



INDIANA DEPARTMENT OF TRANSPORTATION

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

PHONE: (317) 296-0799

Eric Holcomb, Governor
Joe McGuinness, Commissioner

November 8, 2021

This letter was sent to the listed parties.

RE: Dual Review: SR 912 and Michigan Avenue Bridges, City of East Chicago, North Township, Lake County (Des. Nos. 1800067, 1703011, 1703012, 1700105, 1700359, 1700370, and 1703000)
DHPA No. 26824

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

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with State Route (SR) 912 and Michigan Avenue Bridges Project (Des. No. 1800067, et al.). Parsons is under contract with INDOT to advance the environmental documentation for the referenced project, and ASC Group, Inc. is under contract with Parsons to complete the Section 106 Documentation.

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

A Section 106 early coordination letter was distributed on December 10, 2020. In addition, a letter distributed on May 18, 2021 notified consulting parties that a historic property report and archaeology assessment was available for review and comment.

The proposed undertaking is located at SR 912 and Michigan Avenue in East Chicago, Lake County, Indiana. It is within North Township, and on the Whiting, IN USGS Topographic Quadrangle, in Sections 15 and 22, Township 37 North, Range 9 West.

The project contains six bridges that are part of an interchange. The bridges with their bridge numbers, NBI numbers, and Des. Numbers are included in the table below.

Des. No.	NBI No.	INDOT Structure No.	Bridge
1800067	N/A	N/A	Mother Des.
1703011	33032	912-45-02543 B	Michigan Avenue over SR 912 and RRs
1703012	33035	912-45-06596 B	Ramp B over B
1700105	33036	912-45-06596 JA	Ramp H over B
1700359	33037	912-45-02543 A RI	Ramp I
1700370	33034	912-45-02543 A NEC	Ramp NEC
1703000	33033	912-45-02545 ADJ	Pedestrian Bridge over RR

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The primary needs for the project stem from the deteriorated condition of the six existing bridges and roadway pavement within the interchange, as described in the Historic Bridge Alternatives Analysis (HBAA).

The primary purpose of the project is to extend the life of the interchange by:

- Providing condition rating of at least 7, good condition, for each bridge element (deck, wearing surface, superstructure, and substructure);
- 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
- Reducing the maintenance, safety, and liability concerns associated with the closed pedestrian bridge.

The secondary purpose of the project would increase the safety of the interchange by providing adequate horizontal stopping sight distances, improve or alleviate unsafe merge points within curves, and improve inside and outside shoulder widths.

The Ramp B over B bridge structure, INDOT Structure No. 912-45-06596 B, NBI No. 33035, is a reinforced concrete rigid frame bridge with a horizontal curved deck. The bridge is included in the *Indiana Historic Bridge Inventory* (IHBI) and is listed as eligible for the National Register of Historic Places (NRHP). The IHBI identifies the bridge as Non-Select. Per the IHBI, Non-Select bridges are “historic bridges that are not considered excellent examples of a given type of historic bridge or are not suitable candidates for preservation.”

ASC Group, Inc. has been subcontracted to complete the Section 106 documentation for the project. In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status—as well as additional entities that are currently being invited to become consulting parties—are identified in the attached list.

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

Per the terms of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges” (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving “Select” and “Non-Select” bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because INDOT Structure No. 912-45-06596 B is a “Non-Select” bridge, the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA’s Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

Please note that, per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to “dual review”; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process

we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18.

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

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, two resources have previously been determined eligible for listing in the NRHP: 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).

With regard to archaeological resources, a qualified professional archaeologist reviewed the proposed project area and determined the project will not likely affect archaeological resources due to the project setting.

The State Historic Preservation Officer (SHPO), the Miami Tribe of Oklahoma (Miami Tribe), and the Pokagon Band of Potawatomi Indians (Pokagon Band) have responded to project correspondence and are considered consulting parties for the project.

In a letter dated January 8, 2021, the Miami Tribe offered no objection to the project at this time, but requested to be notified immediately if any human remains or Native American cultural items falling under the Native American Graves Protection and Repatriation Act (NAGPRA) or archaeological evidence is discovered during any phase of this project.

In letters dated January 8, 2021 and June 14, 2021, the Pokagon Band indicated that the project will not have an impact on any historic, religious, or culturally significant resources to the tribe, but requested to be notified immediately if any cultural or archaeological resources are uncovered during construction.

The SHPO concurred with the findings of the historic properties report and the archaeological assessment in a letter dated June 16, 2021, but noted that their identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature. The SHPO also noted that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to INDNR-DHPA within two (2) business days.

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

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

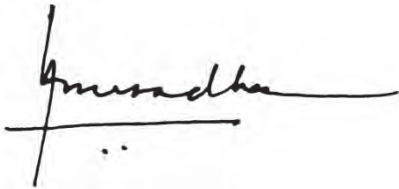
process at any time and are encouraged to respond to this notification with any comments or concerns at their earliest convenience.

For questions concerning specific project details, you may contact Leah J. Konicki of ASC Group, Inc., at 317-915-9300, ext. 103, or lkonicki@ascgroup.net. All future responses regarding the proposed project should be forwarded to ASC Group, Inc., at the following address:

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
lkonicki@ascgroup.net.

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

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

Distribution List:
Indiana State Historic Preservation Office (SHPO)
Miami Tribe of Oklahoma
Pokagon Band of Potawatomi Indians

From: [Leah Konicki](#)
To: "McCord, Beth K"
Cc: "Miller, Shaun (INDOT)"; "Branigin, Susan"; "Kumar, Anuradha"; "Grylewicz, Michael J"; "Ritzler, Julie"; "LaBlonde, John"; "Port, Juliet"; Harry Nikides; "Kennedy, Mary"
Subject: RE: FHWA Project: Dual Review: Des. No. 1800067, et al., HBAA, SR 912 and Michigan Avenue Bridges Project, East Chicago, Lake County, Indiana
Date: Monday, November 8, 2021 2:01:14 PM

Des. No.: 1800067, 1703011, 1703012, 1700105, 1700359, 1700370, and 1703000

Project Description: SR 912 and Michigan Avenue Bridges

Location: Lake County, Indiana

The Indiana Department of Transportation, with funding from the Federal Highway Administration, proposes to proceed with State Road (SR) 912 and Michigan Avenue Bridges Project (Des. No. 1800067, et al.).

As part of Section 106 of the National Historic Preservation Act, a Historic Bridge Alternatives Analysis has been prepared and is ready for review and comment by consulting parties.

Please review this document located in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE), and respond with any comments that you may have. If a hard copy of the materials is needed, please respond to this email with your request within seven (7) days.

Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Leah J. Konicki
Principal Investigator - Architectural Historian
Cultural Resources Manager

ASC Group, Inc.

9376 Castlegate Drive
Indianapolis, Indiana 46256
317.915.9300 ext. 103 (office)
317.565.9100 (cell)

[Facebook](#) | [LinkedIn](#) | [Web](#)



From: [Kennedy, Mary](#)
To: [Diane Hunter](#); "Matthew.Bussler@pokagonband-nsn.gov"
Cc: [Leah Konicki](#); [Miller, Shaun \(INDOT\)](#); [Carmany-George, Karstin \(FHWA\)](#)
Subject: FHWA Project- Des. No. 1800067, et al., HBAA, SR 912 and Michigan Avenue Bridges Project, East Chicago, Lake County, Indiana
Date: Monday, November 8, 2021 2:16:04 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)

Des. No.: 1800067, 1703011, 1703012, 1700105, 1700359, 1700370, and 1703000

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Consulting parties have thirty (30) calendar days from receipt of this information to review and provide comment. Tribal contacts may contact Shaun Miller at smiller@indot.in.gov or 317-416-0876 or Kari Carmany-George at FHWA at K.CarmanyGeorge@dot.gov or 317-226-5629.

Thank you in advance for your input,

Mary E. Kennedy

Historic Bridge Specialist

100 N. Senate Ave., Room N758-ES

Indianapolis, IN 46204

Email: mkennedy@indot.in.gov

Phone: 317-694-3607

Core work hours: 8:00 AM-2:45 PM Mon-Thurs

Typically on site Tues; Remote Mon, Weds, Thurs



*For the latest updates from INDOT's Cultural Resources Office, subscribe to the Environmental Services listserv: <https://www.in.gov/indot/3217.htm>

**Link to the CRO-Public Web Map App can be found [here](#)

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhp@dnr.IN.gov



December 3, 2021

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

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

Re: DUAL REVIEW: Historic bridge alternatives analysis report for the SR 912 and Michigan Avenue Bridge, East Chicago, North Township, Lake County (Des. No. 1800067 [LEAD]; 1703011, 1703012, 1700105, 1700359; DHPA No. 26824)

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

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”); and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your November 8, 2021, submission which included the historic bridges alternatives analysis (“HBAA”), received by our office the same day for this project.

As previously indicated, the Ramp B over B Bridge (Structure No. 912-45-06596B; NBI No. 33035) was previously determined eligible for inclusion in the National Register of Historic Places (“NRHP”) in the *Indiana Historic Bridge Inventory*. The c. 1959 cast in place reinforced concrete slab bridge was also categorized as “Non-Select.”

