

# Appendix C

## Early Coordination



# INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (855) 463-6848  
FAX: (317) 462-7031

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

June 18, 2021

«First» «Last\_Name»  
«Title\_»  
«Agency»  
«Mailing\_1»  
«Mailing\_2»  
«City», «State» «Zip»

Sample Early  
Coordination Letter

Des. 1800067 is no longer associated with this project.  
The new lead Des. is 1703011.

Re: Early Coordination Letter, Des. 1800067, State Road (SR) 912 and Michigan Avenue Interchange Improvement, 1.34 miles west of US 12, Lake County, Indiana

Dear «Sal» «Last\_Name»,

The Indiana Department of Transportation (INDOT) and Federal Highway Administration (FHWA) intend to proceed with a project involving the aforementioned interchange in East Chicago, Lake County (Attachments: Page 2). This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number and description in your reply.** We will incorporate your comments into a study of the project's environmental impacts.

The proposed project is located at the SR 912 and Michigan Avenue interchange, 1.34 miles west of US 12, in Lake County, Indiana. The project contains five roadway bridges and one pedestrian bridge that are part of an interchange. The bridges with their bridge numbers, National Bridge Inventory (NBI) numbers, and Des. Nos. are included in the table on Attachments: Page 1. The interchange is the main entrance into the ArcelorMittal Steel Plant and an alternate access to the Ameristar Casino and other lakefront facilities. The project is located in a highly developed urban area of East Chicago surrounded by industrial, commercial, and residential properties.

The primary needs for the project stem from the deteriorated condition of the six existing bridges and roadway pavement within the interchange, identified on the attached exhibit. According to the December 11, 2017 Roadway Project Application, the SR 912 interchange ramp pavement has joint distresses, mid-panel cracking, corner breaks, and surface spalling. Additionally, asphalt shoulders are significantly heaved. Other existing issues include retaining walls that are cracked and settling, and the SR 912 median barrier does not meet current standards. Several secondary project needs have been identified based on the current Indiana Design Manual. This includes inadequate inside and outside shoulder widths, substandard vertical clearances, and deviations for horizontal stopping sight distance. The primary purpose of the project is to extend the life of the interchange by: resorting the vehicular bridges to an overall condition rating of at least 7, good condition; improving the condition and extending the service life of roadway and bridge approach pavement by at least 20 years; correcting cracked/settled retaining walls and providing a median barrier along SR 912 that meets current standards; and eliminating the maintenance, safety, and liability concerns associated with the closed pedestrian bridge. The secondary purpose of the project would provide an interchange with adequate inside and outside shoulder widths, vertical clearances, and horizontal stopping sight distance.

The current recommended alternative includes reconstruction of the seven-span Michigan Avenue bridge over SR 912, ramps, and three railroads: Norfolk Southern, Indiana Harbor Belt and Wisconsin Central, and Amtrak. A new roundabout on the southern portion of the interchange is proposed. The southern ramps, Ramp H and Ramp B, will be realigned, and the Ramp H and Ramp B over Ramp B bridges will be removed. Existing retaining walls will be removed and replaced with embankments and/or walls. The northern ramps, Ramp NEC and Ramp I, and their bridges will be rehabilitated. Existing pavement, curb and gutter will be repaired or replaced as needed. A closed pedestrian bridge over the railroads will be removed. Additionally, drainage issues south of SR 912 will be addressed with new inlet

structures and curb cuts. Replacement of overhead sign structures and installation of a new roundabout lighting system is also anticipated.

The recommended alternative would require approximately 0.79 acre of temporary right-of-way and approximately 0.11 acre of reacquired permanent right-of-way. The construction will need to be completed during a closure. However, the goal will be to expedite construction sequencing and identify ways to reduce closure time to traffic. The proposed two-unit arrangement of the Michigan Avenue bridge could allow Ramps I and NEC to remain open to traffic while bridge unit 1 (Michigan Avenue over SR 912) and the south parts of the interchange are reconstructed. ArcelorMittal and Ameristar Casino connection to and from WB SR 912 would be maintained for this duration. Access to WB SR 912 would only be disrupted for the time required for Unit 2 (Michigan Avenue over Norfolk Southern, Indiana Harbor Belt and Wisconsin Central, and Amtrak Railroads) reconstruction and the rehabilitation of Ramps I and NEC. Access to Ameristar Casino, City of East Chicago Marina, and Jeorse Park will be maintained via Aldis Street and Aldis Avenue. Construction is anticipated to begin in February 2023.

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

This project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and federally threatened northern long-eared bat (*Myotis septentrionalis*). The Indiana Bat and Northern Long-eared Bat Range-Wide Standard Informal Programmatic Consultation will be applied to this project. Additionally, the project is within range of the federally endangered Piping Plover (*Charadrius melodus*) and federally threatened Red Knot (*Calidris canutus rufa*) and Pitcher's Thistle (*Cirsium pitcheri*). There are no designated critical habitats within the project area; therefore, no impacts to these species are expected.

The project contains resources which are protected under Section 106 of the National Historic Preservation Act. 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/digital-library-section-106-landing/citizens-guide-section-106-review>. If you did not receive an invitation to be a consulting party for Section 106, and would like to be included, please let us know.

Please respond with your comments on any environmental impacts associated with this project. **Should we not receive your 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 regarding this matter, please feel free to contact me at (317) 616-1016 or via email at [Eric.Jagger@parsons.com](mailto:Eric.Jagger@parsons.com), or the INDOT Project Manager, Michael Grylewicz, at (219) 325-7539 or via email at [MGrylewicz@indot.in.gov](mailto:MGrylewicz@indot.in.gov). Thank you in advance for your input.

Sincerely,



Eric Jagger  
Associate Environmental Planner  
Parsons

Graphics intentionally omitted refer to Appendix B.

Attachments –  
Maps (Bridges Exhibit, 2018 Aerial Photograph, Topographic)  
Project Area Photographs

Sent to stakeholders on  
June 18, 2021, unless  
otherwise noted.

The following agencies received Early Coordination Letters:

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

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

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

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

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

Electronic Coordination  
no longer required per  
updated INDOT  
guidance.

