

**NOTICE OF APPLICATION FOR FEDERAL CONSISTENCY REVIEW
LAKE MICHIGAN COASTAL ZONE PROGRAM**

Project Number: ER-17821-1

Name of Applicant: Paul Johnson

Address of Applicant:

American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, IN 46256

Project Description:

Cline Avenue bridge replacement over Indiana Harbor Canal, City of East Chicago; Project No. 2012.00849

Location of Project:

East Chicago, IN; Lake Co.

Send comments to the following no later than October 10, 2014:

Federal Consistency Review Coordinator, Environmental Unit
Division of Fish and Wildlife
Department of Natural Resources
402 West Washington Street, Room W273
Indianapolis, IN 46204
Electronic mail: environmentalreview@dnr.in.gov

Copies of the request, accompanying information and data are available for inspection at the following location:

Environmental Unit
Division of Fish and Wildlife
Department of Natural Resources
402 West Washington Street, Room W273
Indianapolis, IN 46204



AMERICAN
STRUCTUREPOINT
INC.

September 25, 2014

VIA E-mail
environmentalreview@dnr.in.gov

Mr. Cameron F. Clark, Director
Attn: Christie Stanifer
Indiana Department of Natural Resources
Division of Fish and Wildlife
Room 273 Indiana Government Center West
402 West Washington Street
Indianapolis, Indiana 46204

RE: Federal Consistency Review
Cline Avenue Bridge Replacement
Cline Avenue over Indiana Harbor Canal
East Chicago, Lake County, Indiana
Project No. 2012.00849

Dear Mr. Clark:

Cline Avenue Bridge, LLC is developing a privately-funded project to re-construct the bridge carrying State Route 912 (Cline Avenue) over the Indiana Harbor Canal in the city of East Chicago, in Lake County, Indiana. The project is located in North Civil Township; in Section 21, Township 37 North, Range 9 West on the Whiting Quadrangle USGS Topographic Map. Various maps and photographs are enclosed showing the proposed project.

The purpose of the project is to reduce travel time for both through and local traffic and to restore connectivity of the National Highway System. The new replacement structure will ease current congestion on local roads, including the area around the historic Marktown district in East Chicago, and will restore a major transportation link back to the region. The need for the project is the lack of available freeway service to several steel mills, BP's Whiting Refinery (6th Largest in U.S.), casinos (Ameristar & Majestic Star) along the Lake Michigan shoreline, and the Gary/Chicago International Airport from the Indiana East-West Toll Road (I-90) and I-80/I-94. Since the Cline Avenue Bridge was the only freeway bridge over the Indiana Harbor and Ship Canal, motorists and truck traffic now traveling between Chicago and the casinos and industries east of the Canal principally utilize local roadways (primarily Dickey Road & Riley Road) to cross the Canal.

Cline Avenue Bridge, LLC is applying for permits required for construction of the proposed bridge, including permits through the US Coast Guard and US Army Corps of Engineers. The US Coast Guard is tentatively the lead federal agency for this project. As a Federal Undertaking, pursuant to the National Environmental Policy Act (NEPA) of 1969, an analysis of environmental impacts is being undertaken for

the proposed project. As a component of this analysis, Cline Avenue Bridge, LLC is collecting information about impacts to specific resources for the proposed bridge re-construction. This letter and the attachments describe the project, identify the project area, describe known resources in the project area and anticipated impacts to those resources.

Project Background

In the summer of 2009, the Indiana Department of Transportation (INDOT) determined the Cline Avenue Bridge over the Indiana Harbor Canal had structural issues due to suspected problems with post-tensioning cables. A subsequent detailed review by INDOT determined the structure could potentially fail due to corrosion. On November 13, 2009, INDOT closed SR 912 between the Calumet Avenue and Michigan Avenue interchanges. After evaluating several alternatives, INDOT determined re-construction of the bridge was not cost effective and completed demolition of the Cline Avenue Bridge in 2013. An Exchange Agreement with INDOT has been executed, transferring ownership of the right-of-way associated with the former bridge to Cline Avenue Bridge, LLC.

Alternatives

Several alternatives were considered for re-construction of the Cline Avenue Bridge, including:

- Alternative A (Concrete Bridge Full Re-build) consists of new twin 6,253 foot long, 27 span, high level fixed bridges with concrete segmental box girders on the same alignment as the former bridge. This alternative will also include minor rehabilitation to the steel portion of the existing structure.
- Alternative B (Cable-stay Bridge Full Re-build) consists of a new high level cable-stay bridge on the same alignment as the former bridge. This alternative will also include minor rehabilitation to the steel portion of the existing structure.
- Alternative C (Steel Bridge Full Re-build) consists of a new high level fixed steel through-truss bridge on the same alignment as the former bridge. This alternative will also include minor rehabilitation to the steel portion of the existing structure.
- Alternative D (No-Build) represents taking no action to replace the Cline Avenue Bridge structure with traffic utilizing local roadways and the Indiana Toll Road.

Resources

The proposed project is located in a primarily industrial area in East Chicago. A records search conducted on May 20, 2014 (www.indianamap.org) indicated the Indiana Harbor Canal is listed as an impaired stream and will likely have impacts due to construction of the bridge piers. However, the proposed bridge will reuse the existing pier foundations and fender system that still exist which will minimize potential impacts to the waterway. Several leaking underground storage tanks, brownfields, industrial waste sites and corrective action sites are located in the project vicinity. These sites should not be impacted by the proposed project. Schools and religious facilities are within the project vicinity; however, these facilities are not anticipated to be impacted by the proposed project. Several historic resources were identified within the project vicinity, including the Marktown Historic District (National Register listed) located north of the project area, the Indiana Harbor Canal, a Warren through-truss bridge over the Indiana Harbor Canal (located south of the project area) and an Inland Steel Office Building located northeast of the project area.

The proposed project area includes approximately 6,200 feet along former SR 912 (Cline Avenue), beginning just west of Riley Road and extending east to just beyond Dickey Road. The project includes concrete box girder bridges with a typical width of 45-feet and an 8-foot gap between bridges. The total bridge width varies to accommodate entry and exit ramps. The maximum width is 142'-8³/₄" (including both bridges). The proposed structure will be constructed on the same alignment, within the same vertical and horizontal envelope, and in the

Mr. Cameron F. Clark
September 25, 2014
Page 3

same ground footprint as the former Cline Avenue Bridge, originally constructed in 1986. Since the proposed project (including all approach and exit ramps associated with Riley Road) is on the same alignment as the former bridge, no additional right-of-way is needed. The project is tentatively scheduled for construction beginning in 2014 and then opening to traffic in twenty-four to thirty months.

