

Indiana Department of Transportation

County Lake Route SR 912 Des. No. 1800067

FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION LEVEL 1 FORM

GENERAL PROJECT INFORMATION

Road No./County:	State Route (SR) 912/Lake County
Designation Number(s):	1800067
Project Description/Termini:	Pavement reconstruction of SR 912 and corresponding ramps and the removal of the eastbound SR 912 ramp to Michigan Avenue (Ramp 4A); from US 41/Calumet Avenue on the west to US 12/Columbus Drive on the east.

CE Level 1 documentation for exempted projects

Additional Information to CE Level 1

Approval:

INDOT DE/ESD Signature and Date

Release for Public Involvement:

SFM

08/30/2022

INDOT DE/ESD Initials and Date

Certification of Public involvement:

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer:

Signature and Date

CE Preparer:

Keaton Veldkamp/ Parsons Transportation Group

Name and Organization

This is page 1 of 15 Project name: SR 912 Pavement and Ramp Project Date: August 28, 2022

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GENERAL PROJECT INFORMATION, DESCRIPTION, AND DESIGN INFORMATION	
Purpose and Need:	<p>Need: The need for this project is based on the deteriorated condition of the existing roadway and ramp pavement. Joint distress, mid-panel cracking, and surface spalling is exhibited throughout the concrete pavement limits. According to the 2021 Life Cycle Pavement Cost Analysis, the areas of pavement in need of full-depth patching mostly range from 30 to 90 percent within the project limits (Appendix I, page I-1). Additionally, the eastbound (EB) SR 912 to Michigan Avenue ramp, Ramp 4A, does not meet the current standard for minimum distance for a ramp from a signalized intersection, which is 1,300 feet according to the <i>Indiana Design Manual</i>, Section 46-1.06. Ramp 4A is only 160 feet from the intersection of Michigan and Pennsylvania Avenues, which creates a hazardous condition. Per site inspections by Parsons and aerial photography, the 4A ramp is in poor condition with numerous cracks and deteriorating shoulders (Appendix B, page B-8).</p> <p>Purpose: The purpose of the project is to extend the life of the existing roadway and ramp pavement; and to eliminate the exposure of motorists to the hazardous condition created by the length of Ramp 4A, which is too close to a signalized intersection.</p>
Project Description (Preferred Alternative):	<p>The Indiana Department of Transportation (INDOT), with federal funding proposes pavement reconstruction of SR 912 and corresponding ramps and the removal of the EB SR 912 ramp to Michigan Avenue (Ramp 4A).</p> <p>Location: The project is within North and Calumet Townships, and on the Lake Calumet and Whiting, IN US Geological Service (USGS) Topographic Quadrangle, in Sections 15, 22, 23, 26, and 27 of Township 37 North, Range 9 West and Sections 18 and 19 of Township 37 North, Range 10 West (Appendix B, page B-2). Project limits are from approximately US 41/Calumet Avenue on the west to US 12/Columbus Drive on the east (Appendix B, page B-2). The project is located in highly urban areas of the cities of Hammond, East Chicago, and Gary, in Lake County, Indiana.</p> <p>Existing Conditions: Existing SR 912 is classified as a Principal Arterial within the project area. It has four, 12 foot wide travel lanes, two lanes in each direction with inside and outside shoulders of varying widths. The SR 912 exit and entrance ramps have one, 16 foot wide (average) travel lane with inside and outside shoulders of varying widths. The existing pavement is in poor condition which includes joint distress, mid-panel cracking, and surface spalling.</p> <p>Based on the site visits on July 14, 15, and 16, 2021 and October 5, 2021 by Parsons, the existing pavement of the EB SR 912 ramp to Michigan Avenue (Ramp 4A) is in poor condition due to numerous cracks and deteriorating shoulders, and it is located 160 feet from the adjacent signalized intersection.</p> <p>Surrounding land consists of industrial, commercial, and residential properties. Existing conditions are shown on the aerial map and project photographs in Appendix B, pages B-4 to B-9.</p>