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

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

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

U.S. Fish and Wildlife Service  
Northern Indiana Suboffice  
P.O. Box 2616  
Chesterton, IN 46304

Environmental Resources  
Department of the Army  
Chicago District, Corps of Engineers  
231 South LaSalle St, Suite 1500  
Chicago, Illinois 60604

Gary Public Transportation Corp  
100 W 4th Avenue  
Gary, IN 46402

Sent on  
3/30/2022

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

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

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

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

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

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

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

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

City of East Chicago Marina  
Director  
3301 Aldis Avenue  
East Chicago, IN 46312

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

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

City of East Chicago Parks and Recreation  
Park and Recreation Director  
1615 E 142nd Street  
East Chicago, IN 46312

East Chicago Bus Transit  
5400 Cline Avenue  
East Chicago, IN 46312

Sent on  
3/30/2022

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

DNR #: ER-23799

Request Received: June 18, 2021

Requestor: Parsons  
Eric Jagger  
101 West Ohio Street, Suite 2121  
Indianapolis, IN 46204

Des. 1800067 is no longer associated with this project.  
The new lead Des. is 1703011.

Project: SR 912 and Michigan Avenue interchange improvement, about 1.34 miles west of US 12, East Chicago; Lead Des #1800067

County/Site info: Lake

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

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

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

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

1) Wildlife Crossings:

Improving wildlife passage at existing or proposed bridge locations is a priority for the Division of Fish & Wildlife (DFW) to reduce wildlife mortality along roadways. The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. For crossing replacements, the new structure should include wildlife passage appropriate for the type of replacement structure being proposed.

2) Forest Habitat:

We recommend a mitigation plan be developed for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least

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

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

3) Wetland Habitat:

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

4) Lighting:

The International Dark-Sky Association (IDA) states that, to minimize the negative impacts of artificial lighting on wildlife, "lighting should only be on when needed, only light the area that needs it, be no brighter than necessary, minimize blue light emissions, [and] be fully shielded (pointing downward)". The Division of Fish and Wildlife strongly encourages visiting the IDA's website to learn more about selecting lighting fixtures that minimize the harmful effects of lighting on humans and wildlife: <http://darksky.org/lighting/lighting-basics/>.

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

1. Revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue), legumes, and native shrub and hardwood tree species as soon as possible upon completion.
2. Minimize and contain within the project limits 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 leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
5. Seed and protect all disturbed slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

**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:** July 16, 2021



# United States Department of the Interior Fish and Wildlife Service



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

July 1, 2021

Mr. Eric Jagger  
Parsons  
c/o INDOT  
100 North Senate Avenue, Room N758-ES  
Indianapolis, Indiana 46204

Des. 1800067 is no longer associated with this project.  
The new lead Des. is 1703011.

Project No.: Des. 1800067 (Lead)  
Project: SR 912/Michigan Avenue Interchange Reconstruction  
Location: East Chicago, Lake County

Dear Mr. Jagger:

This responds to your letter dated June 17, 2021, 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 reconstruction of the 7-span Michigan Avenue bridge over  
SR 912 and 3 railroads, reconstruction of several ramps and their bridges, removal and  
replacement of several retaining walls, and removal of a closed pedestrian bridge over the  
railroads.

## ENDANGERED SPECIES

The proposed project is within the range of the Federally endangered Indiana bat (*Myotis sodalis*)  
and piping plover (*Charadrius melodus*), and the threatened northern long-eared bat (*Myotis*  
*septentrionalis*), Rufa red knot (*Calidris canutus rufa*), and Pitcher's thistle (*Cirsium pitcheri*).  
The impacts on the 2 bat species will be evaluated utilizing the Range-wide Programmatic

Consultation process. There is no habitat for the piping plover, Rufa red knot, and pitcher's thistle within the proposed project area, so we agree that the proposed project is not likely to adversely affect these endangered and threatened species.

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

We appreciate the opportunity to comment on this 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 July 1, 2021; no hard copy to follow.

## Organization and Project Information

**Project ID:**  
**Des. ID:** 1800067  
**Project Title:** SR 912 and Michigan Avenue Bridges Project  
**Name of Organization:** Parsons  
**Requested by:** Eric Jagger

Des. 1800067 is no longer associated with this project.  
The new lead Des. is 1703011.

## 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:

- Active Industrial Minerals Sites (2016) ([Industrial Minerals](#))

\*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.

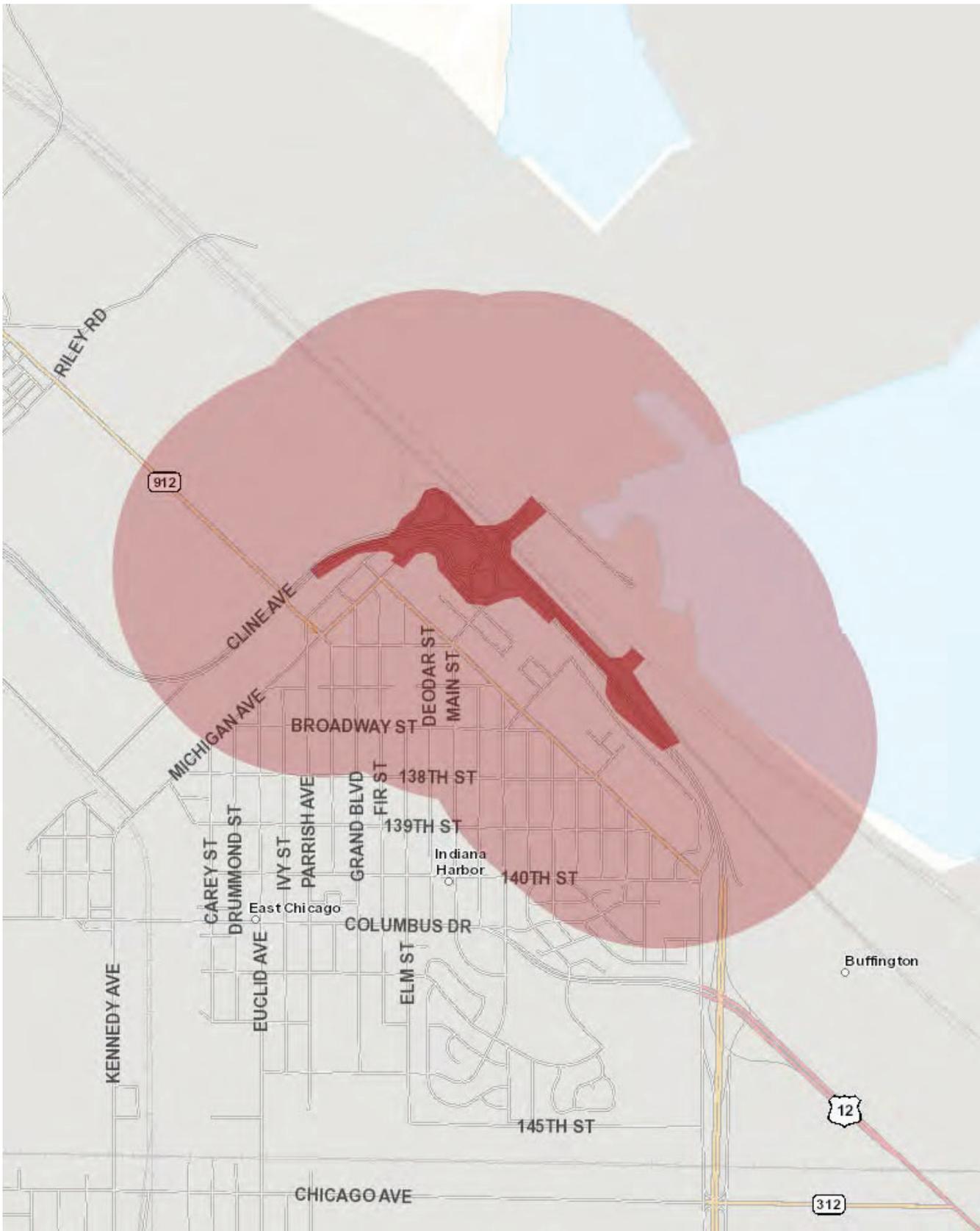
This information was furnished by Indiana Geological Survey