Regarding the HBAA, we note that there is no alternative that meets the project’s purpose and need that is both feasible and prudent. Alternative B1: Rehabilitation for Continued Vehicular Use Meeting Secretary of Interior’s Standards for Rehabilitation is feasible, but would require multiple design exceptions, does not extend the bridge life beyond 15 years, and would still feature geometric deficiencies thus making it not prudent. In situations of “Non-Select” bridges where rehabilitation (or bypass) is not a feasible or prudent alternative, it is often the case that Alternative E: Relocation of Historic Bridge and New Bridge Construction, or Alternative F: Demolition of Historic Bridge and New Bridge Construction would be the preliminary preferred alternative. However, in this case, while Alternatives E and F are feasible, the construction of a new bridge does not meet the project’s secondary purpose and need of providing adequate horizontal stopping sight distances. Thus, none of the alternatives explored in the HBAA are deemed feasible or prudent. Due to the complex nature of this intersection and that Ramp B over B is the only historic bridge of the six bridges, we agree with these conclusions presented in the HBAA.

As none of the eight options explored in the HBAA are deemed feasible or prudent for the proposed project, the recommended preferred alternative is instead to construct an entirely new interchange. In this case, the preferred alternative details that the historic bridge would be demolished, and a roundabout interchange would be constructed prior to Michigan Avenue crossing over the railroad tracks. We

appreciate the thorough Engineer's Report (October 2020) that outlines three alternatives for a new intersection, and we are inclined to defer to the project team in choosing a preferred alternative for this intersection as the historic "Non-Select" bridge will be removed.

As previously indicated, regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature.

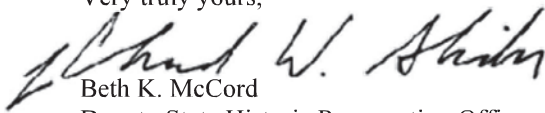
If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to INDNR-DHPA within two (2) business days. In that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

For the benefit of those recipients of a copy of this letter who are not Section 106 consulting parties, please be aware that a copy of this submission can be found online at <http://erms.indot.in.gov/Section106Documents/>. From there, search by this project's designation number: 1800067 [LEAD].

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to contact Rachel Sharkey at (317) 234-5254 or rsharkey@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

In all future correspondence regarding the dual review of this bridge project on SR 912 and Michigan Avenue in East Chicago, Lake County (Des. No. 1800067 [LEAD]), please refer to DHPA No. 26824.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:

Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Leah J. Konicki, ASC Group, Inc.
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community
Shawnee Tribe

Honorable Anthony Copeland, Mayor, City of East Chicago

East Chicago Common Council
East Chicago City Engineer
East Chicago City Planner
Kyle W. Allen, Sr., Lake County Commissioner, 1st District
Jerry Tippy, Lake County Commissioner, 2nd District
Michael C. Repay, Lake County Commissioner, 3rd District
Indiana Landmarks, Northwest Field Office
Northwestern Indiana Regional Planning Commission
Bruce L. Woods, Lake County Historian and Lake County Historical Society and Museum
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation

CC to potentially interested persons:

Jan S. Smoljan, Superintendent, Lake County Highway Department
Gloria Dosen, East Chicago Historical Society

Sub-Appendix

APPENDIX F – HISTORIC BRIDGE MARKETING

The Indianapolis Star

130 South Meridian Street
Indianapolis, IN 46225
Marion County, Indiana

Federal Id: 06-1032273

ASC GROUP INC

Account #:INI-1030851
Order #:0004511655
of Affidavits: 2
Total Amount of Claim:\$69.39
This is not an invoice

ASC GROUP INC
ATTN Carol Croto
9376 CASTLEGATE DR
INDIANAPOLIS, IN 46256

PUBLISHER'S AFFIDAVIT

STATE OF WISCONSIN,
County Of Brown } SS:

Personally appeared before me, a notary public in and for said county and state, the undersigned

I, being duly sworn, say that I am a clerk for THE INDIANAPOLIS NEWSPAPERS a DAILY STAR newspaper of general circulation printed and published in the English language in the city of INDIANAPOLIS in the state of INDIANA and county of MARION, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 times., the dates of publication being as follows:

The insertion being on the 12/17/2020

Newspaper has a website and this public notice was posted in the same day as it was published in the newspaper.

Pursuant to the provisions and penalties of Ch. 155, Acts 1953,

I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

Kathleen Allen

Date: 12-17, 2020 Title: Clerk

Subscribed and sworn to before me this 17 day of December, 2020

Shelly Hora

Notary Public

Notary Expires: 8-25-23

SHELLY HORA
Notary Public
State of Wisconsin

To: INDIANAPOLIS

STAR

(Governmental Unit)

County, Indiana

Indianapolis, IN

55 lines, 2 columns wide equals 110 equivalent lines at \$0.63 per line @ 1 days, \$69.39

Website Publication \$0

Acct #: INI-1030851

Ad #: 0004511655

Charge for proof(s) of publication \$0.00

DATA FOR COMPUTING COST

Width of single column 9.5 ems

Number of insertions 1

Size of type 7 point

TOTAL AMOUNT OF CLAIM \$69.39

Claim No. _____ Warrant No. _____

IN FAVOR OF

The Indianapolis Star

Indianapolis, IN

Marion County

130 S. Meridian St. Indianapolis, IN 46225

I have examined the within claim and hereby certify as follows:

That it is in proper form.

This it is duly authenticated as required by law.

That it is based upon statutory authority.

That it is apparently (correct)
(incorrect)

\$ _____

On Account of Appropriation For

FED. ID

#06-1032273

Allowed _____, 20____

In the sum of \$ _____

I certify that the within claim is true and correct; that the services there-in itemized and for which charge is made were ordered by me and were necessary to the public business.

Public Notice
Designation No. 1800067, et al.

The Indiana Department of Transportation (INDOT) is announcing the potential availability of the Ramp B over B bridge (Structure No. 912-45-06596 B) carrying Michigan Avenue over SR 912 in East Chicago, Indiana, to interested responsible parties. The bridge is eligible for the National Register of Historic Places and has been determined "Non-Select" per the Programmatic Agreement Regarding the Management and Preservation of Indiana's Historic Bridges (https://www.in.gov/indot/files/Historic_Bridge_ProgrammaticAgreement.pdf). The status of this bridge is currently "pending," which means that its future is currently unknown as the Section 106 historic review process is on-going. Depending on the outcome of Section 106 consultation, interested parties may be able to acquire the bridge.

The single span reinforced concrete bridge is 47 feet long and 40 feet wide, and is in fair to poor condition. A photo and general information about the bridge can be viewed at the following website: <http://www.in.gov/indot/2532.htm>. Additional information about the bridge is available for review by contacting the person listed below.

INDOT is now accepting proposals for the rehabilitation and reuse, or the storage and future reuse of the bridge. Proposals will also be accepted for the salvage of elements of the bridge. Any proposals should be received within the next six months. Funding of any rehabilitation, reuse, storage, dismantling, reconstruction, salvage, etc. of this bridge would be the responsibility of the new owner. Interested parties should submit a written proposal for reuse to the address below as soon as possible:

ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
371-915-9300, ext. 103
lkonicki@ascgroup.net

INI - 12/17/2020 - 000 4511655

hspaxlp

*** Proof of Publication ***

State of Indiana)
) ss:
Lake County)

Personally appeared before me, a notary public in and for said county and state, the undersigned Nicole Muscari who, being duly sworn, says that She/he is Legal Clerk of the Northwest Indiana Times newspaper of general circulation printed and published in the English language in the Town of Munster in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 time(s), the date(s) of publication being as follows:
December 18th 2020

Public Notice
Designation No. 1800067, et al.
The Indiana Department of Transportation (INDOT) is announcing the potential availability of the Ramp B over B bridge (Structure No. 912-45-06596 B) carrying Michigan Avenue over SR 912 in East Chicago, Indiana, to interested responsible parties. The bridge is eligible for the National Register of Historic Places and has been determined "Non-Select" per the Programmatic Agreement Regarding the Management and Preservation of Indiana's Historic Bridges (https://www.in.gov/indot/files/Historic_Bridge_ProgrammaticAgreement.pdf). The status of this bridge is currently "pending," which means that its future is currently unknown as the Section 106 historic review process is on-going. Depending on the outcome of Section 106 consultation, interested parties may be able to acquire the bridge. The single span reinforced concrete bridge is 47 feet long and 40 feet wide, and is in fair to poor condition. A photo and general information about the bridge can be viewed at the following website: <http://www.in.gov/indot/2532.htm>. Additional information about the bridge is available for review by contacting the person listed below. INDOT is now accepting proposals for the rehabilitation and reuse, or the storage and future reuse of the bridge. Proposals will also be accepted for the salvage of elements of the bridge. Any proposals should be received within the next six months. Funding of any rehabilitation, reuse, storage, dismantling, reconstruction, salvage, etc. of this bridge would be the responsibility of the new owner. Interested parties should submit a written proposal for reuse to the address below as soon as possible:
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, IN 46256
371-915-9300, ext. 103
lkonicki@ascgroup.net
12/18-58945-hspaxio

ASC Group, Inc. - Legals
Leah Konicki - Project Manager
9376 CASTLEGATE DRIVE
INDIANAPOLIS IN 46256

ORDER NUMBER 58945

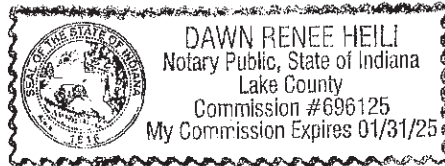
The undersigned further states that the Northwest Indiana Times newspaper maintains an Internet website, which is located at www.nwi.com website and that a copy of the above referenced printed matter was posted on such website on the date(s) of publication set forth above.