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	<p>Preferred Alternative</p> <p>Concrete Pavement Restoration: The preferred alternative will reconstruct the concrete pavement of various ramps and sections of SR 912 (1B, 1C, 1G, 4A, 4C, 4D, 4E/4Y, 4N, 4C, 5C, 5D, 5V, 5A, 5B, 6N). The typical sections and grades of SR 912 and ramps will remain the same. The locations of full depth pavement reconstruction are shown in the Project Summary Table in Appendix A, page A-2 and on plan sheets in Appendix B, pages B-10 to B-23.</p> <p>Ramp Removal: The preferred alternative will close and remove the EB SR 912 ramp to Michigan Avenue (Ramp 4A). The ramp will be closed to traffic with the installation of a temporary traffic barrier wall. The existing concrete pavement will be removed and replaced with 12 inches of fill followed by soil that will be planted with a standard seed mix (Appendix B, pages B-5 and B-18). Although Ramp 4A will be removed, Ramp 4F is located just southeast of Ramp 4A, which can be utilized 1,800 feet downstream along EB SR 912 as an alternate access to Michigan Avenue (Appendix B, page B-5).</p> <p>All work will be done within the existing right-of-way (ROW). No permanent or temporary ROW will be required for this project.</p> <p>All work will occur within the limits of the existing pavement; therefore, there will be no impacts to wetlands, streams, or terrestrial habitat. No tree clearing will occur.</p> <p>During construction, traffic will be maintained along SR 912 through the use of phased lane closures to allow travel in either direction and to maintain access to the surrounding urban area via redundant ramps and interchanges. Construction is anticipated to begin in the spring of 2023. For additional information refer to the maintenance of traffic (MOT) section below.</p> <p>A Red Flag Investigation (RFI) was completed for the associated SR 912 and Michigan Avenue Bridges Project (Des. No. 1703011 et al.) on January 5, 2022, by Parsons, and INDOT Site Assessment and Management (SAM) provided their concurrence on January 19, 2022 (Appendix E, pages E-1 to E-11). Based on coordination with INDOT SAM on December 7, 2021, the RFI was revised to include the proposed work to Ramp 4A (Appendix E-12 to E-14). Additionally, red flag data was collected to identify resources within the 0.5-mile buffer of this project's study area, the SR 912 Pavement and Ramp Project (Des. No. 1800067), but a formal RFI was not required to be prepared. The resources present within this 0.5-mile buffer are discussed throughout this CE document.</p> <p>The preferred alternative will meet the purpose and need for the project by extending the life of the existing roadway and ramp pavement; and eliminating the exposure of motorists to the hazardous condition created by the length of Ramp 4A, which is too close to a signalized intersection.</p> <p>Project limits are summarized in the Project Summary Table (Appendix A, page A-2). These limits are rational end points for addressing the pavement reconstruction and ramp closure. The project is a reasonable expenditure even if no additional transportation improvements in the area are made, and it should not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. Therefore, this project meets the</p>
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	Federal Highway Administration's (FHWA) criteria for independent utility and logical termini.		
Other Alternatives Considered:	<p>No Build Alternative: The no build alternative would not address the maintenance needs of the roadway and ramp pavement. The pavement would continue to deteriorate and create unsafe conditions for motorists on SR 912. Similarly, the no build alternative would leave Ramp 4A in it's current condition, which is unsafe for motorists. Although this alternative would not incur any costs or environmental impacts, the no build alternative does not meet the project's purpose and need. Therefore, it was dismissed from further consideration.</p> <p>Concrete Pavement Restoration Alternative: This alternative would patch deteriorating areas of pavement within the project area. Per the <i>Indiana Design Manual</i>, this alternative is cost effective when less than 25 percent of roadway needs repair. According to the 2021 Life Cycle Pavement Cost Analysis, the areas of pavement in need of patching generally mostly range from 30 to 90 percent within the project limits (Appendix I, page I-1). This alternative would result in a higher need for maintenance, and more frequent disruptions to the traveling public, over the preferred alternative. Therefore, this alternative was eliminated from further consideration.</p>		
Funding Source(s):	<input checked="" type="checkbox"/> Federal	<input checked="" type="checkbox"/> State	<input type="checkbox"/> Local <input type="checkbox"/> Other
Project Sponsor:	INDOT		
Estimated Cost:	\$25,743,398* (Appendix H, page H-5) *Project is bundled with other projects.	Project Length:	5.33 miles
Public Involvement:		No:	Yes: X
<p>Notice of Entry letters were mailed to potentially affected property owners near the project area on July 5, 2021, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. A sample copy of the Notice of Entry letter is included in Appendix G, pages G-1 to G-3.</p> <p>The project will meet the minimum requirements described in the current INDOT <i>Project Development Public Involvement Procedures Manual</i> which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.</p>			
Right-of-Way:		No: X	Yes:
<p>The existing ROW is approximately 160 feet wide and averages 80 feet from the centerline of SR 912 and the associated project ramps, including Ramp 4A. It consists of the roadway and maintained grass corridors. All work will occur within existing INDOT ROW. No permanent or temporary ROW will be required for this project.</p> <p>If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.</p>			