The Indiana State Historic Preservation Officer (SHPO) has reviewed the project information and concluded a finding of no historic properties affected for this privately-funded bridge replacement project would be appropriate.

We are requesting your agency's determination of federal consistency with the Lake Michigan Coastal Zone Management program.

Your timely cooperation in the development of this project will be appreciated. Please do not hesitate to contact me at (317) 547-5580 or pjohnson@structurepoint.com if you have any questions or require further information.

Very truly yours,
American Structurepoint, Inc.

A handwritten signature in black ink, appearing to read "Paul A. Johnson". The signature is fluid and cursive, with a long horizontal stroke at the end.

Paul A. Johnson, LPG
Manager, Environmental Services

Enclosures: State Location Map
USGS Topographic Map – Whiting Quadrangle
2005 Aerial Photography
Site Photographs



Lake County, Indiana



Project Location

Not to Scale

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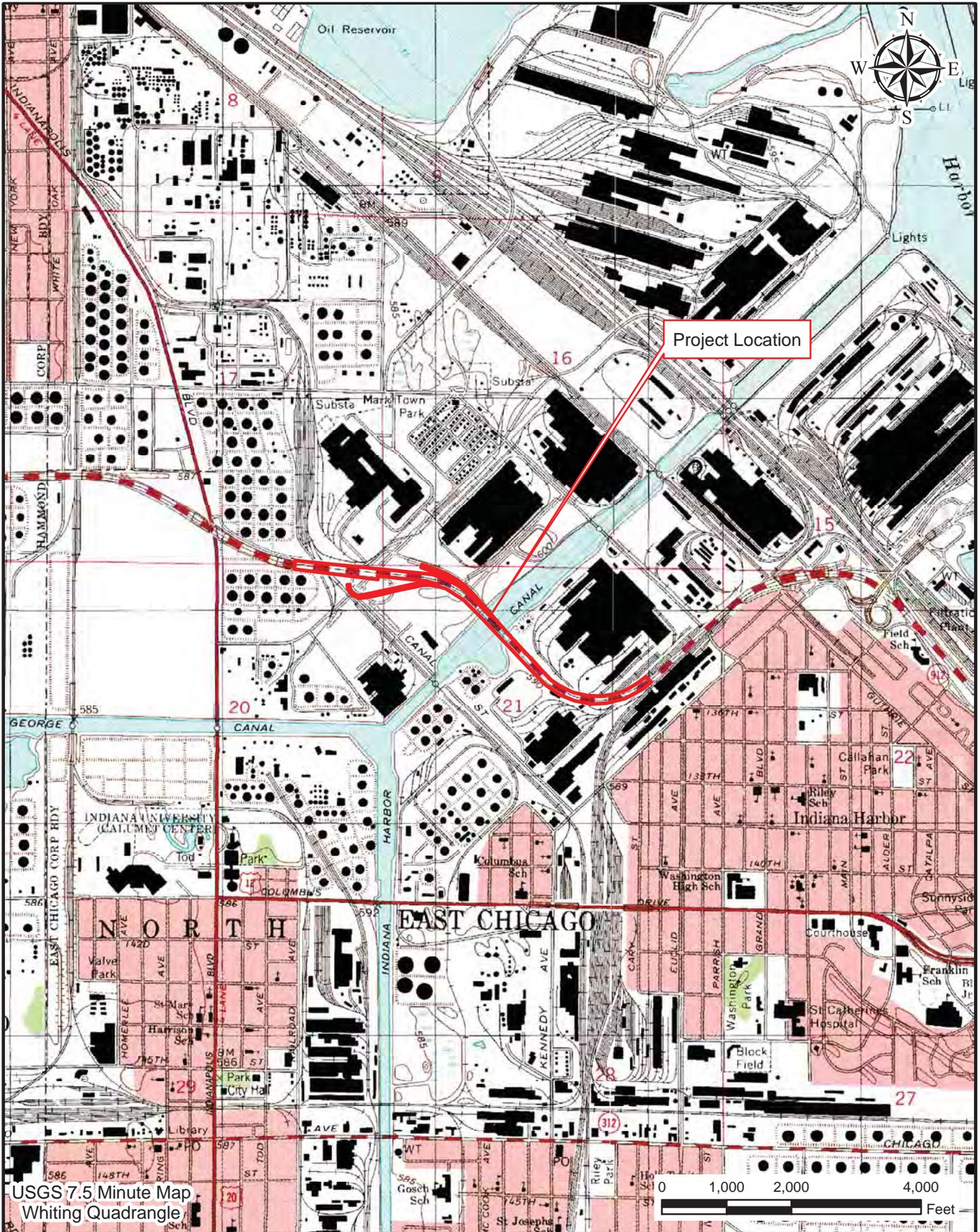
Project Location Map

CLINE AVENUE BRIDGE, LLC.
FIGG BRIDGE ENGINEERS
424 NORTH CALHOUN STREET
TALLAHASSEE, FLORIDA 32301

Cline Avenue Bridge Replacement

Location: East Chicago
Township: North
County: Lake
State: Indiana

Date: 05/28/2014



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USGS 7.5 Minute Map
Whiting Quadrangle



