist







## United States Department of the Interior



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

In Reply Refer To:

January 12, 2023

Project Code: 2022-0024646

Project Name: Governors Parkway Bridge over Norfolk Southern Railroad (Des No 1801907)

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

To Whom It May Concern:

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

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

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

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

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

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

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

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

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

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

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

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

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

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

## Official Species List

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

This species list is provided by:

**Indiana Ecological Services Field Office**

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

## Project Summary

Project Code: 2022-0024646

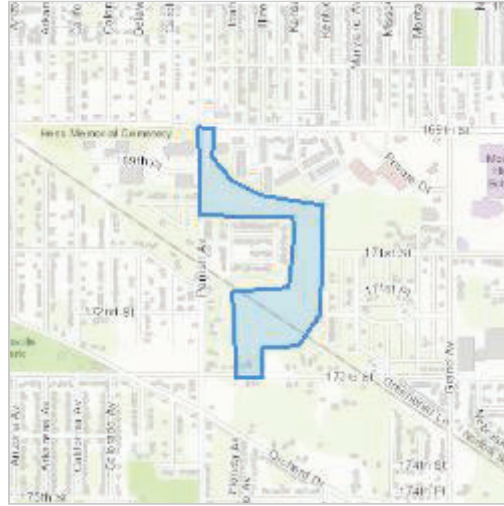
Project Name: Governors Parkway Bridge over Norfolk Southern Railroad (Des No 1801907)

Project Type: Road/Hwy - New Construction

Project Description: This project (Des No. 1801907) is located along Parrish Avenue between 169th Street and 173rd Street in Hammond, Lake County, Indiana. The project is located in Section 10, Township 36 North, Range 9 West of the U.S. Geological Survey (USGS) Highland, Indiana Quadrangle. The project will provide a grade-separated overpass over the railroad tracks on a new roadway alignment to be called Governors Parkway. The existing at-grade railroad crossing will be closed and barriers will be erected to prevent vehicular and pedestrian traffic over the railroad right-of-way. The project is expected to require approximately 15.2 acres of permanent right-of-way. The maintenance of traffic will include phased construction with temporary lane shifts and restrictions along 173rd Street and a detour for Parrish Avenue traffic during the final phase of construction, but all properties will remain accessible during construction. All restrictions will cease upon project completion when the new railroad overpass, Governors Parkway, will be opened and the existing at-grade railroad crossing at Parrish Avenue will be closed. Construction is anticipated to begin in Fall 2023 and be completed in Summer 2025. Land use in the vicinity of the project is developed with commercial and residential areas, while the proposed new alignment is within an undeveloped, forested area. No wetlands or streams were identified within the project study area. A review of the USFWS database on July 2, 2019 did not indicate the presence of the Indiana bat or the northern long-eared bat in or within 0.5 mile of the study area. No existing culverts or bridges are located within the project study area. Suitable summer habitat is located within and adjacent to the study area in the form of mature trees, individual roost trees, and man-made structures. Suitable summer habitat will be impacted for the construction of the project. Approximately 12.2 acres of trees may be removed as part of the project. Approximately 2.0 acres will be removed within 100 feet of the existing roadways/railroad, approximately 8.1 acres will be removed 100-300 feet from the existing roadways/railroad, and approximately 2.1 acres will be removed greater than 300 feet from the existing roadways/railroad. The project activities will not include the use of percussives. New street lighting will be installed at the north of the project area at the new Parrish Avenue and Governors Parkway intersection. No lighting will be installed on the bridge. Although temporary lighting is not expected to be required for the construction of the project, it is possible some night work will be performed.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.58458174554822,-87.44774976617305,14z>



Counties: Lake County, Indiana

## Endangered Species Act Species

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

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

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

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

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

### Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is <b>final</b> critical habitat for this species. Your location does not overlap the critical habitat. Species profile: <a href="https://ecos.fws.gov/ecp/species/5949">https://ecos.fws.gov/ecp/species/5949</a>	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Endangered

### Insects

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

### Critical habitats

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

## Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act<sup>1</sup> and the Bald and Golden Eagle Protection Act<sup>2</sup>.

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

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

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

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

NAME	BREEDING SEASON
American Golden-plover <i>Pluvialis dominica</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Bald Eagle <i>Haliaeetus leucocephalus</i> This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Oct 15 to Aug 31



NAME	BREEDING SEASON
<b>Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9399">https://ecos.fws.gov/ecp/species/9399</a>	Breeds May 15 to Oct 10
<b>Bobolink <i>Dolichonyx oryzivorus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 20 to Jul 31
<b>Chimney Swift <i>Chaetura pelagica</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 25
<b>Eastern Whip-poor-will <i>Antrostomus vociferus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Aug 20
<b>Henslow's Sparrow <i>Ammodramus henslowii</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/3941">https://ecos.fws.gov/ecp/species/3941</a>	Breeds May 1 to Aug 31
<b>King Rail <i>Rallus elegans</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/8936">https://ecos.fws.gov/ecp/species/8936</a>	Breeds May 1 to Sep 5
<b>Lesser Yellowlegs <i>Tringa flavipes</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9679">https://ecos.fws.gov/ecp/species/9679</a>	Breeds elsewhere
<b>Prothonotary Warbler <i>Protonotaria citrea</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
<b>Red-headed Woodpecker <i>Melanerpes erythrocephalus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
<b>Rusty Blackbird <i>Euphagus carolinus</i></b> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
<b>Short-billed Dowitcher <i>Limnodromus griseus</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <a href="https://ecos.fws.gov/ecp/species/9480">https://ecos.fws.gov/ecp/species/9480</a>	Breeds elsewhere
<b>Wood Thrush <i>Hylocichla mustelina</i></b> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

## Probability Of Presence Summary

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

### Probability of Presence (■)

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

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

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

### Breeding Season (■)

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

### Survey Effort (|)

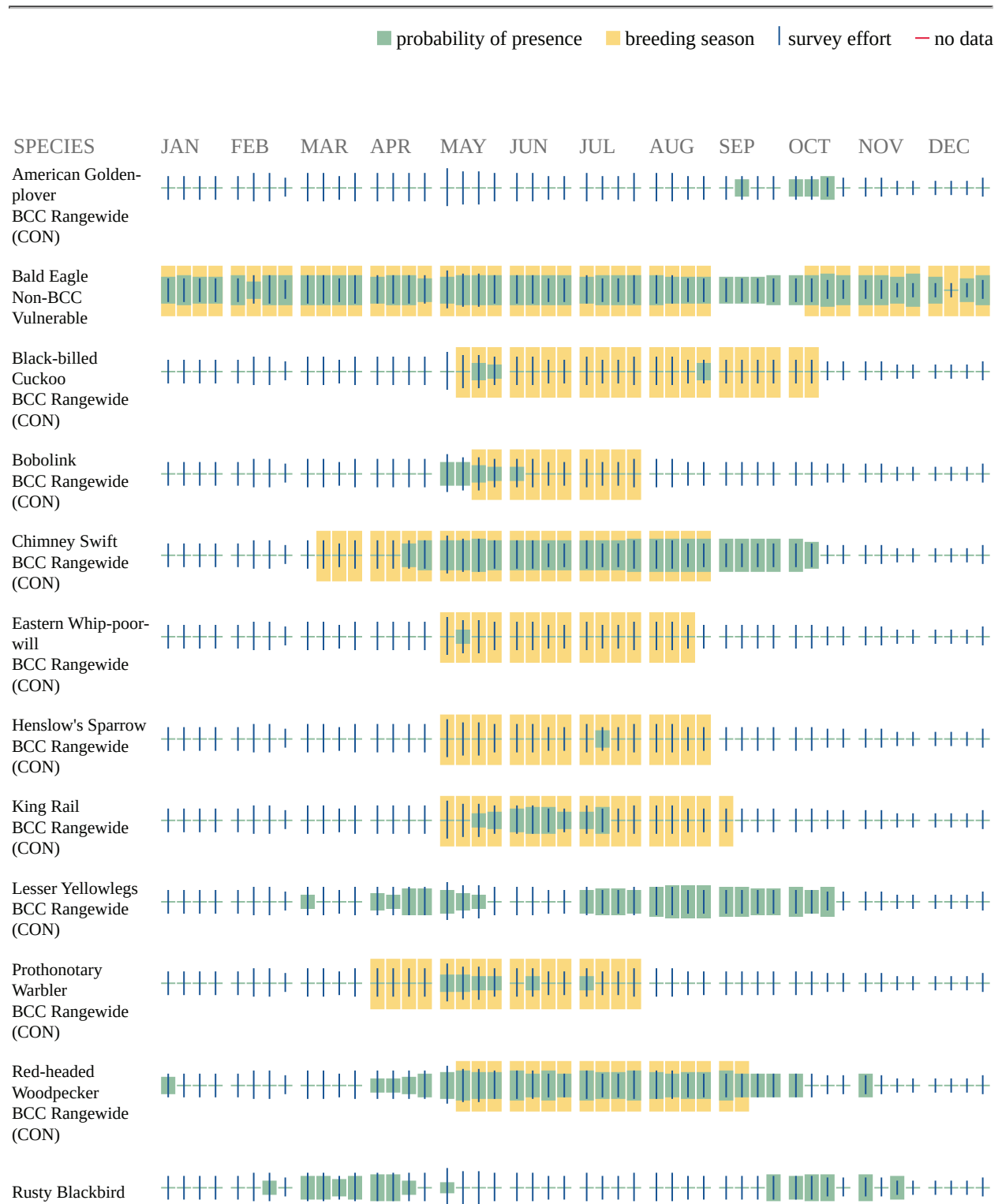
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

### No Data (—)

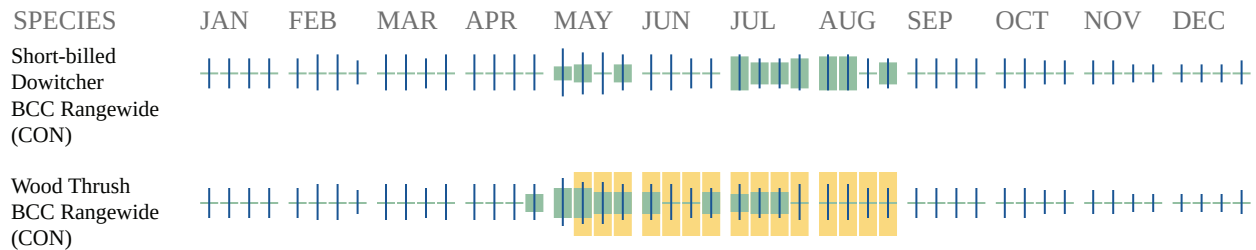
A week is marked as having no data if there were no survey events for that week.

### Survey Timeframe

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



## BCC - BCR



Additional information can be found using the following links:

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

## Migratory Birds FAQ

**Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.**

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

**What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?**

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

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

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

of all birds potentially present in your project area, please visit the [Rapid Avian Information Locator \(RAIL\) Tool](#).

### **What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?**

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

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

### **How do I know if a bird is breeding, wintering or migrating in my area?**

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the [RAIL Tool](#) and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

### **What are the levels of concern for migratory birds?**

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

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

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

### **Details about birds that are potentially affected by offshore projects**

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical](#)

[Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

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

### **What if I have eagles on my list?**

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

### **Proper Interpretation and Use of Your Migratory Bird Report**

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

## Wetlands

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

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

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

THERE ARE NO WETLANDS WITHIN YOUR PROJECT AREA.

### IPaC User Contact Information

Agency: Hammond city  
Name: Marion Wells  
Address: 84 Remick Boulevard  
City: Springboro  
State: OH  
Zip: 45066  
Email: [mwells@cmtengr.com](mailto:mwells@cmtengr.com)  
Phone: 9377016579



# INDIANA DEPARTMENT OF TRANSPORTATION

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

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

**Eric Holcomb, Governor**  
**Joe McGuinness,**  
**Commissioner**

January 12, 2022

United States Fish and Wildlife Service  
Indiana Ecological Services Field Office  
620 South Walker Street  
Bloomington, IN 47403-2121

Re: Standard Informal Consultation for the Indiana Bat and Northern Long-Eared Bat  
Hammond Local TRAX: Governors Parkway Bridge over Norfolk Southern Railroad  
Hammond, Lake County, IN  
INDOT Des No.: 1801907  
CMT Project No.: 19070901-00

To Whom It May Concern:

The Indiana Department of Transportation (INDOT) is acting on behalf of FHWA and submitting this letter for standard informal consultation for the endangered Indiana bat (*Myotis sodalis*) and the threatened northern long-eared bat (*Myotis septentrionalis*). On November 1, 2021, the IPaC determination key was completed, which indicated that the project is outside of the scope of the FHWA-USFWS Range-wide Programmatic Consultation because the project includes tree removal outside of 300 feet from the existing road surfaces.

### **Background and Existing Conditions**

The project is located along Parrish Avenue between 169th Street and 173rd Street in Hammond, Lake County, Indiana. The study area extends along Parrish Avenue, south of 169<sup>th</sup> Street to 170<sup>th</sup> Street, includes the wooded, undeveloped area east of Parrish Avenue, west of Kentucky Avenue, and north of 173<sup>rd</sup> Street. Two tracks of Norfolk Southern Railroad cross through the southern portion of the study area within the wooded area.

The project will provide a grade-separated overpass over the railroad tracks on a new roadway alignment to be called Governors Parkway. The existing at-grade railroad crossing will be closed and barriers will be erected to prevent vehicular and pedestrian traffic over the railroad right-of-way. One residential relocation will be required for the new roadway tie-in to 173<sup>rd</sup> Street.

### **Existing Habitat and Impacts**

Through submittal to the USFWS's *Information for Planning and Conservation* (IPaC) website system, two endangered species are known to occur or may be affected by activities in this project location: Indiana bat (*Myotis sodalis*) and northern long-eared bat (NLEB) (*Myotis septentrionalis*). The IPaC did not identify any critical habitat within the project study area.

A review of the USFWS GIS database for Indiana bat and NLEB roosting, hibernacula and capture sites was conducted by INDOT on July 2, 2019 which indicated there were no documented sites within a half mile of the study area. USFWS responded to the July 9, 2019 early coordination letter on August 1, 2019 indicating that the woodland that would be impacted by the proposed project is partially a remnant of the native sand dune and wetland swale ecosystem that existed in this portion of Hammond at the time of the city's founding and partially regrowth of lands disturbed by



development of adjacent properties. USFWS also requested that the loss of trees be mitigated through the planting of replacement trees within Hammond at the recommended 2:1 ratio for non-wetland urban forest with more than 1 acre of impact in addition to any possible mitigation requirement for potential impact to the Indiana bat or northern long-eared bat under the range-wide programmatic informal consultation process. USFWS identified that the proposed project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*), piping plover (*Charadrius melodus*), and Karner blue butterfly (*Lycaeides melissa samuelis*), and the threatened northern long-eared bat (*Myotis septentrionalis*), rufa red knot (*Calidris canutus rufa*), Pitcher’s thistle (*Cirsium pitcheri*), and Mead’s milkweed (*Asclepias meadii*) and concluded that there is no habitat for the other listed species within the proposed project area; USFWS agreed that the proposed project is not likely to adversely affect the piping plover, Karner blue butterfly, rufa red knot, Pitcher’s thistle, and Mead’s milkweed and precludes the need for further consultation on this project concerning these species (Attachment pages 29-31). The Indiana Department of Natural Resources (IDNR) response to the early coordination letter dated August 8, 2019 indicated no state or federally listed species have been recorded within the vicinity of the project and provided recommendations for a mitigation plan for the forest habitat impacts and revegetation of disturbed areas, along with measures to avoid, minimize, or compensate for impacts to fish, wildlife and botanical resources (Attachment pages 32-33). Recommendations from USFWS and IDNR will be incorporated into the NEPA document as applicable and will be firm commitments if they are a permit condition. No wetlands or streams will be impacted by the project.

Site visits by Crawford, Murphy & Tilly, Inc. (CMT) did identify trees within the project study area exhibiting potential roosting habitat for the Indiana bat and NLEB. No bridges or culverts were observed within the project study area.

Suitable summer habitat for the Indiana bat and NLEB exists in the project construction limits in the form of mature trees, individual roost trees, and man-made structures. Approximately 12.20 acres of trees may be removed within the construction limits as part of the project, as shown in the table below. Predominant tree species in the project corridor include eastern cottonwood (*Populus deltoides*), silver maple (*Acer saccharinum*), hackberry (*Celtis occidentalis*), black cherry (*Prunus serotina*), and pin oak (*Quercus palustris*). Approximately 2.12 acres of tree clearing will take place greater than 300’ from the existing road/rail ballast. Tree clearing will occur during the bat inactive season and all trees to be removed will be clearly demarcated. The locations of planned tree removals are depicted on the Tree and Structure Removal Map (Attachment page 4).

Distance from Road/Rail Ballast (feet)	Approx. Acres of Tree Removal
0-100	1.96
100-300	8.12
>300	2.12

One residential structure and one detached garage will be removed as part of the project. The exteriors of these structures were inspected on October 2, 2019 for presence or use by bats and none was observed. Prior to any construction or demolition of these structures, the exteriors and interiors will be inspected for the presence of bats or evidence of bats. The locations of planned structure removals are depicted on the Tree and Structure Removal Map (Attachment page 4).

Options have been assessed to minimize the needed amount of tree removal for this project. Five alternative alignments were assessed in the city of Hammond for a grade-separated crossing over the Norfolk Southern Railroad in addition to an alternative along the existing Parrish Avenue alignment. While the substantially decreasing the total amount of tree removal needed, these alternative alignments are not desirable since they would require additional residential and commercial relocations, change in access for multiple residential and commercial properties, construction in close proximity to a cemetery, and/or increased construction costs. Additional details of the alternatives evaluated are included in the Preliminary Screening of Alternatives (Attachment pages 34-42).

Although extending through an undeveloped area, the proposed Governors Parkway alignment has a number of constraints to balance. These constraints include: designing curves that meet the 30 mph design speed, avoiding substantial residential relocations, providing the required 23-foot vertical clearance over the railroad, and crossing the railroad as close to a right angle as practical. Starting at the south end of the project at 173rd Street, the alignment curves to the northeast in order to cross the railroad close to a right angle, which will limit the overall bridge length and minimize additional impacts to trees. Once north of the railroad, the alignment curves to the north to run parallel and adjacent to the properties along the east side of Kansas Avenue. This alignment avoids bisecting this portion of the forested area. Once north of these homes, the alignment's curves are at the minimum acceptable lengths for 30 mph and still avoid impacting the Kennedy Crossing Apartments located south of 169<sup>th</sup> Street.

For the fill sections of the roadway leading up to the railroad bridge, both mechanically stabilized earth (MSE) retaining walls and embankment slopes were considered. MSE walls generally have a narrower footprint which would reduce the acreage of tree removal; however, MSE walls can be expensive and not as aesthetically pleasing. Using embankment slopes was selected since they can be vegetated and keep the project within budget. The proposed construction limits have been minimized to the extent practicable for project completion and have been reduced in the forested areas to minimize the tree removals necessary.

New permanent street lighting will be installed as part of the project; however, no additional tree removal will be needed to install the lighting. New street lighting will be installed at the north end of the construction limits at the new Parrish Avenue and Governors Parkway intersection. No lighting will be installed on the bridge. The new lighting is being designed in such a way as to minimize spillover of light outside of the right-of-way. The project may require temporary lighting during construction.

The proposed Avoidance and Minimization Measures (AMMs) are included to reduce potential impacts to the Indiana bat and NLEB. The following AMMs are proposed for the project:

- General AMM 1. Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.
- Lighting AMM 1. Direct temporary lighting away from suitable habitat during the active season.
- Lighting AMM 2. When installing new or replacing existing permanent lights, use downward-facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, the goal is to be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.
- Tree Removal AMM 1. Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.
- Tree Removal AMM 2. Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (October 31 to April 1).
- Tree Removal AMM 3. Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).
- Tree Removal AMM 4. Do not remove:
  - documented Indiana bat or NLEB roosts that are still suitable for roosting; or
  - trees within 0.25 miles of roosts; or

- documented foraging habitat any time of year
- Prior to any construction or demolition, the structure(s) will be investigated for bats or evidence of bats. If bats, or evidence of bats, are found coordination will occur with INDOT ESD and USFWS before construction or demolition starts. If further coordination is needed no construction or demolition can occur until coordination is concluded with INDOT ESD and USFWS.
- Mitigation will be required for the proposed tree removals within the construction limits. Mitigation for the tree removals will follow the Range-wide Indiana Bat In-Lieu Fee Program mitigation ratios and/or ratios requested by USFWS. The City of Hammond will fulfill the mitigation requirements through potential tree planting within the project limits, purchase of in-lieu fee credits, and/or planting at off-site locations.