Nicole Muscari, Legal Clerk
By: *Nicole Muscari*

Subscribed and sworn to before me this 18th day of December, 2020.

Dawn Renee Heili
Notary Public

My commission expires:



Section: Legals

Category: 198 Legal - Lake County

PUBLISHED ON: 12/18/2020

TOTAL AD COST: 26.01
FILED ON: 12/18/2020

ATTACH COPY OF ADVERTISEMENT HERE

ASC Group Inc. (Governmental Unit)

To: The Times Media Company

Lake County, Indiana

601-45th Avenue, Munster, IN 46321

PUBLISHER'S CLAIM

LINE COUNT

Display Master (Must not exceed two actual lines, neither of which shall total more than four solid lines of the type in which the body of the advertisement is set) - number of equivalent lines
Head - number of lines
Body - number of lines
Tail - number of lines
Total number of lines in notice

COMPUTATION OF CHARGES

57 lines, 1 column wide equals 57 equivalent lines at .4645 cents per line \$ 26.01
Additional charges for notices containing rule or tabular work (50 per cent of above amount)
Charge for extra proofs of publication (\$1.00 for each proof in excess of two)
TOTAL AMOUNT OF CLAIM \$ 26.01

DATA FOR COMPUTING COST

Width of single column in picas 9p4 Size of type 7.0 point # 58945
Number of insertions 1

Pursuant to the provisions and penalties of IC 5-11-10-1, I hereby certify that the foregoing account is just and correct, that the amount claimed is legally due, after allowing all just credits, and that no part of the same has been paid.

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

December 18th 2020

Additionally, the statement checked below is true and correct:

- Newspaper does not have a Web site.
[X] Newspaper has a Web site and this public notice was posted on the same day as it was published in the newspaper.
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..... Newspaper has a Web site but refuses to post the public notice.

Date 12/18/2020

Nicole L. Muscari Title: Legal Clerk

By: [Signature]



This is a historic bridge that may be available for reuse. The status of the bridge is currently "pending," meaning its future is undetermined as the Section 106 review process is on-going. Depending on the outcome of Section 106 consultation, interested parties may be able to acquire the bridge. For more information, please visit <https://www.in.gov/indot/2532.htm> or contact 855-464-4368.

This is a historic bridge that may be available for reuse. The status of the bridge is currently "pending," meaning its future is undetermined as the Section 106 review process is on-going. Depending on the outcome of Section 106 consultation, interested parties may be able to acquire the bridge. For more information, please visit <https://www.in.gov/indot/2532.htm> or contact 855-464-6368.

Sign Dimension: 72.000in x 48.000in

File Name: BRIDGE SIGN proof 1-12-21.fs

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Approval X

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SR 912 over Michigan Avenue

- 🏠 [INDOT \(/indot\)](#) > [Current Programs \(/indot/current-programs\)](#)
 - [Green Initiatives \(/indot/current-programs/green-initiatives\)](#)
 - [Historic Bridges Marketing Program \(/indot/current-programs/green-initiatives/historic-bridges-marketing-program\)](#)
 - SR 912 over Michigan Avenue



Location:	County	Road	Over	Number	Other Location Information
	Lake	SR 912 over Michigan Ave	Ramp B over B	912-45-06596 B	East Chicago

Statistics:	Owner	Length	Width	Year Built	Type
	INDOT	47'	40'-4"	1959	Reinforced concrete rigid frame

Builder: N/A **Status:** Pending

Comments: The Ramp B over B bridge is part of an overall interchange that contains six bridges that are deteriorating and in need of work. The primary needs for the project stem from the deteriorated condition of the six existing bridges and the roadway pavement within the interchange. This single-span reinforced concrete rigid frame bridge was built in 1959. It is was determined eligible for the National Register of Historic Places in the Indiana Historic Bridge Inventory because it possesses significance under Criterion C as an example of an uncommon highway bridge type in Indiana, and because its horizontal curved deck represents an important bridge construction technique. The bridge is rated "Non-Select" per the Programmatic Agreement regarding Management and Preservation of Indiana's Historic Bridges (Historic Bridge PA). The status of this bridge is currently "pending," meaning its future is undetermined as the Section 106 historic review process is on-going. Depending on the outcome of Section 106 consultation, interested parties may be able to acquire the bridge. INDOT is now accepting proposals for the rehabilitation and reuse, or the storage and future reuse, of the bridge. Proposals will also be accepted for the salvage of elements that may be stored for future repair of similar historic bridges.

Contact:	Name	E-mail	Address	Phone
	Leah J. Konicki ASC Group, Inc.	lkonicki@ascgroup.net	9376 Castlegate Drive, Indianapolis, IN 46256	317-915-9300

Sub-Appendix
intentionally omitted.
See Appendix B.

APPENDIX G – STAGE 2 PLANS



February 17, 2022

SHPO Approval Letter

Leah J. Konicki
Principal Investigator – Architectural Historian
ASC Group, Inc.
9376 Castlegate Drive
Indianapolis, Indiana 46256

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

Re: DUAL REVIEW: Indiana Department of Transportation’s finding of “No Adverse Effect” on behalf of the Federal Highway Administration and 60% design plans for the SR 912 and Michigan Avenue Bridges (Des. No. 1800067 [LEAD], 1703011, 1703012, 1700105, 1700359; DHPA No. 26824)

Dear Ms. Konicki:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”); and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your February 7, 2022, submission which enclosed INDOT’s finding and supporting documentation as well as the 60% design plans for the aforementioned project in North Township, Lake County, Indiana.

For the benefit of the Indiana Historic Preservation Review Board (“Review Board”) members and other recipients of this letter who are not Section 106 consulting parties, please be aware that documents submitted for review of this project can be found online at IN SCOPE (<http://www.erms.indot.in.gov/Section106Documents/>). From there, search by this project’s lead designation number: 1800067.

As previously indicated, the Ramp B over B Bridge (Structure No. 912-45-06596B; NBI No. 33035) was previously determined eligible for inclusion in the National Register of Historic Places (“NRHP”) in the *Indiana Historic Bridge Inventory*. The c. 1959 cast in place reinforced concrete slab bridge was also categorized as “Non-Select.” Per the terms of the Indiana Historic Bridges PA, the procedures outlined in Stipulation III.B will be followed to fulfill FHWA’s Section 106 responsibilities for the bridge. We also agree that the Inland Steel Office Building/ArcelorMittal Human Resources building (Indiana Historic Sites and Structures Inventory #089-679-35181) is eligible for inclusion in the NRHP.

As previously indicated, regarding archaeology, based on the submitted information and the documentation available to the staff of the Indiana SHPO, we have not identified any currently known archaeological resources listed in or eligible for inclusion in the NRHP within the proposed project area. However, this identification is subject to the ground-disturbing project-related activities remaining within areas disturbed by previous construction of a recent and non-historical nature.

If any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29) requires that the discovery be reported to the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology within two (2) business days. In that event, please

call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and Indiana Code 14-21-1-29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

Because the Indiana Historic Bridges PA takes into account the effects of projects on all historic, Select and Non-Select bridges in Indiana, a Section 106 finding in a bridge project applies only to historic properties within the APE, *other than the bridge*. **Accordingly, we concur with INDOT's February 3, 2022, Section 106 finding of "No Adverse Effect" on behalf of FHWA, for this federal undertaking.**

We note within this finding documentation, that this submittal also contains the 60% design plans for this bridge replacement project. It appears that Appendix F from the prior November 8, 2021 Historic Bridge Alternatives Analysis Report contained what appears to be the 30% design plans, although it was not specified in INDOT's distribution letter or called out throughout the document. As a result, we did not formally comment on the 30% design plans, besides acknowledging that the October 2020 Engineer's Report outlined three alternatives for an entirely new intersection, and we deferred to the project team in choosing a preferred alternative since they would all result in the demolition of the historic "Non-Select" bridge.

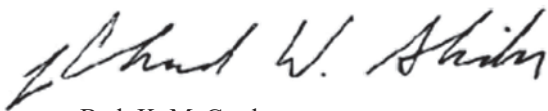
Regarding the 60% bridge plans, we have no additional comments or questions. Upon receipt of the 90% final bridge plans for this bridge replacement, we will decide whether it is appropriate to issue a Director's Letter of Clearance for this project, indicating compliance with Indiana Code 14-21-1-18.

We also request that the Ramp B over B Bridge be photographically documented prior to demolition. We request color, digital images that provide overviews of the resource, along with details shots of any character-defining features. In addition to the photographs, please provide a photo log that corresponds to the photographs, a photo key, and an overview thumbnail sheet. Please submit a draft copy of this documentation on CD or previously approved storage or transfer method for our review and approval. Upon approval, this documentation should be provided to a public or not-for-profit organization that is willing to accept a copy of this documentation and make it available to the public.