USGS Topographic Mapping

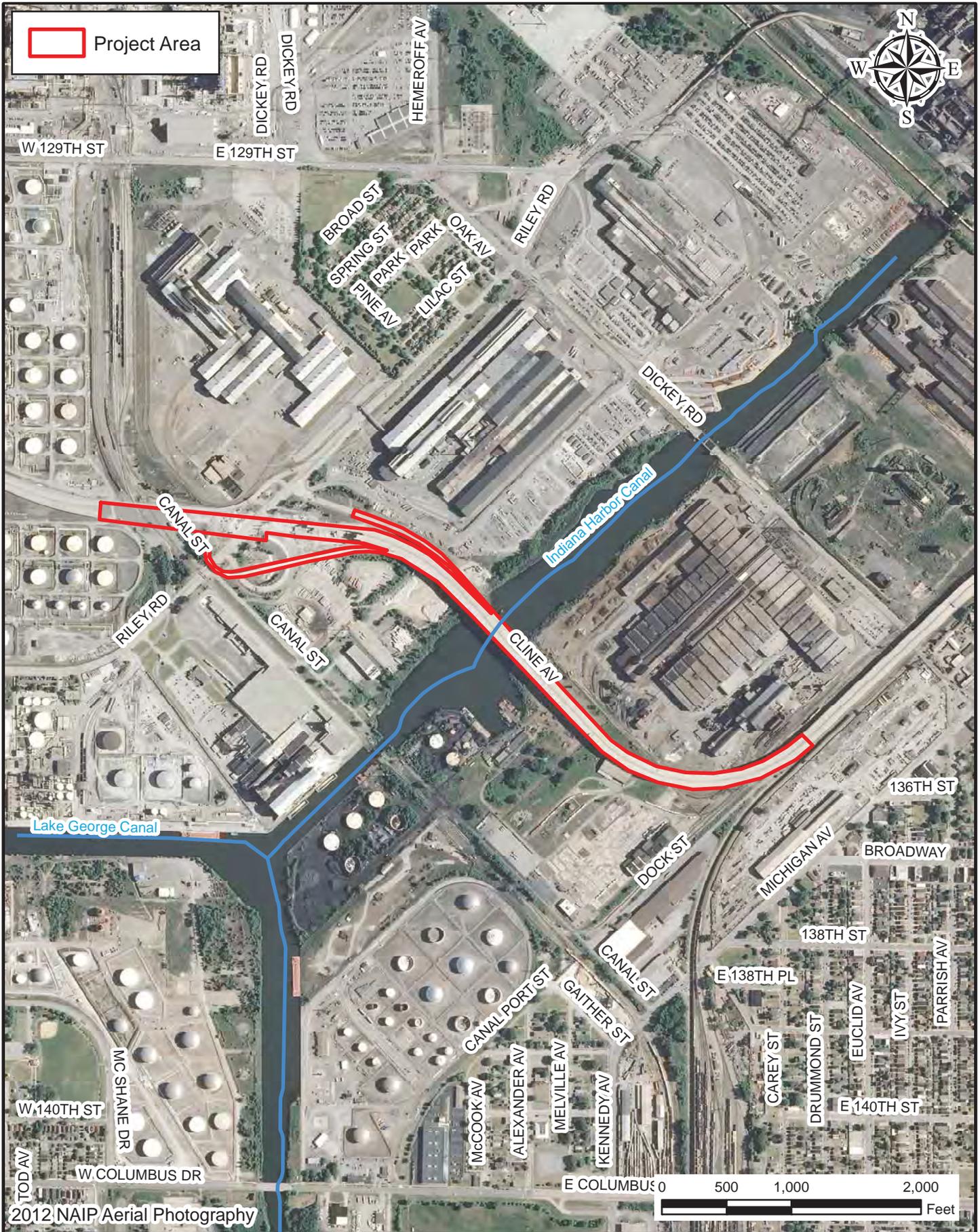
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Cline Avenue Bridge Replacement

Location: East Chicago
Township: North
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Project Area



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2012 NAIP Aerial Photography