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Maintenance of Traffic (MOT) During Construction:	No:	Yes: X			
<p>Phased construction is proposed for pavement reconstruction on SR 912. Work will be done on one lane at a time. Traffic will be maintained along SR 912 through the use of phased lane closures to allow travel in either direction. The ramps will be closed while their pavement is reconstructed. Ramp closures will not exceed 30 consecutive days. Detours will be provided where necessary. Construction is anticipated to begin in the spring 2023.</p> <p>The lane and ramp closures will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences and delays will cease upon project completion.</p>					
Bridge(s) and/or Small Structure(s) (include structure number(s)):	No: X	Yes:			
<p>There are 14 bridges and one culvert within the study area. There will be no work to culverts or bridges. Therefore, no impacts are expected.</p> <p>The culvert is INDOT Structure No. CV 912-045-0.80, which is a concrete precast twin pipe located under ramps 1C and 1G north of SR 912 over US 41 bridge. It is 120 feet long and 4 feet wide. The culvert carries the US 41 east ditch under the SR 912 ramps 1C and 1G.</p> <p>The 14 bridges are summarized in the table below. Structure No. 912-45-06596 B is eligible for listing on the National Register of Historic Places (NRHP) under Criteria C as it represents an early or distinctive phase in bridge construction, design, or engineering and it retains historic integrity. This structure was classified as a Non-Select bridge by the INDOT <i>Historic Bridge Inventory</i>.</p>					
INDOT Structure Number and Name	National Bridge Inventory Number	Date of Original Construction	Number of Spans	Length and Width	Type
912-45-02550 A SR 912 over CSX Railroad, AMOCO Service Road	33023	1986	3	253 feet 111 feet	Continuous prestressed concrete I-beam
912-45-06604 B SR 912 over US 12/20, Private Drive	033024	1986	1	237 feet 111 feet	Continuous steel beam
P912-45-06611 B SR 912, 2 Ramps over Block Avenue	033031	1980	1	222 feet 145 feet.	Continuous steel beam
P912-45-02545 ADJ Pedestrian Trail over Railroad Yard, Service Road	033033	1980	3	565 feet 7 feet	Continuous steel beam; pedestrians and bicyclists only
P912-45-02543 A NEC SR 912 Ramp NEC over Railroad Yard, Ramp NER, Road	033034	1980	6	627 feet 28 feet	Continuous steel beam
912-45-02543 B Michigan Avenue over SR 912 Eastbound/ Westbound, Ramps, Railroad	033032	1959	7	686 feet 74 feet	Continuous steel beam

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INDOT Structure Number and Name	National Bridge Inventory Number	Date of Original Construction	Number of Spans	Length and Width	Type
912-45-02543 A RI SR 912 Ramp (Inland) over Elevation Change- Up Ramp	033037	1980	12	830 feet 29 feet	Continuous prestressed concrete beam
912-45-06596 JA Ramp H over Ramp B	033036	1980	1	56 feet 36 feet	Concrete box beam
912-45-06596 B Ramp B over Ramp B	033035	1959	1	54 feet 36 feet	Concrete cast-in-place
912-45-12001 ARA SR 912 Marina ACC over NS Railroad, Access Road	076451	1998	2	223 feet 40 feet	Continuous steel girder
912-45-12001 ARB SR 912 Marina ACC over SR 912 CD, NS Railroad	076450	1998	3	300 feet 31 feet	Continuous steel girder
912-45-12001 ARD SR 912 Marina ACC over NS Railroad	076454	1998	3	389 feet 31 feet	Continuous steel girder
912-45-12001 ARC SR 912 Marina ACC over SR 912, SR 912 CD, NS Railroad	076453	1998	3	413 feet 31 feet	Continuous steel girder
912-45-06599 A SR 912 over Guthrie Street	033039	1980	3	148 feet 111 feet	Continuous steel girder

IDENTIFICATION AND EVALUATION OF IMPACTS

Early Coordination:

Early coordination letters were sent on December 22, 2021, to agencies listed below (Appendix C, pages C-1 to C-4).

<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix C Page</u>
FHWA	12/22/2021	None	N/A
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW)	12/22/2021	1/20/2022	C-5 and C-6
Indiana Geological and Water Survey (IGWS)*	12/22/2021	12/22/2021	C-25 to C-31
Indiana Department of Environmental Management (IDEM)*	12/22/2021	12/22/2021	N/A

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<u>Agency</u>	<u>Date Sent</u>	<u>Date Response Received</u>	<u>Appendix C Page</u>
National Park Service	12/22/2021	None	N/A
US Department of Housing and Urban Development	12/22/2021	None	N/A
INDOT LaPorte District Office	12/22/2021	None	N/A
INDOT Office of Aviation	12/22/2021	12/27/2021	C-32
Lake County Council	12/22/2021	None	N/A
Lake County Highway Department	12/22/2021	None	N/A
Lake County Surveyor	12/22/2021	None	N/A
Lake County Commission	12/22/2021	None	N/A
Northwestern Indiana Regional Planning Commission	12/22/2021	None	N/A
City of East Chicago Police Department	12/22/2021	None	N/A
City of East Chicago Fire Department	12/22/2021	None	N/A
City of East Chicago Schools	12/22/2021	None	N/A
City of East Chicago Mayor's Office	12/22/2021	None	N/A
City of East Chicago Common Council	12/22/2021	None	N/A
City of Hammond Mayor's Office	12/22/2021	None	N/A
City of Hammond Police Department	12/22/2021	None	N/A
City of Hammond Fire Department	12/22/2021	None	N/A
City of Hammond Common Council	12/22/2021	None	N/A
City of Gary Mayor's Office	12/22/2021	None	N/A
City of Gary Police Department	12/22/2021	None	N/A
City of Gary Fire Department	12/22/2021	None	N/A
City of Gary Common Council	12/22/2021	None	N/A

*Electronic coordination (The IDEM electronic coordination letter was omitted per recent INDOT guidance)

All applicable recommendations are included in the Environmental Commitments section of this CE document.