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

Email: [IGSEnvir@indiana.edu](mailto:IGSEnvir@indiana.edu)

Phone: 812 855-7428

Date: February 14, 2022



## Metadata:

- [https://maps.indiana.edu/metadata/Geology/Industrial\\_Minerals\\_Sites\\_2016.html](https://maps.indiana.edu/metadata/Geology/Industrial_Minerals_Sites_2016.html)
- [https://maps.indiana.edu/metadata/Geology/Seismic\\_Earthquake\\_Liquefaction\\_Potential.html](https://maps.indiana.edu/metadata/Geology/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)

**Jagger, Eric [US-US]**

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**From:** Courtade, Julian <JCourtade@indot.IN.gov>  
**Sent:** Monday, June 21, 2021 10:32 AM  
**To:** Mamukuyomi, Angela  
**Subject:** [EXTERNAL] RE: 1800067 SR 912 Interchange ECL

Des. 1800067 is no longer associated with this project.  
The new lead Des. is 1703011.

Angela –

After reviewing the Early Coordination Letter, I have determined that if any object, obstruction, or equipment will exceed 100 ft. in height, further coordination will be required with our office and the FAA. This is due to the close proximity of Gary Airport and the need for any obstructions within 5 miles to meet a 100:1 glideslope to the nearest runway according to 14 CFR Part 77 standards. You can find these standards and information on filing at the website below:

<https://oeaaa.faa.gov/oeaaa/external/portal.jsp> [oeaaa.faa.gov]

Please let me know if you have any questions!

Best,

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

 [facebook.com]  [twitter.com]  [youtube.com]  [in.gov]  [in.gov]

 [in.gov]

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**From:** Mamukuyomi, Angela <Angela.Mamukuyomi@parsons.com>  
**Sent:** Friday, June 18, 2021 1:04 PM  
**To:** Courtade, Julian <JCourtade@indot.IN.gov>  
**Subject:** 1800067 SR 912 Interchange ECL

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

Sensitive

Good afternoon,

The Early Coordination Letter attached is being sent to you on behalf of the Indiana Department of Transportation.



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

Des. 1800067 is no longer associated with this project.  
The new lead Des. is 1703011.

In Reply Refer To:

March 28, 2022

Project Code: 2022-0016797

Project Name: Des. 1703011 et al., SR 912 Michigan Avenue Bridges Project

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

To Whom It May Concern:

The 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: 2022-0016797  
Event Code: None  
Project Name: Des. 1703011 et al., SR 912 Michigan Avenue Bridges Project  
Project Type: Road/Hwy - Maintenance/Modification  
Project Description: The Indiana Department of Transportation (INDOT) proposes a bridges project at the State Road (SR) 912 and Michigan Ave interchange, located approximately 1.34 miles west of US 12 in East Chicago, Lake County, IN. The project contains five roadway bridges and one pedestrian bridge (Des. Nos. 1703011, 1703012, 1700105, 1700359, 1700370, and 1703000). The project is located in a dense urban area of East Chicago surrounded by industrial, commercial, and residential properties. Residential properties are to the south and west of the interchange. Multiple railroad (RR) right-of-way (ROW) corridors cross the project area.

Project limits extend along SR 912 from approximately 950 feet west to 1,545 feet southeast of the Michigan Avenue Bridge over SR 912. At the interchange, the limits extend from Block Avenue in the southwest to approximately 215 feet north of the Michigan Avenue Bridge over SR 912. The project limits also include the westbound (WB) SR 912 off-ramp to Michigan Avenue (Ramp I), the WB SR 912 on-ramp (Ramp NEC), as well as the north-adjacent closed pedestrian bridge.

The proposed project includes reconstruction of the Michigan Ave bridge over SR 912, ramps, and three railroads (Str. No. 912-45-02543 B). A new roundabout on the southern portion of the interchange is proposed. The southern ramps, Ramp H (Str. No. 912-45-06596 JA) and Ramp B (Str. No. 912-45-06596 B), will be realigned, and Ramp H and Ramp B over Ramp B bridges will be removed. Existing retaining walls will be removed and replaced with embankments and/or walls. The northern ramps, Ramp NEC (Str. No. 912-45-02543 A NEC) and Ramp I (Str. No. 912-45-02543 A RI), and their bridges will be rehabilitated. Existing pavement, curb and gutter will be repaired or replaced as needed. A closed pedestrian bridge (Str. No. P912-45-02545 ADJ) over the RR corridor will be removed. Drainage issues south of SR 912 will be improved with new inlet structures and curb cuts. Replacement of overhead signs and installation of a new permanent roundabout lighting system is also anticipated. Temporary lighting, for nighttime work, may be used during construction.