2012 Aerial Photography

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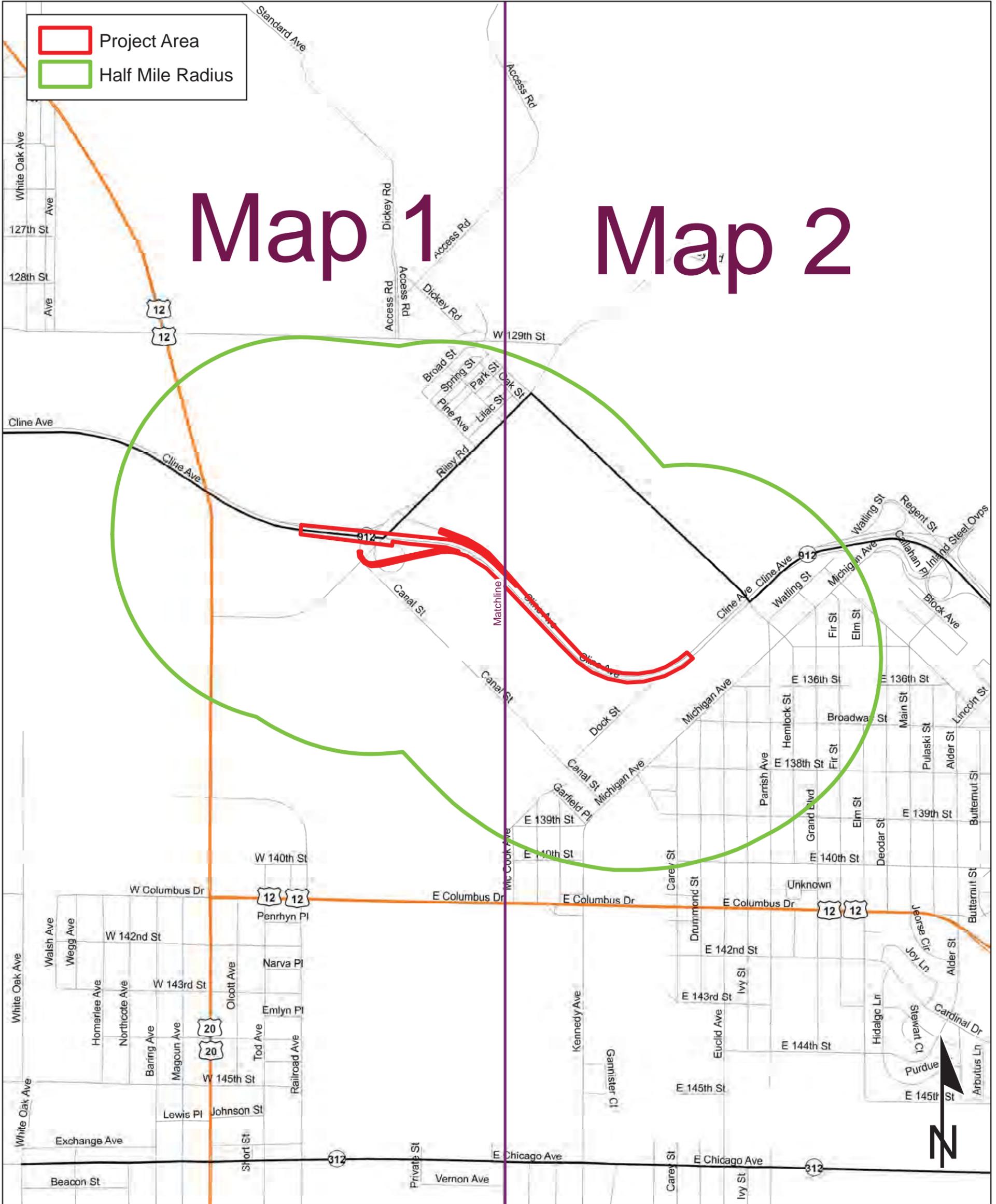
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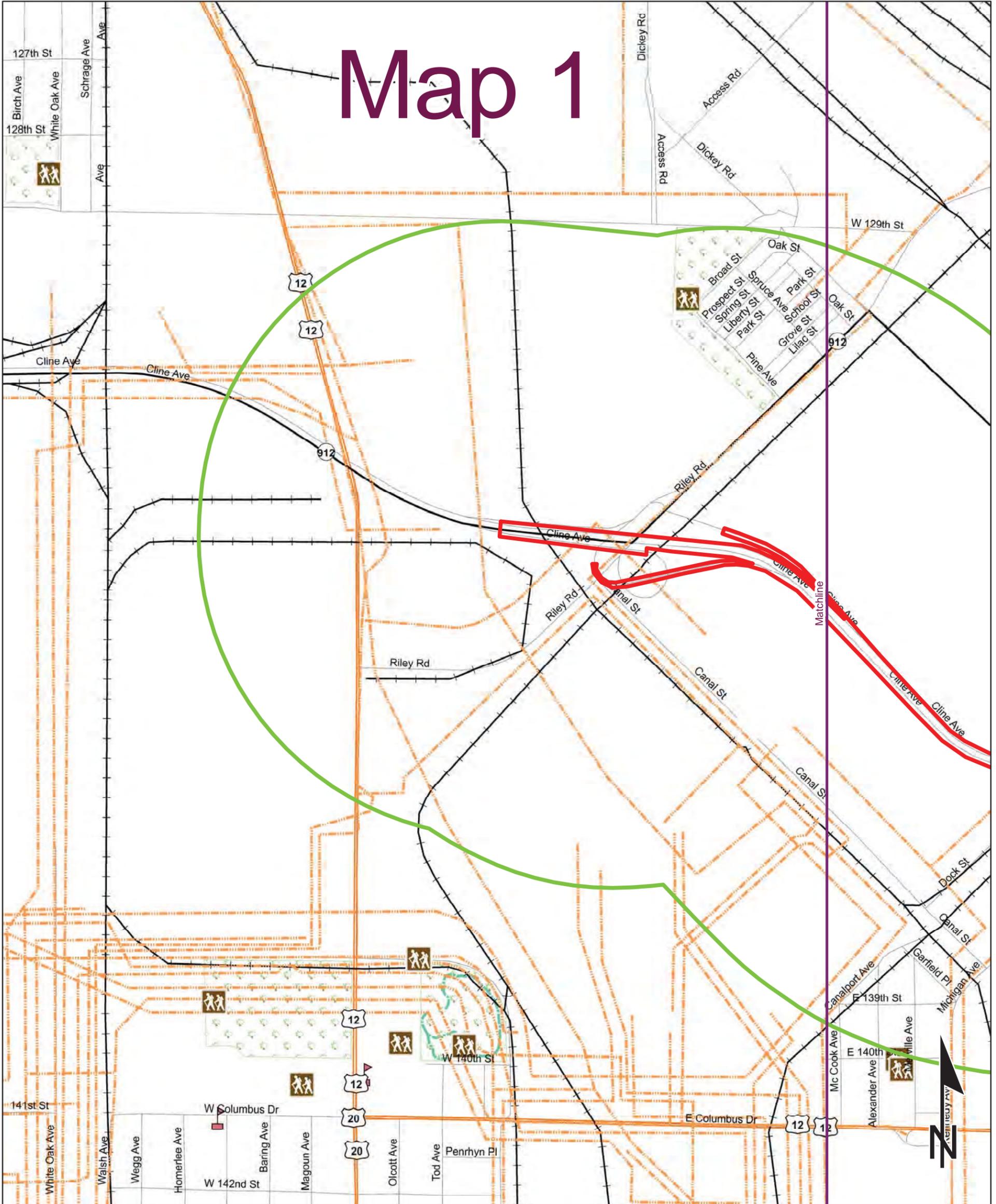
Date: 05/28/2014