Streams, Rivers, and Other Jurisdictional Features Impacted:	No: X	Yes:
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Based on the desktop review, the aerial map of the project area (Appendix B, pages B-4 to B-7), and the RFI report (Appendix E, pages E-1 to E-11), there are eight streams, rivers, watercourse, or other jurisdictional features within the 0.5 mile search radius. There are no streams, rivers, watercourse, or other jurisdictional features within or adjacent to the project area, which was confirmed by the site visits on July 14, 15, and 16, 2021, and October 5, 2021, by Parsons. Therefore, no impacts are expected.

A *Waters of the US (WOTUS) Report* was approved by the INDOT Ecology and Waterway Permitting Office (EWPO) on January 26, 2022. Please refer to Appendix F, pages F-5 to F-22 for the *WOTUS Report*. It was determined that no streams, rivers, watercourses, or jurisdictional ditches are present within or adjacent to the project area. The US Army Corps of Engineers (USACE) makes all final determinations regarding jurisdiction.

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Open Water Feature(s):	No: X	Yes:
<p>Based on the desktop review, the aerial map of the project area (Appendix B, pages B-4 to B-7), and the RFI report (Appendix E, pages E-1 to E-11) there are 23 open water features within the 0.5 mile search radius. There are no open water features within or adjacent to the project area. That number was confirmed by the site visits on July 14, 15, and 16, 2021, and October 5, 2021, by Parsons. Therefore, no impacts are expected.</p> <p>A <i>WOTUS Report</i> was approved by the INDOT EWPO on January 26, 2022. Please refer to Appendix F, pages F-5 to F-22 for the <i>WOTUS Report</i>. It was determined that there are no open water features within or adjacent to the project area. The USACE makes all final determinations regarding jurisdiction.</p> <p>IDNR-DFW responded to early coordination on January 20, 2022, stating a Lake Michigan Coastal Zone Program Federal Consistency review may be required (Appendix C, pages C-5 and C-6). Based on INDOT's October 2019, <i>Lake Michigan Coastal Zone Guidance</i> (https://www.in.gov/indot/engineering/files/LMCP-guidance-October-2019.pdf) this project is exempt because it will have an IDEM Construction Stormwater General Permit and further coordination is not required.</p>		
Wetlands:	No: X	Yes:
<p>Based on the desktop review, the aerial map of the project area (Appendix B, pages B-4 to B-7), and the RFI report (Appendix E, pages E-1 to E-11) there are 37 wetlands within the 0.5 mile search radius. No wetlands were identified within or adjacent to the project area; however, that number was updated to three during the site visits on July 14, 15, and 16, 2021, and October 5, 2021, by Parsons.</p> <p>A <i>WOTUS Report</i> was approved by the INDOT EWPO on January 26, 2022. Please refer to Appendix F, pages F-5 to F-22 for the <i>WOTUS Report</i>. It was determined that there are three likely jurisdictional wetlands present within or adjacent to the project area totaling 0.53 acres. The wetlands are summarized below and shown on the figures in Appendix F, pages F-15 to F-18. The USACE makes all final determinations regarding jurisdiction.</p> <p>Wetland 3 is an emergent wetland that is approximately 0.484 acre in size within the study area. It is located between westbound SR 912 and the railroad tracks to the northeast. Wetland 3 is classified as a poor quality wetland. Wetland 3 is likely hydrologically isolated and therefore likely a water of the State. INDOT Acknowledges that wetland 3 is likely a water of the State. However, INDOT is requesting USACE take jurisdiction over wetland 3.</p> <p>Wetland 4 is an emergent wetland that is approximately 0.006 acre in size. It is located between the Aldis Street flyover on-ramp to eastbound SR 912. Wetland 4 is a poor quality wetland. Wetland 4 is likely hydrologically isolated and therefore likely a water of the State. INDOT Acknowledges that wetland 4 is likely a water of the State. However, INDOT is requesting USACE take jurisdiction over wetland 4.</p> <p>Wetland 5 is an emergent wetland that is approximately 0.037 acre in size within the study area. It is located underneath the southbound SR 912 flyover to US 12, between northbound SR 912 and Cline Avenue. Wetland 5 is classified as a poor quality wetland. Wetland 5 is likely hydrologically isolated and therefore likely a water of the State. INDOT Acknowledges that wetland 5 is likely a water of the State. However, INDOT is requesting USACE take jurisdiction over wetland 5.</p> <p>This project consists of full depth roadway replacement and a ramp removal without replacement. All disturbance is to remain on the previously paved road surface and shoulders. All work will occur within existing INDOT ROW. No permanent or temporary ROW will be required for this project. Therefore, no direct or indirect impacts to wetlands are expected.</p>		

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Wetlands 3, 4 and 5 will be labeled “Do Not Disturb” on project plans. These areas will also be marked in the field with flagging or temporary fencing and “Do Not Disturb” signs.

IDNR-DFW responded to early coordination on January 20, 2022, with a recommendation to contact and coordinate with the IDEM 401 program and the USACE 404 program since there are wetlands in the project area (Appendix C, pages C-5 and C-6).

All applicable recommendations are included in the Environmental Commitments section of this CE document.