This project will require approximately 0.11 acre of permanent reacquisition right-of-way (ROW) and 2.81 acres of total temporary ROW, of which 2.02 acres is temporary "right of entry" ROW from

industrial property. The proposed MOT will maintain traffic along SR 912 and will likely include ramp and bridge closures. Construction is anticipated to begin in the spring of 2023.

No suitable summer habitat for either the Indiana bat or northern long-eared bat is located within 1,000 feet of the project area. While urban street trees are present within the project action area, no tree clearing/trimming is proposed for the project. A review of the USFWS GIS database for Indiana bat and northern long-eared bat roosting, hibernacula, and capture sites was conducted on March 16, 2022. There are no documented sites within half mile of the project area. The existing six bridges were inspected for bats by INDOT on September 29, 2020, and Parsons on July 14, 15, and October 5, 2021. No evidence of bats was found during these inspections.

**Project Location:**

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@41.65196195,-87.44356362415897,14z>



Counties: Lake County, Indiana

## Endangered Species Act Species

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

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

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA 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. The location of the critical habitat is not available. 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. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"><li>▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See <a href="http://www.fws.gov/midwest/endangered/mammals/nleb/index.html">www.fws.gov/midwest/endangered/mammals/nleb/index.html</a></li></ul> Species profile: <a href="https://ecos.fws.gov/ecp/species/9045">https://ecos.fws.gov/ecp/species/9045</a>	Threatened

### Birds

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

## 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

## Flowering Plants

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

## 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](#).

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

THERE ARE NO FWS MIGRATORY BIRDS OF CONCERN WITHIN THE VICINITY OF YOUR PROJECT AREA.

## 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 migratory birds potentially occurring 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 [AKN Phenology 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, migrating or present year-round in my project 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 refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). 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.

WETLAND INFORMATION WAS NOT AVAILABLE WHEN THIS SPECIES LIST WAS GENERATED. PLEASE VISIT [HTTPS://WWW.FWS.GOV/WETLANDS/DATA/MAPPER.HTML](https://www.fws.gov/wetlands/data/mapper.html) OR CONTACT THE FIELD OFFICE FOR FURTHER INFORMATION.

## **IPaC User Contact Information**

Agency: Parsons  
Name: Cedric Diefenbaugh  
Address: 101 W. Ohio St.  
Address Line 2: Suite 2121  
City: Indianapolis  
State: IN  
Zip: 46204  
Email: cedric.diefenbaugh@parsons.com  
Phone: 2605782797

## **Lead Agency Contact Information**

Lead Agency: Federal Highway Administration



## United States Department of the Interior



### FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

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

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

Des. 1800067 is no longer associated with this project.  
The new lead Des. is 1703011.

In Reply Refer To:

March 29, 2022

Project code: 2022-0016797

Project Name: Des. 1703011 et al., SR 912 Michigan Avenue Bridges Project

Subject: Concurrence verification letter for the 'Des. 1703011 et al., SR 912 Michigan Avenue Bridges Project' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request dated March 29, 2022 to verify that the **Des. 1703011 et al., SR 912 Michigan Avenue Bridges Project** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*). Consultation with the Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) is required.

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

Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

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

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

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

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

## **Project Description**

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

### ***Name***

Des. 1703011 et al., SR 912 Michigan Avenue Bridges Project

### ***Description***

The Indiana Department of Transportation (INDOT) proposes a bridges project at the State Road (SR) 912 and Michigan Ave interchange, located approximately 1.34 miles west of US 12 in East Chicago, Lake County, IN. The project contains five roadway bridges and one pedestrian bridge (Des. Nos. 1703011, 1703012, 1700105, 1700359, 1700370, and 1703000). The project is located in a dense urban area of East Chicago surrounded by industrial, commercial, and residential properties. Residential properties are to the south and west of the interchange. Multiple railroad (RR) right-of-way (ROW) corridors cross the project area.

Project limits extend along SR 912 from approximately 950 feet west to 1,545 feet southeast of the Michigan Avenue Bridge over SR 912. At the interchange, the limits extend from Block Avenue in the southwest to approximately 215 feet north of the Michigan Avenue Bridge over SR 912. The project limits also include the westbound (WB) SR 912 off-ramp to Michigan Avenue (Ramp I), the WB SR 912 on-ramp (Ramp NEC), as well as the north-adjacent closed pedestrian bridge.

The proposed project includes reconstruction of the Michigan Ave bridge over SR 912, ramps, and three railroads (Str. No. 912-45-02543 B). A new roundabout on the southern portion of the interchange is proposed. The southern ramps, Ramp H (Str. No. 912-45-06596 JA) and Ramp B (Str. No. 912-45-06596 B), will be realigned, and Ramp H and Ramp B over Ramp B bridges will be removed. Existing retaining walls will be removed and replaced with embankments and/or walls. The northern ramps, Ramp NEC (Str. No. 912-45-02543 A NEC) and Ramp I (Str. No. 912-45-02543 A RI), and their bridges will be rehabilitated. Existing pavement, curb and gutter will be repaired or replaced as needed. A closed pedestrian bridge (Str. No. P912-45-02545 ADJ) over the RR corridor will be removed. Drainage issues south of SR 912 will be improved with new inlet structures and curb cuts. Replacement of overhead signs and installation of a new permanent roundabout lighting system is also anticipated. Temporary lighting, for nighttime work, may be used during construction.

This project will require approximately 0.11 acre of permanent reacquisition right-of-way (ROW) and 2.81 acres of total temporary ROW, of which 2.02 acres is temporary "right of entry" ROW from industrial property. The proposed MOT will maintain traffic along SR 912 and will likely include ramp and bridge closures. Construction is anticipated to begin in the spring of 2023.

No suitable summer habitat for either the Indiana bat or northern long-eared bat is located within 1,000 feet of the project area. While urban street trees are present within the project action area, no tree clearing/trimming is proposed for the project. A review of the USFWS GIS database for Indiana bat and northern long-eared bat roosting, hibernacula, and capture sites was conducted on March 16, 2022. There are no documented sites within half mile of the project area. The existing six bridges were inspected for bats by INDOT on September 29, 2020, and Parsons on July 14, 15, and October 5, 2021. No evidence of bats was found during these inspections.

# Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

## Qualification Interview

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

[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>?

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

**Automatically answered**

Yes

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

*A) Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction<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)

[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>?

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

No

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

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

No

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

No

8. Is there *any* suitable<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)

[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 [User's Guide for the Range-wide Programmatic Consultation for Indiana Bat and Northern Long-eared Bat](#).