Map 1

Map 2



Map 1

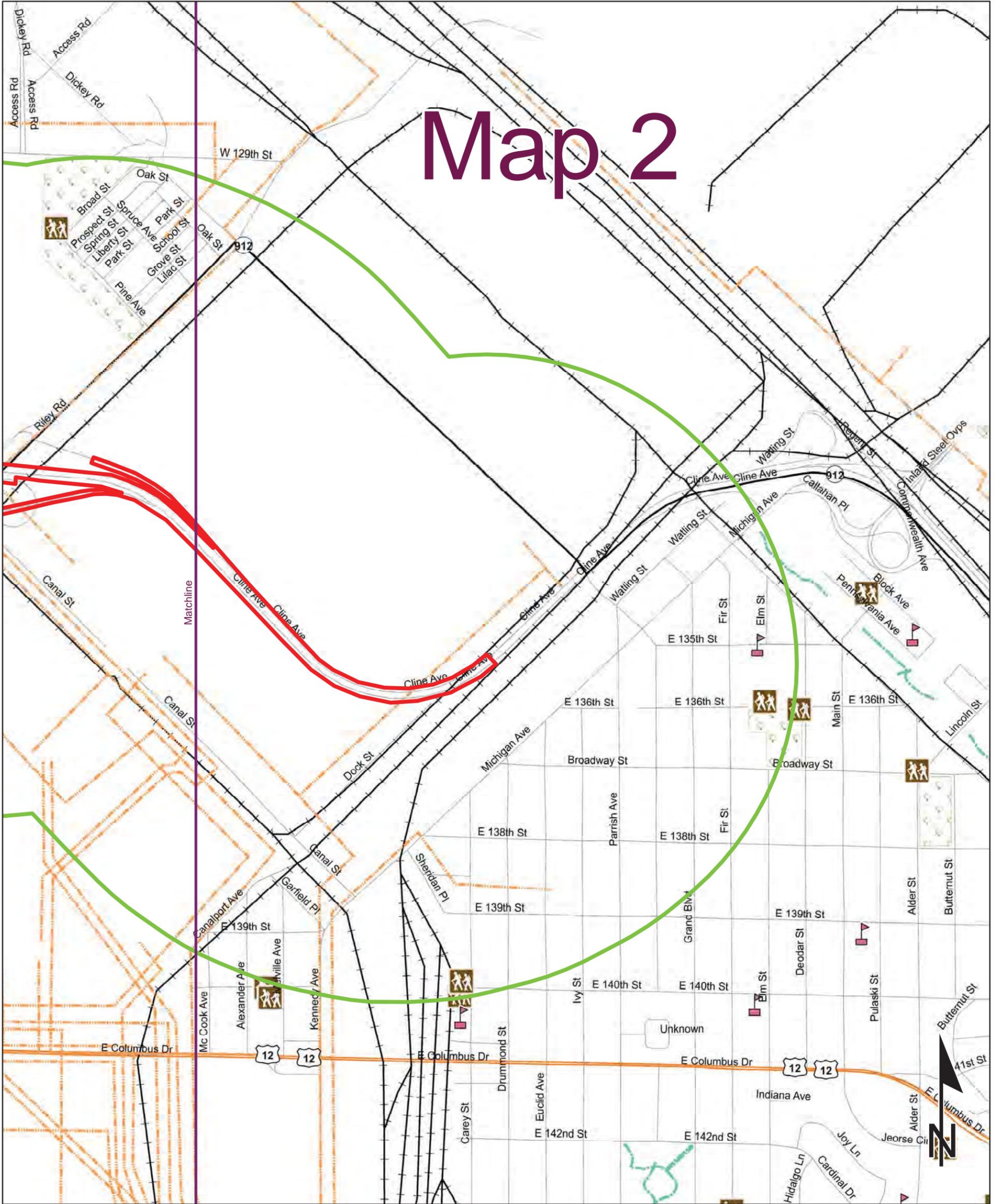


Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

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

	Religious Facility		Recreation Facility		Project Area
	Religious Facility		Pipeline		Half Mile Radius
	Indiana Map		Railroad		Interstate
	Airport		Trails		State Route
	Cemeteries		Managed Lands		US Route
	Hospital		County Boundary		Local Road
	School				

Map 2



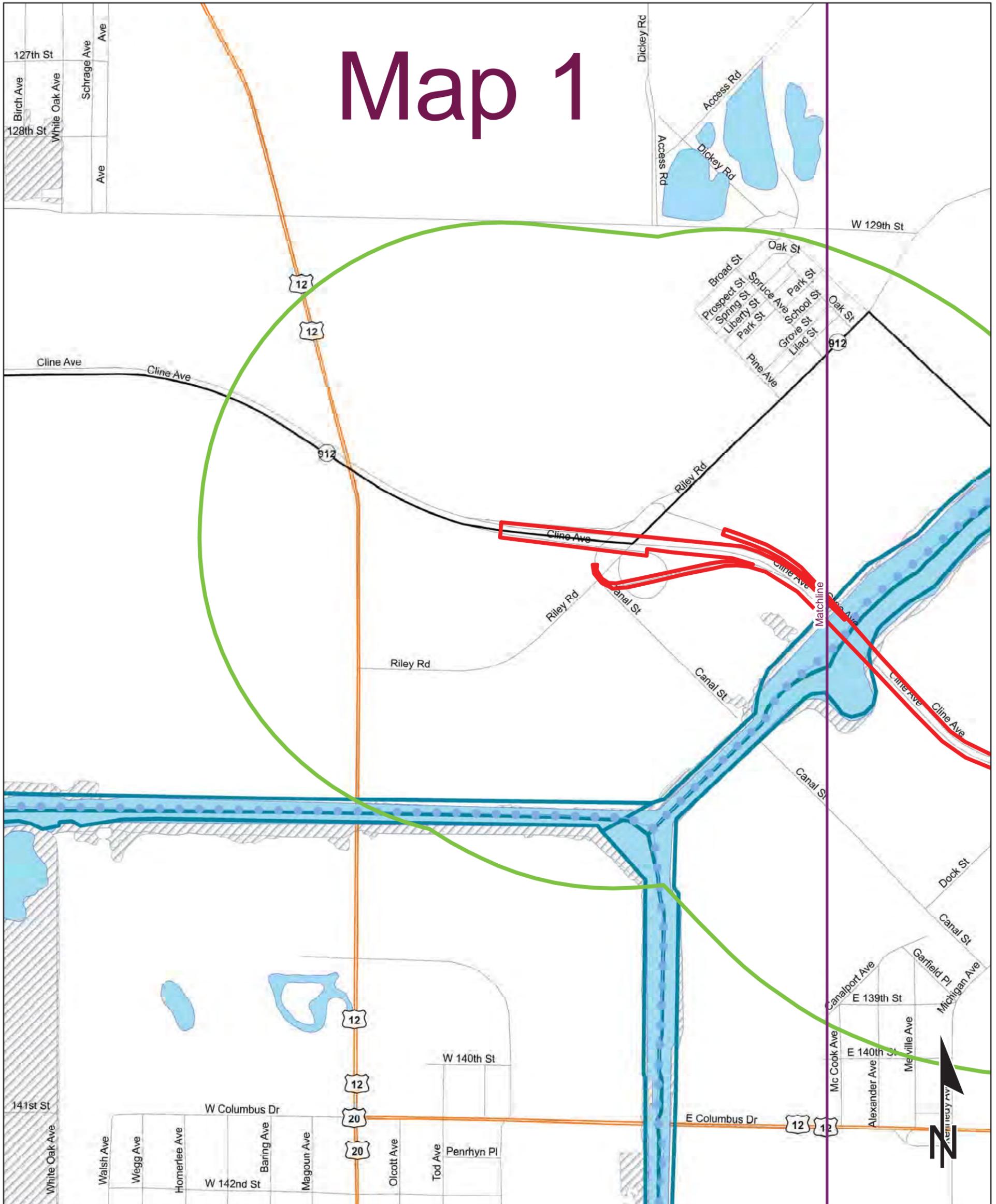
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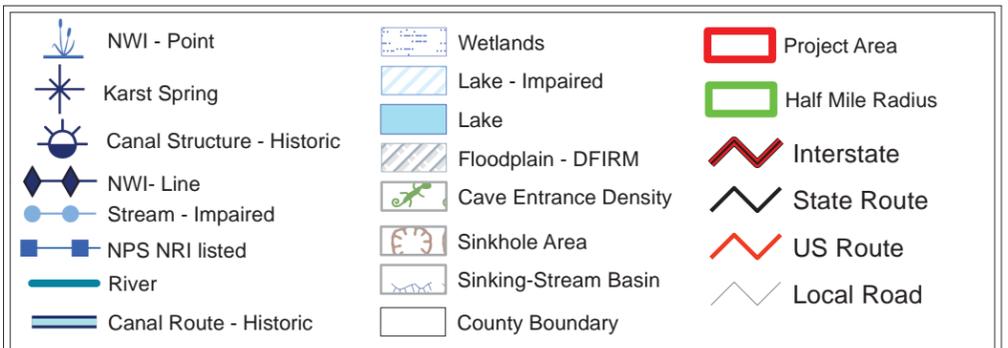
	NWI - Point		Wetlands		Project Area
	Karst Spring		Lake - Impaired		Half Mile Radius
	Canal Structure - Historic		Lake		Interstate
	NWI- Line		Floodplain - DFIRM		State Route
	Stream - Impaired		Cave Entrance Density		US Route
	NPS NRI listed		Sinkhole Area		Local Road
	River		Sinking-Stream Basin		
	Canal Route - Historic		County Boundary		