Terrestrial Habitat:	No: X	Yes:
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Based on a desktop review, site visits on July 14, 15, and 16, 2021, and October 5, 2021, by Parsons, and the aerial map (Appendix B, pages B-4 to B-7), terrestrial habitats within the study area mainly consisted of maintained grassy ROW, forested hillslopes, and palustrine emergent wetlands, which were dominated primarily by chairmaker’s club-rush (*Schoenoplectus americanus*), lamp rush (*Juncus effusus*), and common reed (*Phragmites australis*). Dominant tree species present include eastern cottonwood (*Populus deltoides*).

This project consists of full depth roadway replacement and a ramp removal without replacement. All disturbance is to remain on the previously paved road surface and shoulders. The existing concrete pavement of Ramp 4A will be removed and replaced with 12 inches of fill followed by soil that will be planted with a standard seed mix. Impacts to the terrestrial habitat are not anticipated and no tree trimming/clearing is proposed. Therefore, no impacts are expected.

IDNR-DFW responded to early coordination on January 20, 2022, with recommendations to minimize potential impacts to the communities, and plant and insect species, the project limits in Section 23 should be confined as much as possible; revegetate all bare and disturbed areas with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion; and minimize and contain within the project limits all tree and brush clearing (Appendix C, page C-6).

All applicable agency recommendations are included in the Environmental Commitments section of this CE document.

Protected Species:	No:	Yes: X
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Based on a desktop review and the RFI report (Appendix E, pages E-1 to E-11), completed by Parson on January 5, 2022, the IDNR Lake County Endangered, Threatened and Rare (ETR) Species List has been checked and is provided at https://www.in.gov/dnr/nature-preserves/files/np_Lake.pdf. According to the IDNR-DFW early coordination response letter dated January 20, 2022 (Appendix C, pages C-5 and C-6), the Natural Heritage Program’s Database has been checked, and there are five natural communities, four state endangered and 14 state threatened plants, one state endangered insect, one state endangered bird, and one state endangered fish have been documented within 0.5 mile of the project area. An INDOT 0.5 mile bat review occurred on December 22, 2021, which did not indicate the presence of endangered bat species.

Project information was submitted through the USFWS’s Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C, pages C-7 to C-13). The project is within range of the federally endangered Indiana bat (*Myotis sodalis*) and the federally threatened Northern long-eared bat (NLEB) (*Myotis septentrionalis*). Other species generated in the IPaC species list along with the Indiana bat and NLEB are discussed below.

The official species list generated from IPaC indicated three other species present within the project area, the federally endangered piping plover (*Charadrius melodus*) and federally threatened red knot (*Calidris canutus rufa*) and pitcher’s thistle (*Cirsium pitcheri*). This project will not impact natural habitat,

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and it falls under the 2013 USFWS Interim Policy (https://www.in.gov/indot/engineering/files/USFWS-Interim-Policy_2013.pdf). Therefore, no further coordination is needed with USFWS.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana bat and northern long-eared bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and USFWS. An effect determination key was completed on February 2, 2022, and based on the responses provided, the project was found “*Not Likely To Adversely Affect*” the Indiana bat and/or the NLEB (Appendix C, pages C-14 to C-23). INDOT reviewed and concurred with the effect finding on March 15, 2022, and requested USFWS’s review of the finding. No response was received from USFWS within the 14 day review period; therefore, it was concluded they concur with the finding. Avoidance and Minimization Measures (AMMs) for this project include Lighting AMM1 and General AMM 1. They are included as firm commitments in the *Environmental Commitments* section of this document.

IDNR-DFW responded to early coordination on January 20, 2022. The IDNR-DFW does not foresee any impacts to the documented bird or fish species as a result of the project. To minimize potential impacts to the communities and plant and insect species, the project limits in Section 23 should be confined as much as possible (Appendix C, page C-5 and C-6). Project limits for this project are confined to the existing pavement surfaces.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

Geological and Mineral Resources:	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
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Based on a desktop review, the project is located outside the designated karst region of Indiana as outlined in the most current *Protection of Karst Features during Project Development and Construction*. According to the topo map of the project area (Appendix B, pages B-2), the RFI report (Appendix E, pages E-1 to E-11), and *IndianaMap* (<http://www.indianamap.org/>), there are no karst features identified within or adjacent to the project area.

In the early coordination response received on December 22, 2021, IGWS did not indicate that karst features exist within the project area. Their response noted that the project area has a high liquefaction potential, a high potential for bedrock resources, a low potential for sand and gravel resources, a 1% annual chance flood hazard, and that there are documented active or abandoned mineral resources extraction sites (petroleum exploration wells and active industrial mineral sites) in the area (Appendix C, pages C-25 to C-31). Response from IGWS has been communicated with the designer on February 10, 2022. No impacts are expected.

Drinking Water Resources:	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
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The project is located in Lake County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA/INDOT Sole Source Aquifer MOU is not applicable to this project. Therefore, a detailed groundwater assessment is not needed, and no impacts are expected.