## Conclusion

Based on a review of existing data, assessment of likely suitable summer habitats, and applied AMMs, the FHWA has determined the proposed project has an effect finding of May Affect, Not Likely to Adversely Affect - with AMMs for the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (*Myotis septentrionalis*).






The FWHA is requesting USFWS concurrence of our *MA-NLAA* determination and proposed AMMs. Please find the following documentation attached to this letter: project location mapping, tree and structure removal map, photographs and photo key, USFWS IPaC official species list, the USFWS IPaC endangered species review determination key results, USFWS and IDNR Early Coordination Letter response, and the Preliminary Screening of Alternatives.

If you have any questions or concerns, please feel free to contact the INDOT Project Manager Jason Springer at [jspringer@indot.in.gov](mailto:jspringer@indot.in.gov).

Note: Some duplicate mapping and photographs were included in the USFWS Informal Consultation, but were intentionally removed. Please see Appendix B for maps and photographs.

The Preliminary Screening of Alternatives memo was also included, but were intentionally removed. Please see Appendix K for the memo.



-  Construction Limits
-  Building Removal
-  Tree Removal within 100' of Roadway/Railway
-  Tree Removal Between 100'-300' from Roadway/Railway
-  Tree Removal Beyond 300' from Roadway/Railway



Parrish Ave. Bridge over Norfolk Southern Railroad (Des No 1801907)

# Tree and Structure Removal Map



# Endangered Species Act Review

EVALUATING: FHWA, FRA, FTA PROGRAMMATIC CONSULTATION FOR TRANSPORTATION PROJECTS AFFECTING NLEB OR INDIANA BAT

## Qualification interview

The following questions will determine whether this key applies to your project and provide guidance to help you make appropriate determinations for the species covered by this key.

1. Is the project within the range of the Indiana bat<sup>[1]</sup>? 001

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

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat<sup>[1]</sup>? 002

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

Automatically answered

Yes

3. Which Federal Agency is the lead for the action? 003

A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction<sup>[1]</sup> activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales) 004

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

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces<sup>[1]</sup>? 005

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

Yes

6. Are *all* project activities **greater than** 300 feet from existing road/rail surfaces<sup>[1]</sup>? 006

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

No

7. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum<sup>[1]</sup>? 007

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

No

8. Is the project located **within** a karst area? 010

No

9. Is there *any* suitable<sup>[1]</sup> summer habitat for Indiana Bat or NLEB **within** the project action area<sup>[2]</sup>? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat) 012

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

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

Yes

10. Will the project remove *any* suitable summer habitat<sup>[1]</sup> and/or remove/trim any existing trees **within** suitable summer habitat? 013

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

Yes

11. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail? 014

No

12. Have presence/probable absence (P/A) summer surveys<sup>[1][2]</sup> been conducted<sup>[3][4]</sup> **within** the suitable habitat located within your project action area? 017

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

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

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

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

No

13. Does the project include activities **within documented Indiana bat habitat**<sup>[1][2]?</sup> 022.Q

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

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

No

14. Will the removal or trimming of habitat or trees occur **within suitable but undocumented Indiana bat** roosting/foraging habitat or travel corridors? 026.Q

Yes

15. What time of year will the removal or trimming of habitat or trees **within suitable but undocumented Indiana bat** roosting/foraging habitat or travel corridors occur<sup>[1]?</sup> 027

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

B) During the inactive season

16. Does the project include activities **within documented NLEB habitat**<sup>[1][2]?</sup> 030.Q

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

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

No

17. Will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors? 034.Q

Yes

18. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur? 035

B) During the inactive season

19. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces? 043

Yes

20. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces? 044

Yes

21. Will *any* tree trimming or removal occur **greater than** 300 feet from existing road/rail surfaces? 045.Q

Yes

#### EVALUATION PROGRESS

Your project is outside of the scope of the programmatic consultation for this key because you have indicated that as part of the habitat removal and/or tree removal/trimming within suitable habitat you will be removing habitat outside of 300 feet from existing road/rail surfaces without a valid Presence/Probable Absence survey indicating that bats are not present.





# United States Department of the Interior Fish and Wildlife Service



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

March 1, 2022

Ms. Ellen Hogrebe  
Crawford, Murphy & Tilly  
c/o INDOT  
100 North Senate Avenue, IGCN 758-ES  
Indianapolis, Indiana 46204

Project No.: Des. 1801907  
Project: Hammond Local TRAX Project Parrish Avenue  
Location: Hammond, Lake County

Dear Ms. Hogrebe:

This responds to your Indiana Department of Transportation letter dated January 12, 2022 and received on February 1, 2022, requesting our comments on the aforementioned project's likely impacts on Federal listed bat species. The U.S. Fish and Wildlife Service previously provided comments on this project on August 1, 2019.

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 proposed project consists of the construction of a grade separation on new alignment over the Norfolk Southern Railroad (NSRR) and the closure of the existing at-grade crossing at Parrish Avenue. Over 12 acres of woodland in an urban residential area will be destroyed.

## ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*) and the threatened northern long-eared bat (*Myotis septentrionalis*). The project does not qualify for the Range-wide Programmatic Consultation process for these species. We have reviewed the information provided in the letter and the proposed Avoidance and Minimization Measures; we

believe the proposed AMMs will adequately protect these species. Therefore, we concur with the determination that the proposed project is not likely to adversely affect these endangered and threatened species. However, no part of this letter indicates support for this destructive project.

This precludes the need for further consultation on this project for these species 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 again comment on this proposed project. For further discussion, please contact Elizabeth McCloskey at [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov).

Sincerely yours,

*/s/ Elizabeth S. McCloskey*

for Scott E. Pruitt  
Supervisor

Sent via email March 1, 2022; no hard copy to follow.

cc: S. Bowman, INDOT, Indianapolis, IN



## United States Department of the Interior Fish and Wildlife Service



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

April 12, 2022

Ms. Sandra Bowman  
Indiana Department of Transportation  
100 North Senate Avenue, IGCN 758-ES  
Indianapolis, Indiana 46204

Project No.: Des. 1801907  
Project: Hammond Local TRAX Project Parrish Avenue  
Location: Hammond, Lake County

Dear Ms. Bowman:

This responds to your email of March 8, 2022, concerning mitigation for the loss of 12.2 acres of woodland in the Hessville neighborhood of Hammond in association with this project. The U.S. Fish and Wildlife Service previously provided comments on this project on August 1, 2019 and March 1, 2022.

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 proposed project consists of the construction of a grade separation on new alignment over the Norfolk Southern Railroad (NSRR) and the closure of the existing at-grade crossing at Parrish Avenue. A currently estimated 12.2 acres of woodland in an urban residential area will be destroyed and will require mitigation.

As indicated in our August 1, 2019 letter, the mitigation for that loss must be 2:1. Therefore, the mitigation in-lieu cost ratio of 1.75:1 indicated in your email is not acceptable and needs to be changed to 2:1 for the entire 12.2 acres affected by the proposed project, resulting in the need for tree mitigation equivalent to the value of 24.4 acres. In their comments of August 8, 2019, the Indiana Department of Natural Resources requested that same mitigation ratio, with no reduction in the ratio related to distance of the tree removal from existing pavement.

Although the in-lieu fee acre cost for mitigation in Indiana can be used (\$9,354.00 per acre), the Range-wide Indiana Bat In-Lieu Fee Mitigation Program cannot be used for this project. The impacts will occur within the heavily urbanized City of Hammond and the mitigation for the loss must also occur within Hammond through the planting and protection of new trees within the City, valued at \$228,238.00. This amount refers to the value of the trees to be planted, not necessarily the acreage of trees, as explained below. The trees may be planted within parks, tree lawns, school yards, shopping centers, and industrial properties throughout Hammond, with preference for neighborhoods close to the impact area. Plantings along the West Branch Little Calumet River and the Grand Calumet River should also be given preference.

The U.S. Forest Service has an Urban and Community Forestry (U&CF) Program which has been operating for several years within Hammond, the adjacent cities of East Chicago and Gary, and other Northwest Indiana communities. The U&CF Program has been working with the Student Conservation Association (SCA) and the Northwestern Indiana Regional Planning Commission (NIRPC) as the CommuniTree Program. Forest Service funds and donations from various businesses and other entities have been used for the Program, which utilizes SCA interns and volunteers to plant and care for trees throughout the cities, including watering and protecting the trees to enhance survival. Native tree species suitable for the soils and climate have been planted.

Urban forests provide trees for people where they live, work, and play, thereby contributing to the quality of life for the residents by providing shade, greenspace, urban wildlife habitat, and other benefits. The loss of 12.2 acres of mature trees in a residential neighborhood is significant and will adversely impact the entire community. Planting replacement trees within the affected community and the City of Hammond as a whole will lessen that loss to some degree, although it will not entirely compensate the residents for their loss. Hammond has the advantage of already having an active tree planting program in place. Therefore, the in-lieu fee funds required for this project need to be provided to the Student Conservation Association/CommuniTree Program for use only within the City of Hammond.

The FWS believes that it is appropriate to base the mitigation on the cost/value of the trees to be planted rather than acreage, with the \$228,238.00 to be used to purchase either larger trees or more trees instead of specifically requiring the planting of 24.4 acres. This will allow the CommuniTree Program the flexibility to plant suitable trees within suitable locations to benefit the affected neighborhood and other sites within Hammond.

Along with myself, the contacts concerning this request are as follows:

Mr. Drew Hart  
U.S. Forest Service, Eastern Region  
Chicago Region Natural Resources Specialist  
Urban and Community Forestry  
[brent.a.hart@usda.gov](mailto:brent.a.hart@usda.gov)  
Cell 317-223-5183

Ms. Abby Graefe  
Student Conservation Association  
Partnership Manager  
Midwest Region  
[agraefe@thesca.org](mailto:agraefe@thesca.org)  
Cell 708-975-1304

Mr. Samuel Vergara  
Student Conservation Association  
Chicago Program Manager  
P.O. Box 30245  
Chicago, Illinois 60630  
[svergara@thesca.org](mailto:svergara@thesca.org)  
Phone 312-239-1661.6009

Ms. Jen Birchfield  
Natural Resources Planner  
Northwestern Indiana Regional  
Planning Commission  
6100 Southport Road  
Portage, Indiana 46368  
[jbirchfield@nirpc.org](mailto:jbirchfield@nirpc.org)  
Phone 219-254-2511

We appreciate the opportunity to again comment on this proposed project. For further discussion, please contact Elizabeth McCloskey at [elizabeth\\_mccloskey@fws.gov](mailto:elizabeth_mccloskey@fws.gov).

Sincerely yours,

*/s/ Elizabeth S. McCloskey*

Acting for Scott E. Pruitt  
Supervisor

Sent via email April 12, 2022; no hard copy to follow.

cc: Drew Hart, U.S. Forest Service  
Abby Graefe, Student Conservation Association  
Samuel Vergara, Student Conservation Association  
Jen Birchfield, Northwest Indiana Regional Planning Commission

## Ellen Hoglebe

---

**From:** Nick Batta  
**Sent:** Monday, April 4, 2022 10:40 AM  
**To:** Ellen Hoglebe  
**Subject:** FW: Public Water Supply - Governors Parkway Overpass

FYI.

**NICK BATT A PE | Crawford, Murphy & Tilly** | w 317.492.9162 | m 317.409.0665  
*Project Manager*

---

**From:** Bruce Long <longb@gohammond.com>  
**Sent:** Monday, April 4, 2022 11:39 AM  
**To:** Nick Batta <nbatta@cmtengr.com>  
**Subject:** RE: Public Water Supply - Governors Parkway Overpass

*External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.*

Nick,  
Only water mains and the above ground tank are in the area proposed for the project. All other items listed are north near lake Michigan.

Regards,  
**BRUCE LONG**  
**DISTRIBUTION SUPERINTENDENT**  
**HAMMOND WATER WORKS DEPARTMENT**  
**O. 219-931-0879 F. 219-931-0648**

---

**From:** Nick Batta [<mailto:nbatta@cmtengr.com>]  
**Sent:** Monday, April 04, 2022 9:33 AM  
**To:** Bruce Long  
**Cc:** Dean Button  
**Subject:** RE: Public Water Supply - Governors Parkway Overpass

Bruce,  
I wanted to check up on my email below. Thanks.

**NICK BATT A PE | Crawford, Murphy & Tilly** | w 317.492.9162 | m 317.409.0665  
*Project Manager*

---

**From:** Nick Batta  
**Sent:** Wednesday, March 16, 2022 5:44 PM  
**To:** Bruce Long <[longb@gohammond.com](mailto:longb@gohammond.com)>  
**Subject:** RE: Public Water Supply - Governors Parkway Overpass

Bruce,

IDEM is checking more for water treatment plants, ground water pumps that lead to the city's system, water storage facilities or drinking water intakes. Is anything like that nearby? Obviously I am aware of the above ground storage tower near 169<sup>th</sup> Street.

**NICK BATTA PE** | Crawford, Murphy & Tilly | w 317.492.9162 | m 317.409.0665  
*Project Manager*

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**From:** Bruce Long <[longb@gohammond.com](mailto:longb@gohammond.com)>  
**Sent:** Tuesday, March 15, 2022 4:53 PM  
**To:** Nick Batta <[nbatta@cmtengr.com](mailto:nbatta@cmtengr.com)>  
**Subject:** RE: Public Water Supply - Governors Parkway Overpass

*External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.*

Nick,  
The water dept. has several water mains in the area of the project.  
Can you be more specific what you are asking for.  
Regards,  
**BRUCE LONG**  
DISTRIBUTION SUPERINTENDENT  
HAMMOND WATER WORKS DEPARTMENT  
O. 219-931-0879 F. 219-931-0648

---

**From:** Nick Batta [<mailto:nbatta@cmtengr.com>]  
**Sent:** Monday, March 14, 2022 4:28 PM  
**To:** Bruce Long  
**Cc:** Dean Button  
**Subject:** Public Water Supply - Governors Parkway Overpass

Bruce,

As part of our early coordination efforts on this project, we reached out to IDEM for any potential public water sources (usually within a 0.5-mile radius of the project). IDEM reported back there may be one(s) in the area and to check with the local agency. Do you know of any nearby public water supply sources?

**NICK BATTA PE** | Project Manager



**Crawford, Murphy & Tilly | Engineers & Consultants**  
8790 Purdue Road | Indianapolis, IN 46268  
w 317.492.9162 | m 317.409.0665 | [nbatta@cmtengr.com](mailto:nbatta@cmtengr.com)

   *Centered in Value*

## Ellen Hogrebe

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**From:** Carrol Fowler  
**Sent:** Monday, August 23, 2021 11:17 AM  
**To:** Ellen Hogrebe  
**Cc:** Jennifer Miller  
**Subject:** FW: Playground Owner - Hammond Local Trax - Des No. 1801907

Ellen:

Here's the email exchange about the playground.

**L. CARROL FOWLER** | Crawford, Murphy & Tilly | w 727.767.9404 | m 727.776.4766  
*Senior Environmental Specialist, St. Petersburg, Florida*

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**From:** Nick Batta <[nbatta@cmtengr.com](mailto:nbatta@cmtengr.com)>  
**Sent:** Monday, August 2, 2021 2:07 PM  
**To:** Carrol Fowler <[cfowler@cmtengr.com](mailto:cfowler@cmtengr.com)>  
**Subject:** FW: Playground Owner - Hammond Local Trax - Des No. 1801907

FYI.

**NICK BATTA** | Crawford, Murphy & Tilly | w 317.492.9162 | m 317.409.0665  
*Project Manager*

---

**From:** Dean Button <[buttond@gohammond.com](mailto:buttond@gohammond.com)>  
**Sent:** Monday, August 2, 2021 2:06 PM  
**To:** Nick Batta <[nbatta@cmtengr.com](mailto:nbatta@cmtengr.com)>  
**Cc:** Jason Springer ([JSpringer@indot.IN.gov](mailto:JSpringer@indot.IN.gov)) <[JSpringer@indot.IN.gov](mailto:JSpringer@indot.IN.gov)>  
**Subject:** RE: Playground Owner - Hammond Local Trax - Des No. 1801907

*External Message: This email was sent from someone outside of CMT. Please use caution with links and attachments from unknown senders or receiving unexpected emails.*

After a protracted wait, it is not a public playground.

Thanks  
db

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**From:** Nick Batta <[nbatta@cmtengr.com](mailto:nbatta@cmtengr.com)>  
**Sent:** Thursday, July 29, 2021 1:47 PM  
**To:** Dean Button <[buttond@gohammond.com](mailto:buttond@gohammond.com)>  
**Cc:** Jason Springer ([JSpringer@indot.IN.gov](mailto:JSpringer@indot.IN.gov)) <[JSpringer@indot.IN.gov](mailto:JSpringer@indot.IN.gov)>  
**Subject:** Playground Owner - Hammond Local Trax - Des No. 1801907

Dean,

As shown in the attached, there is a small playground near the apartment complex off 169<sup>th</sup> Street. Per the county GIS, its located on land owned by the City of Hammond. Is this a public playground...or is intended just for the use of renters of the apartments? Thanks.

**NICK BATTA** | Project Manager

**Crawford, Murphy & Tilly** | Engineers & Consultants

8790 Purdue Road | Indianapolis, IN | 46268

w 317.492.9162 | m 317.409.0665 | [nbatta@cmtengr.com](mailto:nbatta@cmtengr.com)

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# Meeting Agenda

Project: INDOT Des 1801911 / 1900834 - Kennedy Ave. over CN and NS Railways  
 Existing Crossing Inventory Number – 522092G

INDOT Des 1801907 / 1900833 – Parrish Ave (Governors Parkway) over NS Railway –  
 Existing Crossing Inventory Number - 478690B

Subject: NS – Initial Coordination and Project overview

Date: Monday, December 14, 2020 @ 2 pm Eastern

Location: WebEx with Video and Screenshare - [REDACTED]  
 Call-in – (408) 418-9388, ID- 146 664 7522# (United States Toll)

Attendees	Representing	Email
Jason Holder	INDOT Project Management	<a href="mailto:JHolder@indot.IN.gov">JHolder@indot.IN.gov</a>
Jason Springer	INDOT Design	<a href="mailto:JSpringer@indot.IN.gov">JSpringer@indot.IN.gov</a>
Nick Batta	Crawford Murphy & Tilly	<a href="mailto:nbatta@cmtengr.com">nbatta@cmtengr.com</a>
Jeff Picker	HDR	<a href="mailto:Jeffrey.picker@hdrinc.com">Jeffrey.picker@hdrinc.com</a>
Chintan Hitesh Patel	HDR	<a href="mailto:ChintanHitesh.Patel@hdrinc.com">ChintanHitesh.Patel@hdrinc.com</a>
Daniel Fuhrman	AECOM (representing NS)	<a href="mailto:Daniel.Fuhrman@aecom.com">Daniel.Fuhrman@aecom.com</a>
Jonathan Wilson	AECOM (representing NS)	<a href="mailto:jonathan.wilson@aecom.com">jonathan.wilson@aecom.com</a>
Robert Hoffer	AECOM (representing NS)	<a href="mailto:Robert.Hoffer@aecom.com">Robert.Hoffer@aecom.com</a>
EW Chambers	Norfolk Southern	<a href="mailto:Eldridge.Chambers@nscorp.com">Eldridge.Chambers@nscorp.com</a>

## Items to be discussed:

1. Project Team Introductions

## Kennedy Avenue

1. General Phase 1 Project Overview
  - a. Existing at-grade crossing with gate arm and flashers.
    - i. [41°30'40.45"N 87°27'41.28"W](#)
  - b. New Bridge Construction carrying Kennedy Ave. over Canadian National and Norfolk Southern Railroad.
    - i. Four (4) total lanes - Two (2) lanes in each direction
    - ii. Pedestrian facility (shared-use path) at East parapet
  - c. Four (4) span slab on girder structure supported by turned back MSE Abutments and Hammerhead piers founded on driven piles
  - d. One (1) pier is proposed within the Norfolk Southern ROW.
  - e. Continuous Composite Welded Steel Plate Girder (Weathering Steel)
  - f. Construction letting is slated for 2023.



## 2. Real Estate Impacts

- a. One (1) Pier proposed within the NS ROW
  - i. Per NS / INDOT Standards, horizontal clearance of 25ft to the CL of track shall be maintained.