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to contact Rachel Sharkey at (317) 234-5254 or rsharkey@dnr.in.gov. Questions about historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

In all future correspondence regarding the dual review of this bridge replacement project on SR 912 and Michigan Avenue Bridges in North Township, Lake County (LEAD Des. No. 1800067), please refer to DHPA No. 26824.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:

Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Shaun Miller, INDOT
Susan Branigin, INDOT
Leah J. Konicki, ASC Group, Inc.
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board

Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

Eastern Shawnee Tribe of Oklahoma
Miami Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma
Pokagon Band of Potawatomi Indians
Forest County Potawatomi Community
Shawnee Tribe

Honorable Anthony Copeland, Mayor, City of East Chicago
East Chicago Common Council
East Chicago City Engineer
East Chicago City Planner
Lake County Commissioners
Indiana Landmarks, Northwest Field Office
Northwestern Indiana Regional Planning Commission
Bruce L. Woods, Lake County Historian and Lake County Historical Society and Museum
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation

CC to potentially interested persons:

Jan S. Smoljan, Superintendent, Lake County Highway Department
Gloria Dosen, East Chicago Historical Society

*** Proof of Publication ***

State of Indiana)
) ss:
Lake County)

Personally appeared before me, a notary public in and for said county and state, the undersigned Nicole Muscari who, being duly sworn, says that She/he is Legal Clerk of the Northwest Indiana Times newspaper of general circulation printed and published in the English language in the Town of Munster in state and county afore-said, and that the printed matter attached hereto is a true copy, which was duly published in said paper for 1 time(s), the date(s) of publication being as follows:
February 10, 2022

ASC Group, Inc. - Legals
Leah Konicki - Project Manager
9376 CASTLEGATE DRIVE
INDIANAPOLIS IN 46256

ORDER NUMBER 87850

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

Nicole Muscari, Legal Clerk
By [Signature]

Subscribed and sworn to before me this 23 day of March, 2022

[Signature]
Notary Public

My commission expires: 1/31/25



Section: Legals
Category: 198 Legal - Lake County
PUBLISHED ON: 02/10/2022

TOTAL AD COST: 45.14
FILED ON: 2/10/2022

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

Public Notice

Des. No. 180067, et al

The Indiana Department of Transportation (INDOT) is planning to undertake an interchange reconstruction project, funded in part by the Federal Highway Administration (FHWA). The project is located at State Route (SR) 912 and Michigan Avenue in the City of East Chicago, Lake County, Indiana.

Under the preferred alternative, the proposed project will involve reconfiguring the south side of the existing interchange into a roundabout. The project will affect the Ramp B over B Bridge (INDOT Structure No. 912-45-06596 B; National Bridge Inventory [NBI] No. 33035) in the interchange.

The Ramp B over B Bridge is eligible for the National Register of Historic Places (NRHP) under Criterion C for its engineering significance and is classified as a "Non-Select" bridge by the INDOT Historic Bridge Inventory. Thus, the procedures outlined in Stipulation III.B. of the Historic Bridges Programmatic Agreement (HBPA) will be followed to fulfill FHWA's Section 106 responsibilities for the project. Per Stipulation III.B. of the HBPA, INDOT will hold a public hearing for the project prior to completion of National Environmental Policy Act (NEPA) studies. The hearing will be advertised at a later date.

To satisfy FHWA's Section 106 responsibilities for the other historic resources that may be in the Area of Potential Effects (APE), FHWA will comply with the requirements of 36 CFR Parts 800.3-800.6. Other properties listed in or eligible for the NRHP located within the APE include the Inland Steel Office Building/ArcelorMittal Human Resources building. Regarding this property, the INDOT, on behalf of the FHWA, has issued a "No Adverse Effect" finding for the project because the project will not diminish the integrity of the characteristics that qualify the historic property within the APE for inclusion in the NRHP. In accordance with the National Historic Preservation Act, the views of the public are being sought regarding the effect of the proposed project on the historic elements as per 36 CFR 800.2(d), 800.3(e) and 800.6(a)(4). Pursuant to 36 CFR 800.4(d)(2), the documentation specified in 36 CFR 800.11(e) is available for inspection in the Indianapolis offices of ASC Group, Inc. Additionally, this documentation can be viewed electronically by accessing INDOT's Section 106 document posting website IN SCOPE at <http://erms.indot.in.gov/Section106Documents>. This documentation serves as the basis for the "No Adverse Effect" finding. The views of the public on this effect finding are being sought. Please reply with any comments to Leah J. Konicki, ASC Group, Inc., 9376 Castlegate Drive, Indianapolis, IN 46256, 317-915-9300, lkonicki@ascgroup.net, no later than March 12, 2022.

In accordance with the "Americans with Disabilities Act", if you have a disability for which INDOT needs to provide accessibility to the document(s) such as interpreters or readers, please contact Amber Thomas, 219-325-7494, AThomas2@indot.IN.gov.
2/10 - 87850 HSPAXLP

Asc Group, Inc.
(Governmental Unit)

To: The Times Media Company

Lake County, Indiana

601-45th Avenue, Munster, IN 46321

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cents per line \$ 45.14
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Charge for extra proofs of publication (\$1.00 for each proof in excess of two)
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I also certify that the printed matter attached hereto is a true copy, of the same column width and type size, which was duly published in said paper (1) times. The dates of publication being as follows:

February 10, 2022

Additionally, the statement checked below is true and correct:

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Date Mar 23 2022

Nicole L. Muscari
Title: Legal Clerk

By: [Signature]

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See table of legal rates in the applicable State Board of Accounts Bulletin

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That it is based upon statutory authority.

correct

That it is apparently
incorrect

I certify that the within claim is true and correct; that the services there in itemized and for which charge is made were ordered by me and were necessary to the public business

REVIEWED

By Mary Kennedy at 4:20 pm, Nov 02, 2021

no further comments

Excerpts

Historic Bridge Alternatives Analysis

Bridge Number: 912-45-06596B

Project Lead Des. No. 1800067, Des. No. 1703012 (Ramp B over B)

Route Identification and Feature Crossed: SR 912 over Michigan Avenue, Ramp B over B

County: Lake

NBI No. 033035

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

Project Location: City of East Chicago, Michigan Avenue over SR 912

Prepared By

Leah J. Konicki, ASC Group, Inc.

John LaBlonde and Daniel J. Miller, Parsons

Submitted By:

ASC Group, Inc.

Parsons



Leah J. Konicki, Principal Investigator

October 8, 2021



This bridge was evaluated by personnel from the Indiana Department of Transportation (INDOT) Bridge Design Unit, the District Office and the designer. The attached Draft Historic Bridge Alternatives Analysis has been reviewed by the INDOT Bridge Design Unit and Cultural Resources Office for thoroughness of the rehabilitation option and compliance with INDOT design policies. Concurrence by INDOT with the proposed Scope of Work does not constitute Final Approval of the Historic Bridge Alternatives Analysis. This Draft HBAA may now be distributed to the historic consulting parties for review.

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Intentionally omitted, see Appendix B for graphics.

Project Background

This report is being prepared for the State Route (SR) 912 Ramp B over B bridge (Indiana Department of Transportation [INDOT] Structure No. 912-45-06596 B; NBI No. 33035). This bridge is part of Contract R-41441, a SR 912 Interchange Improvement project (Lead Des. No. 1800067). The Ramp B over B bridge (Des. No. 1703012) is part of an overall interchange that contains six bridges that are deteriorating, as listed in the table below. This Historic Bridge Alternatives Analysis (HBAA) focuses on the historic Ramp B over B bridge and not the other structures unless otherwise specified. Ramp B over B is a historic bridge that is part of an interchange of several structures working together. The primary needs for the project stem from the deteriorated condition of the six existing bridges and the roadway pavement within the interchange.

Table 1: Bridges included in the SR 912 Interchange Improvement Project (Lead Des. No. 1800067).

Des. No.	NBI No.	INDOT Structure No.	Bridge
1703011	33032	912-45-02543 B	Michigan Ave. over SR 912 and RRs
1703012	33035	912-45-06596 B	Ramp B over B
1700105	33036	912-45-06596 JA	Ramp H over B
1700359	33037	912-45-02543 A RI	Ramp I
1700370	33034	912-45-02543 A NEC	Ramp NEC
1703000	33033	912-45-02545 ADJ	Pedestrian Bridge over RR

II. EXISTING STRUCTURE DATA

A. IDENTIFICATION/HISTORY

Bridge No.: 912-45-06596B
 Project Location: SR 912 over Michigan Avenue, Ramp B over B, City of East Chicago
 Designation No.: Project Lead Des. No. 1800067, Des. No. 1703012 (Ramp B over B)
 Year Built: 1959
 Years Repaired: 1980, 2000
 Most Recent Field Inspection Date: 9/29/20 (Indiana Department of Transportation [INDOT] Routine Inspection)
 Average Daily Traffic (ADT)/Year of ADT: 5,288 vehicles per day (VPD) / 2020
 Percentage of Commercial Vehicles: 14%
 Low Volume Road?: No
 Functional Classification: Urban (Intermediate) Principal Arterial – Other Freeway or Expressway
 Detour Length: 2.8 miles
 Load Rating: Operating rating: 60 Inventory rating: 36
 Sufficiency Rating: 82.6
 National Register of Historic Places Status: Eligible
 Historic Bridge Prioritization Status: Non-Select
 Historic Character-Defining Features: Horizontal curved deck

B. STRUCTURE/DIMENSIONS

Surface Type: Cast in place reinforced concrete (RC) three-sided rigid frame structure
Out to Out of Copings: 40 feet (ft)-4 inches
Out to Out of Bridge Floor: 56 ft along chord, 47 ft face to face of abutments
Clear Roadway Width: 37 ft-1 inch
Number of Lanes on Structure: One
Skew: 28°56'06.5" Left
Type of Superstructure: Reinforced concrete slab
Spans: One span 54 ft (normal to abutment)
Type of Substructure/Foundation: Spread footing
Seismic Zone: Zone 1

C. APPURTENANCES

Bridge Railing: 33 inch concrete barrier
Curbs: 4 inch concrete curbs are present along the right side of the roadway. A median barrier is present along the left side of the roadway.
Sidewalks: Neither pedestrian facilities, sidewalks, nor multi-use paths are present.
Utilities: Utilities are adjacent to the project area but not on, or directly abutting, the bridge.
Railroad: Railroads are adjacent to the project area but not on, or directly abutting, the bridge.