*No*

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

*No*

10. Does the project include slash pile burning?

*No*

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

*Yes*

12. Is there *any* suitable habitat<sup>[1]</sup> for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

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

*Yes*

13. Has a bridge assessment<sup>[1]</sup> been conducted **within** the last 24 months<sup>[2]</sup> to determine if the bridge is being used by bats?

[1] See [User Guide Appendix D](#) for bridge/structure assessment guidance

[2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

Yes

#### **SUBMITTED DOCUMENTS**

- *Combined Bat Inspection 912-45-02543 A RI.pdf* <https://ipac.ecosphere.fws.gov/project/URUFTOI3YJDPJH6N2N3MWRE3TE/projectDocuments/107578463>
- *Combined Bat Inspection P912-45-02545 ADJ.pdf* <https://ipac.ecosphere.fws.gov/project/URUFTOI3YJDPJH6N2N3MWRE3TE/projectDocuments/107578564>
- *Combined Bat Inspection 912-45-06596 B.pdf* <https://ipac.ecosphere.fws.gov/project/URUFTOI3YJDPJH6N2N3MWRE3TE/projectDocuments/107578543>
- *Combined Bat Inspection 912-45-02543 A NEC.pdf* <https://ipac.ecosphere.fws.gov/project/URUFTOI3YJDPJH6N2N3MWRE3TE/projectDocuments/107578451>
- *Combined Bat Inspection 912-45-06596 JA.pdf* <https://ipac.ecosphere.fws.gov/project/URUFTOI3YJDPJH6N2N3MWRE3TE/projectDocuments/107578547>
- *Combined Bat Inspection 912-45-02543 B.pdf* <https://ipac.ecosphere.fws.gov/project/URUFTOI3YJDPJH6N2N3MWRE3TE/projectDocuments/107578484>

14. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)<sup>[1]</sup>?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

15. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

Yes

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

No

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

Yes

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

Yes

19. Will the project install *any* new or replace any existing **permanent** lighting in addition to the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities?

Yes

20. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **permanent** lighting (other than the lighting already indicated for habitat removal (including the removal or trimming of trees) or bridge/structure removal, replacement or maintenance activities) will be installed or replaced?

Yes

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

No

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

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

Yes

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

No

24. Is the location of this project consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the project action area is not within suitable Indiana bat and/or NLEB summer habitat and is outside of 0.5 miles of a hibernaculum.*

25. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

**Automatically answered**

*Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected*

26. **General AMM 1**

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

*Yes*

27. **Lighting AMM 1**

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

*Yes*

28. **Lighting AMM 2**

Does the lead agency use the BUG (Backlight, Uplight, and Glare) system developed by the Illuminating Engineering Society<sup>[1]</sup> to rate the amount of light emitted in unwanted directions?

[1] Refer to [The BUG System—A New Way To Control Stray Light](#)

*Yes*

29. **Lighting AMM 2**

Will the **permanent** lighting (other than any lighting already indicated for tree clearing or bridge/structure removal, replacement or maintenance activities) be designed to be as close to 0 for all three BUG ratings as possible, with a priority of "uplight" of 0 and "backlight" as low as practicable?

*Yes*

## Project Questionnaire

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

*Yes*

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

*No*

3. Please describe the proposed bridge work:

*The proposed project includes reconstruction of the Michigan Avenue bridge over SR 912 (Str. No. 912-45-02543 B), ramps, and three RR's: Norfolk Southern, Indiana Harbor Belt and Wisconsin Central, and Amtrak. The southern ramps, Ramp H (Str. No. 912-45-06596 JA) and Ramp B (Str. No. 912-45-06596 B), will be realigned, and Ramp H and Ramp B*

*over Ramp B bridges will be removed. Existing retaining walls will be removed and replaced with embankments and/or walls. The northern ramps, Ramp NEC (Str. No. 912-45-02543 A NEC) and Ramp I (Str. No. 912-45-02543 A RI), and their bridges will be rehabilitated. Existing pavement, curb and gutter will be repaired or replaced as needed. A closed pedestrian bridge (Str. No. P912-45-02545 ADJ) over the RR corridor to the former steel mill parking areas will be removed.*

4. Please state the timing of all proposed bridge work:

*Spring 2023*

5. Please enter the date of the bridge assessment:

*September 29, 2020 and July 14, 15, and October 5, 2021*

## **Avoidance And Minimization Measures (AMMs)**

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

### **LIGHTING AMM 1**

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

### **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, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.

### **GENERAL AMM 1**

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

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

This key was last updated in IPaC on March 22, 2022. Keys are subject to periodic revision.

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

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

## **IPaC User Contact Information**

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

## **Lead Agency Contact Information**

Lead Agency: Federal Highway Administration

# Bridge Inspection Report

P912-45-02543 A NEC  
SR 912 RAMP NEC  
over  
RR YARD, RAMP NER, RD



Inspection Date: 09/29/2020

Inspected By: Amy Wines

Inspection Type(s): Routine

Approach slab on the north west end of the bridge. Wide cracks in the slab.

---

**Paint:** \* Indicate if paint present , year painted & condition rating.

1 - Steel Beams

5 - Fair Condition –  
areas of light rust  
and minor peeling

Comments:

corrosion throughout the beams

**Endangered Species:** \* If yes, add one photo to the dropdown field

Bats: seen or heard under structure? \*

N - No evidence of bats

Birds/swallows/nests seen? Empty nests present? \*

N - No Birds and/or Nests Visi

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**BRIDGE Culvert Geometry:**

Barrel Length:

Height:

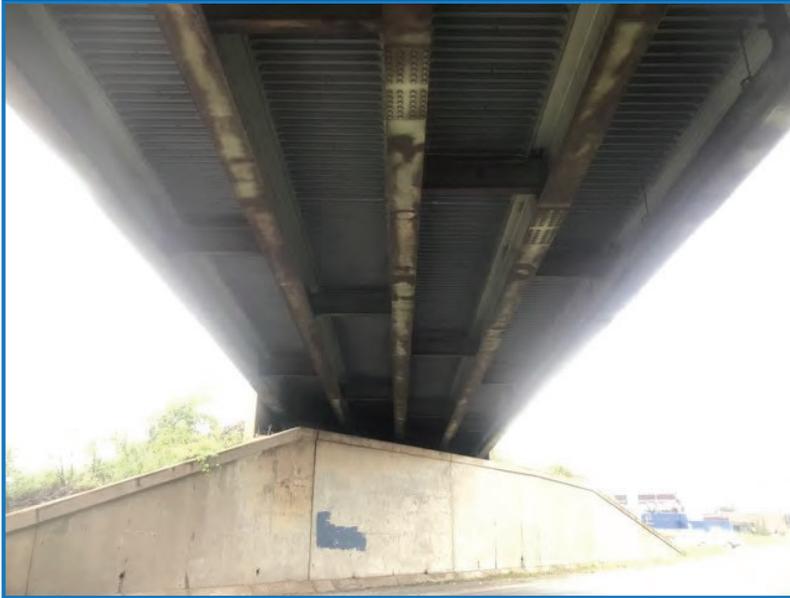
Width:

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: July 15, 2021 Time of Inspection: 9:38 AM	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 71°F-79°F Wind: 0-9 mph Precip: None Sunrise: 5:28 AM Sunset: 8:23 AM
County: Lake	Inspected by: Cedric Diefenbaugh	
GPS Northing: 41.65356 Easting: -87.44347 UTM Zone: 16	Contract Number: B-41441	Anticipated Start Date for Construction: Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Railroad and Railroad Yard	Station: Mile Marker 0004.440
Bridge/Culvert number: 912-45-02543 A NEC	Number of Spans: 6
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input checked="" type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input checked="" type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? As safely feasible	Location of bats or signs of use (w/drawing and photos): N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard?	
No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? N/A <input type="checkbox"/> Guano <input type="checkbox"/> Staining	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A



**Photo 1** - View of the bridge deck underside and end bents of Str. No. 912-45-02543 A NEC, the SR 912 Ramp NEC over Railroad and Railroad Yard, looking west (7/15/2021).



**Photo 2** - View of the bridge deck underside and end bents of Str. No. 912-45-02543 A NEC, the SR 912 Ramp NEC over Railroad and Railroad Yard, looking east (7/15/2021).



**Photo 3** - View of the bridge deck underside and end bents of Str. No. 912-45-02543 A NEC, the SR 912 Ramp NEC over Railroad and Railroad Yard, looking east (7/15/2021).



**Photo 4** - View of the bridge deck underside and end bents of Str. No. 912-45-02543 A NEC, the SR 912 Ramp NEC over Railroad and Railroad Yard, looking southeast (7/14/2021).

# Bridge Inspection Report

912-45-02543 A RI  
SR 912 RAMP (INLAND)  
over  
ELEVATION CHANGE-UP RAMP



Inspection Date: 09/29/2020

Inspected By: Justin D. Brown

Inspection Type(s): Routine

there is wide spread cracking that needs sealed

---

**Paint:** \* Indicate if paint present , year painted & condition rating.

N - No Paint

Not Rated

Comments:

**Endangered Species:** \* If yes, add one photo to the dropdown field

Bats: seen or heard under structure? \*

N - No evidence of bats

Birds/swallows/nests seen? Empty nests present? \*

N - No Birds and/or Nests Visi

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**BRIDGE Culvert Geometry:**

Barrel Length:

Height:

Width:

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: July 14, 2021 Time of Inspection: 3:26 PM	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 66°F-82°F Wind: 0-14 mph Precip: None Sunrise: 5:29 AM Sunset: 8:24 PM
County: Lake	Inspected by: Cedric Diefenbaugh	
GPS Northing: 41.65219 Easting: -87.441994 UTM Zone: 16	Contract Number: B-41441	Anticipated Start Date for Construction: Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Elevation Change-up Ramp	Station: Mile Marker 0004.670
Bridge/Culvert number: 912-45-02543 A RI	Number of Spans: 12
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input checked="" type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input checked="" type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? As safely feasible	Location of bats or signs of use (w/drawing and photos): N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard?	
No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? N/A <input type="checkbox"/> Guano <input type="checkbox"/> Staining	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A



**Photo 1** - View of the bridge deck underside piers of Str. No. 912-45-02543 A RI, the SR 912 Ramp (Inland) over elevation change-up ramp, looking northwest (7/14/2021).



**Photo 2** - View of the bridge deck underside and piers of Str. No. 912-45-02543 A RI, the SR 912 Ramp (Inland) over elevation change-up ramp, looking southeast (7/14/2021).



**Photo 3** - View of the bridge deck underside and piers of Str. No. 912-45-02543 A RI, the SR 912 Ramp (Inland) over elevation change-up ramp, looking northwest (7/14/2021).



**Photo 4** - View of the bridge deck underside and piers of Str. No. 912-45-02543 A RI, the SR 912 Ramp (Inland) over elevation change-up ramp, looking northwest (7/14/2021).

# Bridge Inspection Report

912-45-02543 B  
MICHIGAN AVENUE  
over  
SR 912 EB/WB, RAMPS, RR



Inspection Date: 09/29/2020

Inspected By: Cristin Burlage

Inspection Type(s): Routine

Longitudinal cracking in all approaches.

---

**Paint:** \* Indicate if paint present , year painted & condition rating.

1 - Steel Beams

5 - Fair Condition –  
areas of light rust  
and minor peeling

Comments:

Corrosion throughout, predominantly on center two beams.

**Endangered Species:** \* If yes, add one photo to the dropdown field

Bats: seen or heard under structure? \*

N - No evidence of bats

Birds/swallows/nests seen? Empty nests present? \*

N - No Birds and/or Nests Visi

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**BRIDGE Culvert Geometry:**

Barrel Length:

Height:

Width:

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

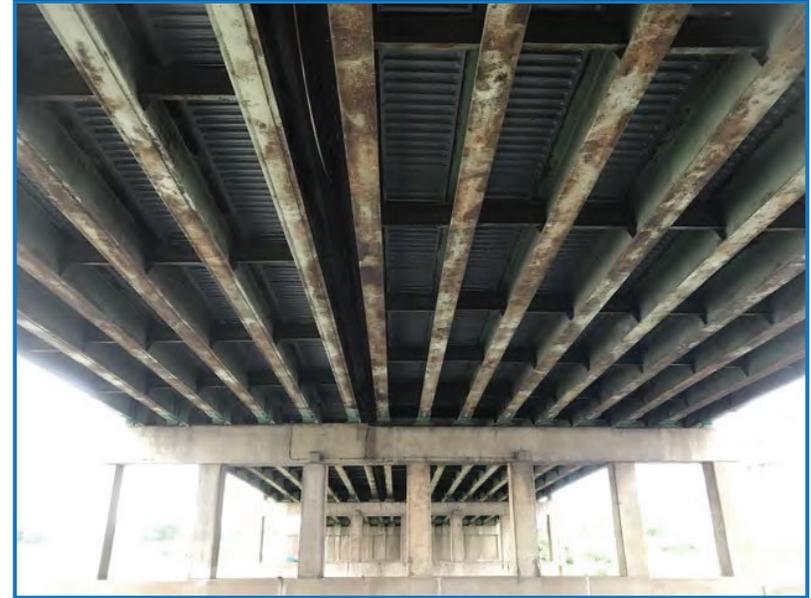
General Information		
Date of Inspection: July 14, 2021 Time of Inspection: 2:13 PM	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 66°F-82°F Wind: 0-14 mph Precip: None Sunrise:5:28 AM Sunset:8:24 PM
County: Lake	Inspected by: Cedric Diefenbaugh	
GPS Northing: 41.65288 Easting: -87.443161 UTM Zone: 16	Contract Number: B-41441	Anticipated Start Date for Construction: Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: SR 912, Ramps, and RR	Station: Mile Marker 0000.000
Bridge/Culvert number: 912-45-02543 B	Number of Spans: 7
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input checked="" type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input checked="" type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? As safely feasible	Location of bats or signs of use (w/drawing and photos): N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard?	
No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? N/A <input type="checkbox"/> Guano <input type="checkbox"/> Staining	

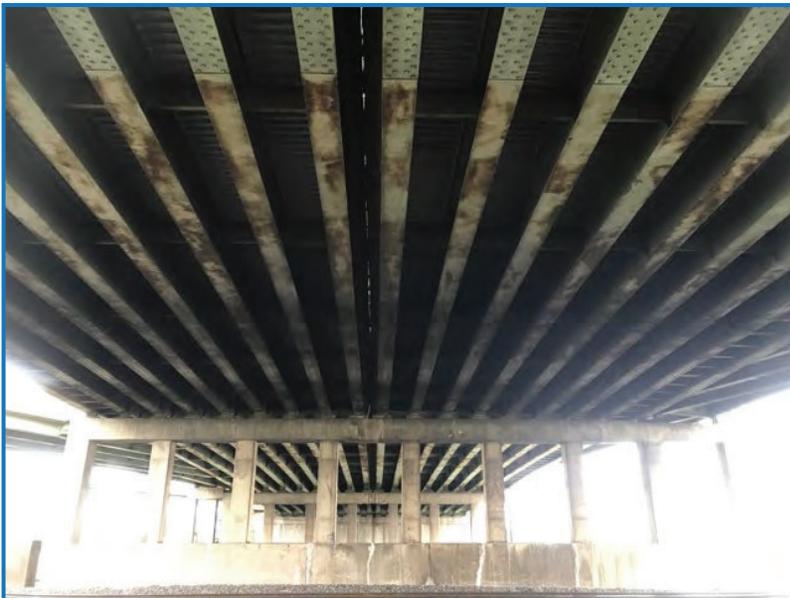
If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A



**Photo 1** - View of the bridge deck underside and piers of Str. No. 912-45-02543 B, the Michigan Avenue Bridge over SR 912, ramps, and railroads, looking northeast (7/15/2021).



**Photo 2** - View of the bridge deck underside and end bents of Str. No. 912-45-02543 B, the Michigan Avenue Bridge over SR 912, ramps, and railroads, looking southwest (7/14/2021).



**Photo 3** - View of the bridge deck underside and end bents of Str. No. 912-45-02543 B, the Michigan Avenue Bridge over SR 912, ramps, and railroads, looking northeast (7/14/2021).



**Photo 4** - View of the bridge deck underside and end bents of Str. No. 912-45-02543 B, the Michigan Avenue Bridge over SR 912, ramps, and railroads, looking southwest (7/14/2021).

# Bridge Inspection Report

912-45-06596 B

RAMP B

over

RAMP B



Inspection Date: 09/29/2020

Inspected By: Amy Wines

Inspection Type(s): Routine



**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: 7/15/21 Time of Inspection: 6:28 PM	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 71°F-79°F Wind: 0-10 mph Precip: N/A Sunrise: 5:29 AM Sunset: 8:23 PM
County: Lake	Inspected by: Cedric Diefenbaugh	
GPS Northing: 41.65193 Easting: -87.44409 UTM Zone: 16	Contract Number: B-41441	Anticipated Start Date for Construction: Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Ramp B	Station: Mile Marker 0004.510
Bridge/Culvert number: 912-45-06596 B	Number of Spans: 1
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input checked="" type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input checked="" type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? As safely feasible	Location of bats or signs of use (w/drawing and photos): N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard?	
No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? N/A <input type="checkbox"/> Guano <input type="checkbox"/> Staining	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A



**Photo 1** - View of the bridge deck underside and end bents of Str. Nos. 912-45-06596 B and 912-45-06596 JA, the SR 912 bridge Ramps B and H over Ramp B, looking north (7/15/2021).



**Photo 2** - View of the bridge deck underside and end bents of Str. Nos. 912-45-06596 B and 912-45-06596 JA, the SR 912 bridge Ramps B and H over Ramp B, looking northeast (7/15/2021).

# Bridge Inspection Report

912-45-06596 JA

RAMP H

over

RAMP B



Inspection Date: 09/29/2020

Inspected By: Cristin Burlage

Inspection Type(s): Routine

Several wide longitudinal cracks in both approaches.

---

**Paint:** \* Indicate if paint present , year painted & condition rating.

N - No Paint

Not Rated

Comments:

**Endangered Species:** \* If yes, add one photo to the dropdown field

Bats: seen or heard under structure? \*

N - No evidence of bats

Birds/swallows/nests seen? Empty nests present? \*

N - No Birds and/or Nests Visi

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**BRIDGE Culvert Geometry:**

Barrel Length:

Height:

Width:

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: 7/15/21 Time of Inspection: 6:32 PM	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 71°F-79°F Wind: 0-10 mph Precip: N/A Sunrise: 5:29 AM Sunset: 8:23 PM
County: Lake	Inspected by: Cedric Diefenbaugh	
GPS Northing: 41.65191 Easting: -87.444244 UTM Zone: 16	Contract Number: B-41441	Anticipated Start Date for Construction: Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Ramp B	Station: Mile Marker 0004.520
Bridge/Culvert number: 912-45-06596 JA	Number of Spans: 1
Type of Structure: <input checked="" type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input type="checkbox"/> Other (list):	Material: <input checked="" type="checkbox"/> Concrete <input type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input checked="" type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? As safely feasible	Location of bats or signs of use (w/drawing and photos): N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard?	
No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? N/A <input type="checkbox"/> Guano <input type="checkbox"/> Staining	

If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A



**Photo 1** - View of the bridge deck underside and end bents of Str. Nos. 912-45-06596 B and 912-45-06596 JA, the SR 912 bridge Ramps B and H over Ramp B, looking north (7/15/2021).