The IDEM’s Wellhead Proximity Determinator website (<http://www.in.gov/idem/cleanwater/pages/wellhead/>) was accessed on January 10, 2022, by Parsons. This project is not located within a Wellhead Protection Area, but it is within a Source Water Area (SWA). The SWA cannot be avoided because it is located throughout the project area. Based on the IDEM Ground Water website, community public water systems are responsible for delineating their SWA Program, identifying potential sources of contaminants, and creating contingency plans, among other responsibilities (<https://www.in.gov/idem/cleanwater/2456.htm>). This project requires an IDEM

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<p>Rule 5 Construction Stormwater General Permit (Rule 5 permit) for stormwater management and erosion control measures, including a Storm Water Pollution Prevention Plan (SWPPP). This project will comply with the SWA because any potential sources of contamination will be addressed by INDOT's standard specifications and the project's Rule 5 permit. Therefore, no impacts to the SWA are expected.</p> <p>The Indiana Department of Natural Resources Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on February 10, 2022, by Parsons. There is one unspecified well within the SR 912 and Calumet Avenue interchange near Ramp 1B. This project consists of full depth roadway patching and a ramp removal without replacement. All disturbance is to remain on the previously paved road surface and shoulders. All work will occur within existing INDOT ROW. No impacts are expected. Should it be determined during the right-of-way phase that these wells will be affected, a cost to cure will likely be included in the appraisal to restore the wells.</p> <p>Based on a desktop review of the INDOT Municipal Separate Storm Sewer Systems (MS4) website (https://entapps.indot.in.gov/MS4/) by Parsons on January 10, 2022, and the RFI report (Appendix E, pages E-1 to E-11), this project is located in Urban Area Boundaries. However, no coordination is needed because this project consists of full depth roadway patching and a ramp removal without replacement. All disturbance is to remain on the previously paved road surface and shoulders, and no drainage work is proposed. No impacts are expected.</p> <p>Based on a desktop review, the 2021 site visits by Parsons, the aerial map of the project area (Appendix B, pages B-4 to B-7), and engineering design, one public water system was identified for the City of East Chicago. Early coordination letters were sent to the City of East Chicago on December 22, 2021, and no response was received. Utility coordination is ongoing and there will be no disruptions to service. No impacts are expected.</p>		
Floodplains:	No: X	Yes:
<p>The IDNR Indiana Floodway Information Portal website (http://dnrmmaps.dnr.in.gov/appsphp/fdms/) was accessed on January 10, 2022, by Parsons. This project is not located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F, pages F-2 to F-4). Therefore, it does not fall within the guidelines for the implementation of 23 CFR 650, 23 CFR 771, and 44 CFR. No impacts are expected.</p>		
Farmland:	No: X	Yes:
<p>Based on a desktop review, site visits on July 14, 15, and 16, 2021, and October 5, 2021, by Parsons, and the aerial map of the project area (Appendix B, pages B-4 to B-7), there is no land that meets the definition of farmland under the Farmland Protection Policy Act (FPPA) within or adjacent to the project area. The requirements of the FPPA do not apply to this project; therefore, no impacts are expected.</p>		
Cultural Resources:	No: X	Yes:
<p>On January 10, 2022, Parsons determined that this project falls within the guidelines of Category A, Types 2 and 4 under the Minor Projects Programmatic Agreement (Appendix D, pages D-1 and D-2):</p> <ul style="list-style-type: none"> 2. All work within interchanges and within medians of divided highways in previously disturbed soils. 4. Roadway work associated with surface replacement, reconstruction, rehabilitation, or resurfacing projects, including overlays, shoulder treatments, pavement repair, seal coating, pavement grinding, and pavement marking within previously disturbed soils where replacement, repair, or installation of curbs, curb ramps or sidewalks will not be required. 		

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No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.		
Section 4(f) and Section 6(f) Resources:	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
<p>Section 4(f) of the US Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife/waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.</p> <p>Based on a desktop review, the aerial map of the project area (Appendix B, pages B-4 to B-7), and the RFI report (Appendix E, pages E-1 to E-11), there are nine potential Section 4(f) resources located within the 0.5 mile search radius. According to Section 106 documentation from an associated project (Des. 1703011 et al.) (Appendix D, pages D-3 to D-5) and the site visits on July 14, 15, and 16, 2021, and October 5, 2021, by Parsons, two additional Section 4(f) resources were identified, Ramp B over B Bridge (Structure No. 912-45-06596 B; NBI No. 33035) and the Inland Steel Office Building/ArcelorMittal Human Resources building (Indiana Historic Sites and Structures Inventory [IHSSI] No. 089-679-35181). These resources are eligible for listing in the NRHP and adjacent to the project area (Appendix D, pages D-3 to D-5).</p> <p>There are three parks adjacent to the project area: Jeorse Park located north of the SR 912 and Michigan Avenue interchange; and Linear Park Trail and Penn Center Park located to the south of the interchange (east of Ramp 4A).</p> <p>The project will not use these resources by taking permanent right of way and will not indirectly use the resource in such a way that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Therefore, no 4(f) use is expected.</p> <p>The US Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.</p> <p>A review of Section 6(f) properties on the INDOT ESD website revealed 49 properties in Lake County (Appendix I, page I-2). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to Section 6(f) resources.</p>		
Air Quality:	No: <input checked="" type="checkbox"/>	Yes: <input type="checkbox"/>
<p>This project was included in the Fiscal Year (FY) 2022-2026 Northwestern Indiana Regional Planning Commission (NIRPC) Transportation Improvement Program (TIP) (Appendix H, page H-5) which has been directly incorporated into the FY 2022-2026 Statewide Transportation Improvement Program (STIP) (Appendix H, pages H-1 to H-4).</p> <p>This project is located in Lake County, which is currently a <i>nonattainment</i> area for 2015 8-Hour Ozone Standard according to https://www.in.gov/idem/sips/nonattainment-status-of-counties/. This project has been identified as being exempt from air quality analysis in accordance with 40 CFR Part 93.126 and this project is not a project of air quality concern (40 CFR Part 93.123). Therefore, the project will have no significant impact on air quality.</p> <p>This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.</p>		