D. APPROACHES

Roadway Width: 33 ft-1.5 inches
Surface Type: Concrete
Guardrail: Standard W-Beam with 6.25 ft post spacing
Guardrail End Treatment: There are no end treatments near this bridge, but there are guardrail transitions, TGB, to tie guardrail into the bridge rail.

III. EXISTING CONDITIONS

The Ramp B over B structure was constructed in 1959, with bridge deck overlays in 1980 and 2000; the structure is generally in fair to poor condition. There is widespread cracking in the deck, bridge railing, and abutment walls. Refer to subsections below for additional details. The condition of each of the bridges that make up the interchange was documented in INDOT's Bridge Inspection Report, dated September 29, 2020 and summarized in Table 2 below, using a numerical rating system with a scale from 0, failed condition, to 9, excellent condition (Appendix C).

Table 2: INDOT Bridge Condition Ratings.

Bridge Condition Ratings										
Scale	Excellent	Very Good	Good	Satisfactory	Fair	Poor	Serious	Critical	Imminent Failure	Failed
	9	8	7	6	5	4	3	2	1	0

Structure

Type:	Cast in place RC three-sided rigid frame structure
Span length:	47 ft normal to abutments
Walls:	Abutment walls, measurements refer to the thickness in profile, which vary from 2 ft-2 inches at base to 3 ft-8 inches at top. See Photographs 2 and 3.
Top Slab ¹ :	Varies from 3 ft-8 inches at wall to 1 ft-6 inches at midspan
Foundation:	Spread footing

1: This bridge has a structural slab with a wearing surface on it and not a traditional "bridge deck".

Condition

Deck:	5 out of 9, fair condition
Wearing Surface:	4 out of 9, poor condition
Superstructure:	5 out of 9, fair condition
Substructure:	5 out of 9, fair condition
Posting:	Equal to or above legal loads

A. BRIDGE DECK

Bridge Deck rated 5 out of 9, fair condition: Minor section loss

Wearing Surface rated 4 out of 9, poor condition: Wide centerline crack. Widespread map cracking.

B. SUPERSTRUCTURE

5 out of 9, fair condition

The solid slab superstructure has been subject to two cycles of patching and overlay. Recent inspection reports note spalling and rust staining of the deck underside at the longitudinal construction joint and coping. Map cracking of the deck and cracking of the walls are also indicated.

The conditions are consistent with heavy truck traffic, heavy chloride use, and long-term settlement and consolidation. The choice of spread footings for the original design was favorable for economy and constructability. However, based on the preliminary geotechnical investigation, several decades of consolidation settlement has occurred. The rigid frame structure is not tolerant to differential settlement, and this has likely led, or assisted in leading, to the observed

cracking. The cracking accelerates the ingress of chloride ions, which corrodes the reinforcing and spalls the concrete.

C. SUBSTRUCTURES AND FOUNDATIONS

5 out of 9, fair condition

There is wide vertical and horizontal cracking in the abutments. No previous repairs to the abutment wall were identified from the existing plans or its current condition.

D. APPROACHES

The approach roadway is concrete pavement on fill supported by the retaining wall. Extensive spalling and exposed reinforcement were observed during the bridge field inspection. There is also widespread map cracking on the approach slab. The terminal joint is in good condition and appears to have been recently repaired.

The Ramp B over B roadway has substandard shoulder widths and does not meet horizontal stopping distance; the existing bridge has substandard vertical clearance over the roadway below. The roadway leading up to the bridge merges from three lanes down to one lane on a very tight curve, adding to safety concerns.

IV. PURPOSE AND NEED

As noted above, the Ramp B over B is a historic bridge that is part of an interchange of several structures working together. The Purpose and Need statement goes into all aspects of the project, and the alternative discussion that follows focuses on Ramp B over B.

The primary needs for the project stem from the deteriorated condition of six existing bridges and the roadway pavement within the interchange. As noted above in Section III. Existing Conditions, the condition of each bridge was documented in INDOT's Bridge Inspection Report, dated September 29, 2020 (Appendix C), as outlined in Table 3.

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; in addition, the SR 912 median barrier does not meet current standards.

Several secondary project needs are identified based on substandard geometric deficiencies that do not meet minimum requirements, as described in the current Indiana Design Manual (IDM). This includes inadequate inside and outside shoulder widths, substandard vertical clearances,

and deviations for horizontal stopping sight distance, which has resulted in Ramp B over B being struck multiple times. Damage from these incidents is visible in Photographs 6 and 7. As Ramp B over B and Ramp H over B are directly abutting each other, these collisions affect both bridges, as the impacts have likely contributed to the spalling identified at both bridges. The bridge and approaches have been painted to provide motorists notice (see Photographs 8 to 10), but drivers continue to hit the structure.

Table 3: Existing Conditions of the Six Bridges.

INDOT Structure No.	NBI No.	Bridge	Rating			
			Deck	Wearing Surface	Superstructure	Substructure
912-45-02543 B (Des. 1703011)	33032	Michigan Ave. over SR 912 and RRs	6	6	5	5
			This bridge has extensive, wide cracks in the substructure abutments and pier walls; deck and steel superstructure members are deteriorated.			
912-45-06596 B (Des. 1703012)	33035	Ramp B over B	5	4	5	5
			*Conditions described in detail above in Section III. Existing Conditions.			
912-45-06596 JA (Des. 1700105)	33036	Ramp H over B	5	5	5	6
			There is underside slab cracking, spalling along the joints and coping, and cracking in the abutments. Additionally, the superstructure exhibits signs of collision damage.			
912-45-02543 A RI (Des. 1700359)	33037	Ramp I	6	5	6	6
			Cracking, delamination, spalls, and exposed steel beams are noted, and the joints are failing.			
912-45-02543 A NEC (Des. 1700370)	33034	Ramp NEC	6	6	6	6
			The deck, wearing surface, and approaches are cracked, and the joints are failing.			
912-45-02545 ADJ (Des. 1703000)	33033	Pedestrian Bridge over RR	N	N	N	N
			Both the superstructure and substructure are in poor condition with advanced deterioration (note, the numerical rating system does not apply to pedestrian bridges). This bridge is closed. The poor and unsafe condition of the bridge is a maintenance, safety, and liability concern.			

The primary purpose of the project is to extend the life of the interchange by:

- Providing condition rating of at least 7, good condition, for each bridge element (deck, wearing surface, superstructure, and substructure);
- 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,
- Reducing the maintenance, safety, and liability concerns associated with the closed pedestrian bridge.

The secondary purpose of the project would increase the safety of the interchange by providing adequate horizontal stopping sight distances, improve or alleviate unsafe merge points within curves, and improve inside and outside shoulder widths.

V. ALTERNATIVES (RAMP B OVER B)

A. NO BUILD/DO NOTHING

This alternative means that no federal funds will be expended and that no action would occur. The no build alternative requires no design or construction; therefore, it is a feasible alternative. However, the No Build Alternative would not address the substandard features or the deteriorating structure, nor would it provide a safe, reliable transportation facility for the SR 912 and Michigan Avenue interchange. The bridge is currently safe and reliable enough to remain in operation; however, the bridge has less than 15 years of service life remaining due to the age of the concrete and the deterioration noted, at which time the structure would be deemed unsafe and require closure. In the event of closure, a detour could only be accomplished on local roads around the nearby marina and casino. Therefore, the No Build Alternative does not meet the project's purpose and need and is not a prudent alternative.

B1. REHABILITATION FOR CONTINUED VEHICULAR USE (TWO-LANE OR ONE-LANE OPTION) MEETING

SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION

This alternative would require major rehabilitation of the existing bridge, including:

- Overlay removal and replacement.
- At least 10 percent of the deck area would require partial depth patching (approximately 245 square ft).
- Full depth repair at 3 longitudinal joints (due to advanced degradation).
 - Note: longitudinal joints 1 and 3 are only 4 ft off of the faces of the structure. Reconstruction of a 2 ft wide strip at the joint is considered the minimum practical dimension for a full depth concrete repair on this solid slab structure (required for access and rebar development). This would require surgical type work if the 3 ft of remaining fascia strips are to be protected and saved; damage to and reconstruction of the fascias must be recognized as a possible outcome. Quantities will increase if this happens, as will questions of integrity of the appearance of exposed faces.
- Partial depth repair on abutment and wing walls (approximately 600 square ft).

- All concrete patching would be treated with galvanic anode pucks to mitigate halo degradation.
- Additional right-of-way would also be required to correct the existing deficient design elements.

The Ramp B over B structure will be 63 years old in 2022. The bridge was presumably constructed with an outdated type of rebar known as “Gr 40 black bar.” This type of rebar lacks an epoxy (or other) coating as is the case with modern rebar, which provides an extra layer of protection against deicing salt. Therefore, Gr 40 black bar is more susceptible to deterioration. In this case, the Gr 40 black rebar has been subjected to decades of deicing salt on top of the deck and salt-laden spray on the walls and underside of the deck below (see Photographs 5, 11, and 13).