## 3. Relevant Design Criteria

- a. Minimum clearances from Track:
  - i. 23'-0" min. Vertical clearance (measured 6'-0" from CL Track)
  - ii. 25'-0" min. Mainline Horizontal clearance (from CL Track)
- b. Pedestrian Fence will be provided on sidewalk of Kennedy Ave. will also include a splash board and fence has been requested by CN, if acceptable, this will continue over NS ROW.
- c. Drainage downspouts will not be allowed within NS ROW

## 4. Additional Site Constraints

- a. Existing Pipeline and Other Utilities
  - i. Enbridge 36" Crude Oil within NS Right of Way.
  - ii. Buckeye Pipeline, Enbridge 34" and 24" Crude Oil lines within easements to North of NS ROW.
  - iii. Additional utilities at the project site including:
    - 1. NGPL 20" Natural Gas
    - 2. Municipal Water, sanitary and gas facilities
  - iv. Additional Utility relocations are anticipated as a result of the project.
    - 1. AT&T, NIPSCO (Gas and OHD Electric), Town of Schererville water and force main
  - v. Any additional NS utilities within the ROW that the project team may not be aware of? (i.e. fiber optics or gas for switch heaters?)
    - 1. Switch located to the east of the project site, and communication lines towards these switches?
- b. Existing Drainage features
  - i. Storm structure which runs beneath Kennedy Ave to the south of CN ROW
    - 1. Proposed to be removed and replaced with bank protection.
  - ii. Existing Box Culvert under NS ROW will be avoided and left in place.
- c. What is the utility review process to be performed by NS?. Intend to use one geotechnical report for all utility relocations.
- d. Do typical utility relocation application lead times vary by type?
  - i. UG crossing <10"
  - ii. UG Crossing >10"
  - iii. OH lines

## 5. Coordination items

- a. Any additional Design Criteria to be used by design team?
- b. Any Future Track plans at this location?



- c. Are there operations requirements for the design team to consider?
  - i. Equipment on the project site?
  - ii. Access roads (Future or existing) access to be maintained?
  - iii. Operations impacts/considerations during construction?
- d. If construction maintenance of traffic allows for a full closure with detour. Is there an opportunity to allow for a temporary rail crossing for Contractor access?
- e. Other NS Specific requirements?
  - i. NS Specific construction specifications to include?
  - ii. Salvage of existing Crossing gates and flashers?

## Parrish Avenue

1. General Phase 1 Project Overview
  - a. Existing at-grade crossing along Parrish Avenue with gate arm and flashers
    - i. Existing crossing to be closed and barrier/fence to be constructed to restrict crossing.
  - b. New grade separation crossing location to the East of the existing.
    - i. [41°34'58.6"N 87°26'57.9"W](#)
  - c. New Bridge Construction carrying Governors Parkway over Norfolk Southern Railway.
    - i. Two (2) total vehicular lanes - One (1) lane in each direction
    - ii. Two (2) bike lanes – One (1) lane in each direction
    - iii. Pedestrian facility (shared-use path) at East parapet
  - d. Single (1) span slab on girder structure supported by turned back MSE Abutments
    - i. MSE abutments offset ~ 6'-0" from NS ROW
  - e. Precast Prestressed Concrete Beams.
  - f. No ROW impacts are anticipated.
  - g. Construction letting is slated for 2023.
2. Relevant Design Criteria
  - a. Minimum clearances from Track:
    - i. 23'-0" min. Vertical clearance (measured 6'-0" from CL Track)
    - ii. 25'-0" min. Mainline Horizontal clearance (from CL Track)
  - b. Pedestrian Fence will be provided on sidewalk of Kennedy Ave. will also include a splash board and fence has been requested by CN, if acceptable, this will continue over NS ROW.
  - c. Drainage downspouts will not be allowed within NS ROW
3. Additional Site Constraints
  - a. Existing Drainage features
    - i. Are there any drainage for features parallel to the tracks to be maintained?



4. Coordination items

- a. Any additional Design Criteria to be used by design team?
- b. Any Future Track plans at this location?
- c. Are there operations requirements for the design team to consider?
  - i. Equipment on the project site?
  - ii. Access roads (Future or existing) access to be maintained?
  - iii. Operations impacts/considerations during construction?
- d. If construction maintenance of traffic allows for a full closure with detour. Is there an opportunity to allow for a temporary rail crossing for Contractor access?
- e. Other NS Specific requirements?
  - i. NS Specific construction specifications to include?
  - ii. Salvage of existing Crossing gates and flashers?

**From:** [Bruce Long](#)  
**To:** [Nick Batta](#)  
**Subject:** RE: Initial Notice - Parrish Avenue in Hammond  
**Date:** Thursday, October 17, 2019 5:21:05 PM  
**Attachments:** [Parrish Ave..pdf](#)

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FYI.

Bruce Long  
HWWD

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**From:** Nick Batta [mailto:[nbatta@cmtengr.com](mailto:nbatta@cmtengr.com)]  
**Sent:** Thursday, October 17, 2019 11:54 AM  
**To:** Dean Button; Bruce Long  
**Cc:** Edward Krusa; Phil Taillon; Mark McLaughlin  
**Subject:** RE: Initial Notice - Parrish Avenue in Hammond

Attached is what Hammond Sanitary District provided. If the Water Department has similar mapping that can be shared, it is helpful to make sure my surveyors pick up everything.

**NICK BATTA** | Crawford, Murphy & Tilly | w 317.492.9162 | m 317.409.0665  
*Project Manager*

---

**From:** Dean Button <[buttond@gohammond.com](mailto:buttond@gohammond.com)>  
**Sent:** Thursday, October 17, 2019 12:37 PM  
**To:** Bruce Long <[longb@gohammond.com](mailto:longb@gohammond.com)>; Nick Batta <[nbatta@cmtengr.com](mailto:nbatta@cmtengr.com)>  
**Cc:** Edward Krusa <[krusae@gohammond.com](mailto:krusae@gohammond.com)>; Phil Taillon <[taillonp@gohammond.com](mailto:taillonp@gohammond.com)>; Mark McLaughlin <[mclaughlinm@gohammond.com](mailto:mclaughlinm@gohammond.com)>  
**Subject:** RE: Initial Notice - Parrish Avenue in Hammond

Would it be okay with the Water Department if I attended in person and Nick Batta called in?

Thanks,  
db

---

**From:** Bruce Long  
**Sent:** Thursday, October 17, 2019 10:46 AM  
**To:** Dean Button <[buttond@gohammond.com](mailto:buttond@gohammond.com)>; [nbatta@cmtengr.com](mailto:nbatta@cmtengr.com)  
**Cc:** Edward Krusa <[krusae@gohammond.com](mailto:krusae@gohammond.com)>; Phil Taillon <[taillonp@gohammond.com](mailto:taillonp@gohammond.com)>; Mark McLaughlin <[mclaughlinm@gohammond.com](mailto:mclaughlinm@gohammond.com)>  
**Subject:** RE: Initial Notice - Parrish Avenue in Hammond

Dean,

The HWWD is requesting a representative from CMT to meet at the Water Dept. to discuss this proposed project.

Sincerely,  
Bruce Long  
Distribution Superintendent  
Hammond Water Works Department  
219-953-6429

---

**From:** Dean Button  
**Sent:** Wednesday, October 16, 2019 11:49 AM  
**To:** Bruce Long  
**Cc:** Edward Krusa; Phil Taillon  
**Subject:** Re: Initial Notice - Parrish Avenue in Hammond

We are re-aligning Parrish for the new bridge approach which will not start elevating until about 800 feet north of the railroad along the alignment. Does that help? Perhaps you can show them where your facilities are?

Thank you

db

On Oct 16, 2019, at 11:43 AM, Bruce Long <[longb@gohammond.com](mailto:longb@gohammond.com)> wrote:

Dean,  
The Water Department has multiple water mains in the intersection at 169<sup>th</sup> & Parrish Ave. and large water mains that feed the water tower plus large water mains that proceed south on Parrish Ave.  
The proposed project aerial map is unclear of what type of work will be required around the Parrish Elevated tank farm, just saying.

Bruce

---

**From:** Dean Button  
**Sent:** Wednesday, October 16, 2019 10:21 AM  
**To:** Edward Krusa; Bruce Long  
**Cc:** Phil Taillon  
**Subject:** FW: Initial Notice - Parrish Avenue in Hammond

Ed

I'm reviewing an engineering feasibility report for the new Hessville road bridge over the Norfolk Southern line. The report to INDOT indicates the engineers did not receive

a response from Hammond Water Department. I need for you to provide a response as quickly as possible. Attached please find the request and a location map to help in your response.

Thank you.  
db

---

**From:** Nick Batta [<mailto:nbatta@cmtengr.com>]  
**Sent:** Wednesday, October 16, 2019 10:13 AM  
**To:** Dean Button <[buttond@gohammond.com](mailto:buttond@gohammond.com)>  
**Subject:** FW: Initial Notice - Parrish Avenue in Hammond

Here are my emails sent to Hammond Water.

**NICK BATTA** | Crawford, Murphy & Tilly | w 317.492.9162 | m 317.409.0665  
*Project Manager*

---

**From:** Nick Batta  
**Sent:** Saturday, June 8, 2019 10:19 AM  
**To:** [krusae@gohammond.com](mailto:krusae@gohammond.com)  
**Cc:** [longb@gohammond.com](mailto:longb@gohammond.com); Dean Button <[buttond@gohammond.com](mailto:buttond@gohammond.com)>  
**Subject:** FW: Initial Notice - Parrish Avenue in Hammond

Edward,

Have you had a chance to review this? Can you try to do so this week? Thanks.

**NICK BATTA** | Crawford, Murphy & Tilly | w 317.492.9162 | m 317.409.0665  
*Project Manager*

---

**From:** Nick Batta  
**Sent:** Tuesday, May 14, 2019 11:33 AM  
**To:** [krusae@gohammond.com](mailto:krusae@gohammond.com)  
**Subject:** Initial Notice - Parrish Avenue in Hammond

Please see the attached initial notice and project location map for this proposed railroad overpass project in Hammond. Your response is appreciated. Thanks.

**NICK BATTA** | Project Manager

Hammond Local TRAX Project Governors Parkway  
CE Level 4

**APPENDIX D: SECTION 106 DOCUMENTATION**





**FEDERAL HIGHWAY ADMINISTRATION'S  
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND  
SECTION 106 FINDINGS AND DETERMINATIONS  
AREA OF POTENTIAL EFFECT  
ELIGIBILITY DETERMINATIONS  
EFFECT FINDING  
PARRISH AVENUE BRIDGE PROJECT  
CITY OF HAMMOND, LAKE COUNTY, INDIANA  
DES. NO.: 1801907**

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

The APE for this overpass project generally extends one-quarter mile (1,320 feet) in all directions to account for visual and atmospheric impacts from the project. The APE for archaeology includes all existing and proposed right-of-way; it is encompassed by the survey area which includes the archaeology APE and any areas investigated beyond it (Appendix A. Maps).

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

There are two properties eligible for listing in the National Register of Historic Places (National Register) within the APE: E.H. Lewis Grand Park Addition Historic District and Manufacturer's Addition Historic District.

**E.H. Lewis Grand Park Addition Historic District:** The E.H. Lewis Grand Park Addition is a subdivision of approximately 140 lots on nine sections encompassing about 40 acres bound by Kentucky Avenue, Grand Avenue, 171<sup>st</sup> Street, and 173<sup>rd</sup> Street. The neighborhood was developed by Chicago real estate agent A.A. Lewis and his son, E.H. Lewis, between 1940 and 1941. Homes in the neighborhood include one- and one-and-one-half story, side-gabled American Small Houses, some with gable dormers. A few Ranch and Modern-style homes are present within the neighborhood. The district is eligible for listing in the National Register under Criteria A and C with significance in the areas of Community Planning and Development and Architecture. The period of significance is circa 1940 to circa 1950 and includes the dates of platting and construction.

**Manufacturer's Addition Historic District:** Located in the southern part of Hammond in a traditionally working-class area, the district has around 500 parcels and is roughly bound by New Hampshire Avenue, 165th Street, Kentucky Avenue, 167th Street, Parrish Avenue, Idaho Avenue, 169th Street, and Grand Avenue. Originally platted around 1907, significant development occurred after World War II and the majority of homes date to the 1950s and 1960s. Homes in the district have a common scale with repeating patterns of architectural styles and massing, especially Ranch homes with rectilinear and L-shaped footprints. Manufacturer's Addition is eligible for listing in the National Register under Criteria A and C with significance in the areas of Community Planning and Development and Architecture. The period of significance is 1954 to circa 1960 and includes the dates of construction of resources within the district.

## EFFECT FINDING

**E.H. Lewis Grand Park Addition Historic District – No Adverse Effect**

**Manufacturer’s Addition Historic District – No Adverse Effect**

INDOT, acting on FHWA’s behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking. INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

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

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

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

*Anuradha V. Kumar*

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Anuradha V. Kumar, for FHWA  
Manager  
INDOT Cultural Resources

01/18/2022

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Approved Date

**FEDERAL HIGHWAY ADMINISTRATION  
DOCUMENTATION OF SECTION 106 FINDING OF  
NO ADVERSE EFFECT  
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER  
PURSUANT TO 36 CFR Section 800.5(c)  
PARRISH AVENUE BRIDGE PROJECT  
CITY OF HAMMOND, LAKE COUNTY, INDIANA  
DES. NO.: 1801907**

**1. DESCRIPTION OF THE UNDERTAKING**

The Indiana Department of Transportation (INDOT) proposes to proceed with the Parrish Avenue Bridge Project, Des. No.: 1801907. This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

Parrish Avenue is a two-lane urban minor collector within the project area. Two tracks of Norfolk Southern Railroad (NSRR) cross Parrish Avenue roughly halfway between 169<sup>th</sup> Street and 173<sup>rd</sup> Street. North of the NSRR crossing, Parrish Avenue consists of one, 12-foot lane and an unmarked 4-foot paved shoulder in each direction, with concrete curb and gutter and concrete sidewalk on one or both sides. South of the NSRR crossing, the pavement widens to a total of 38 feet; the southbound lane widens an additional 10 feet to accommodate on-street parking for the 250 feet immediately north of 173<sup>rd</sup> Street. The rail line crosses Parrish Avenue at approximately 35 degrees, and the paved width of the road narrows to 26 feet. The rail crossing consists of signalized crossing gates with stop arms. Currently, trains block traffic on Parrish Avenue at the NSRR crossing and cause significant delays for residents, students, emergency services, and businesses of the City of Hammond. Additionally, there are no fire stations in the immediate area, so emergency vehicles often have to take circuitous routes in order to by-pass the crossings, adding to response time.

The project will involve a grade separation and new roadway (named Governors Parkway) between 169<sup>th</sup> Street and 173<sup>rd</sup> Street. This will include the construction of a new, single-span bridge that will accommodate two lanes of traffic and a shared-used path. A new intersection of Governors Parkway and 173<sup>rd</sup> Street will be constructed about 300 feet east of the 173<sup>rd</sup> Street/Parrish Avenue intersection. This change will require a minor stop control on the new Governors Parkway as well as widening of 173<sup>rd</sup> Street to add turn lanes to access the new Governors Parkway.

After completion of the bridge and new roadway, the existing NSRR at-grade crossing will be closed and barriers erected to prevent vehicular and pedestrian traffic over the NSRR right-of-way. The project is anticipated to require approximately 8.5 acres of permanent right-of-way. Temporary right-of-way is anticipated for the project, but the amount has not yet been determined. Impacted parcels are within the undeveloped forested area east of Parrish Avenue between 169<sup>th</sup> Street and 173<sup>rd</sup> Street. One residential relocation is anticipated. Proposed excavation for the project to a depth of approximately 5 feet will be needed for new storm sewer pipes, retaining wall foundations to a depth of approximately 4 feet, and unsuitable soil removal to a depth of approximately 4 feet. The maintenance of traffic (MOT) plan will include temporary pavement markings and traffic control devices to direct traffic along 173<sup>rd</sup> Street during construction of the new Parrish Avenue and 173<sup>rd</sup> Street intersection. Access to all residences and businesses will be maintained at all times.

The area of potential effects (APE) is the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking” [(36 CFR § 800.16(d)]. The APE for this overpass project generally extends one-quarter mile (1,320 feet) in all directions to account for visual and atmospheric impacts from the project. The APE for archaeology includes all existing and proposed right-of-way; it is encompassed by the survey area which includes the archaeology APE and any areas investigated beyond it (Appendix A. Maps).

## 2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Pursuant to 36 CFR § 800.4(b), Crawford Murphy & Tilly (CMT)—INDOT’s design consultant for this project—charged Weintraut & Associates, Inc. (W&A) with identifying and evaluating historic properties.

A Section 106 Early Coordination Letter (ECL), dated August 7, 2019, invited the following consulting parties to join consultation:

- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Forest County Potawatomi Community
- Indiana State Historic Preservation Officer (SHPO)
- Hammond, Indiana Office of the Mayor
- Hammond City Engineer
- Hammond Streets Department
- Hammond Planning Commission
- Hammond Historic Preservation Commission
- Hammond Public Library
- Hammond Historical Society
- The Lake County Board of Commissioners
- Lake County Historical Society
- Lake County Highway Department
- Decay Devils, Inc.
- Northwestern Indiana Regional Planning Commission
- Indiana Landmarks Northwest Field Office

Emails sent on August 7, 2019, provided instructions for accessing the ECL via INSCOPE (<http://erms.indot.in.gov/Section106Documents>). The SHPO, a designated consulting party, was sent a paper copy of the ECL (Appendix B. Correspondence and Appendix C. Consulting Parties).

W&A conducted a literature review to identify historic resources. As part of the review, historians consulted the *Lake County Interim Report* (1996), the Indiana Historic Buildings, Bridges and Cemeteries Map (IHBBM) and the State Historical Architectural and Archaeological Research Database (SHAARD) to review the National Register of Historic Places (National Register), the Indiana Historic Sites and Structures Inventory (IHSSI), the Indiana Register of Historic Sites and Structures (State Register), the

Cemetery Register, and the Indiana Historic Bridge Inventory for previously identified properties. Historians obtained plat maps from the Lake County Recorder's Office for available subdivisions. In addition, historians consulted historic maps, aerial photographs, and other primary and secondary sources. The literature review identified no above-ground properties listed in the National Register within the APE. For archaeological resources, the W&A archaeologists completed an online archaeological records check in the SHAARD database on August 9 and 15, 2019.

Following the literature review, historians conducted a reconnaissance-level survey on August 13, 2019. Historians identified properties that were constructed during or prior to 1973, fifty years from the project's letting date. Historians photographed and documented properties that would merit a rating of Contributing or higher, per the rating system established by the IHSSI. Historians also took representative photographs of Non-Contributing resources within the APE.

The Indiana SHPO responded to the ECL on August 27, 2019, and recommended that the NSRR be invited to join consultation, if that entity was not already "being kept closely informed of developments in this project." SHPO had no other suggestions for consulting parties and stated its review would continue when additional information was provided (Appendix B. Correspondence). (*Note:* Coordination has occurred as part of the INDOT railroad coordination process. See Appendix B for March 22, 2021 transmittal letter, which discusses railroad coordination.)

The Tribal Historic Preservation Officer (THPO) for the Forest County Potawatomi Community responded to the ECL on September 4, 2019, and requested a copy of the archaeological report (Appendix B. Correspondence). (*Note:* The archaeology report was sent to the Indiana SHPO and the Forest County Potawatomi Community at its completion in a transmittal, dated March 22, 2021, see below and Appendix B for March 22, 2021 transmittal letter.)

Archaeologists conducted a reconnaissance on October 22 and 23, 2019, and May 18 and 19, 2020. The survey area totaled approximately 11.33 hectares (ha) (28.0 acres [ac]) and the project area totaled 10.06 ha (24.86 ac).

Historians completed a Historic Property Report (HPR) on February 26, 2021, that recommended two resources eligible for listing in the National Register: the E.H. Lewis Grand Park Addition Historic District and the Manufacturer's Addition Historic District. (Appendix. Correspondence and Appendix D. Reports).

Archaeologists completed an Archaeological Records Check and Phase Ia Reconnaissance Report (Archaeology Report) in March 2021. The archaeologists identified one new site, 12LA0729, which is a precontact isolated find consisting of a chipped stone debitage flake. The site lacked future research potential and did not appear to meet eligibility requirements; therefore, it was not recommended as eligible for listing in the National Register. The archaeologist recommended project clearance (Appendix B. Correspondence and Appendix D. Reports).