Map 2



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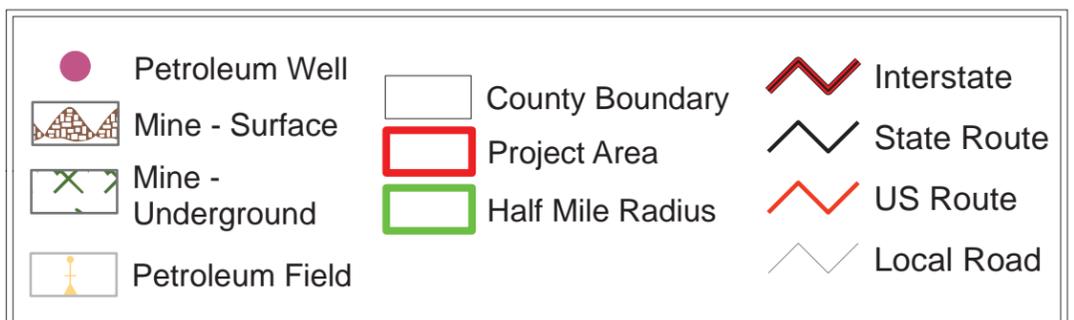


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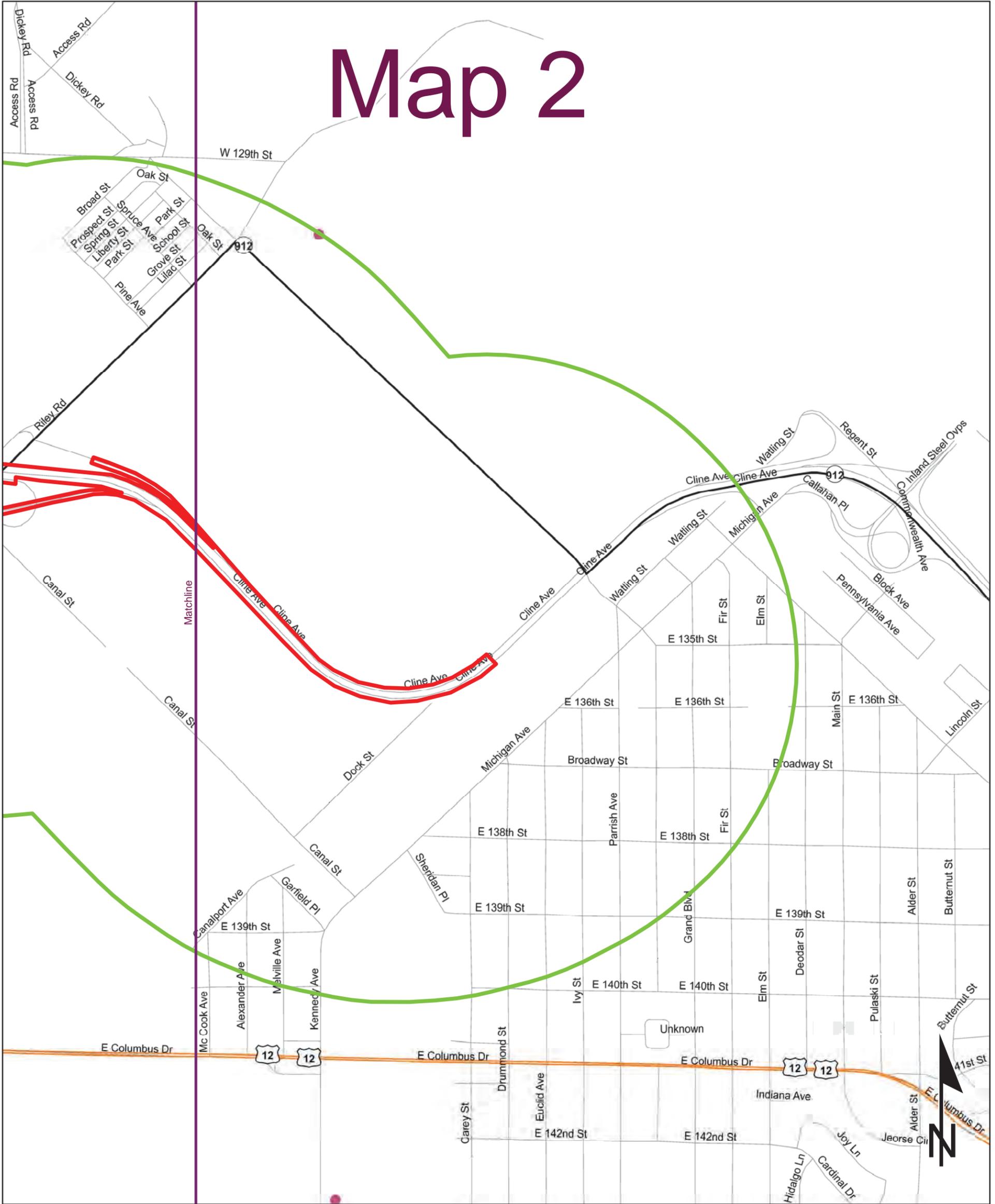