**Photo 2** - View of the bridge deck underside and end bents of Str. Nos. 912-45-06596 B and 912-45-06596 JA, the SR 912 bridge Ramps B and H over Ramp B, looking northeast (7/15/2021).

# Bridge Inspection Report

P912-45-02545 ADJ  
PEDESTRIAN TRAIL  
over  
RR YARD, SERVICE RD



Inspection Date: 09/29/2020

Inspected By: Justin D. Brown

Inspection Type(s): Routine

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**Paint:** \* Indicate if paint present , year painted & condition rating.

Not Rated

1980

Comments:

Contract R-11288

**Endangered Species:** \* If yes, add one photo to the dropdown field

Bats: seen or heard under structure? \* N

Birds/swallows/nests seen? Empty nests present? \* N

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**BRIDGE Culvert Geometry:**

Barrel Length:

Height:

Width:

**INDOT Bridge/Small Structure Bat Inspection Data Sheet (Rev 4/29/2016)**

General Information		
Date of Inspection: 7/14/21 Time of Inspection: 2:56 PM	Initial Inspection <input checked="" type="checkbox"/> Follow-up Inspection <input type="checkbox"/> Construction <input type="checkbox"/>	Temp: 66°F-82°F Wind: 0-14 mph Precip: N/A Sunrise: 5:29 AM Sunset: 8:29 PM
County: Lake	Inspected by: Cedric Diefenbaugh	
GPS Northing: 41.653721 Easting: -87.442795 UTM Zone: 16	Contract Number: B-41441	Anticipated Start Date for Construction: Spring 2023

Bridge or Culvert	Bridge or Culvert
Stream or Road Crossed: Railroad Yard & Service Rd	Station: Mile Marker 0000.000
Bridge/Culvert number: P912-45-02545 ADJ	Number of Spans: 3
Type of Structure: <input type="checkbox"/> Concrete box beam <input type="checkbox"/> Steel beam <input type="checkbox"/> Concrete I-beam <input type="checkbox"/> Steel girder <input type="checkbox"/> Concrete bulb tee beam <input type="checkbox"/> Steel pony truss <input type="checkbox"/> Concrete arch <input type="checkbox"/> Welded steel thru girder <input type="checkbox"/> Concrete girder <input type="checkbox"/> Concrete box culvert <input type="checkbox"/> Concrete slab <input type="checkbox"/> Concrete pipe <input type="checkbox"/> Multi-plate arch <input type="checkbox"/> Corrugated steel pipe <input checked="" type="checkbox"/> Other (list): Steel Continous	Material: <input type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Other (describe):  Shape: <input type="checkbox"/> Box Culvert <input type="checkbox"/> Pipe <input type="checkbox"/> Arch <input checked="" type="checkbox"/> Slab <input type="checkbox"/> Other (describe)
Searched entire structure? If not, why not? As safely feasible	Location of bats or signs of use (w/drawing and photos): N/A
Bats Present? <input type="checkbox"/> Seen? <input type="checkbox"/> Heard?	
No bats present	
In Clusters? Number of clusters: N/A	
Number of bats in largest cluster: N/A	
Approximate total number of bats found: N/A	
Signs of previous bat use? N/A <input type="checkbox"/> Guano <input type="checkbox"/> Staining	

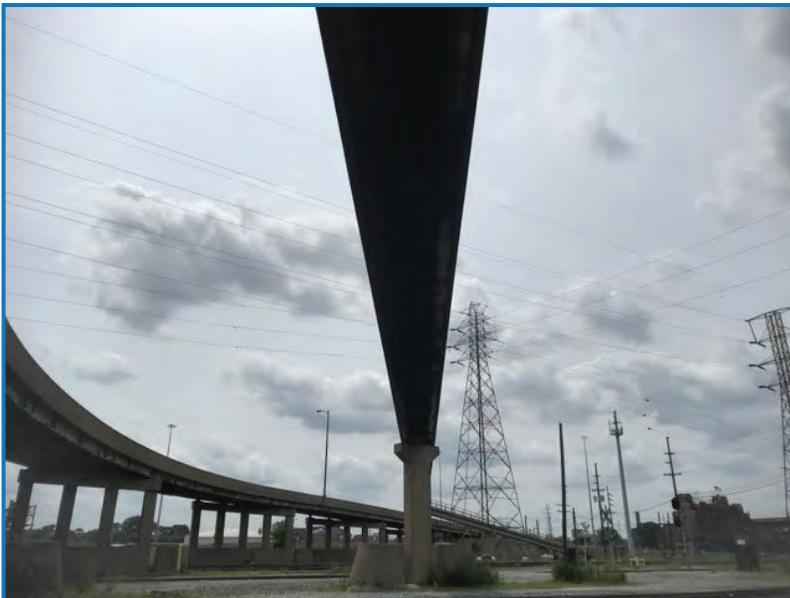
If Bats Present
Date and Time Project Supervisor was notified: N/A
Name of Project Supervisor notified: N/A



**Photo 1** - View of the bridge deck underside and end bents of Str. No. P912-45-02545 ADJ, the Pedestrian Bridge over Railroad and Railroad Yard, looking northwest (7/14/2021).



**Photo 2** - View of the bridge deck underside and piers of Str. No. P912-45-02545 ADJ, the Pedestrian Bridge over Railroad and Railroad Yard, looking northeast (7/14/2021).



**Photo 3** - View of the bridge deck underside and piers of Str. No. P912-45-02545 ADJ, the Pedestrian Bridge over Railroad and Railroad Yard, looking southwest (7/14/2021).



**Photo 4** - View of the spiral ramp of Str. No. P912-45-02545 ADJ, the Pedestrian Bridge over Railroad and Railroad Yard, looking south (7/14/2021).