Consulting parties were notified of availability of the HPR and Archaeology Report under separate letters dated March 22, 2021. Emails sent on March 22, 2021, provided instructions for accessing the HPR and Archaeology Report (Tribes only) via INSCOPE (<http://erms.indot.in.gov/Section106Documents>). The SHPO, a designated consulting party, was sent a paper copy of both reports. (Appendix B: Correspondence and Appendix D: Reports).

The Indiana SHPO responded to the HPR and Archaeology Report in a letter dated April 22, 2021. SHPO concurred with the APE defined in the HPR and concurred that for “the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions . . . that the E.H. Lewis Grand Park Addition and the Manufacturer’s Addition are both mid-century residential subdivisions that are eligible for inclusion in the [National Register].” SHPO also commented that, regarding the archaeology report, “we have not identified any currently known archaeological resources listed in or eligible for inclusion in the [National Register] within the proposed project area.” SHPO concurred “with the opinions of the archaeologist, as expressed in the archaeological records check and Phase Ia field reconnaissance survey report (Giedd, 03/2021), that archaeological site 12-La-0729 . . . does not appear eligible for inclusion in the [National Register], and that no further archaeological investigations appear necessary at the proposed project area” (Appendix B. Correspondence).

The THPO for the Pokagon Band of Potawatomi Indians responded to the archaeology report in a letter dated April 22, 2021, and made the determination “that there will be No Historic Properties” in the APE that are “significant to the Pokagon Band of Potawatomi Indians.” The THPO requested to be contacted and that work stop immediately in the event that “any archaeological resources are uncovered during this undertaking (Appendix B. Correspondence).”

No further efforts or consultation regarding the identification of historic properties occurred.

### **3. DESCRIBE AFFECTED HISTORIC PROPERTIES**

**E.H. Lewis Grand Park Addition Historic District:** The E.H. Lewis Grand Park Addition is a subdivision of approximately 140 lots on nine sections encompassing about 40 acres bound by Kentucky Avenue, Grand Avenue, 171<sup>st</sup> Street, and 173<sup>rd</sup> Street. The neighborhood was developed by Chicago real estate agent A.A. Lewis and his son, E.H. Lewis, between 1940 and 1941. Homes in the neighborhood include one- and one-and-one-half story, side-gabled American Small Houses, some with gable dormers. A few Ranch and Modern-style homes are present within the neighborhood. The district is eligible for listing in the National Register under Criteria A and C with significance in the areas of Community Planning and Development and Architecture. The period of significance is circa 1940 to circa 1950 and includes the dates of platting and construction.

**Manufacturer’s Addition Historic District:** Located in the southern part of Hammond in a traditionally working-class area, the district has around 500 parcels and is roughly bound by New Hampshire Avenue, 165th Street, Kentucky Avenue, 167th Street, Parrish Avenue, Idaho Avenue, 169th Street, and Grand Avenue. Originally platted around 1907, significant development occurred after World War II and the majority of homes date to the 1950s and 1960s. Homes in the district have a common scale with repeating patterns of architectural styles and massing, especially Ranch homes with rectilinear and L-shaped footprints. Manufacturer’s Addition is eligible for listing in the National Register under Criteria A and C with significance in the areas of Community Planning and Development and Architecture. The period of significance is 1954 to circa 1960 and includes the dates of construction of resources within the district.

#### 4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

At its nearest location, the bridge would be installed approximately 220 feet west of the **E.H. Lewis Grand Park Addition**. The top railing of the bridge would be about forty feet above the existing ground. A stand of trees is between the bridge and the addition; the bridge will likely not rise above the tree line and views to the bridge would be shielded by the trees. A noise study completed for this area estimated a noise increase of 0.8 dB, which is below the level considered to be an effect by FHWA.<sup>1</sup> Traffic volume is projected to increase by about twenty percent over the “No Build” option at the intersection of Parrish Avenue and 173<sup>rd</sup> Street. No work will occur within the boundaries of this historic district (Appendix E. Plans).

At its nearest location, the project terminates about 420 feet southwest of the **Manufacturer's Addition Historic District** along Parrish Avenue south of its intersection with 169<sup>th</sup> Street. Views to the bridge would be almost completely shielded by trees and apartment buildings on the south side of 169<sup>th</sup> Street. Traffic volume is projected to increase ten percent over the “No Build” option along 169<sup>th</sup> Street. A noise study completed for this area estimated a noise increase of 0.3 dB, which is below the level considered to be an effect by FHWA (Appendix E. Plans).

#### 5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

According to 36 CFR § 800.5(a)(1): “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.”

The examples of adverse effects outlined in 36 CFR § 800.5(a)(2) include:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property’s use or of physical features within the property’s setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property’s significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and

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<sup>1</sup> “Techniques to Review Noise Analyses and Associated Noise Reports,” U.S. Department of Transportation, Federal Highway Administration, June 1, 2018, accessed August 5, 2021, [https://www.fhwa.dot.gov/Environment/noise/resources/reviewing\\_noise\\_analysis/#toc494123453](https://www.fhwa.dot.gov/Environment/noise/resources/reviewing_noise_analysis/#toc494123453).

deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and  
(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The project would have an effect on the **E.H. Lewis Grand Park Addition Historic District** by introducing changes to the broader setting outside the district's boundaries; however, these changes to the broader setting would not diminish the ability of the E.H. Lewis Grand Park Addition Historic District to convey its significance; therefore, the appropriate effect finding for this resource is "No Adverse Effect."

The project will have an effect on the **Manufacturer's Addition Historic District** by introducing changes to the broader setting outside the district's boundaries; however, these changes to the broader setting would not diminish the ability of the Manufacturer's Addition Historic District to convey its significance; therefore, the appropriate effect finding for this resource is "No Adverse Effect."

#### **EFFORTS TO AVOID, MINIMIZE, AND MITIGATE**

The project will avoid impacts to historic properties since project activities will occur outside the boundaries of historic resources. INDOT distributed an effects letter on October 15, 2021 that described the project and potential effects and invited consulting parties to comment. (Appendix B: Correspondence).

#### **6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS**

Consulting party comments in response to efforts to identify historic properties are included in Section 2. Other comments and views are summarized below.

The Indiana SHPO responded to the HPR and Archaeology Report in a letter dated April 22, 2021. Regarding the eligibility justifications in Table 2 of the HPR, SHPO noted it "would have been helpful to see a corresponding map that shows where these subdivisions are located as there is not clear locational information provided" but agreed with the recommendations. SHPO also acknowledged the "thorough evaluation of the mid-century residential subdivisions presented in the HPR," which followed the steps in the "Residential Planning and Development in Indiana, 1940-1973." SHPO stated that "[s]taff from both the Environmental Review and Survey/Register sections agree that this HPR does a good job on how to identify, compare, and evaluate mid-century subdivisions utilizing the MPDF." SHPO noted the HPR and archaeology report were transmitted on the same day (contrary to the fact that the HPR transmittal letter stated that the archaeology report would be sent later). Furthermore, the staff of the SHPO reminded that "[i]f any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported [to the DHPA] within two (2) business days" (Appendix B. Correspondence).

INDOT distributed an effects letter on October 15, 2021 that described the project and potential effects and invited consulting parties to comment (Appendix B: Correspondence).



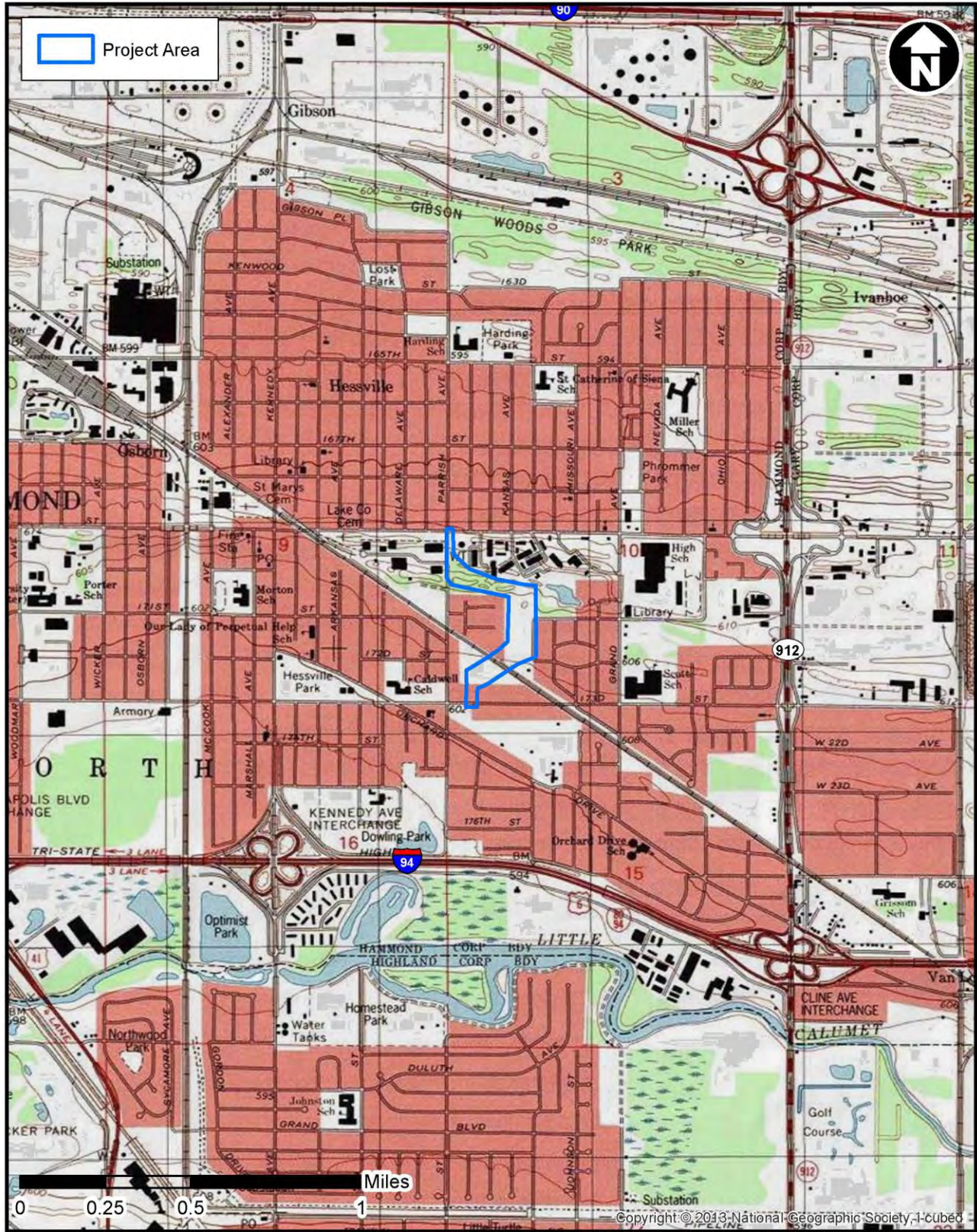
The SHPO responded to the effects letter on October 27, 2021, and noted that, as previously stated, the E.H. Lewis Grand Park Addition and Manufacturer's Addition are eligible for the National Register. SHPO agreed, based on the information provided in that letter, "that the project as proposed would not adversely affect. . . historic properties." SHPO reiterated its comments on archaeological resources that "we have not identified any currently known archaeological resources listed in or eligible for inclusion in the [National Register] within the proposed project area" and concurred with the recommendations in the Archaeology Report that site 12-La-0729 is not eligible for the National Register and no further archaeological work was necessary. The letter reminded of the applicability of Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29, if an accidental discovery is made during "construction, demolition or earthmoving activities" (Appendix B. Correspondence).

A public notice of "No Adverse Effect" will be posted in the *Northwest Indiana Times* and the public will be afforded thirty (30) days to respond. If appropriate, this document will be revised after the expiration of the public comment period.

## **APPENDIX**

- A. Maps**
- B. Correspondence**
- C. Consulting Parties**
- D. Reports**
- E. Plans**

**APPENDIX A. Maps**



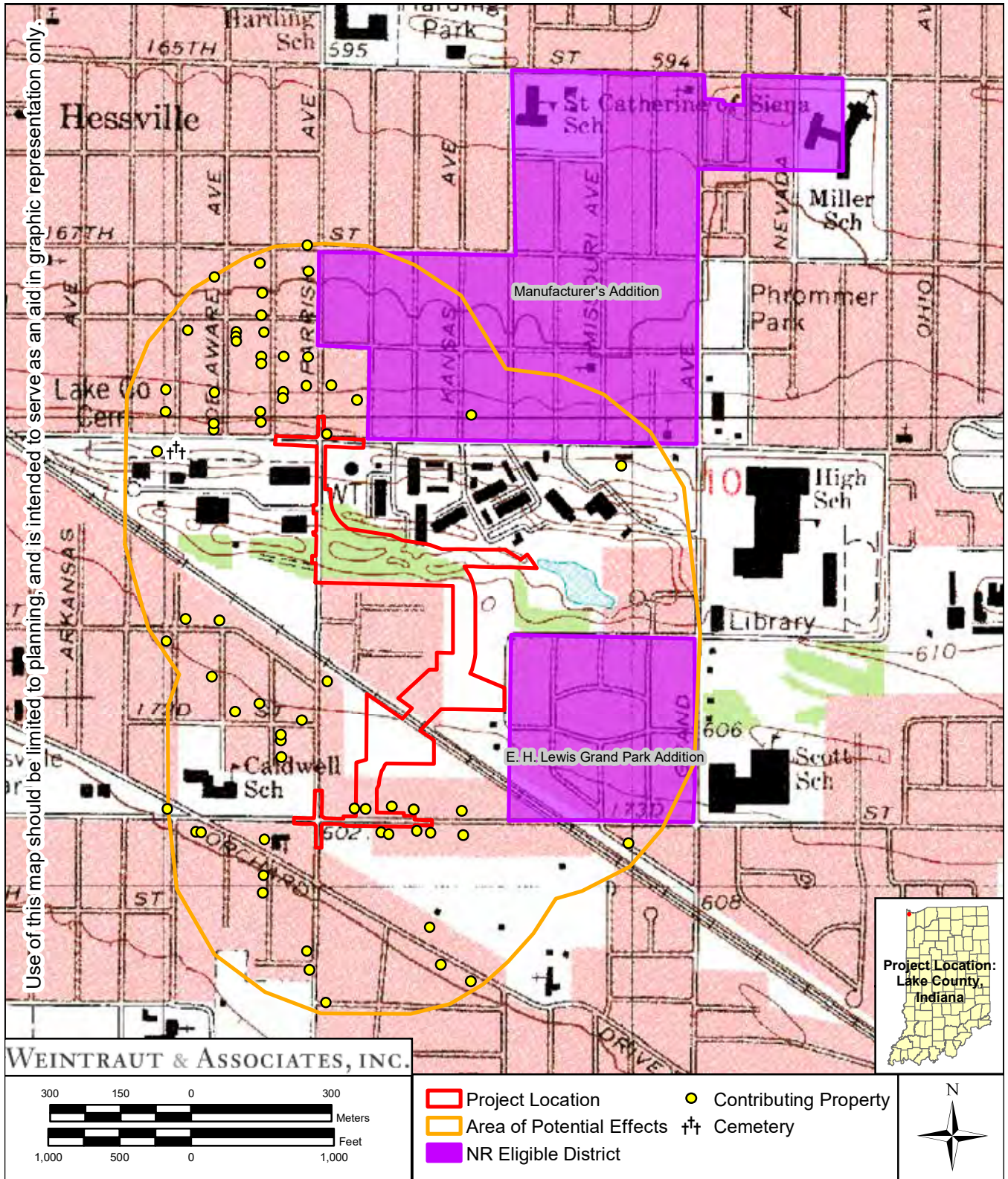
Parrish Ave. Bridge Project (Des No 1801907) - Hammond, Lake Co., IN

USGS Topographic Map - Highland, IN Quadrangle

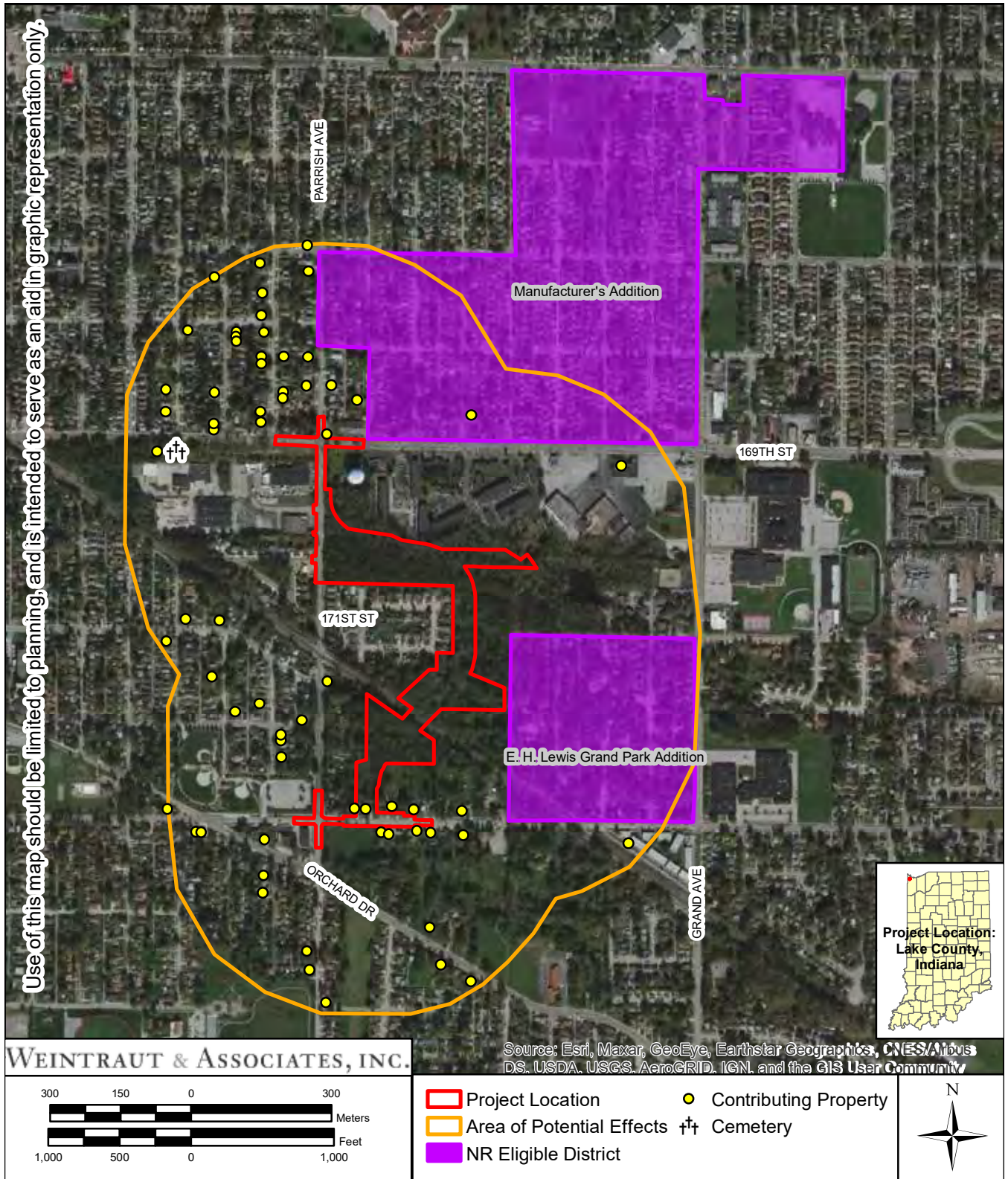


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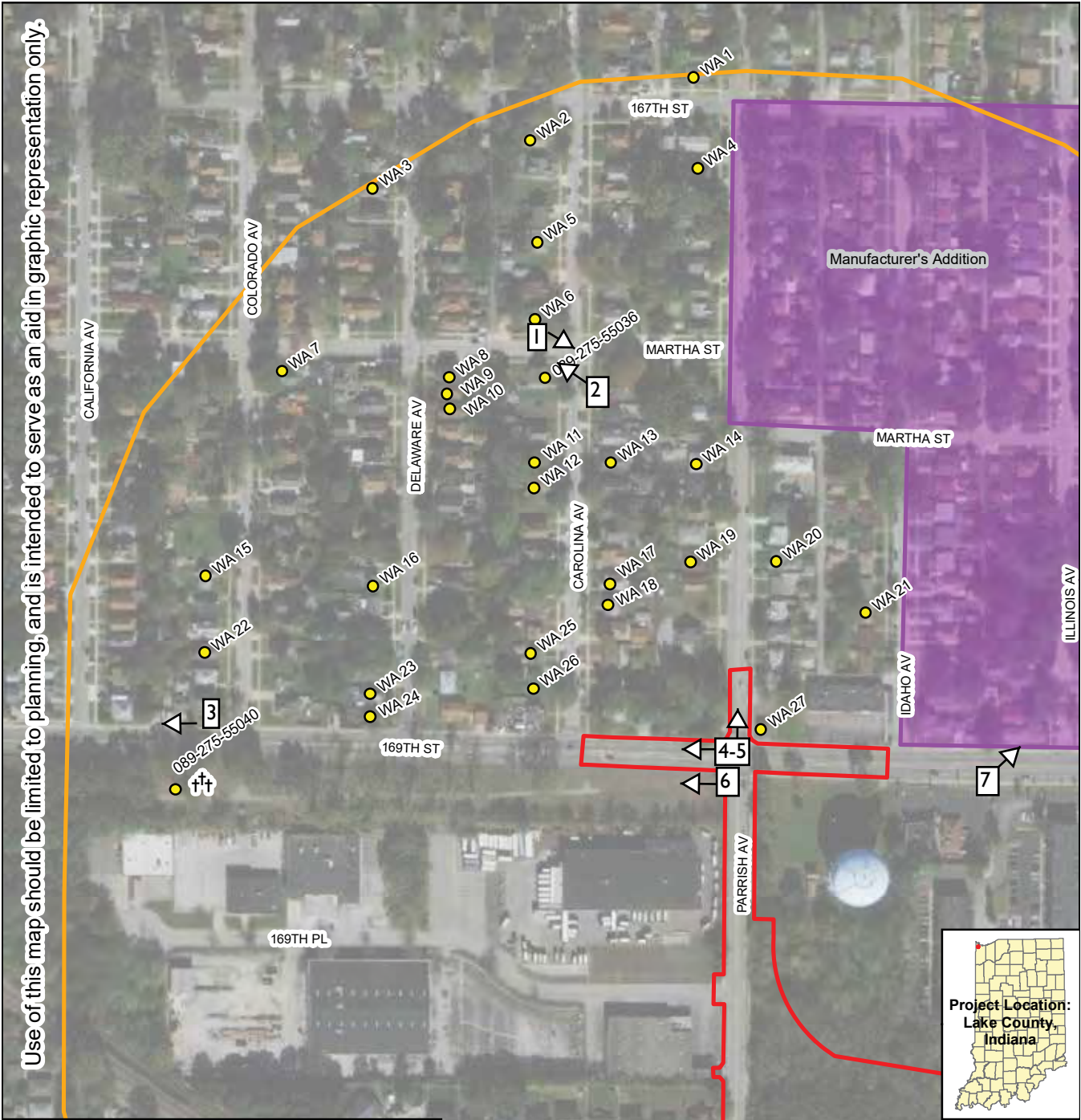