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Community Impacts:	No: X	Yes:
<p>Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. The proposed temporary ramp closures will not block or limit access. Although Ramp 4A will be removed, Ramp 4F is located just southeast of Ramp 4A, which can be utilized 1,800 feet downstream along EB SR 912 as an alternate access to Michigan Avenue. This project will have no relocations and will require less than 0.5 acre of additional permanent ROW; therefore, an EJ analysis is not required per the current INDOT Categorical Exclusion Manual. No other community impacts are anticipated.</p>		
Public Facilities and Services (e.g. schools, emergency services):	No: X	Yes:
<p>Based on a desktop review, the aerial map of the project area (Appendix B, pages B-4 to B-7), and the RFI report (Appendix E, pages E-1 to E-11), there are two schools, 19 religious facilities, nine recreation facilities, 17 pipelines, seven managed lands, three trails, one fire department, and one airport located within the 0.5 mile of the project. That number was confirmed by site visits on July 14, 15, and 16, 2021, and October 5, 2021, by Parsons. There are three parks adjacent to the project area: Jeorse Park located north of the SR 912 and Michigan Avenue interchange; and Linear Park Trail and Penn Center Park located to the south of the interchange (east of Ramp 4A). The Abraham Field Elementary School and the East Chicago Fire Department Station 2 are adjacent to the project area.</p> <p>This project consists of full depth roadway patching and a ramp removal without replacement. All disturbance is to remain on the previously paved road surface and shoulders. All work will occur within existing INDOT ROW. No permanent or temporary ROW will be required for this project. There will be no change in access to these properties. Therefore, no impacts are expected. Access to all properties will be maintained during construction.</p> <p>One pipeline segment owned by the Northern Indiana Public Service Company crosses through the project area near the SR 912 and Michigan Avenue interchange. Coordination with INDOT Utilities and Railroad Office has occurred and there will be no impacts to the pipeline segment.</p> <p>Early coordination letters were sent on December 22, 2021 to the Police Department, Fire Department, Schools, and local government officials of the cities of East Chicago, Hammond, and Gary. No responses were received.</p> <p>The Gary/Chicago International Airport is within 0.5 mile of the southern project area. The INDOT Office of Aviation responded to early coordination on December 27, 2021 (Appendix C, page C-32). The Office of Aviation stated in the vicinity of the SR 912 and SR 41 interchange, this area poses no risk to Gary Airport and meets the 100:1 requirement. If any object will exceed 200 feet in height, further coordination will be required with our office and the Federal Aviation Administration (FAA). Additionally, coordination with the Office of Aviation and FAA will be required if any object will exceed: 78 feet in height in the vicinity of the SR 912 and Michigan Avenue interchange; 52 feet in height in the project area between Aldis Street and Gutherie Street; and 30 feet in height near the SR 912 and Airport Road connection. This is due to the 100:1 slope requirement within 20,000 feet of a public use facility.</p> <p>It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.</p> <p>All applicable recommendations are included in the Environmental Commitments section of this CE document.</p>		

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Hazardous Materials and Regulated Substances:	No: X	Yes:
<p>Based on a review of (Geographic Information Systems) GIS and available public records, the RFI was completed on January 5, 2022, by Parsons and INDOT SAM provided their concurrence on January 19, 2022 (Appendix E, pages E-1 to E-11). There are 15 Resource Conservation and Recovery Act (RCRA) Generator/Treatment, Storage, Disposal (TSD) sites, two state cleanup sites, 12 underground tanks, one voluntary remediation site, 20 leaking underground storage tanks, 19 brownfield sites, 31 institutional control sites, 19 National Pollutant Discharge Elimination System (NPDES) sites, and 23 NPDES pipe locations located within 0.5 mile of the project area.</p> <p>One RCRA Corrective Action Site, a steel mill located to the northwest of the SR 912 and Michigan Avenue interchange, has a contaminant plume which appears to extend beneath the northern Michigan Avenue Bridge approach. A Phase II Environmental Site Assessment (ESA) was recommended by the RFI (Appendix E, pages E-1 to E-11) for the SR 912 and Michigan Avenue Bridges Project (Des. 1703011 et al.) that the RFI was prepared for. The proposed work for this project is limited to actions that do not require excavation, with the exception of Ramp 4A; however, Ramp 4A is not adjacent to this resource. Therefore, none of the hazmat sites identified will impact the project.</p> <p>Further investigation for hazardous material concerns is not required at this time.</p>		
Permits:	No:	Yes: X
<p>This project will disturb approximately 10 acres of land by removing the existing pavement. No terrestrial habitat will be disturbed. An IDEM Rule 5 Construction Stormwater General Permit will be required. No other permits are required.</p> <p>Applicable recommendations provided by resource agencies are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.</p> <p>It is the responsibility of the project sponsor to identify and obtain all required permits.</p>		