The conditions are consistent with heavy truck traffic demand, heavy chloride use, and long-term settlement and consolidation. The choice of spread footings for the original design was favorable for economy and constructability, but based on the preliminary geotechnical investigation, several decades of consolidation settlement would be expected in conjunction with the high fills on either end of the structure. The rigid frame structure is not tolerant of differential settlement, and this could lead to the observed cracking. The cracking accelerates the ingress of chloride ions that will corrode the reinforcing and spall the concrete. Given the structure’s age, it should be assumed that the bridge is on the accelerating part of the concrete deterioration curve. A retrofit or rehabilitation at this point in the structure’s life would be expected to provide less than 15 years of life extension.

This alternative would require three Level 1 design exceptions, one for inadequate shoulder width, one for inadequate clear roadway width, and one for inadequate vertical clearance (see Table 4). A Level 2 design exception will also be required for a 0 ft barrier offset, which is inadequate, as 2 ft is required. This alternative would continue to require lanes to merge in a tight, 25 mile per hour (MPH) curve.

This alternative is Feasible to engineer, design, and build. However, geometric deficiencies would remain and would require the design exceptions mentioned above. Additionally, the bridge has fewer than 15 years of service life remaining, at which time the structure would be deemed unsafe and require closure. Furthermore, due to the inability to significantly repair the deteriorated, aging concrete, after these repairs, the condition rating for the bridge deck, superstructure, and substructure would be a 5 out of 9. Therefore, this Alternative is not prudent as it does not meet the primary Purpose and Need of providing a condition rating of at least 7, good condition, for each bridge element. Furthermore, it would not meet the secondary Purpose and Need. Therefore, it has been dismissed from further consideration.

Table 4: Design Criteria for Alternative B1.

Design Element (Federal Level 1)	Minimum Design Criteria	Existing Condition	Proposed Condition	Level 1 Design Exception Required
Travel Lane	12 ft (multilane), 16 ft (single lane)	12 ft-16 ft	12 ft-16 ft	No
Shoulder	4 ft left, 10 ft right (multilane) 4 ft left, 8 ft right (single lane)	2 ft (Inside & outside)	2 ft (Inside & outside)	Yes
Structural Capacity	HS-20	HS-20	HS-20	No
Clear Roadway Width	38 ft	37 ft-1 inch	37 ft-1 inch	Yes
Vertical Clearance	16.5 ft	15 ft-2 inches	15 ft-2 inches	Yes

B2. REHABILITATION FOR CONTINUED VEHICULAR USE (TWO-LANE OR ONE-LANE OPTION) NOT MEETING SECRETARY OF INTERIOR’S STANDARDS FOR REHABILITATION

This alternative proposes to replace the entire structure, replicating the historic design. As mentioned in Alternative B1, because this bridge is made out of reinforced concrete, which is impossible to significantly repair, rehabilitating the structure is not a prudent option.

Because the existing bridge will be replaced, special effort would need to be taken to achieve a nearly identical look to the original structure. Minor differences would exist in the look of a new concrete barrier railing that meets current standards and in the design of new structural components for required HL93 vehicular loads. The replacement structure would be built with modern materials, which would bring the condition rating of all of the bridge elements to a 9 out of 9. Replacement of these components is necessary because they cannot be rehabilitated to meet the structural capacity requirements of current standards. A Summary of Bridge Conditions and Applicable Design Criteria for this alternative can be found in Table 5.

Table 5: Design Criteria for Alternative B2.

Design Element (Federal Level 1)	Minimum Design Criteria	Existing Condition	Proposed Condition	Level 1 Design Exception Required
Travel Lane	12 ft (multilane), 16 ft (single lane)	12 ft-16 ft	12 ft-16 ft	No
Shoulder	4 ft left, 10 ft right (multilane) 4 ft left, 8 ft right (single lane)	2 ft (Inside & outside)	2 ft (Inside & outside)	Yes
Structural Capacity	HL-93	HS-20	HL-93	No
Clear Roadway Width	38 ft	37 ft-1 inch	37 ft-1 inch	Yes
Vertical Clearance	16.5 ft	15 ft-2 inches	15 ft-2 inches	Yes

This alternative will extend the life of this crossing up to 75 years. An anticipated minimum cost of \$1,200,000 is essentially a replacement cost that maintains existing design criteria and incurs both cost and constructability challenges associated with unique and more labor intensive construction techniques that differ from current construction methods (such as cast in place rectangular girders and vertical abutment walls). Although this alternative is feasible, this alternative does not maintain the structure's status as a Non-Select Historic Bridge. This alternative costs more than three times the rehabilitation cost (\$381,000) and nearly double the cost of replacing the bridge with a modern structure using current construction techniques (\$685,000). Furthermore, geometric deficiencies would remain and would require three Level 1 design exceptions, one for inadequate shoulder width, one for inadequate clear roadway width, and one for inadequate vertical clearance. A Level 2 design exception will also be required for a 0 ft barrier offset to be provided, which is inadequate, as 2 ft is required.

Although this alternative would meet the primary Purpose and Need, it could cost significantly more than (almost double) the cost of replacement with a modern structure while still not persevering the historic structure. Therefore, it has been determined that this is not a prudent alternative. Furthermore, it would not meet the secondary Purpose and Need. Therefore, this alternative has been dismissed from further consideration.

C1. REHABILITATION FOR CONTINUED VEHICULAR USE (ONE-WAY PAIR OPTION) MEETING SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION

Due to the bridge's configuration within an interchange, this alternative is not feasible (See Figure 3). The existing bridge (Ramp B over B) already acts as a one-way pair with the Ramp H over B bridge (not historic). An additional lane cannot be engineered (within acceptable design standards) within the interchange to act as a "one-way pair" option. Therefore, this alternative has been dismissed from further consideration.

C2. REHABILITATION FOR CONTINUED VEHICULAR USE (ONE-WAY PAIR OPTION) NOT MEETING SECRETARY OF INTERIOR'S STANDARDS FOR REHABILITATION

Due to the bridge's configuration within an interchange, this alternative is not feasible (see Figure 3). The existing bridge (Ramp B over B) already acts as a one-way pair with the Ramp H over B bridge (not historic). An additional lane cannot be engineered (within acceptable design standards) within the interchange to act as a "one-way pair" option. Therefore, this alternative has been dismissed from further consideration.

D. BYPASS (NON-VEHICULAR USE)/BUILD NEW STRUCTURE

This alternative calls for the rehabilitation of the historic bridge for non-vehicular use and the construction of a new bridge. This alternative is not feasible due to the existing bridge's

configuration within an interchange, as mentioned above in alternatives C1 and C2 (See Figure 3). Furthermore, the bypass option for a Non-Select Bridge is prudent only if a responsible party other than the owner comes forward to fund the preservation and maintenance of the structure.

In accordance with the Historic Bridge Programmatic Agreement (Historic Bridge PA) Project Development Process (PDP), INDOT took the following steps to notify the public of the availability of the structure for re-use:

- A public notice was published in the *Indianapolis Star* on December 17, 2020.
- A public notice was published in the *NWI Times* on December 18, 2020.
- Availability of the bridge was posted to the INDOT marketing website on December 17, 2020.
- A bridge marketing sign was installed at the bridge site on January 19, 2021 (Appendix D).

To date, no party has contacted INDOT or the project team indicating an interest in assuming ownership of the bridge; therefore, if no one steps forward before the end of the public hearing comment period to assume ownership of the structure, this alternative is not prudent.

E. RELOCATION OF HISTORIC BRIDGE AND NEW BRIDGE CONSTRUCTION

This alternative calls for moving the historic bridge to a new location for some other use and the construction of a new bridge in its place. Due to the type of bridge (cast in place RC three-sided rigid frame structure), the structure would not likely survive intact if relocation is attempted. Nevertheless, the bridge is being marketed as described above. As per the Historic Bridge PA PDP for Non-Select bridges, this alternative is prudent only if a responsible party other than the owner comes forward to fund the relocation, preservation, and maintenance of the structure.

To date, no party has contacted INDOT or the project team indicating an interest in assuming ownership of the bridge; therefore, if no one steps forward before the end of the public hearing comment period to assume ownership of the structure, this alternative is not prudent.

F. REPLACEMENT -- DEMOLITION OF HISTORIC BRIDGE AND NEW BRIDGE CONSTRUCTION

This alternative calls for the demolition of the historic bridge and the construction of a new bridge in its place. The new structure would address the structural and functional issues but would still have some of the geometric deficiencies and would require three Level 1 design exceptions, one for inadequate shoulder width, one for inadequate clear roadway width, and one for inadequate vertical clearance. A Level 2 design exception will also be required for a 0 ft barrier offset to be provided, which is inadequate, as 2 ft is required. In order for this alternative to be achievable, the Level 1 design exceptions have to be approved. If INDOT does not approve the Level 1 design exceptions, this alternative is not feasible.

The new bridge would bring the condition rating of all of the bridge elements to a 9 out of 9. Cost of the new structure would be approximately \$685,000. This alternative would address the primary Purpose and Need. Therefore, it is a reasonable and prudent option. However, this alternative would not meet the secondary Purpose and Need.

TABLE 6. Bridge’s Existing and Proposed Conditions and Applicable Design Criteria.