**FIGURE I. PROJECT LOCATION AND APE SHOWN ON THE HIGHLAND, INDIANA USGS TOPOGRAPHIC QUAD-RANGLE MAP (1:24,000).**



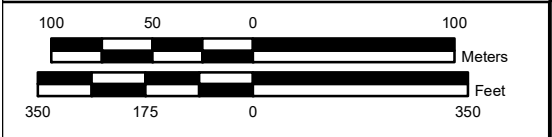
**FIGURE 2.** PROJECT LOCATION AND APE SHOWN ON AN AERIAL PHOTOGRAPH (2017).

Use of this map should be limited to planning, and is intended to serve as an aid in graphic representation only.



WEINTRAUT & ASSOCIATES, INC.

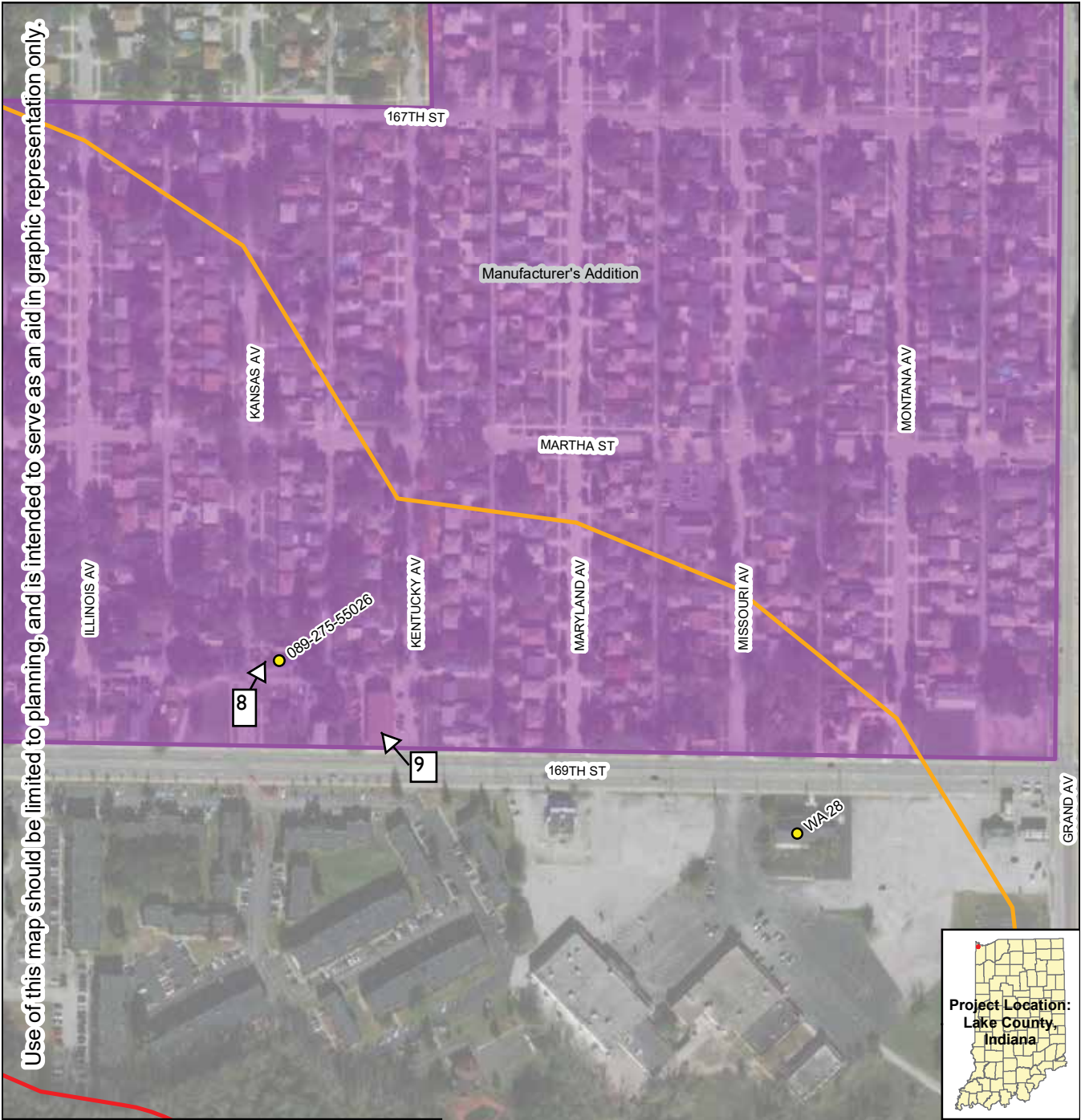
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Project Location
- Area of Potential Effects
- NR Eligible District
- Contributing Property
- †† Cemetery

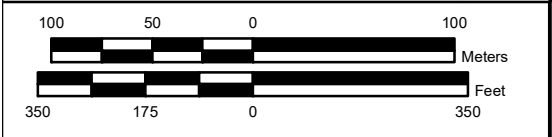


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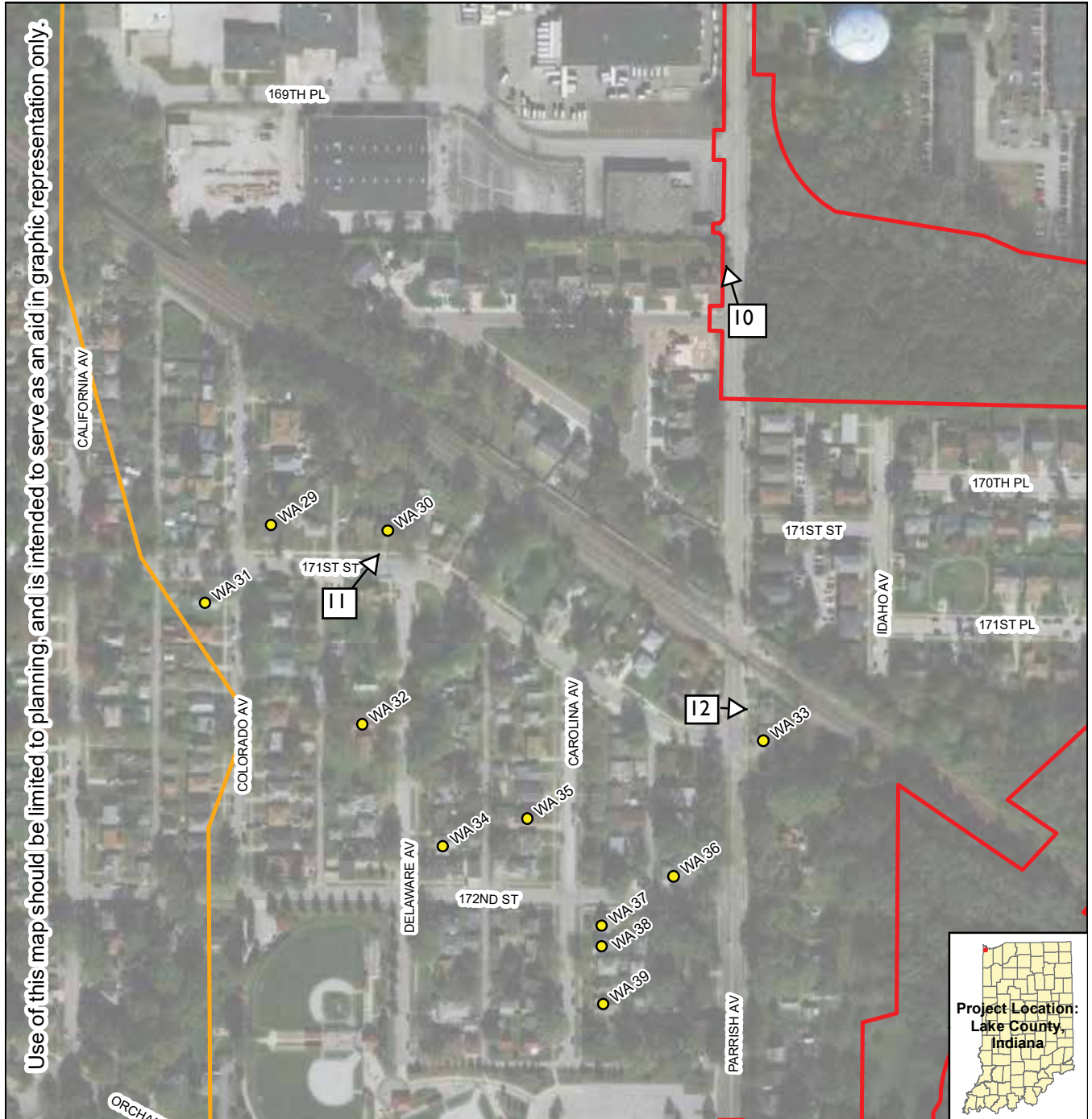
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Project Location
- Area of Potential Effects
- NR Eligible District
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- †† Cemetery

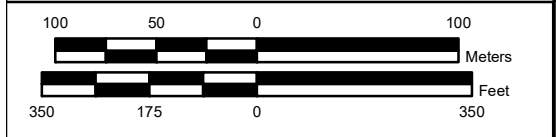


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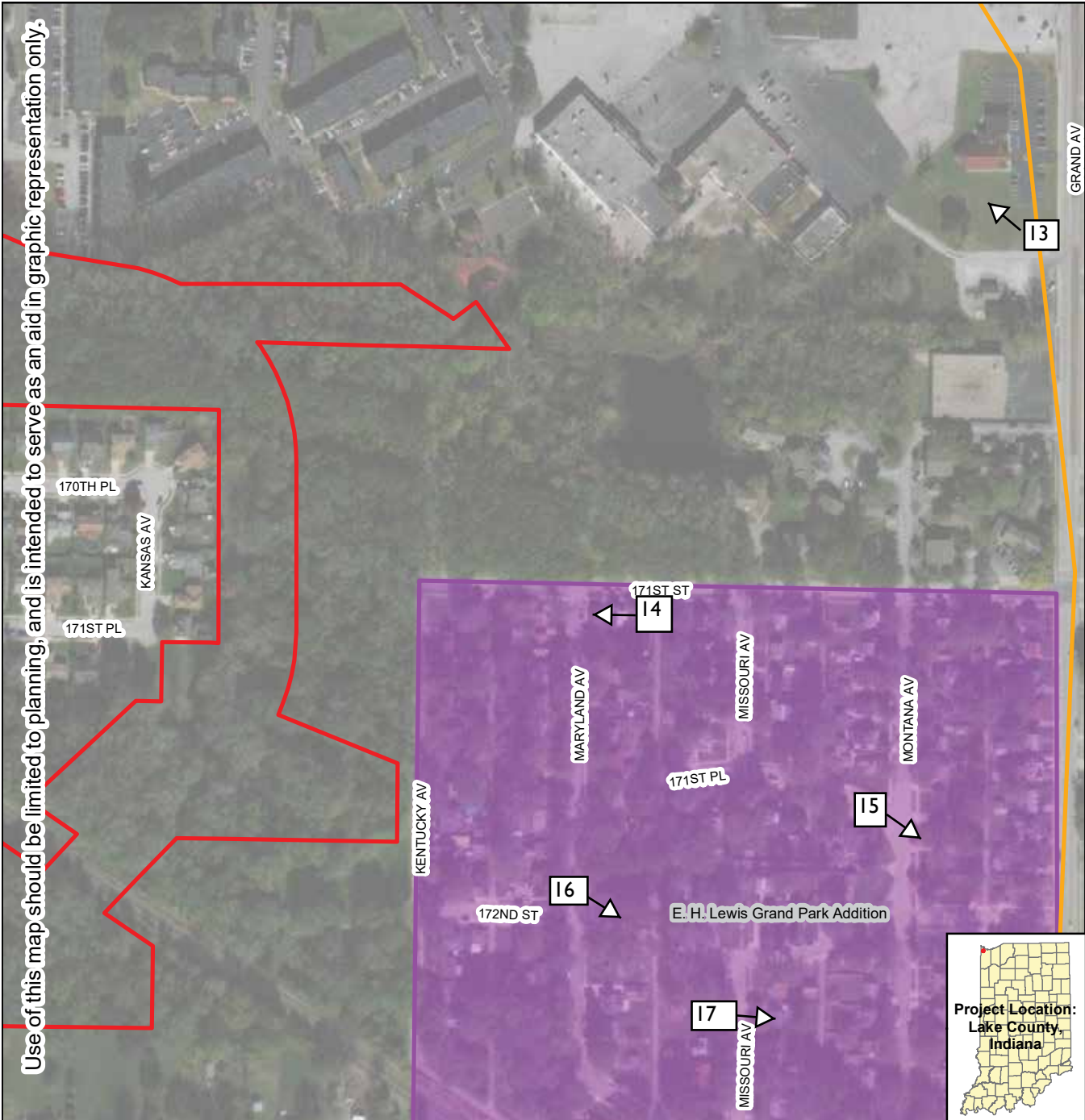
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- Project Location
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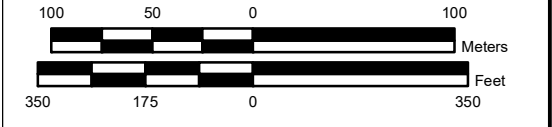
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WEINTRAUT & ASSOCIATES, INC.

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



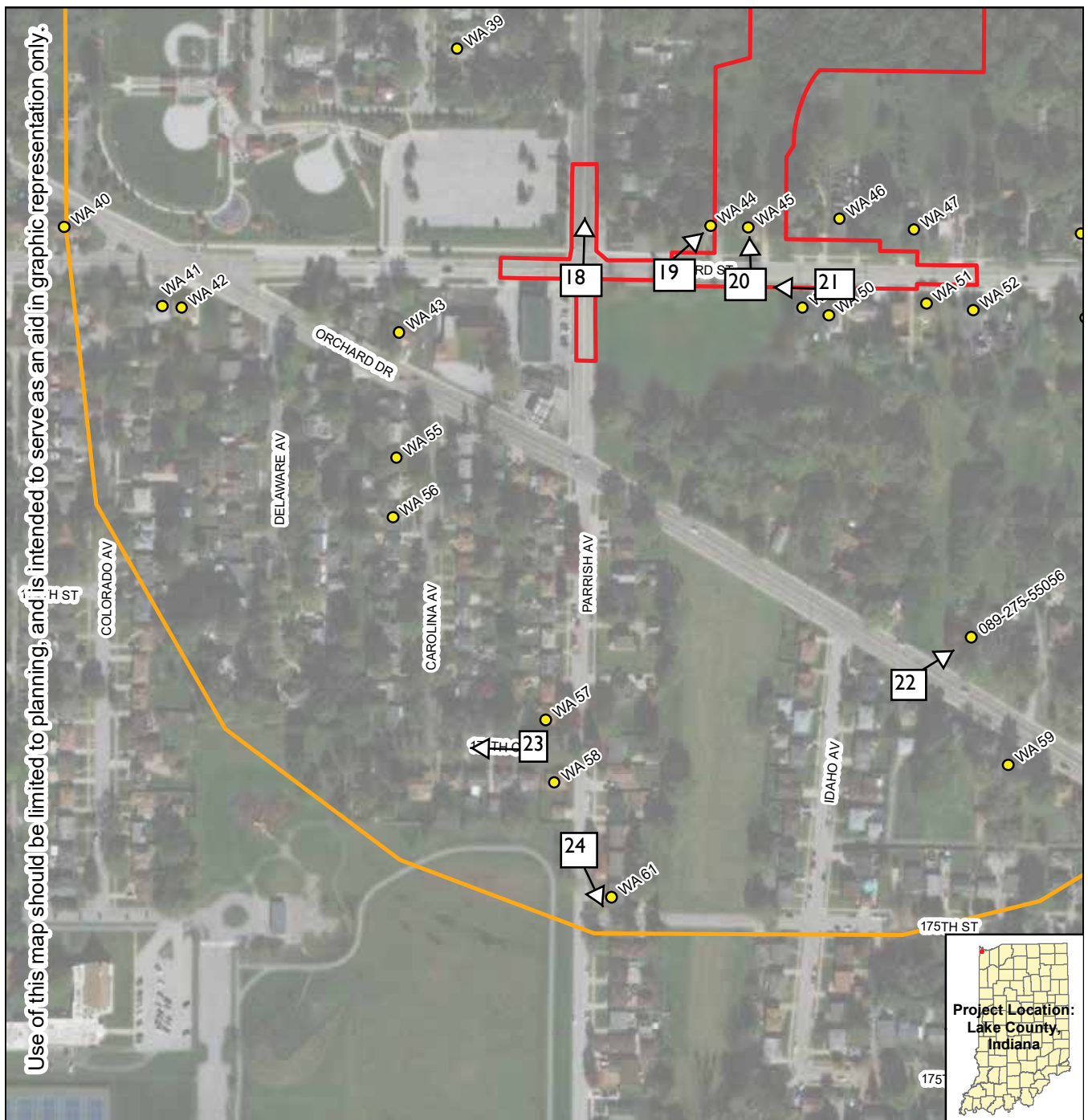
Project Location:  
Lake County,  
Indiana



- Project Location
- Area of Potential Effects
- NR Eligible District
- Contributing Property
- †† Cemetery



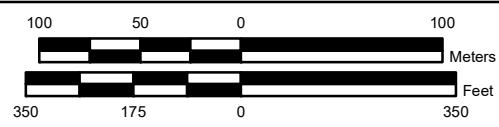
Use of this map should be limited to planning, and is intended to serve as an aid in graphic representation only.



Project Location:  
Lake County,  
Indiana

WEINTRAUT & ASSOCIATES, INC.