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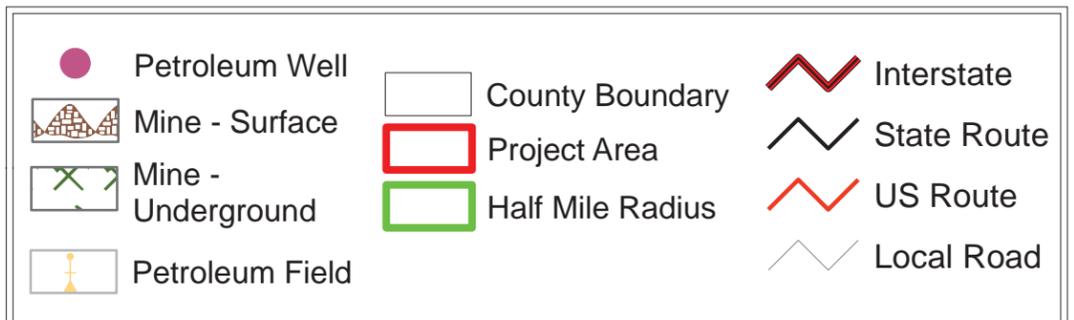


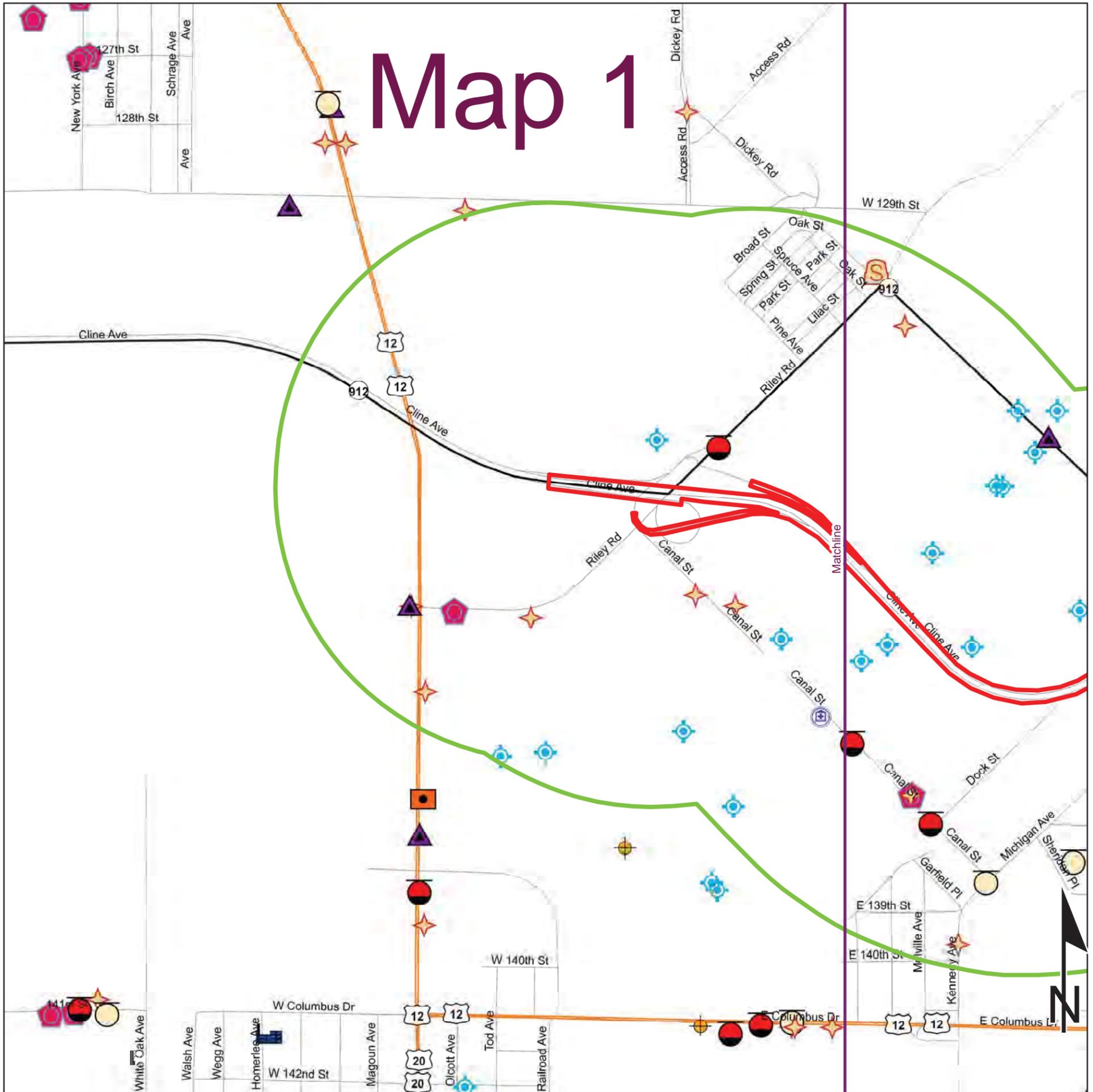
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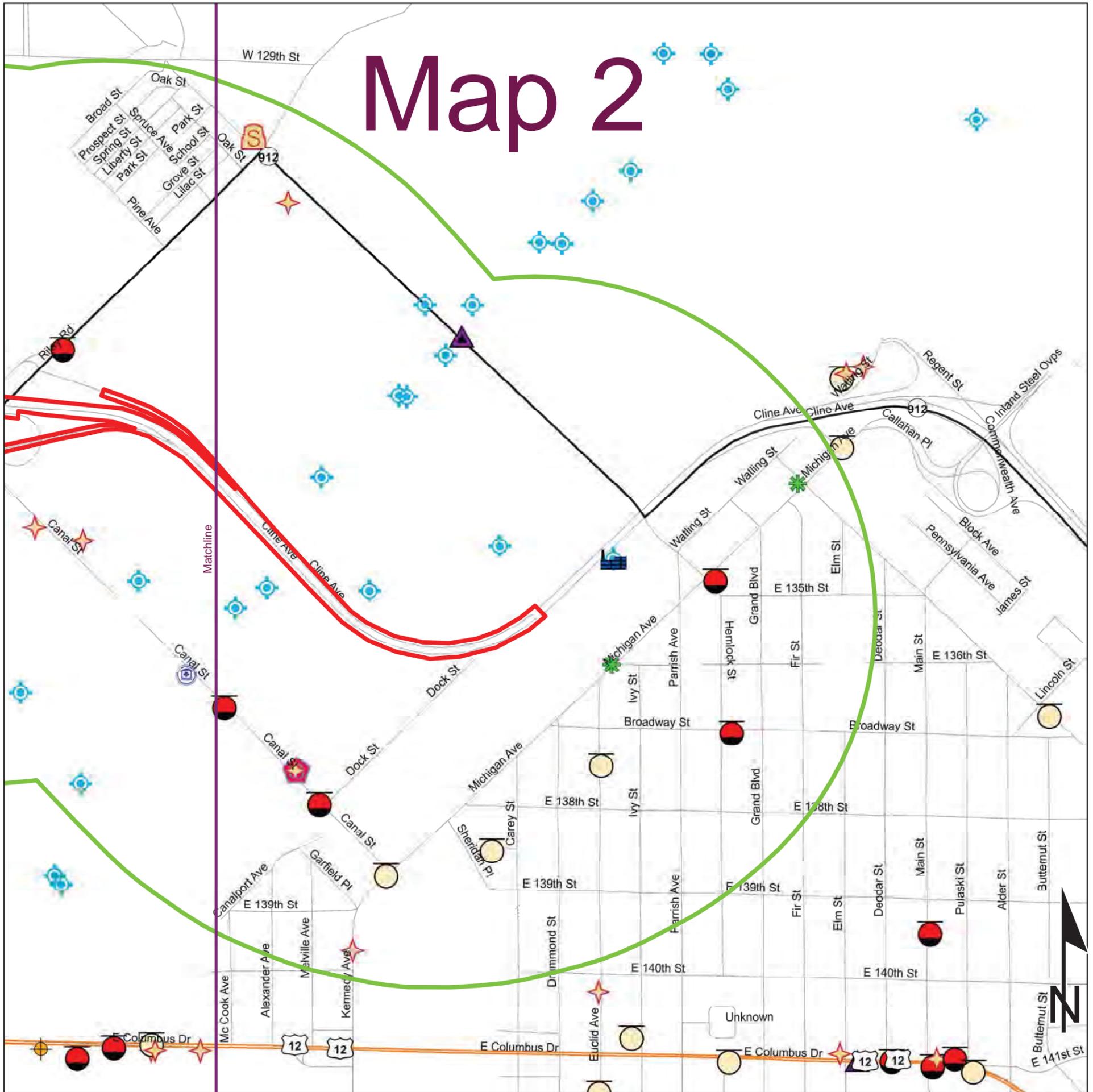
Brownfield	RCRA Generator/TSD	Institutional Controls
RCRA Corrective Action Sites	Restricted Waste Site	County Boundary
Confined Feeding Operation	Septage Waste Site	Project Area
Construction/Demolition Site	Solid Waste Landfill	Half Mile Radius
Infectious/Medical Waste Site	State Cleanup Site	Interstate
Leaking Underground Storage Tank	Superfund	State Route
Manufactured Gas Plant	Tire Waste Site	US Route
NPDES Facilities	Underground Storage Tank	Local Road
NPDES Pipe Locations	Voluntary Remediation Program	
Open Dump Waste Site	Waste Transfer Station	