Design Element	Design Manual Section	Minimum Design Criteria	Existing Condition	Proposed Condition ¹	Design Exception Required
Travel Lane	IDM 54-2A	12 ft	33 ft	12 ft	No
Shoulder	IDM 54-2A	8 ft Lt. 4 ft Rt. (2 ft barrier offset required)	2 ft	8 ft Lt. 4 ft Rt.	No (L2DE ¹ needed for barrier offset)
Structural Capacity	IDM 54-2A	HL-93	HS-20	HL-93	No
Clear Roadway Width	IDM 54-2A	Full Paved Approach Width	37 ft	37 ft	Yes
Vertical Clearance	IDM 54-2A	16 ft 6 inches	15 ft 1 inch	15 ft 1 inch	Yes

¹L2DE = Level Two Design Exception.

For Non-Select bridges, this becomes a prudent alternative after the bridge has been marketed per the requirements of the Historic Bridge PA, and no responsible party other than the owner has come forward to fund relocation/preservation/maintenance of the bridge before the end of the public hearing comment period.

VI. MINIMIZATION AND MITIGATION

A. MINIMIZATION

As there is no feasible and prudent alternative that preserves the structure, impacts cannot be minimized.

B. BRIDGE MARKETING

The marketing measures that have occurred per the Historic Bridge PA, include:

- A public notice was published in the *Indianapolis Star* on December 17, 2020.
- A public notice was published in the *NWI Times* on December 18, 2020.
- Availability of the bridge was posted to the INDOT marketing website on December 17, 2020.
- A bridge marketing sign was installed at the bridge site on January 19, 2021 (Appendix D).

To date, no party has contacted INDOT or the project team indicating an interest in assuming ownership of the bridge. The marketing period will continue through the end of the public hearing comment period.

C. MITIGATION

The Historic Bridge PA prescribes the mitigation measures for impacts to historic bridges. Consultation will occur with the Indiana State Historic Preservation Office (SHPO) to determine if photo documentation of the bridge is needed.

VII. PRELIMINARY PREFERRED ALTERNATIVE

As there is no reasonable and prudent alternative that would result in the salvage of the historic bridge, as summarized in Table 7 below, and since replacing the bridge in its current location would still leave in place some of the geometric deficiencies outlined in the purpose and need, additional alternatives for the interchange have been examined (see the *Final Engineer's Report – SR 912 Interchange Improvement* in Appendix E). The recommended preferred alternative for this project is to reconfigure the existing interchange into a roundabout, which would eliminate the Ramp B over B bridge (Alternative 2 in the *Final Engineer's Report*). The preferred alternative meets both the primary and secondary purposes of the project, while providing the safest option for the motoring public. Therefore, it has been determined to be the most feasible and prudent alternative.

Table 7. Preliminary Preferred Alternative

Alternative	Cost	Meets Purpose and Need?	Prudent and Feasible?	Other Factors
B1. – Meeting Secretary’s Standards	\$381,000	No	Not prudent	Cannot significantly repair the deteriorated, aging concrete, leaving less than 15 years of service life. Does not alleviate geometric deficiencies.
B2. – Not Meeting Secretary’s Standards	\$1,200,000 ¹	No	Not prudent	Would require replacement of the existing bridge, eliminating the structure’s status as a Non-Select Historic Bridge. Geometric deficiencies would remain.
C1. – One-Way Pair Meeting Secretary’s Standards	N/A ²	No	Not feasible	
C2. – One-Way Pair not Meeting Secretary’s Standards	N/A ²	No	Not feasible	
D. – Bypass	N/A ²	No	Not feasible	
E. – Relocation	N/A ²	No	Not feasible	
F. – Replacement	\$685,000	No	Not prudent and feasible	Geometric deficiencies would remain. ³ Therefore, as this alternative would ultimately replace the historic structure, other alternatives that would address the secondary Purpose and Need have been evaluated.

1. The estimated cost of \$1,200,000 is essentially a replacement cost that maintains existing design criteria, and incurs both cost and constructability challenges associated with construction techniques that differ from current construction methods.
2. Costs were not calculated as the alternative is not feasible due to the current bridge configuration, or because the bridge type would not likely survive intact if relocated.
3. As there is no reasonable and prudent alternative to salvage the historic bridge, and since replacing the bridge in its current location would still leave some of the geometric deficiencies outlined in the purpose and need in place, additional alternatives for the interchange have been examined. The recommended preferred alternative for this project is to reconfigure the existing interchange into a roundabout, which would eliminate the Ramp B over B bridge.



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

April 14, 2022

Chad Slider
Assistant Director, Environmental Review
Indiana Department of Natural Resources
Division of Historic Preservation and Archaeology
Indiana Government Center South, Rm. W274
Indianapolis, IN 46204

RE: DUAL REVIEW: Photographic Documentation & Letter of Clearance, INDOT Bridge No. 912-45-06596B, Lake County, Indiana; Lead Des. No. 1800067 (Des. No. 1703012 specific to historic bridge); DHPA No. 26824

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

Dear Mr. Slider,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with State Route (SR) 912 and Michigan Avenue Bridges Project (Des. No. 1800067, et al.). This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. A Section 106 early coordination letter was distributed on December 10, 2020. A letter distributed on February 7, 2022 notified consulting parties that a finding of “No Adverse Effect” for the project, and associated documentation, was available for review and comment.

The project contains six bridges that are part of an interchange. The primary needs for the project stem from the deteriorated condition of the six existing bridges and roadway pavement within the interchange, as described in the Historic Bridge Alternatives Analysis (HBAA). The primary purpose of the project is to extend the life of the interchange by:

- Providing condition rating of at least 7, good condition, for each bridge element (deck, wearing surface, superstructure, and substructure);
- 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
- Reducing the maintenance, safety, and liability concerns associated with the closed pedestrian bridge.

The secondary purpose of the project would increase the safety of the interchange by providing adequate horizontal stopping sight distances, improve or alleviate unsafe merge points within curves, and improve inside and outside shoulder widths.

The Ramp B over B bridge structure, INDOT Structure No. 912-45-06596 B; NBI No. 33035, is a reinforced concrete rigid frame bridge with a horizontal curved deck. The bridge is included in the Indiana Historic Bridge Inventory (IHBI) and is listed as eligible for the National Register of Historic Places (NRHP). The IHBI

identifies the bridge as Non-Select. Per the IHBI, Non-Select bridges are “historic bridges that are not considered excellent examples of a given type of historic bridge or are not suitable candidates for preservation.”

Per the terms of the “Programmatic Agreement Regarding Management and Preservation of Indiana’s Historic Bridges” (Historic Bridges PA), the FHWA-Indiana Division will satisfy its Section 106 responsibilities involving “Select” and “Non- Select” bridges through the Project Development Process (PDP) of the Historic Bridges PA (Stipulation III). Because the Ramp B over B bridge structure (INDOT Structure No. 912-45-06596 B) is a “Non-Select” bridge, the procedures outlined in Stipulation III.B. of the Historic Bridges PA will be followed to fulfill FHWA’s Section 106 responsibilities for the project. (A copy of the Historic Bridges PA can be downloaded here: <http://www.in.gov/indot/2530.htm>).

Please note that, per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to “dual review”; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1- 18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval).

Your office’s letter of February 17, 2022 concurred with INDOT’s February 3, 2022, Section 106 finding of “No Adverse Effect” on behalf of FHWA, for this federal undertaking. The letter indicated that upon receipt of the final bridge plans for this bridge removal, you would decide whether it is appropriate to issue a Director’s Letter of Clearance for this project, indicating compliance with Indiana Code 14-21-1-18. We apologize for any confusion regarding plan submittals in our previous documents related to this project. We would like to clarify that for Non-Select bridges, the Historic Bridges PA only requires the three plan reviews when they are being preserved (see Attachment B of the PA). Consequently, we do intend to submit, and your office does not need to review, final plans for this project since the preferred alternative includes demolition of the historic bridge. Therefore, pursuant to Section 11.5(f) of this rule, we request that the Division Director issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18.

Your February 17, 2022 letter requested that the Ramp B over B Bridge be photographically documented prior to demolition through color, digital images that provide overviews of the resource, along with details shots of any character-defining features. In addition to the photographs, you requested a photo log that corresponds to the photographs, a photo key, and an overview thumbnail sheet. In follow-up email correspondence to the letter, your staff indicated that JPEG images of the bridge already in INDOT’s files would be sufficient.

Per agreed upon procedures between our staffs regarding the transmittal of photo documentation, at the SharePoint link below, please find ten (10) JPEG files and one (1) PDF file for download. Note that in addition to the items listed above, a copy of the original plans for the bridge is included in the PDF document. This additional information should be beneficial for researchers and help bolster the SHAARD record for this bridge.

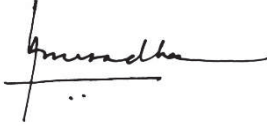
SharePoint site: <https://ingov.sharepoint.com/:f:/s/INDOTCROHiPriPro/Ej-GHWq39fhMiuIKj53rWHoBnO5017YAGgWXXKNAPOQEgfw?e=IM4KqO>

Upon approval by your office, please forward the images to the Indiana State Archives for incorporation into their collection. Please note that per your request to provide a local public or not-for-profit organization a copy of the documentation, we reached out to the East Chicago Public Library (ECPL). The ECPL has agreed to make the information a part of its East Chicago Room, and will make it available for the public to access.