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus, DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Project Location
- Area of Potential Effects
- NR Eligible District
- Contributing Property
- †† Cemetery



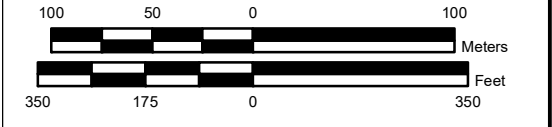
Use of this map should be limited to planning, and is intended to serve as an aid in graphic representation only.



Project Location:  
Lake County,  
Indiana

WEINTRAUT & ASSOCIATES, INC.

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



- Project Location
- Area of Potential Effects
- NR Eligible District
- Contributing Property
- †† Cemetery



## **APPENDIX B. Correspondence**



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N642  
Indianapolis, Indiana 46204

PHONE: (317) 234-5168

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

August 7, 2019

This letter was sent to the listed parties.

RE: Parrish Avenue Bridge Project, Des. No.: 1801907, City of Hammond, Lake County, Indiana

Dear Consulting Party (see attached list),

The Indiana Department of Transportation (INDOT) proposes to proceed with the Parrish Avenue Bridge Project, Des. No.: 1801907. This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future. Weintraut & Associates is under contract with Crawford, Murphy & Tilly, Inc./INDOT to advance the environmental documentation for the referenced project.

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

The proposed undertaking commences at 173<sup>rd</sup> Street, east of Parrish Avenue, and ends just south of 169<sup>th</sup> Street on Parrish Avenue in the City of Hammond, Lake County, Indiana. It is within North Township, U.S. Geological Survey (USGS) Highland, Indiana Topographic Quadrangle, in Section 10, Township 36 North, Range 9 West.

Parrish Avenue is a two-lane urban minor collector within the project area. Two tracks of Norfolk Southern Railroad (NSRR) cross Parrish Avenue roughly halfway between 169<sup>th</sup> Street and 173<sup>rd</sup> Street. North of the NSRR crossing, Parrish Avenue consists of one (1) 12-foot lane and an unmarked four (4)-foot paved shoulder in each direction, with concrete curb and gutter and concrete sidewalk on one or both sides. South of the NSRR crossing, the pavement widens to a total of 38 feet; the southbound lane widens an additional 10 feet to accommodate on-street parking for the 250 feet immediately north of 173<sup>rd</sup> Street. The rail line crosses Parrish Avenue at approximately 35 degrees and the paved width of the road narrows to 26 feet. The rail crossing consists of signalized crossing gates with stop arms.

Currently, trains block traffic on Parrish Avenue at the NSRR crossing and cause significant delays for residents, students, emergency services, and businesses of the City of Hammond. Additionally, there are no fire stations in the immediate area, so emergency vehicles often have to take circuitous routes in order to by-pass the crossings, adding to response time. The proposed project would reduce these delays and improve community safety.

The proposed project would involve a grade separation and realignment of Parrish Avenue between 169<sup>th</sup> Street and 173<sup>rd</sup> Street. This would include the construction of a new, single-span bridge that would accommodate two lanes of traffic, two (2) bike lanes, and a pedestrian sidewalk. A new intersection of Parrish Avenue and 173<sup>rd</sup>

Street would shift east of the existing intersection. This shift would require a minor stop control on the new Parrish Avenue as well as widening of 173<sup>rd</sup> Street in order to add turn lanes to access the new Parrish Avenue. After completion of the proposed Parrish Avenue Bridge and roadway realignment, the existing NSRR at-grade crossing would be closed and barriers would be erected to prevent vehicular and pedestrian traffic over the NSRR right-of-way.

The project is anticipated to require approximately 8.5 acres of permanent right-of-way. Temporary right-of-way is anticipated for the project, but the amount has not yet been determined. Impacted parcels are within the undeveloped forested area east of Parrish Avenue between 169<sup>th</sup> Street and 173<sup>rd</sup> Street. One residential relocation is anticipated. Proposed excavation for the project to a depth of approximately five (5) feet will be needed for new storm sewer pipes, retaining wall foundations to a depth of approximately four (4) feet, and unsuitable soil removal to a depth of approximately four (4) feet.

The proposed maintenance of traffic (MOT) plan will include temporary pavement markings and traffic control devices to direct traffic along 173<sup>rd</sup> Street during construction of the new Parrish Avenue and 173<sup>rd</sup> Street intersection. Access to all residences and businesses will be maintained at all times.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. In accordance with 36 CFR 800.2 (c), you are hereby requested to be a consulting party to participate in the Section 106 process. Entities invited to participate in the Section 106 consultation process for this project are identified in the attached list. Per 36 CFR 800.3(f), we hereby request that the Indiana State Historic Preservation Officer (SHPO) notify this office if the SHPO staff is aware of any other parties that may be entitled to be consulting parties or should be contacted as potential consulting parties for the project.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. At this time, no cultural resource investigations have occurred; however, the results of cultural resource identification and evaluation efforts, both above-ground and archaeological, will be forthcoming. Consulting parties will receive notification when these reports are completed.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party, or if you do not respond, you will not be included on the list of consulting parties for this project. If we do not receive your response in the time allotted, the project will proceed consistent with the proposed design and you will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Nick Batta of Crawford, Murphy & Tilly, Inc. at (317) 492-9162 or [nbatta@cmtengr.com](mailto:nbatta@cmtengr.com). All future responses regarding the proposed project should be forwarded to Weintraut & Associates at the following address:

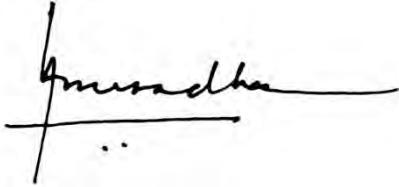
Linda Weintraut, Ph.D.  
Weintraut & Associates  
PO Box 5034  
Zionsville, Indiana 46077

317.733.9770

[linda@weintrautinc.com](mailto:linda@weintrautinc.com)

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosures:  
Project Map

Distribution List:

Eastern Shawnee Tribe of Oklahoma  
Miami Tribe of Oklahoma  
Peoria Tribe of Indians of Oklahoma  
Pokagon Band of Potawatomi Indians  
Forest County Potawatomi Community  
Indiana State Historic Preservation Officer  
Hammond, Indiana Office of the Mayor  
Hammond City Engineer  
Hammond Streets Department  
Hammond Planning Commission  
Hammond Historic Preservation Commission  
Hammond Public Library  
Hammond Historical Society  
The Lake County Board of Commissioners  
Lake County Historical Society  
Lake County Highway Department  
Decay Devils, Inc.  
Northwestern Indiana Regional Planning Commission  
Indiana Landmarks Northwest Field Office

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## FHWA Project: Des. No. 1801907; Parrish Avenue Bridge Project; City of Hammond, Lake County, Indiana

1 message

Linda Weintraut <linda@weintrautinc.com>

Wed, Aug 7, 2019 at 2:29 PM

To: nirpc@nirpc.org, alverda@lakecountyin.org, bmiller@indianalandmarks.org, bwoods\_mhs@yahoo.com, hammondhistory@hotmail.com, polandb@gohammond.com, decaydevils@gmail.com, "McCord, Beth K" <BMCcord@dnr.in.gov>, "Slider, Chad" <CSlider@dnr.in.gov>  
Cc: "Branigin, Susan" <SBranigin@indot.in.gov>, "Ross, Anthony" <ARoss3@indot.in.gov>, "Miller, Shaun (INDOT)" <smiller@indot.in.gov>, "rbales@indot.IN.gov" <rbales@indot.in.gov>, "Vale, Lisa M" <LVale@indot.in.gov>, "Wortkoetter, Andrew J." <AWortkoetter@indot.in.gov>, Nick Batta <nbatta@cmtengr.com>, bethany w <bethany@weintrautinc.com>, "Kumar, Anuradha" <akumar@indot.in.gov>

**Des. No.: 1801907**

**Project Description: Parrish Avenue Bridge Project**

**Location: City of Hammond, Lake County, Indiana**

The Indiana Department of Transportation (INDOT) proposes to proceed with the Parrish Avenue Bridge Project (Des No.: 1801907). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Forest County Potawatomi Community
- Indiana State Historic Preservation Officer
- Hammond, Indiana Office of the Mayor
- Hammond City Engineer
- Hammond Streets Department
- Hammond Planning Commission
- Hammond Historic Preservation Commission
- Hammond Public Library
- Hammond Historical Society
- The Lake County Board of Commissioners
- Lake County Historical Society
- Lake County Highway Department
- Decay Devils, Inc.
- Northwestern Indiana Regional Planning Commission
- Indiana Landmarks Northwest Field Office

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,

--  
Linda Weintraut, Ph.D.  
Weintraut & Associates, Inc.  
PO Box 5034  
4649 Northwestern Drive  
Zionsville, Indiana 46077  
317.733.9770 ext. 310

[www.weintrautinc.com](http://www.weintrautinc.com)



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## FHWA Project: Des. No. 1801907; Parrish Avenue Bridge Project; City of Hammond, Lake County, Indiana

1 message

**Branigin, Susan** <SBranigin@indot.in.gov>

Wed, Aug 7, 2019 at 2:43 PM

To: "thpo@estoo.net" <thpo@estoo.net>, "dhunter@miamination.com" <dhunter@miamination.com>, "lpappenfort@peoriatribe.com" <lpappenfort@peoriatribe.com>, "Matthew.Bussler@pokagonband-nsn.gov" <Matthew.Bussler@pokagonband-nsn.gov>, "michael.laronge@fcpotawatomi-nsn.gov" <michael.laronge@fcpotawatomi-nsn.gov>

Cc: "Allen, Michelle (FHWA)" <michelle.allen@dot.gov>, "Miller, Shaun (INDOT)" <smiller@indot.in.gov>, "Ross, Anthony" <ARoss3@indot.in.gov>, "Bales, Ronald" <rbales@indot.in.gov>, "Vale, Lisa M" <LVale@indot.in.gov>, "Wortkoetter, Andrew J." <AWortkoetter@indot.in.gov>, Nick Batta <nbatta@cmtengr.com>, bethany w <bethany@weintrautinc.com>, Linda Weintraut <linda@weintrautinc.com>, "Kumar, Anuradha" <akumar@indot.in.gov>

**Des. No.: 1801907**

**Project Description: Parrish Avenue Bridge Project**

**Location: City of Hammond, Lake County, Indiana**

The Indiana Department of Transportation (INDOT) proposes to proceed with the Parrish Avenue Bridge Project (Des. No. 1801907). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties. The following agencies/individuals are being invited to become consulting parties:

- Eastern Shawnee Tribe of Oklahoma
- Miami Tribe of Oklahoma
- Peoria Tribe of Indians of Oklahoma
- Pokagon Band of Potawatomi Indians
- Forest County Potawatomi Community
- Indiana State Historic Preservation Officer
- Hammond, Indiana Office of the Mayor
- Hammond City Engineer
- Hammond Streets Department
- Hammond Planning Commission
- Hammond Historic Preservation Commission
- Hammond Public Library
- Hammond Historical Society
- The Lake County Board of Commissioners
- Lake County Historical Society
- Lake County Highway Department
- Decay Devils, Inc.
- Northwestern Indiana Regional Planning Commission
- Indiana Landmarks Northwest Field Office

This letter is part of the early coordination phase of the environmental review process requesting comments associated with this project. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

Please review the attached letter, which is also located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with your comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If a hard-copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comments. If we do not receive a response from an invited consulting party within the time allotted, the project will proceed consistent with the proposed design. **Therefore, if we do not receive a response within thirty (30) days, your agency or organization will not receive any further information on the project unless the scope of work changes.**

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-233-6795 or Michelle Allen at FHWA at [michelle.allen@dot.gov](mailto:michelle.allen@dot.gov) or 317-226-7344.

Thank you in advance for your input,



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 · www.IN.gov/dnr/historic



August 27, 2019

Linda Weintraut, Ph.D.  
Weintraut & Associates, Inc.  
P.O. Box 5034  
Zionsville, Indiana 46077

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

Re: Early coordination letter for the Parrish Avenue Bridge Project (Des. No. 1801907;  
DHPA No. 24229)

Dear Dr. Weintraut:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding the Implementation of the Federal Aid Highway Program In the State of Indiana,” the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO” or “INDNR-DHPA”) has reviewed your submission which contained INDOT’s August 7, 2019 early coordination letter, which we received August 9, 2019 for the aforementioned project in Hammond, North Township, Lake County, Indiana.

Unless Norfolk Southern Railroad is being kept closely informed of developments in this project, it might be advisable to invite them to participate in this Section 106 consultation. Otherwise, we are satisfied with the list of invitees. In your next regular correspondence on this project, please advise us as to which of the invited consulting parties has accepted the invitation.

It is our understanding that additional information regarding aboveground historic resources and archaeological resources in the area of potential effects will be forthcoming. Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

The archaeological reviewer for this project on the Indiana SHPO staff is Wade T. Tharp, and the structures reviewer is Danielle Kauffmann. However, if you have questions about our comments or about a procedural issue, please contact initially an INDOT Cultural Resources staff member who is assigned to this project.

Linda Weintraut, Ph.D.  
August 27, 2019  
Page 2

In all future correspondence regarding the Parrish Avenue Bridge Project (Des. No. 1801907), please refer to DHPA No. 24229.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Joyce Newland, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Anthony Ross, INDOT  
Shirley Clark, INDOT  
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.  
Nick Batta, Crawford, Murphy & Tilly  
Wade T. Tharp, INDNR-DHPA  
Danielle Kauffmann, INDNR-DHPA

**Subject:** RE: FHWA Project: Des. No. 1801907; Parrish Avenue Bridge Project; City of Hammond, Lake County, Indiana

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

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RE: FHWA Project: Des. No. 1801907, Proposed Parrish Avenue Bridge Project, City of Hammond, Lake County, Indiana.

Dear Ms. Branigin,

Pursuant to consultation under Section 106 of the National Historic Preservation Act (1966 as amended) the Forest County Potawatomi Community, a Federally Recognized Native American Tribe, reserves the right to comment on Federal undertakings, as defined under the act.

Thank you for providing information regarding this project. The Historic Preservation Office requests a copy of the archaeological report associated with the project.

Your interest in protecting cultural and historic properties is appreciated. If you have any questions or concerns, please contact me at the email address or phone number listed below.

Respectfully,

Michael LaRonge

Tribal Historic Preservation Officer

Natural Resources Department

Forest County Potawatomi Community

5320 Wensaut Lane

P.O. Box 340

Crandon, Wisconsin 54520

Phone: 715-478-7354

Fax: 715-478-7225

Email: [Michael.LaRonge@FCPotawatomi-nsn.gov](mailto:Michael.LaRonge@FCPotawatomi-nsn.gov)

---

**From:** Branigin, Susan [<mailto:SBranchin@indot.IN.gov>]

**Sent:** Wednesday, August 07, 2019 1:43 PM

**To:** [thpo@estoo.net](mailto:thpo@estoo.net); [dhunter@miamination.com](mailto:dhunter@miamination.com); [lpappenfort@peoriatribe.com](mailto:lpappenfort@peoriatribe.com); [Matthew.Bussler@pokagonband-nsn.gov](mailto:Matthew.Bussler@pokagonband-nsn.gov); Michael LaRonge

**Cc:** Allen, Michelle (FHWA); Miller, Shaun (INDOT); Ross, Anthony; Bales, Ronald; Vale, Lisa M; Wortkoetter, Andrew J.; Nick Batta; bethany w; Linda Weintraut; Kumar, Anuradha

**Subject:** FHWA Project: Des. No. 1801907; Parrish Avenue Bridge Project; City of Hammond, Lake County, Indiana

**Des. No.:** 1801907

**Project Description:** Parrish Avenue Bridge Project

**Location:** City of Hammond, Lake County, Indiana

The Indiana Department of Transportation (INDOT) proposes to proceed with the Parrish Avenue Bridge Project (Des. No. 1801907). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future.

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**: FHWA Project: Des. No. 1801907; Parrish Avenue Bridge Project; City of Hammond, Lake County, Indiana**

1 message

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Linda Weintraut <linda@weintrautinc.com>

Mon, Mar 22, 2021 at 2:35 PM

To: "McCord, Beth K" <bmcord@dnr.in.gov>, "Slider, Chad" <CSlider@dnr.in.gov>, "Kauffmann, Danielle M" <DKauffmann@dnr.in.gov>  
Cc: "Branigin, Susan" <sbranigin@indot.in.gov>, "Ross, Anthony" <aross3@indot.in.gov>, "Miller, Shaun (INDOT)" <smiller@indot.in.gov>, "rbales@indot.IN.gov" <rbales@indot.in.gov>, "Wortkoetter, Andrew J." <AWortkoetter@indot.in.gov>, Nick Batta <nbatta@cmtengr.com>, Bethany Natali <bethany@weintrautinc.com>, "Kumar, Anuradha" <akumar@indot.in.gov>, Craig Arnold <carnold@weintrautinc.com>

**Des. No.: 1801907**

**Project Descrip. on: Parrish Avenue Bridge Project**

**Location: City of Hammond, Lake County, Indiana**

The Indiana Department of Transportation (INDOT) proposes to proceed with the Parrish Avenue Bridge Project (Des No.: 1801907). This project, which is part of the INDOT's Local Tax program, may receive funding from the Federal Highway Administration (FHWA) in the future. The Section 106 Early Coordination Letter for this project was originally distributed on August 7, 2019.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report and Archaeology Report (Tribes Only), have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

--

Linda Weintraut, Ph.D.  
Weintraut & Associates, Inc.  
PO Box 5034  
4649 Northwestern Drive  
Zionsville, Indiana 46077  
317.733.9770 ext. 310

[www.weintrautinc.com](http://www.weintrautinc.com)

---

**FW: : FHWA Project: Des. No. 1801907; Parrish Avenue Bridge Project; City of Hammond, Lake County, Indiana**

1 message

**Miller, Shaun (INDOT)** <smiller@indot.in.gov>

Mon, Mar 22, 2021 at 2:45 PM

To: "thpo@estoo.net" <thpo@estoo.net>, Diane Hunter <dhunter@miamination.com>, "lpappenfort@peoriatribe.com" <lpappenfort@peoriatribe.com>, "Matthew.Bussler@pokagonband-nsn.gov" <Matthew.Bussler@pokagonband-nsn.gov>, "michael.laronge@fcpotawatomi-nsn.gov" <michael.laronge@fcpotawatomi-nsn.gov>  
Cc: linda <linda@weintrautinc.com>, "Branigin, Susan" <SBranigin@indot.in.gov>, "Ross, Anthony" <ARoss3@indot.in.gov>, "Carmany-George, Karstin (FHWA)" <k.carmanygeorge@dot.gov>

**Des. No.:** 1801907

**Project Description:** Parrish Avenue Bridge Project

**Location:** City of Hammond, Lake County, Indiana

The Indiana Department of Transportation (INDOT) proposes to proceed with the Parrish Avenue Bridge Project (Des No.: 1801907). This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future. The Section 106 Early Coordination Letter for this project was originally distributed on August 7, 2019.

As part of Section 106 of the National Historic Preservation Act, a Historic Property Report and Archaeology Report (Tribes Only), have been prepared and are ready for review and comment by consulting parties.

Please review this documentation located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request as soon as you can.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Thank you in advance for your input,

Shaun Miller

INDOT, Cultural Resources Office

Archaeology Team Lead

(317)416-0876



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

PHONE: (317) 296-0799

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

March 22, 2021

This letter was sent to the listed parties.

RE: Parrish Avenue Bridge Project, Des. No.: 1801907, City of Hammond, Lake County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the Parrish Avenue Bridge Project, Des. No.: 1801907. This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future. Weintraut & Associates is under contract with Crawford, Murphy & Tilly, Inc./INDOT to advance the environmental documentation for the referenced project.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on August 7, 2019.

The proposed undertaking commences at 173rd Street, east of Parrish Avenue, and ends just south of 169th Street on Parrish Avenue in the City of Hammond, Lake County, Indiana. It is within North Township, U.S. Geological Survey (USGS) Highland, Indiana Topographic Quadrangle, in Section 10, Township 36 North, Range 9 West.

**Existing Conditions:** Parrish Avenue is a two-lane urban minor collector within the project area. Two tracks of Norfolk Southern Railroad (NSRR) cross Parrish Avenue roughly halfway between 169th Street and 173rd Street. North of the NSRR crossing, Parrish Avenue consists of one (1) 12-foot lane and an unmarked four (4)-foot paved shoulder in each direction, with concrete curb and gutter and concrete sidewalk on one or both sides. South of the NSRR crossing, the pavement widens to a total of 38 feet; the southbound lane widens an additional 10 feet to accommodate on-street parking for the 250 feet immediately north of 173rd Street. The rail line crosses Parrish Avenue at approximately 35 degrees and the paved width of the road narrows to 26 feet. The rail crossing consists of signalized crossing gates with stop arms.