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ENVIRONMENTAL COMMITMENTS:

Firm:

1. If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT District)
2. Any work in a wetland area within INDOT's right-of-way or in borrow/waste areas is prohibited unless specifically allowed in the US Army Corps of Engineers or IDEM permit. (INDOT EWPO)
3. It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)
4. Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)
5. 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. (USFWS)
6. In the vicinity of the SR 912 and SR 41 interchange, if any object will exceed 200 feet in height, further coordination will be required with our office and FAA. (INDOT-Office of Aviation)
7. In the vicinity if the SR 912 and Michigan Avenue interchange, if any object will exceed 78 feet in height, further coordination will be required with our office and FAA. (INDOT-Office of Aviation)
8. In the project area between Aldis Street and Gutherie Street, if any object will exceed 52 feet in height, further coordination will be required with our office and FAA. (INDOT-Office of Aviation)
9. In the project area near the SR 912 and Airport Road connection, if any object will exceed 30 feet in height, further coordination will be required with our office and FAA. (INDOT-Office of Aviation)
10. To minimize potential impacts to the communities and plant and insect species, the project limits in Section 23 should be confined as much as possible. (IDNR-DFW)

For Further Consideration:

11. All bare and disturbed areas should be revegetated with a mixture of grasses (excluding all varieties of tall fescue) and legumes as soon as possible upon completion. (IDNR-DFW)

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Appendix A

INDOT Supporting Documentation

In order to provide the public the opportunity to submit comments and/or request a public hearing regarding the removal of the EB SR 912 ramp (Ramp 4A) to Michigan Avenue, it was decided by INDOT that this project would proceed as a CE-1 level document.

Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4 ¹
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement ²
Stream Impacts³	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit ⁴
Wetland Impacts³	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way⁵	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations⁶	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)^{6*}	"No Effect", "Not likely to Adversely Affect" (With select AMMs ⁷)	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic ⁸
Threatened/Endangered Species (Any other species)^{6*}	Falls within guidelines of USFWS 2013 Interim Policy or "No Effect"	"Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential ⁹
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any ¹⁰
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes ¹¹
Approval Level	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA
<ul style="list-style-type: none"> • District Env. (DE) • Env. Serv. Div. (ESD) • FHWA 					

¹ Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.

² Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.

³ Total permanent impacts to streams (linear feet) and wetlands (acres).

⁴ US Army Corps of Engineers Individual 404 Permit

⁵ Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.

⁶ If any relocations are within an area with a known or suspected Environmental Justice (EJ) or disadvantaged population, or has greater than 5 relocations, a conversation with FHWA, through INDOT ESD, is needed to confirm NEPA classification and outreach plan for the project.

⁷ Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.

⁸ Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower-level CE.

⁹ Potential for causing a disproportionately high and adverse impact.

¹⁰ Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.

¹¹ Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.

* Includes the threatened/endangered species critical habitat

Note: Substantial public or agency controversy may require a higher-level NEPA document.

Project Summary Table – Des. 1800067

Interchange	Approximate Work Limits	Ramps*
Calumet Avenue/SR 912	Along Ramps 1B, 1C, and a portion of 1G from Calumet Avenue to SR 912.	1B
	Along SR 912 from 0.11 mile east to 0.35 mile east of the SR 912 bridge over Calumet Avenue.	1C
		1G
Michigan Avenue/SR 912	Along Ramps 4A, 4E/4Y, 4N, and the western half of 4D.	4A**
	Along SR 912 from 0.49 mile west of the Michigan Avenue bridge over SR 912, to the Michigan Avenue bridge over SR 912 (eastern end of Ramp 4N).	4C
		4D
	Along Ramp 4C, from 0.04 mile east to 0.67 mile east of the Michigan Avenue bridge over SR 912.	4E/4Y
		4N
Ameristar Casino (Aldis Street)/SR 912	Along Ramps 4C, 5C, 5D, and 5V from Aldis Street to SR 912.	4C
		5C
	Along SR 912 from the Ramp 5V bridge over SR 912, to 0.22 mile east of the Ramp 5V bridge.	5D
		5V
Guthrie Street/SR 912	Along Ramps 5A and 5B from SR 912 to Guthrie Street.	5A
		5B
Airport Road (Industrial Highway)/SR 912	Along Ramp 6N from SR 912 to Airport Road.	6N

*All bridges within the project areas have pavement exemptions.

**Ramp 4A will be removed.