Please note that this letter and a copy of the documentation can be found in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE).

Please review the information and respond within thirty (30) calendar days of receipt. If you have any questions regarding this matter, please contact Mary Kennedy of this section at (317) 694-3607 or mkennedy@indot.in.gov. Thank you in advance for your cooperation.

Sincerely,



Anuradha V. Kumar, Manager
Cultural Resources Office
Environmental Services

AVK/MEK/mek
Enclosures

Enclosures intentionally omitted.

emc: INDOT CRO project files
Amber Thomas, INDOT
Stewart Michels, INDOT
Juliet Port, Parsons
Jennifer Graf, Parsons
Leah Konicki, ASC Group

Division of Historic Preservation & Archaeology · 402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646 · Fax 317-232-0693 · dhpa@dnr.IN.gov ·



April 27, 2022

Mary Kennedy
Cultural Resources Office
Indiana Department of Transportation
100 N. Senate Avenue, Room N-758ES
Indianapolis, Indiana 46204

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

Re: DUAL REVIEW: Photographic documentation and request for Director’s Letter of Clearance for the SR 912 and Michigan Avenue Bridges project (Des. No. 1800067 [LEAD] 1703011, 1703012, 1700105, 1700359; DHPA No. 26824)

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

Dear Ms. Kennedy:

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (54 U.S.C. § 306108); implementing regulations at 36 C.F.R. Part 800; the “Programmatic Agreement Among the Federal Highway Administration, the Indiana Department of Transportation, the Indiana Historic Preservation Officer, and the Advisory Council on Historic Preservation Regarding Management and Preservation of Indiana’s Historic Bridges” (“Indiana Historic Bridges PA”); and the “Programmatic Agreement (PA) Among the Federal Highway Administration, the Indiana Department of Transportation, the Advisory Council on Historic Preservation and the Indiana State Historic Preservation Officer Regarding that Implementation of the Federal Aid Highway Program In the State of Indiana” (“Indiana Minor Projects PA”); and also pursuant to Indiana Code 14-21-1-18 and 312 Indiana Administrative Code (“IAC”) 20-4, the staff of the Indiana State Historic Preservation Officer (“Indiana SHPO”) has reviewed your April 14, 2022, submission which enclosed the aforementioned photographic documentation for the aforementioned project in North Township, Lake County, Indiana.

Thank you for providing the photographic documentation for INDOT Bridge No. 912-45-06596B which is the Ramp B over B bridge structure. The reinforced concrete rigid frame bridge features a horizontal curved deck and was included in the *Indiana Historic Bridge Inventory* as eligible for inclusion in the National Register of Historic Places (“NRHP”) and categorized as “Non-Select.” We have no comments or edits and find this documentation to be acceptable.

We will add this information to SHAARD and submit a copy to the Indiana State Archives. We note in INDOT’s April 14, 2022, distribution letter that the East Chicago Public Library has agreed to accept a copy of this documentation for public research.

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

Furthermore, since there will be no adverse impact to the Inland Steel Office Building/ArcelorMittal Human Resources Building (Indiana Historic Sites and Structures Inventory #089-679-35181), we have determined, pursuant to 312 IAC 20-4-11.5(f), that with a finding of “No Adverse Effect” under 36 C.F.R. 800, a certificate of approval from the Review Board is not necessary. Accordingly, this letter serves as a director’s letter of clearance.

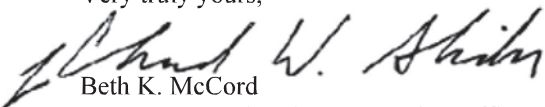
Pursuant to 312 IAC 20-4-11(g), within fifteen (15) days after this determination, an interested person may request a member of the Review Board to provide public hearing and review under 312 IAC 2-3. The designated member shall issue a determination whether an application for a certificate of approval must be filed. If the designated member determines that an application must be filed, then the division shall place the completed application on the agenda of the Review Board's next meeting. If the designated member determines that an application for a certificate of approval is not required, then the division director's letter of clearance is affirmed. A determination under this subsection is not affected until the later of the following:

- (1) fifteen (15) days after issuance of the determination; or
- (2) the day resulting from a notice given under 312 IAC 2-3-7(d).

If you have questions regarding our dual review of the aforementioned project, please contact DNR-DHPA. Questions about archaeological issues should be directed to contact Rachel Sharkey at (317) 234-5254 or rsharkey@dnr.IN.gov. Questions about historic buildings or structures pertaining to this review should be directed to Danielle Kauffmann at (317) 232-0582 or dkauffmann@dnr.IN.gov.

In all future correspondence regarding the dual review of this bridge project on SR 912 and Michigan Avenue bridges in North Township, Lake County (LEAD Des. No. 1800067), please refer to DHPA No. 26824.

Very truly yours,



Beth K. McCord
Deputy State Historic Preservation Officer
Director, Division of Historic Preservation and Archaeology

BKM:DMK:dmk

EMC to federal and state agency or consultant staff members:

Kari Carmany-George, FHWA
Anuradha Kumar, INDOT
Mary Kennedy, INDOT
Matt Coon, INDOT
Susan Branigin, INDOT
Leah J. Konicki, ASC Group, Inc.
Danielle Kauffmann, DNR-DHPA
Rachel Sharkey, DNR-DHPA

EMC to Indiana Historic Preservation Review Board Members:

J. Scott Keller, Review Board
Daniel Kloc, AIA, Review Board
Jason Larrison, AIA, Review Board
Chandler Lighty, Review Board
Beth K. McCord, DNR-DHPA, Review Board
Ryan Mueller, Deputy Director, DNR, and Chairman, Review Board
Anne Shaw, Review Board
April Sievert, Ph.D., Review Board

EMC to potentially interested persons:

Honorable Anthony Copeland, Mayor, City of East Chicago
East Chicago Common Council
East Chicago City Engineer
East Chicago City Planner
Lake County Commissioners
Indiana Landmarks, Northwest Field Office
Northwestern Indiana Regional Planning Commission
Bruce L. Woods, Lake County Historian and Lake County Historical Society and Museum
Paul Brandenburg, Indiana Historic Spans Task Force
Tony Dillon, Historic Hoosier Bridges
Nathan Holth, HistoricBridges.org
Kitty Henderson, Historic Bridge Foundation

CC to potentially interested persons:

Jan S. Smoljan, Superintendent, Lake County Highway Department
Gloria Dosen, East Chicago Historical Society

Port, Juliet [US-US]

From: Leah Konicki <lkonicki@ascgroup.net>
Sent: Wednesday, February 9, 2022 7:58 AM
To: Port, Juliet [US-US]; LaBlonde, John [US-US]; Graf, Jennifer [US-US]
Subject: [EXTERNAL] FW: DES# 1800067 (1703012) R-41441 SR 912 -right of entry area

From: Kennedy, Mary [mailto:MKENNEDY@indot.IN.gov]
Sent: Tuesday, February 8, 2022 4:24 PM
To: Leah Konicki <lkonicki@ascgroup.net>
Cc: Port, Juliet <Juliet.Port@parsons.com>; LaBlonde, John <John.LaBlonde@parsons.com>; Jennifer.Graf@parsons.com; Harry Nikides <hNikides@ascgroup.net>; Branigin, Susan <SBranigin@indot.IN.gov>; Grylewicz, Michael J <MGrylewicz@indot.IN.gov>
Subject: RE: DES# 1800067 (1703012) R-41441 SR 912 -right of entry area

Hi Leah,

Thanks for reaching out. Although some of this right of entry area extends outside the APE, I don't really think it is cause to expand the APE since it's already a roadway. It already has vehicular traffic; all that is proposed is construction equipment also driving on it. If it had been brought to us just a few days prior, we could have included mention of it in the 800.11 documentation. But it doesn't seem to warrant amending the documentation at this time as proposed.

Thanks,

Mary E. Kennedy

Historic Bridge Specialist

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Core work hours: 8:00 AM-2:45 PM Mon-Thurs
Typically on site Tues; Remote Mon, Weds, Thurs



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**Link to the CRO-Public Web Map App can be found [here](#) [arcg.is]

From: Leah Konicki <lkonicki@ascgroup.net>
Sent: Tuesday, February 8, 2022 1:16 PM
To: Kennedy, Mary <MKENNEDY@indot.IN.gov>
Cc: Port, Juliet <Juliet.Port@parsons.com>; LaBlonde, John <John.LaBlonde@parsons.com>; Jennifer.Graf@parsons.com; hNikides <hnikides@ascgroup.net>
Subject: DES# 1800067 (1703012) R-41441 SR 912

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Mary,

A question has come up with regard to the SR 912 Michigan Avenue bridges project regarding right of way that we wanted to run past you, as we are uncertain whether or how to address this in terms of Section 106.

The attached map shows a parcel at the northwest corner of the bridge (yellow) that it is now anticipated to be acquired as temporary "right of entry" ROW to allow the contractor to drive through property owned by the steel mill to get to the railroad property/bridge foundations.

- Contractor will be limited to driving through this area.
- No work will be allowed. This includes no staging, no ground disturbance, no excavations, etc.

The CE will have firm Commitments that this area can only be used for access and no work, ground disturbance, etc. will be permitted. We haven't dealt with this exact type of "right of entry" temporary ROW. Can you provide any guidance as to what if anything needs to be done for 106.

Thanks, Mary.

Leah J. Konicki
Principal Investigator - Architectural Historian
Cultural Resources Manager

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