Currently, trains block traffic on Parrish Avenue at the NSRR crossing and cause significant delays for residents, students, emergency services, and businesses of the City of Hammond. Additionally, there are no fire stations in the immediate area, so emergency vehicles often have to take circuitous routes in order to by-pass the crossings, adding to response time. The proposed project would reduce these delays and improve community safety.

**Scope of Work:** The proposed project would involve a grade separation and realignment of Parrish Avenue between 169th Street and 173rd Street. This would include the construction of a new, single-span bridge that would accommodate two lanes of traffic, two (2) bike lanes, and a pedestrian sidewalk. A new intersection of Parrish Avenue and 173rd Street would shift east of the existing intersection. This shift would require a minor stop control on the new Parrish Avenue as well as widening of 173rd Street in order to add turn lanes to access the new Parrish Avenue.

After completion of the proposed Parrish Avenue Bridge and roadway realignment, the existing NSRR at-grade crossing would be closed and barriers would be erected to prevent vehicular and pedestrian traffic over the NSRR right-of-way.

**Right-of-Way:** The project is anticipated to require approximately 8.5 acres of permanent right-of-way. Temporary right-of-way is anticipated for the project, but the amount has not yet been determined. Impacted parcels are within the undeveloped forested area east of Parrish Avenue between 169th Street and 173rd Street. One residential relocation is anticipated. Proposed excavation for the project to a depth of approximately five (5) feet will be needed for new storm sewer pipes, retaining wall foundations to a depth of approximately four (4) feet, and unsuitable soil removal to a depth of approximately four (4) feet.

**Maintenance of Traffic:** The proposed maintenance of traffic (MOT) plan will include temporary pavement markings and traffic control devices to direct traffic along 173rd Street during construction of the new Parrish Avenue and 173rd Street intersection. Access to all residences and businesses will be maintained at all times.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, the E.H. Lewis Grand Park Addition Historic District and Manufacturer's Addition Historic District are recommended as eligible for listing in the NRHP.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards is conducting a survey of archaeological resources within the APE for potential eligibility for listing in the NRHP. A report of that investigation is forthcoming and will be distributed to the appropriate consulting parties for review at a later date.

The Indiana State Historic Preservation Officer (SHPO) responded to the Early Coordination Letter on August 27, 2019, and stated that "Unless Norfolk Southern Railroad is being kept closely informed of developments in



this project, it might be advisable to invite them to participate in this Section 106 consultation.” A coordination meeting occurred with the NRSS on December 15, 2020; coordination will continue with the NRSS as part of the INDOT railroad coordination process.

The Tribal Historic Preservation Officer (THPO) for the Forest Count Potawatomi Tribe responded on September 4, 2019, and requested a copy of the archaeology report for review. That report will be distributed to the THPO upon completion.

The Historic Property Report is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request as soon as you can.

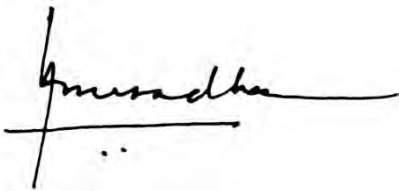
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

For questions concerning specific project details, you may contact Linda Weintraut of Weintraut & Associates, Inc. at 317-733-9770 or [linda@weintrautinc.com](mailto:linda@weintrautinc.com). All future responses regarding the proposed project should be forwarded to Weintraut & Associates, Inc. at the following address:

Linda Weintraut, Ph.D.  
President  
Weintraut & Associates, Inc.  
PO Box 5034  
Zionsville, Indiana 46077  
317-733-9770.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Distribution List:  
Forest County Potawatomi Community  
Indiana State Historic Preservation Officer



# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

PHONE: (317) 296-0799

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

March 22, 2021

This letter was sent to the listed parties.

RE: Parrish Avenue Bridge Project, Des. No.: 1801907, City of Hammond, Lake County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT) proposes to proceed with the Parrish Avenue Bridge Project, Des. No.: 1801907. This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future. Weintraut & Associates, Inc., is under contract with Crawford, Murphy & Tilly, Inc./INDOT to advance the environmental documentation for the referenced project.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on August 7, 2019.

The proposed undertaking commences at 173rd Street, east of Parrish Avenue, and ends just south of 169th Street on Parrish Avenue in the City of Hammond, Lake County, Indiana. It is within North Township, U.S. Geological Survey (USGS) Highland, Indiana Topographic Quadrangle, in Section 10, Township 36 North, Range 9 West.

**Existing Conditions:** Parrish Avenue is a two-lane urban minor collector within the project area. Two tracks of Norfolk Southern Railroad (NSRR) cross Parrish Avenue roughly halfway between 169th Street and 173rd Street. North of the NSRR crossing, Parrish Avenue consists of one (1), 12-foot lane and an unmarked four (4)-foot paved shoulder in each direction, with concrete curb and gutter and concrete sidewalk on one or both sides. South of the NSRR crossing, the pavement widens to a total of 38 feet; the southbound lane widens an additional 10 feet to accommodate on-street parking for the 250 feet immediately north of 173rd Street. The rail line crosses Parrish Avenue at approximately 35 degrees and the paved width of the road narrows to 26 feet. The rail crossing consists of signalized crossing gates with stop arms.

Currently, trains block traffic on Parrish Avenue at the NSRR crossing and cause significant delays for residents, students, emergency services, and businesses of the City of Hammond. Additionally, there are no fire stations in the immediate area, so emergency vehicles often have to take circuitous routes in order to by-pass the crossings, adding to response time. The proposed project would reduce these delays and improve community safety.

**Scope of Work:** The proposed project would involve a grade separation and realignment of Parrish Avenue between 169th Street and 173rd Street. This would include the construction of a new, single-span bridge that would accommodate two lanes of traffic, two (2) bike lanes, and a pedestrian sidewalk. A new intersection of Parrish Avenue and 173rd Street would shift east of the existing intersection. This shift would require a minor stop control on the new Parrish Avenue as well as widening of 173rd Street in order to add turn lanes to access the new Parrish Avenue.

After completion of the proposed Parrish Avenue Bridge and roadway realignment, the existing NSRR at-grade crossing would be closed and barriers would be erected to prevent vehicular and pedestrian traffic over the NSRR right-of-way.

**Right-of-Way:** The project is anticipated to require approximately 8.5 acres of permanent right-of-way. Temporary right-of-way is anticipated for the project, but the amount has not yet been determined. Impacted parcels are within the undeveloped forested area east of Parrish Avenue between 169th Street and 173rd Street. One residential relocation is anticipated. Proposed excavation for the project to a depth of approximately five (5) feet will be needed for new storm sewer pipes, retaining wall foundations to a depth of approximately four (4) feet, and unsuitable soil removal to a depth of approximately four (4) feet.

**Maintenance of Traffic:** The proposed maintenance of traffic (MOT) plan will include temporary pavement markings and traffic control devices to direct traffic along 173rd Street during construction of the new Parrish Avenue and 173rd Street intersection. Access to all residences and businesses will be maintained at all times.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains no resources listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, the E.H. Lewis Grand Park Addition Historic District and Manufacturer's Addition Historic District are recommended as eligible for listing in the NRHP.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified one site within the project area. As a result of these efforts, site 12LA0729 was recommended not eligible for listing in the NRHP, and no further work is recommended.

The Indiana State Historic Preservation Officer (SHPO) responded to the Early Coordination Letter on August 27, 2019, and stated that "Unless Norfolk Southern Railroad is being kept closely informed of developments in this project, it might be advisable to invite them to participate in this Section 106 consultation." A coordination

meeting occurred with the NRSS on December 15, 2020; coordination will continue with the NRSS as part of the INDOT railroad coordination process.

The Tribal Historic Preservation Officer (THPO) for the Forest County Potawatomi Tribe responded on September 4, 2019, and requested a copy of the archaeology report for review.

The Archaeology Report is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request as soon as you can.

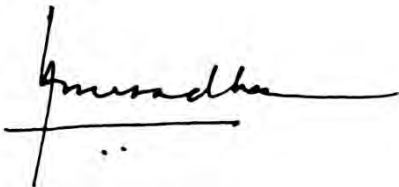
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes. Tribal consulting parties may enter the process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

For questions concerning specific project details, you may contact Linda Weintraut of Weintraut & Associates, Inc. at 317-733-9770 or [linda@weintrautinc.com](mailto:linda@weintrautinc.com). All future responses regarding the proposed project should be forwarded to Weintraut & Associates, Inc. at the following address:

Linda Weintraut, Ph.D.  
President  
Weintraut & Associates, Inc.  
PO Box 5034  
Zionsville, Indiana 46077  
317-733-9770.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Distribution List:  
Forest County Potawatomi Community  
Indiana State Historic Preservation Officer

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 · www.IN.gov/dnr/historic



April 22, 2021

Linda Weintraut, Ph.D.  
Weintraut & Associates, Inc.  
P.O. Box 5034  
Zionsville, Indiana 46077

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

Re: Historic property report (Molloy/Natali, 2/26/2021, and archaeological records check and Phase  
Ia field reconnaissance survey report (Giedd, 03/2021), for the Parrish Avenue Bridge project in  
Hammond, Lake County, Indiana (an INDOT Local Trax project) (Des. No. 1801907; DHPA No.  
24229)

Dear Dr. Weintraut:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding 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 your March 23, 2021, review request submittal form, which enclosed the aforementioned reports, received by our office the same day for this project. We note that this is part of INDOT’s Local Trax program and may receive FHWA funding in the future.

The proposed area of potential effects (“APE”) is of adequate size to encompass the geographic area in which direct and indirect effects of a project of this nature could occur.

For the purposes of the Section 106 review of this federal undertaking, we agree with the conclusions of the historic property report (“HPR”; Molloy/Natali, 2/26/2021) that the E.H. Lewis Grand Park Addition and the Manufacturer’s Addition are both mid-century residential subdivisions that are eligible for inclusion in the National Register of Historic Places (“NRHP”). While Table 2 in the HPR provides a good overview with justification of eligibility or ineligibility of the residential subdivisions, it would have been helpful to see a corresponding map that shows where these subdivisions are located as there is no clear locational information provided. However, we agree that there are no other historic properties located within the project’s APE listed or eligible for inclusion in the NRHP.

We would like to acknowledge the thorough evaluation of the mid-century residential subdivisions presented in the HPR. The historic context and NRHP eligibility analyses follows the steps laid out in the “Residential Planning and Development in Indiana, 1940-1973” Multiple Property Documentation Form (“MPDF”). The HPR sufficiently ties the historic context to the areas of significance outlined in the MPDF and the comparison of districts, including those that are recommended ineligible for the NRHP, includes sufficient information for our review. Staff from both the Environmental Review and Survey/Register sections agree that this HPR does a good job on how to identify, compare, and evaluate mid-century subdivisions utilizing the MPDF.

We note that INDOT’s March 22, distribution letter that was included on IN SCOPE and the hard copy submittal appears to include out of date information. In these copies, it states that the archaeology report is forthcoming. However, the archaeology report was

included in the same submission as indicated in the distribution letter that accompanied the electronic submittal to our office that bears the same date.

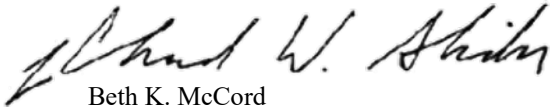
Additionally, in terms of archaeological resources, based upon the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. We concur with the opinions of the archaeologist, as expressed in the archaeological records check and Phase Ia field reconnaissance survey report (Giedd, 03/2021), that archaeological site 12-La-0729 (which was identified during the archaeological investigations) does not appear eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at the proposed project area.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Parris Avenue Bridge project in Lake County (Des. No. 1801907), please continue to refer to DHPA No. 24229.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:WTT:wtt

emc: Kari Carmany-George, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Anthony Ross, INDOT  
Susan Branigin, INDOT  
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.  
Forest County Potawatomi Community  
Danielle Kauffmann, Indiana DNR-DHPA  
Wade T. Tharp, Indiana DNR-DHPA  
Paul Diebold, Indiana DNR-DHPA



## Pokégnek Bodéwadmik

POKAGON BAND OF POTAWATOMI  
LANGUAGE & CULTURE

04/22/2021

Shaun Miller  
INDOT, Cultural Resources Office  
Archaeology Team Lead  
317-416-0876  
[smiller@indot.in.gov](mailto:smiller@indot.in.gov)

FHWA Project Des. No. 1801907

Dear Responsible Party:

Migweth for contacting me regarding these projects. As THPO, I am responsible for handling Section 106 Consultations on behalf of the tribe. I am writing to inform you that after reviewing the details for the project referenced above, I have made the determination that there will be **No Historic Properties in Area of Potential Effects (APE)** significant to the Pokagon Band of Potawatomi Indians. However, if any archaeological resources are uncovered during this undertaking, please stop work and contact me immediately. Should you have any other questions, please don't hesitate to contact me at your earliest convenience.

Sincerely,

Matthew J.N. Bussler  
Tribal Historic Preservation Officer  
Pokagon Band of Potawatomi Indians  
Office: (269) 462-4316  
Cell: (269) 519-0838  
[Matthew.Bussler@Pokagonband-nsn.gov](mailto:Matthew.Bussler@Pokagonband-nsn.gov)





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

PHONE: (317) 296-0799

**Eric Holcomb, Governor**  
**Joe McGuinness, Commissioner**

October 15, 2021

This letter was sent to the listed parties.

RE: Parrish Avenue Bridge Project, Des. No.: 1801907, City of Hammond, Lake County, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT) proposes to proceed with the Parrish Avenue Bridge Project, Des. No.: 1801907. This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future. Crawford, Murphy & Tilly, Inc. (CMT) is under contract with INDOT to advance the environmental documentation. Weintraut & Associates, Inc. (W&A) has been subcontracted to complete the Section 106 documentation for this project.

The intent of this letter is to provide additional information on the project activities and reasonably foreseeable effects of the Parrish Avenue Bridge project on historic properties.

### ***Project Description***

The proposed project would involve a grade separation and new roadway (named Governors Parkway) between 169th Street and 173rd Street. This would include the construction of a new, single-span bridge that would accommodate two lanes of traffic and a shared-used path. A new intersection of Governors Parkway and 173rd Street would be constructed about 300 feet east of the 173rd Street/Parrish Avenue intersection. This change would require a minor stop control on the new Governors Parkway as well as widening of 173rd Street in order to add turn lanes to access the new Governors Parkway.

After completion of the proposed bridge and new roadway, the existing NSRR at-grade crossing would be closed and barriers would be erected to prevent vehicular and pedestrian traffic over the NSRR right-of-way.

Please note that this description has been updated since the transmittal of the Historic Property Report (HPR) and Archaeological Records Check and Phase Ia Reconnaissance Report (Archaeology Report) on March 22, 2021, to reflect the new name of the roadway and the installation of a shared-use path instead of a separated bike lane and sidewalk.

### ***Section 106 Coordination***

A Section 106 early coordination letter was distributed on August 7, 2019, to the following parties: Indiana State Historic Preservation Officer (SHPO), Eastern Shawnee Tribe of Oklahoma, Miami Tribe of Oklahoma, Peoria Tribe of Indians of Oklahoma, Pokagon Band of Potawatomi Indians, Forest County Potawatomi Community, Indiana State Historic Preservation Officer, Hammond, Indiana Office of the Mayor, Hammond City Engineer, Hammond Streets Department, Hammond Planning Commission, Hammond Historic Preservation Commission, Hammond Public Library, Hammond Historical Society, Lake County Board of Commissioners, Lake County Historical Society, Lake County Highway Department, Decay Devils, Inc., Northwestern Indiana Regional Planning Commission, and Indiana Landmarks Northwest Field Office.

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The Indiana SHPO, the Pokagon Band of Potawatomi, and the Forest County Potawatomi Community are participating consulting parties.

### ***Identification & Evaluation of Historic Properties***

#### ***Above-ground Resources***

The HPR, completed in February 2021, identified no properties within the Area of Potential Effects (APE) that were listed in the National Register of Historic Places (National Register). W&A recommended two resources eligible for listing in the National Register: the E.H. Lewis Grand Park Addition Historic District and Manufacturer's Addition Historic District. Consulting parties were notified of the availability of this report on March 22, 2021.

#### ***Archaeological Resources***

The Archaeology Report was completed in March 2021 and identified one site, 12LA0729, which was recommended not eligible for the National Register. No further work was recommended. Consulting parties were notified of the availability of this report on March 22, 2021.

The Indiana SHPO concurred with the recommendations of the HPR and archaeology report in a letter dated April 22, 2021 (DHPA No.: 24229). The Pokagon Band of the Potawatomi provided comments on April 22, 2021; the Tribal Historic Preservation Officer said that there are no historic properties within the APE significant to the Tribe. No other comments were received.

### ***Effects Discussion:***

According to 36 CFR § 800.5(a)(1): “An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property’s eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.”

The examples of adverse effects outlined in 36 CFR § 800.5(a)(2) include:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary’s Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property’s use or of physical features within the property's setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

The discussion below considers the effects of the undertaking, using the definition and examples given in 36 CFR 800.5(a)(1) and (2), on the two historic resources within this undertaking: E.H. Lewis Grand Park Addition Historic District and Manufacturer's Addition Historic District.

**E.H. Lewis Grand Park Addition Historic District**  
**Roughly bound by Kentucky Avenue, Grand Avenue, 171st Street and 173rd Street**

The E.H. Lewis Grand Park Addition Historic District is eligible for the National Register under Criteria A and C with significance in the areas of Community Planning and Development and Architecture. The district is an early example of a Tract Development in Hammond, Indiana, that utilized Federal Housing Administration principles.

At its nearest location, the bridge would be installed approximately 220 feet west of the E.H. Lewis Grand Park Addition. The top railing of the bridge would be about forty feet above the existing ground. A stand of trees is between the bridge and the addition; the bridge will likely not rise above the tree line and views to the bridge would be shielded by the trees. A noise study completed for this area estimated a noise increase of 0.8 dB, which is below the level considered to be an effect by FHWA.<sup>1</sup> Traffic volume is projected to increase by about twenty percent over the "No Build" option at the intersection of Parrish Avenue and 173<sup>rd</sup> Street. No work will occur within the boundaries of this historic district.

The project would have an effect on the district by introducing changes to the broader setting outside the district's boundaries; however, these changes to the broader setting would not diminish the ability of the E.H. Lewis Grand Park Addition Historic District to convey its significance. The recommended finding for this resource is "No Adverse Effect."

**Manufacturer's Addition**  
**Roughly bound by New Hampshire Avenue, 165th Street, Kentucky Avenue, 167th Street, Parrish Avenue, Idaho Avenue, 169th Street, Grand Avenue**

The Manufacturer's Addition Historic District is eligible for listing in the National Register under Criteria A and C with significance in the areas of Community Planning and Development and Architecture. The district is an example of a transitional neighborhood in Lake County that served the working-class population during a time of industrial growth.

At its nearest location, the project terminates about 420 feet southwest of the historic district along Parrish Avenue south of its intersection with 169<sup>th</sup> Street. Views to the bridge would be almost completely shielded by trees and apartment buildings on the south side of 169<sup>th</sup> Street. Traffic volume is projected to increase ten percent over the "No Build" option along 169<sup>th</sup> Street. A noise study completed for this area estimated a noise increase of 0.3 dB, which is below the level considered to be an effect by FHWA.

The project will have an effect on the district by introducing changes to the broader setting outside the district's boundaries; however, these changes to the broader setting would not diminish the ability of the Manufacturer's Addition Historic District to convey its significance. The recommended finding for this resource is "No Adverse Effect."

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<sup>1</sup> "Techniques to Review Noise Analyses and Associated Noise Reports," U.S. Department of Transportation, Federal Highway Administration, June 1, 2018, accessed August 5, 2021, [https://www.fhwa.dot.gov/Environment/noise/resources/reviewing\\_noise\\_analysis/#toc494123453](https://www.fhwa.dot.gov/Environment/noise/resources/reviewing_noise_analysis/#toc494123453).

This letter and earlier project documentation, including the HPR and Archaeology Report (Tribes only), are available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request within seven (7) days.

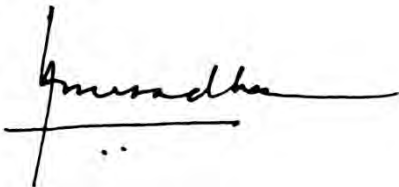
Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Linda Weintraut of Weintraut & Associates, Inc. at 317-733-9770 or [linda@weintrautinc.com](mailto:linda@weintrautinc.com). All future responses regarding the proposed project should be forwarded to Weintraut & Associates, Inc. at the following address:

Linda Weintraut, Ph.D.  
President  
Weintraut & Associates, Inc.  
PO Box 5034  
Zionsville, Indiana 46077  
317-733-9770.