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Map 2



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Project Area Photo Log
Cline Avenue (SR 912) Bridge Replacement
East Chicago, Lake County, Indiana



Photo 1: Looking northwest along Cline Avenue (SR 912) from east end of project area.



Photo 2: Looking east along Cline Avenue (SR 912) toward Ameristar Blvd ramps.



Photo 3: View existing Cline Avenue looking west toward Indiana Harbor Canal.



Photo 4: View looking east along Cline Avenue from existing east side bridge termination.



Photo 5: Looking west along right-of-way boundary, east of Indiana Harbor Canal.



Photo 6: Looking north at existing bridge termination – east of Indiana Harbor Canal.

Project Area Photo Log
Cline Avenue (SR 912) Bridge Replacement
East Chicago, Lake County, Indiana



Photo 7: Looking north at terminated entrance ramp, west of Indiana Harbor Canal.



Photo 8: Looking north from south of former bridge along Indiana Harbor Canal.



Photo 9: Looking east at east-side bridge termination.



Photo 10: Looking west at Indiana Harbor Canal, remaining foundations and fender system.



Photo 11: Looking east at Indiana Harbor Canal, remaining foundations and fender system.



Photo 12: Additional view of Indiana Harbor Canal, remaining foundations and fender system.

THIS IS NOT A PERMIT

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

DNR #: ER-17821

Request Received: September 4, 2014

Requestor: American Structurepoint Inc
Paul A Johnson
7260 Shadeland Station
Indianapolis, IN 46256

Project: Cline Avenue bridge replacement over Indiana Harbor Canal, City of East Chicago;
Project No. 2012.00849

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.

Regulatory Assessment: This proposal will require the formal approval for construction in a floodway under the Flood Control Act, IC 14-28-1. Please submit a copy of this letter with the permit application.

Natural Heritage Database: The Natural Heritage Program's data have been checked. The Peregrine Falcon (*Falco peregrinus*), a state species of special concern, has been documented within 1/2 mile northwest of the project area.

Fish & Wildlife Comments: We do not foresee any impacts to the Peregrine Falcons resulting from the project as they have not been found this area for three years, and the structure they used to nest on no longer exists.

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

1. Revegetate all bare and disturbed areas 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 inchannel disturbance and the clearing of trees and brush.
3. Do not cut any trees suitable for Indiana bat roosting (greater than 3 inches dbh, living or dead, with loose hanging bark) from April 1 through September 30.
4. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
5. Do not construct any temporary runarounds or causeways.
6. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
7. Do not use broken concrete as riprap.
8. All excavated material must be properly spread or completely removed from the project site such that erosion and off-site sedimentation of the material is prevented.
9. Minimize the movement of resuspended bottom sediment from the immediate project area.
10. Do not deposit or allow demolition materials or debris to fall or otherwise enter the waterway.
11. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction

THIS IS NOT A PERMIT

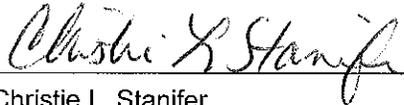
State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

site; maintain these measures until construction is complete and all disturbed areas are stabilized.

12. Riprap should not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap should not be placed above the existing streambed elevation).

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.



Date: September 24, 2014

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