Tribal contacts may contact Shaun Miller at [smiller@indot.in.gov](mailto:smiller@indot.in.gov) or 317-416-0876 or Kari Carmany-George at FHWA at [K.CarmanyGeorge@dot.gov](mailto:K.CarmanyGeorge@dot.gov) or 317-226-5629.

Sincerely,



Anuradha V. Kumar, Manager  
Cultural Resources Office  
Environmental Services

Enclosure:

- Proposed Plan Exhibit

Distribution List:

- Pokagon Band of Potawatomi
- Forest County Potawatomi Community
- Indiana State Historic Preservation Officer



October 27, 2021

Linda Weintraut, Ph.D.  
Weintraut & Associates, Inc.  
P.O. Box 5034  
Zionsville, Indiana 46077

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

Re: Effects letter for the Parrish Avenue Bridge Project (INDOT Local Trax Project) (Des. No. 1801907; DHPA No. 24229)

Dear Dr. Weintraut:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108), 36 C.F.R. Part 800, and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding 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 your October 15, 2021, submission, received by our office the same day for this project in Hammond, Lake County, Indiana.

As previously indicated, for the purposes of the Section 106 review of this undertaking, we agree that the E.H. Lewis Grand Park Addition and the Manufacturer’s Addition are mid-century residential subdivisions eligible for inclusion in the National Register of Historic Places (“NRHP”) located within the project’s area of potential effects. Based on the information provided in the effects letter, we agree that the project as proposed would not adversely affect these historic properties.

As previously indicated, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. We concur with the opinions of the archaeologist, as expressed in the archaeological records check and Phase Ia field reconnaissance survey report (Giedd, 03/2021) that archaeological site 12-La-0729 (which was identified during the archaeological investigations) does not appear eligible for inclusion in the NRHP, and that no further archaeological investigations appear necessary at the proposed project area.

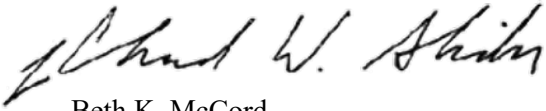
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery be reported to the Indiana SHPO within two (2) business days. In that event, please 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, including but not limited to 36 C.F.R. Part 800.

Unless another consulting party expresses a different opinion about this project's effects, it might now be appropriate to ask INDOT for a finding.

The Indiana SHPO staff's archaeological reviewer for this project is Wade T. Tharp, and the structures reviewer is Danielle Kauffmann. However, if you have a question about the Section 106 process, please contact initially the INDOT Cultural Resources staff members who are assigned to this project.

In all future correspondence about the Parrish Avenue Bridge project in Lake County (Des. No. 1801907), please refer to DHPA No. 24229.

Very truly yours,



Beth K. McCord  
Deputy State Historic Preservation Officer

BKM:DMK:dmk

emc: Kari Carmany-George, FHWA  
Anuradha Kumar, INDOT  
Shaun Miller, INDOT  
Susan Branigin, INDOT  
Anthony Ross, INDOT  
Linda Weintraut, Ph.D., Weintraut & Associates, Inc.  
Forest County Potawatomi Community  
Danielle Kauffmann, DNR-DHPA  
Wade T. Tharp, DNR-DHPA

**APPENDIX C. Consulting Parties**

**PARRISH AVENUE BRIDGE PROJECT  
 CITY OF HAMMOND, LAKE COUNTY, INDIANA  
 DES. NO.: 1801907  
 DHPA NO.: 24229  
 LIST OF CONSULTING PARTIES**

NAME	PARTICIPATING
Eastern Shawnee Tribe of Oklahoma	
Miami Tribe of Oklahoma	
Peoria Tribe of Indians of Oklahoma	
Pokagon Band of Potawatomi Indians	✓
Forest County Potawatomi Community	✓
Indiana State Historic Preservation Officer	✓
Hammond, Indiana Office of the Mayor	
Hammond City Engineer	
Hammond Streets Department	
Hammond Planning Commission	
Hammond Historic Preservation Commission	
Hammond Public Library	
Hammond Historical Society	
The Lake County Board of Commissioners	
Lake County Historical Society	
Lake County Highway Department	
Decay Devils, Inc.	
Northwestern Indiana Regional Planning Commission	
Indiana Landmarks Northwest Field Office	



**APPENDIX D. Reports**



**Historic Property Report  
Parrish Avenue Bridge Project  
In the City of Hammond, North Township, Lake County, Indiana  
DES No.: 1801907**

*Prepared for:*  
**Crawford Murphy & Tilly (CMT)  
Indiana Department of Transportation/Federal Highway Administration**

*Prepared by*  
**WEINTRAUT & ASSOCIATES, INC.**  
Principal Investigator: Linda Weintraut, Ph.D.  
Authors: Kelly Lally Molloy, M.A. and Bethany Natali, M.A.  
P.O. Box 5034 | Zionsville, Indiana 46077 | 317.733.9770 | Linda@weintrautinc.com

*Contact for CMT:*  
Nick Batta  
8790 Purdue Road | Indianapolis, IN 46268 | 317.492.9162 | nbatta@cmtengr.com

February 26, 2021

# **Parrish Avenue Bridge Project In the City of Hammond, North Township, Lake County, Indiana | Des. No.: 1801907 | Management Summary:**

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This report documents the identification and evaluation efforts for properties included in the Area of Potential Effects (APE) for the Parrish Avenue Bridge Project in the City of Hammond, North Township, Lake County, Indiana. Above-ground resources located within the project APE were identified and evaluated in accordance with Section 106, National Historic Preservation Act (NHPA) of 1966, as amended, and the regulations implementing Section 106 (36 CFR Part 800).

- E.H. Lewis Grand Park Addition Historic District
- Manufacturer’s Addition Historic District

As a result of the NHPA, as amended, and CFR Part 800, federal agencies are required to take into account the impact of federal undertakings upon historic properties in the area of the undertaking. Historic properties include buildings, structures, sites, objects, and/or districts that are eligible for or listed in the National Register of Historic Places (National Register). As this project is receiving funding from the Federal Highway Administration (FHWA), it is subject to a Section 106 review.

The APE contains no properties listed in the National Register. The APE contains two districts recommended eligible for listing in the National Register:



**Archaeological Records Check and Phase Ia Reconnaissance:  
Hammond Local TRAX Railroad Grade Separation, New  
Bridge over Norfolk Southern Railroad**

**In City of Hammond, Lake County, Indiana**

**Des. No.: 1801907**

Prepared for  
**Crawford, Murphy & Tilly (CMT) and  
Indiana Department of Transportation/Federal Highway Administration**

Prepared by  
Alycia Giedd, M.A.  
**WEINTRAUT & ASSOCIATES, INC.**

Principal Investigator: Craig R. Arnold, M.A.  
P.O. Box 5034 | Zionsville, Indiana | (317)733-9770 | (linda@weintrautinc.com)

**March 2021**

## Management Summary

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The Indiana Department of Transportation (INDOT) is proposing the construction of a new, single-span bridge carrying Parrish Avenue over two rail lines of the Norfolk Southern Railroad (NSRR) in the City of Hammond, Lake County, Indiana (Des. No.:1801907). The project is located on the USGS 7.5'-series Highland, Indiana, topographic quadrangle map in Sections 9, 10, 15, and 16, Township 36 North, Range 9 West. Phase Ia archaeological investigations were undertaken to meet requirements of Section 106 of the National Historic Preservation Act (ACHP 1966) that requires Federal agencies to take into account the effects of their undertakings on historic properties (CFR 2016). At the request of Crawford, Murphy, & Tilly (CMT), Weintraut and Associates, Inc. (W&A) conducted an archaeological records check and Phase Ia field reconnaissance for the Area of Potential Effects (APE) for this project.

For archaeological resources, the APE is the existing, new, and temporary right-of-way, or project area. The survey area totals approximately 11.33 hectares (ha) (28.0 acres [ac]) and the project area totals 10.06 ha (24.86 ac). The reconnaissance was conducted on October 22 and 23, 2019 and May 18 and 19, 2020.

An online archaeological records check of the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) of

the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology (IDNR/DHPA 2019a) was completed on August 9 and 15, 2019. This examination identified no previously recorded archaeological sites within the APE. One historic cemetery, the Hess Memorial Cemetery, is recorded within the survey area. A portion of the northern APE was previously surveyed by McGowan and Hess (2009). The McGowan and Hess survey did not identify any archaeological sites.

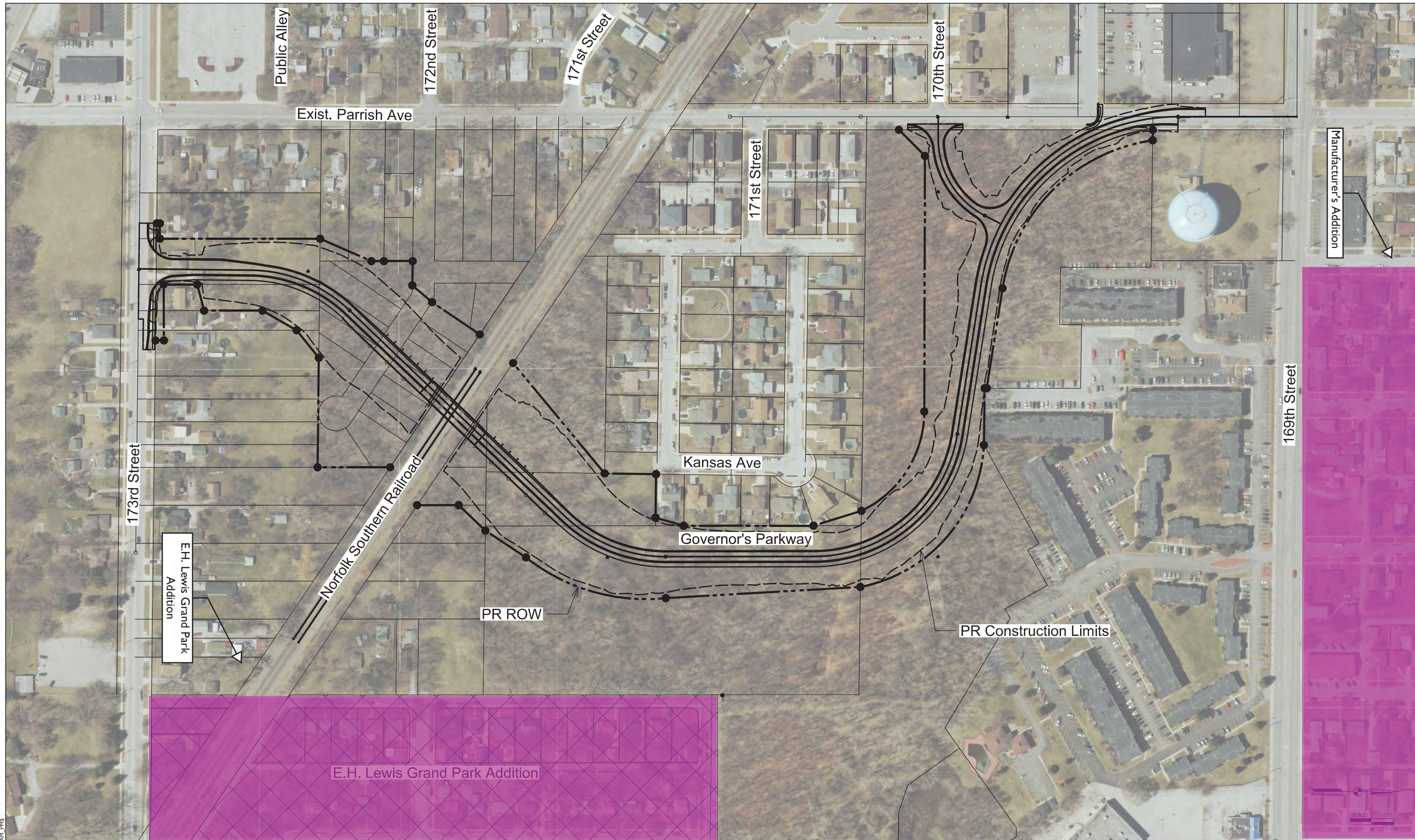
The W&A investigation was conducted in accordance with the IDNR/DHPA *Guidebook for Indiana Historic Sites and Structures Inventory – Archaeological Sites* (2019b), and with INDOT's *Cultural Resource Manual* (2019) issued by INDOT. The goals of the W&A Phase Ia reconnaissance were to: 1) identify and verify the presence or absence of cultural deposits within the project area; 2) assess the potential of any sites identified for inclusion in the Indiana Register of Historic Sites and Structures (IRHSS) or the National Register of Historic Places (NRHP); and 3) collect sufficient information to identify the cultural affiliation of any sites located and their possible function(s).

During the Phase Ia archaeological field reconnaissance of the survey area, one new archaeological site was identified (12LA0729). Site 12LA0729 is a precontact isolated find consist-

ing of a chipped stone debitage flake. Due to a lack of future research potential, the site does not appear to meet eligibility requirements for listing in the Indiana Register of Historic Sites and Structures (IRHSS) or the National Register of Historic Places (NRHP). Therefore, it is not recommended as eligible for listing in the IRHSS or the NRHP. No further investigations appear warranted, and project clearance is suggested.

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

**APPENDIX E. Plans**



S:\2021-4-17-SPPEM\TIMES\_S&M\_PMS

File: \$FILES

**NOT FOR CONSTRUCTION**

RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: _____	DRAWN: _____	
CHECKED: _____	CHECKED: _____	

INDIANA  
DEPARTMENT OF TRANSPORTATION

Proposed Parrish Ave. Plan

SCALE	BRIDGE FILE
	N/A
	DESIGNATION
	XXXXXX
SURVEY BOOK	SHEETS
Electronic	of
CONTRACT	PROJECT
X-XXXX	XXXXXX

SCALE: 1" = 100'





\*\*\* Proof of Publication \*\*\*

State of Indiana )  
                          ) ss:  
Lake County )

Personally appeared before me, a notary public in and for said county and state, the undersigned Nicole Muscari who, being duly sworn, says that She/he is Legal Clerk of the Northwest Indiana Times newspaper of general circulation printed and published in the English language in the Town of Munster in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 time(s), the date(s) of publication being as follows:

January 24, 2022

Weintraut and Assoc, Inc / LEGALS  
Bethany Natali  
PO BOX 5034  
ZIONSVILLE IN 46077

ORDER NUMBER 86472

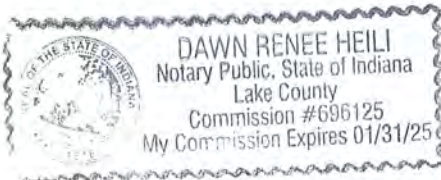
The undersigned further states that the Northwest Indiana Times newspaper maintains an Internet website, which is located at www.nwi.com website and that a copy of the above referenced printed matter was posted on such website on the date(s) of publication set forth above.

Nicole Muscari  
Nicole Muscari, Legal Clerk

By: \_\_\_\_\_

Subscribed and sworn to before me this 24 day of January 2022

Dawn Renee Heili  
Notary Public



My commission expires:

Section: Legals  
Category: 198 Legal - Lake County  
PUBLISHED ON: 01/24/2022

TOTAL AD COST: 47.60  
FILED ON: 1/24/2022

# \*\*\* Proof of Publication \*\*\*

## PUBLIC NOTICE

Des. No.: 1801907

The Indiana Department of Transportation (INDOT) is planning to undertake the Parrish Avenue Bridge project. This project, which is part of the INDOT's Local Trax program, may receive funding from the Federal Highway Administration (FHWA) in the future. The project is located at 173rd Street, east of Parrish Avenue, and ends just south of 169th Street on Parrish Avenue in the City of Hammond, Lake County, Indiana. It is within North Township, U.S. Geological Survey (USGS) Highland, Indiana Topographic Quadrangle, in Section 10, Township 36 North, Range 9 West.

The project will involve a grade separation and new roadway (named Governors Parkway) between 169th Street and 173rd Street. This will include the construction of a new, single-span bridge that will accommodate two lanes of traffic and a shared-used path. A new intersection of Governors Parkway and 173rd Street would be constructed about 300 feet east of the 173rd Street/Parrish Avenue intersection. This change would require a minor stop control on the new Governors Parkway as well as widening of 173rd Street to add turn lanes to access the new Governors Parkway. After completion of the proposed bridge and new roadway, the existing NSRR at-grade crossing would be closed and barriers would be erected to prevent vehicular and pedestrian traffic over the NSRR right-of-way. Properties listed in or eligible for the National Register of Historic Places (NRHP) located within the Area of Potential Effects (APE) include the E.H. Lewis Grand Park Addition Historic District and the Manufacturer's Addition Historic District. The proposed action impacts properties eligible for the NRHP. INDOT, on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic properties within the APE for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) is available for inspection in at the offices of Weintraut & Associates, Inc., 4649 Northwestern Drive, Zionsville, Indiana 46077. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://irms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Linda Weintraut, Weintraut & Associates, Inc., 4649 Northwestern Drive, Zionsville, Indiana 46077, 317-733-9770, [linda@weintrautinc.com](mailto:linda@weintrautinc.com) no later than February 24, 2022.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Jason Springer, 317-234-3495, [jspringer@indot.in.gov](mailto:jspringer@indot.in.gov).

1/24 -

HSPAXLP

Weintraut and Assoc.  
(Governmental Unit)

To: The Times Media Company

Lake County, Indiana

601-45th Avenue, Munster, IN 46321

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Total number of lines in notice .....

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98 lines, 1 column wide equals 98 equivalent lines at .4907 cents per line ..... \$ 47.60

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TOTAL AMOUNT OF CLAIM ..... \$ 47.60

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I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper (1) times. The dates of publication being as follows:

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Date 1-24-2008

Nicole L. Muscari  
Title: Legal Clerk

By: .....

ATTACH COPY OF ADVERTISEMENT HERE

Hammond Local TRAX Project Governors Parkway  
CE Level 4

**APPENDIX E: RED FLAG INVESTIGATION**





# INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N758-ES  
Indianapolis, Indiana 46204

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

**Eric Holcomb, Governor**  
**Michael Smith, Commissioner**

Date: August 22, 2022

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

From: Claudia McAllister-Peterson  
Crawford, Murphy & Tilly, Inc.  
8790 Purdue Road  
Indianapolis, IN 46268  
cmcallister-peterson@cmtengr.com

Re: RED FLAG INVESTIGATION ADDENDUM  
DES #1801907, State Project  
New Bridge Project  
Parrish Ave  
Hammond, Lake County, Indiana

A review of the original RFI signed on September 17, 2019, for the above DES # indicated substantive changes have occurred within the 0.5 mile radius and/or project area limits that will have an impact to the project. The roadway construction still includes a new single span bridge that will accommodate two lanes of traffic over two tracks of the Norfolk Southern Railroad. The new alignment will still be built in undeveloped, forested land east of the existing Parrish Avenue between 169<sup>th</sup> Street and 173<sup>rd</sup> Street. However, the new roadway alignment will now be called Governors Parkway and the existing Parrish Avenue will remain named as such. Governors Parkway will have one 11-foot travel lane in each direction. Construction will also include a 10-foot shared-use path along the east side of the roadway, instead of previously proposed two bike lanes and a pedestrian sidewalk. The project area is more defined and now encompasses the intersection of Parrish Avenue and 173<sup>rd</sup> Street, and the intersection of Parrish Avenue and 170<sup>th</sup> Street. 173<sup>rd</sup> Street will now be widened to the north to add a westbound to northbound Governors Parkway right-turn lane. The intersection of the new Governors Parkway and 173<sup>rd</sup> Street will be stop-controlled on Governors Parkway. There will not be any changes to the traffic control at the 173<sup>rd</sup> Street and Parrish Avenue intersection. A new extension of 170<sup>th</sup> Street from Parrish Avenue eastward to the new Governors Parkway is now planned and will have one 11-foot travel lane in each direction. This new intersection will be stop-controlled for 170<sup>th</sup> Street traffic and illuminated with streetlights. For traffic traveling southbound on Parrish Avenue, a right-turn lane on Parrish Avenue will connect the new roadway with the existing Parrish Avenue/169<sup>th</sup> Place intersection. This will provide more direct access to 169<sup>th</sup> Place compared to using the new 170<sup>th</sup> Street.